

Consultation Statement

Torquay Neighbourhood Plan



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1. Introduction

This statement has been produced by the Torquay Neighbourhood Forum (the Forum). It accompanies the proposed Torquay Neighbourhood Plan (Neighbourhood Plan) prepared by the Forum and submitted to Torbay Council in accordance with Regulation 15 of the Neighbourhood Planning (General) Regulations 2012.

The purpose of this statement is to evidence that the Neighbourhood Plan is properly informed by the consultation evidence by setting out in accordance with Regulation 15(2):

- Who was consulted
- How were they consulted
- In summary what the comments were made and
- How the Forum responded.

2. The Neighbourhood Forum

2.1 Early formation

Following the Localism Act of 2012 Torbay Council initiated a conversation with the communities of Torbay with the aim of developing local Neighbourhood Plans. The Council invited Brixham Town Council and the 16 resident-led Community Partnerships (see 2.2 below) to debate how Neighbourhood Planning might be brought forward for Torbay. At an Annual Meeting of all the Community Partnerships in October 2011 it was agreed to develop 3 Neighbourhood Plans - one for Torquay covering the same boundaries as the 9 Torquay based Community Partnership, one for Paignton covering the same boundaries of the 5 Community Partnerships and one for the Brixham Peninsula covering the Brixham Town Council are and the Churston, Galmpton and Broadsands Community Partnership area. Together the 3 plans would over the entire unitary authority area. Torquay with a population of c.70,000 was to become one of the largest Neighbourhood Plan area anywhere in the country.

Initial discussions were held between the Chairpersons of the Community Partnerships and local ward councillors in early 2012. This led to a working group that developed a constitution for the Torquay Neighbourhood Forum, and an interim Chair, Vice Chair and treasurer were elected in May 2012.

Formal approval for the designated Neighbourhood Area and Neighbourhood Forum was confirmed unanimously by Torbay Council in December 2012.

2.2 Workings of the Forum

Since its formation, the Forum has held regular minuted meetings, all open to the public. In line with the Constitution a steering group was formed to oversee the work of the Forum – and this drew heavily on the existing Community Partnership structure.

Torbay's Community Partnerships have been in existence since 2004 and were set up to enable local residents and businesses to influence local decision-making and improve the quality of life in their area. There are 9 Community Partnerships in Torquay collectively covering the whole town (see map over page). The Torquay Neighbourhood Forum decided to build its Neighbourhood Planning process on this network, as they had existing networks of communication with local residents through quarterly minuted public meetings, existing mailing lists, website, Facebook pages and community notice boards.

The Forum remained open to anyone who wished to participate; however people did not have to be part of a Community Partnership to engage with the Forum. The knowledge and networks of the Community Partnerships have been essential to the development of the Neighbourhood Plan.

A Steering Group was developed to oversee the work of the Forum, membership changed over time, but it was broadly made up of:

- One representative of each of the 9 Community Partnerships
- Representative from the Greenspace Forum
- Business representative
- Union representative
- Tourism representative
- Developers representative
- 4 Councillors one from each political group

Appendix 1 contains the Torquay Neighbourhood Plan Forum constitution.

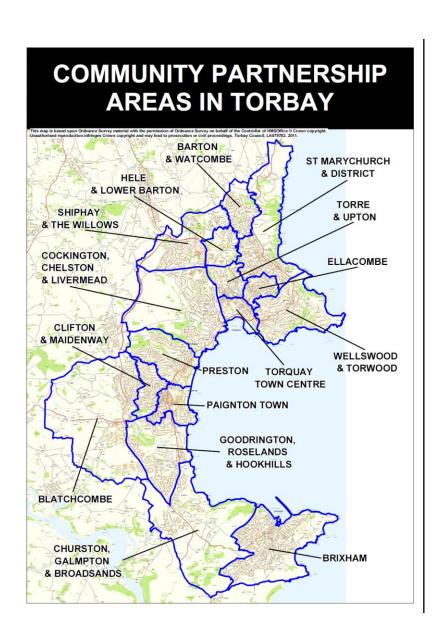
A key element to the Forum was a Council Strategic Planning support officer, who although not a Forum member, was assigned to the Forum by the Council and attended meetings to give technical advice to decision making and feedback progress to the parallel Local Plan process.

All public meetings of the Forum have been advertised in advance with the circulation of agendas and minutes and an announcement on the Forum's website – www.torquaynp.org

Between public meetings the Steering Group met on a monthly basis to progress the plan.

The representatives from each of the Community Partnerships fed back to their communities' progress on the plan at their own steering group meetings and quarterly public meetings over the 5 years of the process.

On-going public engagement was also through social media using a Facebook Page - www.facebook.com/Torquaynp and the web site.



3. Development of the Neighbourhood Plan

There have been 10 main stages to the development of the Torquay Neighbourhood Plan:

- 1. Initial discussions about the critical issues for the Neighbourhood Plan, this were facilitated by a series of workshops by The Princes Foundation in March and June 2012. Appendix 2 contains all the Princes Trust reports.
- 2. Each Community Partnership conducted a SWOT (strengths, weaknesses, opportunities, threats) for their area, and the thematic working groups identified their priorities and these were then shared widely through the first public consultation.
 Appendix 3 contains the Community Partnership summary outcomes from the SWOT process.
- 3. An assembly of the priorities identified by the 9 Community Partnerships and the results from the working groups on key areas was drafted from the input from the Princes Foundation and the Community Partnership statements. A public consultation event was held in December 2012 titled 'Change is in Your Hands'. Appendix 4 has the documents and the results that informed the drafting of the first draft Plan
- 4. The first draft Plan (dated September 2014) was again formulated by Community Partnerships contributing more detailed Partnership statements and the new working groups/Forum Steering Group developing overall policies. This was facilitated by a consultant Lee Bray, the former Head of Planning for South Hams District Council. At this time the Forum also undertook a youth engagement project including visits to schools.
 - Appendix 5 contains the summary youth engagement project. Appendix 6 contains a working draft of the first Plan.
- 5. The first draft plan was shared at a public meeting on November 2014. Appendix 7 contains the public consultation details.
- 6. A further workshop with the Princes Trust concentrated on the Gateway area and Town Centre in December 2014 (See Appendix 2)
- 7. Considerable work was then done on the Plan by the Community Partnerships and the Forum Steering Group resulting in a second draft Plan which was shared through a further non-statutory public consultation event March-April 2016.

- Appendix 8 summarises the event
- 8. Following further revision and assembly of supporting documents in to a coherent Plan this third version Plan went out for its Statutory Consultation (Regulation 14) between the 22nd August and the 3rd October 2016. (See Section 4 below for details)
- A Health Check Report on the revisions arising from that consultation was conducted on the Plan by John Slater Planning Ltd Jan 2017.
 Appendix 9 presents the report.
- 10. The plan was further modified to comply with the issues raised in the Health Check Report informed by a joint Council/Forum review meeting and the resulting full Plan was put to its second and final Regulation 14 Consultation between 7th August and 17th September 2017. (See Section 4 below for details).

4. Regulation 14 Consultations

4.1 The first regulation 14 Consultation

This took place between 22nd August and the 3rd October 2016. The following documents were consulted on

The draft Plan, including mapping of Local Green Spaces, employment and housing sites

The draft Sustainability Appraisal

In addition to public advertisements notifications were sent out on behalf of the Torquay Neighbourhood Forum by Torbay Council and the Torbay Community Development Trust.

Torbay Council disseminated the notice of the consultation on the Torquay Neighbourhood Plan via its own list of consultation contacts (namely the 'Spatial Planning Consultation Database' and the 'Agents List'). The Torbay Council Spatial Planning Consultation Database is held by the local planning authority. This database consists of a number of separate consultees and agents. This includes 'specific consultation bodies' and 'general consultation bodies' as prescribed within the Town and Country Planning (Local Planning) (England) Regulations 2012. In addition, the database contains contact details for other persons and organisations who have specifically requested to be kept informed on the status of Spatial Planning consultation documents, including

but not limited to various local residents, voluntary groups, businesses, developers and landowners. The Council also holds as additional list of 'local agents' whom are contacted from time-to-time as part of updates from the Spatial Planning department – commonly through an 'Agents Newsflash'.

The following are contained in the Council list of 'specific consultation bodies' also known as 'Statutory Consultees':

(Torbay Council)
Environment Agency
Historic England
Natural England
SW Water
National Grid
Network Rail
The Coal Authority
The Homes and Communities Agency
The Marine Management Organisation
Torbay and South Devon NHS Foundation Trust
South Hams District Council
Teignbridge District Council

Also, the consultation database includes various contacts representing the following (these types of groups are also referred to as possible 'consultation bodies' in the Neighbourhood Planning Regulations). The Council's consultation database includes bodies which meet these requirements:

Voluntary bodies (e.g. Torbay Community Development Trust)
Bodies which represent different racial, ethnic or national groups (e.g. Gypsy and Traveller representatives)
Bodies which represent religious groups (e.g. churches/places of worship) Bodies which represent groups which carry out business (e.g. Torbay Business Forum and Torquay Chamber of Commerce)
Bodies which represent the interests of disabled persons (e.g. SPOT)

The Torbay Community Development Trust sent notifications to 211 Voluntary Sector groups (see Appendix 8), 16 businesses, 38 independent care organisations, 11 doctors surgeries, 15 educational establishments, 61 members of staff of statutory organisations, 3 VCSE groups from outside of

Torbay, 2 national funders, the local newspaper The Herald Express and 247 individuals.

Appendix 10 contains the full list of consultees, consultation Plan, representations and tabular summary of representations and actions taken.

4.2 The second Regulation 14 Consultation

This consultation took place between 7th August and 17th September 2017 following a similar format to the first Regulation 14 Consultation.

The following documents were included:

The draft Plan, including mapping of Local Green Spaces, employment and housing sites

A summary of the major changes since the last Regulation 14 Consultation

The draft Habitats Regulations Assessment and draft Sustainability Assessment

Appendix 11 contains the notice of consultation, the summary of major changes since the last Plan, summary of representations and actions taken, a land owner contact summary and the consultation Plan.

5.0 Engagement Summary

Event	Date	Purpose	Number of participants	Outcomes
Launch publicity	January-February	To make residents aware of the Neighbourhood Planning process and encourage their participation in the Forum	N/A	Print media, local radio, 3 Banners re the Neighbourhood Plan process across key sites in Torquay
Workshops with Princes Foundation	March 2012 and 11 th June 2012	A scoping exercise	40	See Appendix 2
First Annual General Meeting of the Forum	29 th May 2012	To review the constitution and elect a steering group	53	
Community Partnerships engagements events with their residents	June-October 2012	To conduct SWOTs for each area of the town	200+	See Appendix 3
First public consultation: Change is in your hands across Torquay	November- December 2012	To review the priorities identified by the 9 community partnership and the thematic working groups	298	See Appendix 4
Workshops with Princes Foundation	December 2012	Series of workshops to prepare the plan for Gateway and Town Centre	20	See Appendix 2
Exhibition Boards toured Torquay venues	January – March 2013	Gather more feedback from specific groups	60+	
Stand at Tourism Event	21 st March 2013	Gather more feedback from specific groups	100+	
Visits to 2 schools	April 2013	Gather more feedback from specific groups	32	
First draft plan uploaded to website	Oct 2013		N/A	
Youth Engagement	February 2014	Gather more feedback from	45 (7 from	See Appendix 5

		specific groups	Torquay)	
Public Meeting	November 10 th 2014	To comment on the first draft plan, potential Local Greenspaces and the Masterplan for Edginswell	73	See Appendix 6
2 nd public consultation: on draft plan across Torquay	Monday 7 th March – Sunday 17 th April 2016	To comment on the second draft plan		See Appendix 7
Launch Event Livermead Cliff Hotel	Monday 7th March	To comment on the second draft plan	105	
Boards on display at the Ellacombe CP Shop	Monday 7 th March – Sunday 17 th April	To comment on the second draft plan	43	
Boards on display at the Heles Angels drop in office	Monday 7 th March – Sunday 17 th April	To comment on the second draft plan	45	
Shiphay and the Willows Public Meeting Farmhouse Tavern	Monday 21st March,	To comment on the second draft plan	53	
St Marychurch and District Public Meeting Corinthian Sailing Club	Monday 21st March,	To comment on the second draft plan	26	
Wellswood & Torwood Public Event St Matthias Church	Tuesday 22nd March,	To comment on the second draft plan	22	
Torre & Upton Public Event Endeavor House	Wednesday 30th March	To comment on the second draft plan	15	
Torquay Town Centre CP Public Meeting	Thursday 31st March,	To comment on the second draft plan	21	
Barton and Watcombe event, The Yellow Frog Café, Moor Lane Torquay	Monday 11th April	To comment on the second draft plan	16	

Cockington Chelston & Livermead Public Meeting, St Peters Church		To comment on the second draft plan	23	
Queensway	Tuesday 19th April			
Copies of the plan at	Monday 7 th March –	To comment on the second draft	N/A	
Torquay Library, Torbay	Sunday 17 th April	plan		
Community	2016			
Development Trust and				
Artizan Gallery				
Pre-submission part I	22 nd August – 3 rd	To comment on the third draft	See	See Appendix 10
Website promotion	October 2016	plan	Appendix	
Copies of the plan at			10	
Torquay Library, Torbay				
Community				
Development Trust and				
Artizan Gallery				
Pre-submission part 2	7 th August – 17 th	To comment on the fourth draft	See	See Appendix 11
Website promotion	September	plan	Appendix	
Copies of the plan at			11	
Torquay Library, Torbay				
Community				
Development Trust and				
Artizan Gallery				

Appendix 1 – Constitution



Torquay Neighbourhood Plan Forum

Constitution

1.0 Introduction

Torbay Council is the Local Planning Authority for the area of Brixham, Paignton and Torquay. Torbay's Community Partnerships were established by the Torbay Strategic Partnership in September 2004. Each Community Partnership has the following Aim and Objectives under the Constitution last reviewed and revised in March 2011,:-

Aim:

To bring together local people to add value and achieve a better quality of life for the local community.

Objectives:

- To promote the economic, social, health and environmental well being of the Community within each Partnership area;
- To provide an opportunity for local people to influence local decision making;
- To encourage openness and transparency amongst statutory agencies and provide an opportunity for local people to influence the priorities and services of these agencies;
- To improve community leadership for the benefit of the whole area;
- To improve democratic participation by local people;

To develop area plans to benefit the local community and Torbay as a whole.

The express purpose of the Torquay Neighbourhood Forum will be to promote or improve the social, economic and environmental well-being of an area through those objectives and those in section 3 below.

- 1.2 The Localism Bill encouraged local communities to set up a Neighbourhood Forum to lead the preparation of a Neighbourhood Plan. It has been agreed by the Community Partnerships and Torbay Council that three Neighbourhood Plans will be prepared one for each of Brixham, Paignton and Torquay.

 Once agreed, each Neighbourhood Plan will form part of the Local Plan for Torbay and will be a key factor in making development decisions.
- 1.3 In October 2011, representatives and Councillors from all nine Community Partnerships in Torquay met and agreed to establish the Neighbourhood Forum for Torquay.

2.0 Forum name and the Neighbourhood area

- 2.1 The name of the Forum shall be "Torquay Neighbourhood Plan Forum" hereinafter referred to as "the Forum".
- To ensure no overlap with the Brixham and Paignton Neighbourhood Plans, Torquay Neighbourhood area, hereafter referred to as "the Neighbourhood Area", consists of the Community Partnership areas of Torre and Upton, Torquay Town Centre, Shiphay and the Willows, Wellswood and Torwood, St Marychurch and District, Ellacombe, Cockington, Chelston and Livermead, Barton and Watcombe and Hele and Lower Barton

3.0 Objectives

The objectives of the Forum are:

- 3.1 To produce the Neighbourhood Plan in as timely a fashion as possible to further the social, economic and environmental well-being of individuals living, or wanting to live, in the area.
- 3.2 To establish appropriate project groups, with appropriate members to enable the progress and completion of sections of the Neighbourhood Plan.
- 3.3 Ensuring full community involvement in all work relating to the Neighbourhood Plan.

- 3.4 Make appropriate arrangements for full publicity for the Neighbourhood Plan, any related events and subsequently when the results thereof have been prepared for consultation.
- 3.5 Liaise with the Forums for Brixham and Paignton on preparation of specific aspects of the Neighbourhood Plan and in particular with the Torbay Council officers, Councillors and or Committees relating to Planning, the Environment, Heritage, Health, Leisure and sport or any other issue touched upon in the Neighbourhood Plan.
- 3.6 Obtaining guidance for incorporation of the Neighbourhood Plan into the statutory development plan for the area.
- 3.7 The Forum shall work with neighbouring authorities, to ensure that any documents prepared for the Plan area, or for the neighbouring areas, take account of the relationship of the Plan area with those areas.

4.0 Forum membership

- 4.1 Membership of the Forum is open to individuals:-
 - (a) who live in the Neighbourhood Area
 - (b) who work in the Neighbourhood Area
 - (c) who are Torbay Councillors in the Neighbourhood Area
 - (d) who own property in the Neighbourhood Area
 - (e) who are retailers in the Neighbourhood Area
 - (f) who represent local organisations operating in the Neighbourhood Area
 - (g) who own businesses in the Neighbourhood Area
- 4.2 Membership is voluntary.
- 4.3 The number of members shall be not less than 21.
- 4.4 For the avoidance of doubt, no person who qualifies under paragraph 4.1 above shall be excluded or refused membership from the Forum.

5.0 The Steering Group and responsibilities

- 5.1 The Forum will be managed by a Steering Group consisting of:-
 - (a) An Executive Committee made up of the Forum Chairperson, Vice Chairperson, Communications Officer, and Treasurer;
 - (b) the Chairperson, or designated representative of each of the Community Partnerships of the Neighbourhood Area;
 - (c) up to 4 Councillors ensuring a political balance.
 - (d) other members of the Forum determined by the Forum from time to time, and co-opted if necessary.
 - (e) All members of the Steering Group will represent a wider network. There will be no individual members of the Steering Group.
- 5.2 Membership is voluntary
- Officers of the Forum are to be a Chairperson, Vice Chairperson, Communications Officer and Treasurer to be elected by the steering group of the Forum on an annual basis. The Forum will appoint these officers from non-council members of the Forum. The Officers will be supported by a Secretary.
- 5.4 New members may join by applying either verbally or in writing (including by email) to the Forum Secretary or to the Community Partnership office.
- The decision on acceptance of individual membership applications is the responsibility of the Steering Group. Refusal to accept an application for membership must be given to the applicant by the Chairperson, or the Vice Chairperson, including the reason for refusal.
- 5.6 The Secretary will update the list of members and maintain a list in conjunction with the Community Partnership Office.
- 5.7 If a member is unable to attend a Forum meeting s/he should send a substitute representative from the network s/he is representing unless exceptional circumstances make this impossible.
- 5.8 The list of members shall be made available for inspection to members as soon as possible when requested.
- Subject to any statutory requirements relating to the release/access to information, the lists of members are the sole ownership of the Forum. Any outside organisation or individual that is not a member of the Forum must request a list of members to the Forum secretary in writing. The request must include the reasons for requesting the list. It is the Steering Group's decision on whether the request is accepted or refused. No decision on refusal needs to be given.

- 5.10 Members may be excluded from the Steering Group. Only the Steering Group shall have authority to exclude a member from the Steering Group and must be authorised by the Forum Chairperson. Exclusion and the reason for exclusion must be given in writing to the excluded member by the Forum Chairperson.
- 5.11 Should the Steering Group need to vote to resolve an issue their members will take into account the views of the wider Forum membership. The vote will require a 75% majority of Steering Group members present or votes can also be taken purely by email providing 7 full days are allowed for responses. The results of a vote, including the details of each Steering Group member's ballot, will be made available to all Forum members.
- 5.12 Steering Group meetings are open to observers. Observers can participate in the meeting at the discretion of the chairperson, but they will not have any voting rights.
- 5.13 The Steering Group will lead preparation of the Neighbourhood Plan, and monitoring implementation after adoption, in accordance with the "Guidance on Neighbourhood Planning in Torbay" published by the Council in September 2011, and any amendment notified to the Forum.
- 5.14 The Community Partnership volunteer representatives will ensure that their respective Partnerships are kept informed and involved in the preparation of the Neighbourhood Plan and monitoring of the Plan before and after adoption
- 5.15 The Steering Group will ensure that their respective networks and partnerships are kept informed and involved in the preparation of the Neighbourhood Plan and monitoring of the Plan after adoption.
- 5.16 The elected Council representatives will ensure that the views of the Forum are taken fully into account when the Plan is considered by the Council.
- 5.17 The Forum contact details and all Plan information will be held in a central site (with back up facilities) agreed by the Steering Group members and will be held in accordance with Data Protection, Freedom of Information and Environmental Information requirements.
- 5.18 The Council as the Local Planning Authority will ensure that the work of the Forum in relation to all mapping information falls within the scope of the License held by the Council from the Ordnance Survey.

6.0 Executive committee

The Executive Committee of the Forum shall be the central point of contact on all communication and consultation between the Forum and Torbay Council and any other organisation or individual on matters concerning the Neighbourhood Plan.

6.2 The Chairperson will:-

- be the chief presiding officer, call and chair meetings of the Forum and the Steering Group;
- Have the casting vote in any tie of votes only;
- be the Forum's spokesperson with external organisations and individuals. Should the Chairperson feel it necessary to express a personal opinion on any matter regarding the Neighbourhood Plan and its wider context they should make it clear this is a personal opinion and not that of the Forum Steering Group, not the Forum as a whole;
- have the power to take decisions on urgent matters between meetings of the Forum, in consultation with at least one other committee member, and communicate these decisions as soon as possible to the Steering Group;
- provide leadership and motivation, and facilitate the involvement of the community of Torquay in the Neighbourhood Forum;
- Enforce the Constitution and ensure meetings are conducted efficiently, fairly, and harmoniously;
- Report to the Forum on all related administrative matters in conjunction with the officers of the Council.

6.3 The Vice Chairperson will:-

- be the Chairperson's alternate in their absence, with all the duties and responsibilities of the Chairperson during the Chairperson's absence;
- be from another area of the neighbourhood than that of the Chairperson.

6.4 The Communications Officer will:

- Be responsible for general communications on the work of the Neighbourhood Forum;
- Oversee the consultation and campaign activities of the Forum;
- Update and maintain the Forum website;
- Oversee the Forum's social media presence.

6.5 The Treasurer will:

- maintain and report on the financial accounts and insurance requirements of the Forum in conjunction with the Community Partnership office;
- report to each meeting of the Forum the finance held by, or on behalf of, the Forum and funds uncommitted and available for use by the Forum;
- ensure there are 3 signatories to the Forum's bank account at all times, with cheques and transfers signed by 2 of the 3 signatories;
- ensure the Forum remains solvent at all times;
- ensure invoices are paid on a timely basis and in accordance with the budget or by agreement of the Officers;
- ensure the Forum accounts are audited on an annual basis.

- 6.6 The officers will be supported by a Secretary. The Secretary will support the Steering Group but will not be a voting member of the Steering Group, s/he will:
 - prepare and issue agendas, notes and reports for the Forum meetings;
 - issue minutes for the Chairperson's approval prior to circulation;
 - maintain a database of members and Steering Group members, with support from the Community Partnerships Office;
 - Provide general administrative support to the Steering Group and the Forum.

7.0 Location of meetings and frequency

- 7.1 The place of meeting for the Forum (or a Project Team) will be decided by the Chairperson or any leaders of any Project groups associated with the Forum.
- 7.2 The Steering Group will normally meet monthly, or at such frequency necessary to ensure preparation of the Plan is progressed in accordance with the approved Project Plan.
- 7.3 At least 7 days notification must be given to its members for a Forum or Group meeting. The details of the time and place of meetings will be made widely available including on the Forum's website.
- 7.4 To reflect the principle of a community led approach, at least 10 non-council members must be present at the start of a Forum or a Steering Group meeting for it to be declared quorate. The public Forum meetings shall be open to any member of the public to observe.

8.0 Affiliations, operations and independence:

- The Forum is a collaborative working arrangement of the Council and the Community Partnerships and other local groups and shall not be affiliated to any political party or organisation.
- 8.2 The Forum is to make the plan in the first place and may comment on planning applications or proposals that could reasonably be expected to impact upon the objectives of the plan either before or after the plan is produced. Where such comments are made, they shall be submitted to the Council following approval by the Steering Group of the Forum.

- 8.3 All members of the Forum shall act in meetings of the Forum and any Representative Group(s) in the best interests of the Forum and the community of the area and shall follow the good governance guidelines set out in the attached guidance (or any updating thereof).http://www.goodgovernancecode.org.uk/
- The Forum shall act in accordance with best practice in the preparation of neighbourhood plans and in accordance with Government guidance for such preparation and shall seek to work collaboratively with the Local Planning Authority to achieve this.
- 8.5 The Local Planning Authority will indemnify Forum members against reasonable legal costs and expenses arising from the content of the Neighbourhood Plan.

9.0 Confidentiality

- 9.1 It is understood, and agreed to, that the disclosure of confidential information may provide certain information that is, and must be kept, confidential. To ensure the protection of such information, and to preserve any confidentiality necessary under patent and/or trade secret laws, it is agreed that:
 - (i) The Recipient shall limit disclosure of Confidential Information to members of the Forum having a need to know. Forum members will not disclose the confidential information obtained from the discloser unless required to do so by law.
 - (ii) This Agreement imposes no obligation upon the Recipient with respect to any Confidential Information (a) that was in the Recipient's possession before receipt from the Discloser; (b) is or becomes a matter of public knowledge through no fault of the Recipient; (c) is rightfully received by the Recipient from a third party not owing a duty of confidentiality to the Discloser; (d) is disclosed without a duty of confidentiality to a third party by, or with the authorization of, the Discloser; or (e) is independently derived by the Recipient.

10.0 Conflict resolution within the Forum

- 10.1 At all times, the Forum will recognise the primary need to encourage community involvement in, and support for, the Neighbourhood Plan. The Forum will also give primacy to the new Local Plan prepared by the Council, unless it is found in the course of preparing the Plan there is doubt any policy or proposal in the new Local Plan is credible, justifiable or achievable.
- 10.2 If it proves not possible for the Forum to reach agreement during any stage of preparing the Plan, every effort shall be made by the membership of the Forum to resolve the difference by negotiation.

10.3 In the course of developing the Neighbourhood Plan, if serious conflict arises within the Forum regarding any issue and is unable to be resolved then the Steering Group will intervene and come to a decision regarding the issue by way of a majority vote of the Steering Group members. This vote may be instigated by way of 50% of the Steering Group members making it known to the Chairperson that a vote is required. All members of the Forum, including those who are not members of the Steering Group, may propose that an issue is put to the Steering Group for a vote.

11.0 Complaints Procedure

- 11.1 If a Forum member wishes make a complaint about an action of the Forum, or about a member of the Forum regarding an issue of relevance to the Forum's business, they should first and foremost address this complaint to the Chairperson of the Forum. If the complaint is directed at the Chairperson, the complainant should address one of the other Executive Committee members. The receiver of the complaint shall endeavour to bring about an acceptable conclusion to the matter through informal dialogue.
- 11.2 If an informal dialogue has not brought about an amicable conclusion a presentation by the respective parties to the steering group will take place within 28 days and the matter will be determined though a vote, in line with article 5.11. The vote of the Steering Group is final.

12. Constitution Amendments

Hereinafter, this Constitution may be amended at a meeting of the Forum by a 75% majority vote of those Steering Group members present. Proposed amendments must be submitted with a seconder in writing at least twenty-one days before the meeting. These must be circulated to Forum members at least 14 days in advance of the meeting. Any proposed amendments by the Forum must be notified to Torbay Council.

13.0 History of the Constitution

Adopted: 18.06.2012 Amended: 02.06.2014

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THIS INITIATIVE IS SUPPORTED BY:

THE PRINCE'S FOUNDATION for BUILDING COMMUNITY: TRANSFORMING LIVES through ENGAGING EDUCATING and EMPOWERING PEOPLE

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NOTE: THIS REPORT HAS BEEN FORMATTED FOR DIGITAL RELEASE ONLY

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APPENDIX E WORKSHOP DRAWING - GROUP 3 V

THE PRINCE'S FOUNDATION for BUILDING COMMUNITY: TRANSFORMING LIVES through ENGAGING EDUCATING and EMPOWERING PEOPLE

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SECTION 1 INTRODUCTION

The Prince's Foundation has held two workshops in 2012 to support development of a neighbourhood plan for Torquay.

The workshop in June was a more detailed, one-day follow-up to an introductory event in March. It was attended by representatives of the Torquay Neighbourhood Forum, the nine Community Partnerships in Torquay, Torbay Council and other key local stakeholders.

1.1 THE PRINCE'S FOUNDATION

We are the Prince's Foundation for Building Community. Our goal is a future where all of us can take part in making our communities more sustainable.

We are working with everyone from local residents' groups to governments to make it happen.

This event was made possible through a grant provided by the Department for Communities and Local Government - the project is part of the 'Communities and Neighbourhoods in Planning' programme.

1.2 PREVIOUS SUPPORT

An initial workshop was held with the Neighbourhood Forum on 6 March.

Key issues for Torquay were identified as: size and complexity of area, barriers to engagement, housing need, defining the tourism offer, town centre decline and areas of growth.

The Prince's Foundation's Scoping Report recommended: creating a two-tier structure for the Plan, focusing in detail on key areas of change, widening engagement, working on the overall vision, and giving direction to the work of the sub-groups.



TORBAY COAST

SECTION 2 JUNE WORKSHOP SUMMARY

The neighbourhood planning workshop included presentations and workshop exercises to help the group understand what the Plan could include and to make a start at drafting some contents.

We discussed how the Neighbourhood Plan relates to the emerging Torbay Local Plan – what each one should cover, how we can avoid duplication, how there needs to be conformity between the two.

In workshop groups, we defined the 'core area' for Torquay – the boundaries of the area that will need more detailed attention in the Neighbourhood Plan.

There was broad discussion about the overall vision for Torquay and, in groups, we did some initial analysis of SWOTs for 7 of the 9 Community Partnership areas. It was acknowledged that there is a unique opportunity provided by parallel tracking of the Local Neighbourhood Plans.

2.1 PRESENTATIONS GIVEN AT THE WORKSHOP

Susie Colley (Torquay Neighbourhood Forum) set out the Forum's shift from thematic working groups to project-specific groups, and progress on Community Partnership-level SWOT analyses.

Pat Steward (Torbay Council – Planning) gave an update on the New Local Plan for Torbay, which has an emphasis on economic recovery and a more flexible 'bandwidth' approach to housing numbers. It should be complete within twelve months.

Dominic Acland (Torbay Coast & Countryside Trust) explained the implications for Torquay of the Torbay Green Infrastructure Plan: key points include protection of and accessibility to the coastline and the Gateway as a critical environmental pressurepoint. Hannah Shrimpton (Torbay Council –
Transportation) gave an overview of LTP3, the
Local Transport Plan 2011-26, with its emphasis on
safe, sustainable, low-carbon transport choices. Key
projects for Torquay include: South Devon Link
Road, the new ferry service to Brixham, improved
bus and cycle links, town centre connectivity and
real-time bus information.

Susie Masterman (Torbay Development Agency) demonstrated how lack of employment space is a real constraint to economic development, and set out three key inward investment areas: electronics/high-tech industry, medical and healthcare, and call centres. Their collaborative involvement is vital for their expertise on deliverability.



JUNE WORKSHOP

6 PRINCE'S FOUNDATION PROJECT REPORT



SECTION 3 RECOMMENDATIONS

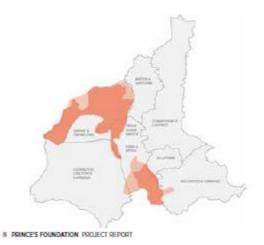
The Prince's Foundation's recommendations to Torquay Neighbourhood Forum

3.1 DEFINING BOUNDARIES

The 'core areas' should be defined according to issues, not existing ward/partnership boundaries. They should include the Gateway, central spine and an expanded town centre/waterfront. This recognises that there needs to be a focus on the town but that fringe areas such as hotels, bus station are also vital for the town's future.

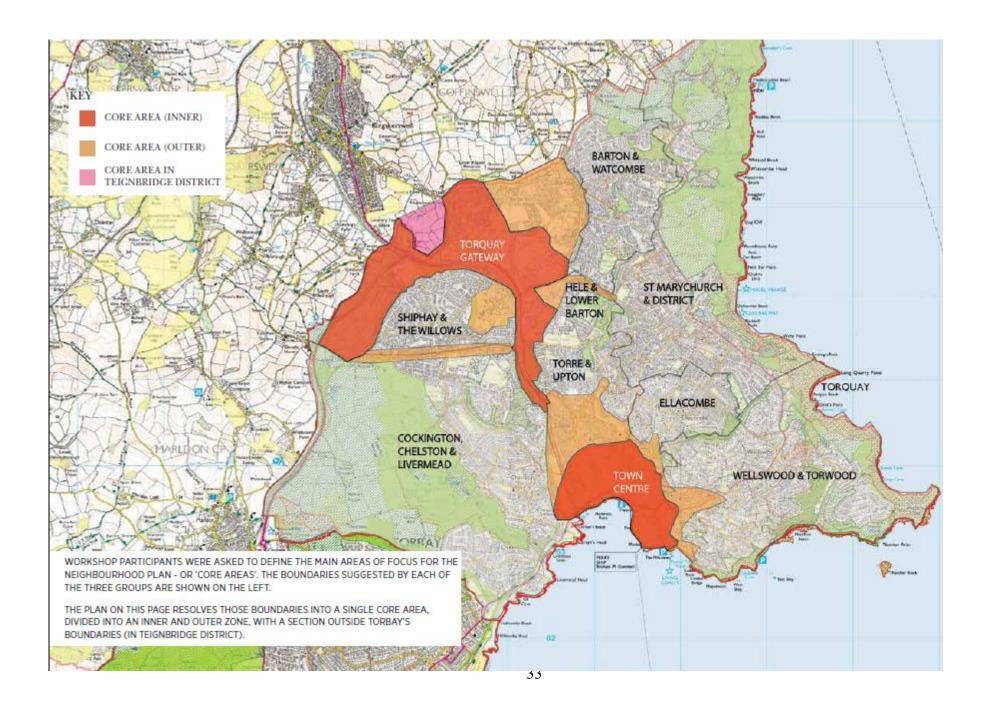
3.2 SECTIONS

The Neighbourhood Plan should have one discrete section for the core areas and another covering the community partnership areas. The core areas will be relatively detailed, with key objectives/actions and separate proposals plans. The community partnership areas will offer specific actions for their local area, without needing to touch on issues already covered in the core areas.









SECTION 3 RECOMMENDATIONS CONTINUED

3.3 COMMUNITY PARTNERSHIPS

The community partnership areas are defined by their existing boundaries. Each community partnership should feel some ownership over their section of the Plan, but also buy-in to the overall vision for Torquay and the proposals for the core area. It is recommended that the delivery of the plan for the core area should be the responsibility of a dedicated team, with the Forum as a whole (or a board established for this purpose, with reps from each community partnership area) reviewing the content and structure once in draft form.

3.4 PLAN PERIOD

The plan period needs to be agreed by the Forum. Five years has the advantage of focusing on immediate priorities and minimising the emphasis on meeting longer-term housing needs (mindful of what has happened to the Dawlish Plan and of the current lack of an adopted Local Plan). Ten years would give more certainty, but would increase the risk of the Plan being found unsound on the basis of meeting objectively assessed housing needs.

3.5 NEXT STEPS FOR CORE AREAS

The next steps for the core areas can be as follows:

Bring together a team from across the Neighbourhood Forum who can focus on the core areas (a cross-section from the community partnerships as well as stakeholders with a direct influence on the town centre and growth areas), as mentioned above.

Agree the boundaries of the area

Torbay Council to discuss with Teinbridge District Council as part of its duty to co-operate and the Forum follows it up with Kingskerswill Parish Council.

Draw together from the individual SWOTs of all community partnership areas any objectives, projects and suggestions that relate to the core areas. The Forum should deal with priorities first. There may be some issues that are a) covered well in the new local plan and b) slip back in terms of priority.

With the help of Torbay Council, bring together and map information on existing proposals in the core area, so that there is an understanding of development already in the pipeline, when it may happen and what housing/job numbers it is likely to bring

Again with the help of Torbay Council, map potential future development sites (the Council's SHLAA – strategic housing land availability assessment – should be the key source of information for this)

This should provide a good basis for weighing up where and when the Forum would like to see development happen in the core area and matching it to the objectives and the vision, determining what benefits could accrue to existing communities from that development

3.6 PROCESS FOR COMMUNITY PARTNERSHIP AREAS

The process for the community partnership areas could be as follows:

Bring together and analyse the SWOTs, grouping issues under generic headings (economy, housing, environment, movement, etc) and highlighting any specific suggestions or proposals (place- or project-specific)

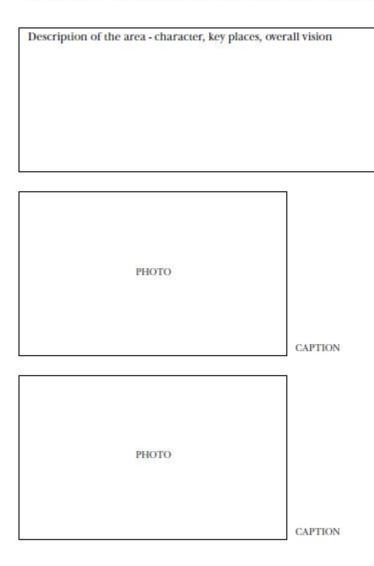
Determine which of those issues will be dealt with by a) the local plan and b) the core area proposals

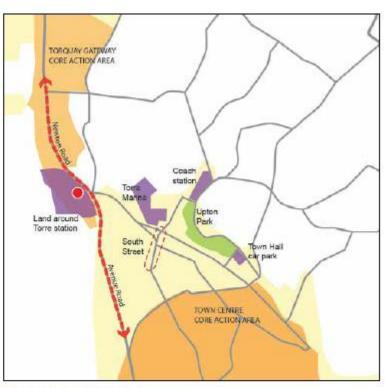
Discuss and prioritise both the remaining local issues and project-specific proposals

Prepare a summary of the key projects, describing and mapping them and checking deliverability

The section for each community partnership area should be a maximum of one page, setting out simply objectives and key actions/projects, with some brief background information about the area. (To the right is an example of how this could work for the Torre & Upton area.)

SAMPLE PAGE: TORQUAY NEIGHBOURHOOD PLAN TORRE & UPTON COMMUNITY PARTNERSHIP

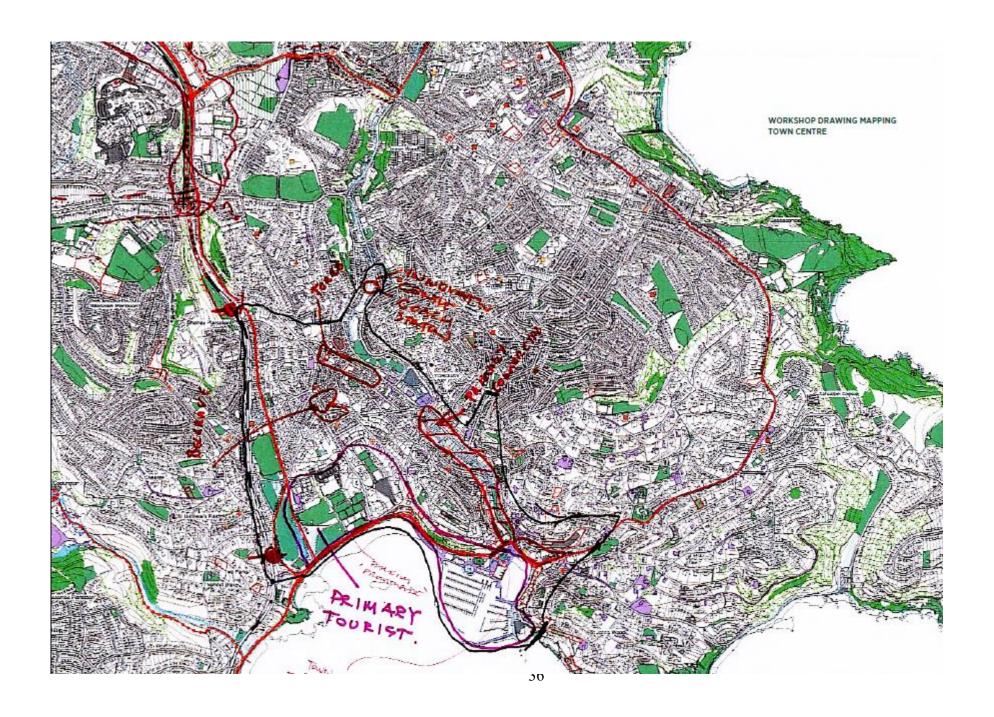




OBJECTIVES & ACTIONS

- 1. New high spec office building for Torre Marine site
- 2. Regeneration of Upton Park as a the principal town centre park
- 3. Torre Marine pocket park / play area
- Regeneration of Torre station and industrial land behind Torre station (non-retail)
- 5. South Street
- 6. Town Hall car park northern retail anchor
- 7. Torre to Quay transport corridor: Newton Road to harbour Torre Street (already funded through LSTF)

Prepare a summary of the key projects, describing and mapping them (see Torre example right) – maximum one page



SECTION 4 NEIGHBOURHOOD PLAN STRUCTURE

What will the Plan look like? How long it should be? How it will deal with different areas? There was collective agreement on working towards a 'light-touch' structure that deals in detail with those parts of the town that are mostly likely to change during the plan period.

1. INTRODUCTION

What the Plan is, how it is structured, who has led on its preparation, what area includes, what time period it covers, how it will be used and who should use it.

2. COMMUNITY INVOLVEMENT STATEMENT

Who has been involved through the process, what it has involved (eg workshops, SWOT exercises, questionnaires, exhibitions, etc), and details of the referendum / examination.

3. STATEMENT OF COMPLIANCE

Standard statement of full compliance with the Torbay Local Plan, NPPF, EU Regs and adjoining Neighbourhood Plan areas. Should include a statement on what the Torbay Local Plan is and how it relates to this Neighbourhood Plan. questionnaires, exhibitions, etc), and details of the referendum / examination.

4. OUTCOMES FOR THE PLACE/ COMMUNITY

A single statement or set of points describing a future aspiration for the Neighbourhood Plan area as a whole, covers, how it will be used and who should use it.

5. OBJECTIVES AND ACTIONS (CORE AREAS)

Objectives grouped under headings, eg: housing, movement, environment, character/heritage, economy/jobs, special areas.

Place-specific actions against each objective – this could be about individual projects / places and could specify numbers of houses / jobs that will be delivered.

6. PROPOSAL PLANS (CORE AREAS)

Key plan of Torquay, showing boundaries of core areas

Separate detailed plans for action areas

Potential movement projects/interventions

7. COMMUNITY PARTNERSHIP AREAS

Specific projects, actions and objectives

8. DELIVERY

Who will be responsible for delivering the identified projects, how they may be funded and phasing of those projects.



SHOPS ON CARY PARADE, TOWN CENTRE



Discussions at the workshop, and examination of SWOTs, generated some ideas about what the Plan could contain.

In addition to the plans and diagrams for the core areas and community partnership areas, written content could include the following.

5.1 VISION

There was consensus that Torbay has amazing natural assets (bay, sea, coast, beaches, climate etc) although the quality of Torquay as a town and holiday destination had diminished. The ideas put forward during the workshop focused on Torquay's future tourism role:

"Recapture the English Riviera"
"The UK's best tourist resort"
"Heart of the English Rivera"

5.2 OBJECTIVES & ACTIONS FOR THE CORE AREA

While Objectives can be quite broad, Actions set out in the Neighbourhood Plan should be place-specific, written in such a way that they are achievable and you know when they have completed. The actions set out below should be refined to link them to specific areas, sites, streets or spaces.

The objectives might take shape as follows:

ECONOMY / JOBS

- -MORE AND BETTER QUALITY JOBS FOR LOCAL COMMUNITY, RETAIN BRIGHT PEOPLE
- -SUPPORT A DIVERSE ECONOMY, NOT RELIANT ON TOURIST SECTOR (HEALTH AND ELECTRONICS)
- -TOURIST OFFERING TARGETED AT HIGH END A 'CENTRE OF HOSPITALITY EXCELLENCE'?
- -BE MORE RECEPTIVE TO INVESTMENT AND DEVELOPMENT -HIGH-SPEC OFFICES

HOUSING

-BROWNFIELD FIRST, BUT SOME GREEN-FIELD SITES NEEDED, WITH NEW DEVELOPMENT FOCUSED IN GATEWAY (THE REALITY OF THIS APPROACH IS UNLIKELY TO DELIVER ES FOR INFRASTRUCTURE, SCHOOLS, OPEN SPACE ETC. A MIX OF THE TWO IS MORE LIKELY TO HAPPEN AND A REQUIREMENT TO PROVIDE (CERTAINTY ON) ENOUGH LAND FOR DEVELOPMENT WILL BE PARAMOUNT)
-AFFORDABLE HOUSING AND FAMILY HOUSING ARE

- -AFFORDABLE HOUSING AND FAMILY HOUSING ARE PRIORITIES
- -REFURBISH EXISTING RESIDENTIAL PROPERTIES
 -AVOID URBAN SPRAWL THROUGH PLANNING GROWTH
 AREAS

CHARACTER / HERITAGE

-IMPROVE QUALITY OF PUBLIC REALM IN TOWN CENTRE
-FOCUS ON THE TOWN CENTRE AND HARBOUR AREA AS AN
ATTRACTION FOR VISITORS AND RESIDENTS ALIKE
-IMPROVE MANAGEMENT OF KEY PARKS AND OPEN SPACES
(SHOW WHICH PARKS ON A PLAN)

MOVEMENT

- -IMPROVE ACCESS TO/FROM TOWN CENTRE
- -IMPROVE THE ONE-WAY SYSTEM TO MAKE A MORE DIRECT AND LEGIBLE ROUTE TO THE TOWN CENTRE
- -MANAGED TRAFFIC GROWTH IN GATEWAY AREA SO THAT IT DOES NOT LEAD TO CONGESTION
- -NEW STATION AT EDGINSWELL
- -IMPROVE RAIL SERVICES AND EXISTING STATION FACILITIES
 -IMPROVED AND INTEGRATED PARK & RIDE SERVICES

ENVIRONMENT

- -GLOBAL VISION OF THE GEOPARK IMPROVE ON THE MARKETING
- -PROTECT KEY VIEWS, RESPECT RIDGE LINES IN GATEWAY
- -BEACH ENHANCEMENT
- -PROTECT THE COASTAL ZONE

SPECIAL AREAS

- -DEVELOP TORQUAY AS A CENTRE OF LEARNING AND CULTURE
- -CREATE NEW INDOOR ATTRACTIONS
- -UTILISE THE HARBOUR MORE SAILING VENUE/EVENTS ETC

APPENDIX A TORQUAY STAKEHOLDER WORKSHOP PROGRAM

MONDAY 11 JUNE 2012

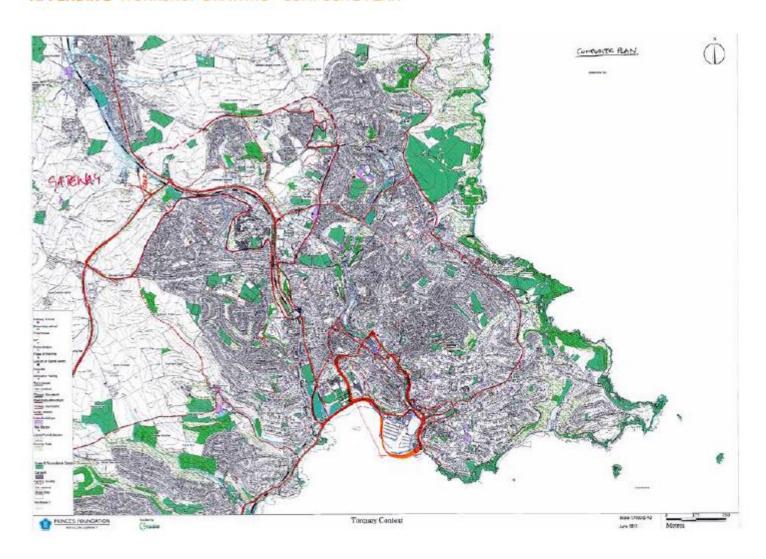
IMPERIAL HOTEL, TORQUAY

9.00	ARRIVAL, COFFEE AND TEA
9.15	WELCOME AND INTRODUCTION BY THE PRINCE'S FOUNDATION Objectives and issues Process and principles
9.30	NEIGHBOURHOOD FORUM STATEMENT Progress to date and aspirations
9.45	TECHNICAL PRESENTATIONS WITH Q&A AFTER EACH Evolution of Torquay
	Continued evolution - what will our town centres be like in 20 years and relationship with 'outer' areas - (Ian Broadfoot Town Centres Company/Pat S)
	Protecting the Goose - the value of the town's environmental assets (TCCT - Dominic Acland Managing Director)
	The Golden Egg - Economic assets and what businesses need to break cycle of decline (Torbay Development Agency TEDC – Alan Denby /Ian Masters)
	Connected town - Transport (Strategic Transport Team David Whiteway/ Hannah Shrimpton/Bill Prendergast)
10.45	COFFEE AND TEA BREAK
11.00	DESIGN SESSION Identify key issues and priorities in theme based groups, each group identifying the town structure and neighbourhood areas within it. Each facilitator to focus on -Transport, Planning, housing sites -Community services/ facilities, stakeholders -Economy and vision and town centre designation -Character areas, landscape
12.00	GROUP FEEDBACK

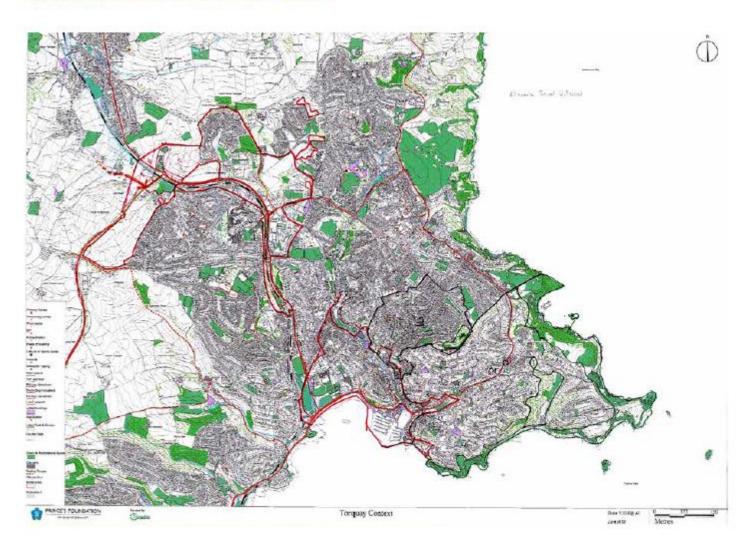
12.30	LUNCH
13.00	DESIGN SESSION WITH EXPECTED OUTPUTS: Expected Outputs: -Character Areas with recommendations -Confirmation of key areas for NP -Agreed sites for potential growth -Agreed sites for protection -Confirmed vision
16.00	FINAL FEEDBACK
16.30	CLOSE OF DAY

I PRINCE'S FOUNDATION BRIXHAM AND VILLAGES REPORT

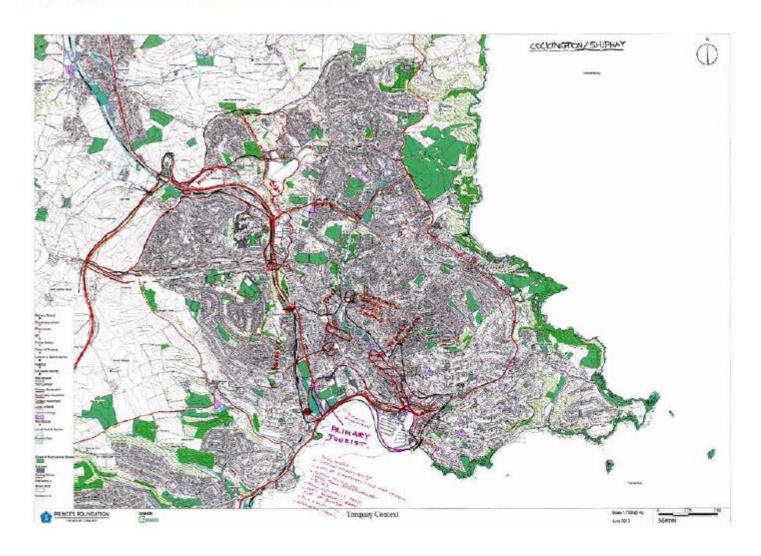
APPENDIX B WORKSHOP DRAWING - COMPOSITE PLAN



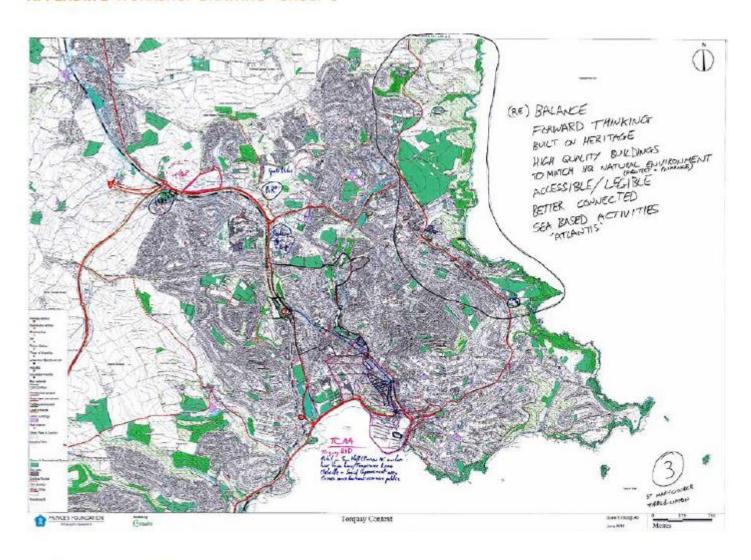
APPENDIX C WORKSHOP DRAWING - GROUP 1



APPENDIX D WORKSHOP DRAWING - GROUP 2



APPENDIX E WORKSHOP DRAWING - GROUP 3



V PRINCE'S FOUNDATION BROOHAM AND VILLAGES REPORT



THE PRINCE'S FOUNDATION for BUILDING COMMUNITY: TRANSFORMING LIVES through ENGAGING EDUCATING and EMPOWERING PEOPLE

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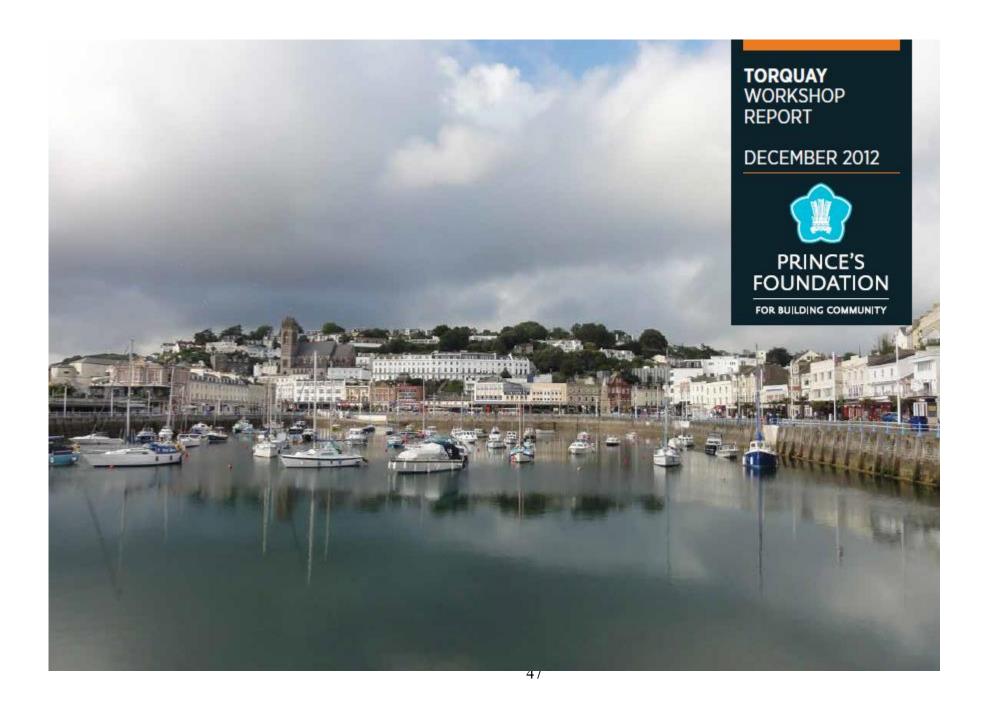
SUPPORTING US

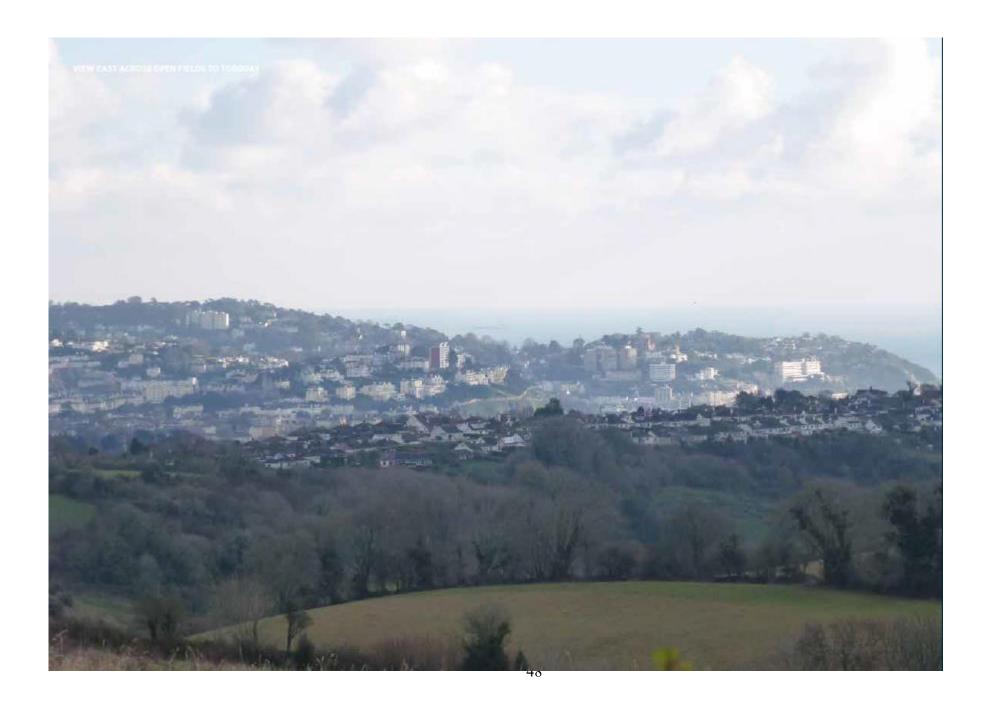
If you want to support us, it's easy to get involved.
Just visit our website at
www.fritness-foundation.org/support-us
email us at enquiry@fritness-frundation.org
or call us on 020 7613 8584

KEEPING UP TO DATE

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4.1 TORQUAY STRATEGY



THIS INITIATIVE IS SUPPORTED BY:

THE PRINCE'S FOUNDATION for BUILDING COMMUNITY: TRANSFORMING LIVES through ENGAGING EDUCATING and EMPOWERING PEOPLE

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THE PRINCE'S FOUNDATION for BUILDING COMMUNITY: TRANSFORMING LIVES through ENGAGING EDUCATING and EMPOWERING PEOPLE

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SECTION 1 INTRODUCTION

The Prince's Foundation held a series of workshops in December 2012 to support the Torquay Neighbourhood Forum to prepare a Neighbourhood Plan.

We were able to build on the good work carried out by the forum to-date, exploring opportunities for change in both the town centre and the 'gateway' areas around Edginswell.

1.1 THE PRINCE'S FOUNDATION

We are the Prince's Foundation for Building Community. Our goal is a future where all of us can take part in making our communities more sustainable.

We are working with everyone from local residents' groups to governments to make it happen.

This event was made possible through a grant provided by the Department for Communities and Local Government - the project is part of the 'Communities and Neighbourhoods in Planning' programme.

1.2 WORKSHOP SCOPE

Based on the Neighbourhood Forum's work to date, we were asked to look at three key issues:

The Town Centre – The key sites already identified, what they could deliver and their impact on the regeneration of the town centre

Options for housing growth – in particular within the identified 'gateway' area around Edginswell

Movement and connectivity within the town and how improvements could be made to the existing network

This work was done within the context of the Draft Local Plan and the emerging Neighbourhood Plan.

1.3 WORKSHOP PROCESS

The workshop included a public session in the town centre (approximately 120 attendees). We were shown sites both around the town centre and the 'gateway' area with the assistance of forum members followed by team reviews of sites and options.

Evening sessions were held with the forum on both the town centre and 'gateway' areas, reviewing both the Forum's work to date and our thoughts and suggestions for how the Neighbourhood Plan should address these areas.

This work forms part of a long-term engagement process run by the Neighbourhood Forum and is one of 3 workshops the Prince's Foundation have held in Torquay in 2012.

SECTION 2 KEY MESSAGES

Based on the work carried out during the week and a review of the work done across Torbay, we would like to suggest the following key themes to the Forum as they prepare their Neighbourhood Plan.

2.1 BE BOLD

It is clear that to reach the housing numbers set out by the draft Local Plan that tough decisions need to be taken about housing growth sites. But more importantly, the future regeneration of the town centres will require bold decisions to be taken on increasing housing densities in town centre locations. Major development sites could have a catalytic effect but they will require designation within the Neighbourhood Plan's and commitment from the council, private landowners and the TDA to deliver.

2.2 REVIEW THE SHLAA

We understand that this process is proposed by the council and would agree that key sites that formed part of the initial assessment should be reviewed alongside new sites put forward by the Forum (this is especially important on some of the key town centre sites)

2.3 CONSISTENCY

We have suggested similar structures for all 3 Neighbourhood Plan's in our workshop reports from June 2012. These were based on emerging examples elsewhere in the country and on our own experience. Whilst these may not be perfect, we would reiterate the importance of continuity across Torbay.

2.4 KEEP IT SIMPLE

A huge amount of effort has gone into preparatory work. Whilst this work does provide excellent background and evidence, work needs to be carried out to bring this work in line with an agreed plan structure. Plans should set out a vision, with clear objectives and a series of policies and sites that will deliver those objectives. The Local Plan should not be repeated although it is obviously fine to expand on Local Plan policies in the local context.

2.5 COMPLIANCE

The plans should be in line with the emerging Local Plan otherwise they will not be found sound by either the Local Authority or an inspector and all the effort of the last 18 months will be wasted. This includes working with the proposed housing numbers. If the forum wish to challenge these numbers that must be done through the Local Plan process.

2.6 THINK STRATEGICALLY

The consultation document outlines a series of sites and proposals for those sites. However, they should be part of an overall strategy. We have suggested a strategic view for both the town centre and the 'gateway'. These should be supported by the vision, policies and projects set out in the Neighbourhood Plan.



SECTION 3 NEIGHBOURHOOD PLAN STRUCTURE

We have suggested similar structures across all three Neighbourhood Plan areas in Torbay.

The Forum should review this structure alongside other emerging plans to decide on their own preferred approach.

1 INTRODUCTION

This section should include a definition of the Plan, a map of the neighbourhood area, the time period for the plan how it is structured, who has led on its preparation, what areas are included, how it will be used and who should use it.

2 VISIONS AND OBJECTIVES FOR TORQUAY

A statement that describes the future aspirations of the community as a whole i.e. future sustainable growth, employment opportunities, community facilities and amenities, retaining character and local identity, protecting the environment etc.

The objectives could be linked to SEA work and should be grouped under headings and include: Housing, traffic and movement, retail, public spaces and community assets, design/conservation.

3 POLICIES, SITES AND PROJECTS

It is the statutory land use policies which will be subject to formal examination because they will become part of the council's local plan for the area and on which planning applications will be decided.

This part of the plan can be used to ensure improvements to the local area are properly linked to development that comes forward.

Policies should seek to reinforce the the 'core areas' which will include the town centre and the 'gateway' area at Edginswell. For example, policies could set out the need to promote residential development in the core areas, promote higher densities around existing neighbourhood centres and/ or promote brownfield over greenfield.

4 PROPOSALS MAPS TO SHOW WHERE POLICIES WILL APPLY

Key plan of Torquay, showing boundaries of core areas

Separate strategic plans for the core areas

Potential transport projects/interventions

5 COMMUNITY PARTNERSHIP AREAS

Specific policies, sites and projects

6 DELIVERY

Who will be responsible for delivering the identified projects, how they may be funded and phasing of those projects.

7 COMMUNITY INVOLVEMENT STATEMENT

The section must document who has been involved through the process, how and when. It must also document in what ways the community has been engaged (workshop, questionnaires, exhibitions etc.)

8 STATEMENT OF COMPLIANCE

A standard statement of how the Plan complies fully with the existing policies in place. The Forum should work with the LPA on this section including what evidence should be shown.

9 OTHER EVIDENCE

Such as a Strategic Environmental Assessment, council data and local studies. This will depend on the level of detail and types of policies and proposals in the final plan.

SECTION 4 TOWN WIDE STRATEGY

The Neighbourhood Plan should support coherent movement and access to the Town Centre and sea front and a catalytic town centre project that is able to deliver significant impact.

4.1 TORQUAY VISION

We suggest that the vision for Torquay over the plan period should focus on improving access to the town centre and seafront and movement through it and promoting a catalytic town centre site for redevelopment.

The consultation exercise being carried out will be important in forming the vision, reflecting the views of residents and businesses.

Their should be a focus on promoting residential growth across the town, with the priorities of:

- 1. Increasing residential density in the town centre
- 2. Promoting brownfield development first
- Providing sites for structured growth in the gateway area.

Consultation work carried out by the Forum will form the basis of the Neighbourhood Plan



SECTION 5 TOWN CENTRE STRATEGY

The Neighbourhood Plan should focus on the need to improve access to the town centre and seafront, promote residential growth and offer opportunities for town centre re-development that will attract investment

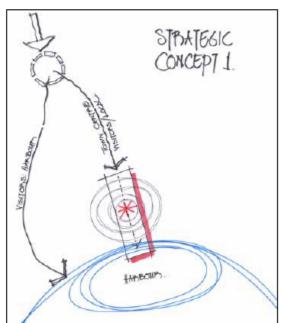
5.1 STRATEGY

Our analysis of the town centre suggests that the sites put forward through the Neighbourhood Plan need to be part of an overriding strategy.

At present the complicated one-way system is unclear to drivers coming into town but relatively straightforward to get out.

The town centre has distinct character areas and these need to be carefully managed through new development and improvements to lead people from one area to another. This provides great opportunities on key sites for landmark buildings that could attract significant investment.

The sites identified offer opportunities for major development in the town centre, but will probably not have a catalytic effect on its future. We have therefore commented on these sites plus suggested other opportunities.



5.2 TRANSPORT AND MOVEMENT

Arriving is important for legibility, if you think about a department store or a supermarket, it is easy to find your way in, but more difficult to get out.

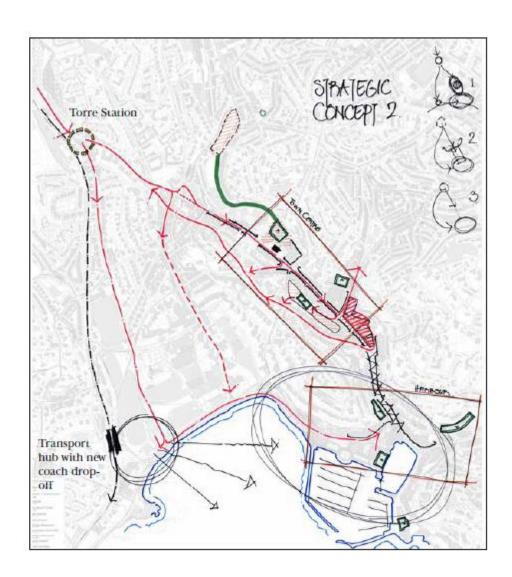
We think there should be a clear gateway at Torre Station - clearly signposted to both the Town Centre and the Seafront with improved signage, and public realm.

Further improvements should include:

- a new coach access route down to the waterfront and across to the harbour car parks
- new coach access to interchange with the train station
- improvements to the town centre access, straight through town and leading to town centre car parks
- town centre and harbour car park clusters that are clearly signed and easy to find

Further projects identified around the town include incidentals such as:

- public realm focusing first on the lower end of Fleet Street
- an improved wayfinding strategy
- Town Centre park improvements from CIL or section 106



5.3 CATALYTIC TOWN CENTRE DEVELOPMENT

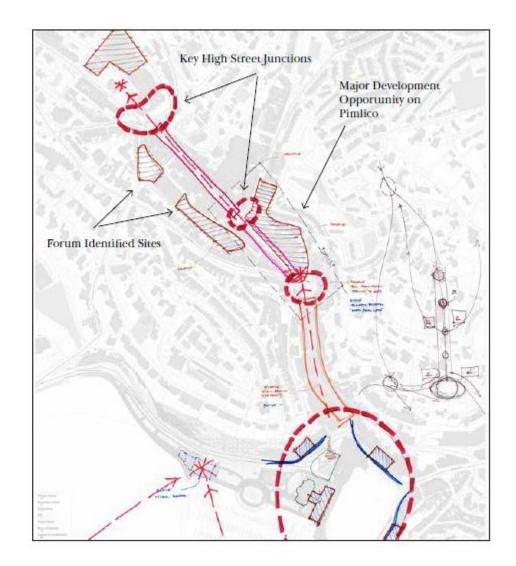
The high street passes through a series of key junctions, with each section having a distinct character and feel. Without a clear reason for visitors to cross from one section to the next, few people will use the entire stretch of high street.

The key sites identified in the consultation document provide great opportunities, but we would suggest also identifying key sites on the junction points as re-development opportunities for maximum impact.

Pimlico and the Hoggs Head building provides the most interesting opportunity, in the centre of the high street, to have a catalytic effect on the whole of the town centre.

If developed comprehensively, the sites around Pimlico could offer:

- a mix of uses
- residential units
- medium to large floor plates for retail, prorviding a major opportunity for an anchor store
- a landmark building at the top of Fleet Street to draw people up from the harbour
- improvements to 2 key junctions in the high street
- the ability to go to higher densities without blocking views from the houses behind



5.4 ADDITIONAL SITES

We also looked at additional sites within the town centre, including those identified by the Forum and would offer the following suggestions for site principles and key projects:

Key sites:

The coach station should be moved to drop people off alongside the seafront near the train station. This site has significant capcity for residential development with community facilities. Any section 106 money could be used on improvements to Upton Park

The town hall Car Park scheme has the potential to deliver a mixed-use development with retail store

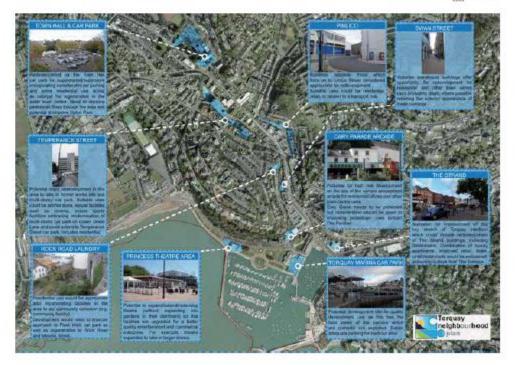
The Temperance Street site could be used for a mix of cinema and residential, this would be difficult to deliver without punching through onto the high street. We do think however that the Pimlico site would be more suitable for a major retail anchor store.

Cary Parade and Victoria Terrace provide good opportunities for residential and hotel accommodation with the opportunity to develop taller buildings. However, the veiws of properties to the rear should be taken into account.

The Princess Theatre and adjacent cafe provide an interesting opportunity for a design competition that could seek solutions to extending the theatre and providing visitor facilities whilst not impacting on keyviews or the listed gardens.

The Torquay Pavilion re-development should be used as an opportunity to improve the pedestrian experience around the harbourside, with the potential to remove the footbridge and allow people to cross at grade into the high street.

Consultation work carried out by the Forum with site based development suggestions



SECTION 6 GATEWAY STRATEGY

The Neighbourhood Plan should focus on the need to provide structured housing growth on key sites around existing neighbourhood centres.

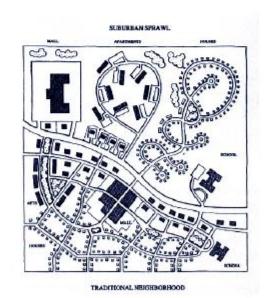
6.1 STRATEGY

Our analysis looked at existing development in the gateway area which can be broadly split into two categories:

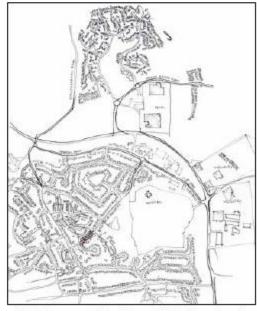
- Residential neighbourhoods with existing centres at Shiphay and Hele
- The Willows retail area a large district centre with mixed land ownership, topography and contamination constraints which has given us fragmented residential and industrial estates

The layout of the gateway area looks similar to a styalised diagram of suburban sprawl vs traditional development. The point being that sprawl encourages car use by separating homes from community facilities.

The challenge for the Neighbourhood Plan is to identify sites and provide design principles that promote growth, but in a structured way, allowing new developments pedestrian access to shops and important facilities, more in line with a traditional neighbourhood.



Surburban Sprawl



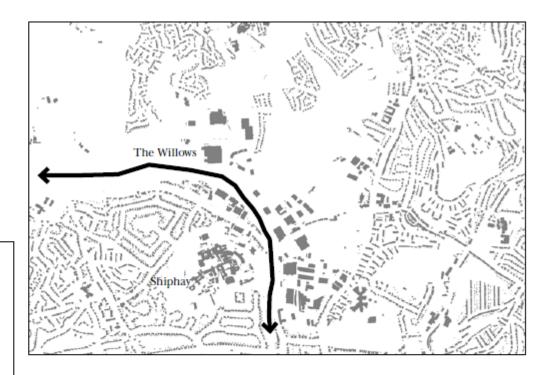
Well Connected Traditional Neighbourhood

Well connected streets with a mix of community facilities, shops, open spaces and businesses make it easier for people to get about without the need for a car. This is how we built our villages, towns and cities but we seem to have forgotten how to do it in recent years.

By planning new housing in a sustainable way, with a mix of uses and well connected streets, we help to cut down car journeys, saving the environment and money.

The plan on this page shows the differences in the approach to planning in the Torquay gateway. A well integrated community has a balanced relationship between building mass and open space that gives it a sense of compactness, spatial definition, and human scale. In the 'gateway' area of Torquay you can see which areas are nice to walk around, and those which are not designed for pedestrians (theysit alongside the A3022).

New development should create beautiful places, where people can walk to a school, a shop and their doctor. By putting in place an overarching masterplan for the whole area and defining principles for new development, you can build beautifully and sustainably.



SECTION 6 GATEWAY CONTINUED

6.2 DESIGN PRINCIPLES

The overarching principle of development in the gateway should be to support and strengthen existing Neighbourhood Centres at Shiphay and Hele, focus housing development around the emerging district centre at the Willows and where possible create new small local centres as part of new developments.

We are supportive of the sites identified by the forum for development. However, we would suggest that the Neighbourhood Plan should identify these sites, but also put in place principles of good design and call for the development of a comprehensive masterplan for the area before further sites are brought forward.

Site principles should include:

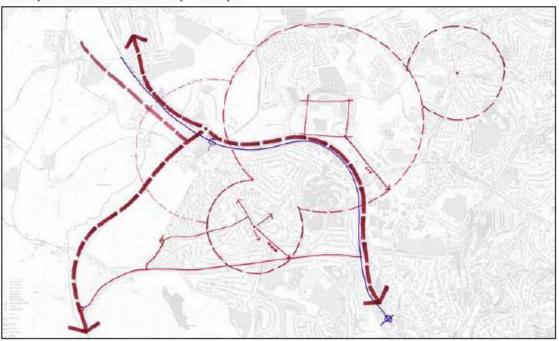
- allowing pedestrian, cycle and vehicular connections to adjoining sites
- context driven design to housing density and typology (e.g. terraces and town houses around neighbourhood centres, with detached homes on the urban edge)
- options for a mix of uses including employment and community facilities, open space and retail at key junctions
- mixed building footprints in district and neighbourhood centres enabling a range of shop

and business sizes

 - create opportunities for infill development around the Willows district centre

In addition for the need for an overarching masterplan, each site should be required to put forward a master plan showing how it fulfills these principles and how it sits within the gateway.

On the following page we have suggested how the largest of the identified sites could be planned to take account of these principles.



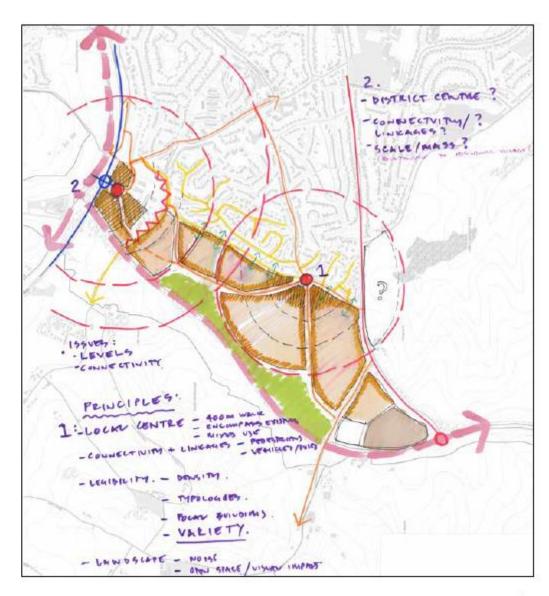
SECTION 6 GATEWAY CONTINUED

6.3 LAND TO THE WEST OF HIGHER EDGINSWELL LANE

This large site has been put forward by both the SHLAA assessment and by the Neighbourhood Forum as an appropriate place for housing growth. Whilst we would agree that it provides one of the few major opportunities for new housing development, it should not be seen as a red line, in which to cram 'x' number of houses.

By looking at how it connects back to the existing development at Shiphay, and following the principles outlined on the previous page, a properly masterplanned site could provide c500 houses around two local centres.

The opportunity to provide a rail halt to the north should be explored with network rail. This could provide an important sustainble transport hub for new development, linking commuters with Torquay, Newton Abbott and Exeter.



TORQUAY NEIGHBOURHOOD PLANNING WORKSHOP 17

SECTION 7 COMMUNITY PARTNERSHIP AREAS

7.1 PLAN SECTIONS

The community partnerships have identified local projects and opportunities in their areas. These are set out in the Consultation document (December 2012).

These are well considered and should form the basis for section 5 of the Neighbourhood Plan. On the opposite page, we have produced an example of how these areas can be addressed in a simple and clear way.

Each area should include the following:

A character statement outlining the strengths of the area e.g. high quality residential with a thriving neighbourhood centre

A vision statement outlining how the community would like to see the area improved (e.g. a revitalised shopping area, more open spaces, residential focus).

A clear split between policies, sites and projects.

Policies should not repeat those set out in the Local Plan and they may be very limited at this level.

Sites should complement the SHLAA work already carried out. Depending on size, it may be unfeasible to put sites in below a certain threshold. Text should include any important principles that the community wish to see for the site (e.g. a mix of uses, access points maintained or improved)

Projects should be place specific (e.g. improvements to this street or a specific open space etc.)

A plan that identifies the key development sites, green spaces to be protected and an indication of where key projects sit (e.g. reversal of a one-way system.

SAMPLE PAGE: TORQUAY NEIGHBOURHOOD PLAN TORRE & UPTON COMMUNITY PARTNERSHIP

Description of the area - character, key places

Vision Statement - to include a revitalised Torre shopping area, protected green spaces, encouraging brownfield development for mix of uses, good quality housing

POLICIES

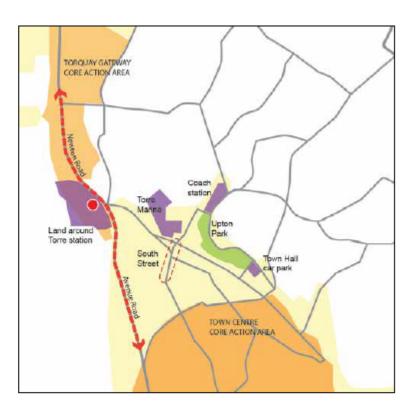
- Improve housing standards through restriction of conversion of properties to Houses of Multiple Occupancy
- 2. Protect all remaining green spaces
- 3. Encourage brown-field development

SITES

1. Development opportunity at Lymington Road coach park - to include a mix of residential, employment and community uses

PROJECTS

1. Reversal of the one-way system through Torre



SECTION 8 NEXT STEPS

The work done to date by the Neighbourhood Forum will form an excellent basis for the development of the Neighbourhood Plan. We would recommend the following next steps

8.1 ANALYSE CONSULTATION FEEDBACK

The results of the consultation exercise need to be compiled and reviewed by the steering group. This will be an important indicator of public support for the the overall themes and strategies and may also provide valuable feedback on specific sites and objectives for community partnership areas.

8.2 CONTRIBUTE TO THE SHLAA REVIEW

The SHLAA review must take account of any additional sites the Forum has identified.

8.3 REVIEW THE PLAN STRUCTURE

The Forum should consider both the structure suggested by The Foundatioin, but also those used in emerging Neighbourhood Plans.

8.4 POLICY REVIEW

The Forum should review their emerging policy themes against those already present in the Draft Local Plan and the National Planning Policy Framework. Identify policies that are not represented at higher levels and policies that you feel need more local detail.

8.5 AUTHORS

Agree as a Forum who will write each section and who will produce which plans. We've been asked to support the Forum in this role and would suggest sitting down together with the council to agree tasks to be completed before March to develop a draft plan.

The Forum will need to work in partnership with the LPA to ensure

- A) compliance with local plan and NPPF is met
- B) sustainability appraisal requirements are met, specifically the benefits / impacts of lots of small sites versus a small number of large sites.
- C) options assessment requirements are met regarding any shortfall on provision of jobs and homes ie one big site or more small sites.



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or call us on 020 7613 8584

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Appendix 3 – Community Partnership summary outcomes from the SWOT exercises

Summary of SWOT exercises carried out by Torquay Community Partnerships

All nine Community Partnerships have complete SWOT exercises to reflect the strengths, weaknesses, threat and opportunities in their local area. This information has subsequently been collated and analysed. A brief summary of key themes/points that have emerged from this analysis is provided below and provides a basis for what the Torquay Community Partnerships feel should be delivered by the planning system through the new Local Plan (A Landscape for Success) and the Torquay Neighbourhood Plan.

Jobs/employment/economy

- Not enough quantity/quality of job opportunities
- Concentrate on providing a better retail offer in Town Centre
- Need to strengthen and build on our tourism offer
- Torwood Street and Harbour area is key areas to improve for both the residents and visitors

Travel/Transport

- Lack of off-street parking and shortage of parking in residential areas
- Road safety need addressing in many areas
- Need affordable and adequate provision for Town Centre parking
- Need to strengthen existing transport/cycling/walking links within Torquay

Art/Culture/Recreation

- Opportunity for world class recreation involving sea and natural environment
- Lots of existing strengths in terms of facilities. But there are some gaps eg multiplex cinema and 'rainy-day' leisure activities (for residents and visitors)

Green/Open Spaces, environment and parks

- Maintenance and protection of the coastline Torquay's best asset
- Access for all parks, play/recreational areas including sports field and associated facilities.
- Protecting and enhancing our most important local greenspaces which are valued by local community

Buildings and Housing

- Not enough quality, low-cost and affordable housing
- Lack of family housing and too many small properties
- Improve quality of existing housing and promote high quality design in new developments

Community – people, youth, seniors

- There is a lack of community cohesion and engagement in those areas of Torquay which do not have a community centre and associated community facilities
- Need to enhance existing community facilities building and open spaces
- Existing schools and churches are a real strength regarding community cohesion

Change is in our Hands Consultation 2012 - Responses to the selected priority areas

GENERAL

How were they arrived at?

As long as changes are implemented sympathetically and local considerations are taken on board

?

Not sure

I do however believe these areas should only be developed if they would generate revenue for the borough and not increase council taxes just to enable them to be achieved in the current economic climate.

However make sure that any plans don't become laisse faire or short term/or bitty.

I agree that the majority of these areas need reviewing and in some cases re-developing with the exceptions marked below

Torbay needs marketing and looking at every opportunity to bring tourists and visitors in. Look at what Blackpool does - they use every event and attraction eg conferences, celebrities to attract visitors. It's not just about the 'Gateway' we need to keep them interested in what the Bay has to offer year after year.

But get rid of that Palm Tree, £20,000 quid spent, no one asked me if I wanted it. Rubbish.

Both seem sensible. The centre does need a re-vamp. Newton Abbot is doing better! The 'Gateway' is first impressions to motorists. Don't forget the railway station.

Ensure brand image of Torquay is considerably improved through well researched and sourced investment & positively communicated through all media, press and on line outlets

Stop the talking and lets see some action

Why is it the posh areas like Wellswood seem to have some sort of special protection running on them?

Alternatives on town hall car park rather than another supermarket

Town Hall Car park gets quite full at times. What will happen to these cars?

So long as there is adequate traffic arrangements.

Provision of adequate staff parking please

GATEWAY

The Kingskerswell bypass will deal with the Gateway. Spend the money elsewhere.

It has been understood that Torre Brunswick Square was the Gateway to Torquay Town Centre since 1911

No Development of the land that was secretly sold to Daintons then fences off to keep public out of public common land that has a footpath through it.

Where is the land to accommodate all the new 'high tech'firms who are queing up to open up premises when the K/K bypass is opened?

Why is the Map of the Gateway project so out of date?

Please don't let the mayor have any more input re the 'Gateway' roundabout.

Any development should employ renewable energy such as solar heat pumps or bio-----with highest eco-standards.

I would like to encourage 'Green' employment - ie. Science + technology and, greener shops, café's, ie Fairtrade perhaps a greening of those larger stores in Town.

TOWN CENTRE

Thre are so many EMPTY shops already present in town centre - how can these be filled? If people are not encouraged to come into the town centre <u>no</u> amount of regeneration will succeed. 1) MAKE PARKING FREE 2) MAKE THE AREA ATTRACTIVE.

I agree with Torquay Town Centre improvements BUT NOT the 'Gateway' area into Torquay from Kerswell Gardens to Torre Station

The Town Centre needs a great deal of regenration but apart from Woodland and Torre Station, the Gateway area is fine as it is.

Definitely the Town Centre

Torquay Town Centre and Torre are a disgrace and all social problems gravitate particularly in Torre/Castle Circus

Torquay Town Centre definitely needs to have some kind of help and regeneration. Why, however, do you need to concrete over beautiful Devon open land, when a significant part of your residents are elderley and do not need new housing?? Be honest with your residents - they are not fools. They know you want the money from builders and their projects.

The Town Centre should be split into 2 areas, namely: Harbour/coastline and Town Centre

Town Centre is certainly in need of an upgrade. Don't agree about Edginswell area.

The Town Centre development should be approached with great sensitivity and caution. The trees are what make Torquay so lush.

The Town Centre is more important that the Gateway and the effect of the new road cannot be accurately predicted

Town Centre is certainly in need of an upgrade. Don't agree about Edginswell area.

Torquay Town Centre and Ellacombe Park

Yes! Town centre looks dowdy. There is no central play park for visitors and locals

Town Centre should be main priority first

Yes to Town Centre to include sea front, Rock Walk and Harbour

Town Centre revamp is critical if cruiseships are to be enticed to come so that ship visitors are encouraged to stay in Torquay. Area could be upgraded from old style seaside town to more up market venue, without all alternating current visitors

Town Centre + Princess Theatre/Cary Parade area

The area around Rock Road Laundry has been neglected for years!

I think the focus should be on the Strand area and Palm Court

I would like to have areas for children and teenagers, possibly on sea front or Torre Abbey area, similar to Paignton

DEVELOPMENT

No more bedsits, or HMO's. Restore Cary Green, take the rocks out, take the bridge away and the vile brick bunker.

Developer should contribute to additional GP surgeries/dentist/school to meet increase house building

There have been too many very poor quality redevelopments. All period properties should be refurbished and any new projects be cutting edge designs.

Improvement or re-development of ERC site. Opportunity to develop behind existing site onto unused rear tennis courts/car park. Provide indoor tennis courts etc with space above and retain views of the Bay.

There appears to be a bias towards making areas for development, and little attention on areas to be set aside not for development.

Proposed statements for re-development are just "pie in the sky". Most will never happen.

Any development should be sympathetic to the 'Riviera' concept.

Redevelopment for Belgrave Area should include more guest houses. "Bring back Beds"

Re-generating Tormohun seems to be an urgent necessity. Clear out anti-social tenants.

BRIXHAM

Brixham should be looked at as well

HELE & LOWER BARTON

Hele & Lower Barton - for social as well as amenity reasons

Hele Road and Torre should be priority areas for residents benefits not businesses ie big hotel chains

COCKINGTON/MAIDENCOMBE

I would like to see Cockington & Maidencombe as the next 2 project areas

TORRE

I think Torre area need more improvements for young families with small childdren. Torre area need a playing area.

Torre the Old B& Q site.

Your <u>priority</u> should be to investigate/address flooding of residential properties in Torre, due to the Torre Marine site! Not intending to add to residents problems/stress with <u>further</u> residential development in Torre. It is hight time <u>existing</u> rate payers were considered, sort out drainage first!

TRANSPORT

Bus Station near harbourside or top to town to ease congestion around Vaughan Parade/Harbourside. Have millenium wheel permanently as tourist attraction.

Better provision for cyclists is long overdue eg purpose designed/built cycle way/tracks and NOT just markings on roads which is unsafe!

Open one way roads up to 2 way traffic

You must give better and maybe cheaper parking for both visitors and residents and for hospital workers and patients

SOCIAL ISSUES/AREAS OF NEED

Social issues are equally important. We have some very deprived areas near the town centre and a large transitory population

Stop thinking about money and think about people! And the quality of your existing residents lives!

A Living wage, more affordable houses. Better skills + less Councillors + sack the Mayor!

Priority areas should be ensuring people have jobs. Before monies are spent on these projects you need to sort /support front line services.

No the whole of Torquay is just as important and it should all work together

Needs to be wider. Everyone important

The whole of Torquay need to be prioritised as what is the biggest need

No all areas have issues so high priorities should come from each area

Priority areas should focus on any areas of need, that need change

The focus should be any area of deprivation in Torquay

SEAFRONT/BEACH

The Sea Front is another priority area

The Sea Front area should also be a priority

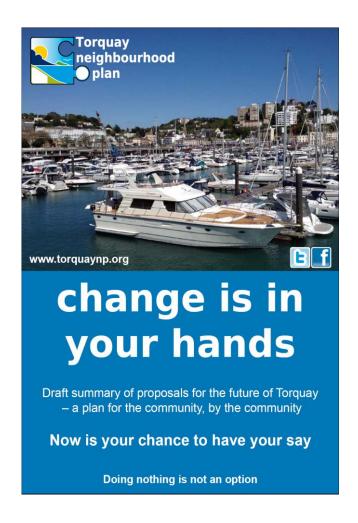
English Riviera Centre should be included, as well as Beacon Cove.

These are priority but beaches have to be maintained to high standard also - that is what people come here for

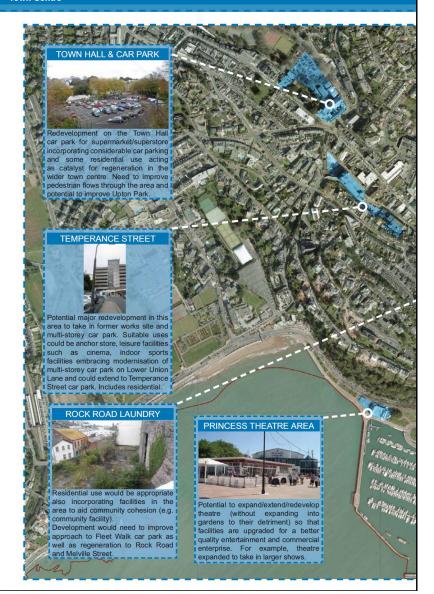
Yes, providing sea front is included in the town centre

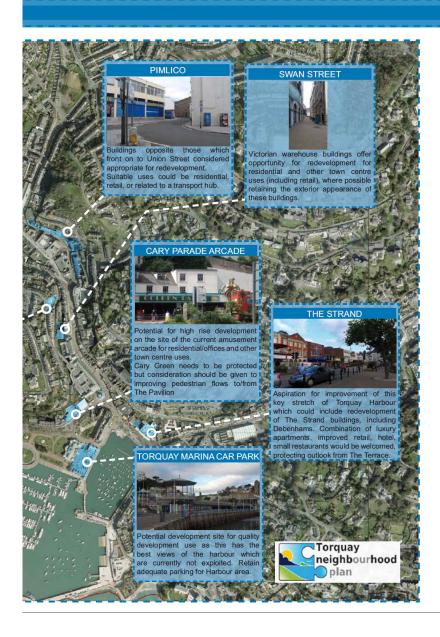
Re-open Redgate Beach

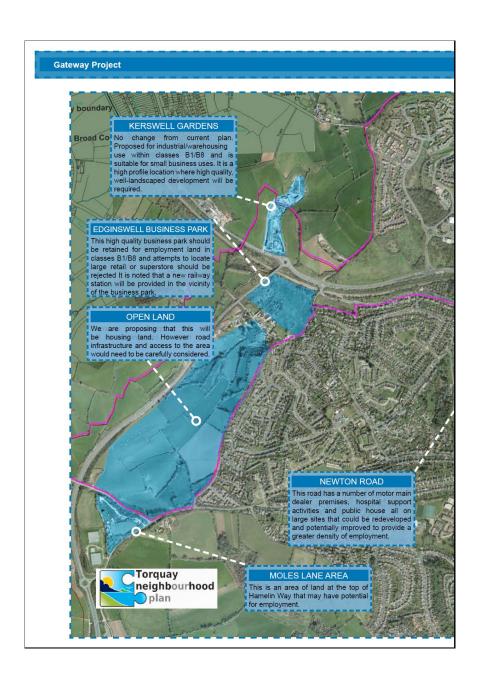
Appendix 4 – First Public Consultation: *Change in our hands*

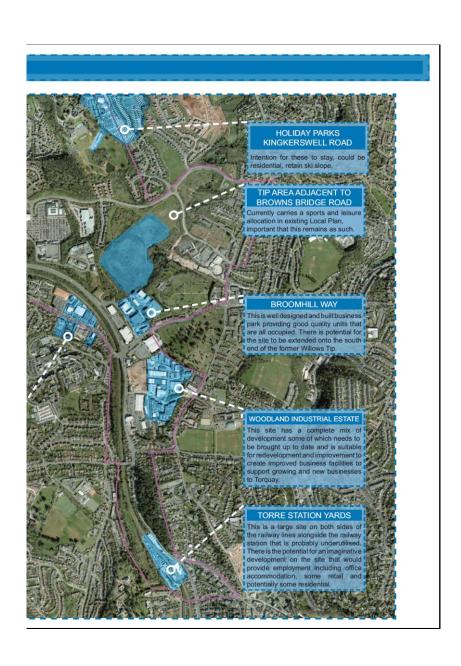


Town Centre









communitypartnership

we don't just talk - we do!

Torquay Community Partnership's have identified local projects and opportunities in their area as part of the Torquay Neighbourhood Plan.

Below are key points raised so far for consultation.

Barton & Watcombe

- Preservation of green spaces such as Steps Cross , Firlands Green, King George V playing fields , Great Hill, Woodend and Barton Downs.
- Brunel Woods should have enhanced educational opportunities
- Lummaton Quarry is a key employment space Improve transport links
- Reinstate empty houses to contribute to alleviate housing shortage

Cockington, Chelston and Livermead

- Preservation and protection of the many green open spaces such as Occombe and especially
- Cockington Country Park
 Possible community allotments at the "The Old Piggeries"
 Small scale infill opportunities exist for housing or business use, such as Broadley Drive,
 Manscombe Road, Broadstone Park Road, Reservoir area Hamelin Way, Torquay Railway station,
- Recognition of leisure and sporting facilities

Ellacombe

- Warberry copse development
- Retain the character of Heritage buildings within the area
- Protect all parks and green, open spaces
- No more houses turned into flats
- Identify brown field sites for housing or employment such as Albert Court



Shiphay and the Willows

Hele and Lower Barton

- Protect our green spaces for our community and future generations , such as Windmill Hill Barton Down's Playing Fields, Fort Apache and play Parks
 Support the development of our two community centres: The Acorn and The Windmill Centres
 Have a real deliverable re-generation of Hele Road and the area.

- Identify sites for future employment opportunities

St. Marychurch, Maidencombe and District

- Babbacombe Downs, Maidencombe, Tessier Gardens, Cary Park, and Haytor, and need to increase maintenance of areas, including pathways, for public use and safety ensuring they are fit for
- purpose.
 PROTECT PLAINMOOR SWIMMING POOL and PLAY PARK and have area around developed for community use.
 REDEVELOP existing suitable properties for housing.
 DEVELOPMENT of Sladnor Park. Maidencombe.

- Enhance shopping and retail areas.

Torre and Upton

- To improve housing standards especially Houses of Multiple Occupation and to restrict uncontrolled
- Lymington Road coach park, employment, community and residential opportunity
- Protect the few remaining green spaces
- Revitalise Torre Shopping area to include the reversal of the one way system

Wellswood and Torwood

- Protect public green open spaces and retain existing conservation area
- Recognition that small hotels, brown field sites could be redeveloped for housing Consider proposals for redevelopment of the Palace Hotel and grounds retaining a hotel
- Preservation and maintenance of the Harbour,coast line and footpaths



Torquay Town Centre

See "Town Centre"



This brochure is a brief summary of the ideas developed over the past year through meetings of many local people and the ward partnerships. It is by no means the full detail and it is not the final plan.

This plan is being designed alongside Torbay Council's new Local Plan "A Landscape for Success" which sets out a strategy for Torbay. The detail of the council's plan is being written by us – the community.

The Torquay Neighbourhood Forum is keen to hear what you think about what has been done so far and before finalising the plan, which will shape Torquay for the next 20 years, we hope you can take the time to complete the survey included with this brochure or online at www.torquaynp.org

The Torquay Neighbourhood Forum is open to any individuals who live, work or carry out business in the Torquay area. It also welcomes contributions from groups and organisations.

For information on how to get involved you can either

Email chair@torquaynp.org Call: (01803) 314600 Or visit the website www.torquaynp.org

Meetings held the first monday of every month 6.30pm at Torquay Yacht Club. Everyone welcome.





Q4.Temperance Street

Q5. Rock Road Laundry

Feedback Form

Please complete the following questions in response to the ideas presented in the draft summary proposals document -

'Change is in your hands'.

A:	Overall	
location Neight likely round Neight	ther with the Local Plan being produced by Torbay Council, the Torquay Neighbourhood Plan will express the views of the community on the on of further development in Torquay and will form a significant part of deciding any future planning applications in the area. The Torquay abourhood Forum has assessed all of the areas of our town, working with residents and local groups. To date two areas have been identified to experience the most change in the next 20 years – the Town Centre and the 'Gateway' area into Torquay from the Kerswell Gardens labout stretching as far as Torre Station on the Newton Road. These draft summary proposals are based on the assumption that our abourhood Plan needs to focus primarily, but not exclusively, on these two areas.	
Q2. D	o you have any other comments about priority areas?	
B:	Ideas for the Town Centre	
•	bu agree with the improvements suggested for the following parts of our Town Centre and Seafront area? Sown Hall and Car Park	

Yes □ No □

Yes □ No □

Q12. Do you have any other comments about your response to the above or this area generally?	
Q11. Princess Theatre Area	Yes ☐ No ☐
Q10. Torquay Marina Car Park	Yes □ No □
Q9. Cary Parade Arcade	Yes □ No □
Q8. The Strand	Yes □ No □
Q7. Swan Street	Yes ☐ No ☐
Q6. Pimlico	Yes □ No □

Ideas for the Gateway project C:

Do you agree with the improvements suggested for the 'Gateway' area? Q13. Kerswell Gardens	Yes □ No □
Q14. Edginswell Business Park	Yes □ No □
Q15. Open Land at 'Gateway'	Yes □ No □
Q16. Moles Lane area	Yes □ No □
Q17. Newton Road	Yes □ No □
Q18. Holiday Parks Kingskerswell Road	Yes □ No □
Q19. Tip area adjacent to Browns Bridge Road	Yes □ No □
Q20. Broomhill Way	Yes □ No □

Q21. Woodland Industrial Estate	Yes □ No □
Q22. Torre Station Yards	Yes □ No □
Q23. Do you have any other comments about your response to the above or this area	generally?
D: Rest of Torquay Barton & Watcombe	
Do you agree the following key points are important in the development of Torquay's Neighl Q24. Preservation of green spaces such as Steps Cross, Firlands Green, King George V playing fields, Great Hill, Woodend and Barton Downs.	oourhood Plan? Yes □ No □
Q25. Brunel Woods should have enhanced educational opportunities	Yes □ No □
Q26. Lummaton Quarry is a key employment space	Yes □ No □
Q27. Improvement to transport links	Yes □ No □
Q28. Reinstating empty houses to contribute to alleviate housing shortage	Yes □ No □
Q29. Do you have any other comments about your response to the above or this area	generally?
Cockington, Chelston and Livermead Do you agree the following key points are important in the development of Torquay's Neight Q30. Preservation and protection of the many green open spaces such as Occombe and especially Cockington Country Park	oourhood Plan? Yes □ No □

Q31. Possible community allotments at the 'The Old Piggeries'	Yes □ No □
Q32. Small scale infill opportunities exist for housing or business use, such as Broadley	Yes □ No □
Drive, Manscombe Road, Broadstone Park Road, Reservoir area Hamelin Way, Torquay Railway station, and the old school site in Old Mill Road.	Add any comment below
Q33. Recognition of leisure and sporting facilities	Yes □ No □
Q34. Do you have any other comments about your response to the above or this area	generally?
Ellacombe Do you agree the following key points are important in the development of Torquay's Neighb	ourhood Plan?
Q35. Improved transport Links	Yes □ No □
Q36. Improving and protecting Warberry Copse	Yes □ No □
Q37. Retaining the character of heritage buildings within the area	Yes □ No □
Q38. Protect all parks and green, open spaces	Yes □ No □
Q39. No more houses turned into flats	Yes □ No □
Q40. Identify brownfield sites for housing or employment (such as Albert Court, Market Street)	Yes □ No □

Q41. Do you have any other comments about your response to the above or this area generally?

Hele and Lower Barton Do you agree the following key points are important in the development of Torquay's Neighb Q42. Protect our green spaces for our community and future generations, such as Windmill Hill, Barton Downs Playing Fields, Fort Apache and other play parks	ourhood Plan? Yes □ No □
Q43. Support the development of our two community centres: The Acorn and Windmill	Yes □ No □
Q44. Have a real deliverable regeneration of Hele Road and the area	Yes ☐ No ☐
Q45. Identify sites for future employment opportunities	Yes □ No □
Q46. Do you have any other comments about your response to the above or this area	generally?
St. Marychurch, Maidencombe and District Do you agree the following key points are important in the development of Torquay's Neighb Q47. Protect green and open spaces and coastline from Walls Hill to Maidencombe, to include Babbacombe Downs, Maidencombe, Tessier Gardens, Cary Park, and Haytor, and need to increase maintenance of areas, including pathways, for public use and safety	Yes □ No □
Q48. Protect Plainmoor Swimming Pool and play park and have area around developed for community use.	Yes □ No □
Q49. Redevelop existing suitable properties for housing	Yes ☐ No ☐
Q50. Development of Sladnor Park, Maidencombe	Yes □ No □
	Tes LINOL

Q52. Do you have any other comments about your response to the above or this area generally?		
Torre and Upton		
Do you agree the following key points are important in the development of Torquay's Neighb		
Q53. To improve housing standards especially houses of multiple occupation and to restrict uncontrolled expansion	Yes ☐ No ☐	
•		
Q54. Lymington Road coach park, employment, community and residential opportunity	Yes ☐ No ☐	
Q55. Protect the few remaining green spaces	Yes ☐ No ☐	
Q56. Revitalise Torre shopping area to include the reversal of the one way system	Yes ☐ No ☐	
Q57. Encourage brown field development for jobs and homes	Yes □ No □	
Q58. Do you have any other comments about your response to the above or this area	generally?	
Wellswood and Torwood		
Do you agree the following key points are important in the development of Torquay's Neighb Q59. Protect public green open spaces and retain existing conservation area	Yes □ No □	
Q60. Recognition that small hotels, brownfield sites could be redeveloped for housing	Yes □ No □	

Q61. Consider proposals for redevelopment of the Palace Hotel/g	rounds retaining a hotel	Yes □ No □	
Q62. Redevelopment of Torwood Street		Yes □ No □	
Q63. Preservation and maintenance of the harbour, coastline and	footpaths	Yes □ No □	
Q64. Do you have any other comments about your response	to the above or this area	generally?	-
E: About you Q65. Your name			
Q66. Your address			
Q67. Your postcode			
Q68.Your email address			
Please provide your postcode as this will enable us to make sure this consultation then please also provide your address or email.	all areas of Torquay have	been consulted.	If you wish to receive the feedback from
Q69. Which age group do you belong to: 0-15 years □ 16-24 □ 25-34 □ 35-44 □ 45-54 □ 55-64 □ 65-	74 □ 75+□		
Q70. What gender are you?	Male □ Female □		
Q71. Do you consider yourself disabled in any way?	Yes □ No □		
If you said yes to question 71 please tell us how it affects you:			

Q72. It affects my mobility	Yes □	lo □	
Q73. It affects my vision	Yes □	lo 🗆	
Q74. It affects my hearing	Yes □	lo 🗆	
Q75. It affects me in another way	Yes □	lo 🗆	
Q76. How would you describe your ethnicity (eg white Briti	sh, mixed race etc) _		
Q77. Are you a registered voter in Torquay?	Yes □	lo 🗆	
Do you qualify to be a member of the Torquay Neighbourh Q78. You live in Neighbourhood Area (ie Torquay)	ood Forum because:	Yes □ No □	
Q79. You work in the Neighbourhood Area (ie Torquay)		Yes □ No □	
Q80. You are a Torquay Ward Councillor		Yes □ No □	
Q81. You own a property in the Neighbourhood Area (ie To	orquay)	Yes □ No □	
Q82. You are a retailer in the Neighbourhood Area (ie Torq	uay)	Yes □ No □	
Q83. You are the appointed representative of a local organ Neighbourhood Area (ie Torquay)	isation operating in th	Yes □ No □	
Q84. If you answered yes to question 83 please give the na	ame and contact add	ss of the organisation.	
Q85. How did you get this feedback form?Please complete this form and return to the outlet where you RRAS-EZYA-LKGJ, Community/Ward Partnerships, Roeby December 2012.	• •	•	

If you would like to complete this form online, or would like more information on the Torquay Neighbourhood Forum please visit our website www.torquaynp.org. If you require any assistance in completing this form please call 01803 208831 and quote 'Neighbourhood Planning'.

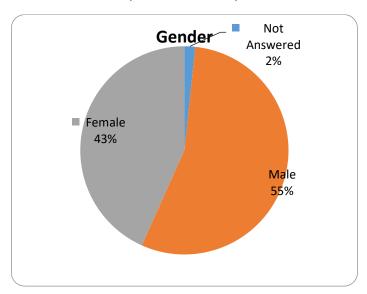
Thank you!

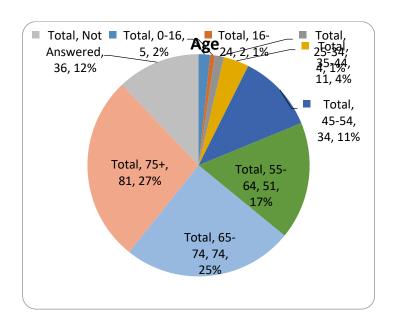
Data protection: The information you provide on this questionnaire will be processed in accordance with the Data Protection Act 1998. In particular, it will only be used to assist in the analysis of opinion, and will not be retained for longer than necessary.

Torquay Neighbourhood Plan - analysis of questionnaires January 2013

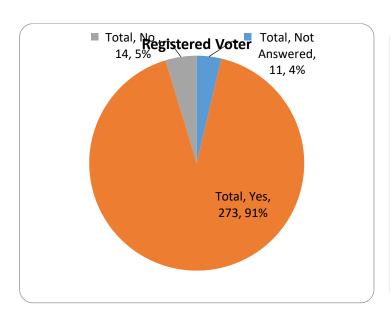
Who responded?

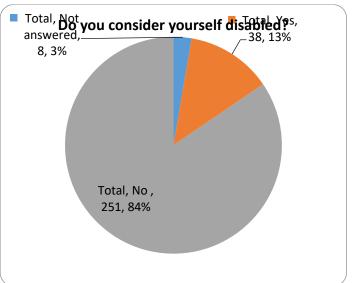
In total 298 people responded to the Torquay Neighbourhood Plan summary proposals during the period December 2012-January 2013. They provided answers to 64 substantive questions and provided 936 comments.





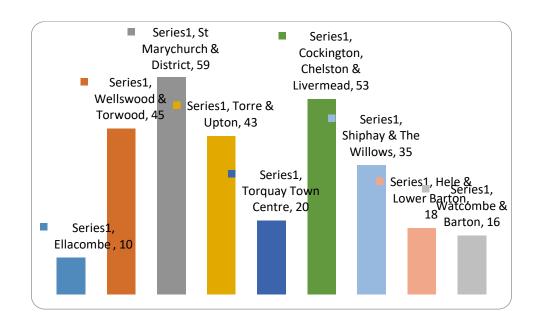
Age Group	% in each group
0-16	2%
16-24	1%
25-34	1%
35-44	4%
45-54	11%
55-64	17%
65-75	25%
75+	27%
Not answered	12%



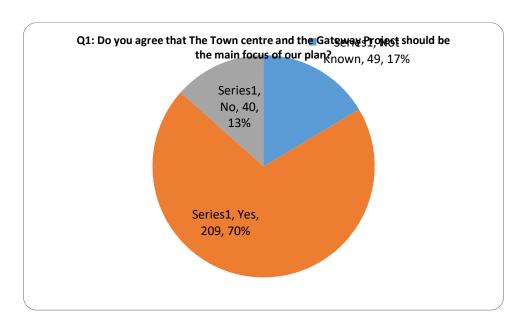


Forum Categories	Yes	No	Not answered
Live in Torquay	86%	3%	11%
Work in Torquay	29%	20%	51%
Torquay Ward Councillor	2%	32%	66%
Own a Property in Torquay	62%	6%	32%
Retailer in Torquay	4%	32%	64%
Organisation representative	9%	29%	62%

Responses by geographical area



A: Overall Neighbourhood Plan priorities



Comments indicated that respondents felt the Town Centre should be more of a priority than the 'Gateway'. There was a strong feeling that regeneration of the Town Centre was vital to the future of Torquay. Other areas respondents felt the plan should have focus on were the Sea front, Beacon Cove, Cary Green, the Palm Court and the Riviera International Conference Centre.

In terms of priorities for the overall plan there were a few comments that the plan should focus on the areas of greatest need/deprivation in Torquay.

Other comments included:

- Any plan that could increase the chance of more employment to any of the Torquay areas is a must. We can't rely on tourism only.
- Changes needs to be implemented sympathetically and local considerations taken on board.
- Torbay needs marketing and to use every opportunity to attract tourists and visitors.
- What about attracting wealthy, healthy young families to move to the area promoting our coastline and leisure facilities
- Any future developments should take into consideration renewable energy (and green employment)
- Need for better provision for cyclists
- Need for a better swimming pool/leisure facilities

• Make sure local residents are fully in support [of the neighbourhood plan] and that meaningful consultation takes place.

There were a total of 80 comments in this section.

B: Ideas for the Town Centre

General Comments

There was a lot of enthusiasm amongst the comments given in relation to the Town Centre – there were 148 comments in total. General issues included:

- Town Centre is too spread out and that it would be better to consolidate the retail offer in a smaller area.
- Any developments must be of a high standard
- Retail opportunities must target local independent traders as well as national groups
- Need to limit the number of pubs and clubs in the Town Centre and Harbour area
- What can our USP be to enable us to compete with Plymouth and Exeter?
- Care needs to be taken of open spaces
- Sensitive development limit high rise
- More should be made of Town Centre Heritage assets
- Transport and parking are crucial.

There were 30 comments specifically on transport and parking. The issues raised were:

- More pedestrianisation in the Town Centre
- Traffic flows need reassessing entrance to the Town Centre is abysmal
- Any developments must ensure there is no loss of parking
- Parking prices killing town
- Improve linkages between town and waterfront
- Fleet Street (suggestions ranged ban buses, make one way, fully pedestrianise, open up to all traffic)
- Use Pimlico as a taxi rank/bus station
- Tram/similar link through town and on to Paignton and Brixham

There was also a call for a more robust and ambitious plan – this plan appearing to 'tinker round the edges'.

When asked if they agreed with the improvements suggested for the following parts of our Town Centre and Seafront area respondents replied as follows?

Q3: Town Hall and Car Park

Redevelopment on the Town Hall car park for supermarket/superstore incorporating considerable car parking

and some residential use acting as catalyst for regeneration in the wider town centre. Need to improve pedestrian flows through the area and potential to improve Upton Park.

Yes	No	Not answered
55%	38%	7%

Specific comments were divided between those who felt a supermarket on this site would regenerate the town and those who felt it would cause more problems than benefit. Those in favour of a supermarket development were keen that parking be retained/improved and traffic implications taken into account. One suggestion was to move the Job Centre and use this as a development site.

Q4. Temperance Street

Potential major redevelopment in this area to take in former works site and multi-storey car park. Suitable uses could be anchor store, leisure facilities such as cinema, indoor sports facilities embracing modernisation of multi-storey car park on Lower Union Lane and could extend to Temperance Street car park. Includes residential.

Yes	No	Not answered
84%	5%	11%

There were 2 comments that this area should be the focus for retail development in the town.

Q5. Rock Road Laundry

Residential use would be appropriate also incorporating facilities in the area to aid community cohesion (e.g. community facility).

Development would need to improve approach to Fleet Walk car park as well as regeneration to Rock Road and Melville Street.

Yes	No	Not answered
88%	3%	9%

Q6. Pimlico

Buildings opposite those which front on to Union Street considered appropriate for redevelopment. Suitable uses could be residential, retail, or related to a transport hub.

Yes	No	Not answered
87%	3%	10%

Q7. Swan Street

Victorian warehouse buildings offer opportunity for redevelopment for residential and other town centre uses (including retail), where possible retaining the exterior appearance of these buildings.

Yes	No	Not answered
85%	5%	10%

Q8. The Strand

Aspiration for improvement of this key stretch of Torquay Harbour which could include redevelopment of The Strand buildings, including Debenhams. Combination of luxury apartments, improved retail, hotel, small restaurants would be welcomed, protecting outlook from The Terrace.

Yes	No	Not answered
74%	17%	9%

Q9. Cary Park Arcade

Potential for high rise development on the site of the current amusement arcade for residential/offices and other town centre uses.

Cary Green needs to be protected but consideration should be given to improving pedestrian flows to/from The Pavilion.

Yes	No	Not answered
68%	25%	7%

There were comments in support of the redevelopment of the Amusement Arcades on Cary Parade, with a suggestion that any redevelopment not exceed the height of the neighbouring Torbay Hotel. Residents of Delmonte Villa behind the arcades expressed concerns with respect to the loss of this historic building to the overall vista above Cary Parade, and also a loss of their own views.

Q10. Torquay Marina Car Park

Potential development site for quality development use as this has the best views of the harbour which are currently not exploited. Retain adequate parking for Harbour area.

Yes	No	Not answered
66%	24%	10%

Comments included concerns about any high rise development of this area, and the need to ensure any new buildings are in keeping with and sensitive to the existing architecture. Calls for high quality development and also the need for the harbour area to remain completely open to the public. Is there an opportunity for an indoor attraction in this area?

Q11. Princess Theatre Area

Potential to expand/extend/redevelop theatre (without expanding into gardens to their detriment) so that facilities are upgraded for a better quality entertainment and commercial enterprise. For example, theatre expanded to take in larger shows.

Yes	No	Not answered
78%	15%	7%

Comments called for no building on Princess Gardens, but also identified the Princess Theatre as a site that might offer great opportunities. There were suggestions to make the Theatre into a hotel and the Marina Car Park into a theatre accessed via the Pavilion. Or move the Theatre to the Town Hall Car Park site with underground parking.

Other suggestions for the Town Centre

- Re-open the Victoria Precinct in Torwood Street to make the area more family friendly and less 'yobbish'
- Improve Victoria Parade from Queen's Hotel to Beacon Hill
- GPO roundabout potential better use than as a taxi rank
- Definite need for a modern cinema
- Town centre to have more accommodation for young people ie flats and small houses, encouraging eating and outside sitting areas to get people back into town.
- Need some quality/top class restaurants
- Reduce shops in Abbey Road
- (A number of calls for a reduction in Business Rates to kick-start the town).

C: Ideas for the Gateway Project

General Comments

Respondents were split between those who did not want to see any growth and hence were opposed to the alternative use of any greenspaces, and those who felt more jobs and housing were needed and considered the various suggestions in this light. There was a view expressed that jobs needed to come before housing, that brownfield sites should come forward before greenfield and that we need to beware of over-development and piecemeal development. Above all there were calls for imagination – with any new development/jobs being well paid, well above minimum wage or even 'living' wage.

There were 126 comments in total. General opinions included:

- Need to consider further the impact of the bypass on transport links
- The importance of retaining quality development at this gateway site
- Access issues along the whole Gateway area
- Whatever goes along the main approach road should be smart and have some planning relevance to the Bay as a whole.
- As this is the gateway to Torquay, Paignton & Brixham and tourism being our bigger 'industry' countryside is very important to people arriving in area these fields very important to the Gateway
- Need for architecturally interesting developments (including eco/green ideas for homes)

When asked if they agreed with the improvements suggested for the 'Gateway' area respondents replied as follows?

Q13. Kerswell Gardens

No change from current plan. Proposed for industrial/warehousing use within classes B1/B8 and is suitable for small business uses. It is a high profile location where high quality, well-landscaped development will be required.

Yes	No	Not answered
75%	15%	10%

Only 5 comments expressed. Two that this would be a good site for a superstore if one is needed, one comment that any development should be set back from the road. One major concern that this site is not well integrated with the area's existing built form and would be poorly connected for pedestrians and public

transport, and could lack congruence with the rest of the Gateway area unless it were part of a much larger development. Another concern that development here could lead to further 'creeping' into the green belt on this side.

Q14. Edginswell Business Park

This high-quality business park should be retained for employment land in classes B1/B8 and attempts to locate large retail or superstore should be rejected. It is noted that a new railway station will be provided in the vicinity of the business park.

Yes	No	Not answered
77%	12%	11%

A few comments – some in favour of a superstore at Edginswell, some against. Proposal for a Village Outlet Store. Suggestion that the railway station be linked to a park and ride into town.

Q15. Open land at 'Gateway'

We are proposing that this will be housing land. However road infrastructure and access to the area would need to be carefully considered.

Yes	No	Not answered
57%	32%	11%

There were 14 comments directly opposing the idea of any building on the open land at the Gateway and some comments that this land will have very good transport connections once the South Devon Link Road is built so might be better allocated for business or missed use.

Q16. Moles Lane Area

This is an area of land at the top of Hamelin Way that may have potential for employment.

Yes	No	Not answered
61%	24%	15%

Three views expressed. That the site at Moles Lane is elevated and prominent and its development (if needed) should follow prioritisation of other sites in the Town Centre and Gateway areas. A second view preferred this site for housing development, and third for small low cost starter units for local businesses.

Q17. Newton Road

This road has a number of motor main dealer premises, hospital, support activities and public house all on large sites that could be redeveloped and potentially improved to provide a greater density of employment.

Yes	No	Not answered
73%	16%	11%

Respondents could see this as a possibility depending on the detail of the proposals.

Q18. Holiday Parks Kingskerswell Road

Intention for these to stay, could be residential, retain ski-slope.

Yes	No	Not answered
76%	11%	13%

Comments were in support of retaining as holiday parks.

Q19. Tip area adjacent to Browns Bridge Road

Currently carried a sports and leisure allocation in existing Local Plan. Important that this remains as such.

Yes	No	Not answered
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80%	9%	11%

Comments called for the sports & leisure allocation in Tip area adjacent to Browns Bridge Road to be progressed as soon as possible. Suggestion that the area could be used as an off road hard cycle track and velodrome with café and changing facilities. There was one suggestion that this site might be better used for housing and the sports facilities be placed on part of the 'open land at the Gateway'. Issue of suitability for a park and ride raised, to alleviate hospital congestion.

Q20. Broomhill Way

This is a well designed and built business park providing good quality units that are all occupied. There is potential for the site to be extended onto the south end of the former Willows Tip.

Yes	No	Not answered
82%	7%	11%

Only one comment - good idea to extend and create jobs.

Q21. Woodland Industrial Estate

This site has a complete mix of development some of which needs to be brought up to date and is suitable for redevelopment and improvement to create improved business facilities to support growing and new businesses to Torquay.

Yes	No	Not answered
85%	5%	10%

Comments suggested that the Estate requires road improvement and to be up-graded to be more attractive and secure from vandalism.

Q22. Torre Station Yards

This is a large site on both sides of the railway lines alongside the railway station that is probably underutilised. There is the potential for an imaginative development on the site that would provide employment including office accommodation, some retail and potentially some residential.

Yes	No	Not answered
81%	10%	9%

Comments were in support of something imaginative, there were concerns that the rail service should remain. Most were not convinced this area could include residential.

Other suggestions:

- There is an urgent need to find more parking space in the Newton Road Area for hospital workers and especially for families visiting relatives at the hospital. At present parking at the hospital is completely inadequate.
- Space should be found for a 'park and ride'
- It should be considered to make the new railway station at Edginswell the main railway station
- A new school near the Willows is needed
- Remove the palm tree on the roundabout at the bottom of Hamelin Way.

D: Rest of Torquay

Barton & Watcombe

Do you agree the following key points are important in the development of Torquay's Neighbourhood Plan?

Q24. Preservation of green spaces such as Steps Cross, Firlands Green, King George V playing fields, Great Hill, Woodend and Barton Downs

Yes	No	Not answered
89%	1%	10%

There were a number of comments in favour of greenspaces, and improving access to some of these. There were 2 controversial suggestions to use part of Barton Downs and King George V playing fields for residential development, the latter because of its unsuitability for sports use. But these were only individual views.

There was also a call for the stretch of countryside between Watcombe Beach and Maidencombe to be improved – returned to its former glory (see also Q47 below).

Q25. Brunel Woods should have enhanced educational opportunities

Yes	No	Not answered
81%	8%	11%

One respondent said they thought this was an interesting idea – a number did not understand the suggestion or its implication for the woods.

Q26. Lummaton Quarry is a key employment space

Yes	No	Not answered
82%	6%	12%

One respondent thought this area was a mess and quite off-putting for retail, another was aware that it is a heritage asset. One suggestion was to move Travis Perkin into Lummaton Quarry and redevelop its site for housing.

Q27. Improvement to transport links

Yes	No	Not answered
84%	4%	12%

Comments called for better bus services and cycle paths.

Q28. Reinstating empty houses to contribute to alleviate housing shortage

Yes	No	Not answered
90%	1%	9%

A lot of very strong comments in support of reinstating empty homes to alleviate housing shortages. One suggestion was to double council tax for properties unoccupied for more than a year. There were also some questions around the allocation of affordable housing.

Other suggestions:

• There were also comments about the Acorn Centre which is valued greatly, but needs redevelopment (see also Hele and Lower Barton below).

There were a total of 65 comments on the Barton and Watcombe area.

Cockington, Chelston & Livermead

Do you agree the following key points are important in the development of Torquay's Neighbourhood Plan?

Q30. Preservation and protection of the many green open spaces such as Occombe and especially Cockington Country Park

Yes	No	Not answered
90%	1%	9%

All comments in agreement with this. More awareness needed of the walks and trails in Cockington, better signage and linkages from the Sea front. Sustainable Transport Strategy needed for Cockington to maximise its enjoyment while preserving its tranquillity.

Q31. Possible community allotments at 'The Old Piggeries'

Yes	No	Not answered
80%	6%	14%

Comments in favour of this. One respondent suggested housing in this area as long as it did not negatively impact on Cockington.

Q32. Small scale infill opportunities exist for housing or business use, such as Broadley Drive, Manscombe Road, Broadstone Park Road, Reservoir area Hamelin Way, Torquay Railway Station and the old school site in Old Mill Road

Yes	No	Not answered
63%	21%	16%

Comments indicated infill in some areas acceptable (and important), but clear preference from most for housing rather than businesses. Less appetite for this in Broadley Drive, Manscombe Road and Broadstone Park Road. Mixed views for Hamelin Way. Housing on station site would need traffic mitigation. Old Mill Road site best opportunity (some would love to retain the external fabric of the current building). Mixed views on the up-coming Hollicombe development.

Q33. Recognition of leisure and sporting facilities

Yes	No	Not answered
85%	2%	13%

Comments called for improved leisure and sporting facilities. The Council need to lead in this - link some sports pitches to local schools (whilst maintaining community use) and benefit school children whilst gaining real investment into these facilities (ie club houses, pitch facilities - standard of pitches). An all-weather running track would be a big asset. Also an ice rink or similar sporting venue.

Other suggestions:

- Stop the 'Rat run' along Nut Bush Lane towards Marldon Road
- Development of facilities for younger children (babies & toddlers) in Armada Park

There were a total of 91 comments on the Cockington, Chelston and Livermead areas.

Ellacombe

Do you agree the following key points are important in the development of Torquay's Neighbourhood Plan?

Q35. Improved transport links

Yes	No	Not answered
77%	7%	16%

There were a few comments in support of this, and suggestions on reducing the residents parking restrictions to key 2 hour slots in the day to prevent commuter parking, but allow for more use of the available spaces. Proposed ban on commercial vehicles parking in the area.

Q36. Improving and protecting Warberry Copse

Yes	No	Not answered
85%	2%	13%

Comments in agreement on this but only minor improvements needed.

Q37. Retaining the character of heritage buildings within the area

Yes	No	Not answered
83%	4%	13%

Comments were in support of this.

Q38. Protect all parks and green, open spaces

Yes	No	Not answered
87%	2%	11%

Comments were in support of this.

Q39. No more houses turned into flats

Yes No Not answered	ito itotaliswerea
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63%	21%	16%

There were comments for and against this with the majority of comments in favour of conversions to provide much needed housing, providing this was done well, sympathetically designed and with parking provision to reduce the on road parking congestion. There was a suggestion that as properties in Ellacombe were at the lower end of the market they could be more open to buy to rents with landlords wanting a 'quick buck'. Was it possible to ensure a good quality of development prior to renting?

Q40. Identify brownfield sites for housing or employment (such as Albert Court, Market Street)

Yes	No	Not answered
83%	3%	14%

There were some suggestions that Market Street needs to be incorporated into the Town Centre regeneration – and to link Albert Court through Pimlico to Stentiford Hill to create a great development opportunity. There were also lots of questions on why Albert Court still remains empty.

Other suggestions:

- Area generally needs to look 'better kept'.
- Need a community centre or community hub.
- Paint the garages on Grange Road different colours to make a feature out of them.

There were a total of 66 comments on the Ellacombe area.

Hele and Lower Barton

Do you agree the following key points are important in the development of Torquay's Neighbourhood Plan?

Q42. Protect our green spaces for our community and future generations, such as Windmill Hill, Barton Downs Playing Fields, Fort Apache and other play parks

Yes	No	Not answered
86%	1%	13%

Comments were mostly in support of this.

Q43. Support the development of our two community centres: The Acorn and Windmill

Yes	No	Not answered
82%	1%	17%

Lots of comments in support of the 2 community centres and the need for a re-build at the Acorn. Suggestions that the 2 centres need to become independent of Council funding.

Q44. Have a real deliverable regeneration of Hele Road and the area

Yes	No	Not answered
86%	2%	12%

Most comments were directed at this question with two schools of thought i) that the Hele Road needs smartening up and residents should be incentivised to look after their properties, and traffic should be redirected or ii) that the Hele Road should be redesigned and widened to facilitate the traffic flow, with demolition of residential properties. There was a strong feeling that this road should be the priority focus for the neighbourhood plan in this area, but there was also recognition that the problems of Hele Road could not be solved in isolation – there needs to be a solution found that involves the wider area/town.

Q45. Identify sites for future employment opportunities

Yes	No	Not answered
84%	2%	14%

Comments indicated employment sites as being key for the area, but the sites should be limited to brownfield sites. Encourage investment in the area, look for 'better' jobs and make sure there is adequate parking.

Other suggestions:

- More parking is needed to allow for more use of sports facilities in the area Audley Ave needs parking bays.
- Urgent need for this area as a whole to be regenerated.

There were a total of 72 comments on the Hele and Lower Barton area.

St Marychurch, Maidencombe and District

Do you agree the following key points are important in the development of Torquay's Neighbourhood Plan?

Q47. Protect green and open spaces and coastline from Walls Hill to Maidencombe, to include Babbacombe Downs, Maidencombe, Tessier Gardens, Cary Park and Haytor and need to increase maintenance of areas, including pathways for public use and safety

Yes	No	Not answered
92%	1%	7%

Comments all in favour of this. Suggestion that the Babbacombe Downs frontage needs investment. Comments for and against a 'fish restaurant type' development on the Downs.

Improvements suggested for Petitor, and Great Rock at Watcombe described as an 'iconic coastline'.

Q48. Protect Plainmoor Swimming Pool and play park and have area around developed for community use

Yes	No	Not answered
86%	4%	10%

There were 2 main sets of comments regarding the pool and the surrounding area. The pool is clearly valued and its comparative advantages to the Wave pool at RICC were outlined, but it badly needs redevelopment. Some respondents suggested it be rebuilt on the current site - perhaps in partnership with TUFC. Others suggested it be re-located elsewhere and the land retained for community benefit.

There was a further suggestion that the football ground be relocated to eg The Willows (allowing for better facilities and alleviating the current traffic issues).

Q49. Redevelop existing suitable properties for housing

Yes	No	Not answered
88%	2%	10%

Comments were in general agreement with this – brownfield development being preferred to green spaces, but some indicated that there are now too many flats in the area.

The football ground was identified as a potential site for affordable housing and an opportunity to further develop public amenities such as the play parks, swimming pool etc.

Q50. Development of Sladnor Park, Maidencombe

Yes	No	Not answered
71%	13%	16%

Mixed views on current plans for retirement village. Suggested other uses – holiday camp, eco housing development, high class hotel.

Q51. Enhance shopping and retail areas

Yes	No	Not answered
80%	9%	11%

Comments both in favour and against supermarket developments in St Marychurch and Babbacombe Road. All keen to protect independent retailers. Suggestion that Waitrose in Plainmoor should encourage more upmarket speciality shops nearby. Calls for cheaper parking. General protection of Precinct.

Other suggestions:

- Redevelop site of Exmouth View Hotel lets the area down.
- Look at a one way system for St Marychurch. (* St Marychurch Road towards Babbacombe Road ONE WAY * Babbacombe Road remains two way * Manor Road towards Torquay one way. Look at Manor Road and Warbro Road junction to accommodate this and keep current parking arrangements).
- Make the road one way both ways from St Marychurch to Plainmoor on route 34 to ease congestion, and better bus links to Teignmouth Road, bus station and town
- Encourage early development of GA site (comments indicated respondents would have preferred this as a housing development).

There were a total of 90 comments on the St Marychurch, Babbacombe, Plainmoor and Maidencombe areas.

Torre and Upton

Do you agree the following key points are important in the development of Torquay's Neighbourhood Plan?

Q53. To improve housing standards especially houses of multiple occupation and to restrict uncontrolled expansion

Yes	No	Not answered
84%	1%	15%

There were comments in support of this and a question about what 'uncontrolled expansion' means.

Q54. Lymington Road Coach park, employment, community and residential opportunity

Yes	No	Not answered
71%	14%	15%

Most of the comments were in support of retaining the coach station, but one proposal was to relocate it to Torquay Railway Station. One person felt the coach station was under-utilised, another said it was too crowded when coaches arrived. Most felt it is in needed enhancing. There was also a request for more coaches to park in the station rather than in surrounding areas.

Q55. Protect the few remaining green spaces

Yes	No	Not answered
87%	1%	12%

Comments were in support of this.

Q56. Revitalise Torre shopping area to include the reversal of the one way system

Yes	No	Not answered
65%	18%	17%

This issue attracted the most comments with arguments for and against the reversal of the one way system, but a general recognition that something needed to change in this area to make it vibrant again. There was a call for more free parking (more than 20 mins) to help the businesses and questions about the former B&Q site (some aware of the development plans and some not).

Q57. Encourage brownfield development for jobs and homes

Yes	No	Not answered
81%	6%	13%

There were comments in support of this – and a suggestion that 'green jobs' could be an area of growth. Some felt Torre offered some good investment opportunities for businesses. There were some concerns also about developing more social housing in the area.

Other suggestions:

- Better play facilities around Torre Marine.
- Footpaths and roads need to be completed to link Torre Marine to local facilities.

There were a total of 99 comments on the Torre and Upton area.

Wellswood and Torwood

Do you agree the following key points are important in the development of Torquay's Neighbourhood Plan?

Q59. Protect public green open spaces and retain existing conservation area

Yes	No	Not answered
88%	1%	11%

Comments were in support of this, but also calling for better maintenance of the public open spaces. There were two comments outlining the need to quantify the value of green spaces and not just save them without thought.

Q60. Recognition that small hotels, brownfield sites could be redeveloped for housing

Yes	No	Not answered
75%	11%	14%

There were a number of comments particularly on the redevelopment of small hotels. The overall feeling was that this could be done in moderation, but we would need to ensure there was not over-development of sites, low quality development and/or a loss of too many visitor 'beds'.

Q61. Consider proposals for redevelopment of the Palace Hotel/grounds retaining a hotel

Yes	No	Not answered
51%	30%	19%

There were mixed opinions on any redevelopment of the Palace Hotel, most concerns were regarding the green and wooded areas being retained, and public access. There was recognition that if the business model for The Palace was not working then some redevelopment might be needed, but the details of this would need to be considered carefully. There was a suggestion that the site would make a good retirement complex.

Q62. Redevelopment of Torwood Street

Yes	No	Not answered
76%	11%	13%

Most comments indicated frustration that the discussed development of Torwood Street had still not started. Some remaining concerns about the height of the development, and the quality of the architecture. General feeling of 'get on with it'.

Q63. Preservation and maintenance of the harbour, coastline and footpaths

Yes	No	Not answered
88%	1%	11%

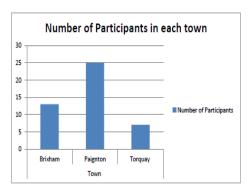
As with Q59 above maintenance was raised as an issue. There were a lot of comments supporting the preservation and development of the harbour as very important to Torbay's tourism offer. A suggestion that the inner harbour should be listed as an asset of community value to prevent it becoming privatised.

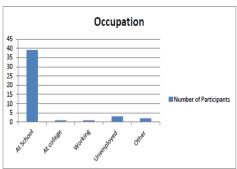
Other suggestions:

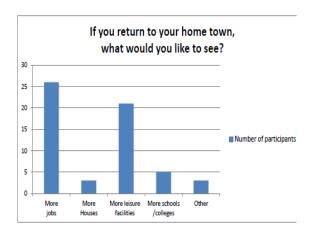
- Redevelop Walls Hill quarry as a residential site
- Alleviate congestion by making Ilsham Rd/Asheldon Rd one way with echelon parking near the shops
- Ensure that parking meters are not introduced into Wellswood. Remove those in Torwood Street as no-one seems to use them.
- Consideration should be given to the significance of Kents Cavern within the GeoPark and as a major visitor attraction.

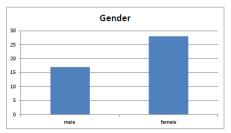
There were a total of 95 comments on the Wellswood and Torwood area.

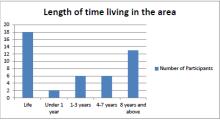
Appendix 5 – Youth Engagement

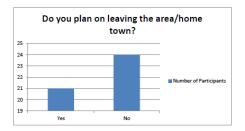


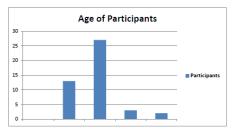


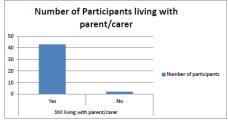


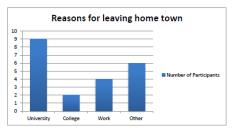


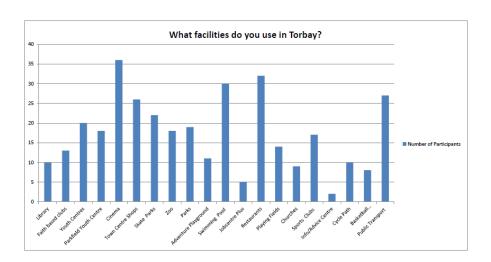












Appendix 6 – First working draft Plan

TORQUAY NEIGHBOURHOOD PLAN Working draft for discussion

Jeremy Caulton / Lee Bray - first draft

COVER / FLYLEAF / FOOTER

IMAGES / MAPS / PHOTOS OF TORQUAY / TNP FORUM MEETING / BUSY STREET / COAST AND BEACH / HARBOUR AREA

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- b. Statement of Compliance
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PREFACE

(Consider other NPs such as Winsford and Exeter St James for examples of differing style and possible inspiration)

INTRODUCTION

Why does Torquay need a neighbourhood plan?

- 1. Torquay is a beautiful seaside town with an international reputation as the English Riviera. It is one of England's most visited holiday destinations and its mild climate and superb setting make for an excellent quality of life. It is home to some 65,000 people, many drawn here in retirement.
- 2. Torquay's undoubted attractions are counter-balanced by deep-rooted needs for affordable homes, new job opportunities, health and social care, and investment in the town's physical and social infrastructure. It is a town of enormous contrasts, with some relatively wealthy areas and pockets of genuine deprivation. It needs care and attention. It deserves a good plan.
- 3. Neighbourhood planning is being promoted by the government as part of the Localism agenda. In October 2011 Torbay Council made a successful bid for government funding to produce neighbourhood plans for Brixham, Paignton and Torquay. This is the Torquay Neighbourhood Plan.

PHOTOS / IMAGES

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

- 4. The plan covers the whole of Torquay. A group of local residents and business representatives came together in late 2011 (CHECK) to start the process. A public meeting was held, and in November 2011 (CHECK) the Torquay Neighbourhood Forum was established to steer the plan.
- 5. Nine community partnerships have been set up across Torquay, each one aiming to ensure that the needs and aspirations of its area are included in the plan. Those partnerships are:
 - Barton and Watcombe
 - 2. Cockington, Chelston and Livermead
 - 3. Ellacombe

- 4. Shiphay and The Willows
- 5. Hele and Lower Barton
- 6. St Marychurch, Maidencombe and District
- 7. Torre and Upton
- 8. Torquay town centre
- 9. Wellswood and Torwood

MAP(S) OF TORQUAY NP AREA AND COMMUNITY PARTNERSHIP AREAS

- 6. Together, in active collaboration with the whole community, the steering group and local community partnerships have worked hard to shape the plan for our town. We want to see Torquay growing stronger as we cherish the best of our rich heritage and nurture sustainable growth for a successful future.
- 7. Funded through government grant, The Prince's Foundation for Building Community was commissioned in 2012 to help support development of the plan. During 2012 the Foundation held two workshop series. The first workshop (in March 2012) identified key issues for Torquay including:
 - · size and complexity of area
 - housing need
 - defining the tourism offer
 - town centre decline
 - areas of growth
- 8. Recommendations following the workshops were:
 - that the 'core areas' (key areas of change) be defined by issues rather than ward or partnership boundaries. These should include the gateway, central spine and an expanded town centre / waterfront (recognising that fringe areas such as hotels and bus station are vital to the town's future).
 - that the plan should include one discrete section for core areas and another covering the community partnership areas, the former being relatively detailed and the latter offering actions specific to their areas.

9. In November 2012 the Forum published a leaflet "Change is in your hands – a draft summary of proposals for the future of Torquay – a plan for the community, by the community". It was accompanied by a questionnaire, and formed the basis for a series of three workshops in December 2012.

IMAGE OF COVER - NOVEMBER 2012 LEAFLET

- 10. At this stage the Foundation were asked to look at three key issues:
 - i. The town centre the key sites already identified, what they could deliver and their impact on the town centre's regeneration.
 - ii. Options for housing growth in particular around the identified 'gateway' area around Edginswell.
 - iii. Movement and connectivity within the town and how improvements could be made to the existing network.
- 11. The policies and proposals of this plan respond to those three issues, setting out the community's shared priorities and aspirations for Torquay's future planning.

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

12. The plan is for anyone and everyone with an interest in Torquay – residents, visitors, businesses and investors. It will be used to promote investment in the town, guide new development to the most suitable sites, protect valuable assets, secure improvements of all kinds, give a continuing voice to the community, and promote a better quality of life for current and future generations.

How is the plan related to other plans?

- 13. The Torquay Neighbourhood Plan (this plan) has been developed in parallel with the Torbay Local Plan being prepared by Torbay Council.

 More than that, each plan informs and strengthens the other. The local plan (titled "a landscape for success") provides the big picture for the whole Bay, and the neighbourhood plans for Brixham, Paignton and Torquay add detail about local outcomes, projects and sites.
- 14. A neighbourhood plan has to comply with national planning policy, European guidance and regulation, and the local plan whose area it lies within. A statement of compliance for this plan is included at appendix B. The plan also aims to complement and not conflict with other plans, particularly the neighbourhood plans for Brixham and Paignton.

What period does the plan cover?

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

LOCAL COMMUNITY PARTNERSHIP STATEMENTS

- 16. Each of the 9 local community partnerships across Torquay produced their own statement as a contribution to the neighbourhood planning process. The statements are varied in style and content, reflecting the distinctive character of each area. In this section of the plan the statements are presented in a common format to provide consistency of approach.
- 17. Dedicated groups also turned their attention to tourism, the arts and sport (still awaited). The results of their work are also summarised below.
- 18. The full original community partnership and topic statements are also available to view at www.TOBEINSERTED.com

BARTON AND WATCOMBE COMMUNITY PARTNERSHIP

Description of the area

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

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

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

The Barton and Watcombe area includes substantial areas of relative deprivation, largely made up of former council housing, alongside apparently more affluent suburban areas. – should something be done about this? What sort of thing?

The latter parts mask some of the deeply embedded social needs of the area as a whole. The local community hopes that this plan will help to secure greater recognition of the issues and help to release funding to tackle them. – ok, but there should be some suggestion here as to how?

POLICIES, OPPORTUNITIES AND ACTIONS

Consultation across the area has identified the following as priorities:

Planning and Development

Reinstate Empty Housing Properties – what does this actually mean? Reduce numbers? Specific areas?

Services and Facilities

- Jobs where, what?
- More use of Watcombe Community Centre how?
- Children and young people meaning what?
- Older People meaning what?

Traffic and Movement

- Community Safety where, doing what, CCTV?
- Transport Links where, how?

Environment

Preserve Green Spaces at: Brunel Woods, Barton Downs, Steps Cross, Firlands Green, Great Hill, Woodend – can we be more proactive?
 Demarcated areas, guides, codes, controls, wayfinding, etc?

COCKINGTON, CHELSTON AND LIVERMEAD COMMUNITY PARTNERSHIP

Description of the area

The area is made up of distinct parts. Cockington retains its ancient manor house, estate village, farms and woodland. Much of Chelston is made up of Victorian villas, houses and terraces. More modern contemporary mid-20th century housing predominates in Livermead. Most of Victorian Chelston and medieval Cockington are conservation areas.

Local facilities are located in the local centres at Old Mill Road and Walnut Road, Chelston and the smaller neighbourhood centres at Queensway and Sherwell Valley Road, Chelston and Roundhill Road, Livermead. Two secondary and four primary schools also lie within the area, along with a significant number and variety of open spaces and several visitor attractions – the whole of the Cockington estate, Occombe Farm, Hollicombe, Livermead and Corbyn Head beaches.

POLICIES, OPPORTUNITIES AND ACTIONS

Planning and Development

- Maintain a diverse mix of housing by promoting small scale infill and brownfield development including at:
 - Hollicombe gas works site (185 flats approved)
 - Torre railway station -mixed development and improved facilities as part of the gateway approach to Torquay
 - Reservoir area Hamlyn Way opportunity for light industrial use with easy access to main routes.
 - Former school site in Old Mill Road as business use
 - Shiphay Manor for housing
- Enforce Conservation Management Plans and resist unsympathetic in-fill developments
- Develop the 'Old Piggeries' site as community allotments
- Assure the safety of former gasworks at Hollicombe while protecting green spaces

Services and Facilities

• Maintain shopping and service facilities at local centres, retain post offices and pubs

Traffic and Movement

Improve traffic and movement in the area and beyond by

- at Torquay station establishing a new public transport gateway to Torquay with commercial development and improved connections between all public transport services
- at Shiphay/Newton Road and Torre Abbey/Avenue Road improving junctions to maximise traffic flow and enhance pedestrian and cyclist safety
- improving footpaths and roads to give safe pedestrian and cycle routes to schools, beaches, recreational areas and public places
- implementing child drop off zones, safe crossing points and 20 mph speed restrictions for all schools.

Environment

- Protect open spaces and coastline, other than for development which will improve quality of life
- Resist development on rural fringe green field sites
- Support unsustainable business properties changing their use through alternative sustainable uses or quality housing appropriate to the area NOT SURE WHAT THIS MEANS?

Cockington village and Country Park, Stanton and Occombe

Description of the area

This is part of the Cockington, Chelston and Livermead Community Partnership's area, but is dealt with separately in this part of the plan. This is justified because of its the relatively undeveloped nature of the area and the strong contribution it makes to greenspace provision in Torbay.

POLICIES, OPPORTUNITIES AND ACTIONS

Planning and Development

- Support quality tourism provision based on arts/crafts, history and countryside
- Support the reuse of redundant buildings or unsustainable businesses properties for sustainable uses.
- Enhance Cockington Village centre to provide a gateway to the whole of Cockington Country Park, including:
 - a. Visitor Information Centre and improvement to Linhay area
 - b. Changes to the village centre cross roads area to improve the ambience and safety for visitors
 - c. Refurbishment of the old Water Mill to reinstate a functioning water wheel

Traffic and Movement

- Improve sustainable routes to Cockington with all year round public transport and safe pedestrian and cycle access from the seafront (main access route), Nutbush Lane and Seaway Lane
- Support a suitably landscaped park and ride provision at Gallows Cross area with cycle access to Cockington
- Create a Cockington 'gateway' when entering the village from the coast to enhance the sense of 'arrival' for visitors
- Retain unique characteristics of Cockington by minimising the impact of commercial activity and traffic on the ambiance of the village and park
- Implement measures for cyclists, pedestrians and horses to access the public lanes around Cockington Village in safety by minimising traffic volume, traffic speed and eliminating on road parking

Environment

- Ring fence and (what does this mean?) protect this important recreational area and visitor attraction from any development that would:
 - detract rather than enhance its unique characteristics

- detract from residents' and neighbours' quality of life
- increase vehicle traffic through the village
- promote evening and night-time operations
- Implement the Green Infrastructure Delivery Plan to create links with surrounding areas

ELLACOMBE COMMUNITY PARTNERSHIP

Description of the area

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

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

Ellacombe's vision: This is quite good, but not the same as other partnerships. Should we ask for vision statements for each CP or trt to turn this one into policy, as attempted below?

- To protect all parks and green open areas
- To enhance Warberry Copse
- To preserve the heritage character of the area
- To establish a Community Hub/Centre
- To protect public houses from redevelopment
- To see no more houses turned into flats
- To improve transport links to other areas of Torbay
- To provide traffic calming outside Ellacombe Academy

POLICIES, OPPORTUNITIES AND ACTIONS

Planning and Development

- Opportunity to develop the numerous small workshop spaces around Ellacombe into houses or training workshops supporting residents into employment as Ellacombe has high levels of unemployment and benefit dependence
- Albert Court development not sure what this means?
- Land Stentiford Hill up for sale and potential for development so? Should there be some detail about what should happen there?
- Our boundaries lead into town centre Market Street potential quality residential development? this needs more detail to make good sense?

Services and Facilities

- To provide a Community Centre/Hub within the area
- Superfast broadband but how, who?
- To protect public houses from redevelopment

Traffic and Movement

- To improve transport links to other parts of Torbay how?
- To provide traffic calming outside Ellacombe Academy

Environment

- To protect all parks and green open areas
- To enhance Warberry Copse how?
- To preserve the heritage character of the area

HELE AND LOWER BARTON COMMUNITY PARTNERSHIP

Description of the area

There is a strong sense of community in this area, although this exists in the face of significant challenges and deprivation. What – can these be dealt with in the policies?

Since it began to grow this has always been an area consisting predominantly of social housing. It is not well served by local/ facilities, although those which exist are well loved and supported. Are these in the policies?

Hele Road is heavily trafficked, acting as a principal route across Torquay. It acts as a local centre, but suffers a poor and relatively unsafe environment.

Possibly rewritten?

POLICIES, OPPORTUNITIES AND ACTIONS

Planning and Development

- more shops to provide local employment opportunities how?
- deliver real regeneration of Hele Road and the area to create a better quality of life for everyone by??
- nurture a sense of pride in our area, especially amongst the young how?
- raise the self-image of the community living in the village not sure what this means image of the village / area? If so, how?
- use empty buildings to drive employment opportunities
- we value our employment areas so?

Services and Facilities

- support the development of our community centres
- highlight training opportunities for young people
- use the secret garden as a community enterprise why?
- protect employment spaces such as Havills, the Herald Express site, Broomhill Way and Woodland Industrial estate why?

Traffic and Movement

- improve the environment of Hele Road how?
- Are there no traffic movement issues?

Environment

- our green spaces saved for future generations to enjoy
 - Windmill Hill and the Windmill Centre
 - > Barton Downs playing fields
 - Fort Apache
 - > The Acorn Centre
 - our play parks
- improve and refurbish the Acorn Centre
- raise (?) local community spirit, including the relationships with the churches and community groups how?
- use open space on the estates for planting fruit trees
- raise the life expectancy of those living in the area ??
- to have a cleaner area by providing suitable bins

ST MARYCHURCH, MAIDENCOMBE AND DISTRICT COMMUNITY PARTNERSHIP

Description of the area

This is an area of great diversity, rich in history, full of interest and popular with holidaymakers.

St Marychurch is an ancient settlement with records dating from around 1050AD. Its church was founded in Anglo-Saxon times, and the tower and font date from around 1110AD. 'Medenecombe' is recorded in the Domesday survey of 1086 as a tiny manor of about 20 people. The heart of each is a conservation area.

The protected coastal scenery of cliffs, coves and valleys is a vital component of the Torbay's Geopark status. Highlights include the much-visited Babbacombe Downs with fine views across Lyme Bay, Oddicombe beach and the cliff railway. Less visited but no less significant are Babbacombe Babbacombe Babbacombe Babbacombe Theatre, the Model Village and Bygones Victorian Museum.

The area is an attractive place to live and particularly to retire to. There are a high proportion of older residents and of homes offering care for the elderly, property values are higher than average, and yet there are small pockets of deprivation. (How can this be overcome / improved?)

Fore Street at St Marychurch, partly laid out since the 1960s as one of Devon's early pedestrian precincts, serves as a district centre. A wide range of goods and services can be found there and it acts as a strong focus for commercial and other activity in the area. Strong local centres can also be found at Babbacombe and Plainmoor. Over 300 local businesses in the area have formed a Business Improvement District (BID) aiming to further improve trading and shopping.

There are one secondary and six primary schools and a wide range of parks and open spaces in the area.

POLICIES, OPPORTUNITIES AND ACTIONS

Planning and Development

Provide for housing needs:

- providing independent living for the elderly, supported living for those needing care, and good quality affordable homes to meet local needs
- through new development and adaptation of existing buildings, on appropriate sites and of a scale and design which will not have an adverse impact on neighbours, the immediate environment or the area as a whole
- not allowing development of any greenfield site without a proven need to accommodate people in the area for employment
- through development of Sladnor Park, Maidencombe in an appropriate way, ensuring safe and suitable access, particularly for pedestrians

Support and develop the local economy by:

- ensuring that any development of 5 or more new homes in the area is allowed only if a reasonable proportion of new (medium and long term)
 jobs is made available
- requiring that any significant development makes a financial contribution to improvement or maintenance of local amenities

Services and Facilities

Enhance and develop the community by:

- development of the Football Ground (subject to the Club having better alternative accommodation) for community use with well deigned and appropriate buildings, facilities and infrastructure, including swimming, sports and play facilities
- maintenance and refurbishment of public toilets, including re-instatement of those at Reddenhill Road
- an on-going commitment to improvement of the following local amenities if necessary through partnership working with developers:
 - Play and Youth facilities
 - Beaches
 - > Schools and opportunities for adult educations
 - Litter and Cleanliness
 - Planting
 - Leisure and facilities/opportunities
 - Public Toilet provision
 - Signage

Traffic and Movement

Support and develop the local economy by:

- · refurbishing shopping areas and standardising street furniture and signs
- maintaining plenty of free unrestricted on-street parking and secure, accessible and affordable off -road parking
- providing good and convenient coach access and parking and improving the 'arrival and departure' experience of drivers and passengers
- providing a cycleway to facilitate pollution-free access
- retaining key bus routes serving the area to ensure access to and from the main retail areas of the Ward, Town, Harbour, Hospital and outlying districts

Environment

Enhance open spaces and coastline, including:

- protection from development, increased maintenance and enhanced public use
- Babbacombe Downs and Maidencombe protected from development by covenant
- protection of public rights of way, including the coast path, increased maintenance and enhanced public use
- protection and enhancement of Plainmoor Pool and Play Park, ensuring that any development of the Football Ground contributes towards this

SHIPHAY AND THE WILLOWS COMMUNITY PARTNERSHIP (THE GATEWAY)

Description of the area

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

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

Lying at the entrance to Torquay the area is well served by road and contains significant areas of service, employment and commercial activity. Most notable are Torbay Hospital, Edginswell Business Park and The Willows out of town shopping and business park, which rivals the town centre for economic activity and includes the largest Marks and Spencer's store west of Bristol. The area also includes a local centre at Shiphay and two primary schools.

POLICIES, OPPORTUNITIES AND ACTIONS

Planning and Development

Provision for employment and commercial development to meet the needs of growing local businesses and those looking to relocate to Torquay can be made at:

• Kerswell Gardens, proposed in the local plan for industrial/warehousing use within classes B1/B8.

- Edginswell Business Park, to be retained for employment use classes B1/B8. Any large retail uses should be rejected.
- Broomhill Way has potential to be extended onto the former Willows Tip.
- Newton Road has a number of sites that could be redeveloped to provide a greater density of employment.
- Woodland Industrial Estate has scope for redevelopment and improvement through a Local Development Order.
- Torre Station Yards are underutilised and have for employment, office, retail and residential potential.
- Holiday Parks off Kingskerswell Road have scope to expand.
- Moles Lane area at the top of Hamelin Way may have potential for employment.
- Hele Roundabout/Barton Hill Road/Barton Hill Way area has scope for redevelopment and improvement through a Local Development Order.

Provision for housing is needed in this area, particularly family and smaller homes, and some live/work accommodation. Locations where development could occur include:

- Between Barton Stables and Bottompark Lane, although this is a steep site
- The Holiday Camps off Kingskerswell Lane, but only should they demonstrably cease to be viable in their existing use and retaining the ski slope as part of any development.
- Land bounded by Edginswell Lane, Hamlyn Way & Moles Lane, but only in the longer term and requiring significant new infrastructure, including potentially a new spine road connecting Marldon Road to Newton Road.

Services and Facilities

- The existing tip area adjacent to Browns Bridge Road should continue to be protected for sports and leisure and be actively pursued to be brought into that use.
- Is there nothing more to add under this heading?

Traffic and Movement

- New developments should include good pedestrian, cycle and road connections to adjoining sites.
- The A380 Riviera Way and Newton Road is the principal route into Torquay and experiences congestion, especially around the traffic light junctions at Scotts Bridge and Shiphay Lane. The opening of the South Devon Link Road and new developments in Torquay will exacerbate this. Measures are required to address the issue within the next 5 years.
- A new railway station is proposed in the vicinity of the Edginswell business park. Associated car parking must be provided with appropriate
 pricing to alleviate existing parking problems in residential areas.
- A Park and Ride facility should be provided within the next 5 years, possibly at Gallows Gate or the former tip site at The Willows. Elsewhere this is mentioned as needing protection for open space. Which is it to be?
- Good, safe cycle routes should be provided within the area and on towards the town centre and sea front.

Environment

- Welsury Covert and Jubilee Plantation should be protected and retained as wooded areas.
- Is there nothing more to add under this heading?

TORQUAY TOWN CENTRE COMMUNITY PARTNERSHIP

Description of the area

The nineteenth century brought rapid growth to Torquay. It become a fashionable resort and one of the richest towns in Britain. The town centre derives from that time and its extent (one of the longest shopping streets in any of Britain's towns) reflects its former prosperity. However, since the 1950s, tourist patterns have changed and the area is now faced with a range of social and economic challenges.

The town centre today is still the largest retail centre in Torbay, but it has to compete with the large out-of-town shopping available at The Willows. It has experienced a decline in prime retail floorspace and there are a growing number of vacant, under-used and non-retail premises.

The aspirations for Torquay town centre are that it should become more diverse with activity day and night, a mix of large and small independent retailers, fewer pubs and clubs but more open air markets, events and cafés. It needs to be easier to access, provide better parking, and make the most of its heritage, aiming for high quality buildings and public spaces.

Zoning could help define the prime town centre areas, recognising the unique identity of each one: Torre Village, Union Parade, Marvellous Melville, The Fleet Centre and the Harbour Gateway.

The town centre area also contains some quiet residential suburbs and a significant proportion of the major hotel accommodation in the resort. There are substantial areas of open space, including coastline, parks, and recreation grounds, particularly at the walled gardens of Torre Abbey, the rock-faced Royal Terrace Gardens and the sea front promenade.

POLICIES, OPPORTUNITIES AND ACTIONS

Planning and Development

Introduce zoning to the town centre to enable:

- promotion of projects and developments within each zone suited to and designed to enhance the best and most important of its characteristics
- appropriate mixed developments to help regenerate the town centre, bringing diversification and increased use
- innovative projects to promote the town, particularly enabling marketing activity through the Torquay BID

Improve the town centre retail, service and leisure experience:

- recreating a vibrant lively, colourful thriving town centre with a range of activities for all age groups
- encouraging and providing for more people to live and work in the town centre
- covering streets and pavements (with canopies or atria) to make Torquay the place to shop in all weathers, and allow more al fresco dining and outside seating areas
- encouraging sympathetic development attractive to modern high street retailers and premises for small independent retailers and other uses such as gyms and cinemas
- developing a sustainable maritime economy in what way?

Assure appropriate developments by:

- including engagement with local residents, interest and business groups
- requiring due account of design, especially in conservation areas, and limiting heights
- providing for adequate parking and outdoor and leisure space

Opportunities for development exist at:

- Torre and Higher Union Street as a 'Latin Quarter' with independent traders, cafés, bistros, art establishments and residential uses above shops
- the Town Hall car park redeveloped for a supermarket, residential, office and commercial uses with associated car parking and an improved
 pedestrian environment including links to Union Street
- the Town Hall should Council offices be relocated, as a boutique hotel and/or Arts Centre, with due regard paid to its architectural quality and heritage
- the Job Centre and Magistrates Court should either relocate to out of town locations, for a landmark retail store and/or visitor attraction to help revitalise this end of town – but isn't the plan also saying there's already to much retail space in the town centre, and aren't both these sites edge of centre anyway?
- Temperance Street for retail, office, leisure, sports and residential use, becoming a major part of the town centre's shopping area, taking in the former works site and multi storey car park
- Union Parade and Pimlico (the Hogs Head block) to enable new prime retail and commercial uses. This is a distinct block of buildings, few having any architectural merit, and is centrally located within the town centre. A landmark building on the site of the former Hogs Head pub would be a visible signal of the area's regeneration located at a key town centre viewpoint. The area would ideally include prime retail uses and a multi-purpose community space

- The Old Post Office and BT Exchange building with scope for further reuse, particularly of upper floors for residential
- Market Street to create suitable premises for fledgling retail businesses and encourage café culture and promote more residential development, especially family homes
- Former laundry site in Rock Road as residential with facilities to aid community cohesion in the area, improve access to Fleet Walk car park and support regeneration of Rock Road and Melville Street
- Fleet Street to enhance the shopping experience by creating a water feature on the course of the Fleet, providing a canopy and improving connections with the Harbour, providing outdoor cafés, leisure and bijoux shops
- Swan Street for residential and retail redevelopment retaining the Victorian warehouse exteriors
- The Strand sensitive redevelopment and conversions along this key stretch of Torquay harbour could provide improved retail, hotel and restaurant facilities with some luxury apartments
- Pavilion / Torquay Marina Car Park promote a high quality development at this key site, to include a hotel, theatre, visitor and/or arts centre, whilst protecting the Pavilion and gardens
- Torwood Street for a mixed use development incorporating hotel, retail, restaurants and leisure
- Conway Court / Shedden Hall Hill? What scope is being flagged up here?
- Amusement arcade (Cary Parade) what about the aspiration to be the prime leisure destination?
- Cinema in Abbey Road what about the aspiration to make the centre the prime leisure destination?

This list of sites needs work and interpretation on a map. It's impossible to be sure what's meant in some cases. Some sites seem to contradict the 24/7 leisure aspiration.

- There are an overly high number of HMOs in the town centre area. Proposals for change of use from HMOs will be supported in principle and changes of use from hotels should generally be for high quality apartments appropriate to Victorian villas and not for HMOs
- Development of the sites identified will promote the needed regeneration of the town centre and overcome the need for any development on green field sites in and around Torquay – it's highly unlikely that this statement can be substantiated, an alternative form of words is given below
- Development of town centre sites should be promoted as a priority, reducing the need to advance green field sites until later in the plan period.

Services and Facilities

• Aim to become the premier 24/7 leisure destination

- Create attractive and accessible buildings and public spaces, promoting healthy lifestyles, particularly among Torquay's youth and the ageing populace
- A new indoor attraction could promote Torquay's connections with famous people such as Agatha Christie or Isambard Kingdom Brunel
- Promote an Arts Centre in a suitable location (possibilities include the Old Opera House, the Town Hall and the Pavilion and Marina car park site)
- Develop the library as an improved resource for the community, offering meeting rooms and education facilities

Traffic and Movement

- Provide easier and more direct town centre access
- Relocate the coach station adjacent to the railway station, a much better point of arrival, and enhance accessibility for all, including
 a bus service to the town centre
- Fully pedestrianise Fleet Walk to mirror the course of the River Fleet, create high quality public space and encourage a café culture
- Provide adequate, affordable, well maintained, accessible and convenient parking facilities
- Introduce way-finding for visitor attractions and car parks
- Introduce charging points for electric cars and cycles
- Improve provision for cyclists to complement cycle tourism
- Create better connectivity between Torre and the Waterfront
- Promote a cable car or funicular railway to improve access for all at Rock Walk, and a high level walkway from Rock Walk to Princess Pier, incorporating a ferry terminal this is highly aspirational, is it deliverable in the plan period?
- Reinstate the tram lines does this mean reintroduce trams or use the old lines as a feature in open space? If the former, again, is
 it realistically deliverable?

Environment

- Protect, enhance and better promote the Town's heritage assets
- Development must be of a high quality and sympathetic to its surroundings
- Retain and maintain Victorian facades where possible to keep the original character of the town centre

- Protect public spaces including Cary Green, the Pavilion, the Promenade, the Princess Gardens and the 'Sunken Gardens', the Royal Terrace Gardens (Rock Walk), Torre Abbey and Meadows.
- Recognise Torquay Inner Harbour as a community asset and improve access for all
- Protect the marine environment in what ways?

TORRE AND UPTON COMMUNITY PARTNERSHIP

Description of the area

Tormohun and Upton adjoin the centre of Torquay. Tormohun dates from Saxon times and its medieval parish church still lies at its heart. Upton contains the civic heart of Torbay with the Edwardian Town Hall, library and offices. A conservation area covers the historic heart of each area and several of the 40 listed buildings in the area are significant to the town's history.

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

The main retail area is Higher Union Street which runs between Brunswick Square and the top of the town centre shops. Lucius Street and Belgrave Road also serve as local centres. Off Newton Road are industrial areas with various types and sizes of units.

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

POLICIES, OPPORTUNITIES AND ACTIONS

Planning and Development

Opportunities for development exist at:

- The town hall car park retail and office development here (including new purpose-built council offices) would release the Town Hall for other uses (such as a boutique hotel), raising the profile of the area
- At Torre Marine there remains an area to be developed for retirement apartments
- The industrial sites off Newton Road would benefit from investment to make them more attractive to new business

- At Lymington Road, the Innovation Centre needs to provide for improved turnaround and new business growth and a new community centre and cafe are to be built as part of the ROOUTE project working with vulnerable people
- The former B&Q store would suit mixed development
- Better use could be made of land adjoining both sides of Torre Station, possibly as a hotel or a transport hub

Services and Facilities

- The Library requires modernisation or relocation
- are there no other issues under this heading?

Traffic and Movement

Traffic flows through the area will be improved as part of this plan's proposals to improve access to the town centre and sea front:

- The traffic flow through Torre and Higher Union Street is to be reversed. The area will be likely to benefit from a raised profile
- Signage to the town centre and to the sea front will be improved

Environment

Improvements to the area's parks and gardens should include:

- Reconfiguring Upton Park and upgrading its facilities
- Protecting Stantaway Park as a green space in perpetuity
- Creation of a new park and garden as part of the Torre Marine development

WELLSWOOD AND TORWOOD COMMUNITY PARTNERSHIP

Description of the area

Wellswood and Torwood cover two rocky headlands at Torquay's south-east perimeter bordering the sea. Early man found shelter in the deep caves at Kent's Cavern which forms a gateway to the Geopark. The area's wealth of geosites, fine Victorian architecture, extensive open spaces, woodland and pine-clad rocky coastline provide the essence of the "English Riviera".

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

The area's character is largely defined by the large amount of public open space. It includes several major hotels, including two with four stars. At its heart lies Wellswood Green with shops, primary school and church. Adjoining the harbour, Torwood Street is home to Torquay Museum and many bars and food outlets. Lisburn Square serves as a small local centre.

POLICIES, OPPORTUNITIES AND ACTIONS

Planning and Development

- Opportunities for development exist at:
 - Torwood Street area and Terrace car park, retaining sufficient parking for local businesses
 - Babbacombe Road, adjacent to Wiltshire's, as mixed housing or an innovative covered wet dry sporting and leisure facility with educational links
- Give consideration to:
 - any future proposals for redevelopment of the Palace Hotel and grounds, retaining a hotel

- proposals for Kents Cavern to enhance tourism and education, in line with its importance within the English Riviera Geopark, and improve
 the access strategy to limit impact on the surrounding neighbourhood
- Allow small hotels and brownfield sites to be redeveloped for family housing, preserving density and character
- Promote diversity and prosperity of local businesses in Wellswood

Services and Facilities

• is there nothing under this? Community centre / library / museum?

Traffic and Movement

- Improve traffic and movement by:
 - addressing traffic management through Wellswood (Ilsham Road), improving character and environment
 - removing on street parking meters in Torwood
 - reopening Redgate Beach and footpath to Walls Hill
 - providing a safe footway along Ilsham Valley Road from its junction with Ilsham Marine Drive to the Ilsham Valley
 - providing a natural footpath linking Anstey's Cove car park with Ilsham Road along the side of the Stoodley Knowle playing fields

Environment

- Protect, maintain and enhance:
 - all public green areas, including waste and toilet facilities
 - conservation areas and density of development
 - the coastal path and associated areas

TORQUAY TOURISM FORUM – is that the right name?

'Torquay – a destination in transition'

Vision: to be best in the West: a major, quality, all year round tourist destination based on coast, countryside, culture and cuisine

POLICIES, OPPORTUNITIES AND ACTIONS

Planning and Development

- Concentrate tourism investment in one area to develop a vibrant, quality visitor experience
 - Define the Core Tourism Investment Area (CTIA) to include the coastal strip from Livermead Cliff Hotel to the Imperial Hotel including the areas around Torre Abbey / RICC, lower Belgrave Road and the harbour
 - Retain sustainable high quality tourism use for existing major tourism properties
 - Move fairground activities to Paignton Green releasing Torre Abbey Meadows for festivals and music events
- Transition the night-time economy to provide a quality harbour area to attract high spenders and visitors who use quality accommodation
 - Support positive management of night time economy by retaining Purple Flag award and establish zero tolerance policing of antisocial behaviour/drunkenness
 - Create a quality café/restaurant/bar/accommodation area around harbour with alfresco facilities
 - Promote a dedicated entertainment complex (cinema, pubs, clubs, casino and retail) and relocate existing clubs to suitable locations within the main tourism area
- Support the development of a quality retail offering through town centre regeneration as an integral part of tourism offer
- Encourage businesses to trade all year round and support a reduced VAT rate for tourism businesses
- Encourage use of existing railway buildings for related uses
- Stop HMO's in established tourism areas

Services and Facilities

• Support the increase in the quality and sustainability of the accommodation sector, by:

- Conducting an on-going audit of accommodation to support rebalancing of bed spaces to reflect current and predicted demand, allowing change of use to high quality accommodation
- Supporting development of accessible and green accommodation, and investment in quality hotels
- Supporting creation of an international hotel school to underpin a high quality accommodation sector
- Developing national standard, good quality conference facilities to support all year round tourism, ensuring that RICC is of high quality, fit for purpose and sustainable
- Developing quality hotels and accommodation that supports conference delegate requirements
- Integrate sports and water based activities into the tourism offer
 - Develop regional and national standard sports and water sports provision and improved harbour facilities as integral parts of the broader tourism offer
 - Improve access to the water for all users and make it easier to store and launch small craft from beaches, harbours and piers
 - Blue Flag awards for all beaches, with good quality maintenance of beach fronts and quality toilets
 - Redevelop existing Meadfoot beach hut area into high quality rental beach units and quality restaurant
- Develop Torquay as the cultural centre of the West with a broadened range of tourism infrastructure to diversify the visitor appeal
 - Develop a range of quality all year round festivals based on coast and countryside, culture and cuisine
 - Develop Heritage, Literary, Geology and Arts Trails
 - Develop volunteer walking and tour guides and bring to visitors' attention the 'hidden jewels' of Torbay
 - Establish a suitable site for a Torbay open air theatre
 - Establish a Torbay Culture/Arts Centre on a suitable site
 - Support investment in all year round, quality indoor attractions and a major national attraction of the calibre of the Eden Project
 - Help businesses create packaged themed breaks and a resort tourist pass
 - Create a dedicated Agatha Christie centre housed in a key building (say, the Pavilion) where her life and works are celebrated with history

and live performances

Develop a festival / music / large event location on Torre Abbey Meadows

Traffic and Movement

- Create a coastal, transport gateway hub at Torquay railway station for trains, coaches, buses, bikes, taxis and land train
 - Train station, coach drop off/collection facilities, bus stop to link with main routes (and land train), taxi rank and cycle hire with link to wider cycle/foot path routes
 - Sheddon Hill car park as coach park
 - Ensure all accesses are accessible and provide controlled crossings for pedestrian access
 - Route in to hub via Rathmore/Falkland Road from Avenue Road (reverse current one way routes for this and Kings Drive for traffic out of town)
 - Improve direct rail links
- Secure Council investment to improve maintenance of roads, pavements and the street scene within the CTIA

Environment

- Support redevelopment of redundant sites within the CTIA to improve its visual appearance
- Persuade landlords and owners to improve maintenance and appearance of tourism property
- Protect green open spaces by restricting new holiday accommodation to existing urban or brownfield sites

TORBAY ACTION FOR ART - STATEMENT OF INTENT

Coast, Countryside and Culture

A group of artists and culturally interested individuals have been meeting regularly to work towards a dedicated arts space in the bay and make sure that art in the Bay is accessible to all. The group is called Torbay Action for Art and is open to anyone interested in these issues.

A thriving artistic and cultural scene is vital to a thriving tourist economy and necessary for residents' well-being. Many cultural events, festivals and initiatives take place in the Bay but a better way is needed to signpost and publicise them and generate more.

A dedicated arts space in a central location could act as a first-stop for anyone interested in arts and culture, both resident and visitor.

POLICIES, OPPORTUNITIES AND ACTIONS

- A dedicated arts space is proposed in a town centre location
- A centralised location to publicise and promote the various creative activities in the Bay is also proposed
- These facilities would enable promotion of:
 - Creative facilities, events and festivals
 - Art in the bay that is accessible to all
 - Wider participation in the arts by people of all ages
 - The Bay's cultural and historic heritage
 - Open air events, an art trail and inter-disciplinary work
- An organised charitable trust should oversee the arts space
- The new arts centre should be multi-use incorporating gallery space, a café, workshops, interactive displays and performance
- It should act as a cultural hub (similar to Harbour House, TAAG, Flavel, The Phoenix) and signpost a wide range of arts and cultural events

 Possible sites include sites and buildings in public and private ownership. A new building could be purposedesigned, but the group are considering all possibilities.
 - Possible locations for the new arts centre include:
 - Torquay Inner Harbour
 - The Old Opera House, or
 - Torquay Town Hall

There are also possible locations in Paignton, outside the purview of this plan.

The approach taken by Torbay Action for Art is very different from other contributors to the plan. It is also Baywide. I don't think it fits the template we've used for the community partnerships or tourism group. Does the above work?

VISION AND ASPIRATIONS

ICONIC IMAGE(S) OF TORQUAY (OR OTHER TO CONVEY NEW VISION)?

- 19. Torquay is enviably situated, with an outstanding coastal location and a temperate climate. The quality of life it offers attracts business investors, holidaymakers and new residents. After many years of anticipation it is also about to be connected by a new highway the South Devon Link Road. Torquay is open and ready for new business.
- 20. At the same time the beauty of the town and its setting is being preserved and enhanced. Measures are in hand to conserve coast and countryside, new buildings are being designed to improve the town's appearance and old ones are being cared for and maintained.
- 21. The plan aims to keep this balance attracting new interest and investment while protecting and enhancing the considerable assets and attractions of Torquay. We want a happy and beautiful town, growing stronger and healthier each year. We want to share the best of Torquay and enjoy its continual improvement.
- 22. The plan aims to express a simple, memorable and distinctive vision for the town, capturing the shared aspirations of the community as a whole and setting out clear achievable objectives to guide the way ahead.
 - We want to protect the best of Torquay's heritage its cherished neighbourhoods and villages and the distinctive local character of each one – and to secure their future as vibrant communities and attractive places to live, work and visit.
 - We want to drive and support sustainable development which delivers economic recovery, homes, businesses and infrastructure, helping our community to flourish as it meets present and future demands.
 - We want to improve health, social and cultural well-being for all, ensure facilities and services are in place to meet local needs, and help to grow a vibrant community which provides for and supports people of all ages.
 - We want to create a more effective, safe, accessible and efficient transport and travel network for pedestrians, cyclists, motorists and users of public transport.
 - We want to protect and enhance our natural, built and historic environment.

"Touch Torquay"

GROWING COMMUNITIES BY THE SEA

a great place to choose to live - to work - to play - to invest

OBJECTIVES

Planning and Development

- we want to drive and support sustainable development which delivers economic recovery, homes, businesses and infrastructure, helping our community to flourish as it meets present and future demands
- to enable holistic planning for the whole town and good planning suited to each of its neighbourhoods
- to ensure good community involvement in planning processes
- to support the provision of a good range of decent, affordable homes for all sections of the community
- to promote brownfield development over greenfield
- to provide a framework to help ensure that public funds collected in connection with new developments (through the community infrastructure levy or similar) are used to address local priorities

Services and facilities

- we want to improve health, social and cultural well-being for all, ensure facilities and services are in place to meet local needs, and help to grow a vibrant community which provides for and supports people of all ages
- to establish a database of publicly available community assets of all kinds
- to seek to retain existing assets, identify needs and promote opportunities to fill gaps
- to identify important public spaces, seek their protection and promote their improvement

· Traffic and movement

- we want to create a more effective, safe, accessible and efficient transport and travel network for pedestrians, cyclists, motorists and users of public transport
- $^{\circ}$ to improve the flow of traffic and improve signposting into and around Torquay
- to make it easier to find the way into and around Torquay, especially to the town centre
- to improve safety and ease of access for pedestrians, cyclists and all users of public transport

Environment

- we want to protect and enhance our natural, built and historic environment.
- to protect and enhance the local natural, built and historic environment
- to secure recognition of the features and characteristics which shape and contribute positively to the identity, character and unique qualities of Torquay
- to protect, conserve and enhance those features and characteristics

The Town centre

- we want to celebrate and enhance the vibrancy and uniqueness of Torquay town centre and harbour front and to increase the residential element of the centre to maintain and grow the evening economy – Jeremy C
- to improve the flow of traffic and signposting, re-routing traffic more directly into the town centre
- to enhance the shopping experience in the town centre and assure good and safe access for all
- to identify the different character areas which together make up the town centre and to more effectively market the distinctiveness of each one, whilst improving linkages between them
- to improve the robustness of the town centre's retail footprint and to identify scope for new retail investment and development
- to maintain and improve car parking provision
- to increase residential density in the town centre, promoting increased residential use of upper floors

The Gateway

- we want to deliver a gateway of significance for the town, mixed use, well-connected and with sustainable communities; robust in structure and adaptable in form to allow change and growth Jeremy C
- to identify well-located sites for well-designed new buildings which will provide for structured growth and investment and positively enhance the gateway to Torquay

- to support and strengthen existing neighbourhood centres at Shiphay, Barton and The Willows
- to identify and promote opportunities for infill and other brownfield development at existing neighbourhood centres

POLICIES AND PROPOSALS

MAPS / DIAGRAMS TO ILLUSTRATE EACH SET OF PROPOSALS

- 23. This is a plan for the whole of Torquay and for each of its neighbourhoods, aimed at securing sustainable development to promote investment in the town's physical and social fabric, strengthening its economy, conserving its heritage, promoting its natural beauty and growing a safer and healthier community. The policies and proposals in this section are designed to help deliver those aspirations by:
 - > Improving movement into and around the town and to enhancing everyone's enjoyment of it:
 - by re-routing the principal flow of traffic into the town and improving strategic signposting,
 - and providing better, safer access to the town centre, sea front and car parks.
 - Identifying areas where there are opportunities to deliver development:
 - either through redevelopment and regeneration within the existing limits of the town
 - or on new sites in locations well-related to existing neighbourhoods.
 - > Promoting local projects where new or improved local services and facilities could be delivered:
 - in association with any significant new developments
 - and/or through public/private/voluntary sector partnerships.
 - > Establishing policies to help ensure that new developments:
 - are sustainable and help to deliver identified local priorities
 - and that local communities are consulted and involved in shaping them.

TRANSPORT AND MOVEMENT

- 24. The flow of traffic into Torquay is about to be improved by the opening of the South Devon Link Road, bypassing Kingskerswell and providing a link to the Torbay Ring Road. However, there remains a need to improve access to the town centre, sea front and car parks, for the benefit of residents and visitors alike. We want a town that is easy to get to, easy to find your way around, and easy to enjoy. There are some simple changes and improvements to principal traffic routes that will enable that to happen.
- 25. Entering Torquay by road, at first the main route is clear and straightforward. However, approaching the town centre and sea front routes become confusing, unclear and indirect. Signposting is poor or absent, routes veer away from destinations, the sense of welcome is diminished for visitors and investors, and residents are inconvenienced, all of which has a significant negative effect on the town.
- 26. Entering Torquay, at the forked junction adjacent to Torre Station the choice is basically between routes towards the town centre or the sea front. Here there should be clear, simple signposting, using words and symbols, to help the visitor make their choice. Proceeding on towards the town centre the road becomes a one-way route and then divides. Neither of the available routes leads directly towards the town centre, nor is either one clearly signposted. The most direct route towards the town (Higher Union Street) only carries traffic out of and away from the central area. The plan proposes that this flow should be reversed and a new, direct route into the town centre provided. These changes can be made without major works and will help to send the message that our town centre and sea front are open for business and welcome shoppers, visitors and new investment.
- 27. The coach station is poorly located and should be moved to be adjacent to the railway station where enhanced facilities can be provided for travellers arriving by train or coach. This is a better point of arrival, will provide a better first impression of the town for visitors, and is more easily accessible for coaches. Relocation of the coach station will also release the existing site for new development, which should incorporate improvements to Upton Park.

POLICY TNP1: Routing into Torquay will be reordered to provide more direct access to the town centre, sea front and car parks. In particular, the one-way traffic flow in Higher Union Street will be reversed, and strategic signposting will be displayed at key points, including at Torre Station.

POLICY TNP2: The coach station will be moved adjacent to the railway station, providing a single principal point of arrival in the town by train or coach along with enhanced visitor facilities.

TOWN CENTRE AND KEY STRATEGIC DEVELOPMENT OPPORTUNITY AREAS

- 28. Torquay town centre is ready for new investment. The central area has a strong retail history, with distinct character areas having developed to serve different functions which largely continue today. The upper part of the town is predominantly used by local residents whereas the lower part of the town and the harbour area is more strongly aimed at the visitor. There are more cafés, restaurants and pubs around the harbour, more banks and other commercial premises in the upper town, more small independent retailers around the market, and so on.
- 29. The plan identifies key areas with scope for major redevelopment in the town centre, to act as catalysts to support regeneration of its economy and attract stronger investment in its future.

POLICY TNP3: Key opportunities for developments of strategic significance in the town centre / harbour area:

- a) between Pimlico and Lower Union Street scope for a major redevelopment scheme providing the potential for high quality retail and other commercial activities, including an anchor store, other mixed uses and residential use of upper floors.
- b) the Marina car park scope for a landmark development, of an appropriate design to a high quality, to make a striking and positive contribution to the setting of the harbour and surroundings.
- c) the Princess Theatre area scope for a new theatre, providing a facility of regional importance in association with a creative arts and culture centre.

Each of these strategically significant sites requires a high quality design solution.

- 30. There are a number of other smaller sites in and around the town centre whose development or redevelopment could contribute positively to the town's regeneration, including:
 - The Town Hall car park
 - Temperance Street
 - Swan Street / Rock Road laundry site
 - Cary Parade / Victoria Terrace
 - the coach station car park

PLAN TO SHOW THESE

31. The development of these or any other sites, and any changes in and around the town centre should take place in accord with the following policies:

POLICY TNP4: New residential development will be promoted in the town centre in order to increase its safety, vitality and sense of community, with an aspiration for residential use in at least 50% of all upper floors.

POLICY TNP5: Development in the town centre shall contribute both directly through its good design and indirectly through financial contribution to improvements in the town centre public realm, access and safety, art and culture.

POLICY TNP6: Development in the town centre shall include direct provision for or financial contribution towards improved public transport provision, parking and access for all.

POLICY TNP7: Development in the town centre shall respect, conserve and enhance the unique features and elements which establish each of the distinctive character areas of the town centre.

GATEWAY DEVELOPMENT AND DESIGN PRINCIPLES

- 32. The gateway area is a natural focus for development interest. It lies at the entrance to Torquay and the wider Bay area. It will be increasingly well connected as the South Devon Link Road is completed and a new local railway station is provided at Edginswell.
- 33. Successful development of the area will require a comprehensive master-planning approach. This plan does not specifically identify site proposals, but the opportunity exists now to establish some basic principles to guide the future design and planning of the area and help ensure that it contributes to the sustainability and well-being of existing neighbourhoods and the whole town.
- 34. The overarching principle of development in the gateway area should be to engender structured growth which will support existing neighbourhood centres at Shiphay and Barton, with housing developments focussed around the emerging district centre at The Willows and where appropriate creating new small local centres as part of new developments.
- 35. The plan establishes principles for the planning, design and development of sites at the gateway.

POLICY TNP8: Development at the Gateway should conform with an approved overarching masterplan for the area and include a detailed masterplan for each development area demonstrating:

- good pedestrian, cycle and vehicular connectivity to adjoining sites and existing neighbourhoods, enhancing existing local centres at Shiphay, Barton and The Willows
- quality housing design, heights and density appropriately related to their local context (higher density town houses and terraces around local centres with detached homes towards the edge of neighbourhoods)
- > a mix of uses including employment and community facilities, open space and retail at key junctions or focal points
- > mixed building footprints (size and design) in local centres to enable a wide range of shop, business and community uses

POLICY TNP9: Opportunities for infill development in and around The Willows district centre will be promoted in order to enhance its design distinctiveness and sense of place.

POLICY TNP10: Opportunities for redevelopment or infill in and around existing local centres shall be promoted ahead of greenfield developments.

POLICY TNP11: Development at the gateway shall contribute both directly through its good design and indirectly through financial contribution to the creation of a striking, significant and attractive entrance to Torquay with improved public realm and public art.

GENERAL TOWN-WIDE POLICIES AND LOCAL COMMUNITY PARTNERSHIPS

36. In addition to the topic and area specific policies and proposals set out above the plan establishes some baseline policies which will apply across Torquay. Details of policies and proposals for individual local community partnership areas feature in the next chapter of the plan.

POLICY TNP12: In general, brownfield developments shall be promoted ahead of new greenfield developments.

POLICY TNP13: New developments shall contribute towards the delivery of local improvements through the use of Community Infrastructure Levy contributions or similar.

POLICY TNP14: Any proposal for new development in Torquay shall comply with the relevant local area statement.

POLICY TNP15: The relevant local community partnership shall be consulted regarding any significant new development in its area.

PROPOSALS MAP

PROPOSALS MAP FOR THE WHOLE TOWN SHOWING BOUNDARIES OF CORE AREAS, POLICY DESIGNATIONS, PROPOSALS AND ANY OTHER KEY INFORMATION

SEPARATE STRATEGIC MAP FOR EACH OF THE TWO CORE AREAS (TOWN CENTRE AND GATEWAY) PLANS/DIAGRAMS TO SHOW KEY TRANSPORT AND OTHER PROJECTS AND INTERVENTIONS IN MORE DETAIL.

DELIVERY AND MONITORING

- 37. Many of the plan's proposals will only happen with private sector investment, but this does not remove Torbay Council or other public bodies from their responsibilities for infrastructure and services. There is clear developer interest in bringing forward a variety of development schemes across Torquay, and the opening of the South Devon Link Road along with a specific focus on the town centre and its gateway will raise the town's profile in this regard. This plan's policies aim to steer and shape development, but it is expected that developer contributions will be gathered through S106 agreements, Community Infrastructure Levy or similar order to address any specific mitigation required by any new development the broader impacts of development.
- 38. The policies of this plan and the Local Plan are complementary, together providing a firm platform for all parties to cooperate in promoting, enabling and delivering beneficial developments and improvements of all kinds. Conformity between plans will be key to unlocking funds to support this plan's delivery, and it is to be hoped that Torbay Council will take a proactive role in this regard.
- 39. Once the Neighbourhood Plan is formally adopted by Torbay Council it will become part of the Local Plan (development plan). This means that it will be a material consideration in the determination of planning applications. The Council will therefore monitor development proposals against the objectives of the Neighbourhood Plan alongside the Local Plan and any related implementation plan to ensure that the aspirations of the community are being met.
- 40. Monitoring may require the Plan to be reviewed in due course to keep it up-to-date and relevant. Any formal amendments to the Plan will have to follow a similar process as was used to prepare the original Plan.

Appendix 7 – Public Consultation Event November 2014

Feedback from Public Meeting on first draft Plan

PUBLIC FEEDBACK

TNP PUBLIC MEETING - 10th November 2014

Comments received were as follows:-

Torquay Town Centre (Community Partnership & Town Centre Focus Group)

- 1. How many luxury hotels can Torquay possibly need?
- 2. Yes theatre needs extending, Agreed Yes Balloon site children area badly needed, No Marina Car Park thought hotel was using this, Agreed Pavilion on island. Leave Pavilion alone.
- 3. Torquay museum in Pavilion central, Museum to flats, poor parking, only hotel at Palm Court site THAAP 2010 ignored.
- 4. No flats & hotel on marina car park. Make top level a garden for visitors Alan Torbay Friends of the Earth.
- 5. Leave museum where it is.
- 6. Cary Green is a vital green space for residents of Rock Road, Melville Community, St. Luke's Road, Warren Road.
- 7. We have a lot of senior visitors. Could we make the Pavilion a multimedia venue 21st Century. Tea dances, bingo, contemporary theatre, temporary exhibitions, films, etc. With good planning and thought could be a useful facility for young and old.
- 8. More visitor attractions and activities in central Torquay please. There are enough hotels. Pavilion should be an activity hub, climbing walls etc.
- 9. New builds, quality businesses away from coastal path and area of natural beauty. Save greens. Listen to the people.
- 10. Extra floor on the marina car park no need to use Cary Green. All green spaces must be protected in CP's and NP's areas.
- 11. Chapel woods and Pleasure Gardens need protecting.
- 12. Do we need another hotel? Keep Cary Green a green space.
- 13. Leave Town Hall alone! Coach Station is good where it is. Beacon Cove to re-open.
- 14. Ban dogs on all beaches all year.
- 15. Torquay Station not central to town more central to Preston/Paignton
- 16. Don't move the Pavilion. Don't change Cary Green.
- 17. No high rise buildings, hotels, businesses on coastal path including Pavilion.

Torquay Rethink - Town Centre Masterplan

- 1. Do we need a Torquay town centre one town centre for Torquay + Paignton?
- 2. Page 20 first line first paragraph should read "strengths" not "weaknesses".
- 3. Page 27 Are these outdated amusement arcades part of the future vision for Torquay? Shouldn't gamble on it if they are profitable.
- 4. Page 27 Is there going to be encouragement for local people to set up businesses keeping more profit staying in the Bay.
- 5. Page 31 Make a vibrant outdoor market like Totnes with coffee shops, etc., around the edge. No supermarket!
- 6. Page 32 Tate Torquay instead of council offices.
- 7. Page 32 Library car park where will cars park?
- 8. Page 36 Where is the Upton Bowling Green? Where do they think everyone is going to park?
- 9. Page 36 Detrimental to Barton Downs, Acorn & Windmill. Agree with the above remark (i.e. No8).
- 10. Page 36 What will happen to the original tennis courts?
- 11. Page 39 This scheme will not be viable or deliver the units required by the stores.
- 12. Page 39 waste of money to demolish a multi storey then build another.
- 13. Page 40 12 storey block of 3 x bedroom apartments on temperance street area. It won't block any views.
- 14. Page 42 Fleet Street should be completely pedestrianised.
- 15. Page 42 Can you walk 400m with shopping? In your dreams. Electric is the future.
- 16. Page 42 The rates on 5 shops is over £100,000 p.a.
- 17. Page 42 Open up Rover Fleet and make a feature of it.
- 18. Page 42 Important to keep traffic links to town centre and clearly mark pedestrian crossings.
- 19. Page 47 Pedestrianize Fleet Walk.
- 20. Page 47 Run a conveyor belt along Fleet Street. No transport.
- 21. Page 47 No buses in Fleet Street. Agree pity now kerbs & tarmac.
- 22. Page 47 Better user of Fleet Walk car park to save open space being made into car park by having reduced charges during summer season.
- 23. Figure 37 No Flats & Hotel on marina car park.
- 24. Figure 37 No tower blocks over inner harbour please.
- 25. Figure 37 No Hotel & Tower block necessary.
- 26. Figure 37 Save Cary Green from being a car park.
- 27. Figure 37 No parking on Cary Green.
- 28. Figure 37 The harbour needs to be attractive and photogenic for visitors. This will not be the case with the proposed high rise development. The harbourside needs to be bright and sunny not in the shadow of a tower block.
- 29. Figure 37 Save Cary Green 5 year local plan quote:- "Incorporate green infrastructure green space for relaxation". This is at odds with a car park on Cary Green!!
- 30. Figure 37 No high rise around the harbour.

- 31. Figure 37 Listen to the local uproar about Cary Green!! LISTEN!
- 32. Figure 39 Please do not remove central reservation useful to pedestrians.
- 33. Figure 39 Single lane traffic will cause massive congestion in Torquay.
- 34. Figure 39 where is Braddons Hill?
- 35. Figure 40 Wooden decks become slippery yes they do.
- 36. Page 54 NO CARS on OUR PARK
- 37. Page 54 Car park site by Pavilion. No flats here to be sold for profit by developers. Giving OUR land to developers.
- 38. Page 54 Localism means listening to LOCALS. ARE YOU?
- 39. Page 54 Another 3rd floor on marina car park will be hidden from view.
- 40. Page 54 Hotel can use Fleet Walk car park. Precedent already set with Torwood Street hotel
- 41. Page 54 We do not need parking on Cary Green. It could be improved but as a public space, not a private car park!
- 42. Page 54 Cary Green should remain as a public space and not be turned into a car park. There are sufficient car parks in the immediate area which are under- utilised. This is phase1 of turning Cary Green into a building plot.
- 43. Page 54 We do not need a car park on Cary Green. Save our heritage.
- 44. Page 54 Keep Cary Green as a much loved pedestrian green/fountain space.
- 45. Page 54 PARKING IS NOT NEEDED ON CARY GREEN!
- 46. Page 54 NO CAR PARK ON CARY GREEN!
- 47. Page 57 Best town plan I ever saw.
- 48. Page 57 Could be a good idea but needs plenty of light at night. A green oasis yes but watch Cary Green.
- 49. Page 58 Keep Brunswick Square as it is. Traffic should be routed past the car park. Money already been spent on improving the Square!
- 50. Page 58 Keep Brunswick Square as it is. Traffic should be routed past the car park. A bus stop by the car park is ideal.
- 51. Page 58 Torre moving substation where?
- 52. Page 58 Traffic reversal Roads too narrow Access problems Noise and pollution levels.
- 53. Page 58 Keep it as it is.
- 54. Page 59 FANTASTIC SPOT ON!

Education / Research

55. The town hall and the area in front would make a wonderful cultural centre, much more suitable than council offices/ a peoples building i.e. Tate Torquay

Transport / connectivity

- 56. More frequent bus services for Maidencombe
- 57. Change the traffic flow in Torre
- 58. Community transport to connect local people to activities to cultural centres
- 59. Two way transport / traffic in Torquay Union Street will improve accessibility, benefit shops, business's services, less use of petrol/diesel footprint
- 60. Reducing traffic to single lane! Ridiculous will cause loads of congestion in the summer
- 61. Open Union street and Fleet Street to traffic
- 62. Better enforcement of 30/40 mile per hour speed limit on the feeder roads
- 63. Get rid of the taxi rank in town and have on street parking for residents
- 64. Older generation / young people cost
- 65. Working people those who don't get concessions
- 66. Disabled people Maidencombe Residents Association

Environment / Green space

- 67. Chapel Woods
- 68. Cary Green
- 69. Markham Plantation
- 70. Cockington & adjoining area
- 71. Armada Park
- 72. Rocket Park
- 73. Victoria Park, Chelston
- 74. Sherwell pretty park
- 75. Kings Drive
- 76. Torre Valley North
- 77. Brunswick Square
- 78. Babbacombe Downs
- 79. Meadfoot Gardens / Woods
- 80. Great Hill
- 81. Maidencombe / village green / orchard
- 82. Sladnor Park
- 83. No car parks on our green spaces
- 84. We should be protecting ALL our green spaces

- 85. Maidencombe Residents Association
- 86. Save Cary Green campaign group (Facebook) agreed yes / no car park on Cary Green, public space
- 87. Please pave over the shopping area in Babbacombe like St Marychurch

Arts & Culture / Leisure / Sport/ recreation

- 88. Torquay needs a central art gallery Tate Torquay (Pavilion?)
- 89. Plan to give Torquay Rugby Club facilities to train all year round whilst not having to share with the Cricket Club
- 90. Outdoor gyms in neighbourhoods
- 91. Promotion / support Duke of Edinburgh Award scheme

Economy / jobs

- 92. Outlet shopping in town centre, fill empty shop Ralph Lauren, Crew, Barbour, Cook shops etc great idea
- 93. Shopping centre at Street Somerset for example and Portsmouth
- 94. Need for a large employer skilled and producing all year jobs / I agree strongly
- 95. Reduce rate to get shops open
- 96. All business rates agree
- 97. Stop the drive to build so many hotels
- 98. Improve the town centre by bringing all the wasted space above the shops back into use
- 99. Jobs before housing
- 100. Reintroduce traffic to Fleet Street

Health & Wellbeing / Torbay Hospital

- 101. Parking that doesn't cost a mortgage!
- 102. Parking disgusting need more build up or under
- 103. Torbay Hospital not sufficient!
- 104. Better public transport
- 105. Torbay Hospital in dire need of refurbishment
- 106. GP posts locally are becoming unfilled have you considered that there may be insufficient provision in Torquay town centre? Have you even discussed it with local GP representatives representatives
- 107. Improve quality of town centres GP's

Misc

108. Improve policing of the Factory	Row	site
--------------------------------------	-----	------

- 109. Also Shrublands and the living room
- 110. Local youth miss out to tourists in the summer
- 111. Can't swim at the ERC
- 112. Cinema it's not fair
- Don't loose the character of Torquay, keep all the buildings below 7 storeys
- 114. Two way traffic system Union Street
- 115. Torbay population grew by 1% only over the last 2 census why do we ned to build on or protect green spaces
- 116. I have used the Union Street car park for many years and have never known it full up there is no case for ruining for this purpose.
- 117. As the road in front of Rock Walk showed, reversal / changes lead to pedestrians accidents

Who are the other Torquay groups / bodies / organisations etc. who should be involved in the plan?

Language school

Local successful Multi Academy Trusts

Play Torbay

Youth cultural partnerships

Schools

Play Torbay

Torre Traders

Any sports clubs already using these areas

Youth clubs / groups who use sporting and leisure facilities

Scouts / Guides

NHS Torbay Care Trust / Devon Partnership Trust

Mental Health Agencies

Youth Cultural Partnership - Torbay

Royal Institute of Chartered Surveyors - Torbay & Teignbridge Group

Local TUC

Scouts & Guides

Health Watch Torbay

TCDT
MS Society / all societies for chronic conditions
Chelston Community Group
Chelston Action Group
Ian Williams pastor (Community Hall in Chelston - R.O.C)
Local housing - Associations

Save Cary Green / Pavilion groups
Maidencombe Residents Group

Health & Social Care providers

What other plans should we be aware of?

Lack of opportunities job wise Housing strategy when signed off July / Sept 2015 Torquay Athletic Rugby club

Appendix 8 – Public Consultation Event March 2016

Press Release

Press release 26th February 2016

The start of the final public consultation on the draft Torquay Neighbourhood Plan is being launched at a drop in session at the Livermead House Hotel on Monday 7th March between 14.00 and 20.00. The Plan consists of a local community plan for each ward area in Torquay with a number of strategic policies on housing, economy, tourism, transport, environment and more. All the policies and Community Partnership plans will be available to view and comment on.

This has been a mammoth task to get where we are today and it is thanks to the Community Partnerships and all the volunteers involved who have given time to produce this 20 year vision for Torquay and of course thanks to our former Chair, Mrs Susie Colley, who got the whole process going.

We are also getting the word out to everyone in Torquay by working with Torbay Council to add a leaflet to the Council Tax bills. The negativity of the bill for more Council Tax money will now be offset by the message of a small revolution in how Torquay's development over the next 20 years is going to be defined - not by the faceless officers in the Town Hall but now the communities themselves. Designing the leaflet has been a minefield — Darren Cowell our Vice Chair working with a Frank Man a local design Company produced a first draft showing the Town Hall partially demolished and the slogan 'the revolution is coming'. This was quickly vetoed by officers supposedly to avoid conflict with the material also being distributed about the Mayoral referendum.



Strategic Planners were also unimpressed with the image of a bus free Fleet Street with an all-weather canopy as a prompt for Torquay residents to think about what changes they want to see in the town centre. The excuse given to Darren Cowell seemed to be the canopy idea wasn't in the Plan. Leon Butler Chair of the Forum responded 'well the pedestrianisation and an all-weather shopping, social and recreational area for Fleet Street is now up for real debate – if residents want it then we can have it!'



The Plan has some challenges for those who currently think they run the town in isolation. The housing policy defines all the housing and development sites for the whole of Torquay for the next 20 years but has not blindly followed Council Officers recommendations. The Neighbourhood Plan has a statutory right to allocate development sites although there were few controversial decisions we did veto the development of a countryside green area in Livermead and playing fields at Watcombe but found extra sites to compensate. It has been a real pleasure to see the Community Partnerships leading this important job. We currently support the expansion area at Edginswell but our current feedback is that residents want to see brown field sites developed first. We are also defining all those green spaces that our communities have identified for protection from any development at all. It's worth making sure your local green space is included.

In Tourism the proposal is to be the 'best in the west' with an emphasis on quality and sustainability. The Plan proposes a shrinking of the bed space capacity in low value unsustainable business areas to provide the foundations of a vibrant future visitor economy. It proposes change of use as a default outside of the protected tourism areas allowing the industry to transition to a higher value, higher quality offering, boosting profits and reinvestment in better paid jobs and improved facilities.

The devil is in the detail and the Plan has all the detail that the Council's Local Plan can't or wouldn't define – if you want to know about that detail then our web site has the current draft Plan www.torquaynp.org.

Contacts Leon Butler Chair 01803 606938

Darren Cowell Vice Chair

Julie Brandon Communications Officer

Second Public Consultation Event Comments, March-April 2016

Postcode	Would you vote in the referendum?	Would you vote yes?
TQ2 8DA	Yes	Yes
TQ2 6RE	Yes	Not Sure
TQ1 1TJ	Yes	Yes
TQ2 6JL	Yes	Possibly
TQ1 1TJ	Yes	Possibly
TQ2 8RZ	Yes	Possibly
TQ2 8LS	Yes	Possibly
TQ1 2PW	Yes	?
TQ1 3HG	Yes	If I agreed with the final draft
TQ1 2PQ	Yes	Probably
TQ2 6SE	Yes	Possibly
TQ2 8MD	Yes	Probably
TQ2 8MD	Yes	-
TQ2 6SG	Yes	-
TQ2 7FF	Yes	Yes
TQ1 2RC	-	-
TQ1 2HF	Yes	Yes
TQ1 1UN	Yes	?
TQ2 6TR	Yes	Yes
TQ9 5PR	Yes	Unsure
TQ1 4AZ	Yes	Yes- Public's Choice

TQ2 5BQ	Yes	Yes
TQ2 5PA	Yes	Yes
TQ2 6QY	Yes	Yes probably
TQ2 7DU	Yes	Yes
TQ2 6AJ	Yes	Yes
TQ2 6PZ	Yes	Yes
TQ2 5PD	Yes	Yes
TQ2 5PD	Yes	Yes
TQ1 1EQ	Yes	Yes
TQ1 1EQ	Yes	Yes
TQ1 4AY	Yes	Yes?
TQ1 2DD	Yes	Yes
TQ1 2DD	Yes	Yes
TQ2 6NF	Yes	Yes
TQ2 5SQ	Yes	Yes
TQ2 6RE	Yes	Yes
TQ2 6QL	Yes	Yes
TQ1 2NQ	Yes	From what I've read so far- yes.
TQ3 2LL	Yes	Waiting
TQ2 6UT	Yes	Yes
TQ2 6UT	Yes	No
TQ1 2HY	Yes	Yes
TQ2 7JZ	Yes	Need more info
TQ2 6UT	Yes	Yes
TQ2 6UU	Yes	Yes
TQ2 6UT	Yes	Yes
TQ3 2DY	Yes	Not Decided
TQ2 8EG	Yes	Not Decided
TQ1 1NY	Yes	Yes

TQ3 2DY	Yes	No
TQ1 1HA	Yes	Yes
TQ2 6SL	Yes	Don't Know
TQ1 4DD	Yes	Don't Know
TQ1 4DD	Yes	Don't Know
TQ1 3TQ	Yes	Yes with a few reservations
TQ12 4QP	No	Yes if resident
TQ1 1SN	Yes	-
TQ2 6XA	Yes	Yes
TQ2 6XA	Yes	Yes
TQ1 1SN	Yes	Yes
TQ1 2BP	Yes	Yes
TQ1 4HT	Yes	Yes
TQ2 6SP	Yes	Will consider yes
TQ2 6UL	Yes	Maybe
TQ1 3EG	Yes	Yes- for existing formula

Summary of feedback – Second Public Consultation Event 2016

Introduction

- Close off top of town convert to Residential
- Priority should be given to developing run-down/derelict town centre properties (e.g. Roebuck House, B&Q and Sheddon Hall Hotel) BEFORE building on open spaces and green fields!
- Convert unused office space to residential including old B&Q in Torre
- "VISIONS and ASPIRATIONS" needs re-write to reflect current situation.
- Change empty hotels and offices into housing
- Protect and prepare main character of the Area with local improvements not eyesores.

Policies

- Reduces business rates in areas where shops etc are closed on condition that companies pay living wage, this will help businesses as these people live in the area an spend money on goods and services
- Diversify into a section other than hotel and Catering as Torbay is losing the youth as it has very little chance to work in other areas (I was one who had to leave)
- Support and maintain cultural and tourist facilities to standard set in continental Riviera destinations.
- Torquay Harbour side is the focal part of our tourism trade.. It needs investment and sensible development of hotels, nice café bar/ restaurants. The Palm court is an excellent example of how it can be done
- Torquay is not Great Yarmouth, Brighton or Bournemouth, remove the blindfold from Council officers
- Like the idea of a Hotel School
- The view of Torquay Sea Front as you came down Kings Drive is a great welcome to Torquay and should not be reversed
- Dedicated Agatha Christie building
- Definite need for Torbay open air Theatre with availability of big screen
- Traffic travelling north approaching Shipay Lane Traffic lights, inside lane for Shiphay Lane only. All traffic for Newton Abbot or Old Wood Hill on outside Lane, this would stop the need to wait at 3 sets of lights before turning left to Shiphay.
- Regular Direct Train services between Torbay and London/Bristol imperative for inward investment

Ellacombe

- Small Park on Castle Road is in Ellacombe
- Community and for the community, not for the Council, which are only interested In making iconic statements.
- Ensure covenant on land is protected. Refuse sale of Torquay Utd ground to ensure not built on
- Improve outdoor spaces, walking through Ellacombe there is an issue with dog poo
- Steps leading from Market Street opposite bus stop, often dirty needles.
- Improve traffic flow with one way streets and enforcement of protection of local space
- As I am advised that all Warberry copse is Elllacombe, please what is happening to the fence at the badger set on the north corner of the copse?
- Please, don't over "enhance" Warberry Copse

Barton and Watcombe

- No mention of children's centre at Watcombe who help in many ways from reducing workless households to reducing isolation
- Tidy up rubbish around shops and pub area (Prince of Orange). Establish ownership of wall adjacent to Isaacs Road and force improvement.
- Parking issues in Isaacs Road, insufficient parking for shops and Tesco's training courses! Parking on double yellow lines approaching the junction with Barton Hill Road
- Ice rink with modern facilities on Barton Downs recreation ground people travel to Plymouth for such pleasure activities

Cockington, Chelston and Livermead

- The trees in Manscombe Road are far too high, potentially dangerous and a real problem to residents
- Everything should be done to protect the Cockington area and surrounding green fields to protect the lovely environment of this area
- Agree with CCL 22
- Pity the people with bi-focals
- Height of trees should be monitored and pollarding done

Hele and Lower Barton

- Work on the cleaning up of Hele as it is one of the first areas that people see (not a good start)
- Hele road: Review traffic volume and alternative routes
- Hele Road is a rat run, need alternatives explored
- Hele Road is a very dark dirty road, needs some "life" put back into it. And absolutely no more traffic
- Hele Road: Encourage house owners to paint exterior of properties as to the standard of multi-colour Brixham Harbour
- Hele Road: One way from self-storage to Teignmouth Road and narrowing of said road, reduce speed
- Needs more partnership working rather than people working in silos

Shiphay and the Willows

- Maintain and improve "green" areas to influence tourism and keep village appear
- Woodland and wildlife buffer on western boundary.
- New "halt" at Edgingswell very good idea, with good pedestrian, cycle and public transport links. Implement fewer disabled car park spaces.
- Can you please add in to the Shiphay comments for the NP the need to adopt the land adjacent to Newton Road by the proposed rail halt as a Green Space.
- In addition, can you add the need to provide a pedestrian bridge from the Willows to the new rail halt.
- Designation of land along Newton Rd between Wighton Pub and Rougemount Ave as green space.

St Marychurch and District – St Marychurch, Babbacombe, Plainmoor and Maidencombe

- Re-plant the copse at Windsor Road with deciduous trees.
- The litter is horrible.
- Overall improvement in public toilets to a later evening time with security by local Police or Council.
- Pedestrian access only along Babbacombe Cliff Road, improve garden areas, feature summer events such as donkey & pony rides.

- Retail areas, update to high spec green spaces, beaches and tourism.
- Improve all public and historic areas as this will influence tourism.
- Keep covenant on Torquay United ground to prevent sale and redevelopment.

Torre + Upton

- Have more cooperative offices, services in one place to benefit the community- Old court?
- Ice rink for public and tourism
- Car Park developed for public use
- Oldway developed for public use and tourism
- Pavilion to be developed for public use
- Be careful to protect the lovely villas in the Torre area
- Higher Union Street is a bit like Winner Street in Paignton. Both could became varied and interesting "alternative" shopping areas
- Council offices/Town hall redevelop an expand existing public facilities to be used more at least during daylight hours
- Too late for Chapel Woods, it has been destroyed.
- Chapel Woods, why has it been ruined?

Town Centre

- Play park at Torre Abbey.
- Keep the Pavilion.
- More retail outlets, fewer cafes, restaurants and coffee bars.
- Make the top level of the Marina car park a green park.
- How long will it take for the Pavilion hotel to turn into very expensive apartments?
- It would make sense to demolish the Pavilion which is a true eye-sore and build something more modern and useful.
- Parking prices need to be lower, love the rates we have in winter.
- A play area along Torquay sea front is essential as there is nothing for children to do if the weather is not good enough for the beach.
- Keep Cary Green, no car park.
- If Cary green goes to a car park no green space will be safe.
- It would be great to see a play park on the old balloon site.

- We should not allow the town to be turned in to pubs and clubs, as a resident my rates are high enough clearing up my own mess let alone from visitors.
- The plans to move the Pavilion are dreadful, schemes like this are stopping Torquay from moving forward.
- A mini Minack Theatre is a great idea, works at Dartmouth Castle for one week a year.
- The car parking charges are a major disincentive to shop/eat in the town, the winter rates should be all year round.
- Hands off Cary Green.
- Consider moving the cinema to The Strand/Torwood Street area.
- Reinstate the stream at Torre Abbey Meadows, then maybe it wouldn't flood so badly.
- I do not consider Cary Green sacrosanct, let's use it as bargaining tool to get the most out of vital waterside public access from the proposed Pavilion/Hotel development.
- Save the Pavilion, but not by building on it.
- Development for large capacity ice rink with facilities on car park adjacent to law courts.
- Cary Green is not a precious open space, a car park can be developed to actually enhance the area.
- Having a very biased "report" on moving the Pavilion is not helpful in providing balanced views, where is the alternative to counterbalance this?
- Make the top of the car park a green park for visitors to sit in.
- Disappointed that buses are to be banished from the harbourside, public transport should be the first consideration.
- Move the shopping centre towards the harbour.
- Save our green spaces.
- Get MDL to honour their obligation to repair the pavilion.
- Toilets for disabled people who need hoisting.
- Who will play boules on a car park?
- Get MDL to do up the Pavilion.
- Moving the Pavilion is just plain silly, never mind the cost. And all for a building that has had many failed uses already.
- If the theatre is enlarged, consider adding an indoor Agatha Christie interactive museum.
- The whole Town centre should be pedestrianised, this will allow people to shop without dodging buses.
- Impose conditions on BT to improve the building they make enough profit in the area

Wellswood

• Some anti-parking bollards on pavement opposite Ilsham Road shops would ease congestion.

- Traffic on Park Hill Road this area is an accident waiting to happen.
- When will Torwood Street development begin?
- Improve all public areas as overall influence for tourism.
- Redevelopment of Palace Hotel to 5 star and 100 % improvement of Riviera Centre.
- Reopen Redgate, alternative footpath already open for improvement, the old path is dangerous.

Delivery and Monitoring

- Private investment from global enterprise ie China and USA.
- Monitor overall development and stop so called iconic huge eyesores becoming "White Elephants"

Follows the Draft Plan presented

A Community Town Plan to 2030 and Beyond

Torquay Neighbourhood Plan





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Foreword

Welcome, on behalf of the Torquay Neighbourhood Forum, to the plan for the future of Torquay.

The Torquay Neighbourhood Forum is a community group who have been working over the last few years to produce a Neighbourhood Plan for the Torquay area. The plan will help shape development in Torquay over the next 20 years. Anyone who lives or works in Torquay can become a member of the Torquay Neighbourhood Forum.

The concept of Neighbourhood Plans was introduced in England by the Localism Act, which came into force in 2011. Their purpose is to give local communities the power to truly shape development at a local level. This Neighbourhood Plan has been prepared by the Torquay Neighbourhood Forum for the Torquay Neighbourhood Area through an extensive programme of consultation with local residents, businesses, Community Partnerships, and other interested parties. Your views on this draft, work-in-progress, document will help the Forum finalise the plan, so it's important that you let us know what you think.

Once the consultation stage has been completed, the Neighbourhood Plan will go through an Independent Examination stage before finally being put to Referendum. Once the document becomes a statutory 'Development Plan', the Torquay Neighbourhood Plan will provide a statement from the community about how development should be managed positively and appropriately so that the area's distinctive character and landscape is maintained and enhanced and the community truly benefits from the right types of development in the right places. This is the community's opportunity to voice what development, both residential and commercial, that it wishes to see and where it should be situated. In particular, it also creates an opportunity to grant our most precious greenspaces with a special level of protection.

In twenty years time, we would wish to see Torquay as a vibrant and well balanced economic area, with sufficient well paid jobs, homes that are suitable and affordable for all, and a revitalised central area, offering quality retail, entertainment and office space.

Introduction

Why does Torquay need a Neighbourhood Plan?

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

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

Neighbourhood planning is being promoted by the government as part of the Localism agenda. In October 2011, a successful bid for government funding to produce neighbourhood plans for Brixham, Paignton and Torquay was made. This is the Torquay Neighbourhood Plan.

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

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

The nine local Community Partnerships have taken a leading role within the Torquay Neighbourhood Forum, each one aiming to ensure that the needs and aspirations of its area are included in the plan. Those partnerships are:

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

Together, in active collaboration with the whole community, the steering group and local community partnerships have worked hard to shape the plan for our town. We want to see Torquay growing stronger as we cherish the best of our rich heritage and nurture sustainable growth for a successful future.

Funded through government grant, The Prince's Foundation for Building Community was commissioned in 2012 to help support development of the plan. During 2012 the Foundation held two workshop series. The first workshop (in March 2012) identified key issues for Torquay including:

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

Recommendations following the workshops were:

- that the 'core areas' (key areas of change) be defined by issues rather than ward or partnership boundaries. These should include the gateway, central spine and an expanded town centre / waterfront (recognising that fringe areas such as hotels and bus station are vital to the town's future).
- that the plan should include one discrete section for core areas and another covering the community partnership areas, the former being relatively detailed and the latter offering actions specific to their areas.

In November 2012 the Forum published a leaflet "Change is in your hands – a draft summary of proposals for the future of Torquay – a plan for the community, by the community". It was accompanied by a questionnaire, and formed the basis for a series of three workshops in December 2012.

At this stage the Foundation were asked to look at three key issues:

- i. The town centre the key sites already identified, what they could deliver and their impact on the town centre's regeneration.
- ii. Options for housing growth in particular around the identified 'gateway' area around Edginswell.
- iii. Movement and connectivity within the town and how improvements could be made to the existing network.

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

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

The plan is for anyone and everyone with an interest in Torquay – residents, visitors, businesses and investors. It will be used to promote investment in the town, guide new development to the most suitable sites, protect valuable assets, secure improvements of all kinds, give a continuing voice to the

community, and promote a better quality of life for current and future generations.

How is this plan related to other plans?

The Torquay Neighbourhood Plan (this plan) has been developed in parallel with the new Torbay Local Plan which was adopted by Torbay Council in December 2015. More than that, each plan informs and strengthens the other. The Torbay Local Plan (titled "a landscape for success") provides the big picture for the whole Bay, and the neighbourhood plans for Brixham, Paignton and Torquay will add detail about local outcomes, projects and sites.

A neighbourhood plan has to comply with national planning policy, European guidance and regulation, and the local plan whose area it lies within. The plan also aims to complement other plans, particularly the neighbourhood plans for Brixham and Paignton.

What time period does the plan cover?

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

Vision and Aspirations

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

At the same time the beauty of the town and its setting is being preserved and enhanced. Measures are in hand to conserve coast and countryside, new buildings are being designed to improve the town's appearance and old ones are being cared for and maintained.

The plan aims to keep this balance – attracting new interest and investment while protecting and enhancing the considerable assets and attractions of Torquay. We want a happy and beautiful town, growing stronger and healthier each year. We want to share the best of Torquay and enjoy its continual improvement.

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

• We want to protect the best of Torquay's heritage – its cherished neighbourhoods and villages and the distinctive local character of each one – and

to secure their future as vibrant communities and attractive places to live, work and visit.

- We want to drive and support sustainable development which delivers economic recovery, homes, businesses and infrastructure, helping our community to flourish as it meets present and future demands.
- We want to improve health, social and cultural well-being for all, ensure facilities and services are in place to meet local needs, and help to grow a vibrant community which provides for and supports people of all ages.
- We want to create a more effective, safe, accessible and efficient transport and travel network for pedestrians, cyclists, motorists and users of public transport.
- We want to protect and enhance our natural, built and historic environment.

Objectives

Planning and Development

We want to drive and support sustainable development which delivers economic recovery, homes, businesses and infrastructure, helping our community to flourish as it meets present and future demands.

- to enable holistic planning for the whole town and good planning suited to each of its neighbourhoods (community partnership areas).
- to ensure good community involvement in planning processes.
- to support the provision of a good range of decent, affordable homes for all sections of the community.
- to promote brownfield development over greenfield.
- to provide a framework to help ensure that public funds collected in connection with new developments (through the Community Infrastructure Levy or similar) are used to address local priorities.

Services and Facilities

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

- to establish a database of publicly available community assets of all kinds.
- to seek to retain existing assets, identify needs and promote opportunities to fill gaps.
- to identify important public spaces, seek their protection and promote their improvement.

Traffic and movement

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

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

Environment

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

- to protect and enhance the local natural, built and historic environment.
- to secure recognition of the features and characteristics which shape and contribute positively to the identity, character and unique qualities of Torquay.

to protect, conserve and enhance those features and characteristics.

The Town Centre

We want to celebrate and enhance the vibrancy and uniqueness of Torquay town centre and harbour front and to increase the residential element of the centre to maintain and grow the evening economy.

- to improve the flow of traffic and signposting, re-routing traffic more directly into the town centre.
- to enhance the shopping experience in the town centre and assure good and safe access for all.
- to identify the different character areas which together make up the town centre and to more effectively market the distinctiveness of each one, whilst improving linkages between them.
- to improve the robustness of the town centre's retail footprint and to identify scope for new retail investment and development.
- to maintain and improve car parking provision.
- to increase residential density in the town centre, promoting increased residential use of upper floors.

The Gateway

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

• to identify well-located sites for well-designed new buildings which will provide for structured growth and investment and positively enhance the gateway to Torquay.

- to support and strengthen existing neighbourhood centres at Shiphay, Barton and The Willows.
- to identify and promote opportunities for infill and other brownfield development at existing neighbourhood centres.

Policies and Proposals

This is a Plan for the whole of Torquay and for each of its neighbourhoods, aimed at securing sustainable development to promote investment in the town's physical and social fabric, strengthening its economy, conserving its heritage, promoting its natural beauty and growing a safer and healthier community. The policies and proposals in this section are designed to help deliver those aspirations by:

- Improving movement into and around the town and enhancing everyone's enjoyment of it:
 - by re-routing the principal flow of traffic into the town and improving strategic signposting,
 - and providing better, safer access to the town centre, sea front and car parks.
- Identifying areas where there are opportunities to deliver development:
 - either through redevelopment and regeneration within the existing limits of the town
 - or on new sites in locations well-related to existing neighbourhoods.
- Promoting local projects where new or improved local services and facilities could be delivered:
 - in association with any significant new developments
 - and/or through public/private/voluntary sector partnerships.
- Establishing policies to help ensure that new developments:
 - are sustainable and help to deliver identified local priorities
 - and that local communities are consulted and involved in shaping them.

The following policy incorporates the key principle from the National Planning Policy Framework (NPPF) into the Plan and reflects the importance of sustainable development in Torquay:

Policy S1: The Presumption in Favour of Sustainable Development

Development proposals which accord with the policies in the Torquay Neighbourhood Plan will be approved unless material considerations indicate otherwise.

Economy and Jobs

This plan aims to improve and diversify Torquay's economy for the benefit of our community's quality of life in broad compliance with the Local Plan.

It also aims to provide secure well-paid jobs within a vibrant, diverse economy and increase the average pay to the national 'living wage' within 10 years and above the national average wage within 20 years. This goal will drive the policies for the economy.

The current economy relies on tourism and the public sector for over half the economy of Torquay.

The policies support the restructuring of the tourism sector to provide full time jobs. Relevant planning policies are contained within the Tourism Policy.

The Tourism policy in the Neighbourhood Plan requires a managed transition of the Tourism industry to a higher visitor spending higher quality accommodation and attraction provision. The Tourism industry employs around one third of the local workforce.

By acknowledging this transition may reduce the net tourism jobs created within the first 10 years of the Plan and with a shrinking public sector, special emphasis on creating non-tourism jobs will be required to provide a net increase in the number and quality of the jobs in Torquay.

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

Policy J1: Data to inform decisions

The Council will publish a professional and rigorous annual rolling 10 year analysis of the trends in job and business property creation/loss. This plan will be used to inform:

- a. strategies for the provision and class of use of land for job creation.
- b. the skills level of the workforce through requirements for providing a range of education, training and work experience opportunities.

A key part of job creation will be to revitalise the town centre and harbour area through development of homes and an effective fit for purpose retail and leisure area. This strategy will be the basis of the Town Centre Strategic Plan.

To ensure the job creating enterprises can be in the best locations for businesses to flourish it is essential that their location offered the very best communications routes both within Torbay and to surrounding centres of population.

This policy encourages suitable proposals for employment uses to widen the offer to existing and new business uses in the town:

Policy J2: Job Creation Areas

The job creation areas within the Gateway area, in accordance with the Torquay Gateway Masterplan, at Edginswell, Kerswell Gardens and Moles Lane/Reservoir sites shall only be used for purpose built job creating space.

These policies support the development of sustainable communities and home based enterprises:

Policy J3: Sustainable Communities

All new developments on greenfield sites of more than 10 homes shall be not more than a 10 minute walk from purpose built employment space giving equivalent employment of not less than 1 full time equivalent job per home.

Policy J4: Home Based Enterprises

Not less than 20% of all new homes on greenfield sites will have separate, fit for purpose home business space incorporated within the design of the home.

Environment

The quality and character Torquay's rural, urban and maritime landscapes have long been recognised as a valuable asset. Countryside and beaches are the top attractions for visitors to the area of South Devon as well as giving a significant motivation for new residents to move to the area. However, this means that the landscape is under continuous pressure for change from development, changes in land management practices, and the effects of climate change. Torquay's rural landscape is heavily influenced by their patchwork of agricultural activity and the continuation of agri-food industries is vital for the conservation and enhancement of the landscape.

These policies aim to protect important and designated landscapes from inappropriate development:

Policy E1: Protection from Greenfield Development

The designated countryside areas and undeveloped coast areas will be protected from greenfield development unless the site is identified as a development site within this Plan.

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

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

It is recognised that Torquay has a large number of brownfield and redundant tourism sites providing a significant pool of assets for redevelopment and hence reducing the pressure on developing green spaces.

Policy E2: Local Green Space

All green spaces identified as Local Green Spaces within the Community Partnership submissions of the Neighbourhood Plan (see Table 4) will be protected from any additional development without the express approval of that community through their Community Partnership.

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

Policy E3: Green Infrastructure Plan

Any new development must be in compliance with the Green Infrastructure Plan.

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

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

Our parks and green spaces are rightly valued as amongst our most precious assets. There are many challenges facing us, but the following are essential:

- Improving the appearance of green space.
- Improving accessibility, especially for the disabled.
- Challenging people's perceptions of green spaces so they are seen as areas to visit and use more often.
- Improving facilities.
- Increasing numbers of events/entertainments where this does not adversely affect the quality of life of the surrounding community.
- Developing opportunities for using green spaces for learning.
- Promoting and protecting the heritage assets of Torquay's green spaces.
- Promoting green spaces as drivers for economic activity while protecting them.
- Developing opportunities for using green spaces for appropriate sporting activities thus contribute to peoples' health and wellbeing.
- Recognising, protecting and enhancing the biodiversity value of green space.
- Encouraging children to play and be active

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

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

Policy E4: Tourism Based Development

Any new tourism based developments will be solely on brownfield sites unless they form part of an approved development site within the Neighbourhood Plan.

Maintaining the health of the environment provides a wealth of benefits which strengthen the economy and aid regeneration by offering more jobs, reduced need for healthcare, pride of place, improved tourism, better adaptation for climate change and increased property values. Outdoor education is an important part of a child's development and Green Infrastructure provides access to open air classrooms and opportunities to explore nature first hand.

Our climate is changing and it is now established that we need to adapt in response. Green Infrastructure offers mechanisms to limit the effects of climate change by, for example, reducing the threat of flooding through incorporating Sustainable Urban Drainage Systems in new developments and restoring wetlands and ponds, which will store run-off. The cycle network under creation across Torbay will reduce the need to use cars and provides sustainable

transport links. A good network of urban trees and woodlands reduces the urban heat island effect and also provides shelter and insulation from cold temperatures, reducing the need for air conditioning in summer time and heating in winter, as well as cleaning the air that we breathe.

Policy E5: Sustainable Drainage

All new developments will provide sustainable drainage systems including the development and retention of existing ponds and wetlands for run-off management.

Policy E6: Cycle and Pedestrian Links

All new developments will have cycle and pedestrian links to existing networks.

Policy E7: Development on Established Woodland

There will be a presumption against any development on established woodland unless it can demonstrate an enhancement to the long term sustainability of that woodland and any public access is maintained.

Policy E8: New Trees in Urban Areas

To increase the planting of new trees in urban areas, any new tree planted within the curtilage of a domestic property will have a presumption in favour of pruning and felling at any time.

Policy E9: Trees with a Negative Impact

Any tree within the curtilage of a domestic property will have a presumption in favour of pruning or felling if that tree can be demonstrated as having a negative impact on the resident's quality of life or the reasonable enjoyment of the garden provided it is replanted with another tree.

Policy E10: Green Corridors

To link areas of woodland to form green corridors, all new developments must provide suitable and appropriate green corridors within that development so that adjacent woodland or hedgerows are linked for the benefit of the natural movement of wildlife.

Policy E11: Shortest Green Links

There will be a presumption against development or the construction of roads on sites that form the shortest green link between Country Parks or areas of countryside.

Health

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

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

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

Further reference: World Health Organisation Healthy Cities Movement Universal Design Principals Training Tools for Accessible Towns.

Walking and cycling environment

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

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

POLICY H1: Controlled Crossings and Speed Limits

The development of new or expanded schools must include provision for controlled crossings and mandatory 20mph speed limits for all key walking routes adjacent to the school.

POLICY H2: Travel Plans

The development of new or expanded schools must include a Travel Plan for staff, parents and children that provides safe drop off zones, adequate onsite staff parking, road side controlled parent parking and phased attendance times to demonstrate and facilitate safe and effective road usage for all users.

POLICY H3: Catchment Areas

Any new primary school serving a major development to be located not more than a 15 minute walk away from 80% of the catchment area.

The policies support proposals that encourage and enable more journeys to be undertaken in the town by walking, cycling or public transport by:

- Encouraging walking and cycling by ensuring all light controlled junctions are appropriate for safe pedestrian and cycle use.
- Ensuring key community walking and cycling routes are well lit and designed to be safe.
- Creating safe and secure layouts that minimise conflicts between traffic and cyclists.
- Ensuring cycle paths are maintained and well lit at night for key routes.

Local transport

The use of sustainable travel by the use of local transport is supported by:

- Promoting sustainable public travel methods to dissuade the use of private cars.
- Ensuring existing transport infrastructure, such as rail and bus services are integrated effectively and are sustainable.

Open spaces, recreation and play

The use of open space for recreation and play is promoted by the following principles:

- Retain existing open spaces, sports and recreational facilities and resist their loss without approval from the local Community Partnership.
- Require high-quality public spaces and encourage active and continual use of public areas.
- Connect places with each other and make moving through them easy.
- Ensure open spaces cater for a range of users with multiple social, health and environmental benefits.
- Ensure play spaces are easy and safe to get to by sustainable transport, and well over-looked to ensure safety.
- Ensure schools have adequately sized open spaces, including playing fields and opportunities for food growing.
- Provide a range of sports and leisure facilities and pitches designed and maintained for use by the whole community.
- Provide a wide range of high-quality play opportunities and experiences integrated into residential areas.

Food

These policies ensure opportunities are provided for households to own or have access to space to grow food, for example roof or communal gardens and allotments.

POLICY H4: Community Food Production

Create a community food production area at the 'Old Piggeries' site in Cockington.

POLICY H5: Use of Food Production Areas

No existing allotments or community food production areas will be developed unless an equivalent site is substituted.

Neighbourhood spaces

Community and healthcare facilities are provided early in the planning stage of any new development.

POLICY H6: Community Hub Facilities

All major greenfield developments to provide community hub facilities (not less than a supermarket, primary school, doctors surgery, post office and a restaurant/pub) within not more than 10 minute walk from 80% of the homes.

The protection of public rights of way and access is encouraged by the following policy:

POLICY H7: Closure of Public Rights of Way

No public right of way will be closed without the express consent of the surrounding community.

New Developments

These policies aim to ensure new development has adequate access to outside space and provide cycling and walking facilities.

A key principle requires any new housing developments must include adequate outdoor space, such as a front or back gardens or balconies or access to public green spaces.

POLICY H8: Outside Space Provision

All homes on greenfield sites shall have not less than 20 sq m of outside space attached to the property unless it is within a 5 minute walk of a public access green space.

POLICY H9: Provision of Travel Plans

All new developments shall include a Travel Plan that supports sustainable public transport.

POLICY H10: Cycle Storage and Changing Facilities

All new job creating buildings shall have cycle racks/storage and clothes changing facilities.

POLICY H11: Linking Walking and Cycling Networks

New development shall be on a sustainable public transport network and shall link to existing walking and cycling networks.

POLICY H12: Access to Public Green Space

All new flats/apartments on brownfield sites shall be within a 5 minute walk of a public green space or public access sea shore.

Tourism

'Torquay – a destination in transition' includes the vision; 'to be best in the west: a major, quality, all year round tourist destination based on coast, countryside, culture and cuisine.'

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

For clarity, the term Council is deemed to mean Torbay Council, its Officers, the Torbay Development Agency, contractors and any Business Investment District.

Increase in the quality and sustainability of the accommodation sector

The foundation for the transition of Torquay to the 'best in the west' by the following:

- The Council will conduct a thorough and on-going bed audit and research key accommodation data to support a managed rebalancing of the quantity and quality of bed spaces in each accommodation sector based on a professionally assessed market evaluation and predicted future (20 year) trends. The Council will provide advice and guidance to Tourism businesses on the implications of the Audit.
- The transition will be managed through the delivery of the Local and Neighbourhood Plans within the framework of the Planning process whereby the bed audit and market evaluation will provide evidence for:
 - a reduction in areas of over-supply or low quality or low spend value by a presumption in favour of a change of use to other high quality accommodation/homes, or
 - an increase in those areas that support the vision for our resort.
- Investment priorities must be concentrated in the Core Tourism Development Areas.
- The Council will support and promote the investment in and development of quality, accessible and green tourism businesses.
- There will be no Houses in Multiple Occupation (HMO's) or other hostel accommodation allowed in established tourism areas.
- The Council will persuade or use their power to serve Section 215 Notices on landlords and owners of properties to improve maintenance and visual appearance in established tourism areas.
- The planning process must protect the green open spaces within Torquay's environment by restricting new holiday accommodation and tourism sites to existing or brownfield sites.

POLICY T1: Tourism Accommodation

There will be a presumption against any proposed development of tourism accommodation or new visitor attractions on a green field site unless it can be demonstrated that there are no alternative brown field sites suitable for the purpose. The test for suitability shall exclude financial considerations.

- Council policies will encourage tourism businesses to improve quality, trade all year round and provide quality jobs.
- The Council will support the creation of an international hotel school to underpin the change to a high quality Tourism Sector.
- The Council will support good quality sustainable conference facilities to underpin all year round tourism.
- Key tourism and retail areas outside the Core Tourism Investment Areas (CTIA's) and town centre will be well signposted.

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

Two CTIA's are created within the Local Plan:

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

The first 10 years of this Plan is when most investment is required to transition the Tourism industry in Torquay. To achieve this, the Neighbourhood Plan requires the enhanced viability and sustainability of CTIA's and placing the emphasis on allowing tourism properties outside the CTIA's to change use.

Although in general key serviced accommodation businesses within a CTIA should be retained where possible it will be more important in the first 10 years of this Plan to improve the ambiance of the area by change of use of unsustainable businesses to high quality, holiday apartments or homes with a design sensitive to the heritage value of the area. This policy will be extended to the redevelopment of any redundant sites to improve visual appearance.

POLICY T2: Change of Use to Business Premises

If it can be demonstrated that the current business is unviable within the operating environment, but subject to the sustainability criteria in Policy T4.2, then change of use to quality housing within a CTIA will have a presumption in favour for the period to 2026 subject to Policy T4.3.

POLICY T3: Change of Use in a Protected Area

To pursue a high quality offering, there must be no change of use within a CTIA or other established tourism area to HMO, student or hostel type accommodation.

POLICY T4: Change of Use of Tourism Properties

The change of use for tourism properties to housing outside the CTIA's will have a presumption in favour, provided:

T4.1 The current use is less than 10 rooms of serviced accommodation; or

T4.2 The business can be demonstrated to be unsustainable in the foreseeable future through evidence based on a viability assessment of the business and market sector operating environment; and

Torbay Council cannot demonstrate a market sector demand based on the professional audit of the quality and quantity of all bed spaces in Torbay and an assessment of current and future market demand; and

The new use supports an increase in the overall visual quality and value of the site; or

T4.3 The change from un-serviced accommodation provides family homes of two or more bedrooms and is within a five minute walk of a green space or the beach; or

T4.4 50% or more of the units are already of residential status provided each additional unit will have self-contained accommodation with not less than one separate bedroom.

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

The following policies recognise the importance of the use of heritage assets:

POLICY T5: Change of Use in Conservation Areas

Change of use from tourism accommodation to housing within a conservation area must ensure that the property concerned is upgraded or modified to provide an external appearance sympathetic to the surrounding area and complies with the appropriate Conservation Area Management Plan.

POLICY T6: Change of Use of Listed Buildings

There will be a presumption in favour of change of use of a listed building that provides Tourism accommodation outside a CTIA if it provides a sustainable use as quality home(s).

Livermead to the Harbour

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

- The harbour area needs to have a focus on cafes, bars and restaurants creating a safe, all fresco experience in the summer months with good quality public space all year round.
- The beach and harbourside environment will be a key investment area for refurbishment and maintenance to provide a high quality visitor experience while retaining its heritage, scale and resort ambiance.
- Provide e-information platform for visitors to access all information on Torquay at key points as technology improves.
- Investment to improve maintenance of roads, pavements and the street scene from public and private sector investments.
- Move fairground activities to Paignton Green to allow Torre Abbey to become a green space for summer festivals and music events.
- Develop national standard, good quality conference facilities to support all year round tourism and quality hotels:
 - Ensure the current Riviera International Conference Centre (RICC) facility is of high quality, fit for purpose and sustainable.
 - Promote hotel accommodation to support delegate requirements.
 - Redevelop RICC site to incorporate a top quality integrated conference centre and hotel.

Babbacombe

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

The primary investment in new facilities will be encouraged on the beach front Cary Arms area and Oddicombe Beach areas where high quality strictly tourism based development should be allowed sympathetic to the areas.

Council policies support the retention of a high quality protected green downs area with vibrant mix of quality tourism businesses, restaurants and cafes located within the existing facades.

Although some hotel businesses will thrive, in general the tourism based accommodation offering both in and outside the CTIA will be allowed to shrink outside the front line cliff top properties by change of use.

Council policies ensure any new development is of a design sensitive to the heritage characteristics of the area.

Due to level access to St. Marychurch shops and services and regular public transport, the area could be a focus for retirement based accommodation.

Integrate sports and water based activities into the tourism offer.

The Council will develop improved harbour and beach side facilities to support a quality tourism area and develop regional and national standard sports facilities and water sports provision as an integral part of the broader Tourism offer and support the recently approved Cultural Strategy. They will promote:

- access to the water easier for all users.
- easier storage and launch small craft from beaches, harbours and piers.
- maintenance of beaches and ensure investments in infrastructure support Blue Flag/Quality awards for all beaches and provide good quality fit for purpose beach fronts.
- provide quality public toilets with extended opening and availability all year.
- redevelop Meadfoot west beach area with high quality beach units and a quality restaurant.

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

The Council shall aim to:

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

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

The Council shall aim to:

- Support positive management of night time economy by retaining Purple Flag award.
- Establish zero tolerance policing of anti-social behaviour/drunkenness.
- Create a quality café/restaurant/bar/accommodation area around harbour.

- Encourage relocation of clubs to distributed locations away from established residential areas but integrated with the main tourism accommodation areas
- Promote a dedicated entertainment complex with cinema/pubs/clubs/casino/retail integrated with the main tourism area such as the top end of town.
- Encourage continued investment in quality food and drink providers to encourage higher spend.
- Introduce 20 mph speed limit and pedestrian friendly areas around the harbour to provide a safer environment.

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

This will be promoted by the following:

- Train station, coach drop off/collection facilities, bus stop to link with main routes (and land train), taxi rank and cycle hire with link to wider cycle/foot path routes.
- Sheddon Hill car park as coach park.
- Ensure all routes are accessible.
- Encourage development of existing railway buildings in to related uses.
- Route in to hub via Rathmore/Falkland Road from Avenue Road (reverse current one way routes for this and Kings Drive for traffic out of town).
- Improve direct rail links working with the Torbay Development Agency (TDA) and the Heart of the West Local Enterprise Partnership (HOSWLEP) to ensure continued investment.
- Controlled crossings for pedestrian access.
- Incorporate a mass transportation system linking key areas within Torquay and the rest of Torbay.
- Encourage the linking of harbours along the South West coast with a coastal ferry service.

Transport

This plan brings together a range of transport projects that aim to reduce traffic and promote the use of public transport. Their implementation will rely on the Council and partners to deliver them but this Plan provides an expression of projects which are particularly supported by the community and have been highlighted during the neighbourhood planning process.

Traffic in and out of Torquay

It has been claimed that 'the best view of Torquay was seen as you leave'. The current traffic route is neither direct or make the best impression when entering the town centre. The existing route requires traffic to divert left through Upton, and then left at Castle Circus into Union Street. Traffic leaving Torquay travels from Castle Circus through Torre. The Neighbourhood Forum has long recommended reversing the flow of traffic through Torre and this is now being partly implemented by the Council.

The following improvements are recommended:

- Entry into Torquay one way traffic to flow through Torre (past Post Office) straight down to Castle Circus.
- Exit from Torquay one way traffic to flow via Abbey Road, Tor Hill Road and East Street to Newton Road. Two way traffic around Town Hall in Castle Circus, Lymington Road and Trematon Avenue.
- Traffic light system on Newton Road the traffic light system needs to be reviewed with better interconnection between the trading estates.

Town centre and harbour area

- Coach Terminus to be relocated to Torquay Rail Station with parking at Sheddon Hill car park.
- Union Street through to GPO island to become a multi-user pedestrian area. Market Street, Pimlico, Lower Union Street and Temperance Street to be included.
- Fleet Street pedestrian access across Cary Parade and Palk St to be improved. A range of public consultation will be required if Fleet Street becomes bus free.
- Harbour area to become semi-pedestrian will support the development of the area in line with the Tourism Strategy.
- Strand bus stops/taxi ranks to be moved to other areas such as Princess Gardens.

Signage

Signage and wayfinding is critical to helping move people around the town. The following improvements are encouraged:

- Torre and Castle Circus signs need to be made clearer for entry into and exit from Torquay.
- Existing signposting is confusing, new clearer signposting is required at the junction of Torre and Newton Road for traffic approaching Torquay from Newton Abbot

Torre Station

- Town centre (straight on)
- Seafront, harbour and Torquay Railway (right)
- Paignton and Brixham (right)

Babbacombe, Teignmouth (left)

Castle Circus

- Harbour area (straight on)
- Babbacombe, Teignmouth (straight on)
- Seafront and Railway (right)
- Paignton and Brixham (right)

The harbourside and the Strand need to be developed as Torquay's main tourist area and also a recreational area for residents. Currently this area is used as a terminus and stopping place for up to 15 buses. We need to relocate buses to other areas. Proposed alternatives to bus stops on harbour area is on Torbay Road which already has bus stops and shelters which are part of the current bus routes to harbour area. Proposed changes will mean buses will turn around at Pavilion island on Cary Parade.

The following improvements are recommended:

- The Strand/Harbour side to be semi-pedestrian with the exclusion of buses and taxi/car parking from the area.
- Through flow of all traffic (except buses) from seafront/town centre to Babbacombe/Victoria Parade along the Stand/Harbour side. The development of this area could then be based on a cafe culture style and used as a recreational space.
- The bus terminus to be moved to other areas such as Torbay Road or Pimlico.
- Taxi ranks to be moved to other areas (such as Lower Union Street or Pimlico).

Traffic route out of 'town centre'

- Cars coming into Torquay along Torbay Road will still be able to travel through Cary Parade to the Strand to access Babbacombe Road.
- Buses from Paignton and Brixham will travel along Torbay Road as far as Pavilion island then return down Torbay Road to Belgrave Road.
- To access the proposed new supermarket, when travelling north, buses will then travel via Lucius Street and Tor Hill Road, across Castle Circus junction into two-way traffic flow around Town Hall and Lymington Road.
- Buses will then continue to Newton Abbot along the Upton Road route (the reverse of current route in to Torquay).

Sponsored bus routes

It is essential that the routes of buses that service secondary routes, mostly in hilly terrain are maintained. These are bus services on less profitable routes that are vital in the prevention of isolation for vulnerable older and less able residents who live in areas of Torquay where the local terrain can be difficult or far away from a main route.

Highway and transport considerations for gateway area at Edginswell

- Site principles should include pedestrian, cycle, and vehicular connections to adjoining sites. A big issue for the Gateway is the fact that the A380 Riviera Way and Newton Road acts as the main connection to the Willows, Edginswell Business Park, Broomhill Way, Wren Park, Woodlands, Torre Station area and the Asda Store. This therefore means a vehicle journey is required to move from one to another creating increased traffic on the main route into Torquay.
- There is concern that with the new Link Road there will be greater traffic congestion on Riviera Way and Newton Road from the Link Road junction right through to Torre Station.
- The traffic light junctions at Scotts Bridge and Shiphay Lane being heavily congested and the issue of too many traffic light junctions in close proximity between Lawes Bridge and Shiphay Lane needs to be addressed.

Edginswell Rail halt

The principle of a new, proposed rail halt at Edginswell is supported.

Park and Ride

There is support for a Park and Ride facility and this is considered to be essential, possibly located at Gallows Gate.

Art and Culture

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

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

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

It is also recognised that art and culture are major contributors to education, health and social well-being. The National Planning Policy Framework (NPPF) also promotes this approach:

'take account of and support local strategies to improve health, social and cultural well-being for all, and deliver sufficient community and cultural facilities and services to meet local needs.' (Paragraph 17)

The new Torbay Local Plan (2012 – 2030) includes Aspiration 4: Create more sustainable communities and better places. One of the objectives states:

'To create more enjoyable, creative built and natural environment using heritage assets, **public art** and revitalisation of the public spaces to attract events, exhibitions and festivals which **celebrate and enhance the culture of Torbay**.'

Also, reference is made more specifically in *Policy TC1 Town Centres:*

'The use of heritage assets, public art and public space, events, exhibitions and festivals to provide more enjoyable, creative environment in town centres.'

The following policies will help establish Torquay as a major cultural destination and inspirational place for people to live, work and visit:

Policy: A1 Arts activity

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

Policy A2: Dedicated places

A dedicated art and cultural hub will be provided in the town. Indoor and outdoor space will be provided throughout Torquay for cultural and art projects to inspire, engage and encourage residents and visitors.

Policy A3: Offering support, guidance and incentives

Support, guide and fund local initiatives, including art markets, pop ups, art trails, performance, street theatre and visual displays.

Incentives will be offered to businesses to become patrons and mentors for local artists through an 'Art for Rent Scheme'. Space will be provided in business premises for the placement of art in order to support the gallery and artist.

Policy A4: Heritage and Cultural Assets

Promote Torquay's heritage by encouraging the positive use of buildings and spaces, and by recognising places valued by the community.

Housing

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

The strategy, on each housing site, is to provide the best mix of housing to match the needs of Torquay's communities now and for the next twenty years. The Local Plan sets the overall strategy; our Neighbourhood Plan sets out to provide the detail to achieve this strategy by ensuring our communities benefit from the provision of new quality homes and that policies are in place to shape the development to maximise their value to the community.

Affordable Homes

Torbay currently has a shortage of affordable homes. This has a significant effect on the young and those in the low wage economy to be able to buy their own property. Over the plan period we require this issue to be addressed by positive policies to increase the supply to a nationally recognised level

To achieve this there will be opportunities through private sector developments to provide contributions towards providing affordable housing but it is also acknowledged that the provision of affordable homes over the last 5 years has not achieved the percentage rate required in Local Plan policies. We therefore recommend that the disposal of surplus Council owned land should be to Housing Associations, as part of an appropriate commercial arrangement, to ensure this level of provision of affordable and social housing is achieved during any rolling 5 year period if there is a shortfall from other developments. To enable this we accept that some open market housing may be required for viability purposes.

Policy H1

Over the Plan period the target will be not less than 20% affordable homes in any rolling 5 year period, equating to approximately 850 homes overall.

Policy H2

All affordable homes will have a local resident restriction based on living in Torquay for not less than 5 years previous

Homes for an ageing population

The Torquay Neighbourhood Plan encourages downsizing for its aging population. We therefore will support the provision of retirement homes in suitable selective locations where there is ease of pedestrian access to local facilities and public transport. This would include warden controlled schemes as well as care homes.

Policy H3

Any development of greater than 20 homes will have not less than 10% of the homes designed to accommodate the needs of retirement living.

Brownfield sites

As there are relatively few opportunities for major new housing development on greenfield sites other than the expansion area at Edginswell, the Neighbourhood plan promotes the redevelopment of brownfield sites and in particular the Town Centre as a priority.

Policy H4

To help spur regeneration in the town centre, there shall be a presumption against developer contributions for all brownfield sites within the designated Town Centre Master Plan area for the first 10 years of this Plan.

Policy H5

Planning permission shall only be granted for a greenfield site of more than 20 homes where the developer provides not less than 30% affordable housing on site or the same number of affordable dweelings on an althorative brownfield site.

Torquay Gateway

The Neighbourhood Plan supports the development of the green field Edginswell Gateway site as part of a phased development of Torquay but at a stage that supports the redevelopment of the town centre and brown field sites for housing first and exploits its unique position adjacent to the new link road for job creation. This site is allocated for development in the Torbay Local Plan.

This location is of prime value for both job creation and homes relying on the easy access to the stronger economies of Newton Abbot and Exeter via the new Link Road and dual carriageway network. Our Plan also seeks to rebalance the economy of Torquay away from the low value Tourism offer and towards higher value skilled jobs. Our Plan therefore requires the development to be of mixed use.

Policy H6

Any development of the Edginswell Future Growth Area will not be commenced until the community infrastructure identified in the relevant Torquay Gateway (Edginswell) Masterplan SPD are complete and not before the second half of the Neighbourhood Plan housing allocations period.

Policy H7

A new Master Plan will be developed in agreement with the Neighbourhood Forum to include the adjacent Willows area before any development of the greenfield area of Edginswell commences. This Masterplan will protect the existing hamlet of Edginswell by means of suitable buffer zones and link the communities

Former Tourism properties

A substantial number of the proposed 1000 windfall sites will arise from former Tourism accommodation both serviced and un-serviced. Our Plan promotes the move away from the lower quality, lower value accommodation provision towards higher quality and value that will allow the sector to have a sustainable future that will support a higher value economy. It is therefore predicted that a significant number of homes can be provided through this change of use. We require the emphasis to be the provision of family homes. Policies are set out within the Tourism Policy.

Future strategy

To ensure the continuation of a community led housing plan.

Policy H8

Any future new allocation of housing sites must be in agreement with the Neighbourhood Forum or Community Partnerships prior to formal public consultation, unless agreement cannot be reached.

Community Partnership Statements

Introduction

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

However, this plan recognises that Torquay is made up of a number of communities which have come together to create nine strong partnerships.

The following statements have been produced by each local Community Partnership and demonstrate the level of commitment to the town and the particular local needs and aspirations within each Community Partnership area.

Each statement sets out a description of the area, the community's aspirations and suggests opportunities for action. The statements also provide additional policies which should be read in conjunction with those set out previously in this Plan for the purposes of managing development within those areas.

Once this plan comes into force, 25% of developer financial contributions (Community Infrastructure Levy) must be spent by the Council in line with the wishes of the local community (as mandated by Central Government). The Community Partnership Statements identify a number of projects in each area, some of which could be delivered through CIL payments.

Policy C1: Community Infrastructure Levy (CIL)

The neighbourhood portion of the CIL will be spent on projects and priorities identified in this plan and by way of engagement with the Torquay Neighbourhood Forum (and/or equivalent body) and relevant local Community Partnership.

Barton & Watcombe

Vision – Develop opportunities to tackle child poverty and isolation amongst older people in the community

About the area

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

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

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

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











Local Policies

- BW1 Protection and enhancement of all parks and green open areas
- BW 2 Continue to improve play facilities in the area
- BW 3 Improvement of highways to ensure safe traffic flows, improved parking and the consideration of a 20mph limit in residential areas
- BW 4 Use of empty buildings to drive employment opportunities
- BW 5 Welcome improvements to local employment opportunities such as Brunel Industrial Estate, Woodlands Trading Estate and Lummaton Quarry
- BW 5 Prioritise bringing empty homes back into use

- BW 6 Raise the standards of housing in both the private and social sectors
- BW 7 Ensure future development of the area promotes community safety, and particularly reduces the fear of crime in the area
- BW 8 Community Investment Area

Projects

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

- Support initiatives to reduce worklessness in the area
- Work in partnership with local employers to create training opportunities for local young people

Cockington, Chelston and Livermead

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

Description of the area

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

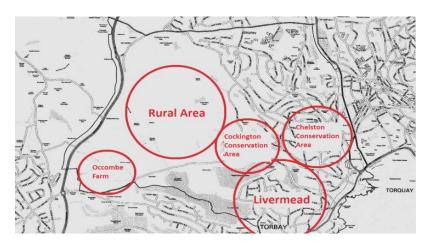
Local facilities are located in the local centres at Old Mill Road and Walnut Road, neighbourhood centres at Queensway and Sherwell Valley Road, Chelston and secondary and four primary schools also lie within the area, along with a significant



Chelston and the smaller Roundhill Road, Livermead. Two number and variety of green spaces for recreation and sport, several visitor attractions (Cockington Country Park and Occombe Country Park) and accessible beaches at Hollicombe, Livermead and Corbyn Head.











POLICIES

Community Support

CCL1 Create and develop sustainable Community Hubs in Lower Chelston/Old Mill Road area and Queensway to provide a range of community support services and activities prioritising, but not limited to, the vulnerable, young and older residents.

CCL2 Maintain effective communications and organisations to ensure the Community is kept informed and given the opportunity to influence decision making on matters affecting them.

CCL3 Support the development and maintenance of a range of children's play equipment in accessible green spaces across the area.

Planning and Development

CCL4 Maintain a diverse mix of housing with a focus on family homes by promoting small scale infill, change of use and brownfield development. Any new green field housing developments shall provide accommodation with not less than 2 bedrooms and shall be suitable for family living.

CCL5 There shall be a presumption against conversions or changes of use to HMOs or homes that do not provide a separate bedroom.

CCL6 Conservation Management Plans shall be strictly enforced and any infill development shall be in a scale and design sympathetic to the surrounding architecture.

CCL7 The 'Old Piggeries' site shall have a presumption in favour of community food production and shall not be developed for housing or other commercial use

CCL8 There shall be a presumption in favour of change of use where the current use is unsustainable provided the change is to quality housing or alternative businesses appropriate to the area.

CCL9 The field off Broadley drive (designated T707 in the Local Plan) shall not be developed for housing or infrastructure and shall remain a green link between Scadson Woods/Occombe and Cockington Country Parks.

Services and Facilities

CCL10 All Planning decisions shall support the maintenance of a sustainable mix of community shopping and service facilities at local centres.

CCL11 There shall be a presumption against change of use for the 3 remaining pubs within our ward area.

CCL12 Our community supports the retention of all post offices in our area.

Environment

CCL14 The Country Parks at Occombe and Cockington (including the Village) and the Stantor Barton Countryside area (excluding a Gallows Gate park and ride facility) shall be protected from any greenfield housing or commercial developments.

CCL15 Protect all green spaces, beaches and undeveloped coastline from development, other than to improve the quality of life for the surrounding community.

CCL16 There shall be a presumption against any new development within the coastal strip (between the coast road and the sea) unless it's a redevelopment of an existing residential or commercial site

CCL17 To protect the urban fringe from encroachment, there shall be no development on any rural urban fringe green field site of more than 1 acre

CCL18 Accredit Cockington Country Park with Natural England

CCL18 Assure the safety of former gasworks sites at Hollicombe

CCL19 A park and ride at the Gallows Gate area is supported by the community and shall be landscaped so that vehicles or other structures are not visible from the adjacent Countryside areas and shall have cycle and pedestrian access to Cockington and Occombe.

Cockington Village and the rural countryside areas



CCL20 Cockington Village, Cockington Country Park, Occombe Country Park and Stantor Barton shall be protected as important rural recreational, food production and visitor attraction areas.

CCL21 There shall be a presumption against any development of:

- o new residential and commercial development (other than conversions and changes of use) and visually obtrusive new development on its borders or
- o changes or commercial activity that would detract rather than enhance its unique rural characteristics, or
- o changes that would detract from residents' and neighbours' quality of life or
- o changes that would significantly increase vehicle traffic through rural lanes and communities

CCL22 Retain Cockington's current day time attraction for visitors and prevent changes to promote evening and night-time operations. There shall be a presumption against any planning application that promotes evening or night-time entertainment or amenities for businesses

CCL23 Support quality tourism provision based on cuisine, arts/crafts, history and countryside

CCL24 Implement measures for cyclists, pedestrians and horses to access the public lanes around Cockington in safety by minimising traffic volume, traffic speed and eliminating on- road parking.

CCL25 Support the redevelopment of redundant buildings or unsustainable businesses properties into sustainable uses. There shall be a presumption in favour of the change of use of business premises located in the village to quality family homes.

Projects

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

Improve drainage and flood resilience to minimise flood risks for homes and businesses in Cockington Village and lower Chelston Create a Cockington 'gateway' when entering the village from the coast to enhance the sense of 'arrival' for visitors.

Provide each community green space with children's play equipment, benches and support to maximise the quality of life of the surrounding community

Provide safe pedestrian and cycle access to Cockington from the seafront (main access route), Nutbush Lane and Seaway Lane areas.

Develop community support services hubs at Queensway and Chelston.

Ensure adequate public transport links are maintained

Improve traffic and movement in the area and beyond by implementing the following:

- at Torquay station establishing a new public transport gateway for Torquay with commercial development and improved connections between all public transport services, footpaths and cycle routes.
- at Shiphay/Newton Road and Torre Abbey/Avenue Road improve junctions to maximise traffic flow and enhance pedestrian and cyclist safety
- improve footpaths and roads to give safe pedestrian and cycle routes to schools, beaches, recreational areas and public places
- implement child drop off zones, safe crossing points and 20 mph speed restrictions for all schools

Ellacombe
Objective – "To strengthen the identity of Ellacombe as a vibrant community"
About the area
Ellacombe takes its name from Ellacombe House which once stood at the top of Market Street. The area grew up in the 19th century, predominantly to provide housing for working people. The land was owned by Sir Lawrence Palk, who in 1867 bequeathed Ellacombe Park for public recreation and land for the Parish Church and the Primary School.
The area lies close to the town centre and is relatively tightly built-up. It relies on the town centre for many facilities. The parish church and primary school remain focal points in the community, there are a scatter of open spaces and corner shops, and a small neighbourhood centre at Hoxton Road.







Local Policies

- E1 Protection and enhancement all parks and green open areas as the area is so built up
- E2 Preservation of the heritage and character of the area
- E3 Protection of public houses from redevelopment
- E4 Retention of the Ellacombe Church site for community use
- E5 Retention of the structure of current houses and resistance of further conversions into flats which creates over-crowding in the area
- E6 Create training and employment opportunities within Ellacombe through the conversion of existing small brown field sites
- E7 Mixed use development that enhances the retail and service quality and offer of Market Street, as a district shopping area for Ellacombe, will be supported

E8 - Retention and improvement of the public transport routes to other parts of Torbay

Projects

- Develop the former Bowling Pavilion at the top of Ellacombe Park, Princes Road, as a Community Centre/Hub, as a focal point for the area
- Continue to enhance Warberry Copse
- Continue to improve the children's play facilities in the area
- Enhancing the Market Forum so it becomes a vibrant indoor Market for the benefit of the community
- Further improve traffic calming outside Ellacombe Academy if necessary
- Encourage superfast broadband providers to invest in Ellacombe?

Hele and Lower Barton (Hele's Angels)

Objective – Community action against child poverty and social isolation, enhancing educational and employment

About the area

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

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

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

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

Local Policies

- HLB 1 Protection and enhancement of all parks and green open areas
- HLB 2 Continue to improve play facilities in the area
- HLB 3 Improvement of highways particularly to reduce traffic flows on the Hele Road and discouraging HGVs and coaches from the area, make roads safer adjacent to Torquay Academy and other schools, and increase parking opportunities near to shops and other facilities.
- HLB 4 Encourage shops to relocate back to the Hele Road to recreate a small district shopping area
- HLB 5 Use of empty buildings to drive employment opportunities
- HLB 6 Welcome improvements to local employment opportunities such as Woodlands Trading Estate, Broomhill Way, Herald Express site etc.
- HLB 7 Prioritise bringing empty homes back into use
- HLB 8 Raise the standards of housing in both the private and social sectors
- HLB 9 Ensure future development of the area promotes community safety, and particularly reduces the fear of crime in the area
- HLB 10 Become a Community Investment Area

Projects

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

Shiphay and The Willows

Vision – This area will support the sustainable growth of quality homes and jobs which will be delivered to the highest quality of urban and landscape design in conjunction with the wishes of the local community.

About the area

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

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

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

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

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

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



Local Policies

All new major development in this area will take the fullest opportunity to support sustainable, high quality design which achieves benefits for the wider community.

Major development will require masterplans to be submitted as part of planning applications which show how development will come forward in a holistic manner and avoid piecemeal development which is disjointed from adjacent sites. These documents should be informed by community

engagement.

The Edginswell Future Growth Area will be developed in accordance with the Torquay Gateway (Edginswell) Masterplan SPD.

New local community facilities such as those relating to education and health are critical to support future growth in the wider area. An assessment of health facility and education facility needs should be undertaken for all major development.

POLICIES, OPPORTUNITIES AND ACTIONS

Planning and Development

Provision for employment and commercial development to meet the needs of growing local businesses and those looking to relocate to Torquay can be made at:

- Kerswell Gardens, proposed in the local plan for industrial/warehousing use within classes B1/B8.
- Edginswell Business Park, to be retained for employment use classes B1/B8. Any large retail uses should be rejected.
- Broomhill Way has potential to be extended onto the fringe of the former Willows Tip.
- Newton Road has a number of sites, many of which are car dealerships, that could be redeveloped to provide a greater density of employment. Torquay's fire station is also at this location.
- Woodland Industrial Estate has scope for redevelopment and improvement through a Local Development Order with the objective of it becoming a modern employment centre.
- Holiday Parks off Kingskerswell Road have scope to expand.
- Moles Lane area at the top of Hamelin Way may have potential for employment.
- Hele Roundabout/Barton Hill Road/Barton Hill Way area has scope for redevelopment and improvement through a Local Development Order.

Provision for housing is needed in this area, particularly family and smaller homes, and some live/work accommodation. Locations where development could occur include:

- Between Barton Stables and Bottompark Lane, although this is a steep site
- The Holiday Camps off Kingskerswell Lane, but only should they demonstrably cease to be viable in their existing use and retaining the ski slope as part of any development.
- Land bounded by Edginswell Lane, Hamlyn Way & Moles Lane, but only in the longer term and requiring significant new infrastructure, including potentially a new spine road connecting Marldon Road to Newton Road.

Services and Facilities

- The existing tip area adjacent to Browns Bridge Road named as Knihgtingale Park should continue to be protected for sports and leisure as identified in Torbay's Playing Pitch Strategy and be actively pursued to be brought into that use.
- It is proposed that a 'mini-masterplan' should be developed to properly plan and maximise the area's potential for sport, leisure which could include woodland walkways and a circuitous route around the park. Wild meadowland could also be included.

• New development within the area covered by the Gateway Masterplan must be supported by adequate community facilities which should include a new primary school and community health facilities.

Traffic and Movement

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

Environment

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

Education

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

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

We would like to draw attention to Policy SW1: Any permissions for the development of homes in the Edginswell expansion area shall be dependent on the provision of sufficient Primary School places within a safe 10 minute walk of that development. Where there is a demonstrated lack of provision, a new Primary School shall be built and funded as part of the Community Infrastructure Levy and shall be ready for use at a suitable location that serves both Shiphay and the Willows areas and shall be dependent on the provision of a safe link between the two areas before the occupation of not more than 50 homes.

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

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

t. Marychurch and District – Part A (St. Marychurch, Babbacombe and Plainmoor)

Objective - The special townscape and landscape character of this area will be preserved and enhanced to protect its outstanding environment.

About the area

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

The conservation areas largely define the historic development of what is now a significant suburb of Torquay.

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

Tourism

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





Retail business

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

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

LOCAL POLICIES

ENVIRONMENT

Policy E1

Protect green open spaces and coastline from Walls Hill to Maidencombe, to include Babbacombe Downs and the beach areas, Tessier Gardens, King George V playing fields and Cary Park and there is a need to increase the maintenance of all areas, including pathways, for public use and safety ensuring they are fit for purpose.

• To refurbish Petitor Downs and the Great Rock area to bring them back into public use.

Policy E2

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

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

COMMUNITY USAGE

Policy C1

To protect the amenity that is provided by

- Plainmoor Swimming Pool and play park and have those areas improved for community use. Ensuring that any development of the Football Ground is tied to the improvement of this and other amenities in the immediate area. Plainmoor swimming pool is the only public swimming pool in Torquay.
- Retention of key bus routes serving the area to ensure access to and from the main retail areas of the Ward, Town, Harbour, Hospital and outlying districts.
- Maintain existing public conveniences re-opened, re-furbished and maintained to remain open all year. (eg Cary Park area and Babbacombe Downs)
- Re-furbishment of shopping and retail areas and standardization of street furniture and street signs.
- Maintain existing Public Conveniences, re-open those that have been closed in Reddenhill Road and keep them open all year.
 - Litter and Cleanliness
 - Schools and opportunities for adult education

Policy C2

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

- Play and Youth facilities
- Leisure and facilities/opportunities
- Beaches, Planting, Signage
- Litter and Cleanliness
- Schools and opportunities for adult education

HOUSING

As the area attracts a large number of senior residents there is a need to have sufficient places to cater for supported independent living and also, as demand increases, more places that cater for those who are no longer able to be independent, for example: dementia sufferers. We need to ensure that there are sufficient Nursing/Care home facilities by a combination of new development, adaption of existing buildings and re-furbishing existing homes.

Policy H1

Ensure that any development considers the needs of all residents - existing and new

- Re-develop existing suitable properties in appropriate style and scale for housing as long as they are not likely to have an adverse impact on neighbours the immediate environment or the area as a whole.
- Identifying and secure appropriate sites for good quality and affordable housing to meet the projected demographic needs for this Ward and not allowing development of housing on any Greenfield site without a proven need to accommodate people in the area for employment.
- Ensuring that any significant development of new homes in the area (5 or more in one application) is allowed only if a reasonable proportion of new (medium and long term) jobs are made available.
- Development of properties for senior residents to enable independent living for as long as possible. Because the area has a large number of senior residents there is a need to have properties to develop to cater for those who can manage on their own (i.e. warden controlled) and also develop properties that cater for those who can't (i.e. dementia sufferers) Nursing/Care homes and re-furbish existing ones.
- Development of properties for senior residents to enable independent living for as long as possible. Because the area has a large number of senior residents there is a need to have properties to develop to cater for those who can manage on their own (i.e. warden controlled) and also develop properties that cater for those who can't (i.e. dementia sufferers) Nursing/Care homes and re-furbish existing ones.
- Possible development of the Football Ground (subject to the Club having a better alternative accommodation), for community use, with the possibility of land for school playing fields and that appropriate building with sufficient amenity and infrastructure only is considered, that the plans should include the development of swimming, sports and play facilities

RETAIL AREAS

There are 3 significant local retail areas. The area has 4 major tourist attractions, 3 excellent beaches, significant areas of 'green' spaces and good local amenities, all adding to the value of the area as a tourist destination. The economy of this area is generated mainly through 3 sectors – Retail and Financial Services, Care Services and Tourism.

Policy R1

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

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

St. Marychurch & District – Part B – (Maidencombe)

About the area

BRIEF HISTORY

The historic hamlet of 'Medenecombe' is recorded in the Domesday survey of 1086 as a tiny manor with a population of about twenty.

Nestling in a hollow surrounded by dramatic coastal scenery, it was originally orchard groves which over time evolved into a small number of farmsteads.

In 2015 registration for Village Green status was awarded.

CHARACTER OF AREA

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

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

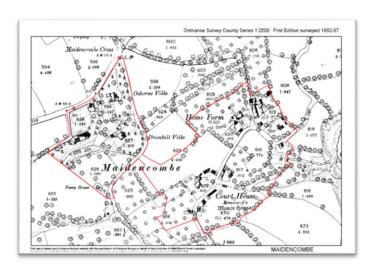
The chief threat to Maidencombe is the continual pressure to change farming practices or even to develop the farmland, which, if allowed could dilute attempts to nurture a dynamic and successful 'Geopark' and set in motion the further urbanization of Torbay to the detriment of tourist numbers to the

area.

GEOPARK:

The Torbay Coast and Countryside Trust has emphasised the importance of Maidencombe as a vital component of the Bay's global Geopark status to attract visitors and residents alike to the area.

To this end, a proposed cycleway would facilitate pollution-free access.





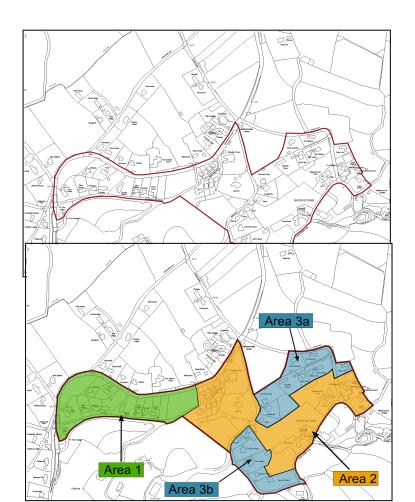
VILLAGE ENVELOPE

Policy VE1 - Village Envelope for Maidencombe

Within the identified Village Envelope boundary, limited infill development, redevelopment and refurbishment of existing buildings will be permitted providing that all of the following development design criteria are satisfied:

- Development is of a modest scale, with height, footprint and massing in keeping with the existing urban grain
- Construction materials and the overall appearance of development is consistent with the predominant physical characteristics of Maidencombe Village
- The amenity of neighbouring properties is not harmed
- Development proposals take full opportunity to reinforce the landscape quality of the area and the character of the existing rural setting
- Development proposals are in accordance with the detailed guidance outlined for Areas 1, 2, 3a and 3b.

Development proposals which do not accord with these criteria will not be permitted. Within the Village Envelope, the cumulative impact of new development on the landscape and historic character of this area will be taken into account in determining development proposals, in order to protect this sensitive area from the potential adverse impacts of urban creep and overdevelopment.

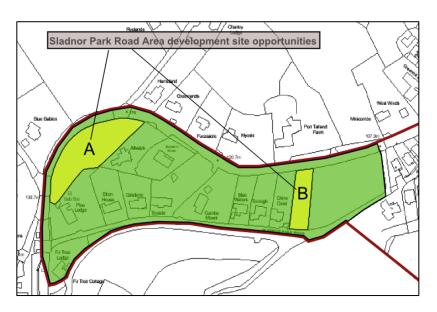


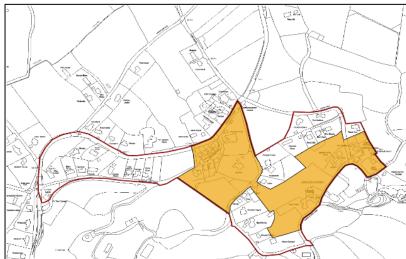
AREA 1 - SLADNOR PARK ROAD

Within Area 1, opportunities for single dwellings have been identified on sites A and B. Development proposals on these sites which consist of a single dwelling, consistent with the existing urban grain and positively relating to the established pattern of arrangement of existing buildings and plots in this Area will be supported. Development proposals for new dwellings and/or buildings outside of these two sites, within Area 1, will not be supported other than suitable redevelopment, replacement and extensions to existing dwellings, in accordance with development design criteria stated in VE1.

AREA 2 – CONSERVATION AREA

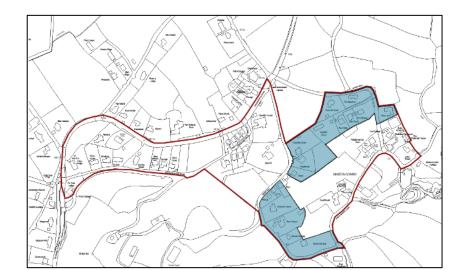
Area 2 reflects the part of the Maidencombe Conservation Area which overlaps with the Village Envelope. This area has particularly special historic significance and development proposals should be managed in accordance with *Policy SS10 Conservation and the historic environment*, contained in the Torbay Local Plan 2012-2030. Development proposals will only be supported where they positively sustain and enhance the special qualities of this area. Because of the special historic and landscape significance, successful development proposals are likely to be limited to the sensitive conversion, alteration and extension of existing buildings rather than new stand-alone dwellings which might constitute infill development.





AREA 3A AND 3B

Within these two areas, development proposals should be managed in accordance the development design criteria outline in Policy VE1



Torre & Upton

Vision - The community will grow sustainably and sensitively with good quality buildings raising the standards and expectations for both residents and businesses, and providing valuable employment opportunities.

About the area

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

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

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

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







Local Policies

- Redevelopment of shop units in Higher Union Street will be expected to would be expected to complement this street scene.
- New HMOs will be restricted as there are already more than the expect to include accommodation for management to live on site.
- Where existing buildings or sites are underused, vacant or awaiting devibenefit the community. Council officers will be expected to take enforce buildings/sites that are not properly maintained.
- All development must meet the minimum parking standards outlined in increase in on-street parking arising from development. New developm





The Civic Hub shown in the Masterplan for Torquay Town Centre is fully supported by the residents and businesses in Torre and Upton. The library could be extended upwards and updated to incorporate the Connections Office and other public information services. This would release the listed Electric House for other uses. The closure of the Magistrates Court gives the opportunity for a more creative development for the Town Hall car park area. This is expected to have a positive knock on effect for the smaller, individually owned businesses in Higher Union Street. Should the council vacate the Town Hall for purpose built offices, we would support a change of use for the building with a hotel/conference centre being the preferred option.

- Upton Park will be enhanced for the benefit of residents of all ages, providing facilities for recreation and relaxation. This will include the rearrangement of the sports areas and linking with the coach park. By bringing this forward, we will have a more appropriate setting for the civic buildings.
- The B&Q site in Laburnum Row presents the opportunity for a good quality development providing a mixture of residential and commercial. This latter could be retail and/or office space. This part of Torre deserves proper investment, and the residents and visitors to the area will value standards being raised.
- We wish to see the development at Torre Marine completed, and the serious issues of rising water and run off into adjacent streets dealt with, so that the park that was part of the original plans, can be put in place. This would not only create a pleasant open green space for the residents, but also, with the traffic reversal, enhance the area for all those entering Torquay.

Town Centre

Objective - Through working closely with residents, businesses and visitors to our community, the town centre will be maintained and improved as a dynamic, vibrant urban environment

About the area

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

Strengths/Weaknesses

Key Aims and Aspirations:

- 1. Improve the Town Centre retail, service and leisure experience to improve footfall and provide employment opportunities by:-
 - Becoming the premier leisure destination both night and day
 - Creating a more diverse late night offer. Whilst we recognise the value of our late night economy we would like to see a broader offer than is currently available. This could be achieved by encouraging and providing a range of activities for all age groups such as late night shopping and regular food /music activities to encourage residents/visitors to stay on in town.
 - Encouraging leisure and sport into our Town Centre and to provide a variety of undercover attractions for tourists and residents.

- Encouraging more people to live and work within the Town Centre
- Providing more eating and outside sitting areas.
- Providing adequate well maintained, accessible and convenient parking facilities
- Creating better connectivity and providing more pedestrianisation.
- Encouraging sympathetic development providing the size and kind of premises which modern day High Street names consider attractive, whilst at the same time creating suitable premises for-small independent retailers and other uses such as gyms and cinemas.

- 2. Make more of and protect the Town's heritage assets by:-
 - Protecting the green and open public spaces from Cary Green, the Pavilions, Promenade to the end of the Princess Gardens and the 'Sunken Gardens', In addition the Royal Terrace Gardens (Rock Walk) which are all covered under one listing with English Heritage. Torre Abbey and its Meadows should continue to be protected by covenant from future developments. Included earlier in document.
 - Maintaining Victorian facades where possible to keep the character of the Town.
- 3. Make provision for cyclists in and around the Town which would complement cyclist tourism
- 4. Make access to public spaces easier for the disabled.
- 5. Protect and maintain our beaches Torre Abbey Sands and Beacon Cove.
- 6. Protect the marine environment and develop a sustainable Maritime Economy

Key Sites

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

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

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

<u>The Strand, Torwood Street and the Harbour side</u> - Aspiration for improvement of this key stretch of Torquay Harbour which could include redevelopment of The Strand buildings, including Debenhams and the Amusement Arcade. Combination of luxury apartments, improved retail, hotel, small restaurants would be welcomed whilst protecting outlook from the Terrace. Make Torquay Inner Harbour accessible to local people by giving it official community asset status.

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

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

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

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

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

Pavilion/ Torquay Marina Car Park: The Marina Car Park has the potential for a quality development as this has the best views of the harbour which are currently not exploited. However, the height of any development needs to be considered so that this in itself is not detrimental, and thus become a contentious issue to local residents. In addition, the groups have serious concerns about incorporating development of the Pavilion into the large hotel scheme on the Marina car park and would support further investigation for the possible re-siting of the Pavilion to another location which may then enable a lower rise less intrusive development on the Marina car park. A possible option could be to relocate the Pavilion on to a constructed island (with bridges) in the inner harbour, around which boats could still move/moor.

The point of the development would be to: Protect the Pavilion and make it the centre of a revitalised harbour area; provide a waterside dining/entertainment environment unique in the UK that would encourage a more mature and upmarket night time economy and provide the type of retail experience during the daytime best described as "Totnes by the sea."

If the Pavilion were moved this would allow a larger footprint for the developer of the hotel/spa to build a wider but lower development that could include a children's play area or be the site for an open air public performance space.

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

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

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

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

Wellswood and Torwood

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

About the area

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

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

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



Local Policies

Environment

Protect, maintain character and enhance:

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

Development

- Allow small hotels and brownfield sites to be redeveloped for family housing, preserving current density and character
- Promote diversity and prosperity of local businesses in Wellswood and Lisburn Square
- Retain Post Office and Pub in Wellswood
- Give consideration to any future proposals for redevelopment of the Palace Hotel and grounds, retaining a hotel
- Encourage Torquay Museum to develop as a Community Centre
- Give consideration to proposals for Kent's Cavern to enhance tourism and education, in line with its importance within the English Riviera Geopark, and improve the access strategy to limit impact on the surrounding area
- Support opportunities for redevelopment in Torwood Street area and Terrace Car Park, retaining sufficient parking for local businesses

Traffic and Movement

• Address much needed improvements in traffic Management

Projects

Traffic and Movement

- 1) Address traffic management through Wellswood (Ilsham Road) improving character and environment
- 2) Provide a safe pedestrian footway along Ilsham Road from the junction with Iisham Marine Drive to the Ilsham Valley
- 3) Provide a safe pedestrian footway and cut back overhanging trees on Parkhill Road by the Imperial Hotel

4) Provide a natural footpath long the side of Stoodley Knowle meadow, to relieve parking impact on Ilsham Road and improve access to coastal path

Environment

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

Housing Sites

This plan, together with the adopted Torbay Local Plan 2012-2030, allocates sufficient housing sites to meet growth of approximately 3979 dwellings between 2012 and 2030 (18 years). This housing figure is made up of a windfall provision (smaller sites, below 6 dwellings) together with housing allocations made in this Neighbourhood Plan and the Local Plan.

In Table 1, a breakdown of housing supply by source can be seen. A comprehensive list of housing sites relating to these types are provided in Table 3. This Neighbourhood Plan allocates sites for 1223 dwellings which includes drawing significantly from the pool of identified/potential Neighbourhood Plan sites identified in the Local Plan. This Plan has also drawn from and added a number of sites to the list of total allocations from sites which were not identified in the Local Plan.

Tabi	le 1: Housing provision broken down by type of site	Total
	Commitments and other deliverable sites in Local Plan	1156
	TNP allocated sites drawn from Local Plan pool of identified sites	1111

Additional TNP allocated sites	
Future growth areas allocated in Local Plan	
Windfalls	1040
TOTAL	3979

Code	Community Partnership	Housing numbers
BART	Barton & Watcombe	15
CHEL	Cockington, Chelston & Livermead	338
ELLA	Ellacombe	151
HELE	Hele, Watcombe & Lower Barton	0
SHIP	Shiphay and the Willows	1213
STMD	St Marychurch and District	167
TOWN	Torquay Town Centre	455
TORR	Torre & Upton	280
WELL	Wellswood & Torwood	320
Plus sm	all windfalls across entire Torquay area	1040
TOTAL		3979

Table 3: List of housing sites in Local Plan and Torquay Neighbourhood Plan

Site Ref	Address	Yield	CP Area
H1:001	Scotts Bridge	18	SHIP
H1:003	Hatchcombe Lane	50	SHIP
H1:010	Hollicombe	120	CHEL
13025	Bishops Court Hotel	42	WELL
13032	Walton Lodge	11	WELL
H1:004	Beechfield Avenue extension	105	SHIP
T752	Adj 84 Grange Road	9	ELLA
13044	Suite Dreams, Steep Hill	10	STMD
T842	Queensway	16	CHEL
13012	Westhill Garage, Chatto Rd	15	STMD
13027	Lincombe Hall Hotel	12	WELL
T793	Torbay Court, Chelston Rd	10	CHEL
T869	English House Hotel	9	STMD
13016	Country House 62 Ellacombe Rd – 1	8	ELLA
13016	Country House 62 Ellacombe Rd – 2	6	ELLA
13014	Shrewsbury Ave & Coombe Ln	6	STMD
13064	Torre Marine	75	TORR
T833	Pavilions/Marina Car Park	45	TOWN
HC093	Royal Garage Site	14	WELL
T807	Conway Court Hotel	14	TOWN
T859	Tor Manor, 11 Tor Church Rd	10	TORRE
T879	Spa View, Stitchill Rd	8	WELL
T928	Papillon, 18 Vansittart Rd	8	TORRE
T861	16 Market Street	13	ELLA

13041	The Pines, 78 St Marychurch Rd	12	STMD
13030	Melville Place	10	TOWN
13058	42 Warren Road	7	TOWN
13002	111 Abbey Road	8	TOWN
T747	Scotts Meadow	90	SHIP
P/2012/1155	Torre Station	8	CHEL
T860	Fairlawns, 27 St Michaels Rd	14	TORR
13223	Gdns Palace Hotel	35	WELL
T760	South Devon Hotel	26	STMD
13042	178 St Marychurch Rd	7	STMD
13038	Zephyrs Hotel	7	STMD
13047	331 Teignmouth Rd	22	STMD
13055	1 Warbro Rd	11	STMD
13040	R/O Snooty Fox	20	STMD
H1:010	Hollicombe	65	CHEL
T747	Scotts Meadow	65	SHIP
T761	Torbay Palace Hotel	115	WELL
13020	Quintaville	10	ELLA
13024	La Rosaire	7	CHEL
T721	Transport Yard	8	ELLA
T802	Ingoldsby	7	CHEL
T818	Starpitten Lane	15	BART
T841	Sherwell Valley Garage	20	CHEL
T852	Site 1 Higher Cadewell Ln	18	SHIP
T853	Site 2 Higher Cadewell Ln	12	SHIP
T864	Ansteys Lea Hotel	9	WELL
T877	Hermosa	6	WELL

T881	Lansdowne Hotel	8	WELL
13001	39 Abbey Road	12	TOWN
13003	Roebuck House	20 TOWN	
13011	Barclay Court Hotel	8	ELLA
13045	40-44 Swan St	10	TOWN
13053	22-28 Union Street	13	TOWN
13100	8-9 Braddons Hill Rd W	8	TOWN
13160	Richwood Hotel	8	TORR
13176	Brampton Court Hotel	10	TOWN
13221	Lower Union Lane Office Block	30	TOWN
R232	Melville St Joinery Works	6	TOWN
T726	Braddons St Disused Playground	9	TOWN
T753	300-302 Union St	6	TORR
T754	Tor House & Gospel Hall	25	TORR
T766	Fleet Walk	25	TOWN
T794	Laburnum St	8	TORRE
T795	Municipal Chambers	12	TOWN
TM003	Adj Union St	15	TOWN
T801	3-9 Pimlico	10	TOWN
T834	Golden Palms	12	TOWN
T872	Zion Church	8	TORR
T884	Shedden Hall Hotel	14	TOWN
T876	16/18 Lower Thurlow Rd	6	TORR
T856a	Torre Station	9	CHEL
T748	Land off Plantation Way	10	SHIP
13060	Foxlands, York Rd	12	STMD
T749	North of Nuthatch Drive	100	SHIP

R149	Abbey Hall, Rock Road	30	TOWN
T887	Market Street	59	ELLA
13229	Pimlico	50	TOWN
M1	Additional at Temperance Street	65	TOWN
M2	Town Hall Car Park regeneration	50	TORR
M3	Lower Union Lane	20	TOWN
M4	Terrace Car Park	60	WELL
T738	Torquay Holiday Park	150	SHIP
13232	Holiday Park, Kingskerswell Rd	45	SHIP
T814	TGGS Shiphay Manor	20	CHEL
T893	Lee Hotel, Torbay Road	6	CHEL
13237	Opposite Market Street	30	ELLA
T817	Land at Edginswell	50	SHIP
13230	Hamelin Way/Moles Lane	500	SHIP
NP1	Old Cockington School	20	CHEL
NP2	Torre Station (additional)	30	CHEL
NP3	Dairy Crest site (Parkfield Road)	40	TORR
NP4	Bancourt Hotel	12	TORR
NP5	Kwik Fit site	10	TORR
NP5	Chilcote Close Car Park	10	STMD

Local Greenspaces

This table should be read in conjunction with Policy E2: Local Green Space.

Site	Community Partnership Area
Barton Downs	Barton and Watcombe
Firlands Green	Barton and Watcombe
Great Hill	Barton and Watcombe
Steps Cross Playing Field	Barton and Watcombe
Woodend Project	Barton and Watcombe
Armada Park	Cockington, Chelston and Livermea
Ashfield Gardens	Cockington, Chelston and Livermea
Cockington Country park	Cockington, Chelston and Livermea
Crownhill Park	Cockington, Chelston and Livermea
Goshen Triangle	Cockington, Chelston and Livermea
Highlands/Sherwell Valley allotments and greenspace	Cockington, Chelston and Livermea
Hollicombe Park	Cockington, Chelston and Livermea
Innerbrook/Sandford green space	Cockington, Chelston and Livermea
Kings Gardens	Cockington, Chelston and Livermea
Occombe Country Park	Cockington, Chelston and Livermea
Piggeries green space	Cockington, Chelston and Livermea
Preston Primary School play park	Cockington, Chelston and Livermea
Rocket Park	Cockington, Chelston and Livermea
Sherwell Park	Cockington, Chelston and Livermea
Sherwell Valley/Grenville green space (Markham Plantation) Cockington, Chelston and Livermea
St. Matthews Field	Cockington, Chelston and Livermea
Torre Valley North & South sports fields	Cockington, Chelston and Livermea

Two Parks	Cockington, Chelston and Livermead	
Victoria Park	Cockington, Chelston and Livermead	
Ellacombe Park	Ellacombe	
Lower Warberry Copse	Ellacombe	
Windmill Hill	Hele and Lower Barton	
Forte Apache	Hele and Lower Barton	
Barton Downs	Hele and Lower Barton	
Barton Downs Play Park	Hele and Lower Barton	
Truro Bank and surrounding woodland areas	Hele and Lower Barton	
Kitson Park	Shiphay and the Willows	
Shiphay Park	Shiphay and the Willows	
Lindisfarne Park	Shiphay and the Willows	
Nightingale Park	Shiphay and the Willows	
The green at Cadewell Park Road	Shiphay and the Willows	
Babbacombe Downs	St. Marychurch and District	
Maidencombe Village Green	St. Marychurch and District	
Maidencombe Community Orchard	St. Marychurch and District	
Tessier Gardens	St. Marychurch and District	
Petitor Downs	St. Marychurch and District	
Valley of the Rocks	St. Marychurch and District	
Cary Park	St. Marychurch and District	
Glex Sannox pathed woodland	St. Marychurch and District	
Hartop Road Allotments	St. Marychurch and District	
Quinta Allotments	St. Marychurch and District	
Westland Rd playground/park	St. Marychurch and District	

Haytor Park	St. Marychurch and District
Millenium Copse	St. Marychurch and District
King George V Playing Fields	St. Marychurch and District
Surrounding open space at Torquay United Football Ground	St. Marychurch and District
Torquay Golf Club	St. Marychurch and District
Woodland around Daison Heights and includingm Lions Rock	St. Marychurch and District
The Grove (green and wooded slopes)	St. Marychurch and District
Walls Hill	St. Marychurch and District
Cary Green	Torquay Town Centre
Princess Gardens, incl. 'Sunken gardens'	Torquay Town Centre
Royal Terrace Gardens	Torquay Town Centre
Abbey Park and Meadows	Torquay Town Centre
Remiander of Old Maids Perch	Torquay Town Centre
Small park on Castle Road	Torquay Town Centre
Upton Park	Torre & Upton
Torre churchyard	Torre & Upton
Chapel woods	Torre & Upton
Memorial gardens	Torre & Upton
Brunswick Square garden	Torre & Upton
Stantaway Hill	Torre & Upton
Stantaway allotments	Torre & Upton
Daddyhole Plain	Wellswood and Torwood
llsham Valley	Wellswood and Torwood
St John's Wood	Wellswood and Torwood
Stoodley Knowle	Wellswood and Torwood

Manor Gardens	Wellswood and Torwood	
Lincombe Woods	Wellswood and Torwood	
Thatcher Pines and Thatcher Point	Wellswood and Torwood	
Torwood Gardens	Wellswood and Torwood	
Wellswood Green	Wellswood and Torwood	

Delivery and Monitoring

Many of the plan's proposals will only happen with private sector investment, but this does not remove Torbay Council or other public bodies from their responsibilities for infrastructure and services. There is clear developer interest in bringing forward a variety of development schemes across Torquay, and the opening of the South Devon Link Road along with a specific focus on the town centre and its gateway will raise the town's profile in this regard. This plan's policies aim to steer and shape development, but it is expected that developer contributions will be gathered through S106 agreements, Community Infrastructure Levy or similar order to address any specific mitigation required by any new development the broader impacts of development.

The policies of this plan and the Local Plan are complementary, together providing a firm platform for all parties to cooperate in promoting, enabling and delivering beneficial developments and improvements of all kinds. Conformity between plans will be key to unlocking funds to support this plan's delivery, and it is to be hoped that Torbay Council will take a proactive role in this regard.

Once the Neighbourhood Plan is formally adopted by Torbay Council it will become part of the Local Plan (development plan). This means that it will be a material consideration in the determination of planning applications. The Council will therefore monitor development proposals against the objectives of the Neighbourhood Plan alongside the Local Plan and any related implementation plan to ensure that the aspirations of the community are being met.

Monitoring may require the Plan to be reviewed in due course to keep it up-to-date and relevant. Any formal amendments to the Plan will have to follow a similar process as was used to prepare the original Plan.

Appendix 9 – Health Check Report January 2016



TORQUAY Healthcheck Report

Recommendations

The Neighbourhood Forum has taken on an ambitious project in preparing a neighbourhood plan for such a large complex area. It is evident that the Forum has a clear view as to how it wishes to see the town develop in the next decade or so. It is obvious that a lot of work and effort has gone into the documentation. However, my overall conclusion is that more work is needed to get the Plan into a position that it could successfully go through its examination and is capable of being used confidently as a development plan document to be used in the determination of planning applications. Clearly it will be for the group to consider my recommendations, and to decide what you want to do with them. Some of what I have to say may be difficult reading for people who are clearly committed not just to the future of your area but in particular to the policies and approaches to the plan, which has been the focus of your work, over many months. Please be assured that the criticisms and comments I have expressed, are made only in an attempt to be helpful, by highlighting genuine concerns that I would have, if I have been presented with the current version of the Plan, for me to examine. Clearly individual examiners will come to their own conclusions but they will all be looking at the plan from the viewpoint as to how the plan meets the basic conditions.

I have a number of general points that I need to make in respect of this Plan some of which I think could be major issues, if not addressed, could derail the Examination. I set these out as bullet points in no particular order. Some are picked up as responses to the questions that the NPIERS checklist asks but there are others where the template do not address the particular issue I am concerned about. I will provide a separate commentary on individual policies at the end of this report.

• Firstly, the Local Plan sets out the broad parameters for development and has specific expectations as to the details which it expects to be promoted through the neighbourhood plan. For the two plans to work effectively together, I think that there needs to be more acknowledgement in the document that the Neighbourhood Plan has to deliver the strategic aspirations set out in the recently adopted local plan. For example, in terms of the housing numbers that is set by Policy SS1 and the sites are to be allocated by the neighbourhood plan. Table 3 under Housing Sites

refers to sites allocated by the Local Plan and the Neighbourhood Plan. My reading of the Local Plan is that the allocation of sites is left to the Neighbourhood Plan and it is this Plan that is taking on the task of allocating sites for development beyond the strategic allocations in the Local Plan. I am not in a position to make comments on the individual sites and I have not seen a plan showing their locations but I presume that will be produced as a Proposals Map. The main point I would wish to make is that if the Plan has specific site allocations and also uses criteria based policies for considering new residential development, relating to walking distance to employment areas, or schools, or linkages to footpath and cycle networks, what happens when a site is allocated but does not meet the criteria? There needs to be clarity on this point, either through testing all sites against the policies and confirming they either meet or do not meet the criteria or alternatively the criteria needs to be dropped or amended. The Examiner will be assessing whether the Plan will deliver sustainable development one of the elements of which is whether it will allow the area's housing needs to be met. Equally the delivery of the housing number is one of the strategic policies of the Local Plan the delivery of which cannot be frustrated by neighbourhood pan policies. It is a basic tenet that neighbourhood plans cannot be allowed to deliver less development than that required by the Local Plan.

- I would expect to see a map of the neighbourhood area which could then show the boundaries of the Community Partnership Areas.
- The plan allocates land for business and housing uses and I would recommend that should be specific policies stating that planning permission will be approved for such development on the allocated sites subject to compliance with other policies in the development plan
- It is important to understand the role of the development plan and how it is to be used and by whom. The plan is to guide decisions on planning applications that will be submitted to and be determined by Torbay Council as the Local Planning Authority. That is the way that the planning system operates and a neighbourhood plan cannot change the basic accountability as to how planning applications are to be determined. In a significant number of instances the Plan as written speaks of requiring the consent or agreement of the Neighbourhood Forum or the Community Partnership or in some cases the users of a facility. Whilst neighbourhood planning changes the responsibility for preparing planning policy at the neighbourhood area, its delivery and implementation through the development management system remains the responsibility of Torbay Council. Whilst the Neighbourhood Forum will have the right to be consulted and offer a view on an application, it is not appropriate that a policy can say that planning permission will only be granted if the Forum supports the proposal. As written it unreasonably raises expectations that will not be capable of being delivered. It is not only in respect of planning applications but elsewhere in Policy HW7 which implies that a right of way cannot be closed without the express consent of the local Community Partnership. Footpath closures are separate to planning applications and are covered by their own legislation and it falls to the Highway Authority to determine such issues.
- On a related point the tone of how the Community Aspirations sections are written implies that the words will oblige the Council to make decisions in line with the wording in the document. There are numerous examples where the aspiration is stated that "The Council will". Again, the document cannot commit Torbay Council to act in any way just because the Plan has been written in that way. It would be disingenuous to suggest that is the case but a reader of the Plan could think that as it is within the Neighbourhood Plan then it is a commitment of Torbay Council. A better, more honest approach would be for plan to be written to be clear that "the Neighbourhood Forum will encourage, or will lobby or try to persuade the Council to do something". There was indeed a planning policy, Policy SL3 which states that specific facilities will be "designated as a priority area for investment into facilities". This could be made clear that this is an indication on how the community would wish the local component of CIL to be spent, but it cannot be a spending commitment on behalf of the local authority. That could be made clearer in the text.

- There are a number of instances where a policy is stated to place an obligation on *all development*. However, the definition of *development* covers a whole range of activities such as changes of use or minor alterations, where the imposition of the requirement would not be necessary e.g. the installation of an ATM or a shopfront or a residential extension would not need to comply with the Green Infrastructure Delivery Plan. I recommend that the policies be reviewed and the caveat "where appropriate" be added in such cases.
- Whilst I can understand the desire for individual communities to be seen to have their own policies, it does raise issues of consistency, duplication and potential for uncertainty. The neighbourhood plan should be a plan that covers the whole neighbourhood area and should not be a series of mini neighbourhood plans. One of the basic requirements of Secretary of State policy is that:

"A policy in a neighbourhood plan should be clear and unambiguous. It should be drafted with sufficient clarity that a decision maker can apply it consistently and with confidence when determining planning applications. It should be concise, precise and supported by appropriate evidence. It should be distinct to reflect and respond to the unique characteristics and planning context of the specific neighbourhood area for which it has been prepared."

My concern is that many policies where there is inadequate justification which I have identified in the commentary. Furthermore, in a number of instances the policies in the neighbourhood plan are either duplicated or are a variation to a policy set out in the Community Partnership Statements. An applicant is not going to know whether he will be required to comply with the main neighbourhood plan policy or the policy set out in the Community Partnership Statements e.g. would a development in Cockington aimed to address the need articulated in Policy H5 for downsizing for elderly residents, have to comply with Policy CCL2 which relates to family housing. There is duplication e.g. policies for The Old Piggeries is covered by both Policy HW4 and CCL 5. I would question the need to have policies relating to parts of the neighbourhood area which are duplicates of other policies or are different. There would be no problems in allowing individual communities to set out their aspirations but they should not contain development plan policies different to the rest of the neighbourhood plan. I am aware that the Council has raised this issue and the Forum has said that it is happy with this approach, but I do have very serious concerns that this will not pass the Basic Conditions tests, not least due to the lack of clarity as to what policies are to be applied within the neighbourhood area. I do not know what level of community engagement laid behind the preparation of the Community Statements and whether they meet the legislative tests, but they raise a question mark over the consistency of approach across the neighbourhood area. Equally all residents in the plan area will be voting on all the policies in the Plan – not just those policies within the area where they live. I expect my conclusions on this point will be a disappointment to the Forum but I believe the Statements should be a portrait of the area and the individual community's aspirations but the planning policies should not be separate from the rest of the Pla

Part 1 – Process

	Criteria	Source	Response/Comments
1.1	Have the necessary statutory requirements been met in terms of the designation of the neighbourhood area?		The Plan does not state when Torbay Council actually designated the neighbourhood forum as a qualifying body and the area as a neighbourhood area. This could usefully be added in to the early part of the Plan. Unusually the council's website has the application for designation but not the decision. I am assuming that all the necessary approvals have been given but it should be referenced as it will be a matter that the examiner will need to be satisfied that the legal formalities have taken place
1.2	If the area does not have a parish council, have the necessary statutory requirements been met in terms of the designation of the neighbourhood forum?		As above
1.3	Has the plan been the subject of appropriate pre-submission consultation and publicity, as set out in the legislation, or is this underway?		The documentation does not describe the process of public consultation. This will need to be described in the Consultation Statement at Submission Stage. I do not have any information as to how community engagement took place
1.4	Has there been a programme of community engagement proportionate to the scale and complexity of the plan?		As above
1.5	Are arrangements in place for an independent examiner to be appointed?		Not as far as I am aware- this will be the responsibility of the LPA when the plan is submitted
1.6	Are discussions taking place with	_	Not known but this is probably too early

	the electoral services team on holding the referendum?	
1.7	Is there a clear project plan for bringing the plan into force and does it take account of local authority committee cycles?	Not known
1.8	Has an SEA screening been carried out by the LPA?	The plan has been accompanied by a Full Sustainability Appraisal
1.9	Has an HRA screening been carried out by the LPA?	Not as far as I am aware I have seen the Screening Request on the website

Part 2 – Content

	Criteria	Source	Response/Comments
2.1	Are policies appropriately justified with a clear rationale?		Not in all cases. PPG advice is that policy must be justified and be supported by proportionate evidence. There are cases where there are policies with no justification e.g. as the LPA pointed out the policies for employment areas and the response is that "this is Neighbourhood Forum policy". That is not sufficient. It is good practice that each policy should have a paragraph of justification. I will point in the policy commentary, instances where I do not believe the policies have been appropriately justified. It must be remembered that users of the Plan will not necessarily be as familiar with the area as the Plan authors, such as Inspectors determining an appeal. To give an example the Plan refers to the need to move from unsustainable tourism businesses to sustainable year-round tourism. It needs a clearer rationalisation as to what is considered to be unsustainable to sustainable — is it hotels who are not full on a weekly letting basis to short breaks and what are the implications in terms of planning?
2.2	Is it clear which parts of the draft plan form the 'neighbourhood plan proposal' (i.e. the neighbourhood development plan) under the Localism Act, subject to the independent examination, and which parts do not form part of the 'plan proposal', and would not be tested by the independent examination?		The plan does make clear what are Planning Policies and what are Community Aspirations but this is confused by the fact that some aspirations are given numbers as a policy would be. It is recommended that aspirations should consistently not be numbered. I have concentrated on the development plan policies rather than look in details as to what are set as community aspirations, as that is what an Examiner will do but there are numerous examples where there are aspirations, which if reworded, could become a development plan policy e.g. Tourism at Babbacombe could have a policy that stated planning permission would be granted for appropriate beach facilities as per text. Similarly, there are policies in the Plan which are not policies which are related to the use and development of land and which an Examiner would delete from the Plan e.g. policies for removal and pruning of trees, speed limits for

		routes to schools, catchment areas of schools or letting policy for affordable housing.
2.3	Are there any obvious conflicts with the NPPF?	There are cases where I believe there are conflicts with the NPPF, e.g. a threshold of 20 houses requiring a Travel Plan when the NPPF refers to them being required for developments that <i>generate a significant amount of movement</i> . There are instances where requirements are imposed on all development when that would be over onerous and could deter business or residential development such as providing a community hub for a scheme of 25 homes on a greenfield site Policy HW6 The rigour of providing a Basic Condition Statement should help identify areas where policies go beyond what the NPPF states.
2.4	Is there a clear explanation of the ways the plan contributes to the achievement of sustainable development?	The Plan does not discuss what it considers to be sustainable development in the context of Torquay. That will be something that will have to be fully addressed in the Basic Condition Statement
2.5	Are there any issues around compatibility with human rights or EU obligations?	The only issue is the matter of complying with the requirements regarding the Strategic Environmental Assessment and Habitat Regulations. This needs to be clarified with the Planning Dept. as a matter of urgency.
2.6	Does the plan avoid dealing with excluded development including nationally significant infrastructure, waste and minerals?	Yes
2.7	Is there consensus between the local planning authority and the qualifying body over whether the plan meets the basic conditions including conformity with strategic development plan policy and, if not, what are the areas of	The Planning Dept. has made some comments which in some cases the Forum has been able to amend the wording to accommodate the comments. However there remain areas where there is disagreement. I am not clear whether the LPA are stating that the Plan undermines the strategic policies in the Local Plan - it seems so in respect of the Policy T1. I have some reservations that some of the

	disagreement?	policies may restrict the supply of housing and employment space which could frustrate the delivery of Policy SS1
2.8	Are there any obvious errors in the plan?	No obvious errors but there are numerous areas where the tenses have been changed e.g. in the objectives section. A thorough proof read would be helpful.
2.9	Are the plan's policies clear and unambiguous and do they reflect the community's aspirations?	There are a number of areas where I do not believe the policies are sufficiently clear and could be used with confidence by a decision maker e.g. Policy HW11 – would links to existing network adjacent to the development allow for the use of roads and pavements or a segregated route? Policy H4 - what national standard is being referred to? Policy T2 -how would you assess what was the "foreseeable operating environment"?

Commentary on Individual Policies

Policy S1 The Presumption in favour of Development

This repeats legislation – no change required

Policy S2 Development Not included in the Torquay Neighbourhood Plan

The title implies what happens if the plan is silent on an issue but the text relates to where a proposal is in conflict with the policies. The presumption set out in the NPPF is such applications should be refused. The support of the Forum and the Community Partnership area is not sufficient. These bodies are consultees and are not the Local Planning Authority. The policy should be revised to deal with policies in conflict and / or are silent and refer to the approval being granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the NPPF taken as a whole or the Framework states they shall be refused. As written this policy would not pass the examination.

Policy J1

This policy is essentially repeated elsewhere, when dealing with say residential or leisure schemes. It would be better for a single neighbourhood policy which can cover all types of new building development where it is appropriate. I am not sure that it is possible to actually design out crime, or stop people's

fear of crime or prevent antisocial conflict or conflict. I would suggest that the policy encourages the use of the principles of the Secured by Design Initiative to create safe and accessible environment, where the fear of crime does not undermine the quality of life or community cohesion.

Policy J2 Job Creation Areas

The allocations in the Local Plan will be strategic policies that the Neighbourhood Plan has to be in conformity with. I believe the policy as written is over restrictive in that it would prevent proposals that would use the land for business purposes. Equally it would prevent the introduction of ancillary uses that could be appropriate for an employment area, such as an employee's crèche or shops/ cafes that are there to serve the businesses. Is the use of permanent employment space relating to the permanence of the jobs or the building? The policy also needs to be properly justified if it is taking a more restrictive position than the Local Plan.

Policy J3 Retention of purpose built permanent employment area

This policy only deals with change of use which could imply that a redevelopment to another use would not be contrary to the policy. You also need to be aware that permitted development rights exist which allow for the change of use of business uses to other uses without requiring planning permission. You also need to be able to identify what are the existing trading estates, or what the plan considers to be significant purpose built employment areas, to prevent uncertainty for the planning officers and applicants, as to whether particular areas are meant to be covered by the policy.

Policy J4 Sustainable Communities

The plan needs to ensure that any of its housing allocations do not breach this criterion. The policy would be better written as a positive statement of planning policy rather than which is almost as a desire "Planning permission will not be granted for residential development over 20 units on a green field site if it is more than 20-minute walk from a purpose-built employment site" You also need to define what is meant by a purpose-built employment site — this could include a local garage. I suspect it should be employment areas which are defined on a plan, so there is certainty as to where the policy applies.

The wording of a lot of policies could be improved if they were drafted as a positive statement of policy in the manner of the example I have given. It may be helpful to look at other neighbourhood plans that have successfully passed examination.

Policy J5 Home Bases Enterprises

As written I think this policy could be considered over restrictive in relation to its effect upon the supply of housing. I would recommend that it would be better to speak about space in a home being capable of being used as an office space. Many people run businesses from their home – I am preparing this Healthcheck report from one of the bedrooms, which has been converted into an office, in my house. It is not a purpose-built office – why would I want to

heat another building? Access to superfast broadband should to be a requirement for all residential properties, not just those with an office, for modern day living.

Policy E1 Protection of the Countryside from Greenfield Development

I think the title of the policy would be better as a policy to the Protection of the Countryside. The essence of this policy is sound and is line with the Local Plan and the NPPF. However, the wording needs attention – it refers to a presumption against houses implying that a development of flats would be acceptable, non-agricultural use would imply that covering the field with giant poly tunnels would be acceptable. The usual approach is to allow uses that need to have a countryside location would be acceptable such as a golf course or playing fields. I also do not think that the policy relating to SSSI is in line with the national policy which looks at the effect of the development on the SSSI – a sq. ft. by sq. ft. replacement could have a serious effect on an ecological site, if it leads to a more intensive use of the site not withstanding it was in a building that has the same floorspace.

Policy E2 Local Green Spaces

If the intention is for these Local Green Spaces to have the protection offered by Policy 77 of the NPPF in which case it is necessary for the plan to justify how each of the sites meets the criteria set out that paragraph. That justification is required as it has a higher level of protection than "most green area or open space" It needs to be a more robust assessment than it has been put forward by the Community Partnership Statements. The LGS should be listed under the policy and shown on a Plan so that the extent of the designation is clear.

Policy E3 Green Infrastructure Delivery Plans

There will be some developments that have to apply for planning permission but do not sensibly have to comply with the Green Infrastructure Delivery Plan. This could be covered by the caveat "where appropriate" but it would actually be better to be specific to particular types of development.

Policy E4 Development on Established Woodlands

It would be helpful if the plan were to identify which areas of established woodland are covered by this policy. Reference to *any* development is too restrictive e.g. if a new access was being proposed which may not be an enhancement. What if there is no existing public access in to the woodland –is it reasonable to expect public access. Equally a land owner could decide to restrict public access without it being associated with a development. I would suggest the wording should be a presumption against development unless it is related to the management of the woodland.

Policy E5 New Trees in Urban Areas

This is not a policy for the use and development of land. You do not need to apply for consent to remove a tree unless it is protected by a TPO or is in a conservation area. It can be a community aspiration.

Policy E6 Trees with a Negative Impact

Again, this is not a policy for the use and development of land. The planning system cannot compel land owners to remove a tree or prevent it being felled unless protected. Delete as a policy and put in as a community aspiration.

Policy E7 Green Corridors

This is policy is broadly in line with what the NPPF refers to with regard to green corridors. It does depend on the site characteristics, size and layout of the site so it should be caveated by "where practical". The policy also needs to have a justification.

Policy HW1 Controlled Crossing and Speed Limits

This does not meet basic conditions as it is not a policy for the use and development of land and is not within the control of the applicant. The designation of speed limits and managed crossing of "all key walking routes adjacent to the schools" is a matter covered by Traffic Regulations and is the responsibility of the Highway Authority.it is not a matter for planning policy.

Policy HW2 Travel Plans

I consider it entirely appropriate for proposals that will increase school numbers should be accompanied by a Travel Plan. However, it is not appropriate for the Plan to specify what measures individual plans should introduce, which must be tailored to the needs of the school and its area e.g. requiring phased attendance times or parking restrictions. Delete the last sentence.

Policy HW 3 Catchment Area

This is a totally unworkable policy. The establishment of school catchment areas is an administrative exercise as part of the management of school places in an area. They can be changed and adjusted by Education Authorities without recourse to the planning system and indeed are often adjusted to take account of new developments to ensure optimism use of school capacity. Again, I am afraid I must recommend the deletion of this policy. It will not pass Basic Conditions.

Policy HW4 Community Food Production

I think this policy needs justifying - why is it not covered by Policy HW5?

Policy HW5 Use of Food Production Areas

The only issue with this policy is the final caveat "and is explicitly agreeable to the user group". That would undermine the position of the Local Planning Authority's ability to determine a planning application and would effectively offer a veto to existing users. That needs to be removed. I am sure that existing users will be able to make representations to the planning authority as to the impact of the loss or the adequacy of its replacement.

Policy HW6 Community Hub Facilities

This policy would not meet basic conditions as it is over onerous in terms of its expectations upon a developer. As written a scheme of 23 units would be expected to provide a primary school, health facility and a restaurant/ pub. What the policy should be aiming at is a phased provision of infrastructure associated with the masterplanning of the strategic housing areas. This approach needs to be reconsidered.

Policy HW7 Closure of Public Rights of Way

Rights of Way legislation puts responsibility for considering applications for closures or diversions of rights of way, with the Highway Authority. This is not a policy for the use and development of land. The ambition behind the policy can remain as a community aspiration but should refer to the need for the Community Partnership to be consulted on any closure application in their area.

Policy HW8 Outdoor Space Provision

It is somewhat odd that a car parking policy is found within a policy for dealing with amenity space. An Examiner will need to be satisfied as to the evidence justifying the space requirements – what has been the harm caused by the conversion of properties without adequate amenity areas. Often it is harder to provide amenity space in schemes when dealing with the constraints of the existing building footprint and site boundaries. Is there no correlation between the size of property and the amount of garden space, as written a one bed flat would require the same amount of land as a 5-bedroom house? In terms of the car parking the Local Plan does not have a vehicle space requirement as such but it is expressed as an "estimated requirement or guide". How would an applicant know whether a car park has an equivalent spare capacity, when is its capacity to be measured? It would be not possible to have that for a criterion for an applicant or decision maker to use. The Local Plan has a more balanced approach which refers to flexibility in the town centre where there is better access to public transport. A no exceptions approach is too rigid e.g. would the conversion of vacant floorspace above shops be refused if it didn't have any parking.

Policy HW9 Provision of Travel Plans

The thresholds set in the NPPF is that Travel Plans should be sought on schemes that generate a significant amount of movement. A requirement on all new employment space or just 20 residential units would not meet that criteria and as the policy as written would be unlikely to pass Basic Conditions

Policy HW10 Cycle Storage and Changing Facilities

A requirement for all new employment space to provide these facilities is impractical. I suggest that this be caveated to "where possible and practical".

Policy HW11 Linking Walking and Cycling Networks

This policy raises the question as to whether all the sites allocated for housing meet this criterion. If they don't then, this could mean that the community's housing needs would not be met. What constitutes a sustainable public transport network? What happens if the site was in an adjacent street but closer to a bus stop than a site on a road where the bus passes. This is too onerous a policy and could limit the attainment of sustainable development. It not clear whether a site having "permanent links to an existing walking and cycling network" would mean a site which had a road with pavement outside or does it mean that it must be on a segregated footpath and cycle footpath in which case the requirement is too onerous.

Policy HW 12 Cycle and Pedestrian Links

If the intention is that requires any development which is over 20 units and is adjacent to an existing network of cycle and pedestrian links should connect to that network – then that is sensible. But if the intention is to refuse an application for residential development over 20 units, unless it was adjacent to such a network, that would mean that the housing needs of the town would not be met, in which case it breaches Basic Conditions.

Policy SLI Alpine Ski Facility

In the context of this policy – will the decision maker know whether the existing facility is still sustainable – does that mean *profitable* or not used by sufficient numbers. What would happen if the operators no longer had an interest in the facility? I can see that would be a desirable objective but a better means of maintaining a degree of control would be if the Neighbourhood Forum applied for the ski facility to be dedicated as an Asset of Community Value.

Policy SL2 Sports and Leisure

I have no comments except the extent of the area covered by the policy should be shown on a map.

Policy SL3 Sports and Leisure – Torquay Valley of Sport

The designation of the site as a priority area for investment is not a policy for the use and development of land. However, if the policy said that planning permission will be granted for the improvement and enhancement of facilities at that venue, that would meet the requirement. The Forum may consider a similar approach turning Community Aspirations 4 and 5 into a planning policy on the same basis.

Policy SL6 Sports and Leisure – Sports Grounds and Facilities

The policy to retain pitches is somewhat unnecessary as the laying out of pitches is not something that requires planning permission e.g. soccer pitches become cricket pitches. Equally the policy would require the retention of existing facilities but would not allow their replacement on site by an improved modern building. The policy would be better expressed as a planning permission will not be granted for a development that would result in the loss of the following playing field unless replacement facilities were provided of equal or improved quality. Planning permission will be granted for improved facilities at these sites. The sites should be shown on a plan to avoid confusion as to whether the policy applies to school playing facilities.

Policy T1 Tourism Accommodation on greenfield sites

I am concerned that this policy would preclude much needed investment in the tourism sector such as 5-star hotel and also could conflict with Policy C1 of the Local Plan. I am not sure what the exemption "unless it forms part of an approved development site within the Neighbourhood Plan" means. Does this mean a site that has planning permission or does it mean a site allocated for development in the neighbourhood plan or Local Plan?

Policy T2 Change of Use of Tourism Properties within a CTIA

There needs to be a plan showing the geographical extents of the CTIA. This policy is too vague in terms of what is to be considered "unviable within the foreseeable operating environment". Plans in other areas refer to the property being marketed for its current use on realistic terms for say 12 months. It is not possible to differentiate between "quality" and any other type of housing. A planning application would be submitted for a residential use and may or may not include affordable housing etc. The differentiation as to what is quality housing is not a concept that the planning system can embrace. I am not sure that it is appropriate to use criteria as in T4.2 – firstly I am not clear what the difference between unsustainable and unviable is. Similarly, it is not reasonable to impose a need for such an assessment to be carried out by the Council in respect of each application and I believe it would be not in the interest of the plan area to have vacant hotels standing empty for years when then could be providing much needed housing, either by the conversion of the building or through its redevelopment, on what is a previously developed site – what the plan refers to as a brownfield site. I cannot see the that it makes sense not to allow housing in an existing building just because it so happens to be within 5 minutes' walk of a green space or the beach.

Policy T3 Change of Use constraints within a tourism area.

There is already permitted development rights to change from a Use Class C3 dwelling to a small HMO Class C4 unit. Similarly, planning control cannot stop up to 6 students occupying a dwelling house. For the sake of clarity, the policy may wish to refer to student halls of residences. Part of the problem in the past has been bed and breakfast and small hotels have been used to house people on a temporary basis and this is not ordinarily classed as a change of use to a hostel.

Policy T4 Change of Use of Tourism Properties outside CTIAs

My comments in respect to Policy T2 apply equally. To satisfy the examiner this policy will need to be more fully justified with evidence beyond the response given to the Council's representation.

Policy T5 Change of Use in Conservation Areas

I do not think that it is appropriate to only allow the change of use to residential if the property is upgraded. I understand the Council's position is that it could require previous extensions which would not now be approved, to be removed. I think that the approach adopted by the Plan is pragmatic so long as there are overall benefits achieved to the Conservation Area.

Policy T6 Change of Use of Listed Buildings

My earlier comments about the difficulty of differentiating between what a quality home is at application stage equally applies. The policy should allow the change of use to residential unit(s).

Policy T8

The policy relates to tourism or other purposes apart from redevelopment or small extensions. The policy is not explicit as to what developments are prevented. I do not believe that the policy meets the test of precision in terms of the area covered by the policy, which needs to be shown on the plan and be clear to what exactly is the type of development would not be allowed and importantly should give the evidence for that policy.

Policy T 9 Front line businesses

The policy needs to be explicit as to what are considered to be *front line businesses* and which are the properties affected by the policy. The policy would be better reworded "Planning permission will not be granted" but the policy needs to be clear as to what "tourism based accommodation" refers to - is it bed and breakfast and hotels or other uses. The plan cannot differentiate between what is quality retail and other uses. Is the area within the CTIA area – if it is, why is the policy necessary?

Policy T10

The description implies it is the redevelopment of the whole beach area rather than I believe the intention is for the redevelopment of individual properties. The policy is silent as to what type of uses are to be allowed in this area.

Policy T11 Retirement and assisted living

My only issue is the requirement for an applicant to show there is capacity in the social care system. Whilst that may be a laudable intention, in practice the social care system has to meet the demands that are placed upon and many of the people who will occupy this accommodation will be living within the community in any event. I suggest the requirement be deleted from the policy. The policy needs to be clearer as to what type of accommodation is covered – the policy refers to change of use from tourism – is it change of use of guest houses and hotels that is covered.

Policy H1

As previously mentioned, this would be better dealt with as a general requirement affecting all development.

Policy H3

This is not a planning policy, but a policy relating to the allocation of the tenancies of new affordable housing in the area. It is not a matter that would ordinarily be covered by a neighbourhood plan policy.

Policy H4

The policy needs to be explicit as to what national standard the developer will be expected to comply with. Is this a requirement for buildings to be built to a mobility standard, so it can be considered a Lifetime home? This policy needs to be properly justified based on the needs of the Torquay population - how does this policy relate to Policy T11

Policy H5

Again, there is a lack of clarity. Is it a presumption in favour of retirement homes and care homes (Use class C2) or individual houses which are built to Lifetime homes standard? Also, you need to define what you mean as *a community hub facility* – earlier in the plan it was referred to in relation to a primary school and a restaurant/pub. Does the use have to lie on a bus route- how is that different to a sustainable bus route?

Policy H8

It is normally considered that a local plan's affordable housing policies would be classed as one of the strategic policies of the plan. As written the neighbourhood plan is a more demanding requirement, which will need to be justified if it is pass examination and also evidence submitted that the higher requirement would not adversely affect scheme viability.

Policy H9

I have major concerns that this policy could be seen to frustrate Local Plan policy, on what is a strategic site. It will need to be very carefully justified. Also, the restriction on the *granting* of planning permissions ignores the fact that major residential schemes need the infrastructure put in place. If consent were not put in by 2025 then homes would not be delivered for some years afterwards, potentially. Surely it would be better to deal with this a phasing issue rather than having an embargo on the grant of planning permission.

Policy 10

This is a policy that will be the subject of a great deal of scrutiny. The two sentences of justification refer to an oversupply of rented homes – the policy is an occupancy condition whether the occupation is in a rented property or an owner occupied. If the policy is seeking to restrict the purchase of properties as second homes or holiday lets, it would need to be on the basis that second homes/holiday lets were affecting price levels in the Torquay area, restricting the affordability of all housing. This evidence is not currently presented.

Policy H11

The policy cannot require the agreement of the Neighbourhood Forum, as that would give the organisation an effective veto, undermining the role of the Local Planning Authority. The best that could be expected is a requirement to be consulted.

Policy H12

The neighbourhood plan cannot include a policy which seeks to bind the LPA in how it proceeds with any Local plan revisions, a process which is covered by local plan regulations. I am sure that there will be opportunities for the Forum and the Community Partnerships to be consulted.

Policy H13

This is an unworkable policy – not only does it raise issues as to the status of the Forum in agreeing changes but proposals to allocate additional sites outside a plan or to remove an allocation from the development plan would be unlawful. It has to be done in the context to modifications to the neighbourhood plan.

Policy C1 Community Infrastructure Levy

A neighbourhood plan cannot give pre-eminence to the Neighbourhood Forum and the Partnerships on spending decisions. It is for the LPA to decide how it will seek to spend the neighbourhood proportion and how it will consult to seek views of the area. The only way the Forum could exercise control over the 25% quota would to become a Parish Council. I would suggest that the policy be relegated to an aspiration and also ask to be consulted by the council.

Policy BW1

There should be a single policy protecting Local Green Spaces as set out in Appendix 4

Policy BW8

Again, there should be a single neighbourhood plan policy covering this issues.

Policy CCL1

This policy is vague and imprecise - how will a decision maker know whether a proposal supports the maintenance of a sustainable mix of shopping and service facilities – who is to say what is a sustainable mix - most policies look at a % in non-retail uses. Would this not be a better to have a policy that deals with the mix of uses in local and neighbourhood centres or does the Forum believe that the existing Local Plan policies cover the issue?

Policy CCL2

What does suitable for family living – is it houses with a garden? Are flats capable of being suitable for family living? Is a family a household with children? How does this relate to Policy H5 which looks at downsizing? This policy is not supported by evidence.

Policy CCL3

Where is the justification for this policy?

Policy CCL4

A policy cannot require a Conservation Management Plan to be strictly enforced. The second part is an appropriate policy but surely it would be an appropriate design policy covering the whole of the neighbourhood plan area.

Policy CCL5

This policy merely repeats Policy HW4.

Policy CCL6

Is there a change of use in favour of *any* use – what is the criteria for assessing whether an existing use is unsustainable, does that mean not viable- what is quality housing? Surely it is all housing within Use Class C3- references to business appropriate to an area is not a planning test- that is for the market to determine. It is the change of use to another use that will be the subject of a planning application, such as to an office (Class B1) or a restaurant (Class A3) etc.

Policy CCL7

Where is the justification for this policy – should the land be designated as Local Green Space?

Policy CCL8

Pubs can be changed to shops or restaurants or financial and professional offices, under permitted development rights, unless the particular pubs are registered as Assets of Community Value. The plan needs to identify the pubs and provide a justification.

Policy CCL9

This is not a planning policy which can be used for the determination of a planning application. Suggest change to an aspiration.

Policy CCL 10

This already covered by an existing policy in the Plan.

POLICY CCL11

The area that is subject to this policy should be shown on a plan. The policy allows the redevelopment of existing residential or commercial sites but it does not say what uses will be allowed.

Policy CCL12

The criterion is not that the land will not be disturbed, it is the question of the development of land – some works can take place that could disturb the land which do not require planning permission. The policy would be better made a positive statement to state that "development of the site will be encouraged subject to the site being fully remediated so as to be suitable for it new use." See para 120 and 121 of the NPPF.

Policy CCL13

The policy is in two parts. Firstly, it requires any parking scheme to be landscaped to screen the cars and vehicles and secondly the parking area should have cycle and pedestrian access to Cockington and Occombe. What is not clear is whether the links would cross land outside the applicants control.

Policy CCL14

I am not sure that the presumption against new build residential and commercial development has been justified, what areas outside its borders are covered by the restriction of visually obtrusive new development – such development is likely to be prevented by other policies in the Local Plan or the neighbourhood plan. What are the difference between neighbours' and residents' quality of life – are they not the same. Are they not covered by existing policy?

Policy CCL15

It is not the planning application that promotes the evening or night time entertainment - it is the uses that take place. The policy should be a presumption against changes of use to Class A3 - A5 Uses unless conditions are imposed restricting operations to close to the public at say 7pm.

Policy CCL16

This is very wordy – It needs to be a shorter policy that says "planning permission will be granted for the change of use of an existing building to residential use if the existing use is redundant or no longer viable".

Policy EL1

As previously there should be a single policy protecting all Local Green Spaces and open spaces, referred to in Appendix 4.

Policy EL2

As written this is not a planning policy, but an objective.

Policy EL3

See previous comments re Asserts of Community Value.

Policy EL 5

This policy is not justified- what does "retain the structure of current houses" actually mean? Surely the point is that there is a presumption against development that harms the character of the area. Where is the evidence that the area is overcrowded?

Policy HLB1

See previous comments about a single policy protecting parks and local green spaces.

Policy HLB9

See previous comments about a single policy dealing with designing out crime.

Policy SW1

This policy needs its wording tightened up.

There is no need to repeat what is in the local plan. "Any large retail uses should be rejected" - reads as an instruction rather than a policy in its own right, Suggest it be worded that "large retail uses will be refused....." - you need also to designate what you mean as large.

"Broomhall Lane will be extended etc".

"The redevelopment of the car dealerships (and the fire station?) at Newton Road will be supported."

The Forum could promote a Neighbourhood Development Order to achieve the same objective as a Local Development Order

"Planning permission will be granted for the holiday parks off Kingkerswell Road to expand"

"The Mole Lane area at the top of Hamelin Way is allocated for employment uses"

Policy SW2

These sites are allocated housing sites? In which they are already covered.

The last bullet point is too vague for a development plan which is expected to give certainty to landowners- what is the "longer term" and what infrastructure is needed.

Policy SW3

The first two bullet points are covered elsewhere in the plan. The policy should state what is considered to be adequate community facilities required by the development.

Policy SW5 Environment

This is already covered by other policies.

Policy SW6 Education

Whilst the aspirations of the policy are sound, I am not sure that the way that the policy is worded, that the threshold of 50 homes is justified as the need for the school may be actually required at a later phase of development, dependant on the adequacy of existing school spaces... Did this figure of 50 come from the Education Authority?

Policy TU1

Whilst this is fine as an aspiration, would it not be a better for all development in the plan area to be subject to a design policy requiring the development to be compatible and complimentary to the existing form of development in the immediate area

Policy TU2

Is this not covered by Policy T4? What does restricted mean – does it mean there will be no more or some will be allowed - up to what level? The requirement for a manager to live on site is probably unenforceable. - the landlord would notionally allocate one of the tenants to be responsible for management to satisfy the policy.

Policy TU4

This is a repeat policy. There may be types of development where it is not possible or appropriate to contribute to better pedestrian and cycle links. I suggest that it be caveated by "where appropriate".

Policy WT1

Is this not already covered by Policy T4.

Policy WT4

A plan cannot retain a post office – it is a retail use that could change to another type of shop without requiring planning permission. As with other pubs in the plan, the way to provide protection from changes of use is to have the pub and the post office designated as Assets of Community Value.

John Slater BA(Hons), DMS, MRTPI
John Slater Planning Ltd

13th January 2017

Appendix 10 – Pre submission Regulation 14 Consultation Part 1 Summer 2016

Consultation letter

PLANNING AND COMPULSORY PURCHASE ACT 2004 LOCALISM ACT 2011 Neighbourhood Planning (General) Regulations 2012

TORQUAY NEIGHBOURHOOD PLAN

The Torquay Neighbourhood Forum has prepared a Neighbourhood Plan for Torquay which it is seeking views upon prior to submission to Torbay Council for Publication, Examination and then subsequent Referendum. **The Torquay Neighbourhood Plan (Regulation 14 Pre-Submission and Publicity version)** sets out details of how development will be managed within Torquay, in conjunction with the Torbay Local Plan 2012-2030, through to 2030.

Views are invited on the contents of the Torquay Neighbourhood Plan and related documents. The Torquay Neighbourhood Plan contains a written document and policies maps. In addition, an accompanying Sustainability Appraisal Report and Habitats Regulations Assessment Screening Report are also available. These documents will be published for formal representations over a six week period from 10:00am on Monday 22 August through to 5pm on Monday 3 October. Reference copies of these documents will be available for inspection on the Torquay Neighbourhood Forum's website (www.torquaynp.org), at the Community Development Trust's Offices (4-8 Temperance Street, Torquay, TQ2 5PU), at Torbay Council Libraries and Connections Offices during normal opening hours and at the Artizan Gallery (7 Lucius Street, Torquay, TQ2 5UW). Further details on how to make representations are available on the above website and at the above locations. All comments will be made available for public inspections and should be received by 10:00am on Monday 3 October. Late comments will not be accepted.

Torbay Council and CDT Data base of consultees used by the Forum

In addition to consultations undertaken directly by the Neighbourhood Forum this Appendix lists (in alphabetical order) those undertaken on the Forum's behalf enclosing a letter from the Forum above. This joint working arrangement provided maximum coverage for the consultation.

List 1: Organisations and bodies consulted via Torbay Council

Notification went out from the Council by email to the 232 organisations and 46 individuals shown in List 1 below comprising:

41 public authorities and bodies

52 community groups

139 companies

46 individuals

List 2: Community groups consulted via Torbay Community Development Trust

Notification of the Pre submission consultation went out from the Trust by email to the **211 community groups** in List 2 below. They were not limited only to Paignton based groups as many are Torbay wide. In addition to these groups the notification also went out to the following **147 interested parties and 247 individuals** who previously requested regular updates from the Trust on community matters.

16 businesses

38 independent care organisations

11 doctor's surgeries

15 educational establishments

61 members of staff of statutory organisations

3 VCSE groups from outside Torbay

2 national funders

The Herald Express and

247 individuals.

List 1: (alphabetical)	List 2: (alphabetical)
Via Torbay Council	Via Community Development Trust
3	2nd Paignton Boys Brigade
ADL Design	ACE
AG Design	Acorn Centre
Age UK	Action For Children
Alder King	Activities For Health
Anderson Planning & Development Consultant	Admiral Swimming Pool
Anglican Home Improvements Windows	Age UK Torbay
Architect	Maelstrom Syndrome UK
Atkins	Alzheimer's Society
Atlantis Holiday Apartments	Animals in Distress
Babbacombe Model Village	Anode
Barn Owl Trust	Artherius Society
Barton and Watcombe Community	Babbacombe Sailing Club

List 1: (alphabetical)	List 2: (alphabetical)
Via Torbay Council	Via Community Development Trust
Partnership	
Barton Willmore Partnership	Baby Bouncers Community Gymnastics
Berry Head Hotel	Barton Baptist Church
Beverley Holidays	Blatchcome Community Partnership
Bloor Homes	Blind Veterans
Bowrain Construction	Blue Cross
Boyer Planning	Boost Torbay
Bradley's Land Dept.	British Red Cross
Brixham Chamber of Commerce	Brixham Activity Services
Brixham Community Partnership	Brixham Baptist Church
Brixham Express Ltd	Brixham Blind and Visually Impaired Club
Brixham Peninsula Neighbourhood Forum	Brixham Does Care
Brixham Town Council	Brixham Museum
Building Research Establishment	Brixham Roman Catholic Church
Campaign for Real Ale (CAMRA)	Brixham Youth Enquiry Service
Cavanna Homes	Cara Community
CB Design	Cats Protection League

List 1: (alphabetical)	List 2: (alphabetical)
Via Torbay Council	Via Community Development Trust
Charles Blake & Associates	Central Church Torquay
Chillcott's	Centre Peace
Christopher Curtis Associates	Cerebra
Christopher Stacey Architecture	Chelston Action Group
Churston Galmpton & Broadsands Community Partnership	Chelston Community Centre
Clifton & Maidenway Community Partnership	Chicks Childrens Charity
Coal Authority	Children's Hospice South West
Coastal Windows & Conservatories UK Ltd	Children's Society
Cockington Village Residents Association	Choice Helps Families
Cockington, Chelston and Livermead Community Partnership	Upton Vale Church
Coffinswell Parish Council	Friends of the Church Yard
Collier Planning	Churston Golf Club
Country Bus	Churston, Galpmton and Broadsands Community Partnership
CPRE	Cinnamon Trust
Creative Torbay Residents and Visitors	Circus Torbay

List 1: (alphabetical)	List 2: (alphabetical)
Via Torbay Council	Via Community Development Trust
Services	
Cross Country Trains	Community Care Trust
Darren Simner Architecture	Contact a Family
Dartmoor National Park Authority	Contact the Elderly
Dartmouth Steam Railway	Cornwall and South Devon Boxer Rescue
Deeley Freed Estates Ltd	Creativity Centre
Design Solutions	Crohns and Colitis Group
Devon & Cornwall Business Council	Dance in Devon
Devon & Cornwall Constabulary	Dartington School of Social Enterprise
Devon & Cornwall Housing Association Ltd	Design Council
Devon & Cornwall Police	Devon Cruse
Devon Chamber of Commerce	Devon Essential Medical Services
Devon Conservation Forum	Devon Insight
Devon County Council	Devon Studio School
Devon Fire and Rescue	Devon Wildlife Trust
Devon Gardens Trust	Disability Support Torbay
Devon School of English	Divers Down

List 1: (alphabetical)	List 2: (alphabetical)
Via Torbay Council	Via Community Development Trust
Devon Wildlife Trust	Down South
Disability Support Torbay	Eat that Frog
Dittisham Parish Council	Eddystone Trust
East Devon District Council	Ellacombe Community Partnership
EE	Fishermans Mission
EJW Architects	Fishstock
Ellacombe Community Partnership	Foxhole Community Centre
English Riviera Geopark	Foxhole Grace Baptist Church
English Riviera Tourism Company	Friends of Upton Park
Environment Agency	Friends of Victoria Park
Exeter City Council	Funding Torbay
Exmoor National Park Authority	Galmpton Residents Association
FirstPlan	Goodrington Action Group
Friends of Armada Park	Goodrington Methodist Church
Friends of the Earth	Goodrington, Roselands and Hookhills Community Partnership
Fulfords Land & Planning	Greenspace Forum
Galmpton Residents Association	Great Parks Community Centre
GL Hearn	Grenville House

List 1: (alphabetical)	List 2: (alphabetical)
Via Torbay Council	Via Community Development Trust
Gladman Developments	Groundwork
Global Windows	Guide Dogs for the Blind
Goadsby & Harding Commercial	Hanover Housing Association
Goodrington, Roselands & Hookhills Community Partnership	Headway Devon
Graham T Thursfield MCIOB	Healthwatch Torbay
Great Western	Hele's Angels
Haldons Chartered Surveyors	Hookhills Community Centre
Hallam Land Management	Huntingdons Disease Association
Halls (Worcester) LLP	I can do that
Heart of the South West LEP	Ibex Canoe Club
Hele and Lower Barton Community Partnership	Imagine Group (BME)
Highways Agency	In the Same Boat
Historic England	Independent Age
Home Builders Federation	Intercom Trust (LGBT)
Homes and Communities Agency	Jatis Project
Howden Court Hotel	Karing
Howes Architects	Land Society

List 1: (alphabetical)	List 2: (alphabetical)
Via Torbay Council	Via Community Development Trust
Ian Hobson Design	Learn Direct
Inland Waterways Association	Leonard Cheshire Disability
Inox Group -SW Regional Office	Linx Youth
Intelligent Plans	Living Options
JLL	Lupton House
Kay Elliott Architects	MacMillan Cancer Support
Kents Cavern Ltd	Maidencombe Residents Association
Kingskerswell Parish Council	Make a wish
Kingswear Parish Council	Mare and Foal Sanctuary
Kirkwells Consultants	MASH Charity (Mutual Aid and Self Help)
LAL Torbay	Medway Centre
LGBT Group	Men Have Rights Too
Local Link	Mencap
Malcolm Kingdon Architectural Services	Multiple Scerosis South Devon
Marina Development Limited	National Trust
Marine Management Organisation	NSPCC
Marldon and Berry Pomeroy Parish Council	Oxfam

List 1: (alphabetical)	List 2: (alphabetical)
Via Torbay Council	Via Community Development Trust
Martin Cox MBEng	Paignton Baptist Church
Member of Parliament	Paignton Canoe Club
Michael Bailey	Paignton Parish Church
Michelmore	Paignton Picture House
Mike Richards Architects	Paignton Regatta
MTA Architects	Paignton Sea Anglers
Narracotts	Paignton Swimming Club
National Association of Funeral Directors	Paignton Town Community Partnership
National Federation of Gypsy Liaison Group	Paignton Zoo
National Grid	Palace Theatre
Natural Devon - Local Nature Partnership	Parents Participation Forum
Natural England	Parkview Society
Network Rail	People's Dispensary for Sick Animals
North Devon District Council	Pilgrim of Brixham
North Goodrington Action Group	Play Torbay
Northern Trust Ltd	Pluss
Office of Rail Regulation	Preston Baptist Church

List 1: (alphabetical)	List 2: (alphabetical)
Via Torbay Council	Via Community Development Trust
Paignton Heritage Society	Preston Community Partnership
Paignton Neighbourhood Plan Forum	Pride of Brixham
Paignton Pleasure Cruises	Princes Trust
Park Holidays	Prison Advice and Care Trust
Parsons Brinckerhoff	Purple Angel
PCL Planning Ltd	Purple Initiative
Pegasus Group	Regard
Peluma Ltd	Riviera Christian Centre
Persimmon Homes	Riviera FM
planinfo	Riviera Life Church
Play Torbay	RNIB
Plymouth City Council	Roselands Community Church
Princess Theatre	Rotary Club
Rail Line Users Group	Rowcroft Hospice
Rainbox Café	Rural Racism Project
Rapleys LLP	Salvation Army
REACH and Ellacombe Parks	Salvation Army Brixham
Royal Society for the Protection of Birds (RSPB)	Samaritans

List 1: (alphabetical)	List 2: (alphabetical)
Via Torbay Council	Via Community Development Trust
RPS Planning, Transport & Environment Ltd.	Sanctuary Housing
Safer Communities Torbay	Sandwell Community Caring Trust
Sanctuary Housing Association	Scope
Savills	Shared Lives South West
Scotts Meadow Project Group	Shekinah Mission
Sea Spray Restaurant	Shiphay and the Willows Community Partnership
Sea Torbay	Sing for your Life
Seaway Insurance	So Fly
Shiphay and the Willows Community Partnership	Sound Communities
Smiths Gore	South Devon College
South Devon and Torbay Healthcare NHS Foundation Trust	South Devon Gymnastics
South Devon AONB	South Devon Players
South Devon College	South Devon Relate
South Hams District Council	Speak Out Torbay
South West Trains	Sport Torbay
South West Water	St Anne's Community Centre

List 1: (alphabetical)	List 2: (alphabetical)
Via Torbay Council	Via Community Development Trust
South Western Ambulance Service NHS Foundation Trust	St Luke's Residents Association
Sovereign Housing Association	St Mary Magdalene Church
Sport England	St Marychurch and District Community Partnership
SSA Planning Ltd	St Mary's Church, Brixham
St Marychurch District Action Group Bay Blooms	Survivors UK
St. Marychurch & District Community Partnership	Swim Torbay
Stagecoach Devon Ltd	Sylvan Adventures
Stewart Ross Associates	Taekwondo Torbay
Stoke Gabriel Low-E Group	The Compassionate Friends
Stoke Gabriel Parish Council	The Haven
Stokeinteignhead Parish Council	Thera (Supporting people with a learning disability)
Strategic Land Partnerships	Top UK (the OCD and Phobias Charity)
Stratus Environmental Limited	Torbay Advice Network
Stride Treglown Ltd	Torbay Athletic Club
Strutt and Parker LLP	Torbay Befriending Service

List 1: (alphabetical)	List 2: (alphabetical)
Via Torbay Council	Via Community Development Trust
Teignbridge District Council	Torbay Bipolar Group
Terence O'Rourke	Torbay British Sub Aqua Club
Tetlow King	Torbay CAB
The Beulah Holiday Apartments	Torbay Carnival
The Carey Arms	Torbay Civic Society
The Cavanna Group	Torbay Coast and Countryside Trust
The Gardens Trust	Torbay Gamblers Anonymous
The Grand Hotel	Torbay Gymnastis Club
The Osborne Hotel	Torbay Holiday Helpers Network
The Planning Bureau	Torbay Neighbourhood Watch
The Select Group Ltd	Torbay Older Citizen's Forum
The Theatres Trust	Torbay Sailing Club
Thompson & Gregory Property	Torbay Social Club for the Blind and Visually Impaired
Three	Torbay Street Pastors
Tor Homes	Torbay Theosophical Society
Torbay & Teignbridge Campaign for Rural England	Torquay Air Training Corps
Torbay and District Deaf Society	Torquay Chamber of Commerce

List 1: (alphabetical)	List 2: (alphabetical)
Via Torbay Council	Via Community Development Trust
Torbay Business Forum	Torquay Golf Club
Torbay Care Trust	Torquay Museum
Torbay Civic Society	Torquay Town Centre Community Partnership
Torbay Coast and Countryside Trust	Torre Abbey
Torbay Community Development Trust	Tower House School
Torbay Development Agency	Victim Support
Torbay District Labour Party	Vocal Advocacy
Torbay Greenspace Forum	Wellswood and Torwood Community Partnership
Torbay Hospitality Association	Whitley Wildlife Conservation Trust
Torbay Line Rail Users Group	Womens Network
Torbay Local Access Forum	Wren Music
Torbay Neighbourhood Watch	Young Devon
Torbay Property Management	Youth Enquiry Service Brixham
Torbay Social Club for the Visually Impaired	Youth Genesis
Torbay Voice	
Torquay Chamber of Commerce	
Torquay Connexions Information and	

List 1: (alphabetical)	List 2: (alphabetical)
Via Torbay Council	Via Community Development Trust
Advice Centre	
Torquay Neighbourhood Forum	
Torquay Town Centre Community Partnership	
Torre Abbey Historic House & Gallery	
Torre and Upton Community Partnership	
Torridge District Council	
Totnes Town Council	
TravelWatch SouthWest CIC	
Turley Associates	
Vodafone	
Vodafone and O2	
WA Shearings	
Wales & West Utilities	
Walker Newton Architecture	
Wellswood & Torwood Community Partnership	
West Devon Borough Council	
Western Power Distribution (South	

List 1: (alphabetical)	List 2: (alphabetical)
Via Torbay Council	Via Community Development Trust
West)	
WG Couldrey Son & Ptnrs	
Woodland Trust	
WYG	
Youth Parliament	
PLUS 46 OTHERS	

Statutory Consultation Feedback on Torquay Neighbourhood Plan - Tabular summary

Response to feedback from Strategic Planning, Torbay Council

Growth

In terms of allocations for growth, we are pleased to note that the Torquay Neighbourhood Plan supports the delivery of sufficient numbers of homes and jobs to meet the levels identified within the Local Plan. I would advise that the additional sites that have been added to the wider pool of sites (drawn from the Local Plan identified housing sites) should be studied in turn to ensure they are deliverable within the plan period.

Response: we understand all the sites are deliverable and have allowed a contingency to allow for individual site phasing

Structure of the document

We tend to think that the Neighbourhood Plan document contains a very long list of policies which could be shortened and tightened up so that equivalent policies contained within the Local Plan are not repeated and there is greater clarity of what is seeking to be achieved. In terms of the Community Partnership statement sections, there is some inconsistency between sections and the rest of the plan as well as considerable repetition. The document would benefit (as a useable document to be applied through Development Management) from some reworking in these sections. We would suggest it should be possible to have much shorter CP sections, potentially supported by a diagrammatic/illustrative maps.

Response: The Forum has promoted local Community Partnership input to their own areas and as such their statements and policies are the expression of their local priorities and aspirations including planning as well as more general policies. The Forum is happy with that format.

Policy number/area	Feedback Torbay Council	TNP Response to Feedback
S1	The policy could do with some clarity and breaking down. 'In favour of sustainable development proposals' and 'in accordance with policy' are two separate requirements.	redrafted
S2	Suggest 'outside' is changed to 'in conflict with' or 'not in accordance with'.	'in conflict' substituted
J1	This policy is potentially too inflexible.	It is the Forum's policy that purpose built job creation space is preserved and enhanced to aid diversity of employment opportunities
J2	Further clarity required regarding the scope of this policy as well as explanation/justification	It is the Forum's policy that purpose built job creation space is preserved and enhanced to aid diversity of employment opportunities
J3	Further clarity required regarding the scope of this policy as well as explanation/justification	The Forum wishes to see major greenfield developments within walking distance of employment space to reduce dependency on driving to work
J4	Suggest further clarity on 'fit for purpose home business space' is provided. This policy could then better be considered in terms of deliverability (e.g. retirement homes)	The policy allows developers to define 'fit for purpose' as professional standards change but definition changed to 'office space' and 'access to superfast broadband' added

E1	This policy should be checked for conformity between Local Plan Policy C1, particularly in respect of agricultural need, self build housing, etc.	houses or non-agricultural use' added as exceptions
E2	We would suggest that the list of Local Green Spaces could be reviewed across the local community partnerships for consistency to ensure the methodology has been applied the same across the Torquay Neighbourhood Area, particularly in terms of defining what makes a space 'demonstrably special' in the context of the NPPF definition.	The Forum is happy with the allocation of Local Greenspaces.
E3	For clarity, this policy should refer specifically to 'The Torbay Green Infrastructure Delivery Plan (2010)'	Changed
E4	This policy is very similar to Local Plan Policy C4, consider if repetition is required	Policy adds clarity
E5	Suggest that discussions are had with the Council regarding the deliverability of this policy	No negative feedback received from Council, adds policy to decision making
E6	Suggest that there may need to be criteria to balance the resident's needs against any amentity value	No negative feedback received from Council, adds policy to decision making and makes residents quality of life paramount
E7	This policy will not be deliverable in all instances e.g. urban brownfield site of a single dwelling in the town centre, extensions to dwellings. Suggest that this policy could be reworded.	Reworded to add condition of existing 'adjacent hedgerows and woodland'

HW1	The emphasis of this policy should be changed to reflect the reality of controlling issues which are separate to that of the Town and Country Planning process.	The safe routes to schools is a fundamental policy of the Forum and this policy makes it mandatory on new Planning applications
HW2	No specific comments	
HW3	Check deliverability of this policy	The policy ensures children can walk to their local primary school
HW4	The wording of this policy could do with some work - how do you define 'good quality'?	Policy reworded
HW5	Wording is unrealistic and cannot be based on the agreement of all users. Suggest wording is changed to 'resist loss of' or 'will only be approved where the loss is mitigated through provision elsewhere'.	Local community food production areas are essential for well- being and must be retained locally. Agreement of 'users group' is the criteria.
HW6	This policy should be checked for deliverability and viability. The list of facilities is extensive and may possible create an unrealistic 'ask' of new development given the 20 dwelling threshold.	List reviewed and considered supportive of the '5 minute pie' planning aspiration for sustainable living
HW7	No specific comments	
HW8	Some duplication with Local Plan policy. Does the plan mean individual garden space or general amenity space? With regards to parking, note that space standards are applied with flexibility for town centre locations according to the Local Plan.	Reworded but general requirements retained

HW9	No specific comments other than this repeats a requirement of the Local Plan.	Reworded 'shall be within a 5 minute walk of a sustainable public transport route'
HW10	No specific comments	
HW11	No specific comments	
HW12	No specific comments	
SL1	This policy supports the Area of Search for sporting facilities identified in the Local Plan	
SL2	No specific comments	
SL3	No specific comments	
SL4	Reference could be made to the Torquay Town Centre Masterplan SPD in this regard	
SL5	This policy repeats the Local Plan but the deliverability of the policy, i.e. 'with the current users', may have an overly constraining effect in certain circumstances.	Noted

T1	The supporting text welcomes tourism and jobs, but this policy may preclude it happening. Policy may be too constraining in terms of ruling out greenfield development in potentially all cirumstances - suggest rewording to be more permissive.	Torquay has a large reservoir of suitable brownfield sites for redevelopment in CTIA and other tourism areas without requiring new development on greenfield sites
T2	Check for conformity with the Local Plan (TO1)	The policy adds detail to the Local Plan
Т3	Suggest this should apply in circumstances where it can be shown that there is likely to be a detrimental impact on the tourism area	The CTIA must be protected from changes that could undermine the attractiveness and environment of the area for vistors
T4	Needs further justification	Justification provided in Plan based on the restructuring of the industry to make it sustainable
T5	Policy can be read as slightly ambiguous - suggest check and reword in terms of what the policy is seeking to achieve.	'previous' added to extensions to properties
Т6	No specific comment	
Т7	Not within the scope of the Neighbourhood Plan to decide when Section 215 notices are served. Not acceptable as a policy with current wording, could be reworded to draw attention to derelict or rundown sites.	Policy is 'aspirational' and supports the move to 'quality' tourism
Т8	No specific comments	

Т9	No specific comments	
T10	No specific comments	
T11	Reference to health and social care system could be made - see Local Plan	Wording deemed OK
TR1	Check deliverability within the context of the TNP	'Aspirational Policy' to address a major issue within the community.
A1	More specific detail or reference could enhance this policy.	'Aspirational policy'
A2	No specific comments	
A3	No specific comments	
A4	No specific comments	
H1	This policy should be checked for deliverability against sites allocated within the TNP for development to establish realistic target for the provision of affordable housing in the context of affordable housing requirement thresholds	Note wording regarding Council owned assets to justify the 'aspiartional policy' wording. Torquay changed to Torbay (resident restriction)

H2	No specific comments	
НЗ	Suggest could use enhanced building control standards around the issue of access but note outcome of Housing Standards Review and existing Local Plan policy in this regard	
H4	No specific comments	
H5	This policy is not deliverable in the context of restrictions on the use of Section 106. It is unrealistic to apply the same treatment as applies to the meaningful proportion of CIL.	The use of S106 and its application to the deprived Town Centre area is a Council policy that was implemented despite rejection by the Forum.
H6	Suggest review in line with changes to IMD status and viability would be a more robust and consistent approach	
H7	Not in general conformity with the Local Plan/NPPF - should be flexible in certain cirumstances	This adds detail to the Local Plan and ensures the limited greenfield sites address the high demand for affordable housing when most sites available for development are brownfield sites with low viability.
H8	Could be seen as constraining supply. Note phasing strategy contained within the Masterplan - infrastructure and development are delivered in tandem.	reworded
H9	Can't restrict market housing in this way.	The need for owner occupation added

H10	This policy could be re-worded. Stipulation for community masterplanning for key sites in the Edginswell area could be referred together with list of community objectives for placeshaping/placemaking.	Policy of Forum to ensure a sustainable community
H11	No specific comments	
H12	Combine with H11	Combined
H13	Suggest add wording to cover the policy context and combine with H11/H12	Reworded
C1	Suggest that priorities are identified where possible within the TNP	Wording allows flexibility over the Plan period, projects already identified
C2	Wider issuer for consideration outside the scope of this plan	This is a key 'aspiration policy' for all communities

Response to feedback from other consultees

Consultee	Reference	Summary of comment	TNP response
Devon & Cornwall Police	BW7 HLB9	Reword to 'design out opportunities for crime, fear of crime, antisocial behaviour and	agreed

		conflict with the built environment'	
Devon & Cornwall Police	Sustainability Appraisal Report	Expand reference to 'reduce crime and fear of crime' to include 'antisocial behaviour and conflict with the built environment'	agreed
Network Rail	Level crossings	Reminder about level crossing constraints	No level crossings in Torquay
Natural England	Economy and Jobs	Policy required to allocate employment sites	New policy added
	J1	Clarify Gateway area	reworded
		Clarify areas	reworded
		Clarify Master Plan reference	reworded
	Environment	Underplays Torquay environmental context	Not accepted as this is well documented in the Local Plan
		Designated sites need to be identified in mapping	Mapping amended and referenced in TNP
		Recognition of TCCT	This is not a praise document
	E1	Designate 'countryside'	Reworded
	E2	Correlate Local Greenspaces with mapping	Reworded
	E3	Clarify Green Infrastructure	Reworded
	HW4	Piggeries site reference	Designated on mapping and referenced
	HW5	Define community food production	Defined
	Sports and Leisure	Define 'aspiration policies'	Defined and title amended to 'community aspiration'
	SL1 to 4	Reference to named sites	Mapping amended and sites referenced
	Housing	Housing numbers and	Reworded

		identification	
		Clarification of Expansion Area	SEA amended and site
		·	allocation amended
	H8	Reference to Edginswell Future	Reworded
		Growth Area and timing of	
		development	
	H11 to 13	New Plan policies subject to	Reworded
		public consultation	
	CP statements	Question about CP content	No action deemed necessary
		Clarify mapping for CP areas	Mapping amended
		Reference sites	Amended
	St Marychurch CP	Sladnor Park/protected species	Submission amended
	_	issues	
	Page 65 Housing SItes	Clarify sites definition	Revised
	Sustainability Appraisal	Clarify need for SA and SA for	
		allocated sites	
	P1.2	Clarify basis for homes and	Reworded
		employment	
	S5 + App C	Mitigation of effects	
	App C	Expand E1-7 table	
	HRA	Allocation of sites	
		acknowledgement	
Environment Agency	E2	Refer to flood risk improvement	Relevant LGS amended
		schemes for Local Greenspaces	
	T1-6 & Waterfront	Changes of use to caveat risk	Flood risk is already a material
		from flooding	Planning requirement

Historic England	Evidence	Demonstrate conformity with	Evidence is required but
		National and Local Planning	conformance/cross refrencing
		Policy	is deemed unnecessary
	Aspiration Policies	Redefine	Redefined but kept
	Site allocations	Heritage asset harm	We feel Heritage Assets are
			adequately protected
	Heritage	Eligibility of T5,7,A4 and CCL4	Deemed OK
	Torquay Town Centre	Lack of policies or evidence	Amended by CP
Natural Environment	P6, 62	Missed green spaces	Green spaces revisited and
Services			amended
	Local Greenspaces	Criteria for Local Greenspace	Revisited amended and justified

Other responses from Statutory Consultation period

Consultee	Reference	Summary of comment	TNP response
Muller	Dairy Crest site	Clarification of status for the old Dairy Crest site	CP allocation as housing or mixed use
	J2	Update to reflect P22 NPPF and	Employment sites have been allocated to reflect the need to retain and expand non tourism jobs
	HW8	Reasonable outside space	Reworded to be more specific
		Gardens space	Reworded to clarify but outside space seen as key policy
	Housing sites	Change of use for employment space	The Plan seeks to protect key employment sites

Maidencombe residents	Maidencombe residents	Remove MH1 and MVE1	CP to reconsider and amend
			statement as appropriate
	MRA	Refernce to C1 and remove	CP to reconsider and amend
		redevelopment	statement as appropriate
Maidencombe land owners	Origin3	3 sites for development	CP to reconsider and amend
			statement as appropriate
	Pegasus	Retirement village proposal	CP to reconsider and amend
		Sladnor Park	statement as appropriate

Full Consultation Responses

Environment Agency

Dear Sir/Madam

Consultation on the Torquay Neighbourhood Plan

Thank you for your consultation of 22 August 2016 in respect of the above.

We welcome the overarching environment objectives set out on page 6 of the plan, particularly the commitment to protect and enhance natural environment and green spaces. Nonetheless, we consider that the environment objectives would be stronger if they recognised the importance of the marine environment to Torquay and the need to manage flood risks.

We are also generally supportive of the environment related policies. We support policy **E1** to protect greenfield land from development, which we consider is especially important in flood risk areas. We recommend that policy **E2** regarding green spaces could include reference to flood risk management schemes in terms of 'improvements'.

We especially welcome policy **E3** which seeks to ensure development in accordance with the Green Infrastructure (GI) plan. In particular we are pleased to see that the supporting text recognises the multifunctional benefits that are provided by GI such as recreation, habitat and flood risk management opportunities. Similarly we support policy **E7** regarding green corridors, especially where these correspond with watercourses.

We note the various tourism policies related to changes of uses (T1, T3, T4, T5, T6). We recommend that these policies should consider and/or caveat the presumption in favour with addition or alternatives requirements in areas at risk from flooding.

With regard to the waterfront we welcome the aspiration to encourage the improvement of access to the water and, in particular, the maintenance of beaches and ensuring that necessary investment in infrastructure is made to ensure that bathing water standards are met. We would, however, stress that proper consideration needs to be given to flood risks and that inappropriate development in flood zones should be avoided.

The only further acknowledgement of flood risk issues in the document is with regard to a project to improve drainage and flood resilience to minimise flood risks for houses and businesses in Cockington Village and Lower Chelston. Whilst this is welcome, it is disappointing that the issue of flood risk around the waterfront and through the town centre has not been specifically acknowledged.

Yours faithfully

MARCUS SALMON Sustainable Places Planning Specialist

Direct dial 02084746289
Direct e-mail marcus.salmon@environment-agency.gov.uk

cc Torquay Neighbourhood Forum

Historic England

11th October 2016

Dear Mr Butler

TORQUAY NEIGHBOURHOOD PLAN – REGULATION 14 CONSULTATION

We have been advised by Torbay Council of the consultation on the pre-submission version of the Torquay Neighbourhood Plan.

Please accept our apologies for not responding before now. We hope our comments can still be accommodated within the Plan preparation process.

Apart from a consultation earlier in the year on the Sustainability Appraisal Scoping Report for the emerging Plan this is our first invitation to provide advice on its content and ambitions. We are impressed by the scope of the agenda which the community has set for itself and the comprehensiveness of the Plan's coverage of issues and aspirations. The degree of consideration which has been given to how an extensive array of measures can combine to deliver desired outcomes makes this a truly distinctive document.

We are pleased to note how much the community values its distinctive local character and how policies have been drafted to reinforce important and defining qualities, especially those relating to the area's historic environment and heritage assets, with discrete approaches for individual Community Partnership areas.

In doing so the Plan introduces some challenges for the statutory conventions which apply to any document aiming to become part of the suite of local development plan documents for the area. We can summarise these as follows:

- 1. <u>Evidence</u>. The Plan needs to be underpinned by evidence to substantiate policies and proposals, particularly to demonstrate local need and how the Plan is in conformity with national and local planning policy. There is much information which appears to have been gleaned from community consultation but little in the way of supporting reports or cross-referencing.
- 2. <u>Aspirational Policies</u>. The Plan appears to be responding to this absence of evidence through the introduction of "Aspirational Policies". Their intended status relative to stated "Policies" is unclear and such ambiguity is not helpful to the clarity and deliverability of the Plan overall. We would recommend that the purpose, status and location within or relative to the Plan of these inclusions be reviewed.

- 3. <u>Site Allocations</u>. There are few site allocation policies or proposals within the Plan but those which exist need to demonstrate that they are deliverable without causing harm to designated heritage assets in accordance with the National Planning Policy Framework (NPPF). For example, Aspirational Policy SL1 advocates specific new sporting development at Nightingale Park, Planning Policies SW1 & SW2 identify sites with "scope" for development, and TU1 suggests redevelopment of shops in Higher Union Street is acceptable in principle, but with no indication in each case as to how these have been determined.
- 4. <u>Heritage</u>. Policies such as T₅, T₇, A₄ and CCL₄ illustrate a commendably thorough and innovative approach towards the protection and enhancement of the area's historic built environment. While we support the aspirations behind them there may be difficulty demonstrating that they are all eligible for inclusion as drafted.
- 5. <u>Torquay Town Centre</u>. This Community Partnership and Focus Group section of the Plan doesn't contain policies but sets out Key Aims and Aspirations including those for Key Sites. These identify forms of development for discrete sub-areas but provide no evidence as to the origins of the ambitions or the prospect of successful delivery. We are in particular concerned about the absence of evidence to demonstrate that these aspirations can be realised without causing harm to designated heritage assets. The provision for the relocation of the Grade II Listed Pavilion to an alternative location for example, however notional, does nonetheless represent a potential hostage to fortune scenario if not suitably qualified or otherwise amended.

There are then overall some key aspects of the Plan in need of significant attention if it is to demonstrate the necessary level of conformity with national and local planning policy. We would be happy to discuss this further with you, ideally in conjunction with officers of Torbay Council to ensure consistency and acceptability in the advice given and outcomes which emerge.

Yours sincerely

David Stuart
Historic Places Adviser
david.stuart@historicengland.org.uk

Natural Environment (Torbay Council)

CONSULTATION ON THE TORQUAY NEIGHBOURHOOD PLAN

Team: Natural Environment Services

Date: 30 September 2016

	Torquay Neighbourhood Plan	Response
Page 6	The document states that "We want to protect and enhance our natural, built and historic environment. • To protect all our valued green spaces."	The document and associated plan has not identified all public spaces and, in our view, missed out some strategically important spaces valued by the wider community.
		For example, a photo of Brunel Woods is shown within Barton and Watcombe Vision Statement (page 34) but this site is not shown on plans (sheet 3).
Page 62	Torquay Town Centre Community Partnership and Town Centre Focus Group	Rock Walk- the site should be referred to as Royal Terrace Gardens as Rock Walk is part of Royal Terrace Gardens.
Page 62		RICC/Balloon Site/Marina Car Park- the site should be referred to as Abbey Park, not Balloon Site as it is not a balloon site anymore and has had substantial improvement works.
·		Many of the sites identified, in our view, do not meet the criteria of Local Greenspace designation.
		The Local Green Space designation will not be appropriate for more green areas or open space. The designation should only be used:
		 Where the green space is in reasonably close proximity to the community it serves;

- Where the green space is demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and
- Where the green area concerned is local in character and is not an extensive tract of land.

We have made reference to sites in the attached list for amendment/inclusion.

	Site Name	Sheet	Comment
1.	Valley of the Rock	3	Not identified
2.	South West Coast path	3	Not identified
3.	Edginswell Railway Station	4	Do not agree that this is a valuable Greenspace or a public open space
4.	Steps Cross Playing Fields	6	Not identified
5.	Queen Elizabeth II Fields and Woodland	4	Not identified- considered to be a valuable Greenspace and Woodland
6.	The Willows Open Space and Woodland Walk	4/5	Not identified- considered to be a valuable Greenspace and Woodland
7.	Parks and Public Open Space in the Willows- Monserrat Way, Darwin Park etc	2	None of the new Parks and Public Open Spaces which formed part of the latest Evolve Cavanna development scheme are shown
8.	Furzebrake Plantation Woodland	5	Not identified
9.	Nightingale Park	5	Not identified

Woodland

10.	Riviera Way Woodland	5	Not identified
11.	Starpitten Green/ Playground	6	Not identified
12.	Williams Field	6	Not identified
13.	Exe Hill and Huntacott Way Playgrounds	7	Not identified
14.	Lloyd Avenue Village Green	8	Not identified
15.	Cricketfield Sports Field and Open Space	8	Not identified
16.	Queens Wood	8	Not identified
17.	Haytor Park	9	Do not agree that this is a valuable public open space for the wider community
18.	Hampton Lands Public Open Space	9	Not identified
19.	Babbacombe Slopes and Glen Sannox	9	Not identified
20.	South West Coast path	9	Not identified
21.	Sherwell Valley Allotments and	12	Sites incorrectly identified on plan

Markham Plantation

	Warkham Flamation		
22.	Ashfield Gardens	12	Do not agree that this is a valuable public open space for the wider community
23.	Goshen Triangle	12	Do not agree that this is a valuable public open space for the wider community
24.	Innerbrook/ Sandford Road	12	Do not agree that this is a valuable public open space for the wider community
25.	St Matthews Field	12	Boundary of public open space and church is not correct
26.	Torre Churchyard	12	Can churchyards be defined as public open spaces? They have value to the wider community but is there a development threat? Is designation should given to identify all closed churchyards and crematoriums with cemeteries across all areas and not just this

site

27.	Kings Gardens	12	Not identified
28.	Abbey Park and Abbey Meadows	12	Boundary definition needs to be reviewed. Torre Abbey may need to be either excluded or identified separately. Boundary with RICC and car park needs to be reviewed
29.	Torre Valley South Sports Field	12	Includes house, car park and restaurant within area identified. Not considered to be public open space
30.	Upton Park	13	This is considered to be a valuable open space but plans do not show the entire park (missing south end)
31.	Lower Warberry Copse	13	Named incorrectly- Should be Warberry Copse
32.	Castle Road	13	Named incorrectly- Should be Castle Gardens

33.	Lincombe Woods and Manor Gardens	14	Not identified
34.	Corbyn Head	16	Not identified
35.	Hopes Nose	18	Not identified

Torbay Council – Spatial Planning

This is a written response from Spatial Planning regarding the consultation on the Torquay Neighbourhood Plan. I am very happy to discuss the response and work positively with you and the Forum as the plan develops further. You will have had site of most of the policy specific comments (further below) prior to the beginning of the consultation, so they should not be a surprise.

A huge congratulations to the Torquay Neighbourhood Forum members on reaching this important stage, we can appreciate first-hand the huge amount of work that has gone into the emerging plan to date – it is a seriously impressive undertaking by a group of volunteers.

More generally on the plan:

Growth

In terms of allocations for growth, we are pleased to note that the Torquay Neighbourhood Plan supports the delivery of sufficient numbers of homes and jobs to meet the levels identified within the Local Plan. I would advise that the additional sites that have been added to the wider pool of sites (drawn from the Local Plan identified housing sites) should be studied in turn to ensure they are deliverable within the plan period.

Structure of the document

We tend to think that the Neighbourhood Plan document contains a very long list of policies which could be shortened and tightened up so that equivalent policies contained within the Local Plan are not repeated and there is greater clarity of what is seeking to be achieved. In terms of the Community Partnership statement sections, there is some inconsistency between sections and the rest of the plan as well as considerable repetition. The document would benefit (as a useable document to be applied through Development Management) from some reworking in these sections. We would suggest it should be possible to have much shorter CP sections, potentially supported by a diagrammatic/illustrative maps.

Policy number/area	Response
S1	The policy could do with some clarity and breaking down. 'In favour of sustainable development proposals' and 'in accordance with policy' are two separate requirements.

S2	Suggest 'outside' is changed to 'in conflict with' or 'not in accordance with'.
J1	This policy is potentially too inflexible.
J2	Further clarity required regarding the scope of this policy as well as explanation/justification
Ј3	Further clarity required regarding the scope of this policy as well as explanation/justification
J4	Suggest further clarity on 'fit for purpose home business space' is provided. This policy could then better be considered in terms of deliverability (e.g. retirement homes)
E1	This policy should be checked for conformity between Local Plan Policy C1, particularly in respect of agricultural need, self build housing, etc.
E2	We would suggest that the list of Local Green Spaces could be reviewed across the local community partnerships for consistency to ensure the methodology has been applied the same across the Torquay Neighbourhood Area, particularly in terms of defining what makes a space 'demonstrably special' in the context of the NPPF definition.
E3	For clarity, this policy should refer specifically to 'The Torbay Green Infrastructure Delivery Plan (2010)'
E4	This policy is very similar to Local Plan Policy C4, consider if repetition is required

E5	Suggest that discussions are had with the Council regarding the deliverability of this policy
E6	Suggest that there may need to be criteria to balance the resident's needs against any amentity value
E7	This policy will not be deliverable in all instances e.g. urban brownfield site of a single dwelling in the town centre, extensions to dwellings. Suggest that this policy could be reworded.
HW1	The emphasis of this policy should be changed to reflect the reality of controlling issues which are separate to that of the Town and Country Planning process.
HW2	No specific comments
HW3	Check deliverability of this policy
HW4	The wording of this policy could do with some work - how do you define 'good quality'?
HW5	Wording is unrealistic and cannot be based on the agreement of all users. Suggest wording is changed to 'resist loss of' or 'will only be approved where the loss is mitigated through provision elsewhere'.
HW6	This policy should be checked for deliverability and viability. The list of facilities is extensive and may possible create an unrealistic 'ask' of new development given the 20 dwelling threshold.
HW7	No specific comments

HW8	Some duplication with Local Plan policy. Does the plan mean individual garden space or general amenity space? With regards to parking, note that space standards are applied with flexibility for town centre locations according to the Local Plan.
HW9	No specific comments other than this repeats a requirement of the Local Plan.
HW10	No specific comments
HW11	No specific comments
HW12	No specific comments
SL1	This policy supports the Area of Search for sporting facilities identified in the Local Plan
SL2	No specific comments
SL3	No specific comments
SL4	Reference could be made to the Torquay Town Centre Masterplan SPD in this regard
SL5	This policy repeats the Local Plan but the deliverability of the policy, i.e. 'with the current users', may have an overly constraining effect in certain circumstances.

T1	The supporting text welcomes tourism and jobs, but this policy may preclude it happening. Policy may be too constraining in terms of ruling out greenfield development in potentially all cirumstances - suggest rewording to be more permissive.
T2	Check for conformity with the Local Plan (TO1)
Т3	Suggest this should apply in circumstances where it can be shown that there is likely to be a detrimental impact on the tourism area
T4	Needs further justification
T5	Policy can be read as slightly ambiguous - suggest check and reword in terms of what the policy is seeking to achieve.
Т6	No specific comment
Т7	Not within the scope of the Neighbourhood Plan to decide when Section 215 notices are served. Not acceptable as a policy with current wording, could be reworded to draw attention to derelict or rundown sites.
Т8	No specific comments
Т9	No specific comments

T10	No specific comments
T11	Reference to health and social care system could be made - see Local Plan
TR1	Check deliverability within the context of the TNP
A1	More specific detail or reference could enhance this policy.
A2	No specific comments
A3	No specific comments
A4	No specific comments
Н1	This policy should be checked for deliverability against sites allocated within the TNP for development to establish realistic target for the provision of affordable housing in the context of affordable housing requirement thresholds
H2	No specific comments
НЗ	Suggest could use enhanced building control standards around the issue of access but note outcome of Housing Standards Review and existing Local Plan policy in this regard

H4	No specific comments
Н5	This policy is not deliverable in the context of restrictions on the use of Section 106. It is unrealistic to apply the same treatment as applies to the meaningful proportion of CIL.
Н6	Suggest review in line with changes to IMD status and viability would be a more robust and consistent approach
Н7	Not in general conformity with the Local Plan/NPPF - should be flexible in certain cirumstances
Н8	Could be seen as constraining supply. Note phasing strategy contained within the Masterplan - infrastructure and development are delivered in tandem.
Н9	Can't restrict market housing in this way.
H10	This policy could be re-worded. Stipulation for community masterplanning for key sites in the Edginswell area could be referred together with list of community objectives for placeshaping/placemaking.
H11	No specific comments
H12	Combine with H11
H13	Suggest add wording to cover the policy context and combine with H11/H12

C1	Suggest that priorities are identified where possible within the TNP
C2	Wider issuer for consideration outside the scope of this plan

National Grid

7 September 2016 Dear Sir / Madam

Torquay Neighbourhood Plan Consultation

SUBMISSION ON BEHALF OF NATIONAL GRID

National Grid has appointed Amec Foster Wheeler to review and respond to development plan consultations on its behalf. We are instructed by our client to submit the following representation with regards to the above Neighbourhood Plan consultation.

Specific Comments

An assessment has been carried out with respect to National Grid's electricity and gas transmission apparatus which includes high voltage electricity assets and high pressure gas pipelines, and also National Grid Gas Distribution's Intermediate and High Pressure apparatus.

National Grid has identified that it has no record of such apparatus within the Neighbourhood Plan area. Gas Distribution – Low / Medium Pressure

Whilst there is no implications for National Grid Gas Distribution's Intermediate / High Pressure apparatus, there may however be Low Pressure (LP) / Medium Pressure (MP) Gas Distribution pipes present within proposed development sites. If further information is required in relation to the Gas Distribution network please contact plantprotection@nationalgrid.com

Robert Deanwood

Consultant Town Planner

Natural England

Date: 04 October 2016 Specific comments Economy and Jobs

The Plan proposals maps show allocations for employment, (e.g. the employment site shown at Browns Bridge (sheet 5) and the 'Torquay Hospital' and 'Woodlands' sites (Sheet 8)). If it is the intention to include these sites in the Plan a policy should be included stating the sites to be allocated and their proposed use (e.g. employment).

Policy J1 refers to job creation areas within the 'Gateway Area'. If the policy relates to a specific area then this area should be shown on a numbered plan and cross referenced in the policy. You will need to say if the area referred to is an existing site identified in the Local Plan or an allocation of this Plan.

Also as worded the policy is confusing. It is unclear whether it is saying that development should be in accordance with the Torquay Gateway Master plan or whether it is stating that job creation within Page 2 of 5

the Gateway area is in accordance with the Masterplan. It would be useful if the Plan text could provide information on the status of the Masterplan and the stage it has reached.

Environment

As it stands we feel the Neighbourhood Plan significantly underplays the environmental context and setting in which Torquay lies and on which it relies heavily for its tourism potential (e.g the 'English Riviera Unesco Global Geopark': www.englishrivierageopark.org.uk).

The Plan area contains/lies in close proximity to a number of sites/areas of designated European/national importance for bio/geodiversity which include those set out below. Reference to these sites should be included in this section. Suggest you add the words 'as shown on proposals maps 1 – 19'. Policy E3. This policy contains a reference to a 'Green Infrastructure Development Plan'. The Plan text should state who produced this document and its date so anybody reading the Plan can find it

Delivery Plan'?

Growing Food

Policy HW4. Reference to the 'Old Piggeries Site' should be accompanied by reference to a site delineated on a named plan/the proposals map.

easily. Also please check the title is correct. Do you mean the Council's 'Green Infrastructure

Policy HW5. A definition of 'community food production' areas would be useful to avoid confusion at the decision making stage.

Sport and Leisure

A number of policies in this section are named 'Aspiration policies'. It would be useful if an explanation could be given as to how these policies differ from others in the Plan. If there is a reasonable level of doubt over their delivery it is suggested that their inclusion be re-considered. Policies SL1, SL2, SL3 & SL4 refer to named sites. These policies also need to include a reference to the corresponding plan showing the site boundaries. It is important that anyone reading the Plan Page 3 of 5

and particularly those making decisions about future applications understand the area to which the policy applies.

Housing

Clarification is sought on the level of housing provision to be made through the Neighbourhood Plan. It appears that the Plan is seeking to allocate a number of sites as listed on the separate sheet titled 'List of housing sites allocated in the Torquay Neighbourhoo d Plan' and that the overall level of Plan provision amounts to 1233 dwellings. However this is not clear from the main body of the Plan text or Plan policy.

If it is the intention to allocate these sites it is critical that the Neighbourhood Plan includ es a policy specifying, by reference to numbered plans and named/numbered sites, which sites are allocated for housing. For instance the policy could say something like: 'The following sites identified on proposals map sheets 1 – 19 are allocated for housing: NP1 – Old Cockington School (sheet X), NP2etc'.

It is also assumed that the Neighbourhood Plan is not seeking to make provision for housing that would be met from development of greenfield sites within the 'Future Growth Areas identified in the Local Plan (e.g. land within Torbay Strategic Policy Area SDT3 – Torquay Gateway). Clarification is sought on this. If it is the intention to allocate land within the Future Growth Areas, these proposals will need to be subject to Strategic Environmental Assessment/HRA and mitigation measures proposed (as appropriate) to ensure protection of biodiversity interests and particularly the Greater Horseshoe Bat population associated with the South Hams SAC

Policy H8

Reference is made in this policy to the Edginswell Future Growth Area. The Plan text suggests that this is an area identified in the Torbay Local Plan (although the text refers to Edginswell Gateway Site which may be something different). It would be useful if the policy could refer to and use the same terminology as the Torbay Local Plan to avoid confusion. It would also be useful if some clarification could be provided about the meaning of the 'second half of the Neighbourhood Plan housing allocation period'. Do you mean the second half of the Plan period? In addition although

the end date of the Plan is stated on the front cover there is no start date. Consequently the second half of the Plan period would seem to be variable.

Policies H11 to H13. It is suggested that some text be added to state that any new plan policies and proposals would need to be subject to public consultation and examination.

Community Partnership Statements

The involvement of all the Community Partnership Groups in the development of the Plan and individual 'Partnership Statements is commended. However there is a risk that these individual aspirations/policies are not captured adequately in, or are duplications of, the overarching Plan policies. It is suggested that the scope of all policies be assessed to identify those which apply to the whole Plan area and those which apply to a particular location only.

The area to which each section relates should be shown on a Plan - e.g. on sheets 1 - 19 in order that the reader can be clear about the area to which set of policies relates.

A number of the policies refer to named sites. A Plan reference should also be included in the policy.

St Marychurch & District Community Partnership Area – Maindencombe.

The sites identified at Sladnor Park Road fall within the strategic flyway zones for the Greater Horseshoe Bat which is a protected species of European importance associated with the South Hams SAC. Future applications here will need to have regard to Torbay Local Plan policy NC1 which requires the protection of hedgerows (including remnant hedgerows and veteran trees) that surveys show are being used as bat highways. It is suggested that this requirement as set out in the Torbay Local Plan is included within the design criteria accompanying policy MVE1. Page 4 of 5

Housing sites listed on page 65

This section needs to be clear about which sites are allocated in the Neighbourhood Plan, include correct site references and information on site yield. Table 1 gives the housing provision allocated in the Neighbourhood Plan as 1233 (TNP allocated sites drawn from Local Plan pool (1111) plus additional TNP sites (122)). However the text in the second paragraph states that the plan allocates sites for 1223 dwellings.

Table 3 should use the site references used in sheets 1-9 in the Neighbourhood Plan.

Sustainability Appraisal

General comments

There is no legal requirement for a Neighbourhood Plan to have a Sustainability Appraisal (SA) but where a Neighbourhood plan is likely to have significant environmental effects it may require

Strategic Environmental Assessment(SEA), for instance where a Neighbourhood Plan allocates sites for development and is likely to have significant effects not already considered through a SA of a Local Plan. In this case it is noted that a Sustainability Appraisal (incorporating SEA) has been undertaken.

As referred to in our letter of 27th January 2016 it is important that the SEA/SA appraises each policy and site specific proposal separately as well as in combination. This is particularly important for site allocations. Our understanding is that the Torbay Local Plan identifies strategic delivery areas for Torquay and a number of sites that could potentially meet housing/employment needs (but which are for consideration through the Neighbourhood Plan process). The Local Plan does not appear to include, or formally assess, individual sites. It is important that the SEA/SA for this Plan assesses each site allocation against the sustainability appraisal objectives selected. In particular the assessment should address any likely impacts on European Sites (e.g. South Hams SAC and Lyme & Marine Bay SAC) and explain how any adverse impact on integrity are to be add ressed. If no adverse impacts are considered likely the SEA should say this.

Work undertaken to assess the potential for individual site delivery (as part of Local Plan preparation) will in all likelihood be a useful source of information and can be drawn on. The assessment does not need to be over complicated or detailed but it should state if there is likely to be an impact on designated features/habitats and what (if any) mitigation is likely to be required. The assessment of sites NP1 – NP5 is welcomed.

Para 1.2 states that one of the key functions of the Plan will be to allocate land to support the delivery of around 3960 homes and 37,200 square metres of employment space. This does not seem to equate with Plan proposals which appear to allocate land to accommodate 1233 homes. The Plan makes no specific reference to the area allocated for employment. Clarification on this matter is sought as referred to above.

Section 5 – Sustainability Appraisal of policies and proposals.

Policies E1 – E7. We concur with the observation that the policies make no reference to designated habitats, however the SEA/SA should also consider and describe ways of mitigating any adverse impacts.

Appendix C

Policies E1 – E7. It would be more transparent if each policy was assessed individually as well as in combination with other policies. The danger of assessing policies together it that that negative impacts of one may be cancelled out by positive effects of another. This however could be avoided if sufficient explanation is given in the comments section.

We concur with conclusion drawn in assessing these policies against objective 5. (i.e. that policies make no reference to protection of designated habitats and species). However the appraisal needs to set out measures for mitigation (e.g. that reference to protection of designated habitats and species is made in the Plan).

Page **5** of **5**

Habitats Regulations Assessment (HRA)

If the Neighbourhood Plan allocates sites this needs to be acknowledged /referenced in the HRA screening report and conclusions drawn on that basis.

We would be happy to comment further should the need arise but if in the meantime you have any queries please do not hesitate to contact us.

For any queries relating to the specific advice in this letter only please contact Carol Reeder on 0208 225 6245 / 07721 108902 or carol.reeder@naturalengland.org.uk. For any new consultations, or to provide further information on this consultation please send your correspondences to consultations@naturalengland.org.uk.

We really value your feedback to help us improve the service we offer. We have attached a feedback form to this letter and welcome any comments you might have about our service.

Yours sincerely

Carol Reeder

Lead Adviser

Sustainable Development Team - Devon, Cornwall & Isles of Scilly

Paignton Neighbourhood Plan

Representation concerning identity of Scadson Woods and Hollicombe Park

BGVA for Muller (Dairy Crest Site)

DRAFT TORQUAY NEIGHBOURHOOD PLAN - REPRESENTATIONS ON BEHALF OF MULLER UK AND IRELAND

I write on behalf on my client Muller UK & Ireland' in light of the consultation on the Draft Torquay Neighbourhood Plan.

My client owns the Former Dairycrest Depot site which falls within the boundary of the Neighbourhood Plan. While we support the general aspirations of the Neighbourhood Plan and are grateful for the opportunity to respond, we wish to comment on a number of areas, namely:

- Policies and Proposals (general comment)
- Economy and Jobs (Policy J2)
- New Developments (Policy HW8)

Housing sites

Policies and Proposals – General Comment

We welcome the inclusion of Policy S1 'The Presumption in Favour of Development' which echoes the key underlying principle of the National Planning Policy Framework (NPPF) and advises that proposals which accord with the policies in the Torquay Neighbourhood Plan and the Local Plan will be approved unless material considerations indicate otherwise.

Economy and Jobs – Draft Policy J2

We also support the Plan's drive to diversify the local economy and to avoid loss of employment uses. However it is critical that draft Policy J2 'Retention of purpose built permanent employment areas' is amended to add a level of flexibility in line with new Local Plan 2012-2030 Policy SS5 and the NPPF. The Policy as currently worded states:

There shall be no change of use from existing all B classes to other classes on any of the existing trading estates or significant purpose built permanent employment areas.

At this stage the policy makes no allowance for change of use when there is no likelihood of a site being used for B uses in the future or if the use is no longer appropriate. This is the case on my client's site, which is currently vacant primarily due to complaints from local residents about the noise from the depot particularly during the night when the site was operational. While Dairy Crest at the time put measures in place to reduce the noise and impact on residential amenity, the complaints continued and were escalated with Torbay Council's Environmental Health Department; we understand that enforcement action was planned. It is therefore clear that a similar use on the site would not be welcomed by local residents.

In addition the draft policy does not take account of changing market conditions and the fact that a site could therefore remain vacant for years before a suitable policy-compliant use might be able to come forward. In addition the policy does not recognise the economic and social benefits that alternative uses can bring to an area.

Draft Policy J2 should therefore be updated to reflect paragraph 22 NPPF which states: Planning policies should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose. Land allocations should be regularly reviewed. Where there is no reasonable prospect of a site being used for the allocated employment use, applications for alternative uses of land or buildings should be treated on their merits having regard to market signals and the relative need for different land uses to support sustainable local communities.

New Developments - Draft Policy HW8

We recognise the importance of ensuring that all new homes include adequate outdoor space however Policy HW8 'Outside Space Provision' raises a number of issues. The Policy states:

All new homes shall have a reasonable outside recreational space consistent with their

intended use and the Local Plan.

There shall be no exception to the vehicular parking space requirement for each unit as designated within the Local Plan unless there is a public car park with equivalent spare capacity within 100m of the development.

All houses shall have garden areas with not less than 20 sqm of space suitable for arowing plants.

Flats or apartments must have either a balcony appropriate to the size of the home or a communal green area of not less than 20 sqm per home within the curtilage of the property unless it is within a 5 minute walk of a public green space or coastline.

Firstly the reference to a 'reasonable' amount of recreational space is not quantifiable and therefore needs to be clarified.

In addition the requirement for all houses to have as a minimum 20sqm of land within allocated gardens is not realistic and does not take into account factors including site location, context, layout and other design constraints which impact upon scheme design and may not allow for the level of growing space sought by the draft policy. The policy should, as a minimum, add a clause allowing for exceptions where it can be demonstrated that site constraints do not allow for such provision. It should also be noted that is it standard practice for many residential schemes to include community allotments within the scheme. This should be considered as an alternative.

Housing sites

The above comments are made in the context of my client's site being identified as an 'additional TNP allocated site', ref. NP3 'Dairy Crest site (Parkfield Road)' in the Neighbourhood Plan. My client supports the proposed allocation and is keen to work with the Neighbourhood Forum and Torbay Council to bring the site forward for residential development.

Muller UK and Ireland

As highlighted above, at this stage the emerging Neighbourhood Plan does not make an allowance for the change of use of sites/ buildings in 'B' employment use to alternative uses and therefore does not provide a clear policy basis upon which a residential use on the site can be pursued. In addition, we urge the Neighbourhood Forum to review emerging policies to ensure that these encourage and support the redevelopment of brownfield sites and avoid onerous requirements which would hinder the delivery of new homes in sustainable locations.

I trust that the comments made in this submission will be taken into account in the final version of the Plan however please do not hesitate to contact me if you wish to discuss the above in further detail on 011 7988 5308 or by email veronica.barbaro@gva.co.uk.

Yours sincerely

Veronica Barbaro, MRTPI Senior Planner For and on behalf of GVA Grimley Limited

Torquay Alpine Ski Club

Torquay Alpine Ski Club Barton Hall Kingskerswell Road Torquay Devon TQ2 8JY 1 October 2016

CONSULTATION RESPONSE: TORQUAY NEIGHBOURHOOD PLAN On behalf of Torquay Alpine Ski Club I would like to make the following formal representation on the Torquay Neighbourhood Plan. Torquay Alpine Ski Club welcomes and wholeheartedly endorses the content, referring to the ski club, on pages 16 and 46 of the Torquay Neighbourhood Plan, as presented below. Torquay Neighbourhood Plan page 16

Alpine Skiing

Torquay has the first Alpine dry ski slope ever built in the UK. It continues as a wellused facility that provides ski lessons and club tuition for skiers to national standard.

Provided the club remains sustainable, the facility must be protected in any future development of the area or relocated to an equivalent alternative site. Torquay Neighbourhood Plan page 46 Planning Policy SW2 provision for housing is needed in this area, particularly family and smaller homes, and some live/work accommodation. Locations where

development could occur include: A Between Barton Stables and Bottompark Lane... The Holiday Camps off Kingskerswell Lane, but only should they demonstrablycease to be viable in their existing use and retaining the ski slope as any part of the development. Land bounded by Edginswell Lane... The ski club is run with the aim to promote and encourage snowsports both competitively and recreationally in a social and supportive atmosphere for all ages. The ski club takes the responsibility of its aim seriously. Since it remains a club it is able to offer reduced rates to schools and youth groups, such as the scouting and guiding community, to promote learning new skills and developing healthy and active lifestyles through snowsports activity. The ski club also subsidises the running of its Junior Racers section where young people, from ages 7 to 18, can learn about the discipline and focus required to develop their skiing skills and apply them in the competition environment. The club has a particularly proud record with its racers going on to compete with success nationally and internationally. While the ski club encourages young people it also offers families the opportunity to learn new skills together and promotes a healthy and active family lifestyle. The ski club is a sporting facility in Torquay that adds to the diversity of recreational activities available. It is not only part of Torquay's history it is part of the national sporting history as it was the first outdoor dry ski slope when it opened in 1963. Torquay Alpine Ski Club welcomes and endorses the provision in the Torquay Neighbourhood Plan to ensure that there will remain an alpine ski club

Summary of Maidencombe resident's feedback Summer 2016 Reg. 14 Consultation

Brooks traditional and local in style add to Plan

Forsyth 2 no MH1/MVE1 (10 signatures)

Ellis no MH1/MVE1 Hunt 2 no MH1/MVE1

Molenaar deletion of 'redevelopment' MVE1
Hoskins deletion of 'redevelopment' MVE1

Davies C1 designation outside VE Cull C1 designation outside VE

The following gave general support to Maidencombe Plan and MRA (Maidencombe Residents Association)

Removal of the word 'redevelopment' from Line 2 under Policy MVE1

Development proposals outside the Village Envelope will be limited to those in compliance with Local Plan Policy C1 Countryside and the rural economy, on page 159 of the adopted Torbay Local Plan.

Jukes

Coatham

McCormick

Steele

McNeil

Thorn

Philips

Buirnett

Horder 2

Slough

Badcock

Rainbird

Davies

Lamar

Rothery 2

Bill Williams

Other Maidencombe related representations

Pegasus

Torquay Neighbourhood Plan: Regulation 14 Pre-Submission and Publicity

Version (August 2016) – Statutory Consultation

Sladnor Park, Sladnor Park Road, Maidencombe, Torquay, TQ1 4TF

Pegasus Group is writing on behalf of JJ Gallagher Ltd and ECVP Ltd, who have an interest in land at Sladnor Park, Sladnor Park Road. A plan is enclosed indicating the extent of land to which JJ Gallagher Ltd and ECVP Ltd have an interest.

We support Torquay Neighbourhood Forum's intentions in bringing forward a Neighbourhood Development Plan (NDP) and are encouraged by the proactive nature of community involvement, and the evident level of care taken to ensure the local community are informed of, and able to shape, the content and scope of the NDP.

Our comments below relate to the basic conditions as set out in paragraph 8(2) of Schedule 4b of the Town and Country Planning Act 1990, and as summarised in the National Planning Practice Guidance (PPG):

- "having regard to national policies and advice contained in guidance issued by the Secretary of State it is appropriate to make the neighbourhood plan;
- the making of the neighbourhood plan contributes to the achievement of sustainable development;
- the making of the neighbourhood plan is in general conformity with the strategic policies contained in the development plan for the area of the authority;
- the making of the neighbourhood plan does not breach, and is otherwise compatible with, EU obligations; and
- prescribed conditions are met in relation to the neighbourhood plan and prescribed matters have been complied with in connection with the proposal for the neighbourhood plan."

Our interpretation of these basic conditions is informed by recent NDP Examiners' Reports and High Court Decisions, which have affirmed the status of NDP's in the planning process, and identified the scope and intent of the basic conditions in terms of detailed planning policies.

At the outset, it is noted that we are committed to continuing dialogue with the NDP

Group and would welcome the opportunity to discuss the matters raised below, and to address any questions that may be outstanding in terms of our aspirations for the site. Page \mid 2

Objectives of the NDP

We support the objectives set out by the NDP, recognising the importance of sustainable development which can encourage economic development, provision of homes, businesses and associated infrastructure and provide for communities in which people want to live, work and visit. It is acknowledged that the NDP promotes brownfield development over greenfield development and the NDP's objectives with regard to services and facilities as set out on P. 5 of the document are taken on board. These state that:

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

(i) General Approach

The NDP as currently drafted appears positive in its overall approach to development within the Torquay community. However, we believe that there are some areas that require greater attention.

Housing

In the Housing section of the NDP, it is encouraging to see a section focused on the need for homes for an ageing population. The NDP itself strongly supports provision for downsizing for Torquay's ageing population, particularly in Policies H3 and H4. It is stated that provision of retirement homes will be supported in 'suitable selective locations'.

Furthermore, Policy SS1 in the Adopted Torbay Local Plan (2015) expects
Neighbourhood Plans to identify developable sites. This provides the opportunity for sites
to be identified in the NDP; however, there are still no 'suitable selective locations'
specified at any point in the current NDP relating specifically to homes for an ageing
population.

It is recommended that, to support the delivery of developments providing residential accommodation for older persons (whether extra-care, assisted living or care-home facilities), sites should be identified, or a set of criteria should be provided to give guidance on the type of sites that would be considered suitable to meet the needs of an already-highlighted ageing population.

Brownfield Land

The objectives set down for the NDP include the promotion of brownfield land and preference for redevelopment of such land over greenfield land, not least given the absence of plentiful greenfield space to develop.

The NDP notes that a large number of Torbay's windfall sites will arise from areas previously occupied by Tourism accommodation both serviced and un-serviced. It goes on to say that there will be an expectation that a significant number of homes will be provided through such change of use. It concludes with a preferred emphasis on family homes, however it is recommended that equal attention is given to homes suitable for an ageing population. Downsizing to retirement living can often have an effect of freeing up previously-occupied residential properties to aid in meeting housing targets. It is recommended, however, that Policy E1 is re-worded. It is considered that this policy is somewhat negative and restrictive towards development that would contribute

positively to the area. In order to bring the policy in line with the NPPF, it should be noted that the NPPF does not prohibit greenfield development. Instead, it emphasises the significance of sustainable development. The Neighbourhood Forum's preference for brownfield development over greenfield is well documented, so it would be more proactive to judge greenfield development on its individual merits, rather than preclude such development solely given the undeveloped nature of a particular parcel of land. Safeguarding of Tourism

Policy T4 of the NDP pertains to the change of use from tourism properties to housing on sites outside of the designated Core Tourism Industry Areas. It states a presumption in favour provided that (as outlined in T4.2) the tourism function can be demonstrated to be unsustainable in the foreseeable future, and that the new use supports an increased value and visual quality of the site. We consider this to be a positive approach to this issue and support the flexibility provided by the policy, which is considered to accord with the objectives of the NPPF. However, we would request that T4.3 is amended to recognise that other types of housing need, for example for older persons, would also be appropriate on brownfield tourism sites.

(ii) Sladnor Park, Sladnor Park Road, Maidencombe

With regard to the above comments, our client, JJ Gallagher Ltd and ECVP Ltd, has an interest in the Sladnor Park, Sladnor Park Road, Maidencombe site, as identified on the enclosed Site Location Plan. You may already be aware that this site is brownfield land, having previously accommodated a caravan park, which has been derelict for some time. Planning permission was granted in 2006 for a 'retirement' village.

ECVP Ltd is a provider of residential accommodation with care, aimed at providing suitable accommodation for older persons who have varying care needs. They propose to bring forward the Sladnor Park site to deliver an Assisted Living scheme, including a core building where care facilities and communal facilities will be concentrated.

Assisted Living and Care Housing

Assisted living is a relatively recent type of accommodation which bridges a gap between

standard residential housing, which typically comprises no care facilities, and traditional care homes where staff are on hand for assistance at all times and independence is limited. Assisted living schemes provide individual homes that are purpose-designed to accommodate the provision of care as required, alongside communal facilities and services. This allows for independent living with an element of privacy, while providing the benefit of services close at hand for those living within the development.

There is a wide range of housing purpose designed for the senior population across the country, where help or care can be called upon when necessary. Developments can range from 20 units to 300 units, the latter more indicative for retirement villages. They are best situated in sustainable locations, in close proximity to built up areas where there is existing provision of social, transport and retail facilities, as is the case with Sladnor Park.

Promotion of the Site

It is requested that consideration is given to the allocation of this site. We consider it is an appropriate site to deliver this much needed type of accommodation for the following reasons:

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- 1) The site has been assessed in detail by the LPA and considered appropriate for a retirement village under previous planning application ref: P/2006/0474 which sought outline planning permission in 2006 for:
- "Redevelopment to provide 'retirement village' (Class C2) comprising 24 independent living units, 92 Care Suites, 90 Bed Care Unit, associated healthcare, leisure and restaurant facilities. Retention of 3 pairs of existing lodges, landscaping and parking."
- 2) The site has been derelict since before the above application was submitted, as noted in the Officer's Report for the application. This demonstrates that there is no business case for a tourism facility in this location.
- 3) By virtue of the site's previous function as a tourism facility, the site constitutes brownfield land and therefore weighs in favour of the NDP's preference for redevelopment of brownfield land over greenfield land.
- 4) The site is in the control of a developer that can deliver the site immediately (within the next 5 years), thereby preventing the ongoing vacancy at the site.
- 5) The finished development would give rise to the benefits of assisted living developments as set out above.

Policy SS2 in the Adopted Torbay Local Plan (2015) confirms that major development outside of the established built up area, and not within Future Growth Areas, will only be permitted where the site has been identified by the relevant Neighbourhood Plan or subsequent development plan document.

This is furthered by NDP Policy S2 which highlights a presumption against approval for developments no within the NDP, unless the proposal is supported by the Torquay Neighbourhood Forum and Community Partnership local to the proposed development. However, this policy is considered negative and could be worded more constructively so as to comply with the NPPF's Paragraph 14.

Therefore, the NDP Forum has had the opportunity to identify sites such as this for appropriate development, should they wish to do so.

Our client would like to discuss this further with the Forum if possible.

(iii) Summary

Overall, in light of the NDP's objectives to cater for the ageing population in tandem with consideration of suitable housing locations, we would suggest that relevant policies and/or site allocations to deliver specialist housing for older people should be included in the NDP, to enable this objective to be met.

Sladnor Park is a highly suitable development option and offers the ability to provide a suitably scaled, and landscaped development which would not appear visually intrusive nor detrimental to the surrounding area. It is requested that the NDP forum consider identifying it as an appropriate site to deliver a care village scheme.

We would welcome the opportunity to discuss our comments on the draft NDP in more detail, and would like to be kept informed of the NDP's progress. We look forward to continued discussion regarding the potential for the Sladnor Park site.

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Yours faithfully

Jonathan Rainey

Director

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Origin 3 Tyndall House, 17 Whiteladies Road, Clifton, Bristol, BS8 1PB

Summary of pdf representation

Three sites suggested for development outside development policies for Maidencombe



Origin3 Ref - 16-038

Torquay Neighbourhood Plan c/o CDT Office Temperance Street Torquay TQ2 5PU

3rd October 2016

Dear Sir/Madam.

RE: The Torquay Neighbourhood Plan (Reg. 14 Pre-Submission and Publicity Version - August 2016)

This representation letter has been prepared by Origin3 on behalf of our client, Fairacre, in respect of the pre-submission and publicity version of the emerging Torquay Neighbourhood Plan (NP). These representations relate to Fair Acre's interests at Land south of Brimhill Villa, Maidencombe (herein referred to as Site A), Land north of Courthouse, Maidencombe (herein referred to as Site B) and Land south of Brim Hill, Maidencombe (herein referred to as Site C). A site location plan is attached for reference at Appendix 1.

The Torquay Neighbourhood Plan (NP) has been developed in parallel with the Torbay Local Plan which was adopted in December 2015. The adopted Local Plan provides the strategic overview for development across the whole of the authority area, while the emerging NP provides local level detail regarding specific sites and development proposals. This letter is submitted to the pre-submission and publicity version consultation in order to promote the aforementioned sites for inclusion within the Torquay NP for residential development, as they are considered capable of facilitating sustainable development within the plan period.

Torbay Local Plan

Policy SS1 (Growth Strategy for a prosperous Torbay) within the adopted Torbay Local Plan 2012-2030, details that within the years 6 to 10 of the Local Plan (2017/18-2021/22), development will come forward through the delivery of committed sites and developable sites identified in Neighbourhood Plans. If Neighbourhood Plans do not identify sufficient sites to provide the housing requirements of the Local Plan which is set at about 8,900 homes over the Plan period of 2012-2030 at around 495 homes per annum, the Council will bring forward sites through various site allocations development plan documents.

Policy C1 (Countryside and the rural economy) within the Torbay LP states that development in the open countryside, outside of and away from existing settlements will be resisted where proposals would lead to the loss of open countryside or the creation of urban sprawl, or where it would encourage the merging of urban areas and surrounding settlements to the detriment of their special rural character and setting.

The policy states that development outside the main urban area and Strategic Delivery Areas will normally only be permitted within the established boundaries of villages and hamlets, provided that it is of an



appropriate modest scale and consistent with relevant Local Plan Policies, including those relating to landscape, recreation, biodiversity, design and conservation. Suitable infill development, refurbishments and conversions will be permitted within these settlements in order to meet the day-to-day needs of local communities, to promote the retentions and development of local services and to help maintain their sustainability.

Policy NC1 (Biodiversity and geodiversity) details when dealing with locally important sites and species that development will only be permitted where there are no reasonable alternative sites, where the reason for development clearly outweigh damage to nature conservation interest, where every effort has been made to minimise any damage, and where appropriate mitigation and compensation measures can be put in place.

Policy SS10 (Conservation and the historic environment) of the adopted LP states that development will be required to sustain and enhance the natural and built environment.

The sensitive development of the identified land parcels is considered to be in accordance with the relevant Torbay Local Plan policies as identified.

Torquay Neighbourhood Plan

Draft Policy MH1 of the emerging NP concerning housing, states that any development should consider the needs of all residents, existing and new. This could be done through identifying and securing appropriate sites for good quality housing to meet the projected demographic needs for this area and not allowing development of housing on any Greenfield sites.

Draft Policy MVE1 regarding the Village Envelope for Maidencombe details that within the identified Village Envelope boundary, limited infill development, redevelopment and refurbishment of existing buildings will be permitted providing that a set of design criteria are fully satisfied. Sites A and B are located within the village envelope for Maidencombe.

One of the suggested design criteria which requires satisfying under the terms of the policy, is that development is to be in accordance with the detailed guidance outlined for each specific character area (Areas 1, 2, 3a and 3b).

It states that development located within Area 2 (Conservation Area) is likely to be limited only to the sensitive conversion, alterations and extension of existing buildings rather than new stand-alone dwellings which might constitute infill development. As it currently stands, this policy is contrary to the adopted Local Plan policy as it pre-determines the principle of development through asserting that development of new dwellings within the conservation is not acceptable. The development plan policy wording does not infer this and indeed suggests that development of an appropriate modest scale within the established village envelopes and that is consistent with relevant Local Plan policies will be likely be acceptable.

A suggested revision to the policy wording may therefore read:



"Because of the special historic and landscape significance, successful development prposals are likely to be limited to the sensitive conversion, alteration, extension of existing buildings and sensitive infill development which would not demonstrably harm or impact on to the character and setting of the area."

Identified Sites

Site A

Site A lies within the centre of the Maidencombe Villages Envelope and therefore is well related to the existing urban settlement. The site comprise of agricultural land categorised as Grade 4 and therefore is of poor quality. The site is currently available for development being vacant and under a single ownership. The site provides the opportunity to provide a residential development fronting onto Brim Hill road.

Site B

Site B is located within the Village Envelope of Maidencombe. The site is centred within a pocket of loosely knit residential dwellings, separated by pockets of vegetation comprising of trees, shrub and ground cover.

This site provides the opportunity to deliver residential schemes fronting Brim Hill or Rock House Lane with potential to provide improved public connectivity across the site and or the provision of a public open space.

Site C

Site C lies immediately south of the village of Maidencombe, adjacent and well related to the established Village Envelope. The site comprises poor quality Grade 4 agricultural land. The site is currently vacant and therefore available for development.

Yours sincerely,

Alex Cave

Planning Assistant

T: 0117 980 4900

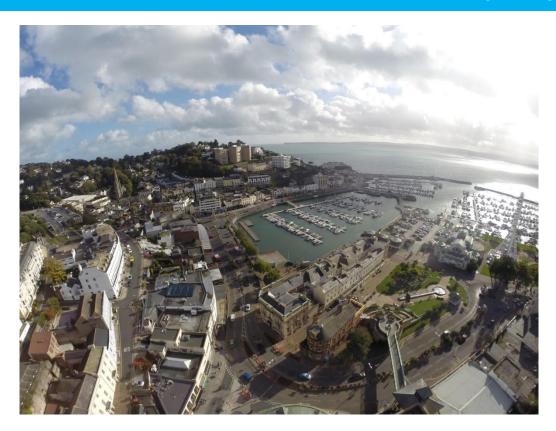
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TORQUAY NEIGHBOIURHOOD PLAN
SUMMER 2016 CONSULTATION VERSION

A Community Town Plan to 2030 and Beyond

Torquay Neighbourhood Plan



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Foreword

Welcome, on behalf of the Torquay Neighbourhood Forum, to the plan for the future of Torquay.

The Torquay Neighbourhood Forum is a community group who have been working over the last few years to produce a Neighbourhood Plan for the Torquay area. The plan will help shape development in Torquay over the next 20 years and will provide the framework to articulate how our communities wish to see their areas change. Anyone who lives or works in Torquay can become a member of the Torquay Neighbourhood Forum.

The concept of Neighbourhood Plans was introduced in England by the Localism Act, which came into force in 2011. Their purpose is to give local communities the power to truly shape development at a local level. This Neighbourhood Plan has been prepared by the Torquay Neighbourhood Forum for the Torquay Neighbourhood Area through an extensive programme of consultation with local residents, businesses, Community Partnerships, and other interested parties. Your views on this draft, work-in-progress, document will help the Forum finalise the plan, so it's important that you let us know what you think.

Once the consultation stage has been completed, the Neighbourhood Plan will go through an Independent Examination stage before finally being put to Referendum. Once the document becomes a statutory 'Development Plan', the Torquay Neighbourhood Plan will provide a statement from the community about how development should be managed positively and appropriately so that the area's distinctive character and landscape is maintained and enhanced and the community truly benefits from the right types of development in the right places. This is the community's opportunity to voice what development, both

residential and commercial, that it wishes to see and where it should be situated. In particular, it also creates an opportunity to grant our most precious greenspaces with a special level of protection as Local Greenspaces.

In twenty years' time, we would wish to see Torquay as a vibrant and well balanced economic area, with sufficient well paid jobs, homes that are suitable and affordable for all, and a revitalised central area, offering quality retail, entertainment and office space.

Introduction

Why does Torquay need a Neighbourhood Plan?

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

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

Neighbourhood planning is being promoted by the government as part of the Localism agenda. In October 2011, a successful bid for government funding to produce neighbourhood plans for Brixham, Paignton and Torquay was made. This is the Torquay Neighbourhood Plan.

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

The plan covers the whole of Torquay. A group of local residents and business representatives came together in late 2011 to start the process. A public meeting was held, and in November 2011 the Torquay Neighbourhood Forum was established to steer the plan. The nine local Community Partnerships have taken a leading role within the Torquay Neighbourhood Forum, each one aiming to ensure that the

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

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

Together, in active collaboration with the whole community, the steering group and local community partnerships have worked hard to shape the plan for our town. We want to see Torquay growing stronger as we cherish the best of our rich heritage and nurture sustainable growth for a successful future.

Funded through government grant, The Prince's Foundation for Building Community was commissioned in 2012 to help support development of the plan. During 2012 the Foundation held two workshop series. The first workshop (in March 2012) identified key issues for Torquay including:

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

Recommendations following the workshops were:

• that the 'core areas' (key areas of change) be defined by issues rather than ward or partnership boundaries. These should include the gateway, central spine and an expanded town

- centre / waterfront (recognising that fringe areas such as hotels and bus station are vital to the town's future).
- that the plan should include one discrete section for core areas and another covering the community partnership areas, the former being relatively detailed and the latter offering actions specific to their areas.

In November 2012 the Forum published a leaflet "Change is in your hands — a draft summary of proposals for the future of Torquay — a plan for the community, by the community". It was accompanied by a questionnaire, and formed the basis for a series of three workshops in December 2012.

At this stage the Foundation were asked to look at three key issues:

- The town centre the key sites already identified, what they could deliver and their impact on the town centre's regeneration.
- ii. Options for housing growth in particular around the identified 'gateway' area around Edginswell.
- iii. Movement and connectivity within the town and how improvements could be made to the existing network.

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

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

The plan is for anyone and everyone with an interest in Torquay – residents, visitors, businesses and investors. It will be used to promote investment in the town, guide new development to the most suitable sites, protect valuable assets, secure improvements of all kinds, give a continuing voice to the community, and promote a better quality of life for current and future generations.

How is this plan related to other plans?

The Torquay Neighbourhood Plan (this plan) has been developed in parallel with the new Torbay Local Plan which was adopted by Torbay Council in December 2015. More than that, each plan informs and strengthens the other. The Torbay Local Plan (titled "a landscape for success") provides the big picture for the whole Bay, and the neighbourhood plans for Brixham, Paignton and Torquay will add detail about local outcomes, projects and sites.

A neighbourhood plan has to comply with national planning policy, European guidance and regulation, and the local plan whose area it lies within. The plan also aims to complement other plans, particularly the neighbourhood plans for Brixham and Paignton.

What time period does the plan cover?

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

Vision and Aspirations

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

At the same time the beauty of the town and its setting is being

preserved and enhanced. Measures are in hand to conserve coast and countryside, new buildings are being designed to improve the town's appearance and old ones are being cared for and maintained.

The plan aims to keep this balance – attracting new interest and investment while protecting and enhancing the considerable assets and attractions of Torquay. We want a happy and beautiful town, growing stronger and healthier each year. We want to share the best of Torquay and enjoy its continual improvement.

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

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

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

Objectives

Planning and Development

We want to drive and support sustainable development which delivers economic diversity, recovery and growth, homes, businesses and infrastructure, helping our community to flourish as it meets present and future demands.

- to enable holistic planning for the whole town and good planning suited to each of its neighbourhoods (Community Partnership areas).
- to ensure the planning processes is community led.
- to support the provision of a good range of decent, affordable homes for all sections of the community.
- to promote brownfield development over greenfield.
- to provide a framework to ensure that public funds collected in connection with new developments (through the Community Infrastructure Levy or similar) are used to address local priorities.

The Economy

We wish to drive the change to a diverse economy away from the dominance of Tourism to a broader based range of job creation businesses from light industrial, offices and high tech businesses.

- Promote the change to a higher quality/higher value sustainable tourism sector
- Enable the change of use of unsustainable tourism businesses through clear Planning policies.
- Retain our purpose built job creation areas and make space for purpose built job creation within the well-connected Edginswell Gateway area.

Services and Facilities

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

- to establish a database of publicly available community assets of all kinds.
- to seek to retain existing assets, identify needs and promote opportunities to fill gaps.
- to identify valued public spaces, protect them and promote their improvement.

Traffic and movement

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

of public transport.

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

Environment

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

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

The Town Centre

We want to celebrate and enhance the vibrancy and uniqueness of Torquay town centre and harbour front and to increase the residential element of the centre to maintain and grow the evening economy.

- To continue the process of improving the flow of traffic, signposting and re-routing traffic more directly into the town centre.
- to enhance the shopping and social experience in the town centre and assure good and safe access for all.
- to identify the different character areas which together make up the town centre and to more effectively market the distinctiveness of each one, whilst improving linkages between them.
- to improve the diversity and robustness of the town centre's retail footprint and to identify scope for new or revised retail investment and development.
- to improve car parking provision.
- to increase residential density in the town centre, promoting increased residential use of upper floors and redevelopment of redundant buildings and sites.

The Gateway

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

- to identify well-located sites for well-designed new buildings which will provide for structured growth and investment and positively enhance the gateway to Torquay.
- to support, integrate and strengthen existing neighbourhood centres at Shiphay, Barton and The Willows.
- to identify and promote opportunities for infill and other brownfield development at existing neighbourhood areas.

Policies and Proposals

This is a Plan for the whole of Torquay and for each of its neighbourhoods, aimed at securing sustainable development to promote investment in the town's physical and social fabric, strengthening its economy, conserving its heritage, promoting its natural beauty and growing a safer and healthier community. The policies and proposals in this section are designed to help deliver those aspirations by:

- Improving movement into and around the town and enhancing everyone's enjoyment of it:
 - by re-routing the principal flow of traffic into the town and improving strategic signposting,
 - and providing better, safer access to the town centre, sea front and car parks.
- Identifying areas where there are opportunities to deliver development:
 - either through redevelopment and regeneration within the existing limits of the town
 - or on new sites in locations well-related to existing neighbourhoods.
- Promoting local projects where new or improved local services and facilities could be delivered:
 - in association with any significant new developments
 - and/or through public/private/voluntary sector partnerships.
- Establishing policies to help ensure that new developments:
 - are sustainable and help to deliver identified local priorities
 - and that local communities are consulted and involved in

shaping them.

The following policy incorporates the key principle from the National Planning Policy Framework (NPPF) into the Plan and reflects the importance of sustainable development in Torquay:

PLANNING Policy S1: The Presumption in Favour of Development Development proposals which accord with the policies in the Torquay Neighbourhood Plan and the Local Plan shall be approved unless material considerations indicate otherwise.

PLANNING Policy S2: Development not included in the Torquay Neighbourhood Plan

Development proposals that are outside the policies of the Neighbourhood Plan shall have a presumption against approval unless the proposal has the support of the Torquay Neighbourhood Forum and Community Partnership area where that development is proposed.

Economy and Jobs

This plan aims to improve and diversify Torquay's economy for the benefit of our community's quality of life in broad compliance with the Local Plan.

It also aims to provide secure well-paid jobs within a vibrant, diverse economy with a goal to increase the average pay to above the national average wage within 20 years. This goal will drive the policies for the economy.

The current economy relies on tourism and the public sector for over half the economy of Torquay. The Tourism industry employs around one third of the local workforce.

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

This transition may reduce the net tourism jobs created within the first 10 years of the Plan and, with a shrinking public sector, special emphasis on creating non-tourism jobs will be required to provide a net increase in the number and quality of the jobs in Torquay.

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

There is a requirement for accurate data to support strategic decision making for job creation. The Neighbourhood Forum supports the publishing of a professional and rigorous annual rolling 10 year analysis of the trends in job and business property creation/loss and the requirement for provision of job creation space and workforce skills requirements.

A key part of job creation will be to revitalise the town centre and harbour area through development of homes and an effective fit for purpose retail and leisure area. This will be the basis of the Town Centre Strategic Plan.

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

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

PLANNING Policy J1: Job Creation Areas

The job creation areas within the Gateway area and in accordance with the Torquay Gateway Masterplan, at Edginswell, Kerswell Gardens and Moles Lane/Reservoir sites shall only be used for purpose built permanent employment space.

PLANNING Policy J2: Retention of purpose built permanent employment areas

There shall be no change of use from existing all B classes to other classes on any of the existing trading estates or significant purpose built permanent employment areas.

These policies support the development of low carbon sustainable communities and home based enterprises:

PLANNING Policy J3: Sustainable Communities

All new developments on greenfield sites of more than 20 homes shall be not more than a 20 minute walk from purpose built employment space. There is a trend towards home based enterprises and home working. The following policy will ensure homes are built to accommodate this trend in fit for purpose space.

PLANNING Policy J4: Home Based Enterprises

Not less than 10% of all open market homes on greenfield sites will have separate, fit for purpose home business space incorporated within the design of the property.

Environment

The quality and character Torquay's rural, urban and maritime landscapes have long been recognised as a valuable asset. Countryside and beaches are the top attractions for visitors to the area of South Devon as well as giving a significant motivation for new residents to move to the area. However, this means that the landscape is under continuous pressure for change from development, changes in land management practices, and the effects of climate change. Torquay's rural landscape is heavily influenced by their patchwork of agricultural activity and the continuation of agri-food industries is vital for the conservation and enhancement of the landscape.

These policies aim to protect important and designated landscapes from inappropriate development:

PLANNING Policy E1: Protection from Greenfield Development Any greenfield site within the designated countryside and undeveloped coast areas shall have a presumption against planning approval unless the site is identified as a development site within this Plan. Landscapes perceived as beautiful, tranquil and 'natural' improve mental wellbeing by reducing stress and evoking positive emotions, and help improve physical fitness by providing inviting and inspiring environments to exercise. Access to the countryside and green spaces, such as via the public rights of way network, is important for these benefits to be fully realised.

Growth in visitor numbers and the resident population will exert further pressure on Torquay's landscape; this needs to be managed carefully to maintain the high quality and distinctive character of the landscape to secure future economic prosperity, health and wellbeing. It is recognised that Torquay has a large number of brownfield and redundant tourism sites providing a significant pool of assets for redevelopment and hence reducing the pressure on developing green spaces.

PLANNING Policy E2: Local Green Space

All green spaces identified as Local Green Spaces within the Community Partnership submissions of the Neighbourhood Plan must not be developed other than improvements to recreation facilities without the express approval of that community through their Community Partnership.

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

the built environment; only then can sustainable communities be created for the future.

PLANNING Policy E3: Green Infrastructure Development Plan Any new development must be in compliance with the Green Infrastructure Development Plan.

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

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

Our parks and green spaces are rightly valued as amongst our most precious assets. There are many challenges facing us, but the following are essential:

- Improving the appearance of green space.
- Improving accessibility, especially for the disabled.
- Challenging people's perceptions of green spaces so they are seen as areas to visit and use more often.
- Improving facilities.
- Increasing numbers of events/entertainments where this does not adversely affect the quality of life of the surrounding community.
- Developing opportunities for using green spaces for learning.
- Promoting and protecting the heritage assets of Torquay's green spaces.
- Promoting green spaces as drivers for economic activity while protecting them.
- Developing opportunities for using green spaces for appropriate sporting activities thus contribute to peoples' health and wellbeing.
- Recognising, protecting and enhancing the biodiversity value of green space.
- Encouraging children to play and be active

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

A co-ordinated approach needs to be taken by all agencies to promote green tourism, and to increase and enhance the maritime offer for both residents and visitors. The number of sea based activities has declined in

recent years, so there are many opportunities for businesses to be encouraged, making sure that there are no threats to the actual environment. Tor Bay is now designated a Marine Conservation Zone, and not enough is currently being done to inform the public about this, either through education in our schools, or through tourist information.

Maintaining the health of the environment provides a wealth of benefits which strengthen the economy and aid regeneration by offering more jobs, reduced need for healthcare, pride of place, improved tourism, better adaptation for climate change and increased property values. Outdoor education is an important part of a child's development and Green Infrastructure provides access to open air classrooms and opportunities to explore nature first hand.

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

Our Plan wishes to protect established woodland areas

PLANNING Policy E4: Development on Established Woodland

There will be a presumption against any development on established woodland unless it can demonstrate an enhancement to the long term sustainability of that woodland and existing public access is maintained.

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

PLANNING Policy E5: New Trees in Urban Areas

To increase the planting of new trees in urban areas, any new tree planted within the curtilage of a domestic property will have a presumption in favour of pruning and felling at any time.

PLANNING Policy E6: Trees with a Negative Impact

Unless there is a significant loss to the environment, any tree in the curtilage of a residential property that can be demonstrated as having a significant negative impact on the resident's quality of life or the reasonable enjoyment of the garden, will have a presumption in favour of pruning or felling. Any tree felled must be replanted with another tree.

PLANNING Policy E7: Green Corridors

To link areas of woodland to form green corridors, all new homes or businesses must provide suitable and appropriate green corridors within that development so that adjacent woodland or hedgerows are linked for the benefit of the natural movement of wildlife.

Health and Wellbeing

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

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

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

Further reference: World Health Organisation Healthy Cities Movement Universal Design Principals Training Tools for Accessible Towns.

Walking and cycling environment

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

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

PLANNING POLICY HW1: Controlled Crossings and Speed Limits
The development of new or expanded schools must include controlled
crossings and mandatory 20mph speed limits for all key walking routes
adjacent to the school.

PLANNING POLICY HW2: Travel Plans

The development of new or expanded schools must include a Travel Plan for staff, parents and children that provides safe drop off zones, adequate on-site staff parking, road side controlled parent parking and phased attendance times to demonstrate and facilitate safe and effective road usage for all users.

PLANNING POLICY HW3: Catchment Areas

Any new primary school serving a major development must be located not more than a 20 minute walk away from 80% of the catchment area.

The policies support proposals that encourage and enable more journeys to be undertaken in the town by walking, cycling or public transport by:

- Encouraging walking and cycling by ensuring all light controlled junctions are appropriate for safe pedestrian and cycle use.
- Ensuring key community walking and cycling routes are well lit and designed to be safe.
- Creating safe and secure layouts that minimise conflicts between traffic and cyclists.
- Ensuring cycle paths are maintained and well lit at night for key routes.

Local transport

The use of sustainable travel by the use of local transport is supported by:

- Promoting sustainable public travel methods to dissuade the use of private cars.
- Ensuring existing transport infrastructure, such as rail and bus services are integrated effectively and are sustainable.

Open spaces, recreation and play

The use of open space for recreation and play is promoted by the following principles:

- Retain existing open spaces, sports and recreational facilities and resist their loss without approval from the local Community Partnership.
- Require high-quality public spaces and encourage active and continual use of public areas.

- Connect places with each other and make moving through them easy.
- Ensure open spaces cater for a range of users with multiple social, health and environmental benefits.
- Ensure play spaces are easy and safe to get to by sustainable transport, and well over-looked to ensure safety.
- Ensure schools have adequately sized open spaces, including playing fields and opportunities for food growing.
- Provide a range of sports and leisure facilities and pitches designed and maintained for use by the whole community.
- Provide a wide range of high-quality play opportunities and experiences integrated into residential areas.

Growing Food

These policies ensure opportunities are provided for households to own or have access to space to grow food, for example roof or communal gardens and allotments. There is a high demand for allotments and this Plan allows for the creation of a new community food production area.

PLANNING POLICY HW4: Community Food Production

Any change to the status of the 'Old Piggeries' site in Cockington shall only be to a good quality community food production area.

PLANNING POLICY HW5: Use of Food Production Areas
All existing allotments or community food production areas shall have
a presumption against development unless an equivalent site is
substituted and is explicitly agreeable to the users group.

Neighbourhood spaces

Community and healthcare facilities must be provided early in the planning stage of any new development.

PLANNING POLICY HW6: Community Hub Facilities

All greenfield developments of more than 20 homes shall provide, or there must be existing, community hub facilities (not less than a convenience store, primary school, health facility, and a restaurant/pub) within not more than 20 minute walk from 80% of the homes.

The protection of public rights of way and access is encouraged by the following policy:

PLANNING POLICY HW7: Closure of Public Rights of Way No public right of way will be closed without the express consent of the local Community Partnership.

New Developments

These policies aim to ensure new development has adequate access to outside space and provide cycling and walking facilities.

A key principle requires any new housing developments must include adequate outdoor space, such as a front or back gardens or balconies or access to public green spaces.

PLANNING POLICY HW8: Outside Space Provision

All new homes shall have a reasonable outside recreational space consistent with their intended use and the Local Plan.

There shall be no exception to the vehicular parking space requirement for each unit as designated within the Local Plan unless there is a

public car park with equivalent spare capacity within 100m of the development.

All houses shall have garden areas with not less than 20 sqm of space suitable for growing plants.

Flats or apartments must have either a balcony appropriate to the size of the home or a communal green area of not less than 20 sqm per home within the curtilage of the property unless it is within a 5 minute walk of a public green space or coastline.

PLANNING POLICY HW9: Provision of Travel Plans

All employment developments and residential developments of more than 20 homes shall include a Travel Plan that supports sustainable public transport for that site

PLANNING POLICY HW10: Cycle Storage and Changing Facilities All new employment space shall have cycle racks/storage and showers/changing facilities.

PLANNING POLICY HW11: Linking Walking and Cycling Networks
New developments of greater than 20 homes shall be on a sustainable
public transport network and shall have permanent links to existing
walking and cycling networks adjacent to the site.

PLANNING Policy HW12: Cycle and Pedestrian Links

All new developments of greater than 20 homes will have cycle and
pedestrian links to existing networks.

Sport and Leisure

Sports and Leisure facilities form an essential part of a Health and Wellbeing strategy.

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

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

Swimming

The swimming facilities in Torquay (and Torbay) are inadequate for clubs: the public pools in Torquay and Brixham have too few lanes for adequate training and without spectator space for galas; while Paignton has a pool with good spectator space and number of lanes but a non-standard length (33m). Our Plan supports a single, fit for purpose swimming venue to cater for club swimmers and regional galas consisting 8 lanes, 25m length with 200 person spectator space. A modification to the Paignton pool to reduce the usable length to 25m is proposed as an interim step.

Alpine Skiing

Torquay has the first Alpine dry ski slope ever built in the UK. It continues as a well-used facility that provides ski lessons and club tuition for skiers to national standard. Provided the club remains sustainable, the facility

must be protected in any future redevelopment of the area or relocated to an equivalent alternative site.

Athletics

A regional standard athletics track is supported at an appropriate location such as Nightingales Park at the Willows.

Football, cricket and rugby

The Plan promotes clubs working together to ensure sustainability, take on longer term leases on facilities and strengthening their presence on the regional stage.

Angling

Torbay is now a Marine Protection Zone and the benefits to fish populations should enhance the quality of sea angling options in Torquay. The Council must ensure adequate facilities and access to key angling spots in conjunction with local clubs.

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

Cycling

A range of cycling routes and options are supported for Torquay including BMX, family and off road. A purpose built skate board park would be an important new facility in a suitable location.

Golf

Torquay has one golf course which also has public access. At least one good quality public access golf course must be maintained within Torbay.

Horse riding

The Plan supports the provision of horse riding opportunities within the countryside areas of Torquay through the continued provision of stables within the Cockington area provided there is a sustainable business case.

Tennis

A sustainable tennis club is supported with additional range of public hire courts in a suitable location provided they remain viable.

Bowls

Sustainable clubs are supported by the Plan

Water sports

A wide range of quality water sports are supported. The Council must ensure appropriate locations are designated that are harmonious with other users and integrated within the Tourism provision.

ASPIRATION POLICY SL1: Sport and Leisure – Nightingale Park Create a new sports, leisure and recreational hub at Nightingale Park to provide quality pitches for amateur sport as well as recreational activity.

Nightingale Park should be considered as a suitable site for an athletics track.

Any development at this site should take in to account the environmental value of parts of the Park and building should only be for the provision of changing facilities and ancillary uses.

PLANNING POLICY SL2: Sport and Leisure – Torquay Valley of Sport
The area that includes the Bowling Green, Rugby/Cricket
Club/Torquay Recreational Ground, Torre Valley South and Torre
Valley North shall be preserved for sport and designated as a priority
area for investment in to facilities at this location.

APIRATION POLICY SL3: Sport and Leisure – Torquay Sports Cluster Cricketfield Road, Torquay Academy, Windmill Hill, The Acorn Centre and Barton Downs will be prioritised as areas to develop a sustainable cluster for sports facilities.

ASPIRATION POLICY SL4: Sport and Leisure – Upton Park/Lymington Road Coach Station

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

PLANNING POLICY SL5: Sport and Leisure – Sports grounds and facilities

There must be a presumption to retain all sports grounds, pitches and facilities unless an equivalent suitable site is substituted as agreed with the current users.

Tourism

'Torquay – a destination in transition'.

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

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

For clarity, the term Council is deemed to mean Torbay Council, its Officers, the Torbay Development Agency, contractors and any Business Investment District.

Increase in the quality and sustainability of the accommodation sector

The foundation for the transition of Torquay to the 'best in the west' shall be by the following:

 The Council will conduct or commission a thorough and on-going bed audit and research key accommodation data to support the investment in rebalancing of the quantity and quality of bed spaces in each accommodation sector. This research shall include a professionally assessed market evaluation and predicted future (20 year) trends. The Council will publish all data and provide advice and guidance to Tourism businesses on the implications of the data.

- The transition of tourism will be managed through the delivery of the Local and Neighbourhood Plans within the framework of the Planning process whereby the bed audit and market evaluation will provide evidence for:
 - Businesses to change use where there are areas of oversupply or low quality or low spend value by a presumption in favour of a change of use to other high quality accommodation/homes, or
 - New developments in those areas that support the vision for our resort.
- Visitor infrastructure investment priorities by the Council must be concentrated in the Core Tourism Development Areas.
- The Council will support and promote the investment in and development of quality, accessible and green tourism businesses.
- There will be no Houses in Multiple Occupation (HMO's) or other hostel accommodation allowed in established tourism areas.
- The Council will persuade or use their power to serve Section 215 Notices on landlords and owners of properties to improve maintenance and visual appearance in established tourism areas.
- The planning process must protect the green open spaces within Torquay's environment by restricting new holiday accommodation and tourism sites to existing or brownfield sites.

PLANNING POLICY T1: Tourism Accommodation

There shall be no new tourism based developments on green field sites - any new tourism based development must be on brownfield site unless it forms part of an approved development site within the Neighbourhood Plan.

- Council policies will encourage tourism businesses to improve quality, trade all year round and provide quality jobs.
- The Council will support the creation of an international hotel school to underpin the change to a high quality Tourism Sector.
- The Council will support good quality sustainable conference facilities to underpin all year round tourism.
- Key tourism and retail areas outside the Core Tourism Investment Areas (CTIA's) and town centre will be well signposted.

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

Two CTIA's are created within the Local Plan:

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

The first 10 years of this Plan is when most investment is required to transition the Tourism industry in Torquay. To achieve this, the Neighbourhood Plan requires the enhanced viability and sustainability of CTIA's and placing the emphasis on allowing tourism properties outside the CTIA's to change use.

Although in general key serviced accommodation businesses within a CTIA should be retained where possible it will be more important in the first 10 years of this Plan to improve the ambiance of the area by change of use of unsustainable businesses to high quality, holiday apartments or homes with a design sensitive to the heritage value of the area. This policy will be extended to the redevelopment of any redundant sites to improve visual appearance.

PLANNING POLICY T2: Change of Use of Tourism Properties

If it can be demonstrated that the current business is unviable within
the foreseeable operating environment, but subject to the
sustainability criteria in Policy T4.2, then change of use to quality
housing within a CTIA will have a presumption in favour for the period
to 2020 subject to Policy T4.3.

PLANNING POLICY T3: Change of Use in a Protected Area There must be no change of use within a CTIA or other established tourism area to HMO, student or hostel type accommodation.

PLANNING POLICY T4: Change of Use of Tourism Properties
The change of use for tourism properties to housing outside the CTIA's will have a presumption in favour, provided:

T4.1 The current use is less than 10 rooms of serviced accommodation; or

T4.2 The business can be demonstrated to be unsustainable in the foreseeable future through evidence based on a viability assessment of the business and market sector operating environment; and Torbay Council cannot demonstrate a market sector demand based on the professional audit of the quality and quantity of all bed spaces in Torbay and an assessment of current and future market demand; and the new use supports an increase in the overall visual quality and value of the site;

or

T4.3 The change from un-serviced accommodation provides selfcontained family homes of two or more bedrooms and is within a five minute walk of a green space or the beach; or T4.4 50% or more of the units within an established holiday accommodation property are already of residential status provided each additional unit will have self-contained accommodation with not less than one separate bedroom.

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

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

PLANNING POLICY T5: Change of Use in Conservation Areas

Change of use from tourism accommodation to housing within a

conservation area will be able to retain later extensions if that

property is upgraded or modified to provide an external appearance
including but not limited to windows, wall treatment and roof design
sympathetic to the original building, the surrounding area and
complies with the appropriate Conservation Area Management Plan.

PLANNING POLICY T6: Change of Use of Listed Buildings
There will be a presumption in favour of change of use of a Listed
building that currently provides Tourism accommodation outside a
CTIA if it provides a sustainable use as a quality home or homes.

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

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

ASPIRATION POLICY T7: Improvements to derelict and rundown sites within tourism areas.

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

Torquay Seafront and harbour area

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

- The harbour area shall have cafes, bars and restaurants creating a safe, al fresco experience in the summer months with good quality public space all year round.
- The beach and harbour-side environment must be a key investment area for refurbishment and maintenance to provide a high quality visitor experience while retaining its heritage, scale and resort ambiance.
- Provide e-information platform for visitors to access all information on Torquay at key points as technology improves.

- Invest to improve maintenance of roads, pavements and the street scene from public and private sector investments.
- Move fairground activities from Torre Abbey and transform the area to become a green space for summer festivals and music and other events.
- Develop national standard, good quality conference facilities to support all year round tourism and quality hotels:
 - Promote the redevelopment of the Riviera International Conference Centre site to incorporate a top quality integrated conference hotel and fit for purpose sustainable conference centre
 - Promote hotel accommodation in the local area to support delegate requirements.

Babbacombe

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

The primary investment in new facilities will be allowed on the beach front Cary Arms area and Oddicombe Beach areas where high quality strictly tourism based development may take place sympathetic to the area but within existing footprints.

Council policies must support the retention of a high quality protected green downs area with vibrant mix of quality tourism businesses, restaurants and cafes located within the existing facades.

PLANNING POLICY T8

The Area of Walls Hill, the Grove and sloping landscape around the Cary Alms shall not be developed further for tourism or other purposes other than small scale extensions or redevelopment within existing footprints.

Although some hotel businesses will thrive, in general the tourism based accommodation will be allowed to shrink by change of use unless it forms part of the front line cliff top properties.

PLANNING POLICY T9: Front line businesses

The front line properties on Babbacombe Downs shall have a presumption against change of use from tourism based accommodation but subject to Policy T2 when that change must provide a mix of quality retail and/or cafes or restaurants at street level.

Council policies must ensure any new development is of a design sensitive to the heritage characteristics of the area.

PLANNING POLICY T10

Any redevelopment of the Oddicombe Beach area must be within the footprint of existing development and be of a design to complement the historic nature and natural setting of the area.

Due to level access to St. Marychurch shops and services and regular public transport, the area could be a focus for retirement based accommodation.

PLANNING POLICY T11: Retirement and assisted living Change of use from tourism to the provision of homes designed for retirement living and downsizing shall be supported in the area of Babbacombe subject to Policy T9. Any application for care homes must have evidence that there is capacity within the social care system to support that development.

Integrate sports and water based activities into the tourism offer.

ASPIRATION for the Council to:

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

- make access to the water easier for all users
- make storage and launch small craft from beaches, harbours and piers easier
- maintain beaches and ensure investments are made in infrastructure support Blue Flag/Quality awards for all beaches and provide good quality fit for purpose beach fronts.
- provide quality public toilets with extended opening and availability all year.
- redevelop Meadfoot west beach area with a quality restaurant to support the new quality beach hut development and surrounding quality accommodation providers.

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

ASPIRATION for the Council to:

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

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

ASPIRATION FOR the Council to:

 Support positive management of night time economy by retaining Purple Flag award.

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

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

ASPIRATION for promotion by the following:

- Train station, coach drop off/collection facilities, bus stop to link with main routes (and land train), taxi rank and cycle hire with link to wider cycle/foot path routes.
- Sheddon Hill car park as coach park.
- Ensure all routes are accessible.
- Encourage development of existing railway buildings in to related uses.
- Route in to hub via Rathmore/Falkland Road from Avenue Road with a roundabout at the junction with Torbay Road (this will require the reversal of the current one way routes

- Improve direct rail links working with the Torbay Development Agency (TDA) and the Heart of the West Local Enterprise Partnership (HOSWLEP) to ensure continued investment.
- Controlled crossings for safe pedestrian access to transport hub.
- Incorporate a mass transportation system linking key areas within Torquay and the rest of Torbay.
- Encourage the linking of harbours along the South West coast with a coastal ferry service.

Transport

This plan brings together a range of transport projects that aim to reduce traffic and promote the use of public transport. Their implementation will rely on the Council and partners to deliver them but this Plan provides an expression of projects which are particularly supported by the community and have been highlighted during the neighbourhood planning process.

Traffic in and out of Torquay

It has been claimed that 'the best view of Torquay was seen as you leave'. The current traffic route is neither direct or make the best impression when entering the town centre. The existing route requires traffic to divert left through Upton, and then left at Castle Circus into Union Street. Traffic leaving Torquay travels from Castle Circus through Torre. The Neighbourhood Forum has long recommended reversing the flow of traffic through Torre and this is now being partly implemented by the Council.

The following improvements are recommended:

- Entry into Torquay one way traffic to flow through Torre (past Post Office) straight down to Castle Circus.
- Exit from Torquay one way traffic to flow via Abbey Road, Tor Hill Road and East Street to Newton Road. Two way traffic around Town Hall in Castle Circus, Lymington Road and Trematon Avenue.
- Traffic light system on Newton Road the traffic light system needs to be reviewed with better interconnection between the trading estates.

Town centre and harbour area

- Coach Terminus to be relocated to Torquay Rail Station with parking at Sheddon Hill car park.
- Union Street through to GPO island to become a multi-user pedestrian area. Market Street, Pimlico, Lower Union Street and Temperance Street to be included.
- Fleet Street pedestrian access across Cary Parade and Palk St to be improved. A range of public consultation will be required if Fleet Street becomes bus free.
- Harbour area to become semi-pedestrian will support the development of the area in line with the Tourism Strategy.
- Strand bus stops/taxi ranks to be moved to other areas such as Princess Gardens.

Signage

Signage and wayfinding is critical to helping move people around the town. The following improvements are encouraged:

- Torre and Castle Circus signs need to be made clearer for entry into and exit from Torquay.
- Existing signposting is confusing, new clearer signposting is required at the junction of Torre and Newton Road for traffic approaching Torquay from Newton Abbot

Torre Station

- Town centre (straight on)
- Seafront, harbour and Torquay Railway (right)
- Paignton and Brixham (right)
- Babbacombe, Teignmouth (left)

Castle Circus

• Harbour area (straight on)

- Babbacombe, Teignmouth (straight on)
- Seafront and Railway (right)
- Paignton and Brixham (right)

The harbourside and the Strand need to be developed as Torquay's main tourist area and also a recreational area for residents. Currently this area is used as a terminus and stopping place for up to 15 buses. We need to relocate buses to other areas. Proposed alternatives to bus stops on harbour area is on Torbay Road which already has bus stops and shelters which are part of the current bus routes to harbour area. Proposed changes will mean buses will turn around at Pavilion island on Cary Parade.

The following improvements are recommended:

- The Strand/Harbour side to be semi-pedestrian with the exclusion of buses and taxi/car parking from the area.
- Through flow of all traffic (except buses) from seafront/town centre to Babbacombe/Victoria Parade along the Stand/Harbour side. The development of this area could then be based on a cafe culture style and used as a recreational space.
- The bus terminus to be moved to other areas such as Torbay Road or Pimlico.
- Taxi ranks to be moved to other areas (such as Lower Union Street or Pimlico).

Traffic route out of 'town centre'

- Cars coming into Torquay along Torbay Road will still be able to travel through Cary Parade to the Strand to access Babbacombe Road.
- Buses from Paignton and Brixham will travel along Torbay Road as far as Pavilion island then return down Torbay Road to Belgrave Road.

- To access the proposed new supermarket, when travelling north, buses will then travel via Lucius Street and Tor Hill Road, across Castle Circus junction into two-way traffic flow around Town Hall and Lymington Road.
- Buses will then continue to Newton Abbot along the Upton Road route (the reverse of current route in to Torquay).

Sponsored bus routes

It is essential that the routes of buses that service secondary routes, mostly in hilly terrain are maintained. These are bus services on less profitable routes that are vital in the prevention of isolation for vulnerable older and less able residents who live in areas of Torquay where the local terrain can be difficult or far away from a main route.

Highway and transport considerations for gateway area at Edginswell

- Site principles should include pedestrian, cycle, and vehicular connections to adjoining sites. A big issue for the Gateway is the fact that the A380 Riviera Way and Newton Road acts as the main connection to the Willows, Edginswell Business Park, Broomhill Way, Wren Park, Woodlands, Torre Station area and the Asda Store. This therefore means a vehicle journey is required to move from one to another creating increased traffic on the main route into Torquay.
- There is concern that with the new Link Road there will be greater traffic congestion on Riviera Way and Newton Road from the Link Road junction right through to Torre Station.
- The traffic light junctions at Scotts Bridge and Shiphay Lane being heavily congested and the issue of too many traffic light junctions in close proximity between Lawes Bridge and Shiphay Lane needs to
 be addressed.

Edginswell Rail halt

The principle of a new, proposed rail halt at Edginswell is supported.

Park and Ride

There is support for a Park and Ride facility and this is considered to be essential, possibly located at Gallows Gate.

Art and Culture

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

These policies aim to promote and support economic, environmental and social development by attracting tourists and business, by enhancing the design of the buildings and spaces and by encouraging pride in the town. The outcomes, support, material and narrative of public art can vary considerably. However, the consistent quality of public art is that it is site specific and relates to the town and the bay. It may include new buildings, architectural features and spaces, landscaping, materials, sculpture,

landmarks, images, events and decoration. It may be small or large scale, permanent or temporary, internal or external.

It is also recognised that art and culture are major contributors to education, health and social well-being. The National Planning Policy Framework (NPPF) also promotes this approach:

'take account of and support local strategies to improve health, social and cultural well-being for all, and deliver sufficient community and cultural facilities and services to meet local needs.' (Paragraph 17)

The new Torbay Local Plan (2012 – 2030) includes *Aspiration 4: Create more sustainable communities and better places.* One of the objectives states:

'To create more enjoyable, creative built and natural environment using heritage assets, **public art** and revitalisation of the public spaces to attract events, exhibitions and festivals which **celebrate and enhance the culture of Torbay**.'

Also, reference is made more specifically in *Policy TC1 Town Centres:*'The use of heritage assets, **public art** and public space, events, exhibitions and festivals to provide more enjoyable, creative environment in town centres.'

The following policies will help establish Torquay as a major cultural destination and inspirational place for people to live, work and visit:

ASPIRATION Policy: A1 Arts activity

Support, develop and fund opportunities for the people of Torquay to take part in and experience a wide range of arts activity and to share in

the social, economic and environmental benefits the arts can bring.

Support the development of an environment where artists can flourish.

ASPIRATION Policy A2: Dedicated places

A dedicated art and cultural hub will be provided in the town. Indoor and outdoor space will be provided throughout Torquay for cultural and art projects to inspire, engage and encourage residents and visitors.

ASPIRATION Policy A3: Offering support, guidance and incentives Support, guide and fund local initiatives, including art markets, pop ups, art trails, performance, street theatre and visual displays. Incentives will be offered to businesses to become patrons and mentors for local artists through an 'Art for Rent Scheme'. Space will be provided in business premises for the placement of art in order to support the gallery and artist.

ASPIRATION Policy A4: Heritage and Cultural Assets
Promote Torquay's heritage by encouraging the positive use of buildings
and spaces, and by recognising places valued by the community.

Housing

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

The strategy, on each housing site, is to provide the best mix of housing to match the needs of Torquay's communities now and for the next twenty years. The Local Plan sets the overall strategy; our Neighbourhood Plan sets out to provide the detail to achieve this strategy by ensuring our communities benefit from the provision of new quality homes and that policies are in place to shape the development to maximise their value to the community.

Affordable Homes

Torbay currently has a shortage of affordable homes. This has a significant effect on the young and those in the low wage economy to be able to buy their own property. Over the plan period we require this issue to be addressed by positive policies to increase the supply to a nationally recognised level.

To achieve this there will be opportunities through private sector developments to provide contributions towards providing affordable housing but it is also acknowledged that the provision of affordable homes over the last 5 years has not achieved the percentage rate

required in Local Plan policies. We therefore recommend that the disposal of surplus Council owned land should be to Housing Associations, as part of an appropriate commercial arrangement, to ensure this level of provision of affordable and social housing is achieved during any rolling 5 year period if there is a shortfall from other developments. To enable this we accept that some open market housing may be required for viability purposes.

ASPIRATION Policy H1

Over the Plan period the target will be to provide not less than 20% affordable and social homes in any rolling 5 year period, equating to approximately 850 homes overall.

PLANNING Policy H2

All affordable and social homes will have a restriction based on

- i) Living in Torquay for not less than 5 years previous or
- ii) Being inhabited by a Keyworker

Homes for an ageing population

The Torquay Neighbourhood Plan encourages downsizing for its aging population. We therefore will support the provision of retirement homes in suitable selective locations where there is ease of pedestrian access to local facilities and public transport. This would include warden controlled schemes as well as care homes.

PLANNING Policy H3

Any development of greater than 20 homes will have not less than 10% of the homes designed to a national standard to accommodate the needs of retirement living.

PLANNING Policy H4

The Plan supports the development of homes adapted for downsizing for retirement and accommodation for assisted living in locations that provide ease of pedestrian access to community hub facilities and sustainable public transport routes.

Brownfield sites

As there are relatively few opportunities for major new housing development on greenfield sites other than the expansion area at Edginswell, the Neighbourhood plan promotes the redevelopment of brownfield sites and in particular the Town Centre as a priority.

The Community has identified the need for Community Infrastructure Levy funds to regenerate the community facilities in the Town Centre area. The Plan has the following policy to ensure funds are available.

ASPIRATION Policy H5

To help regeneration of the community facilities within the Town Centre Master Plan Area and Community Investment Area while acknowledging the range of site viabilities within that area; any development where CIL contributions are not sought but S106 contributions are, the equivalent

amount of money to that from the normally prescribed neighbourhood portion CIL contribution will be provided by the Council for community spend decision in line with Policy C1.

ASPIRATION Policy H6

The reduced CIL levy for the Town Centre Master Plan Area must be reviewed and adapted to reflect changes in economic regeneration by 2020 or if the CIA designation for the area is withdrawn whichever is the soonest.

PLANNING Policy H7

Planning permission shall only be granted for a greenfield site of more than 20 homes where the developer provides not less than 30% affordable housing on site or the same number of affordable dwellings on an alternative brownfield site. Viability shall not be a material planning consideration.

Torquay Gateway

The Neighbourhood Plan supports the development of the green field Edginswell Gateway site as part of a phased development of Torquay but at a stage that promotes the redevelopment of the town centre and brown field sites for housing first and exploits its unique position adjacent to the new link road for job creation. This site is allocated as a strategic development area within the Torbay Local Plan.

The location is of prime value for both job creation and homes relying on the easy access to the stronger economies of Newton Abbot and Exeter via the new Link Road and dual carriageway network. Our Plan also seeks to rebalance the economy of Torquay away from the low value Tourism offer and towards higher value skilled jobs and therefore the development must be of mixed use.

PLANNING Policy H8

Any development of homes on the Edginswell Future Growth Area will not be occupied until the community infrastructure identified in the relevant Torquay Gateway (Edginswell) Masterplan SPD are substantially complete and not before the second half of the Neighbourhood Plan housing allocations period.

PLANNING POLICY H9

All homes sold within the Edginswell Future Growth Area shall be the purchaser's sole residency.

PLANNING Policy H10

A new housing and community infrastructure plan for the Gateway area will be developed in agreement with the Neighbourhood Forum as a revision to the current Master Plan. It shall include the Edginswell expansion area and the adjacent Willows and Barton areas. The plan shall be agreed before any development of homes on the greenfield area of Edginswell commences and will continue to protect the existing hamlet of Edginswell by means of suitable buffer zones and link the 3 local neighbourhoods into an integrated community.

Former Tourism properties

A substantial number of the proposed 1000 windfall sites will arise from former Tourism accommodation both serviced and un-serviced. Our Plan promotes the move away from the lower quality, lower value accommodation provision towards higher quality and value that will allow the sector to have a sustainable future that will support a higher value economy. It is therefore predicted that a significant number of homes can be provided through this change of use. We require the emphasis to be the provision of family homes. Policies are set out within the Tourism Policy.

Future strategy

To ensure the continuation of a community led housing plan.

PLANNING Policy H11

Any future new or revised allocation of housing sites must be in agreement with the Neighbourhood Forum or Community Partnerships prior to formal public consultation, unless agreement cannot be reached.

PLANNING Policy H12

Any significant change to the homes requirement for Torquay must result in a revised list of development sites in agreement with the Torquay Neighbourhood Forum.

PLANNING Policy H13

To allow flexibility in the provision of development sites over the Plan period additional sites may be added and sites removed, provided the

number of homes remains in general compliance with the requirement in the approved Local Plan or its revisions.

Community Partnership Statements

Introduction

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

However, this plan recognises that Torquay is made up of a number of communities which have come together to create nine strong partnerships.

The following statements have been produced by each local Community Partnership and demonstrate the level of commitment to the town and the particular local needs and aspirations within each Community Partnership area.

Each statement sets out a description of the area, the community's aspirations and suggests opportunities for action. The statements also provide additional policies which should be read in conjunction with those set out previously in this Plan for the purposes of managing development within those areas.

Once this plan comes into force, 25% of developer financial contributions (Community Infrastructure Levy) must be spent by the Council in line with the wishes of the local community (as mandated by Central Government). The Community Partnership Statements identify a number of projects in each area, some of which will be delivered through CIL payments.

PLANNING Policy C1: Community Infrastructure Levy (CIL)

The neighbourhood portion of the CIL must be spent on projects and priorities identified by and in agreement with the Torquay Neighbourhood Forum (or equivalent body) and Community Partnerships. The current community projects and priorities are identified within this Plan but may change over the Plan period.

A universal project for each community partnership area is to assure the safety of parents and children within our communities when travelling to/from school.

ASPIRATION Policy C2 Safe routes to schools

All schools shall be provided with enforceable 20 mph zones around the site, controlled crossings on roads within 100m of school for key routes on busy roads to school and enforceable safe drop off /pick up zones for parents with cars as part of the community CIL funding.

Barton & Watcombe

Vision – Develop opportunities to tackle child poverty and isolation amongst older people in the community

About the area

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

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

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

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











Local Policies

Planning policy BW1 - Protection and enhancement of all parks and green open areas

Aspirational policy BW2 – Continue to improve play facilities in the area

Aspirational policy BW3 – Improvement of highways to ensure safe traffic flows, improved parking and the consideration of a 20mph limit in residential areas

Aspirational policy BW4 – Use of empty buildings to drive employment opportunities

Aspirational policy BW5 – Welcome improvements to local employment opportunities such as Brunel Industrial Estate, Woodlands Trading Estate and Lummaton Quarry

Aspirational policy BW6 – Prioritise bringing empty homes back into use

Aspirational policy BW7 – Raise the standards of housing in both the private and social sectors

Planning policy BW8 – Ensure future development of the area promotes community safety, and particularly reduces the fear of crime in the area

Aspirational policy BW9 – Pursue Community Investment Area

Projects

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

• Work in partnership with local employers to create training opportunities for local young people

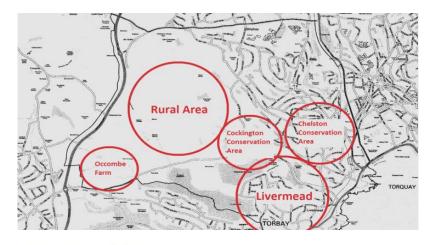
Cockington, Chelston and Livermead

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

Description of the area

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

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





POLICIES

Community Support

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

> Create and develop two sustainable Community Hubs in Lower Chelston/Old Mill Road area and Queensway to provide a range of community support services and activities prioritising, but not limited to, the vulnerable, young and older residents.

Maintain effective communications and organisations to ensure the Community is kept informed and given the opportunity to influence decision making on matters affecting them.

Support the development and maintenance of a range of children's play equipment in accessible green spaces across the area.

Support the retention of all pubs and post offices in our area.

Planning and Development

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

PLANNING Policy CCL1 All Planning decisions shall support the maintenance of a sustainable mix of shopping and service facilities at existing local and neighbourhood centres.

PLANNING Policy CCL2 Any new green field housing developments shall provide self-contained accommodation with not less than 2 bedrooms and shall be suitable for family living.

PLANNING Policy CCL3 There shall be a presumption against conversions or changes of use to HMOs or homes that do not provide a separate bedroom.

PLANNING Policy CCL4 Conservation Management Plans shall be strictly enforced and any infill development shall be in a scale and design sympathetic to the surrounding architecture.

PLANNING Policy CCL5 The 'Old Piggeries' site shall have a presumption in favour of community food production and shall not be developed for housing or other commercial use

PLANNING Policy CCL6 There shall be a presumption in favour of change of use where the current use is unsustainable provided the change is to quality housing or alternative businesses appropriate to the area.

PLANNING Policy CCL7 The field off Broadley drive (TNPH48 in the Local Plan) shall not be developed for housing or infrastructure and shall remain a green link between Scadson Woods/Occombe and Cockington Country Parks.

PLANNING Policy CCL8 There shall be a presumption against change of use for the 3 remaining pubs within our ward area.

The protection of our Environment

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

PLANNING Policy CCL9 Cockington Village, Cockington Country Park,
Occombe Farm and Stantor Barton shall be protected as important rural
recreational, food production and visitor attraction areas and the Country
Parks at Occombe and Cockington (including the Village) and the Stantor
Barton Countryside area (excluding a Gallows Gate park and ride facility)
shall be protected from any greenfield housing or commercial
developments.

Aspiration Policy Cockington Country Park must be accredited with Natural England as a formal Country Park.

PLANNING Policy CCL10 All our Local Green Spaces, beaches and undeveloped coastline shall be protected from development.

PLANNING Policy CCL11 There shall be a presumption against any new development within the coastal strip (between the coast road and the sea) unless it's a redevelopment of an existing residential or commercial site

PLANNING Policy CCL12 The former gasworks site at Hollicombe Park shall not be disturbed by any development unless the site is remediated first.

PLANNING Policy CCL13 Any car park at the Gallows Gate area must be landscaped so that vehicles or other structures are not visible from the adjacent Countryside areas and if implemented shall have cycle and pedestrian access to Cockington and Occombe.

Cockington Village and the rural countryside areas

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

PLANNING Policy CCL14 There shall be a presumption against any development of:

- new residential and commercial development (other than conversions and changes of use) and visually obtrusive new development on its borders or
- changes or commercial activity that would detract rather than enhance Cockington's unique rural characteristics, or
- changes that would detract from residents' and neighbours' quality of life or
- changes that would significantly increase vehicle traffic through rural lanes and residential areas

PLANNING Policy CCL15 There shall be a presumption against any planning application that promotes evening or night-time entertainment or amenities for businesses

Aspiration Policy CCL16 Quality tourism provision based on cuisine, arts/crafts, history and countryside shall be positively supported

Aspiration Policy for highways - measures must be introduced for cyclists, pedestrians and horses to access the public lanes around Cockington in safety by minimising traffic volume, traffic speed and eliminating on- road parking shall be implemented.

PLANNING Policy CCL17 The redevelopment of redundant buildings or unsustainable businesses properties into sustainable uses shall be supported by a presumption in favour of the change of use of business premises located in the village envelope to quality homes.

Projects

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

Implement 20mph speed restrictions and traffic calming measures on all roads within the village envelope, stop access by large HGV's and retain the prohibition of coaches

Improve drainage and flood resilience to minimise flood risks for homes and businesses in Cockington Village and lower Chelston

Create a Cockington 'gateway' when entering the village from the coast to enhance the sense of 'arrival' for visitors and an exit on departure.

Provide each community green space with children's play equipment, benches and support to maximise the quality of life of the surrounding community

Provide safe pedestrian and cycle access to Cockington from the seafront (main access route), Nutbush Lane and Seaway Lane areas.

Develop community support services hubs at Queensway and Chelston.

Ensure adequate public transport links for each community are maintained

Improve traffic flows and safety of pedestrians and cyclists in the area and beyond by implementing the following:

- at Torquay station establishing a new public transport gateway for Torquay with commercial development and improved connections between all public transport services, footpaths and cycle routes.
- at Shiphay/Newton Road and Torre Abbey/Avenue Road improve junctions to maximise traffic flow and enhance pedestrian and cyclist safety
- improve footpaths and roads to give safe pedestrian and cycle routes to schools, beaches, recreational areas and public places
- implement child drop off zones, safe crossing points and 20 mph speed restrictions for all schools

Ellacombe

Objective – "To strengthen the identity of Ellacombe as a vibrant community"

About the area

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

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







Local Policies

Planning Policy EL1 - As the area is so built up, protect and enhance all existing parks and green open areas

Planning Policy EL2 - Preserve the heritage and character of the area

Planning Policy EL3 - Protect public houses from change of use

Aspirational Policy EL4 - Retain the Ellacombe Church site for community use

Planning Policy EL5 - Retain the structure of current houses and resist further conversions into flats to minimise over-crowding in the area

Aspirational Policy EL6 - Create training and employment opportunities within Ellacombe through the conversion of existing small brown field sites

Aspirational Policy EL7 - Mixed use development that enhances the retail and service quality and offer of Market Street, as a district shopping area for Ellacombe, will be supported

Aspirational Policy EL8 - Retention and improvement of the public transport routes to other parts of Torbay

Projects

- Develop the former Bowling Pavilion at the top of Ellacombe Park, Princes Road, as a Community Centre/Hub, as a focal point for the area
- Continue to enhance Warberry Copse
- Continue to improve the children's play facilities in the area
- Enhancing the Market Forum so it becomes a vibrant indoor
 Market for the benefit of the community
- Further improve traffic calming outside Ellacombe Academy if necessary
- Encourage superfast broadband providers to invest in Ellacombe

Hele and Lower Barton (Hele's Angels)

Objective – Community action against child poverty and social isolation, enhancing educational and employment

About the area

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

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

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

The employment areas are valued and there appears enthusiasm to support and improve and maintain them. The majority of the employment provision is on the outskirts of the area (Old Woods Trading

Estate) and this is considered invaluable to the local people. However, it is accepted that this area could be vastly improved and upgrade

Local Policies

Planning Policy HLB 1 - Protect and enhance all parks and green open areas

Aspirational Policy HLB 2 - Continue to improve play facilities in the area

Aspirational Policy HLB 3 – Improvement of highways particularly to reduce traffic flows on the Hele Road and discouraging HGVs and coaches from the area, make roads safer adjacent to Torquay Academy and other schools, and increase parking opportunities near to shops and other facilities.

Aspirational Policy HLB 4 – Encourage shops to relocate back to the Hele Road to recreate a small district shopping area

Aspirational Policy HLB 5 - Use of empty buildings to drive employment opportunities

Aspirational Policy HLB — Welcome improvements to local employment opportunities such as Woodlands Trading Estate, Broomhill Way, Herald Express site etc.

Aspirational Policy HLB 7 – Prioritise bringing empty homes back into use

Aspirational Policy HLB 8 – Raise the standards of housing in both the private and social sectors

Planning Policy HLB 9 – Ensure future development of the area promotes community safety, and particularly reduces the fear of crime in the area

Aspirational Policy HLB 10 – Pursue a Community Investment Area

Projects

- Sustain the Windmill Centre and ensure its continued support to the community
- Sustain the Local Hele's Angels initiative to it may continue its support to the local community
- Support and expand on the Hele's Angels Garden and Greens initiative encouraging local people to grow their own vegetables, and improve the local green spaces.
- Section 215 notices to be used to tackle untidy land/buildings which are negatively affecting the amenity of the area

- Ensure there is support in the community for those most vulnerable e.g. via a Street Warden scheme
- Support initiatives to reduce Child Poverty in the area
- Support initiatives to reduce isolation amongst older people in the area
- Support initiatives to improve opportunities for employment in the area
- Work in partnership with local employers to create training opportunities for local young people

Shiphay and The Willows

Vision – This area will support the sustainable growth of quality homes and jobs which will be delivered to the highest quality of urban and landscape design in conjunction with the wishes of the local community.

About the area

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

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

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

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

The area also includes a local centre at Shiphay and two primary schools. The Willows area is a newer residential development that lacks a centre, but benefits from being adjacent to the retail park.



Local Policies

All new major development in this area will take the fullest opportunity to support sustainable, high quality design which achieves benefits for the wider community.

Major development will require masterplans to be submitted as part of planning applications which show how development will come forward in a holistic manner and avoid piecemeal development which is disjointed from adjacent sites. These documents should be informed by community engagement.

The Edginswell Future Growth Area will be developed in accordance with the Torquay Gateway (Edginswell) Masterplan SPD.

New local community facilities such as those relating to education and health are critical to support future growth in the wider area. An assessment of health facility and education facility needs should be undertaken for all major development.

POLICIES, OPPORTUNITIES AND ACTIONS

Planning Policies

Planning policy SW1 Provision for employment and commercial development to meet the needs of growing local businesses and those looking to relocate to Torquay can be made at:

- Kerswell Gardens, proposed in the local plan for industrial/warehousing use within classes B1/B8.
- Edginswell Business Park, to be retained for employment use classes B1/B8. Any large retail uses should be rejected.
- Broomhill Way has potential to be extended onto the fringe of the former Willows Tip.
- Newton Road has a number of sites, many of which are car dealerships, that could be redeveloped to provide a greater density of employment. Torquay's fire station is also at this location.
- Woodland Industrial Estate has scope for redevelopment and improvement through a Local Development Order with the objective of it becoming a modern employment centre.
- Holiday Parks off Kingskerswell Road have scope to expand.
- Moles Lane area at the top of Hamelin Way may have potential for employment.
- Hele Roundabout/Barton Hill Road/Barton Hill Way area has scope for redevelopment and improvement through a Local Development Order.

Planning policy SW2 Provision for housing is needed in this area, particularly family and smaller homes, and some live/work accommodation. Locations where development could occur include:

- Between Barton Stables and Bottompark Lane, although this is a steep site
- The Holiday Camps off Kingskerswell Lane, but only should they demonstrably cease to be viable in their existing use and retaining the ski slope as part of any development.
- Land bounded by Edginswell Lane, Hamlyn Way & Moles Lane, but only in the longer term and requiring significant new infrastructure, including potentially a new spine road connecting Marldon Road to Newton Road.

Planning policy SW3 Services and Facilities

- The former tip area adjacent to Browns Bridge Road named as Nightingale Park should continue to be protected for sports and leisure as identified in Torbay's Playing Pitch Strategy and the adopted Torbay Local Plan. Detailed plans should be developed in accordance with the consultation report published in June 2016 "NIGHTINGALE PARK ESTABLISHING COMMUNITY PREFERENCES".
- It is proposed that a 'sports and leisure masterplan' should be developed to properly plan and maximise the area's potential for sport, leisure which could include woodland walkways and a circuitous route around the park. Wild meadowland could also be included.
- New development within the area covered by the Gateway
 Masterplan must be supported by adequate community facilities
 which should include a new primary school and community
 health facilities.

Aspirational policy SW4 Traffic and Movement

- New developments should include good pedestrian, cycle and road connections to adjoining sites.
- The A380 Riviera Way and Newton Road is the principal route into Torquay and experiences congestion, especially around the traffic light junctions at Scotts Bridge and Shiphay Lane. The opening of the South Devon Link Road and new developments in Torquay will exacerbate this. Measures are required to address the issue within the next 5 years.
- A new rail halt is proposed in the vicinity of the Edginswell business park. Appropriate, limited car parking should be provided with appropriate pricing to alleviate existing parking problems in residential areas.

- Improved pedestrian access should be established between Nicholson Way and Riviera Way.
- Good, safe cycle routes should be provided within the area and on towards the town centre and sea front.

Planning policy SW5 Environment

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

Education

The area boasts two Ofsted rated 'good' local primary schools, together with excellent pre-schools. However, recent population growth, combined with the failure to deliver a school at the Willows in previous years, has led to a shortage of primary school places in the area. Many parents in the Gateway area are unable to find school places for their children within walking distance. An important future goal should be the provision of a school place for every child within a safe 10 minute walk; with the multiple benefits of easing the burden on working parents, encouraging healthy living and protecting the environment. It is with this goal in mind that a new school is intended to be included in the new 'Masterplanned' area.

Just outside the boundary of the Gateway, there is the recently developed Torquay Academy and Torquay Boys and Girls grammar Schools. In 2013, the Devon Studio School was opened in the former

hospital annexe in Newton Road. This caters for up to 300 pupils studying various 'education for employment' courses, particularly in health care. This section of the Neighbourhood Plan has not considered the exact increase in school places that will be required depending on housing growth in the Gateway Area. However, it is clear that a significant increase in school places will be necessary in the near future.

Planning Policy SW6 Education

Any permissions for the development of homes in the Edginswell expansion area shall be dependent on the provision of sufficient Primary School places within a safe 10 minute walk of that development. Where there is a demonstrated lack of provision, a new Primary School shall be built and funded as part of the Council's Community Infrastructure or S106 Levy and shall be ready for use at a suitable location that serves both Shiphay and the Willows areas and shall be dependent on the provision of a safe link between the two areas before the occupation of not more than 50 homes.

St MARYCHURCH & DISTRICT COMMUNITY PARTNERSHIP - Part A - St Marychurch, Babbacombe & Plainmore

OBJECTIVE/VISION -

St Marychurch, Babbacombe, Plainmoor and Maidencombe make up the community Ward and are all very special and unique places in their own right.

The Neighbourhood Plan for the Community Partnership is focused on **Protection and Preservation**, as once land is given up for development it is lost forever, and for local residents -**preservation** is more important and of far greater significance than development for present and future generations.

ABOUT THE AREA -

St Marychurch is one of the oldest settlements in South Devon with records dating from around 1050 AD. Its name is derived from the church of St Mary the Virgin which was founded in Anglo-Saxon times with its high tower and Saxon font dates from around 1110 AD The conservation areas largely define the historic development of what is now a significant suburb of Torquay.

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

Tourism

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

Retail business

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

These shopping areas, based in the midst of our hotel and B&B district,



St Marvchurch Parish Church



Old St Marychurch & BabbacombeTown Hall





LOCAL POLICIES

ENVIRONMENT

Planning Policy SME1

Protect green open spaces and coastline from Walls Hill to Maidencombe, to include Babbacombe Downs and the beach areas, Tessier Gardens, King George V playing fields and Cary Park and there is a need to increase the maintenance of all areas, including pathways, for public use and safety ensuring they are fit for purpose.

• To refurbish Petitor Downs and the Great Rock area to bring them back into public use.

Aspirational Policy SME2

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

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

HOUSING

new

As the area attracts a large number of senior residents there is a need to have sufficient places to cater for supported independent living and also, as demand increases, more places that cater for those who are no longer able to be independent, for example: dementia sufferers. We need to ensure that there are sufficient Nursing/Care home facilities by a combination of new development, adaption of existing buildings and re-furbishing existing homes.

Planning Policy SMH1 Ensure that any development considers the needs of all residents - existing and

- Re-develop existing suitable properties in appropriate style and scale for housing as long as they are not likely to have an adverse impact on neighbours the immediate environment or the area as a whole.
- Identifying and secure appropriate sites for good quality and affordable
 housing to meet the projected demographic needs for this Ward and not
 allowing development of housing on any Greenfield site without a proven
 need to accommodate people in the area for employment.
- Ensuring that any significant development of new homes in the area (5 or more in one application) is allowed only if a reasonable proportion of new (medium and long term) jobs are made available.
- Development of properties for senior residents to enable independent living for as long as possible. Because the area has a large number of senior residents there is a need to have properties to develop that cater for those who can manage on their own (i.e. warden controlled) and also develop properties that cater for those who can't (i.e. dementia hospitals)
- Possible development of the Football Ground (subject to the Club having a better alternative accommodation), for community use, with the possibility of land for school playing fields and that appropriate building with sufficient amenity and infrastructure only is considered, that the plans should include the development of swimming, sports and play facilities

COMMUNITY USAGE

Aspirational Policy SMC1

To protect the amenity that is provided by

- Plainmoor Swimming Pool and play park and have those areas improved for community use. Ensuring that any development of the Football Ground is tied to the improvement of this and other amenities in the immediate area. Plainmoor swimming pool is the only public swimming pool in Torquay.
- Retention of key bus routes serving the area to ensure access to and from the main retail areas of the Ward, Town, Harbour, Hospital and outlying districts.
- Maintain existing public conveniences re-opened, re-furbished and maintained to remain open all year. (eg Cary Park area and Babbacombe Downs)
- Re-furbishment of shopping and retail areas and standardization of street furniture and street signs.
- Maintain existing Public Conveniences, re-open those that have been closed in Reddenhill Road and keep them open all year.
 - Litter and Cleanliness
 - Schools and opportunities for adult education

Aspirational Policy SMC2

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

- Play and Youth facilities
- Leisure and facilities/opportunities
- Beaches, Planting, Signage
- Litter and Cleanliness
- Schools and opportunities for adult education

RETAIL AREAS

There are 3 significant local retail areas. The area has 4 major tourist attractions, 3 excellent beaches, significant areas of 'green' spaces and good local amenities, all adding to the value of the area as a tourist destination. The economy of this area is generated mainly through 3 sectors – Retail and Financial Services, Care Services and Tourism.

Aspirational Policy SMR1

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

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

1.

ABOUT THE AREA -

BRIEF HISTORY

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

The historic hamlet of 'Medenecombe' is recorded in the Domesday survey of 1086 as a tiny manor with a population of about twenty.

Nestling in a hollow surrounded by dramatic coastal scenery, it was originally orchard groves which over time evolved into a small number of farmsteads.

In 2015 registration for Village Green status was awarded.

CHARACTER OF AREA

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

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

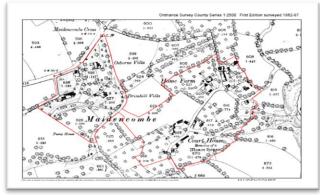
The chief threat to Maidencombe is the continual pressure to change farming practices or even to develop the farmland, which, if allowed could dilute attempts to nurture a dynamic and successful 'Geopark' and set in motion the further urbanization of Torbay to the detriment of tourist numbers to the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

GEOPARK:

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



Old Maidencombe



The Maidencombe medieval field systems



Cirl Bunting



Lesser Horseshoe bat

Maidencombe's particular areas for protection:

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

Fragile Nature:

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

The presence within the boundaries of Maidencombe of extremely rare UK species, such as the Cirl Bunting and Lesser Horseshoe Bat demonstrates the current, albeit delicate, well-being of the environment.

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

POLICIES, PRINCIPLE ISSUES & ENVIRONMENT

ENVIRONMENT

Policy ME1

Protect green open spaces and coastline

There is a need to increase the maintenance of all areas, including pathways, for public use and safety ensuring they are fit for purpose.

• To refurbish Great Rock area to bring it back into public use.

Policy ME2

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

• Designate Maidencombe Community Orchard as greenspace.

- Protection and preservation of coastal paths, identify and record public rights of way; green lanes, alleyways and established paths in and around the area and increase maintenance for public use and safety.
- Protect and identify public rights of way throughout Maidencombe and increase maintenance for public use and safety.

Community Usage

Policy MC1

To protect the amenity that is provided by

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

Policy MC2

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

- Play and Youth facilities
- Leisure and facilities/opportunities
- Beaches, Planting, Signage
- Litter and Cleanliness
- Schools and opportunities for adult education

HOUSING

Policy MH1

Ensure that any development considers the needs of all residents - existing and new

- Re-develop existing suitable properties in appropriate style and scale for housing as long as they are not likely to have an adverse impact on neighbours the immediate environment or the area as a whole.
- Identifying and secure appropriate sites for good quality housing to meet the projected demographic needs for this area and not allowing

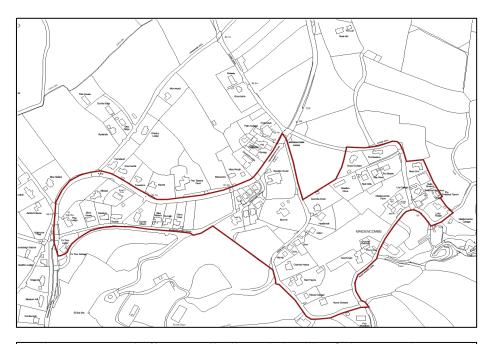
VILLAGE ENVELOPE

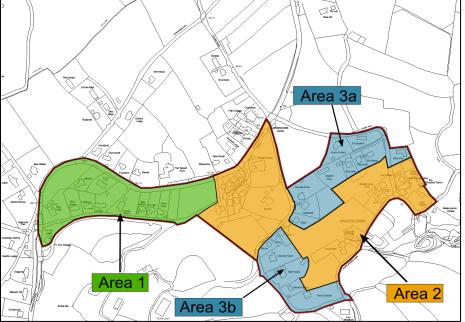
Policy MVE1 - Village Envelope for Maidencombe

Within the identified Village Envelope boundary, limited infill development, redevelopment and refurbishment of existing buildings will be permitted providing that all of the following development design criteria are satisfied:

- Development is of a modest scale, with height, footprint and massing in keeping with the existing urban grain
- Construction materials and the overall appearance of development is consistent with the predominant physical characteristics of Maidencombe Village
- The amenity of neighbouring properties is not harmed
- Development proposals take full opportunity to reinforce the landscape quality of the area and the character of the existing rural setting
- Development proposals are in accordance with the detailed guidance outlined for Areas 1, 2, 3a and 3b.

Development proposals which do not accord with these criteria will not be permitted. Within the Village Envelope, the cumulative impact of new development on the landscape and historic character of this area will be taken into account in determining development proposals, in order to protect this sensitive area from the potential adverse impacts of urban creep and overdevelopment.





AREA 1 - SLADNOR PARK ROAD

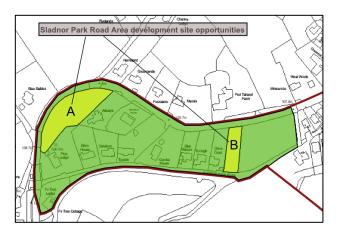
Within Area 1, opportunities for single dwellings have been identified on sites A and B. Development proposals on these sites which consist of a single dwelling, consistent with the existing urban grain and positively relating to the established pattern of arrangement of existing buildings and plots in this Area will be supported. Development proposals for new dwellings and/or buildings outside of these two sites, within Area 1, will not be supported other than suitable redevelopment, replacement and extensions to existing dwellings, in accordance with development design criteria stated in VE1.

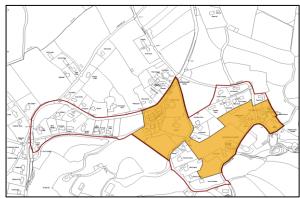
AREA 2 – CONSERVATION AREA

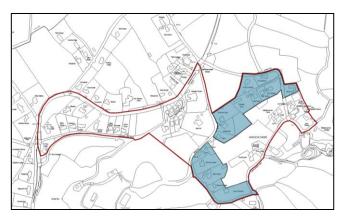
Area 2 reflects the part of the Maidencombe Conservation Area which overlaps with the Village Envelope. This area has particularly special historic significance and development proposals should be managed in accordance with *Policy SS10 Conservation and the historic environment*, contained in the Torbay Local Plan 2012-2030. Development proposals will only be supported where they positively sustain and enhance the special qualities of this area. Because of the special historic and landscape significance, successful development proposals are likely to be limited to the sensitive conversion, alteration and extension of existing buildings rather than new stand-alone dwellings which might constitute infill development.

AREA 3A AND 3B

Within these two areas, development proposals should be managed in accordance the development design criteria outline in Policy VE1

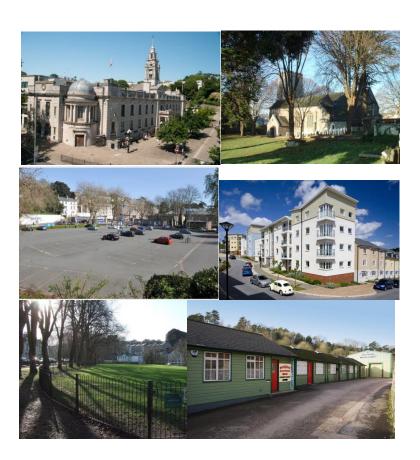






Torre & Upton

Vision - The community will grow sustainably and sensitively with good quality buildings raising the standards and expectations for both residents and businesses, and providing valuable employment opportunities.



About the area

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

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

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

As in other areas adjoining the town centre, there are higher than average levels of need, deprivation and HMO properties. Several centres and facilities for those in need of accommodation, employment or other

support lie at the top of the town centre near to this area and the drug and alcohol treatment centre lies within it

Local Policies

Planning policy TU1 Redevelopment of shop units in Higher Union Street will be expected to maintain the Victorian street scene, and the development of the B&Q site would be expected to complement this street scene.

Planning policy TU2 New HMOs will be restricted as there are already more than the expected proportion in the area. If any HMOs are permitted, they will be expected to include accommodation for management to live on site.

Aspirational policy TU3 Where existing buildings or sites are underused, vacant or awaiting development, temporary uses will be supported, in particular those which benefit the community. Council officers will be expected to take enforcement against landowners or both residential and commercial buildings/sites that are not properly maintained.

Planning policy TU4 All development must meet the minimum parking standards outlined in the Local Plan unless it can be shown that there is not likely to be an increase in on-street parking arising from development. New development should contribute to better pedestrian and cycle links.

- The Civic Hub shown in the Masterplan for Torquay Town Centre is fully supported by the residents and businesses in Torre and Upton. The library could be extended upwards and updated to incorporate the Connections Office and other public information services. This would release the listed Electric House for other uses. The closure of the Magistrates Court gives the opportunity for a more creative development for the Town Hall car park area. This is expected to have a positive knock on effect for the smaller, individually owned businesses in Higher Union Street. Should the council vacate the Town Hall for purpose built offices, we would support a change of use for the building with a hotel/conference centre being the preferred option.
- Upton Park will be enhanced for the benefit of residents of all ages, providing facilities for recreation and relaxation. This will include the re-arrangement of the sports areas and linking with the coach park. By bringing this forward, we will have a more appropriate setting for the civic buildings.
- The B&Q site in Laburnum Row presents the opportunity for a good quality development providing a mixture of residential and commercial. This latter could be retail and/or office space. This part of Torre deserves proper investment, and the residents and visitors to the area will value standards being raised.
- We wish to see the development at Torre Marine completed, and the serious issues of rising water and run off into adjacent streets dealt with, so that the park that was part of the original plans, can be put in

Projects

place. This would not only create a pleasant open green space for the residents, but also, with the traffic reversal, enhance the area for all those entering Torquay.

Torquay Town Centre Community Partnership and Town Centre Focus Group

OBJECTIVE/VISION – Through working closely with residents, businesses and visitors to our community, the town centre will be maintained and improved as a dynamic, vibrant urban environment

Brief History

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

Key Aims and Aspirations:

Improve the Town Centre retail, service and leisure experience to improve footfall and provide employment opportunities by:-

- Becoming the premier leisure destination both night and day
- Creating a more diverse late night offer. Whilst we recognise the
 value of our late night economy we would like to see a broader offer
 than is currently available. This could be achieved by encouraging
 and providing a range of activities for all age groups such as late
 night shopping and regular food /music activities to encourage
 residents/visitors to stay on in town.
- Encouraging leisure and sport into our Town Centre and to provide a variety of undercover attractions for tourists and residents.
- Encouraging more people to live and work within the Town Centre
- Providing more eating and outside sitting areas.
- Providing adequate well maintained, accessible and convenient parking facilities
- Creating better connectivity and providing more pedestrianisation.
- Encouraging sympathetic development providing the size and kind
 of premises which modern day High Street names consider
 attractive, whilst at the same time creating suitable premises for
 small independent retailers and other uses such as gyms and
 cinemas.

- 1. Make more of and protect the Town's heritage assets by:-
 - Protecting the green and open public spaces from Cary Green, the Pavilions, Promenade to the end of the Princess Gardens and the 'Sunken Gardens', In addition the Royal Terrace Gardens (Rock Walk) which are all covered under one listing with English Heritage. Torre Abbey and its Meadows should continue to be protected by covenant from future developments. Included earlier in document.
 - Maintaining Victorian facades where possible to keep the character of the Town.
- 2. Make provision for cyclists in and around the Town which would complement cyclist tourism
- 3. Make access to public spaces easier for the disabled.
- 4. Protect and maintain our beaches Torre Abbey Sands and Beacon Cove.
- 5. Protect the marine environment and develop a sustainable Maritime Economy

Key Sites

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

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

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



The Strand



Carv Green



Fleet Walk



Fleet Walk Shopping



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

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

Further reference: World Health Organisation Healthy Cities Movement Universal Design Principals Training Tools for Accessible Towns.

Castle Circus and Union Street

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

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

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

<u>The Strand, Torwood Street and the Harbour side -</u> Aspiration for improvement of this key stretch of Torquay Harbour which could include redevelopment of The Strand buildings, including Debenhams and the Amusement Arcade. Combination of luxury apartments, improved retail, hotel, small restaurants would be welcomed whilst protecting outlook from the Terrace. Make Torquay Inner Harbour accessible to local people by giving it official community asset status.

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

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

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

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

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

<u>Market Street and Indoor Market -</u> Create premises as a form of innovation centres to support fledgling retailers to establish their first business. This could in turn be reinforced by significant Town centre residential development and cafe culture. Encourage more residential homes to be created in this area with at least two bedrooms to encourage families to bring life back into the Town out of trading hours.

Pavilion/ Torquay Marina Car Park: The Marina Car Park has the potential for a quality development as this has the best views of the harbour which are currently not exploited. However, the height of any development needs to be considered so that this in itself is not detrimental, and thus become a contentious issue to local residents. In addition the groups have serious concerns about incorporating development of the Pavilion into the large hotel scheme on the Marina car park and would support further investigation for the re siting of the Pavilion to another location which may then enable a lower rise less intrusive development on the Marina car park. A possible option would be to relocate the Pavilion on to a constructed island (with bridges) in the inner harbour, around which boats could still move/moor.

The point of the development would be to: Protect the Pavilion and make it the centre of a revitalised harbour area; provide a waterside dining/entertainment environment unique in the UK that would encourage a more mature and upmarket night time economy and provide the type of retail experience during the daytime best described as "Totnes by the sea."

If the Pavilion were moved this would allow a larger footprint for the developer of the hotel/spa to build a wider but lower development that could include a children's play area or be the site for an open air public performance space.

 Presentation Pack by Mark Hoyle and Brian Roberts on behalf of Torquay Town Centre- <u>Protecting The Future Of Torquay's Historic</u> <u>Waterfront Public Assets (Pavilion, Princess Gardens, Cary Green) 4</u> November 2013

- Presentation Document to Steering group by Mark Hoyle and Brian Roberts on behalf of Torquay Town Centre <u>Proposal to Re-locate</u> <u>Torquay Pavilion</u>
- Other proposals for Pavilion site
 - a) Save Cary Green Campaign– Pavilion to become a Community Asset
 - b) Green garden area'- Marina Car Park to become landscaped recreation area for residents and visitors

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

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

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

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

Welleswood & Torwood Community Partnership

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







Local Policies Environment

Protect, maintain character and enhance:

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

Local Policies

Planning policy WT1 Allow small hotels and brownfield sites to be redeveloped for family housing, preserving current density and character **Aspirational policy WT2** Promote diversity and prosperity of local businesses in Wellswood and Lisburn Square

Planning policy WT3 Retain Post Office and Pub in Wellswood

Aspirational policy WT4 Give consideration to any future proposals for redevelopment of the Palace Hotel and grounds, retaining a hotel

Aspirational policy WT5 Encourage Torquay Museum to develop as a Community Centre

Aspirational policy WT6 Give consideration to proposals for Kent's Cavern to enhance tourism and education, in line with its importance within the English Riviera Geopark, and improve the access strategy to limit impact on the surrounding area

Aspirational policy WT7 Support opportunities for redevelopment in Torwood Street area and Terrace Car Park, retaining sufficient parking for local businesses

Aspiration policy WT8 Traffic and Movement

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

Projects

Traffic and Movement

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

Environment

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

Housing Sites

This plan, together with the adopted Torbay Local Plan 2012-2030, allocates sufficient housing sites to meet growth of approximately 3979 dwellings between 2012 and 2030 (18 years). This housing figure is made up of a windfall provision (smaller sites, below 6 dwellings) together with housing allocations made in this Neighbourhood Plan and the Local Plan.

In Table 1, a breakdown of housing supply by source can be seen. A comprehensive list of housing sites relating to these types are provided in Table 3. This Neighbourhood Plan allocates sites for 1223 dwellings which includes drawing significantly from the pool of identified/potential Neighbourhood Plan sites identified in the Local Plan. This Plan has also drawn from and added a number of sites to the list of total allocations from sites which were not identified in the Local Plan.

Table 1: Housing provision broken down by type of site			
	TNP allocated sites drawn from Local Plan pool of identified sites		
	Additional TNP allocated sites		
	Future growth areas allocated in Local Plan		
	Windfalls	1040	
	TOTAL	3979	

Iable	2: Large housing sites broken	a down by CP area
Code	Community Partnership	Housing numbers
BART	Barton & Watcombe	15
CHEL	Cockington, Chelston & Livermead	338
ELLA	Ellacombe	151
HELE	Hele, Watcombe & Lower Barton	C
SHIP	Shiphay and the Willows	1213
STMD	St Marychurch and District	167
TOWN	Torquay Town Centre	455
TORR	Torre & Upton	280
WELL	Wellswood & Torwood	320
Plus sm	all windfalls across entire Torquay area	1040
TOTAL	4	3979

Table 3: List of housing sites in Local Plan and Torquay
Neighbourhood Plan

Site Ref	Address	Yield	CP Area
H1:001	Scotts Bridge	18	SHIP
H1:003	Hatchcombe Lane	50	SHIP
H1:010	Hollicombe	120	CHEL
13025	Bishops Court Hotel	42	WELL
13032	Walton Lodge	11	WELL
H1:004	Beechfield Avenue extension	105	SHIP
T752	Adj 84 Grange Road	9	ELLA
13044	Suite Dreams, Steep Hill	10	STMD
T842	Queensway	16	CHEL
13012	Westhill Garage, Chatto Rd	15	STMD
13027	Lincombe Hall Hotel	12	WELL
T793	Torbay Court, Chelston Rd	10	CHEL
T869	English House Hotel	9	STMD
13016	Country House 62 Ellacombe Rd – 1	8	ELLA
13016	Country House 62 Ellacombe Rd – 2	6	ELLA
13014	Shrewsbury Ave & Coombe Ln	6	STMD
13064	Torre Marine	75	TORR
T833	Pavilions/Marina Car Park	45	TOWN
HC093	Royal Garage Site	14	WELL
T807	Conway Court Hotel	14	TOWN
T859	Tor Manor, 11 Tor Church Rd	10	TORRE
T879	Spa View, Stitchill Rd	8	WELL

T928	Papillon, 18 Vansittart Rd	8	TORRE
T861	16 Market Street	13	ELLA
13041	The Pines, 78 St Marychurch Rd	12	STMD
13030	Melville Place	10	TOWN
13058	42 Warren Road	7	TOWN
13002	111 Abbey Road	8	TOWN
T747	Scotts Meadow	90	SHIP
P/2012/1155	Torre Station	8	CHEL
T860	Fairlawns, 27 St Michaels Rd	14	TORR
13223	Gdns Palace Hotel	35	WELL
T760	South Devon Hotel	26	STMD
13042	178 St Marychurch Rd	7	STMD
13038	Zephyrs Hotel	7	STMD
13047	331 Teignmouth Rd	22	STMD
13055	1 Warbro Rd	11	STMD
13040	R/O Snooty Fox	20	STMD
H1:010	Hollicombe	65	CHEL
T747	Scotts Meadow	65	SHIP
T761	Torbay Palace Hotel	115	WELL
13020	Quintaville	10	ELLA
13024	La Rosaire	7	CHEL
T721	Transport Yard	8	ELLA
T802	Ingoldsby	7	CHEL
T818	Starpitten Lane	15	BART
T841	Sherwell Valley Garage	20	CHEL
T852	Site 1 Higher Cadewell Ln	18	SHIP
T853	Site 2 Higher Cadewell Ln	12	SHIP

T864	Ansteys Lea Hotel	9	WELL
T877	Hermosa	6	WELL
T881	Lansdowne Hotel	8	WELL
13001	39 Abbey Road	12	TOWN
13003	Roebuck House	20	TOWN
13011	Barclay Court Hotel	8	ELLA
13045	40-44 Swan St	10	TOWN
13053	22-28 Union Street	13	TOWN
13100	8-9 Braddons Hill Rd W	8	TOWN
13160	Richwood Hotel	8	TORR
13176	Brampton Court Hotel	10	TOWN
13221	Lower Union Lane Office Block	30	TOWN
R232	Melville St Joinery Works	6	TOWN
T726	Braddons St Disused Playground	9	TOWN
T753	300-302 Union St	6	TORR
T754	Tor House & Gospel Hall	25	TORR
T766	Fleet Walk	25	TOWN
T794	Laburnum St	8	TORRE
T795	Municipal Chambers	12	TOWN
TM003	Adj Union St	15	TOWN
T801	3-9 Pimlico	10	TOWN
T834	Golden Palms	12	TOWN
T872	Zion Church	8	TORR
T884	Shedden Hall Hotel	14	TOWN
T876	16/18 Lower Thurlow Rd	6	TORR
T856a	Torre Station	9	CHEL
T748	Land off Plantation Way	10	SHIP

13060	Foxlands, York Rd	12	STMD
T749	North of Nuthatch Drive	100	SHIP
R149	Abbey Hall, Rock Road	30	TOWN
T887	Market Street	59	ELLA
13229	Pimlico	50	TOWN
M1	Additional at Temperance Street	65	TOWN
M2	Town Hall Car Park regeneration	50	TORR
M3	Lower Union Lane	20	TOWN
M4	Terrace Car Park	60	WELL
T738	Torquay Holiday Park	150	SHIP
13232	Holiday Park, Kingskerswell Rd	45	SHIP
T814	TGGS Shiphay Manor	20	CHEL
T893	Lee Hotel, Torbay Road	6	CHEL
13237	Opposite Market Street	30	ELLA
T817	Land at Edginswell	50	SHIP
13230	Hamelin Way/Moles Lane	500	SHIP
NP1	Old Cockington School	20	CHEL
NP2	Torre Station (additional)	30	CHEL
NP3	Dairy Crest site (Parkfield Road)	40	TORR
NP4	Bancourt Hotel	12	TORR
NP5	Kwik Fit site	10	TORR
NP5	Chilcote Close Car Park	10	STMD

Local Greenspaces

This table should be read in conjunction with Policy E2: Local Green Space.

Table 4: List of Designated Local Greenspaces	
Site	Community Partnership Area
Barton Downs	Barton and Watcombe
Firlands Green	Barton and Watcombe
Great Hill	Barton and Watcombe
Steps Cross Playing Field	Barton and Watcombe
Woodend Project	Barton and Watcombe
Armada Park	Cockington, Chelston and Livermead
Ashfield Gardens	Cockington, Chelston and Livermead
Cockington Country park	Cockington, Chelston and Livermead
Corbyn Head	Cockington, Chelston and Livermead
Crownhill Park	Cockington, Chelston and Livermead
Goshen Triangle	Cockington, Chelston and Livermead
Highlands/Sherwell Valley allotments and greenspace	Cockington, Chelston and Livermead
Hollicombe Park	Cockington, Chelston and Livermead
Innerbrook/Sandford green space	Cockington, Chelston and Livermead

Kings Gardens	Cockington, Chelston and Livermead
Occombe Farm/Country Park	Cockington, Chelston and Livermead
Piggeries green space	Cockington, Chelston and Livermead
Preston Primary School play park	Cockington, Chelston and Livermead
Rocket Park	Cockington, Chelston and Livermead
Sherwell Park	Cockington, Chelston and Livermead
Sherwell Valley/Grenville green space (Markham Plantation)	Cockington, Chelston and Livermead
St. Matthews Field	Cockington, Chelston and Livermead
Torre Valley North & South sports fields, Rugby/Cricket Club and Kings Bowling Club	Cockington, Chelston and Livermead
Two Parks	Cockington, Chelston and Livermead
Victoria Park	Cockington, Chelston and Livermead
Ellacombe Park	Ellacombe
Lower Warberry Copse	Ellacombe
Stentiford Hill	Ellacombe
Quinta/Windsor Road Allotments	Ellacombe
Windmill Hill	Hele and Lower Barton
Forte Apache	Hele and Lower Barton
Barton Downs	Hele and Lower Barton

Barton Downs Play Park	Hele and Lower Barton
Truro Bank and surrounding woodland areas	Hele and Lower Barton
Kitson Park	Shiphay and the Willows
Shiphay Park	Shiphay and the Willows
Lindisfarne Park	Shiphay and the Willows
Nightingale Park	Shiphay and the Willows
The green at Cadewell Park Road	Shiphay and the Willows
Rougemont Ave/Orchard Way/rail station green space	Shiphay and the Willows
Babbacombe Slopes	St. Marychurch and District
Babbacombe Downs	St. Marychurch and District
Glen Sannox pathed woodland	St. Marychurch and District
Maidencombe Village Green	St. Marychurch and District
Maidencombe Community Orchard	St. Marychurch and District
Tessier Gardens	St. Marychurch and District
Petitor Downs and Petitor Downs (Watcombe)	St. Marychurch and District
Valley of the Rocks	St. Marychurch and District
Cary Park	St. Marychurch and District
Hartop Road Allotments	St. Marychurch and District
Quinta Allotments	St. Marychurch and District

Westland Rd playground/park	St. Marychurch and District
Haytor Park	St. Marychurch and District
Millenium Copse	St. Marychurch and District
King George V Playing Fields	St. Marychurch and District
Green space adjacent to Torquay United Football Ground	St. Marychurch and District
The Rose Garden Memorial Pocket Park	St. Marychurch and District
Woodland around Daison Heights and including Lions Rock	St. Marychurch and District
The Grove (green and wooded slopes)	St. Marychurch and District
Walls Hill	St. Marychurch and District
Cary Green	Torquay Town Centre
Princess Gardens, incl. 'Sunken gardens'	Torquay Town Centre
Royal Terrace Gardens	Torquay Town Centre
Abbey Park and Meadows	Torquay Town Centre
Remainder of Old Maids Perch	Torquay Town Centre
Small park on Castle Road	Torquay Town Centre
Upton Park	Torre & Upton
Torre churchyard	Torre & Upton

Chapel woods	Torre & Upton
Memorial gardens	Torre & Upton
Brunswick Square garden	Torre & Upton
Stantaway Hill	Torre & Upton
Stantaway allotments	Torre & Upton
Daddyhole Plain	Wellswood and Torwood
Ilsham Valley	Wellswood and Torwood
St John's Wood	Wellswood and Torwood
Stoodley Knowle	Wellswood and Torwood
Manor Gardens	Wellswood and Torwood
Lincombe Woods	Wellswood and Torwood
Thatcher Pines and Thatcher Point	Wellswood and Torwood
Torwood Gardens	Wellswood and Torwood
Wellswood Green	Wellswood and Torwood

Delivery and Monitoring

Many of the plan's proposals will only happen with private sector investment, but this does not remove Torbay Council or other public bodies from their responsibilities for infrastructure and services. There is clear developer interest in bringing forward a variety of development schemes across Torquay, and the opening of the South Devon Link Road along with a specific focus on the town centre and its gateway will raise the town's profile in this regard. This plan's policies aim to steer and shape development, but it is expected that developer contributions will be gathered through S106 agreements, Community Infrastructure Levy or similar order to address any specific mitigation required by any new development from the broader impacts of development.

The policies of this plan and the Local Plan are complementary, together providing a firm platform for all parties to cooperate in promoting, enabling and delivering beneficial developments and improvements of all kinds. Conformity between plans will be key to unlocking funds to support this plan's delivery, and it is to be hoped that Torbay Council will take a proactive role in this regard.

Once the Neighbourhood Plan is formally adopted by Torbay Council it will become part of the Local Plan (development plan). This means that it will be a material consideration in the determination of planning applications. The Council will therefore monitor development proposals against the objectives of the Neighbourhood Plan alongside the Local Plan and any related implementation plan to ensure that the aspirations of the community are being met.

Monitoring or revisions to the Local Plan will require the Plan to be reviewed in due course to keep it up-to-date and relevant. Any formal amendments to the Plan will have to follow a similar process as was used to prepare the original Plan.

Appendix 11 – Pre submission Regulation 14 Consultation - Part 2 Summer 2017

LETTER FROM TORQUAY NEIGHBOURHOOD FORUM

Dear Consultee.

Regulation 14 Consultation on the Torquay Neighbourhood Plan

I am writing to inform you that the Torquay Neighbourhood Forum is consulting on the Torquay Neighbourhood Plan (Regulation 14 Pre-Submission and Publicity version) for a six week period between Monday 7 August and Sunday 17 September 2017. This letter has been sent to you via Torbay Council on behalf of the Torquay Neighbourhood Forum. Your contact details are retained on the Council's planning consultation database. Your personal contact details have not been shared directly with the Torquay Neighbourhood Forum.

Background

The Torquay Neighbourhood Forum was formally designated by Torbay Council as a recognised body to prepare a Neighbourhood Plan for Torquay in 2012. Since that time, the Torquay Neighbourhood Forum has carried out extensive work and consultation in preparing the Torquay Neighbourhood Plan, including a previous Regulation 14 consultation on an earlier version of the plan during 2016.

The Torquay Neighbourhood Forum is now ready to consult formally (as set out in Regulation 14 of the Neighbourhood Planning Regulations 2012) on the latest version of its plan before preparing for the next stage of Submission to the Council. The plan contains proposals for new housing and growth, building upon the framework set out by the Torbay Local Plan, proposals for the protection of specially valued greenspaces, policies for managing change through the planning process and articulates the aspirations of 9 distinct Community Partnership areas which make up the Torquay Neighbourhood Area.

Consultation

Views are invited on the contents of the Torquay Neighbourhood Plan and related documents. The Torquay Neighbourhood Plan contains a written document and policies maps. In addition, an accompanying Sustainability Appraisal Report and Habitats Regulations Assessment Screening Report are also available. The full schedule of consultation documents are as follows:

- Torquay Neighbourhood Plan main document Planning Policies
- Community Partnership submissions for Barton, Ellacombe, Hele, Shiphay and The Willows

- Community Partnership submissions St. Marychurch and Maidencombe
- Community Partnership submissions for Torre and Upton, Torquay Town Centre, Wellswood and Torwood
- Habitats Regulations Assessment Screening Report
- Sustainability Appraisal Report
- Policies Maps containing a Key and Sheets 1 through to 19 (19 Policies Maps sheets which together cover Torquay)

In addition a note containing a summary of the major changes to the Torquay Neighbourhood Plan since the last Regulation 1 4 consultation is available.

These documents will be published for consultation over a six week period from Monday 7 August through to Sunday 17 September

Reference copies of these documents will be available for inspection on the Torquay Neighbourhood Forum's website (www.torquaynp.org), at the Community Development Trust's Offices (4-8 Temperance Street, Torquay, TQ2 5PU), and at Torquay Library during normal opening hours.

Comments may be submitted in writing to the Torbay Community Development Trust, 4-8 Temperance Street, Torquay, TQ2 5PU, marked for the attention of Leon Butler or via e-mail to chair@torquaynp.org.

All comments should be received by **Sunday 17 September.** The Torquay Neighbourhood Forum is not obligated to consider late comments.

Please contact the Torquay Neighbourhood Forum if you have any queries.

Yours sincerely,

Leon Butler

Chair of the Torquay Neighbourhood Forum

Summary of the major changes to the Torquay Neighbourhood Plan since Statutory Consultation August to October 2016

- 1. Redefined draft policies within Community Partnership submissions as either Planning Policies or Community Aspirations; moved all identified Planning Policies to the main policy sections
- 2. Reformatting to make Plan more readable and consistent (ongoing)
- 3. Reworded introduction
- 4. Additional Local Green Spaces identified and evidence base improved
- 5. Planning Policies relating to development constraints for Maidencombe and Cockington reworded to add clarity
- 6. Some Planning Policies within main sections relabeled as Community Aspirations after Plan's health check by consultant Examiner identified compliance issues with National Planning Policies and Torbay Local Plan.
- 7. Some Planning Policies reworded to clarify intent and comply with the Torbay Local Plan
- 8. Justifications added to all Planning Policies (ongoing)
- 9. Addition of glossary and references section (ongoing)

Summary of feedback from the Statutory Consultation (Regulation 14) with Forum responses

The summary provides a timeline of representations (excluding the accumulated individual representations for the Maidencombe area which are grouped at the start of this document. The draft Policy changes are those proposed at the time and are be subject to further change based on later representations and final review by the Plan's Steering Group. Responses from the Forum are in CAPITALS

Resident's feedback:
Expressions of support for Maidencombe and general from:
Slough & Badcock
Hardie (2)
Steele (2)
Pinhay (2)
MRA
Thorn
Horder (2)
Davis (2)
Williams (2)
Lamars (3)

Bills (2)
Forsyth (2) & Ellis
Rothery (3)
Thomas (1)
Stabler (2)
Goodman (2)
Davies (1)
Cull (1)
McCormick (2)
Attard (2)
McCann (1)
Evans (2)
Maidencombe Community Group
Kennedy (1)
Palmer (1)
Roach (2)
NOTED
Hunt

(edited to key point and summary)

I would like to add my comments to the Consultation of the Torbay Neighbourhood Plan and, in particular, the Planning Policy H19. As a resident, I agree that Maidencombe is an area that needs to be protected from over-development. However, I believe that the policy and sub-policies detailed upon pages 20-21 of the Consultation document are at odds with the long-term objectives of the plan and also the prosperity of the area and I would like to see it removed.

Question over mapping of Village Envelope

In summary, and in relation to Maidencombe, I believe:

- there has been insufficient consultation of the population
- the proposals have been set for the short-term benefit of the few with little consideration for the sustainable future of the area
- that there is no apparent due diligence to support the proposals
- that many of the proposals are neither necessary nor justified

NOTED BUT THE WHOLE COMMUNITY HAVE BEEN CONSULTED AND THE OVERWHELMING MAJORITY ARE IN FAVOUR OF THE PLAN AS DRAFTED. DUE DILIGENCE IS WITHIN THE BASIC CONDITIONS STATEMENT AND JUSTIFICATION IS MADE WITHIN THE PLAN. VILLAGE ENVELOPES CAN BE AND IS MODIFIED BY THE PLAN.

Ilsham Peninsula Protection and Conservation Action Group

Key change request for LGS covering Ilsham Valley

LGS REVIEWED AND CONFIRMED AS OK – SUGGESTED EXTENSION IS NON PUBLIC ACCESS PRIVATE LAND.

<u>Lidster</u>

Extract on non CP element: What I meant by giving pedestrians priority at traffic lights is for example at Torwood Street or outside Hoopers in the Strand. Instead of pedestrians having to wait some time, when the traffic light button is pressed it immediately gives pedestrian priority. In summer I have

seen large groups of visitors having to wait for a handful of cars. My overall suggestion is make Torquay as pedestrian friendly as possible - to encourage activity and this will make Torquay more welcoming to visitors. These are suggestions that need cost very little money.

NEW ASPIRATION ADDED TO TRANSPORT SECTION

COMMUNIUTY ASPIRATION

- Coach Terminus to be relocated to Torquay Rail Station with parking at Sheddon Hill car park.
- Union Street through to GPO island to become a multi-user pedestrian area. Market Street, Pimlico, Lower Union Street and Temperance Street to be included.
- Fleet Street pedestrian access across Cary Parade and Palk St to be improved. Further public consultation will be required if Fleet Street becomes bus free.
- Harbour area to become semi-pedestrian will support the development of the area in line with the Tourism Strategy.
- Strand bus stops/taxi ranks to be moved to other areas such as the current bus stops adjacent to Princess Gardens.
- Key tourist and retail crossing routes should optimise the flow for pedestrians and road users through choice of appropriate crossing arrangements

Stanton

With regard to the above I am worried that the recent closure of the Margaret Clitherow care home has significantly reduced the availability of beds for people who are unable to live independently within the St Marychurch area. I am concerned that the current building, which is at present unoccupied, will be bought by a developer and turned into housing rather than having some money spent on it creating a safe and secure place for vulnerable people to live in.

NOTED BUT POLICY ALREADY IN PLAN THAT IDENTIFIES ST MARYCHURCH AS A POTENTIAL LATER LIFE INVESTMENT AREA

South West Water

Our principal interest will be to ensure that new development sites can be adequately serviced with water and sewerage infrastructure and to this end all development proposals will be reviewed as and when we are approached by potential developers or planning applications are submitted to assess whether not infrastructure improvements will be required and if so funding is put in place to deliver them.

NOTED

CCLCP

The mapping references to the employment sites is missing in the main document

PROVIDE LIST OF REFERENCES

Correction to Policy definition of sites etc:

PLANNING POLICY J1 Designated Employment Sites

The following sites are designated Employment Sites within this Plan:

TNPE01Torbay Hospital

TNPE02 Woodlands Industrial Estate/Lawes Bridge Retail Area

TNPE03 Moles Lane / Reservoir Site

TNPE04 Edginswell

TNPE05 Kerswell Gardens

TNPE06 Lymington Road Area and Chatto Road Industrial Estate

TNPE07 Lummaton Quarry

TNPE08Torquay town centre Fleet Walk

TNPE09 Broomhill Industrial Estate/Riviera Way Retail Area

TNPE10 Barton Hill/Barton Way/Hele Road commercial and industrial area

TNPE11 Newton Road commercial area

TNPE12 Browns Bridge/Willows/Wren Park Retail Area

The following policy protects the designated Employment Sites in the Gateway Area of Torquay where the improved links to other towns makes the area an important potential job creation area.

PLANNING POLICY J2: Gateway Employment Sites

The Employment Sites number TNPE03,4 and 5 at Kerswell Gardens, Edginswell Business Park and at the Moles Lane/Reservoir site designated in Policy J1 shall only be used for purpose built permanent employment space or ancillary uses directly supporting that employment space as appropriate for an employment site.

The following policies protect the existing sites for employment and help support the retention of a diversified economy.

PLANNING POLICY J3: Retention of existing purpose built employment sites

There shall be no change of use or redevelopment to another use from existing B classes to other classes on any of the existing trading estates or significant purpose built permanent employment sites other than those sites identified for other uses within this Plan or those permitted development rights that may exist.

PLANNING POLICY J4 Support for Class B employment sites

There shall be a presumption in favour for Class B use at sites TNPE3,4 and 5 at Kerswell Gardens, Edginswell Business Park and at the Moles Lane/Reservoir site. Other uses shall be refused unless directly supporting that use.

Bridge group Facebook page

Map CTIA's

PROVIDE CTIA'S ON MAPPING

NATIONAL GRID

An assessment has been carried out with respect to National Grid's electricity and gas transmission apparatus which includes high voltage electricity assets and high pressure gas pipelines, and also National Grid Gas Distribution's Intermediate and High Pressure apparatus.

National Grid has identified that it has no record of such apparatus within the Neighbourhood Plan area. Gas Distribution – Low / Medium Pressure

Whilst there is no implications for National Grid Gas Distribution's Intermediate / High Pressure apparatus, there may however be Low Pressure (LP) / Medium Pressure (MP) Gas Distribution pipes present within proposed development sites

NOTED

Brixham Neighbourhood Plan Forum

We welcomed the draft and only make comments on the following group of matters:

Policy E8: Protected Species

Policy E9: Lesser and Greater Horseshoe Bat

Habitats Regulations Assessment Screening Report

The inclusions of Policies E8 and E9 on page 35 are fully supported as is the Habitat Regulations Assessment Screening Report, the latter being necessary to pass the tests set by the Basic Conditions and in particular Paragraph 8(2)(f)₁.

However, on these matters we appear to have similar cautions to those already expressed by the Paignton Neighbourhood Forum. In particular, we note your plan is seeking to go beyond the step of merely "identifying" possible sites as per the Torbay Local Plan, and increase the certainty that sites should come forward by now "allocating" sites. We welcome this ambition and note this is a similar step to that taken by our own Brixham Peninsula Neighbourhood Plan in relation to housing sites.

However, having been so advised by Natural England and Aecom we made this step only after commissioning Greena Ecology Consultancy, an independent firm of professional ecologists specialising in bat surveys, to visit every site and assess the site's potential for Greater Horseshoe Bats and then undertake bat surveys as appropriate. This was a very considerable component of work.

Unfortunately, we were unable to find similar information for your plan. On this basis we

are unclear how you propose to demonstrate there will be no likely significant effect on protected European sites and species and in particular the Greater Horseshoe Bat. We understand Torbay Council were contracted by your Forum to undertake the Habitats Regulations Assessment Screening Report. We suggest you may wish to clarify this point with them.

It is our view this issue can and should be easily corrected by either:

1. continuing to "identify" possible sites rather than making specific site "allocations". In so doing it would be helpful were the HRA Screening Assessment to set out the information that would be required at a later "project" stage when planning applications are made that is not currently available at this earlier "plan-making" stage.

This is the approach of our Brixham Neighbourhood Plan in relation to employment sites and also the approach of the Paignton Neighbourhood Plan so there is precedent for this; or

2. the provision of a proportionate level of evidence to demonstrate compliance with EU obligations. Having been so advised on this in relation to our own plan we consider this requires more information on the impact of the allocation of each site on Greater Horseshoe Bats. For example only, it would be helpful were the HRA Screening Assessment at least mention the bat cave identified in the Policy Document at page 35 and set out on what basis it is stated that this is the only such cave in Torquay. Again for example only, it would be similarly helpful to know whether bats were present at the allocated sites and if so to what degree and on what basis this is said.

This is the approach of our Brixham Neighbourhood Plan in relation to housing sites and so again there is precedent for this approach also.

In our experience option 2 provides more certainty, but option 1 is easier, quicker and cheaper. We hope this is constructive.

RESPONSES ARE PROVIDED IN PNP RESPONSES BELOW AND TABULAR RESPONSE TO NATURAL ENGLAND

Paignton Neighbourhood Plan Forum

Policy E4: Local Green Space

On page 32, under the sub-heading of "Designated Local Green Spaces", the first paragraph refers to the list of sites being in compliance with NPPF20. It is assumed this may be a typographical error and the intention is to refer to paragraph NPPF76?

CORRECTION MADE

Policy E8: Protected Species

Policy E9: Lesser and Greater Horseshoe Bat

The inclusions of E8 and E9 on page 35 are fully supported as being very important having regard to the reference made to the identified breeding and roosting cave at Slandor Park in Maidencombe.

NOTED

Habitats Regulations Assessment Screening Report

Similarly the addition of Section 5.2 to the Habitat Regulations Assessment Screening Report is welcomed (pages 10/11).

However, there appears to be no map in the overall document set of the sustenance zone and flight paths associated with the cave location identified. Nor does the Screening Matrix of Housing Sites in 7.2 include any reference to the protected species, only to the Marine SAC.

We draw attention to this for your Forum's consideration because the Plan is seeking to "allocate" sites and the information needs to be included in order to show the Assessor the evidence which supports the conclusion reached that no "Appropriate Assessment" is required, bearing in mind it is a 'Basic Conditions' matter covered by Schedule 12 of the Regulations. It is hoped this comment is helpful.

INFORMATION ON SLADNOR PARK BAT COLONY OR OTHER PROTECTED SPECIES IS UNKNOWN – POLICY ADDED TO ENSURE THIS DATA IS AVAILABLE PRIOR TO ANY DEVELOPMENT PROPOSAL AND BATS AND CIRCL BUNTINGS ARE PROTECTED

H19 MAIDENCOMBE CHANGED

Before any Planning application is accepted by the Local Authority for Sladnor Park full, independent and up to date assessments must be published of the protected species on that site including but not limited to the roosts, flight and sustenance zones for Greater Horseshoe bats and the sustenance and nesting zones for Cirl Buntings. Any assessment must be independent of any interested party to the site and must cover a 12 month period.

ADD COMPLETE SECTION ON PROTECTED SPECIES IN ENVIRONMENT SECTION MODIFYING POLICIES E8 AND E9.

Protected Species

All protected species under National and European Law must be protected from development that adversely has a negative impact on them.

The Habitats Regulations Assessment for our Plan identifies Torquay as outside of the South Hams SAC sustenance zone for Greater Horseshoe bats; however there are two flyway ends; one at Sladnor Park and the other at Edginswell Future Growth Area. It is unlikely development in the built up area of Torquay would have effect on the integrity of the SAC through an effect on the defined sustenance zone itself.

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

A landscape buffer would be required along the western edge of the Future Growth Area between any future built development and the A 380. This buffer would retain and create connective corridors. Also suitable buffer zones and protection of sustenance and roosts at Sladnor Park would help protect the colony.

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

Provision of such protection would be consistent with the Local Plan Policy NC1.

PLANNING POLICY E8: Protected species - general

Any Planning application for a development of new homes, or a new commercial property/business premises of any class, must provide an appropriate habitats appraisal that demonstrates no negative impact on any protected species and mitigating arrangements to protect those species and must demonstrate no net loss in biodiversity for that site.

PLANNING POLICY E9 European Protected species

Any proposal for any development within the Future Growth Area or the Maidencombe area (and specifically Sladnor Park where a Greater Horseshoe bat roost is located) must have an independent bat assessment and provide mitigating arrangements so that their flight paths, sustenance zones or roosts are protected and enhanced. Measures shall include a protected landscape buffer zone along the western edge of the A380 and for the Maidencombe area and Sladnor Park measures that retain and enhance flight paths, create protective corridors and protect sustenance zones and protect any roosts.

Any proposal for any development at Maidencombe that could affect Cirl Buntings nesting or sustenance zones must have an independent assessment of potential impact on the Cirl Bunting population and shall protect and enhance any nesting and sustenance zones.

SCREENING MATRIX TO BE REVIEWED AND MODIFIED

Housing

The retention of Table 1 (page 13) is good to see though does not show the phasing of housing delivery intended by the Plan, preferably using the 5 year periods in the Local Plan. This would aid future monitoring of all three Neighbourhood Plans being produced, particularly in respect of the balance sought, and fully supported, between brownfield and green field take up and ensuring the sustainable balance sought in the Plan between jobs and homes is achieved.

THERE IS ONLY ONE VERY LARGE GREEN FIELD AREA LOCATED IN THE STRATEGIC EXPANSION AREA OF EDGINSWELL WHICH IS PHASED IN OUR PLAN. THE TNP FORUM CONCLUDED THAT OTHER PHASING IS AN UNNECESSARY RESTRAINT ON DEVELOPMENT.

The change made to Policy H5 on page 15 (previously Policy H2) is welcomed which it is noted now refers to residents living in Torbay for the relevant 5 years as requested in our previous response letter of 19 September 2016.

NOTED

Sustainability Appraisal

The Forum fully supports the approach taken of including the non-technical summary as an integral part of the overall report

NOTED

Police Designing out Crime Officer - South Hams, West Devon, Torbay & Dartmoor National Park

I would like to take this opportunity to express a sincere thank you for the inclusion of the following policies in the Plan:-

Design to reduce risk and fear of crime - To ensure developments support safe communities, the Plan fully supports the 'Secured by Design' initiative by the Police Designing Out Crime Officer's' protocol with Torbay Council.

PLANNING POLICY H2 Designing out crime - Any new residential development shall be of a design that minimises opportunities for crime, fear of crime and antisocial behaviour proportionate to the scale of the development.

Design to minimise the risk and fear of crime - To ensure the safety and resilience of new commercial, business and public space developments, the Plan fully supports the 'Secured by Design' initiative by the Police Designing Out Crime Officer protocol with Torbay Council.

PLANNING POLICY J9 Prevention of crime through design - Any new development of commercial, business or public space shall be of a design that minimises opportunities for crime, fear of crime and antisocial behaviour proportionate to the scale of the development

The embedding of such a commitment to designing out crime etc. is positive and reassuring in creating safe and secure environments where crime, fear of crime, ASB and conflict is minimised.

NOTED

Whilst writing I would like to raise the subject of Parking for new development, which may benefit from being expanded upon under specific policy in the Plan?

The good intention those residents and their visitors should prefer to walk, cycle or use public transport over the reliance of a private vehicle is fully supported but in reality this appears not to be the case with private vehicles continuing to be the preferred method of transport. By failing to recognise this at the design and concept stage of some new development in the area is seeing ever increasing evidence of vehicle dominated, congested and chaotic street scenes due to inadequate and poorly designed in-curtilage, off road and on road parking provision or parking that is positioned too far from dwellings or awkward to get to or as a result of insecure rear parking courts with inadequate space. As a consequence residents, visitors and delivery vehicles are opting to park on the highway, pavements, green verges, or any available space just to make life easier, securer and more convenient.

The above appears to not being appreciated until full occupancy of new development and at the busiest times such as evenings and weekends when the majority of residents are at home. From the Police's perspective, inconsiderate, congested and obstructive parking for some new development is not only a Highway safety concern but is also introducing upset and angst resulting in conflict and incidences of criminal and antisocial or unacceptable behaviour amongst existing and new residents.

It is appreciated that the planning authority require 2 parking spaces per dwelling for new development, which could be deemed adequate for a 1 or 2 bedroom dwelling but perhaps not so for larger family homes with 3 or 4 bedroom homes.

The above addresses the residential aspect of new development but adequate and appropriate parking for Public Car Parks, Commercial Premises, Schools and Businesses etc. is as unconditionally vital in creating sustainable development where crime, fear of crime, ASB and community conflict is minimised and reduces demand on the Police and other agencies.

NOTED AND SUPPORTED: POLICY REWORDED TO ENSURE DEVELOPMENTS CONSIDER AND ADOPT APPROPRIATE CAR PARKING IN ADDITION TO THE MINIMUM.

PLANNING POLICY H14 Parking facilities

All housing developments must meet the minimum parking standards contained in the Local Plan unless it can be shown that there is not likely to be an increase in on-street parking arising from development or the development is within an easy walk of a sustainable public car park. Any application for new residential units or additional bedrooms to existing units must be assessed for parking requirements that must identify suitable and appropriate parking arrangements that may be in excess of the minimum required so that parking will not add to the potential for antisocial behaviour or conflict within the community.

New major developments should contribute to better pedestrian and cycle links where possible.

MRA Sub-Committee

We believe that it would be valuable to add some definitions with regards to Brownfield and Greenfield sites. So we propose the following:

Greenfield – land not previously developed and for the purposes of our Plan this will be additionally defined as any site that is used for agriculture or landscape design or recreation or that has been left to evolve naturally for more than 10 years, and has more than 80% of the area covered in trees and/or shrubs and/or established grass.

Brownfield – an area of land or premises that has been previously developed but has subsequently become vacant, derelict or contaminated but shall exclude a single house and garden or any greenfield land. Any development on a brownfield site shall have no greater impact on the openness of any surrounding undeveloped land than the existing or original development.

DEFINE GREENFIELD AND BROWNFIELD WITHIN THE PLAN AS POLICY S2 AND GLOSSARY AS FOLLOWS:

Greenfield – parcel of land or site not previously developed and for the purposes of our Plan this will be additionally defined as any site that is used for agriculture or landscape design or recreation or that has been left to evolve naturally for more than 10 years or has more than 80% of the area covered in trees and/or shrubs and/or established grass.

Brownfield – an area of land or site or premises that has been previously developed but has subsequently become vacant, derelict or contaminated but shall exclude part or subdivision of a historically defined site, a home and garden, or any parcel of land or site that can be defined as Greenfield.

HRA Report Review

The report identifies the need for bat protection measures:

A landscape buffer would be required along the western edge of the Future Growth Area between any future built development and the A 380. This buffer would retain and create connective corridors. Provision of such a corridor would be consistent with the Local Plan Policy NC1.

POLICIES ADDED TO ENVIRONMENT TO PROTECT GREATER HORSESHOE BATS AND CIRL BUNTINGS AND OTHER PROTECTED SPECIES E8 AND E9.

Mark Wighton

I noticed in the list of Housing Sites Allocated in TNP, that TNPH37, Abbey Hall, Rock Road, 30, TOWN, this is incorrect. The address should be: <u>The Former Laundry Site</u>, Rock Road Torquay

AMENDED

Nicole Yeomans | Marine Officer (Planning) | Marine Planning | Marine Management Organisation

Thank you for including the MMO in your recent consultation submission.

We believe that the document has been prepared to a high standard, but we would like some additional references to the MMO as the marine planning authority for England, the Marine Policy Statement and the emerging South Marine Plans.

The Marine Management Organisation (MMO) is a non-departmental public body responsible for the management of England's marine area on behalf of the UK government. The MMO's delivery functions are; marine planning, marine licensing, wildlife licensing and enforcement, marine protected area management, marine emergencies, fisheries management and issuing European grants.

Planning documents for areas with a coastal influence may wish to make reference to the MMO's licensing requirements and any relevant marine plans to ensure that necessary regulations are adhered to

Also subsequent request to expand description and content:

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

PLANNING POLICY E10 Marine Management Organisation

Any Planning application affecting a coastal location should make reference to the MMO's licensing requirements and must account for any relevant marine plans or the Marine Policy Statement to ensure that necessary regulations are adhered to.

NOTED AND POLICY ADDED TO ENVIRONMENT

The Marine Management Organisation

Marine Licensing

Activities taking place below the mean high water mark may require a marine licence in accordance with the Marine and Coastal Access Act (MCAA) 2009. Such activities include the construction, alteration or improvement of any works, dredging, or a deposit or removal of a substance or object below the mean high water springs mark or in any tidal river to the extent of the tidal influence.

Marine Planning

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

PLANNING POLICY E10 Marine Management Organisation

Any Planning application affecting a coastal location should make reference to the MMO's licensing requirements and must account for any relevant marine plans or the Marine Policy Statement to ensure that necessary regulations are adhered to.

Alan Griiffey

Comments on St Marychurch & Maidencombe CP submission

Comments on Town Centre CP submission

NO POLICY ISSUES NOTED

Stride Treglown Ltd.

Extracted representation on Policies:

Overview

In general terms, the Objectives of the draft Plan appear to be well framed in the context of local issues whilst reflecting the expectation for the TNP to play an important part in supporting the wider growth strategy of the Torbay Local Plan.

NOTED

With specific regard to housing supply, the TNP as presented appears to meet the requirements set out in the Torbay Local Plan. Specifically, Policies SS12 and 13 address the spatial distribution and timing of housing delivery across the Torbay area. Table 4 of the Local Plan highlights a need for 3,960 homes in Torquay over the plan period, 1,100 of which are expected to be provided for within the 6–10 year plan period (2017/18 – 2021/22). Table 1 of the draft TNP identifies that provision for 1,111 units are identified from the pool of sites provided within the Local Plan.

WE ALSO ALLOCATE ADDITIONAL SITES. HOMES PREDICTIONS ARE BASED ON A VERY AMBITIOUS NET JOBS GROWTH

In respect of employment provision, the TNP reflects the Local Plan policy on employment, specifically by identifying employment sites within proposed Policy J1 that accord with Table 5 of Policy SDT1 of the Local Plan.

NOTED

In order to ensure that the TNP, on adoption, continues to accord with the Local Plan, Policy H1 provides a helpful and important mechanism to allow for future revision to the TNP.

SUPPORT NOTED

Specific Policy Comments

In addition to the overall strategic approach of the draft TNP, and specifically the manner in which housing and employment sites are allocated, the Plan also contains a significant number of policies which aim to steer and guide development proposals, together with protecting certain sites or locations, within the area covered by the Plan. Comments on these are as follows:

Policy H3 – this does not appear to be a reasonably worded policy and could be held to be in conflict with advice on viability and decision taking as set out in Planning Practice Guidance

MOST OF THE LAND IN QUESTION HAS BEEN IN ONE FAMILIY OWNERSHIP FOR MANY YEARS AND HAS BEEN LOW VALUE AGRICULTURAL USE AND IS CURRENTLY STILL IN THEIR OWNERSHIP. THE TNP FORUM ACKNOWLEDGES THE VALUE OF LAND TO DEVELOPERS IS DIRECTLY RELATED TO PROFITABILITY. WE RECOGNISE THAT THE PRICE PAID FOR LAND IS VARIABLE AND WE DO NOT WANT THE PROVISION OF AFFORDABLE HOUSING AND COMMUNITY FACILITIES TO BE COMPROMISED BY THE EVENTUAL PURCHASE OF THE LAND AT A PRICE THAT LEADS TO A VIABILITY ISSUE. IN OTHER WORDS BY MAKING THIS POLICY IT WILL NOT RESTRICT THE SUPPLY OF LAND BUT WILL MEAN THE DEVELOPER AND LAND OWNER WILL NEED TO AGREE A PRICE FOR THE LAND WITHIN THE CONTEXT OF THE POLICIES IN OUR PLAN.

POLICY AMENDED TO CLARIFY

PLANNING POLICY H3 Future Growth Area viability exclusions

Viability based on the cost of the land at a date after the Submission date of this Plan shall not be a material planning consideration for the Edginswell Future Growth Area.

Policy H4 – as worded the policy introduces a direct conflict with affordable housing policy contained within the Local Plan, specifically Policy H2 which sets out that for sites of 20 units (i.e. those in the 15 – 29 dwelling band) 25% of units would be expected to be affordable.

POLICY AMENDED TO REFLECT NON COMPLAINCE WITH THE LOCAL PLAN.

PLANNING POLICY H4 Affordable homes from Greenfield developments

Planning permission shall only be granted for Greenfield sites of more than 20 residential units when the developer provides not less than 30% affordable residential units on developments of 30 or more units, or 25% affordable residential units on developments of 20 to 29 units. These affordable units to be constructed on site or by providing equivalent numbers of units by selling affordable sites for self-build construction, or constructs the same number of affordable units on a Brownfield site within Torquay or a mix thereof.

Policy H8 – whilst the aspiration to see other sites delivered first is recognised as worded the policy risks putting a brake on housing delivery in the Bay area and artificially constraint the supply of land for housing, in turn impacting on growth prospects.

NEIGHBOURHOOD PLANS ARE ABLE TO PHASE DEVELOPMENT. OUR PLAN HAS NOT MADE A GENERAL PHASING POLICY BUT HAS A POLICY FOR THE FUTURE GROWTH AREA. THE REASONS WE WISH TO ENSURE THIS AREA IS DEVELOPED IN THE LATTER STAGES OF THE PLAN TIMESCALE IS THAT BY DOING SO THE BENEFITS WILL BE SEEN IN THE AREAS THAT MOST REQUIRE REGENERATION, NAMELY THE TOWN CENTRE. THE DEVELOPMENT OF THE FUTURE EXPANSION AREA WILL ONLY BE REQUIRED AFTER A SUBSTANTIAL NET INCREASE IN JOBS THAT IS ONLY LIKELY, IF AT ALL, DURING THE LATTER STAGES OF OUR PLAN. NO CONSTRAINT ON LAND FOR HOUSING IS THEREFORE PREDICTED. THE FEEDBACK FROM PUBLIC CONSULTATIONS WAS THAT THE COMMUNITY SUPPORTS THE DEVELOPEMENT OF THE BROWNFIELD AND FORMERLY DEVELOPED SITES WITHIN TORQUAY AS A PRIORITY AND LACKS CONFIDENCE IN THE LOCAL PLAN'S PREDICTED EXPANSION OF THE LOCAL ECONOMY. THE POLICY IS THEREFORE FULLY JUSTIFIED IN THESE CIRCUMSTANCES.

POLICY REVIEWED AND AMENDED TO CLARIFY

PLANNING POLICY H8 Prioritisation of Town Centre redevelopment and Brownfield sites.

There shall not be any development of residential units within the Edginswell Future Growth Area before 2025 representing the second half of the Neighbourhood Plan housing allocations period unless more than 924 (75%) of homes designated on other sites (excluding windfall sites) have been granted permission and the net increase in jobs in Torbay or Torquay meets or exceeds the jobs growth ambitions within the Local Plan adopted in 2015. Any permission for residential units shall have a restriction that no more than 100 units can be occupied unless any community infrastructure identified in the revised Master Plan in Policy H10 is complete.

Policy H10 – it is not clear why this policy is sought given that there is an existing adopted Masterplan for the Edginswell Future Growth Area. Whilst the aspiration may be to ensure wider integration, the spatial extent of the Masterplan has been set for a number of years and developed through the planning process and furthermore is identified within the adopted Local Plan. As worded, the policy risks introducing a brake similar to that included within draft TNP Policy H8, the effect of which could be to throttle land supply with the resultant risk that less preferable sites secure permission, potentially via the planning appeals process.

SEE COMMENTS ON H8 THAT CONCLUDES THERE WILL BE NO CONSTRAINT ON LAND FOR HOUSING. THE REASONS FOR THIS POLICY ARE IDENTIFIED WITHIN THE PLAN: MASTER PLANS ARE A SNAPSHOT IN TIME AND NEED REVIEW AS CIRCUMSTANCES CHANGE. IN THIS CASE THE WIDER INTEGRATION OF THE SURROUNDING AREA HAS BEEN IDENTIFIED AS A PRIORITY TO SUPPORT A SUSTAINABLE COMMUNITY FROM THE SOMEWHAT HAPHAZARD HOUSING AREA KNOWN AS THE WILLOWS THAT HAS FEW RECOGNISED COMMUNITY HUB FACILITIES AND A LACK OF COHESION AND CONNECTION. BY ENSURING A FULL MASTER PLAN FOR THE WIDER AREA IS ADSOPTED BY THE LA, THE NEW DEVELOPEMNTS MUST SUPPORT SUSTAINABLE COMMUNITIES AND PROVIDE THE COMMUNITY INFRASTRUCTURE TO SUPPORT THIS. THE REQUIREMENT FOR A BROAD MASTER PLAN WAS KNOWN BY THE LA PRIOR TO THEM UNILATERALLY ADOPTING THE CURRENT MASTER PLANS FOR TORQUAY AS PART OF THE SO CALLED PARALLEL PLANNING PROCESS FOR THE LOCAL AND NEIGHBOURHOOD PLANS.

NO CHANGE REQUIRED

Policy H16 – the policy fails to add to those matters which would be considered via the Development Management process and as such is superfluous.

THE POLICY GIVES ADDITIONAL DEFINITION FOR DETERMINING APPLICATIONS NOTABLY THE EMPHASIS ON THE ACTUAL LISTING CRITERIA FOR THE PROPERTY RATHER THAN A SUBJECTIVE ASSESSMENT AND A PRIORITY FOR THE EXTERNAL APPEARANCE WHEN VIABILITY IOS AN ISSUE. THE PLAN SEES THIS AS AN ESSENTIAL PART OF PROTECTING KEY HISTORIC ASSETS WHILE SUPPORTING THEIR REFURBISHMENT AND REDEVELOPMENT BY CLARIFYING AND ADDING DETAIL TO THE CRITERIA FOR PROTECTION AND SUPPORTING THEIR SUSTAINABLE USE.

NO CHANGE REQUIRED

Policy E9 – the policy appears to be written in a manner which is very clear cut and does not allow for consideration to be given to wider mitigation opportunities. It is considered that suitable opportunities already exist to deliver the required protections.

THE GREATER HORSESHOE BATS ARE ENDANGERED AND THOSE SITES THAT CONTAIN ROOSTS FOR THAT SPECIES ARE VERY RARE. TO PROTECT THE SPECIES IN COMPLIANCE WITH CURRENT EUROPEAN LAW THE PLAN REQUIRES ADDITIONAL CONSTRAINTS TO THOSE NORMALLY ADOPTED FOR OTHER SPECIES OF BATS AND GIVES CLARITY TO AN AREA OF POLICY THAT IS UNCLEAR IN THE LOCAL PLAN.

NO CHANGE REQUIRED

Policy HW3 – as drafted this policy is not considered to be deliverable. Whilst the aspiration for ensuring the provision of community facilities is accepted, it appears to fail to consider matters of viability and as with other policies, potentially restricts housing supply in an area of need. The issues that are being sought to be addressed would be considered in the wider determination of an

application for planning permission by assessing the proposals against the principles of sustainable development set out in the NPPF and Torbay Local Plan.

THE PLAN IDENTIFIES THE NEED TO DEVELOP SUSTAINABLE COMMUNITIES FOR THE FUTURE WELL BEING OF RESIDENTS, WITHIN THIS CONTEXT THE PLAN INFORMS THE DEVELOPEMENT OF MAJOR GREENFIELD SITES TO ENSURE THE FACILITIES ARE EITHER EXISTING OR WILL BE PROVIDED. THE PLAN ALSO ALLOCATES MORE THAN SUFFICIENT SITES THAT HAVE BEEN ASSESSED AGAINST THESE CRITERIA TO MEET AN AMBITOUS JOBS LED LOCAL PLAN AND THEREFORE DEVELOPMENT WITHIN TORQUAY SHOULD NOT BE CONSTRAINED THROUGH LACK OF DEVELOPMENT SITES. THE FUTURE GROWTH AREA AT EDGINSWELL IS ACKNOWLEDGED AS BEING POTENTIALLY AFFECTED BY THIS POLICY BUT THE VIABILITY ISSUES HAVE ALREADY BEEN ADDRESSED IN THE COMMENTS ON H3.

NO CHANGE REQUIRED

Policy TR1 – as with draft Policy HW3, whilst the principle of the policy is recognised, that being to ensure that active travel to school is facilitated where possible, as drafted the Policy risks constraining supply. It is recognised that Torbay has a shortfall of school places at the current time and whilst the planning system can support delivery of land for schools, the physical provision is outside of its control. As drafted the policy is unreasonable.

THIS POLICY SUPPORTS SUSTAINABLE COMMUNITIES AND IS A VITAL PART OF ENSURING FUTURE DEVELOPEMNT ON GREENFIELD SITES ARE SUSTAINABLE. PROVISION OF \$106 MONIES TO SUPPORT THE BUILDING OF PRIMARY SCHOOLS IS A REGULAR FEATURE OF LARGE DEVELOPMENTS NATIONALLY. THIS POLICY ALSO ENSURES DEVELOPEMENT IS PRIORITISED IN AREAS THAT HAVE LOCAL PRIMARY SCHOOLS. THE POLICY TO REQUIRE A NEW MASTER PLAN FOR THE GATEWAY AREA OF TORQUAY WILL SUPPORT THIS POLICY AND ENSURE ALLMSITES WITHIN THE AREA COMPLIANT – SEE ALSO COMMENTS ON HW3

NO CHANGE REQUIRED

Policy TR2 – as many policies above, the current drafting risks artificially constraining supply of land for housing. The green field sites identified within the pool in the Local Plan, and drawn upon by the TNP, have already been considered as suitable locations for housing delivery therefore this policy risks reversing that decision and limited delivery/supply through consents, at the point at which an application is determined.

THIS POLICY SUPPORTS SUSTAINABLE COMMUNITIES AND ENSURES GREENFIELD DEVELOPMENTS ARE IN LOCATIONS THAT OFFER POTENTIAL EMPLOYMENT OPPORTUNITIES. ALL ALLOCATED SITES IN OUR PLAN SHOULD HAVE BEEN ASSESSED AGAINST THIS POLICY.

4. Summary

The draft TNP is positive in its approach to supporting the growth aspirations of the Torbay area. By allocating sites for housing and employment development, the draft TNP can be seen to directly support the policy framework set out in the adopted Torbay Local Plan.

However, as noted, there are a number of instances within proposed policies of potentially unreasonable restrictions being placed on the ability to deliver sites for development. With this in mind, it is considered that the draft Plan should be reviewed in the context of its role to support growth (as per the main thrust of housing/employment policies) and critically evaluate whether each individual policy, both alone and in-combination, might be considered to have a potential risk of constraining or frustrating the delivery of positive planning outcomes.

WE ARE PLEASED THAT YOU ACKNOWLEDGE OUR PLAN HAS POSITIVELY SUPPORTED THE AMBITIOUS GROWTH PREDICTIONS CONTAINED WITHIN THE LOCAL PLAN. THE PLAN IS ALSO ACCOMPANIED BY A FULL SUSTAINABILITY ASSESSMENT THAT CONCLUDES IT IS IN COMPLIANCE WITH THE PROVISION OF SUSTAINABLE DEVELOPEMNT. WE HAVE ALLOCATED SITES THAT WILL MORE THAN PROVIDE THE TORQUAY ALLOCATION OF HOMES REQUIRED WITHIN THE LOCAL PLAN. MAJOR GREENFIELD DEVELOPMENT SITES (ESTIMATED LESS THAN 20% OF THE TOTAL HOUSING NUMBERS) WITH HIGH ASSESSED VIABILITY (BASED ON LAND VALUES) HAVE POLICIES THAT WILL SUPPORT SUSTAINABLE COMMUNITIES AND PROVIDE AFFORDABLE HOUSING FOR THE BENEFIT OF THE NEEDIEST WITHIN OUR COMMUNITY. BECAUSE OF THE LOW PROPORTION OF THE TOTAL HOUSING NUMBERS REPRESENTED BY THESE MAJOR GREENFIELD SITES AND THE LACK OF PUBLISHED EVIDENCE THAT JOBS GROWTH IS MEETING THE PREDICTIONS CONTAINED WITHIN THE LOCAL

PLAN, WE CONCLUDE BY PHASING THE DEVELOPMENT OF THE FUTURE GROWTH AREA TO THE LATTER PART OF OUR PLAN'S TIMESCALE AND ACKNOWLEDGING THE HIGH INHERENT VIABILITY OF THE AREA OUR PLAN CAN PROVIDE DIRECT BENEFITS TO OUR COMMUNITY, IT DOES NOT RESTRAIN THE HOUSING SUPPLY AND HAS FULLY SUPPORTED THE PROVISION OF SUSTAINABLE DEVELOPMENT WHILE PROVIDING THE FRAMEWORK FOR THE DELIVERY OF SUSTAINABLE COMMUNITIUES.

Yours sincerely,
Mike Harris, MRTPI
Senior Associate Town Planner
For
STRIDE TREGLOWN LIMITED

Mapping corrections noted

Browns Bridge/Wren retail area is a designated employment site and is not shown should be TNPE12

NP2 Torre Station (Additional) also known as Daignton Storage Area not mapped

Town centre key employment area should be Fleet Street not Union Street.

PEGASUS for Pegasus

We broadly support the Vision, including the aim to improve health and social and cultural well-being for all.

We have concerns regarding Policy S1, the presumption if favour of development. As drafted, the policy states:

"Development proposals not in accordance with the policies of the Neighbourhood Plan shall be refused".

This drafting does not provide sufficient flexibility and is contrary to planning legislation and the NPPF. In accordance with Section 38(6) of the Act, planning decisions should be made in accordance with the Development Plan unless material considerations indicate otherwise. Thus it is entirely possible that development that does not accord with all of the policies in the Development Plan can still be acceptable. The Neighbourhood Plan must reflect this.

ACKNOWLEDGED - REWORD WITH 'UNLESS MATERIAL CONSIDERATIONS INDICATE OTHERWISE'

We suggest that the wording should be amended to either refer to 'unless material considerations indicate otherwise', or, state that proposals not in accordance with the NP should 'normally' be refused.

With regard to the section on housing, we support the NP's intention to ensure that the housing needs of the community are met. The need for older persons housing is critical, both nationally and locally and providing accommodation that meets the specific needs of older people is an important component of addressing the communities housing needs.

We object to Policy H4 concerning affordable housing. The policy fails to adequately reflect Local Plan Policy H2 because it does not expressly include the ability (via appropriate wording) for the amount of affordable housing to be reduced where it is demonstrated to not be financially viable. We therefore recommend that the policy is amended to reflect Local Plan policy N2 in this regard. Or, alternatively, given the existence of Policy H2, we question if the NP needs to include a policy concerning the delivery of affordable housing? With regard to Policy H5, whilst we appreciate and understand the intention that affordable housing should benefit local people, we question whether this policy reflects the Council's own housing policies and legal abilities to determine the allocation of affordable housing. If not already doing so, we suggest that the Plan Forum should discuss this issue with the Council's housing officers.

In addition, the definition of a 'Keyworker' is not clarified by Policy H5. The wording is therefore not precise and fails to meet the basic conditions.

POLICY H4 HAS BEEN MODIFIED TO REFLECT THE LOCAL PLAN SEE COMMENTS FOR STRIDE TREGLOWN ABOVE. GREENFIELD SITES ARE HIGH VIABILITY SITES AND THE NEIGHBOURHOOD PLAN POLICY IS TO ENSURE AFFORDABLE HOMES ARE PRIORITISED TO ADDRESS THE NEEDS OF THE COMMUNITY FOR AFFORDABLE HOUSING. KEYWORKER IS A TERM DEFINED WITHIN THE LOCAL PLAN (ADD TO POLICY). THE POLICIES ARE IN COMPLIANCE WITH THE LOCAL PLAN.

We support the NP's identification of St. Marychurch as a location where retirement based accommodation could be suitable.

We object to the wording of Policy H6 concerning the location of retirement housing. The wording of the policy is too inflexible and does not allow a decision maker to consider and balance other criteria related to sustainability. It is also contrary to the Local Plan and NPPF because it does not allow 'other material considerations' to also be considered and our comments in respect to Policy S1 are relevant to this policy also. We recommend that the wording of the policy should be simplified and be more flexible. We suggest the following:

"Residential units designed for retirement or accommodation for assisted living should normally be provided in sustainable locations that that have good access to services, facilities and public transport".

POLICY H6 SUPPORTS THE PROVISION OF SUITABLE HOUSING FOR OLDER PEOPLE IN AREAS THAT WILL PROVIDE THE NECESSARY BASIC AMENITIES FOR SUSTAINABLE LIVING. BY DEFINING THE BASIC AMENITIES THIS WILL ALLOW PLANNERS TO EXCLUDE SITES THAT WOULD BE UNSUSTAINABLE.

Policy H17 seeks to create a 'buffer' around Maidencombe and Cockington within which no residential or commercial development will be permitted. This policy is insufficiently flexible as residential development can come forward outside of settlements (in accordance with the NPPF) and it does also not take account of material considerations such as previously developed land.

H17 BUFFER ZONES AROUND RURAL SETTLEMENTS WITHIN AN URBAN ENVIRONMENT HAVE BEEN JUSTIFIED IN TERMS OF PRESERVING THEIR UNIQUE CHARACTERISTICS WITHIN THE SURROUNDING ENVIRONMENT. OUR PLAN SEEKS TO DIRECT DEVELOPMENT IN AREAS THAT ARE SUSTAINABLE AND MINIMISE THEIR ENVIRONMENTAL IMPACT.

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We strongly object to Policy H19, and bullet point 6 specifically. This policy seeks to constrain development at Sladnor Park to the 'actual footprints of existing and former buildings' at the site.

This policy is unjustified, inflexible and unworkable, and does not therefore meet the basic conditions. The proposed use of the Sladnor Park for older persons housing is very different to the site's past uses, and therefore the restriction to 'actual footprints' is unworkable and unrealistic from operational, management and commercial perspectives. Furthermore, there is no reason why development cannot come forward outside of the 'actual footprints' if it is justified when assessed against planning policy and material considerations.

We suggest the following wording for bullet 6:

"Any proposed development within Sladnor Park should:

- Make best use of the previously developed areas of the site,
- Protect and enhance existing woodland areas at the site,
- Have regard to biodiversity and ecology constraints, and
- Maintain or enhance the landscape parkland setting"

WORDING AGREED AS TOO RESTRICTIVE - AMEND TO READ 'THE GENERAL AREAS OF.....' THE POLICY DEFINES THE ACCEPTABLE DEVELOPMENT AREA BASED ON ITS FORMER USE AND IS IN CONFORMANCE WITH THE LOCAL PLAN AND NPPF 27/119

The presumption in favour of sustainable development (paragraph 14) does not apply where development requiring appropriate assessment under the Birds or Habitats Directives is being considered, planned or determined.

The reference to the design criteria contained in policy H19 should be deleted. These criteria apply to development inside the Maidencombe village envelope. As Sladnor Park is outside the village envelope, it is not clear why these design criteria would be appropriate to it. Indeed, some criteria are at odds with the existing implemented planning consent (2006 scheme) for the site and current emerging proposals for older persons living

development. For example, the first criteria requires development to be of a scale in keeping with existing properties. This raises a number of problems:

- It is not clear why buildings at Sladnor Park (i.e. outside the village should be of a similar scale to those in the village);
- Notwithstanding our objection, the draft policy requires buildings at Sladnor Park to reflect the footprint of previous buildings on the site. Some of these were much larger scale than dwellings in the village;
- The wording ignores the implemented 2006 consent at the site; and
- Older persons care village accommodation must be of a sufficient scale such that a range of health and well-being facilities can be provided, and the scale of buildings will inevitably reflect this.

The National Planning Practice Guidance (paragraph 41) requires that policies in a NP should be clear and unambiguous. We therefore recommend that reference to the design criteria be deleted.

NEIGHBOURHOOD PLANS ARE ABLE TO DEFINE WHAT DEVELOPMENT IS ACCEPTABLE FOR A SITE. IN THIS CASE THE REQUIREMENT IS FOR ANY DEVELOPMENT ON THIS UNALLOCATED SITE TO BE IN KEEPING WITH THE LOCAL GENRE.

NO CHANGE REQUIRED

We also recommend that the reference to policy E9 is deleted. This is explained below. We object to policy E9. Policy E9 seeks to restrict new development within 100m of any bat breeding or roosting site. This policy is unjustified and unreasoned. Paragraph 41 of the NPPG requires policies to be supported by appropriate evidence. There is no legal or ecological basis, or any evidence, for restricting development within a 100m distance of a breeding or roosting site.

AGREED REQUIRES CHANGE. POLICY NOW AMENDED TO BE GENERIC ACROSS TORQUAY AND COMPLIANT WITH HABITATS REGULATIONS.

Protected species, including bats, are protected by other legislation and the impacts of development upon breeding or roosting sites would be thoroughly assessed by the Council and Natural England at planning application stage. Even where any impact is likely, works must be carried out under the appropriate licences as necessary.

Any development at Sladnor Park will have to satisfy Natural England and the stringent relevant legislation and guidance (including European Law). The policy is not necessary therefore.

POLICY ON EUROPEAN PROTECTED SPECIES NOW AMENDED TO REFLECT LAW

I look forward to receiving confirmation of receipt of this letter and trust that you find the comments constructive. If you require any further information, please do not hesitate to contact me.

Yours sincerely

Jonathan Rainey

Regional Director

PEGASUS ON BEHALF OF MR & MRS FORD

Extract from representation

Objection to definition of Maidencombe Village Envelope in Neighbourhood Plan mapping due to conflict with the Local Plan mapping and conflict with Countryside C1 and Undeveloped Coastline C2 designation.

THE VILLAGE ENVELOPE IS DEFINED IN THE NEIGHBOURHOOD PLAN IS IN AGREEMENT WITH TORBAY COUNCIL. WE BELIEVE THE LOCAL PLAN MAPPING IS IN ERROR. THE VILLAGE ENVELOPE IS NOT A STARTEGIC POLICY AND THEREFORE THE NEIGHBOURHOOD PLAN CAN REDEFINE THIS TO BETTER REFLECT THE COMMUNITY WISHES AND WHAT WAS AGREED WITH TORBAY COUNCIL.

Local Plan 6.3.1.12 does allow for amendment of VE boundaries in the NP, although

we believe these to be in error in the LP. The VE was instigated by Ruth Robinson

and Andrew Gunther (Torbay Planning) and a proposal developed in a walk around the village with Rodney Horder. This proposal was shown at a meeting to which all residents were invited in January 2015, and the boundaries were agreed, unchanged. There has been subsequent discussion and consultation with residents who have agreed what appears in the NP, with the overall boundary being unchanged.

NO CHANGE REQUIRED

A VILLAGE ENVELOPE IS DEFINED TO ADD SUPPORTING POLICIES TO SPECIAL AREAS INSIDE THE COUNTRYSIDE OR COASTAL AREAS SO DOES NOT CONFLICT WITH C1 OR C2.

NO CHANGE REQUIRED

Objection to Village buffer zones

THIS HAS BEEN DEALT WITH UNDER THE OTHER PEGASUS REPRESENTATION ABOVE

These villages are the only rural settlements in Torquay. See 6.3.1.2 in LP which concentrates building in urban areas and prevents unnecessary spread of inappropriate uses into the countryside. See also 6.3.1.4 which presumes against development in undeveloped countryside.

The buffer zone is intended to fulfil the requirement in LP C1 to prevent loss of open countryside and creation of urban sprawl to the detriment of of Maidencombe's special rural characteristics and setting.

NO CHANGE REQUIRED
H19 Objection to 'no development' in Conservation Area
H18 ALLOWS DEVELOPMENT IN CONSERVATION AREAS BUT NOT NEW BUILDINGS. H19 ALLOWS NEW BUILDINGS WITHIN THE REMAINING VILLAGE ENVELOPE OF MAIDENCOMBE. THIS IS A POLICY THAT SUPPORTS THE PROTECTION OF THE HISTORIC ENVIRONMENT OF ONLY 2 VERY SPECIAL RURAL VILLAGES THAT EXIST WITHIN A LARGELY URBAN AREA. IT IS THEREFORE IN COMPLIANCE WITH THE LOCAL PLAN AND NPPF AS IT DIRECTS DEVELOPMENT AND GIVES DETAILS TO SUPPORT STRATEGIC POLICIES WITHIN THE LOCAL PLAN.
THE NEIGHBOURHOOD PLAN ALSO UPHOLDS THE MAIDENCOMBE AREA APPRAISAL 2005 BY TORBAY COUNCIL THAT DIRECTS AGAINST DEVELOPMENT WITHIN THE CONSERVATION AREA
NO CHANGE REQUIRED.
PCL PLANNING on behalf of Mr Julien Sanders (edited to highlight objections)

As we will go on to explain further below, we have concerns that the Neighbourhood Plan has not been positively prepared and would fail to support the development needs of the area across the plan period.

Specific comments on the Neighbourhood Plan (NP)

We are generally supportive of the overall vision and objections of the NP. The NP acknowledges (page 12) that there are relatively few opportunities for sustainable, major new housing development (particularly for greater than 20 units) on green field sites, other than at the Future Growth Area at Edginswell. We support the recognition in the plan that development at Edginswell will represent a significant proportion of housing growth for the town, in accordance with its allocation in policy SS2.1 of the adopted Local Plan (LP), and that redevelopment of brownfield land should also be a priority for the town.

NOTE THE LAND IN QUESTION IS C. 12.5% OF TOTAL HOMES ALLOCATION AND AS ABOVE THERE IS NO CURRENTLY JOBS LED NEED FOR DEVELOPMENT OF THIS ENVIRONMENTALLYT SENSITIVE AREA.

We would make the following comments in relation to specific policies of the draft NP:

• Draft Policy H3 (Future Growth Area Viability Exclusions) - This policy is not considered to accord with national planning policy and guidance which is clear that whilst viability assessment is not normally required on individual schemes, it can be important where planning obligations or other costs are being introduced and that decisions must be underpinned by an understanding of viability to ensure that realistic decisions are made to support development (PPG ref. ID 10-001-20140306).

Policy SS7 of the adopted LP already provides an appropriate planning policy context in relation to infrastructure and the delivery of development and is clear that in seeking development contributions, regard will be had to development viability. In the event that a Viability Assessment were required as part of any development, land value is a

central consideration as part of that assessment. The Torquay Gateway (Edginswell) Masterplan SPD also clearly recognises (page 45) that "investment decisions to undertake residential and commercial development are heavily dependent on a number of issues, including but not limited to development viability driven by land value and relevant site specific constraints. To this end, any decision on the part of landowners and developers to progress the development of sites identified within the masterplan will be driven by the availability of funding, anticipated sales values and the costs associated with bringing forward development proposals".

Draft policy H3 is therefore not considered to conform with either national or local planning policies and should be omitted.

THE POLICY ON VIABILITY HAS BEEN EXPLAINED ABOVE (See Stride Tregown and Pegasus)

• Draft Policy H4 (Affordable Housing) does not accord with the adopted policies H2 and H3 of the Local Plan which is clear that on greenfield sites of more than 30 units, 25% affordable housing should be provided on site and 5% should be provided as self-build plots. Policy H2 is also clear that affordable housing will otherwise be sought through commuted sums (in lieu of on-site provision). The suggestions set out in draft policy H4 regarding providing equivalent numbers of homes by 'selling affordable sites for self-build construction' or constructing 'the same number of affordable homes on an alternative brownfield site' are not feasible, and do not align with the mechanism for affordable provision set out in policies of the adopted Local Plan.

THE POLICY ON AFFORDABLE HOUSING HAS BEEN EXPLAINED ABOVE IN OTHER REPRESENTATIONS (See Stride Tregown and Pegasus.) THE PLAN SEEKS TO PRIORITISE AFFORDABLE HOUSING FROM HIGH VIABILITY SITES. IT IS IN GENERAL CONFORMANCE WITH THE STRATEGIC POLICY WITHIN THE LOCAL PLAN AND CONFORMS WITH THE NPPF.

NO CHANGE REQUIRED

• Draft Policy H8 (Prioritisation of Town Centre redevelopment) –

This policy does not accord with the Framework, in particular paragraph 47 (referenced above) which sets out the need to boost the supply of housing, and is in conflict with the adopted Torbay LP.

The policy as currently drafted effectively seeks to delay the delivery of housing in the Future Growth Area until the last five-year period of the plan. The delivery of all 550 units across this short period is entirely unrealistic.

Paragraph 4.1.32 of the adopted Local Plan is clear that Neighbourhood Plans are "expected to play a major role in allocating sites in the second (years 6-10, i.e. 2017/18- 2021/22) and later phases of the Plan".

Paragraph 4.1.39 of the LP acknowledges that *most of* the development in the identified Future Growth Areas are expected to be in the longer term, with the possible exception of Torquay Gateway (as well as Wall Park, Brixham).

Table 10 of the adopted Local Plan sets out housing trajectory for development on key sites in Torquay. Within the Edginswell FGA, the trajectory includes delivery figures from years 6-10 of the plan period (i.e. 2016/17-2021/22) with a total of 140 dwellings to be delivered in this period. For the later phases of the plan a total of 200 units are anticipated to be delivered in the period 2022/23-2026/27 and 210

units in the years 2027/28 - 2029/30.

We are already at the start of the second plan period and in the event that development is not brought forward in the Edginswell FGA in accordance with the Council's trajectory, this could affect the authority's five-year housing land supply position. Draft policy H8 as currently drafted could serve to stifle much needed market and affordable housing and undermine the Council's ability to meet their identified housing requirements. It is respectfully suggested that this policy is either omitted or re-worded, to conform with the adopted LP.

AS EXPLAINED ABOVE (Stride Treglown) THE LOCAL PLAN IS A JOBS LED STRATEGIC PLAN WITH A HIGHLY AMBITIOUS JOBS GROWTH TARGET. THERE IS NO CURRENT DATA TO SUPPORT THE PLANNED NET JOBS GROWTH THAT WOULD UNDERPIN THE NEED TO DEVELOP THIS ENVIRONMENTALLY SENSITIVE STRATEGIC SITE AT AN EARLY STAGE (WHICH WILL HAVE AN IMPACT ON AN INTERNATIONALLY PROTECTED SPECIES). THEREFORE THE PLAN PHASES ITS DEVELOPMENT TO PRIORITISE THE HIGH PROPORTION OF BROWNFIELD SITES.

THE PLAN HAS FULFILLED THE LOCAL PLAN HOUSING NUMBERS AND SUPPORTS NPPF2/23' Ensuring the vitality of town centres' which states: Planning policies should be positive, promote competitive town centre environments and set out policies for the management and growth of centres over the plan period. In drawing up Local Plans, local planning authorities should: • recognise town centres as the heart of their communities and pursue policies to support their viability and vitality.

NO CHANGE REQUIRED

• Draft Policy H10 (Gateway sustainable community planning) - A
Torquay Gateway (Edginswell) Masterplan has already been adopted by
Torbay Council as a Supplementary Planning Document (December
2015). The adopted Local Plan states that:

"The Edginswell Future Growth Area has been identified for a large, mixed-use development which could deliver around 550 homes and 37,600 square metres of employment space. The site is developable but has been masterplanned to show how the necessary infrastructure can be delivered to unlock this development. The Torquay Gateway Masterplan was adopted as Supplementary Planning Document in December 2015" (paragraphs 5.2.3.2, our underlining).

It is unclear why a further masterplan is therefore suggested as being required in Draft Policy H10. This would only serve to potentially delay development of the site further.

The existing Masterplan document sets out general principles to guide the future design and planning of the area and includes an illustrative Concept Plan and Illustrative Masterplan for the area. In relation to our clients land, the Illustrative Masterplan identifies the opportunity for development as village expansion to Edginswell, in a sympathetic 'hamlet character'. The site is identified as being part of phase 1 of the development strategy for the area (page 32 of the Masterplan) and is recognised as being able to be brought forward early.

The outstanding level of detail in relation to the development on sites within the allocation, will be provided and considered as part of any planning application.

In light of the above, it is therefore respectfully suggested that this policy is either omitted from the plan, or reworded to refer to make reference to the existing masterplan document.

AS EXPLAINED ABOVE (Stride Treglown) THE CURRENT MASTER PLAN WAS UNILATERALLY DETERMINED BY TORBAY COUNCIL WITHIN A PREVIOUSLY AGREED PARALLEL PROCESS WITH OUR NEIGHBOURHOOD PLAN. IT FAILED TO CONSIDER SUSTAINABLE COMMUNITY PLANNING AS REQUIRED BY OUR NEIGHBOURHOOD PLAN FORUM REPRESENTATIONS. THIS POLICY LAYS THE FOUNDATIONS TO CORRECT PAST MISTAKES WITHIN THE WILLOWS DEVELOPMENT AND LINK

SURROUNDING COMMUNITIES BY DEVELOPING BASIC COMMUNITY HUB FACILITIES THAT SUPPORT A SUSTAINABLE DEVELOPMENT.

NO CHANGE REQUIRED. AS SUCH IT IS IN GENERAL COMPLIANCE WITH THE STRATEGIC POLICIES OF THE LOCAL PLAN AND COMPLIES WITH THE NPPF8/70 WHICH STAES 'deliver the social, recreational and cultural facilities and services the community needs'.

NETWORK RAIL

Network Rail would like to make comment on the Torquay Neighbourhood Plan document. This email forms the basis of our response.

As Network Rail is a publicly funded organisation with a regulated remit it would not be reasonable to require Network Rail to fund rail improvements necessitated by commercial development. It is therefore appropriate to require developer contributions to fund such improvements. When undertaking viability testing for any proposed allocated sites, consideration should be taken of any foreseeable impact on the railway infrastructure. The cost of mitigating any impact may have a bearing on the viability and deliverability of any such proposed site.

Network Rail is a statutory undertaker responsible for maintaining and operating the country's railway infrastructure and associated estate. Network Rail owns, operates, maintains and develops the main rail network. This includes the railway tracks, stations, signalling systems, bridges, tunnels, level crossings and viaducts. The preparation of development plan policy is important in relation to the protection and enhancement of Network Rail's infrastructure.

NOTED, NO CHANGES REQUIRED

NATURAL ENGLAND

For ease of response this table also includes other comments from the Paignton and Brixham Neighbourhood Plan Forums on HRA issues

Consultee	Section / Page	Comment	TNF response	Actions and additional notes
Natural England	FGA	We note that the Future Growth Area is referred to within the HRA published alongside the Neighbourhood Plan and that the HRA notes that "there is a possibility of disturbance of flyways at Edginswell Future Growth Area" (HRA page 11). As the HRA has identified that there are likely to be likely significant effects an Appropriate Assessment will need to be undertaken if the Plan is seeking to allocate the Future Growth Area. Obviously if the Neighbourhood Plan is not seeking to allocate the Future growth Area, this will need to be made clear in the plan and SEA and HRA will not be needed.	The FGA have been assessed in the TNP, unfortunately the detailed assessment was accidently been omitted from Appendix E in the SA posted online. The HRA screening has provided mitigation measures in Appendix C of the HRA. Implementation of these measures would address any likely significant effects arising from development in the FGA.	Reinstate the detailed SA of the FGA. The HRA mitigation measures need to be reflected in relevant policies
	Policy H19	The Maidencombe area lies within a strategic flyway for the Greater Horseshoe Bat (associated with South Hams SAC). Any allocations within this area would need to be assessed as part of the Habitats Regulations Assessment and be	The SA has assessed sites that were allocated in the TNP. Sites (A & B) in Maidencombe area are below the allocation	Make a reference to the relevant document in the section 5 of the HRA

subject to Strategic Environmental Assessment (SEA). Where the need for mitigation measures are identified, these will need to be set out in the policy for the allocated site. The Strategic Environmental Assessment does not have to be a lengthy process but it will need to reflect the outcome of the HRA and justify the site against any alternative sites considered. In Appendix A of your Sustainability Appraisal Report you set out a checklist for undertaking Strategic Environmental Assessment. It is these stages that need to be followed in relation to the specific site to be allocated.

threshold and therefore have not been allocated in the TNP. However, Sladnor Park was assessed in the HRA Site Appraisal Report of Torbay Local Plan Strategic delivery Areas, Addendum November 2014.

Policy J1(4)

The policy allocates land at Edginswell. This allocation lies within the strategic flyway for the Greater Horseshoe Bat. As for prospective allocations at Maidencombe the allocation at Edginswell will need to be assessed as part of the Habitats Regulations Assessment and be subject to Strategic Environmental Assessment, Para 7.3 in the Sustainability Appraisal does mention this allocation but an assessment in line with SEA requirements does not appear to have been undertaken. It is presumed that Policy J1(4) relates to site TNPE 04 but this is not totally clear. It is important that that same name/number is used for allocations in Plan policy and on the proposals map to avoid any confusion. Allocates land at Lummaton Quarry. This site is designated as a Site of Special Scientific Interest (SSSI) and therefore the proposed allocation needs to be subject to As in the first response above.

Amend as stated

Policy J1(8)

Agree, the detailed SA of Lummaton Quarry is missing, although the

Add detailed SA of the site in Appendix E.

Strategic Environmental Assessment. Para 7.4 in the Sustainability Appraisal does mention this site but an assessment of site in line with SEA requirements does not appear to have been undertaken. When this has been completed any mitigation measures required to mitigate impacts on the SSSI and revealed as part of the SEA process will need to be set out as policy criteria for this specific site. It is noted that Lummaton Quarry already has an employment use on the site. It would be useful therefore if clarification could be provided on Neighbourhood Plan proposals at this site.

summary is included in section 7.4.

PNF HRA

The addition of Section 5.2 to the Habitat Regulations Assessment Screening Report is welcomed (pages 10/11).

However, there appears to be no map in the overall document set of the sustenance zone and flight paths associated with the cave location identified. Nor does the

Screening Matrix of Housing Sites in 7.2 include any reference to the protected species, only to the Marine SAC.

We draw attention to this for your Forum's consideration because the Plan is seeking to "allocate" sites and the information needs to be included in order to show the Assessor the evidence which supports the conclusion reached that no "Appropriate Assessment" is required, bearing in mind it is a 'Basic Conditions' matter covered by

There is no Greater horseshoe bat sustenance zone within Torquay, however, there are two ends of flyway at Edginswell and Sladnor Park. Both sites have been assessed in the Torbay Local Plan.

Make a reference to the relevant document in the section 5.

		Schedule 12 of the Regulations. It is hoped this comment is helpful.		
	SA	The Forum fully supports the approach taken of including the non-technical summary as an integral part of the overall report.	Support	No action required
BPNF	HRA	We are unclear how you propose to demonstrate there will be no likely significant effect on protected European sites and species and in particular the Greater Horseshoe Bat. It is our view this issue can and should be easily corrected by either:	Suggestions	No action required
		 continuing to "identify" possible sites rather than making specific site "allocations". 		
		2. the provision of a proportionate level of evidence to demonstrate compliance with EU obligations.		

Summary of Key Points

• Where the plan seeks to allocate a site for development the same name/number must be used within the policy and on the proposals map to ensure there is no confusion. The Plan also needs to be clear about the sites that are proposed to be allocated in the plan.

PLAN AMENDED TO MAKE THIS CLEAR

• Where the Plan allocates a site that is in a sensitive location (e.g. likely to have an impact on a site of designated European or national importance) a Strategic Environmental Assessment (SEA) needs to be undertaken. Where there are likely significant effects on a site of European importance a Habitats Regulations Assessment (HRA) is also required. These assessments should address the particular allocation (type of development, scale etc) in question and where mitigation measures are required these need to be set out in the policy that allocates the site. This applies to a small number of proposed allocations and is discussed in more detail in annex 1 below.

PLAN AMENDED TO RFELECT

• Policy E1 (protection of nationally important sites) should be revised to reflect national planning policy and policy set out in the Torbay Local Plan.

POLICY AMENDED

Carol Reeder Lead Adviser Sustainable Development Team – Devon, Cornwall & Isles of Scilly

Annex 1 – detailed comments on the Torquay Neighbourhood Plan

Policies relating to the Future Growth Area

The Torbay Local Plan identifies a Future Growth Area SS1. This is shown on the key diagram in the Torbay Local Plan and inset plans no 4 and 7. Policy for this area is set out in Torbay Local

Plan policy SDT3. We note that the Future Growth Area is shown on the Neighbourhood Plan proposals map sheet 4 and that a number of Neighbourhood plan policies refer to this area (H3, H8, H9 & H10). Clarification is sought on whether the Neighbourhood Plan is seeking to allocate the Future Growth Area. If the Future Growth Area is to be allocated in the Neighbourhood Plan the site will need to be assessed as part of the Strategic Environmental Assessment process and be subject to Habitats Regulations Assessment (HRA). This is because the northern part of the site lies within a strategic flyway for Greater Horseshoe Bats associated with South Hams Special Area of Conservation (SAC) which is of European importance. We note that the Future Growth Area is referred to within the HRA published alongside the Neighbourhood Plan and that the HRA notes that "there is a possibility of disturbance of flyways at Edginswell Future Growth Area" (HRA page 11). As the HRA has identified that there are likely to be likely significant effects an Appropriate Assessment will need to be undertaken if the Plan is seeking to allocate the Future Growth Area. Obviously if the Neighbourhood Plan is not seeking to allocate the Future growth Area, this will need to be made clear in the plan and SEA and HRA will not be needed.

DEFINE ALLOCATED SITES, AMEND SEA AND HRA.

Policy H19 refers to sites A & B and an Area 1 within the Maidencombe village e nvelope.

No such allocations appear to be shown within the Maidencomble village envelope shown on sheets 1 and 3. Clarification is therefore sought on the location of these sites and whether they are indeed proposed for allocation. The Maidencombe area lies within a strategic flyway for the Greater Horseshoe Bat (associated with South Hams SAC).

Any allocations within this area would need to be assessed as part of the Habitats Regulations Assessment and be subject to Strategic Environmental Assessment (SEA). Where the need for mitigation measures are identified, these will need to be set out in the policy for the allocated site. The Strategic Environmental Assessment does not have to be a lengthy process but it will need to reflect the outcome of the HRA and justify the site against any alternative sites considered. In Appendix A of your Sustainability Appraisal Report you set out a checklist for undertaking Strategic Environmental Assessment. It is these stages that need to be followed in relation to the specific site to be allocated.

SITES ARE NOT ALLOCATED SITES SO COVERED BY EXISTING POLICIES THAT PROTECT ENDANGERED SPECIES

Policy J1 – Designated Employment Sites

Policy J(4) allocates land at Edginswell. This allocation lies within the strategic flyway for the Greater Horseshoe Bat. As for prospective allocations at Maidencombe the allocation at Edginswell will need to be assessed as part of the Habitats Regulations Assessment and be subject to Strategic Environmental Assessment. Para 7.3 in the Sustainability Appraisal does mention this allocation but an assessment in line with SEA requirements does not appear to have been undertaken.

SEA AND HRA REVISED

It is presumed that Policy J1(4) relates to site TNPE 04 but this is not totally clear. It is important that that same name/number is used for allocations in Plan policy and on the proposals map to avoid any confusion.

POLICY J1 REVISED TO PROPERLY DEFINE SITES

Policy J1(8) allocates land at Lummaton Quarry. This site is designated as a Site of Special Scientific Interest (SSSI) and therefore the proposed allocation needs to be subject to Strategic Environmental Assessment. Para 7.4 in the Sustainability Appraisal does mention this site but an assessment of site in line with SEA requirements does not appear to have been undertaken. When this has been completed any mitigation measures required to mitigate impacts on the SSSI and revealed as part of the SEA process will need to be set out as policy criteria for this specific site. It is noted that Lummaton Quarry already has an employment use on the site. It would be useful therefore if clarification could be provided on Neighbourhood Plan proposals at this site. The Government's Planning Practice Guidance contains more information on Neighbourhood Plans and the need for SEA & HRA.

REVISED POLICY E1 FOR SSSI BASED ON EXISTING DEVELOPED AREA ONLY SEE BELOW.

Policy E1: Protection of national important sites. The wording in this policy is weaker than national policy (set out in the National Planning Policy Framework (NPPF)) and the Torbay Local Plan. You may wish to rely on general policy set out in the Torbay Local Plan or revise the policy.

POLICY CHANGED

PLANNING POLICY E1 Protection of SSSI

Any SSSI within Torquay shall be protected from any new development other than the improvement of and within the footprint of any existing buildings and must also comply with the Local Plan policy NC1 (section 'Nationally important sites and species').

Table 3 lists sites in the Local Plan and Torquay Neighbourhood Plan. This is confusing. It is important that the Neighbourhood Plan is clear about the sites to be allocated in the Neighbourhood Plan itself and clearly distinguishes these from those already allocated in the Torbay Local Plan. We suggest you discuss this issue with Torbay Council.

LIST REVISED TO ENSURE CLARITY

Torbay Council (TDA)

Paul Palmer MRICS (Registered Valuer) Estates Manager TDA

In summary is that <u>all</u> Local Green Space designated sites have been objected to 'Object to LGS designation possible future development of all or part'.

In addition the following site specific comments:

TLGSM1 BABBACOMBE DOWNS REDEVELOPMENT OF TOILET BLOCK

TLGSC18 TORRE VALLEY N&S REDEVELOPMENT OF CHANGING ROOMS/CLUB HOUSE

TLGSC19 RUGBY/CRICKET/BOWLS CLUBS DEVLOPMENT OF GRANDSTAND/CLUB HOUSES ETC

TLGSC4 CORBYNS HEAD TOILET BLOCK

TLGSC8 HOLLICOMBE PARK NEW RESTAURANT

TLGSS6 NEWTON ROAD PARKING FOR STATION

TLGSS11 NIGHTINGALE PARK PARKING/EMPLOYMENT/LEISURE

TLGSH4 WINDMILL HILL CHANGE ROOMS

TLGSS10 LLOYD AVENUE VILLAGE GREEN CHANGE ROOMS

TLGSTU2 CHAPEL WOODS CHANGE ROOMS

Supporting written representation follows with responses:

Torbay Council, through its agent, the TDA, recognises that the National Planning Policy Framework sets out the opportunity for Neighbourhood Plans to identify Local Green Spaces. Local communities through local and neighbourhood plans should be able to identify for consideration green areas of particular importance to them for protection. However it is not always appropriate to simply identify land as Local Green Space. The designation should only be used if, for example, the land in question is demonstrably special and has local significance. If identifying land as Local Green Space it should also be consistent with the local planning of sustainable development and complement investment in sufficient homes, jobs and other essential services.

NOTED AND CONFIRMED THAT OUR PLAN IS FULLY IN COMPLIANT WITH THE LOCAL PLAN

NPPF8/74 STATES

Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless: • an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or • the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or • the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.

BY NOT SUPPORTING THEIR OBJECTION WITH EVIDENCE OF ANY ASSESSMENT THAT PROVES THE OPEN SPACES ARE SURPLUS TO REQUIREMENT THE TDA IS NON COMPLIANT WITH NPPF8/74

OUR PLAN ALLOCATES SUFFICIENT HOUSING AND EMPLOYMENT SITES TO MEET THE LOCAL PLAN NET JOBS GROWTH TARGETS.

It is reasonable for the Council to object to any designation where it is believed that any of the criteria that should be applied when identifying Local Green Spaces were not met. This should include the need to complement the need for investment in homes, jobs and services and that its designation must be capable of continuing beyond the plan period (2030), i.e. that the criteria will continue to be relevant.

Many of the identified sites have the benefit of Local Plan protective designations either wholly or in part. This therefore already offers a significant degree of protection.

THE VARIOUS DESIGNATIONS PROTECT IN PART BUT BY THE NATURE OF THIS REPRESENTATION WOULD NOT PROTECT THEM IN WHOLE

Furthermore, Central Government through its One Public Estate programme continues to direct local authorities to generate efficiencies, through capital receipts and reduced running costs from land holdings.

THIS IS NOT A MATERIAL CONSIDERATION IN DESIGNATING A LOCAL GREEN SPACE

In addition, the Local Government Association has specifically identified the use and income from Council assets to support core services. For this reason and also taking into account the Council's Asset Management Plan, a key policy document which states the Council should not restrict or reduce the current or future value of its assets through the use of covenants and other restrictions the Council has strongly objected to the proposed Local Green Space designations as set out in Torquay's Neighbourhood Plan in the attached schedule.

THE SITES DESIGNATED COMPLY FULLY WITH THE DEFINITION OF LOCAL GREEN SPACES IN THE NPPF AND COMPLY WITH THE LOCAL PLAN STRATEGIC POLICIES THAT PROTECT TORBAY'S ENVIRONMENTAL ASSETS. THE COUNCIL ASSET MANAGEMENT PLAN IS NOT A POLICY WITHIN THE LOCAL PLAN AND THEREFORE IS NOT A POLICY THAT REQUIRES COMPLINACE WITHIN OUR PLAN. THE COUNCIL HAS A LARGE NUMBER OF OTHER HOLDINGS THAT ARE APPROPRIATE FOR DEVELOPMENTY AND CAPABLE OF PRODUCING A REVENUE STREAM MOST OF WHICH ARE SITES FOR DEVELOPMENT WITHIN OUR PLAN.

There are also specific proposals for a number of the spaces identified and any such designation would prevent the Council in bringing forward these proposals.

IF THE COUNCIL HAD ENGAGED WITH OUR PLAN THEN WE WOULD HAVE BEEN MINDED TO ADD SPECIAL POLICIES FOR VARIOUS SITES BUT THIS IS THE FIRST TIME IN 5 YEARS THE COUNCIL THROUGH THE TDA HAS PASSED COMMENT. THOSE SITE SPECIFIC ISSUES ARE ADDRESSED IN A REVISED LOCAL GREEN SPACE POLICY E4 THAT SUPPORTS SPECIFIC DEVELOPMENT IN CERTAIN CIRCUMSTANCES.

PLANNING POLICY E4: Local Green Spaces

The designated Local Green Spaces are listed in Appendix 2 and shall not be developed other than: improvements to community access, or facilities that support their use for public recreation or sports, or development of any existing structures allowing reasonable small extensions in a style that reflects the setting. There shall be no development of Local Green Spaces for new car parking except on TLGSS6

Specific new development proposals are deemed exceptional under this policy:

TLGSS11 Nightingale Park – this area may be developed for employment use only provided not less than 50% is retained for public access sports or recreation.

TLGSC8 Hollicombe Park- a new structure consisting café & toilets may be developed but must be of a design that does not disturb the underlying contaminated land, unless the site is properly remediated.

TLGSS6 Green space on Newton Road - space may be used for disability parking only to support access to the adjacent site of proposed railway halt.

THE WISH BY THE TDA/COUNCIL TO DEVELOP IN PART OR WHOLE THE DESIGNATED LOCAL GTREEN SPACES ALLOCATED IN OUR PLAN IS NOT IN GENERAL COMPLIANCE WITH THE FRAMEWORK OF THE FOLLOWING POLICIES FROM THE ADOPTED TORBAY LOCAL PLAN THAT PROTECT IMPORATNT GREEN SPACES AND HISTORIC ASSETS:

SS8 Natural Environment

All development should have regard to its environmental setting and should positively contribute to the conservation and enhancement of the natural assets and setting of the Bay.

SS9 Green infrastructure

New Country Parks are proposed in the following locations: Maidencombe, Torquay

SS10 Conservation and the historic environment

The Council will seek to sustain and enhance those monuments, buildings, areas, walls and other features which make an important contribution to Torbay's built and natural setting and heritage, for their own merits and their wider role in the character and setting of the Bay. This includes all designated and undesignated heritage assets, including scheduled monuments, historic buildings (both nationally listed and of local importance), registered historic parks and gardens, conservation areas, and archaeological remains. All heritage assets will be conserved, proportionate to their importance. In particular approval of a scheme causing substantial harm to, or loss of, a Grade 2 listed building, park or garden will be exceptional. Substantial harm to or loss of designated assets of the highest significance, notably scheduled monuments, Grade 1 and 2* listed buildings and Grade 1 and 2* registered parks and garden will be wholly exceptional.

SS11 Sustainable communities

Development will be assessed against its contribution to improving the sustainability of existing and new communities within the Bay, and especially the way in which it closes the gap between the most and least disadvantaged neighbourhoods in Torbay.

Development must help to create cohesive communities within a high quality built and natural environment where people want to live and work.

HE1 Listed buildings

Development proposals should have special regard to the desirability of preserving any listed building and its setting, or any features of special architectural or historic interest which it possesses. Proposals for the alteration or extension of any listed building will not be permitted if the character of the building would be adversely affected

ER1 Flood risk

Development must be safe for its lifetime, taking account of its future use, function and government projections of how the risk of flooding may change in response to climate change. The sequential approach, as outlined in the National Planning Policy Framework, must be used to guide new development towards sustainable locations, giving priority to sites with the lowest risk of flooding and taking account of the vulnerability of the proposed land uses. Areas subject to flood risk are shown on the Policies Map.

NC1 Biodiversity

The Local Plan seeks to conserve and enhance Torbay's biodiversity and geodiversity, through the protection and improvement of the terrestrial and marine environments and fauna and flora, commensurate to their importance. The promotion, improvement and appropriate management of Torbay's special environmental and geological qualities, and corridors between them, will be supported and will be a key element in promoting sustainable

tourism and fostering pride in the area's unique environment

SC2 Sport leisure and recreation

Development should provide access to sport, leisure and recreation facilities according to the additional demand it generates and the capacity, condition and location of existing facilities. Where a need is identified for new facilities, they should be provided in appropriate locations, preferably co-located with existing and other planned sports facilities, where they are accessible by a range and choice of transport and comply with other policies in this Plan, particularly in relation to residential amenity

SC4 Sustainable food production

The enhancement of existing and provision of new sustainable local food production facilities will be supported, including food hubs, orchards and allotments, subject to other policies in this Plan

C1 Countryside and the rural economy

In the open countryside, away from existing settlements, and in rural areas surrounding the three towns of Torbay, development will be resisted where this would lead to the loss of open countryside or creation of urban sprawl, or where it would encourage the merging of urban areas and surrounding settlements to the detriment of their special rural character and setting.

C2 The Coastal landscape

The Council and partnership organisations will conserve the character of the undeveloped coast and seek to enhance its distinctive landscape, biodiversity, geological, recreational and cultural value. Development will not be permitted in the undeveloped coastal area unless proposals

- 1. Maintain the unspoilt character of the coastline, coastal landscape and seascape;
- 2. Maintain or improve public access for recreation; and
- 3. Provide sensitively designed development, including tourism uses, where there are clear economic or sustainability benefits that cannot be realised in alternative locations

C4 Trees hedgerows and natural landscape features

Development will not be permitted when it would seriously harm, either directly or indirectly, protected or veteran trees, hedgerows, ancient woodlands or other natural features of significant landscape or nature conservation value.

C5 Urban landscape protection areas

Development within Urban Landscape Protection Areas (ULPAs), as shown on the Policies Map, will only be permitted where:

- 1. it does not undermine the value of the ULPA as an open or landscaped feature within the urban area; and
- 2. it makes a positive contribution to the urban environment and enhances the landscape character of the ULPA
 - 01 Watcombe Park and Watcombe Heights
 - 02 Steps Cross, Watcombe
 - 03 Mincent Hill, Barton
 - 04 Clennon Lane, Barton
 - 05 Scotts Bridge / Barton
 - 06 Riviera Way Corridor
 - 07 Lummaton Hill, Combe Pafford
 - 08 Hele Woods / Windmill Hill Woods
 - 09 Daison Woods
 - 10 St Marychurch Road (formerly Oddicombe Downs)
 - 11 Babbacombe Downs
 - 12 Cary Park
 - 13 Markham Plantation and Sherwell Valley
 - 14 Shiphay Manor (Girls' Grammar School)
 - 15 Rowcroft / Shiphay Plantation
 - 16 Chapel Hill, Torre
 - 17 Stantaway Hill, Upton
 - 18 Grange Road / Warberry Copse
 - 19 The Quinta
 - 20 Lydwell Road
 - 21 Palace Hotel Grounds (North)
 - 22 Palace Hotel Grounds (South)
 - 23 Ansteys Playing Field
 - 24 Ilsham Valley / Lincombe Slopes
 - 25 Torwood Gardens
 - 26 Daddyhole Plain
 - 27 St. Johns Wood, Park Hill
 - 28 Stentiford Hill
 - 29 Torre Abbey Meadows and Sports Grounds
 - 30 Sherwell Park
 - 31 Ashfield Gardens
 - 32 St Matthew's Field

TORBAY COUNCIL – STRATEGIC PLANNING

Adam Luscombe Team Leader – Strategy & Project D/elivery

Table of detailed responses on the Torquay Neighbourhood Plan

Policy Number or Section	Page ref.	Summary response (e.g. Support, Object, changes/ clarification required, etc.)	Reason/Explanation (e.g. with regard to national guidance, contribution to the achievement of sustainable development, general conformity with the Torbay Local Plan, compatibility with EU obligations or other practical material considerations)	Suggested amendments or action (if applicable) (i.e. in order to make the plan and/or policy more effective, robust, deliverable, precise, etc.)	TORQUAY NP FORUM RESPONSE
Torquay Neighbourhood Plan - whole document, non-specific, general comments	All pages	Editorial changes required throughout to enhance legibility	To enable the document to be more practically usable and legible would be very helpful to make a number of editorial changes throughout.	For example: - paragraphs to be numbered throughout (e.g. 1.1., 1.2., etc.) - planning policies to be referenced in a different style to that of the Local Plan e.g. adding a prefix to policy numbers e.g. 'TNP H2' rather than 'H2' - community aspirations to be numbered - titles to be added to currently untitled policies	FORMATTING REVIEWED
Introduction	3, 4	No specific comments			
Vision and Aspirations	5	No specific comments			

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Objectives	6,7	No specific comments			
Glossary	8	Support but changes required	Including a glossary within the plan is very helpful for the reader. The current glossary definitions would however benefit from some further work e.g. 'Gateway – the area as you enter Torquay' is open to interpretation. In addition, it is felt that the definition of certain terms e.g. 'community hub facilities' should be checked for consistency with the context of they are applied within the rest of the plan.	Review glossary definitions to ensure they are unambiguous and are consistent with how they may be referenced for their intended use and meaning elsewhere within the plan.	GLOSSARY REVIEWED – ADD COMMUNITY HUB AND SUSTAINABLE PUBLIC TRANSPORT ROUTE
Policies and Aspirations	9, 10,	Support but clarification required	The Plan does include some explanation of the difference between 'planning policies' and 'community aspirations' that are included within the document. We broadly support and recognise that the Neighbourhood Forum would like to provide recognition of ideas, proposals and wishes expressed by the community during the neighbourhood planning process which are not necessarily capable of being integrated into and delivered through a planning policy (e.g. delivery sits outside the planning system). We welcome the approach of distinguishing between planning policies and community aspirations. However, it is felt the status of community aspirations could be made clearer still, so that readers are fully aware that community aspirations are not intended to be used by the local planning authority (as policies) to manage decisions regarding development proposals.	We would suggest that a sentence is added either on page 10 or to the glossary to say to the effect that: "Community aspirations cover matters which cannot reasonably be required of or are unsuitable to be delivered through the development management process. For example, they may reflect issues which sit outside the town planning process e.g. changes to wider local authority or other organisation policies or plans. These aspirations contained within this plan do not commit any action to take place to deliver them but do reflect the wishes expressed by the Torquay Neighbourhood Forum whom wish to see these aspirations delivered through other means and therefore it is important they are reflected within this Plan."	CURRENT WORDING CONCISE AND ADEQUATE

Policy Number or Section	Page ref.	Summary response (e.g. Support, Object, changes/ clarification required, etc.)	Reason/Explanation (e.g. with regard to national guidance, contribution to the achievement of sustainable development, general conformity with the Torbay Local Plan, compatibility with EU obligations or other practical material considerations)	Suggested amendments or action (if applicable) (i.e. in order to make the plan and/or policy more effective, robust, deliverable, precise, etc.)	TORQUAY NP FORUM RESPONSE
Planning Policy S1: The Presumption in Favour of Development Development proposals which accord with the policies in the Torquay Neighbourhood Plan and the adopted Torbay Local Plan shall be approved unless material considerations indicate otherwise. Development proposals not in accordance with the policies of the Neighbourhood Plan shall be refused	10	Support (with suggested change)	This policy broadly reflects the NPPF presumption in favour of sustainable development. The Forum might consider minor changes to ensure the presumption is clear.	Change to "the presumption in favour of sustainable development" Amend last sentence to "Proposed development that conflicts with the Development Plan should be refused, unless other material considerations indicate otherwise."	AGREED POLICY AMENDED
Planning Policy H1: Revisions to the Local Plan Any revision to the requirements for housing or employment sites within the Plan period that arise from changes to the current Torbay Local Plan and affect Torquay must be followed by a revised Torquay Neighbourhood Plan to allocate revised sites, subject to the community agreeing to undertake this work. Any revised Plan shall be subject to statutory arrangements for consultation and examination.	13	Support as aspiration but Remove Policy and make a community aspiration but with changes	This neighbourhood plan is unable to account for and deliver future revised versions of the Torquay Neighbourhood Plan. Undertaking future revisions to a Torquay Neighbourhood Plan is a matter outside the control of this plan and is not a development management issue. It is felt that this policy should be referred to as a community aspiration, as the current wording sets out a procedure. Note: there is no policy specifically referring to the allocation of housing sites, despite the tables in the plan.	Change this planning policy to a community aspiration Consider using policy H1 as the allocation of sites. Allocation of sites must ensure all of the other policies can be applied. Some policies could be quite constraining on development and new sites may not meet those requirements.	THIS POLICY ACCORDS WITH THE LOCALISM ACT. POLICY AMENDED TO REFLECT SITE ALLOCATIONS. PLANNING POLICY H1 Allocation of housing sites and revisions to the Local Plan Housing sites are allocated by our Plan. They are listed in Appendix 1 Table 3 and illustrated in the Maps 1-

Policy Number or Section	Page	Summary response	Reason/Explanation	Suggested amendments or action	TORQUAY NP FORUM RESPONSE
	ref.	(e.g. Support, Object, changes/	(e.g. with regard to national guidance,	(if applicable)	
		clarification required, etc.)	contribution to the achievement of sustainable	(i.e. in order to make the plan	
			development, general conformity with the Torbay Local Plan, compatibility with EU	and/or policy more effective, robust, deliverable, precise, etc.)	
			obligations or other practical material	robust, deliverable, precise, etc.)	
			considerations)		
					9.
					Any significant revision to
					the requirements for
					housing numbers within
					the Neighbourhood Plan
					period that arise from
					changes to the current
					Torbay Local Plan and
					affect Torquay must be in
					parallel with a revised
					Torquay Neighbourhood
					Plan that shall allocate
					revised sites, subject to
					the community agreeing
					to undertake this work.
					Any revised Plan shall be
					subject to statutory
					arrangements for
					consultation and
					examination.

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Planning Policy H2: Designing out crime Any new residential development shall be of a design that minimises opportunities for crime, fear of crime and antisocial behaviour proportionate to the scale of the development.	13	Support	This policy is consistent with the Torbay Local Plan, particularly DE1. It is noted that this policy, through worded differently tackles a very similar issue to that of J9 (Prevention of crime through design).	Amalgamate with Policy J9.	RETAINED DUE TO LAYOUT OF PLAN SECTIONS
Planning Policy H3: Future Growth Area viability exclusions Viability based on land cost shall not be a material planning consideration for the Edginswell Future Growth Area.	14	Object	It is unreasonable to pick out the Edginswell Future Growth Area and make a special case for the consideration of viability within neighbourhood plan policy. The approach of the Council to issues of viability is consistent with the NPPF (inc. para 173) and the approach is consistent across all development sites (further information is set out in this within Policy SS7 of the Torbay Local Plan and the Planning Contributions and Affordable Housing SPD). Whilst negotiation on development viability is not a 'carte-blanche' to unsustainable forms of development being approved (quite the opposite) the Council must be sensitive to viability on a case-by-case basis, particularly where planning contributions are requested. Whilst we recognise the Forum has its own reasons to believe there is significant development value within the site it is premature to prejudice future consideration of viability before all known 'asks' from the allocated development site are fully known. For instance, before a development proposal is approved for the Edginswell Future Growth Area there is further detail on detailed infrastructure provision, etc. to be investigated	Remove policy, at least in current form	REASON FOR POLICY EXPLAINED AND JUSTIFIED WITHIN THE CONTEXT OF THE SPECIFIC SITE. POLICY ON AFFORDABLE HOMES REVISED BELOW. NPPF 177 STATES To ensure viability, the costs of any requirements likely to be applied to development, such as requirements for affordable housing, standards, infrastructure contributions or other requirements should, when taking account of the normal cost of development and mitigation, provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable. THE NORMAL COSTS OF DEVELOPMENT BASED ON ACTUAL LAND COST HAS BEEN FULLY TAKEN

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			in order to inform the contributions ultimately sought through development. As this detail and potential scale of required infrastructure costs (together with other planning contributions/planning gain required) is not fully known at this stage, it would be unreasonable to make commitments within policy to the future consideration of development viability at this site.		IN TO ACOUNT.
Planning Policy H4: Affordable homes from green field developments Planning permission shall only be granted for green field sites of more than 20 residential units when the developer provides: not less than 30% affordable residential units constructed on site or by providing equivalent numbers of homes by selling affordable sites for self-build construction, or constructs the same number of affordable homes on an alternative brownfield site within Torquay.	14	Object to policy as worded. Changes required	The Council supports the delivery of affordable housing and welcomes the intention of the neighbourhood plan to maximise affordable housing delivery. The concept of off-site developer contributions (commuted payments or off-site provision) is supported in certain exceptional circumstances where it makes practical sense and better delivers affordable housing. The requirement for 30% of affordable housing from Greenfield sites of 30+ dwellings is set out within the Local Plan (Policy H2). This threshold is higher than that set out in this policy of 20+ and therefore a viability assessment will be required. If it is shown not to be viable then it would not be in general conformity with the NPPF (para 173)	Remove policy in current form	THE POLICY HAS BEEN AMENDED TO BE COMPLIANT WITH THE LOCAL PLAN. THE POLICY DELIVERS THE MUCH NEEDED AFFORDABLE HOUSING FROM SITES WITH THE HIGHEST POTENTIAL VIABILITY.

Policy Number or Section	Page ref.	Summary response (e.g. Support, Object, changes/ clarification required, etc.)	Reason/Explanation (e.g. with regard to national guidance, contribution to the achievement of sustainable development, general conformity with the Torbay Local Plan, compatibility with EU obligations or other practical material considerations)	Suggested amendments or action (if applicable) (i.e. in order to make the plan and/or policy more effective, robust, deliverable, precise, etc.)	TORQUAY NP FORUM RESPONSE
Planning Policy H5 (currently untitled - re. habitation restriction on affordable dwellings) All new affordable or social residential units shall have a habitation restriction within any Planning permission as follows: i) At least one occupant shall have lived in Torbay for not less than 5 years previous or ii) is classed as a Keyworker for an employer in Torbay	15	Object (changes required)	The Council views the allocation of affordable housing to persons as something which would not normally be relevant to the role of a neighbourhood plan policy (potentially this issue sits better as a community aspiration). If there is a desire to do this, the policy should reflect the Council's current policy requirements regarding 'Local Connection Criteria' which includes a 5 year Torbay residency requirement in addition to other matters. The reference to 'keyworkers' contained within this policy is felt to be not a crucial issue in Torbay due to the lower average wages in the area meaning that traditional keyworkers do not represent those members of the population who face the greatest difficulty in accessing market housing.	Either change emphasis of policy to a community aspiration or reflect Council housing allocation policy criteria for affordable housing (re. local connection) with reference to the role of the local authority in delivering future policy changes.	DELETE KEY WORKERS BUT RETAIN 'LIVED IN TORBAY' AS THE KEY ISSUE FOR THE PLAN IS TO ENSURE HOMES ARE PROVIDED FOR THE BACKLOG OF ACTUAL RESIDENTS IN NEED RATHER THAN PERSONS WITH 'CONNNECTIONS'. THIS IS A TORQUAY SPECIFIC POLICY WITHIN A TORBAY WIDE LOCAL PLAN POLICY.
Planning Policy H6 (currently untitled - re. retirement/assisted living within proximity to community facilities) Any new residential units designed for retirement or accommodation for assisted living shall be refused Planning permission unless they are in locations that are within 400m of community hub facilities (not less than a local or district shopping centre that includes a supermarket and a doctor's surgery) and have a stop on a sustainable public transport route that serves those hub facilities and Torquay town centre.	15	Object to Policy as currently worded. Changes required	This policy would be better framed in more general terms regarding the requirements for retirement and assisted living accommodation to be directed towards areas which are located more centrally and within the existing built-up area. Using a 400m standard and a prescriptive list of 'community hub' requirements is a restrictive approach which does not account for individual site circumstances. In its current form, the policy is little blunt and too inflexible. LP Policy H6 provides guidance for 'Housing for People in need of care.' Criterion 2 and 3within easy reach of community facilities,	Change emphasis of policy to positively support new development within the existing built up area and setting out that developments located away from community facilities will need to evidence and justify how they contribute to sustainable development.	THEB POLICY SEEKS TO INFORM WHERE LATER LIFE HOMES SHOULD BE BUILT. THIS APPROACH IS IN COMPLAINCE WITH NPPF. NO CHANGE REQUIRED DEFINE SUSTAINABLE PUBLIC TRANSPORT ROUTE AS 'A TRAIN OR BUS ROUTE THAT WILL BE RETAINED FOR THE FORESEEABLE FUTURE'

Policy Number or Section	Page ref.	Summary response (e.g. Support, Object, changes/ clarification required, etc.)	Reason/Explanation (e.g. with regard to national guidance, contribution to the achievement of sustainable development, general conformity with the Torbay Local Plan, compatibility with EU obligations or other practical material considerations)	Suggested amendments or action (if applicable) (i.e. in order to make the plan and/or policy more effective, robust, deliverable, precise, etc.)	TORQUAY NP FORUM RESPONSE
			shops and public transport. What is sustainable public transport?		
Planning Policy H7: Retirement and assisted living There shall be a presumption in favour of change of use from tourism accommodation to the provision of homes designed for retirement or assisted living in the area of Babbacombe for sites outside the designated CTIA in the Local Plan	15, 16	Object as currently worded Changes and additional detail	It would be helpful for the Forum to refer to the latest Market Position Statement prepared by the Council on the needs for various form of retirement, assisted living and care accommodation. The overall strategy of the Council is to see the right balance of care and retirement accommodation delivered within the Bay from buildings which are suitable for modern care needs. It is considered that the modern requirements of an ageing population will necessitate buildings which are modern and can deliver quality care environments — something which the Adult Social Care team at the Council is keen to secure through the planning process. It would be wrong to assume that the conversion of tourism accommodation should have a presumption in favour of change of use to accommodation for older persons as many of these types of older buildings may not be suitable for modern needs (e.g. accessibility). NPPF para 50 refers to a wide choice of quality homes and 159 refer to housing to address need. Local Plan Policy H6 'Housing for people in need of care' refers to the local need for such and in	Change to align with Market Position Statement	THE POLICY ADDRESSES AN OPPORTUNITYIN AN AREA THAT IS SUITABLE FOR RETIREMENT AND DOES NOT CONFLICT WITH THE LOCAL PLAN OR COUNCIL POLICY. NO CHANGE REQUIRED.

Policy Number or Section	Page ref.	Summary response (e.g. Support, Object, changes/ clarification required, etc.)	Reason/Explanation (e.g. with regard to national guidance, contribution to the achievement of sustainable development, general conformity with the Torbay Local Plan, compatibility with EU obligations or other practical material considerations) ensuring mix and balanced communities. Wholesale change will not meet these Policy requirements. LP Policy SC1 Healthy Bay may	Suggested amendments or action (if applicable) (i.e. in order to make the plan and/or policy more effective, robust, deliverable, precise, etc.)	TORQUAY NP FORUM RESPONSE
			also be relevant to major residential development for older people. A definition of 'retirement and assisted living' would be helpful.		
Planning Policy H8: Prioritisation of Town Centre redevelopment There shall not be any permission granted for development of residential units within the Edginswell Future Growth Area before 2025 representing the second half of the Neighbourhood Plan housing allocations period unless not less than 50% of the designated other sites (excluding windfall sites) have been granted permission or the net increase in jobs in Torbay has exceeded targets. Any permission for residential units shall have a restriction that no more than 100 units can be occupied unless the community infrastructure identified in the revised Master Plan in Policy H10 is complete.	17	Object	This policy seeks to restrict the supply of housing at the Edginswell Future Growth Area. This site is allocated for development within the Local Plan. A 'lock-gate' type approach to the supply of housing is not supported by national policy. Sites allocated for housing should come forward for development according to the phased delivery of infrastructure rather than housing supply in the wider area. Not in Conformity with Local Plan Policies: SS1 Growth strategy for a prosperous Torbay, SS2 FGAs; SS3 Five Year Housing Supply; SDT1 Strategic Delivery area -Torquay and SDT2 Torquay Gateway	Remove policy	NEIGHBOURHOOD PLAN IS PHASING THIS DEVELOPMENT BECAUSE IT HAS AN IDENTIFIED IMPACT ON A EUROPEAN PROTECTED SPECIES AND WE WISH TO FOCUS DEVELOPMENT ON BROWNFIELD AND TOWN CENTRE REGENERATION. AS THE LOCAL PLAN IS A JOBS LED PLAN AND THERE HAS BEEN NO DATA PUBLISHED THAT SUPPORTS THE NET JOBS GROWTH PREDICTED IN THAT PLAN THE NECESSITY OF DEVELOPING THIS SENSITIVE SITE IS UNPROVEN. IN THAT CASE THE PHASING DOES NOT CONSTRAIN GROWTH. POLICY REWORDED TO CAVEAT NET JOBS GROWTH DATA PLANNING POLICY H8 Prioritisation of Town Centre redevelopment

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					and Brownfield sites. There shall not be any permission granted for development of residential units within the Edginswell Future Growth Area before 2025 representing the second half of the Neighbourhood Plan housing allocations period unless not less than 50% of the designated other sites (excluding windfall sites) have been granted permission or the net increase in jobs in Torbay meets or exceeds the jobs growth ambitions within the Local Plan.

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Planning Policy H9: Homes for Torbay residents. All homes sold within the Edginswell Future Growth Area shall be the purchaser's sole residency.	17	Object	This policy lacks sufficient justification, e.g. the scale of rented and 2 nd home provision having a deleterious impact on providing local homes for the population and the need to take a restrictive approach at the Edginswell Future Growth Area.	Remove Policy unless it can be justified with robust evidence that second home ownership is an issue for Torquay and a satisfactory explanation of the impact on the rental market is given.	POLICY JUSTIFIED IN PLAN. NO CHANGE
Planning Policy H10: Gateway sustainable community planning Planning permission shall not be granted for new residential units within the Edginswell Future Growth Area or the existing area known as the Willows until there is a new and adopted Master Plan SPD covering the Edginswell expansion area and appropriate parts of the adjacent Shiphay, Willows and Barton areas that link the local neighbourhoods into an integrated sustainable community with appropriate community hub and school provision.	17	Object	In current form, this is incapable of being delivered as a planning policy and would better be regarded as a community aspiration. The plan is unable to compel the Council to produce a wider Masterplan for the wider Gateway area. The plan could state that new developments should have their own design strategy/masterplan which looks at wider site access and relationship to adjoining area issues. This would potentially help wider placemaking and holistic planning.	Reword policy to change emphasis on development proposals in the Gateway area being sensitive to wider place-making concerns and/or change to Community Aspiration.	POLICY JUSTIFIED IN PLAN AND COMPLIES WITH NPPF MASTER PLANS ARE A SNAPSHOT IN TIME AND NEED REVIEW AS CIRCUMSTANCES CHANGE. IN THIS CASE THE WIDER INTEGRATION OF THE SURROUNDING AREA HAS BEEN IDENTIFIED AS A PRIORITY TO SUPPORT A SUSTAINABLE COMMUNITY FROM THE SOMEWHAT HAPHAZARD HOUSING AREA KNOWN AS THE WILLOWS THAT HAS FEW RECOGNISED COMMUNITY HUB FACILITIES AND A LACK OF COHESION AND CONNECTION. BY ENSURING A FULL MASTER PLAN FOR THE WIDER AREA IS ADSOPTED BY THE LA, THE NEW DEVELOPEMNTS MUST SUPPORT SUSTAINABLE COMMUNITIES AND PROVIDE THE COMMUNITY INFRASTRUCTURE TO SUPPORT THIS. THE REQUIREMENT FOR A BROAD MASTER PLAN WAS KNOWN BY THE LA PRIOR TO THEM UNILATERALLY ADOPTING THE

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					CURRENT MASTER PLANS FOR TORQUAY AS PART OF THE SO CALLED PARALLEL PLANNING PROCESS FOR THE LOCAL AND NEIGHBOURHOOD PLANS.
Planning Policy H11: Minimum bedrooms There shall be a presumption against development of existing residential properties that does not provide accommodation with a separate bedroom.	18	Changes required	The current wording of this policy is unclear. It is assumed that this policy aims to prohibit the formation of 'bed sits'. If that assumption is correct, this should be made clearer, justified and potentially incorporated as part of an overall policy concerning HMOs. Local Plan Policy H4 seeks to assess the provision of HMOs.	Consider incorporating as part of H12	POLICY AMENDED
Planning Policy H12: HMOs Planning permission for HMO's shall be refused except in exceptional circumstances when the scheme must include accommodation for a designated manager to live on site.	18	Object to wording. Changes required	The meaning and criteria for 'exceptional circumstances' would benefit from explanation. The requirement for supervisory housing management replicates the requirements of Local Plan policy in addition to licensing requirements. Again Local Plan Policy H4 seeks to assess the provision of HMOs.	Define exceptional circumstances and ensure general conformity with Local Plan.	PLANNING POLICY H12 HMO's Planning permission for HMO's shall be refused unless there is an assessed need for this type of housing to support the growth of the economy of Torquay and the scheme has accommodation for a resident manager to live on site.

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Planning Policy H13: Established architecture Any development within the built up area of Torquay shall be in a character, scale, bulk and design sympathetic to the established surrounding architecture, must not have an adverse impact on the local area and must not significantly increase the current density of properties in the immediate area.	18	Changes required	It is felt that this policy could have unintended consequences such as stifling potential positive changes to the built environment where the existing established architecture is of low value and creates a low quality environment, therefore inhibiting positive neighbourhood renewal and regeneration. Additionally, national design guidance acknowledges that there can be circumstances where modern design, contrasting with existing is appropriate. It would be helpful to add additional detail, perhaps consider using a standard or threshold for what 'significant increase' in density might constitute, to help the precision and clarity of this policy.	Reword policy to account for positive changes to the established architecture, perhaps were there is low value, and consider how this policy could be effective in the development management process.	POLICY DOES NOT PROHIBIT MODERN DESIGN BUT IT MUST BE SYMPATHETIC AND IN KEEPING WITH THE LOCAL AREA. NO CHANGE REQUIRED
Planning Policy H14: Parking facilities All development must meet the minimum parking standards outlined in the Local Plan unless it can be shown that there is not likely to be an increase in on-street parking arising from development or the development is within 400m of a sustainable public car park. New development should contribute to better pedestrian and cycle links where possible.	19	Changes required	Note that 'guideline requirements' for parking are listed in the Local Plan which refer to minimum and maximum standards. The use of a 400 metre distance requirement is too inflexible and could have negative consequences in the delivery of sufficient car parking in particular sites where lower parking standards have been allowed simply due to the proximity of a public car park or local. Additionally the proximity of community facilities, shops and public transport (as suggested in other policies) could be a consideration. The policy is difficult to enforce.	Better to refer to 'easy walking distance' rather than 400 metres. Remove reference to 'all development' or add 'where appropriate'. Change reference to 'guideline requirements' in Local Plan. It would be helpful to refer to onstreet car parking in the context of 'saturation' and new developments showing no worsening of impacts. Consider combining with other	CHANGE POLICY WORDING FROM 400M TO 'EASY WALKING DISTANCE' DEFINE SUSTAINABLE PUBLIC CAR PARK. ADD HOUSING TO DEVELOPMENTS. NOTE CHANGES ALSO MADE FROM REPRESENTATIONS FROM POLICE. PLANNING POLICY H14 Parking facilities All housing developments must meet the minimum parking standards contained in the Local Plan unless it can be shown that

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			It is suggested that a single transport policy, incorporating H14 – HW6 could be created which would cover a holistic response to transport concerns in the built environment. Local Plan Policy TA3 allows for Consideration of Sustainable Locations and Transport Measures (though Travel Plans etc) Does this apply only to housing? Policy states all development but sits within housing section. What is a sustainable public car park?	policy concerning transport issues. Clarify housing or all development.	there is not likely to be an increase in on-street parking arising from development or the development is within an easy walk of a sustainable public car park. Any application for new residential units or additional bedrooms to existing units must be assessed for parking requirements that must identify suitable and appropriate parking arrangements in excess of the minimum required so that parking will not add to the potential for antisocial behaviour or conflict within the community. New development should contribute to better pedestrian and cycle links where possible.
Planning Policy H15: Sites excluded from development Planning permission shall be refused for any development on the field off Broadley Drive (identified as TNPH48 in the Local Plan).	19	Object to wording	The Council recognises that the Forum does not wish to allocate housing at Broadley Drive (which features as a potential neighbourhood plan site within the Local Plan). The Council supports the Forum in this matter because alternative for housing allocations in order to provide growth are made within this Plan. The Council also notes that housing at rear of Lichfield Avenue was also not allocated but is not referred to in this policy. However, it is not appropriate or required to have a specific policy ruling out all development	Remove policy in current form.	POLICY JUSTIFIED, NO CHANGE

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			on this site (or other non-allocated sites) in the manner proposed. Other tools are available for the Forum to afford high levels of protection from development to valued sites such as Local Greenspace. The Broadley Drive site (TNPH48) remains part of the countryside in which Policy C1 of the Local Plan applies.		
Planning Policy H16: Protection of the historic built environment Any alteration to a Listed Grade 2 property that is subject to a Listed Building Consent application must protect those historically significant elements identified within the Listing while allowing those changes that support a sustainable future for the building. The external appearance of the property will be a priority in any negotiations on financial viability. Any development that affects the setting of a Listed Building must have a scale, bulk and design sympathetic to the Listed Building and any surrounding or adjacent Conservation Area	19	Object	This policy in its current form is not helpful to managing development for the protection of the historic environment. The reference to the listing of the property is not always appropriate as it can be outdated. It is also not always appropriate to prioritise the external features as internal features may be very important to the building/listing. It is better to leave this to professional judgement on a case-by-case basis. Local Plan Policy SS10 'Conservation of the historic environment' conserves heritage assets proportionate to their importance including Scheduled Ancient Monuments, registered Historic Parks and Gardens, Conservation Areas etc. Policy HE1 'Listed Buildings' protects listed buildings and their setting	Significant change to wording and emphasis	POLICY PROVIDES A HIERARCHY FOR DECISION MAKING AND DOES NOT CONSTRAIN INDIVIDUAL DECISIONS. LISTING DESCRIPTIONS PROVIDE THYE KEY HISTORIC JUSTIFICATION AND THEREFORE REPRESENT A PROFESSIONAL ASSESSMENT RATHER THAN AN ADHOC DECISION MAKING PROCESS. NO CHANGE

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Planning Policy H17: Rural village buffer zones Planning permission shall be refused for new residential or commercial development on any green field site or undeveloped areas within a buffer zone around Maidencombe and Cockington villages unless it is allocated as a housing site within this Plan. The Cockington Village buffer zone is defined as the area known as Cockington Country Park and the buffer zone around Maidencombe is defined as within 500m of the defined Village Envelope	19	Object	This policy does not account for windfall developments which may be expected to come forward within the 'rural village buffer zone'. Referring to all residential development would capture small extensions to existing buildings – is that the intention? Need clarity on definition of undeveloped areas. Not in Conformity with Local Plan Policies: SS1 Growth strategy for a prosperous Torbay, SS2 FGAs; SS3 Five Year Housing Supply; SDT1 Strategic Delivery area -Torquay Land within the countryside and undeveloped coast are subject to Policy C1 of the Local Plan and C2 The Coastal Landscape applies	Change wording and rethink inclusion of this policy.	THE POLICY ACKNOWLEDGES ALL FORMS OF DEVELOPMENT AND ISJUSTIFIED WITHIN THE PLAN. IT DOES NOT CONSTRAIN 'SMALL EXTENSIONS' AS IT SPECIFIES NEW DEVELOPMENTS ON GREENFIELD SITES. THE PLAN ALREADY PROVIDES POLICIES TO SUPPORT ADEQUATE SITES TO MEET HOUSING DEMAND WITHOUT COMPROMISING THE INTEGRITY OF 2 SMALL RURAL ENCLAVES. NO CHANGE
Planning Policy H18: Rural Village Conservation areas Within the Maidencombe and Cockington Village Conservation Areas, Planning permission shall be refused for new stand-alone dwellings which might constitute infill development or extensions to the established village boundaries. Sensitive conversion, alteration and extension of existing buildings shall be permitted where this	20	Support (with some changes)	This is broadly supported due to the particular nature of the conservation areas identified but the wording should be more flexible. The reference to Conservation Area Management Plan needs further consideration. Note: Land within the countryside and undeveloped coast are subject to Policy C1 of the Local Plan and C2 The Coastal Landscape applies	Consider revised wording	NO CHANGE REQUIRED AS THE POLICY SUPPORTS THE CONSERVATION OF THE HISTORIC ENVIRONMENT AND COMPLIES WITH THE LOCAL PLAN AND NPPF

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complies with the appropriate Conservation Area Management Plan					
Planning Policy H19: Maidencombe 1. Within the established Maidencombe Village envelope and outside the Conservation Area, limited infill development and refurbishment of existing buildings shall be permitted providing that all of the following development design criteria are satisfied: • Development is of a scale, height, footprint and massing in keeping with the existing properties, • Construction materials and the overall appearance of development are consistent with the predominant physical characteristics of the village, • The amenity of neighbouring properties is not harmed	20 <i>,</i> 21	Support (Subject to wording changes)	The Council supports the approach to managing development within the Maidencombe Village Envelope. Some changes are suggested. Criterion 2 and 3 are counter to NPPF presumption and TNP S1 and should be removed. Development in Maidencombe can be managed through the other Criterion in H19. If Area 1 is retained, as it introduces a proposal and Development Management criterion, this should be depicted on the TNP Policies Map (sheet 1)	Change reference to 'not unacceptable harm' neighbourhood amenity. Remove Criterion 2, 3 Consider removing reference to Sladnor Park within this policy as it is outside the Village Envelope. 6. Any proposed development shall be in conformity with the design	CHANGE MAPPING REVISE ITEM 6 AS SUGGESTED NO OTHER CHANGES REQUIRED AS COMPLIANT
Development proposals must take full opportunity to reinforce the landscape quality of the area and the character of the existing rural setting The cumulative impact of new			undeveloped coast are already subject to Local Plan Policy C1 and C2 The Coastal Landscape. Cross reference issues with the StM&M Document (Page 6) where Areas 3a and 3b	criteria within Policy H19/1 and Environment Policy E9	

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development on the landscape and historic character of this area will be taken into account in determining development proposals in order to protect this sensitive area from the potential adverse impacts of urban creep and overdevelopment. 2. Development proposals on sites A&B within Area 1 of the Maidencombe Village Envelope which consist of a single dwelling, consistent with the existing urban grain and positively relating to the established pattern of arrangement of existing buildings and plots in this area shall be presumed permissible. 3. Development proposals for new dwellings and/or buildings outside of these two sites, within Area 1, shall be			should be managed in accordance with design Criteria in H19?		
refused. 4. Replacement dwellings and extensions to existing dwellings shall be deemed permissible but must be in accordance with development design criteria stated in 1 above. 5. Planning permission shall be refused for new stand-alone dwellings which might constitute infill development. 6. Any proposed development within Sladnor Park shall be constrained to the actual footprints of existing and					

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former buildings post 1968 and shall be in conformity with the design criteria within Policy H19/1 and Environment Policy E9					
Planning Policy H20: Cockington Village and Country Park 1. Planning permission shall be refused for change of use to A3-A5 uses within Cockington Village and Cockington Country Park unless conditions are imposed restricting operation to close at 18.00 and not open before 08.00 2. There shall be no green field developments within the village or Country Park 3. There shall be a presumption in favour of change of use from commercial to residential within the Village provided the external appearance is retained or restored to its historic origins.	21	Object	The Council objects to the blanket presumption in favour of change of use of commercial to residential development. This is not consistent with policies in the Local Plan concerning employment and tourism. The reference to no greenfield development would also capture small scale developments such as extensions to existing properties. The Council notes that Cockington is a proposed Local Greenspace which would manage development in accordance with 'greenbelt' restrictions, which would potentially allow smaller forms of development. Constraining hours of operation needs justification and explanation. It may be appropriate in some circumstances but not necessarily all.	Remove reference to change of use and revise wording of policy to manage appropriate development that respects the special characteristics of Cockington Village and Country Park which is also identified as a LGS under Policy E4.	THE POLICY REFLECTS AN ECIONOMY THAT IS SUPPORTED BY SHRINKING VISITOR NUMBERS AND AN OVERSUPPLY OF OUTDATED RETAIL OFFERINGS THAT HAVE HISTORICALLY BEEN CONVERSIONS OF RESIDENTIAL HOMES. THE APPROACH IS THE SAME AS POLICIES WITHIN TOURISM THAT PROMOTE THE RESTRUCTURING OF THE TOURISM OFFER TO BETTER MEET THE NEEDS FOR THE FUTURE BASED ON SUSTAINABILITY AND QUALITY. GREENFIELD DOES NOT CAPTURE SMALL EXTENSIONS. OPENING HOURS ALREADY JUSTIFIED WITHIN THE PLAN. COMPLIANT NO CHANGE

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Planning Policy J1: Designated Employment Sites The following sites are designated Employment Sites within this Plan: 1. Browns Bridge/Willows/Wren Park Retail Area 2. Torbay Hospital 3. Woodlands Industrial Estate/Lawes Bridge Retail Area 4. Moles Lane / Reservoir Site 5. Edginswell 6. Kerswell Gardens 7. Lymington Road Area and Chatto Road Industrial Estate 8. Lummaton Quarry 9. Broomhill Industrial Estate/Riviera Way Retail Area 10. Newton Road commercial area 11. Barton Hill/Barton Way/Hele Road commercial and industrial area 12. Union Street Torquay town centre	23	Noted Suggests additional Wording	A minimum of 37,200 square metres of employment space should be specified in accordance with SDT1 and SS5. Confirmation that sufficient space can be created whilst ensuring accordance with other policies is necessary.	Add Definition of Employment Space Uses and Quantum	THE LOCAL PLAN IS JOBS LED AND CREATING EMPOYMENT SPACE IS THEREFORE A PRIORITY. EMPLOYMENT SPACE DEFINED. MOLES LANE DESIGNATED FOR B CLASS EMPLOYMENT SPACE. AMEND TO ADD MINIMUM NEW EMPLOYMENT SPACE AS SUGGESTED.
Planning Policy J2: New Employment Sites The new Employment Sites number 4, 5 and 6 designated in Policy J1 shall only be used for purpose built permanent employment space or ancillary uses directly supporting that employment space as appropriate for an employment site.	23	Supports	Expand on sites with names as J1 for clarity: 4. Moles Lane / Reservoir Site 5. Edginswell 6. Kerswell Gardens This policy identifies sites/areas within the Future Growth Area SS2.1 to be ringfenced for employment uses. Whilst the Council recognises that the Masterplan for this site indicates employment uses should be forthcoming in these areas, the policy should recognise that the emphasis should be on securing sufficient employment space across the whole Future Growth Area and therefore have an element of flexibility should new	Suggest introducing flexibility to this policy and setting out a Quantum (sqm) of B class uses if this in what the Forum seek as an outcome.	TO RING FENCE AN AREA PROVIDES CLARITY AND IS IN CONFORMITY WITH NEIGHBOURHOOD PLANNING. THE PLAN WISHES TO ENSURE VIABILITY IS NOT USED TO LIMIT B CLASS EMPLOYMENT SPACE IN THIS ECONOMICALLY IMPORTANT AREA. OTHER CLASSES ARE EXCLUDED AS MORE APPROPRIATE SITES ARE AVAILABLE. NO CHANGE REQUIRED

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			opportunities arise and as the development proposals within the area are worked up in more detail. Could merge Policies J2 and J4 to apply to Sites in J1 and other existing (B use) employment sites.		
Planning Policy J3: Retention of existing purpose built employment sites There shall be no change of use or redevelopment to another use from existing B classes to other classes on any of the existing trading estates or significant purpose built permanent employment sites other than those sites identified for other uses within this Plan or those permitted development rights that may exist.	23	Suggest Re-wording	Sites /trading estates should be identified /defined. Given that Change of Use is already permitted and cannot be amended except though Article 4 direction, the Forum could amend Policy text so that where new B space employment provision is permitted, it will be conditioned to restrict further changes of use in order to protect employment space provision. Could merge Policies J2 and J4 to apply to Sites in J1 and other existing (B uses) Employment sites.	Amend Policy Text to Support B class uses: Presumption in favour of Class B in existing and new employment sites/trading estates. B Class uses will be conditioned to restrict future changes of use to 'non-B' uses without express planning consent.	KEY SITES ALREADY DEFINED NO CHANGE FROM B CLASS ALLOWED WITHIN PERMITTED CHANGES. CHANGE TEXT TO PRECLUDE CHANGE OF USE FROM ANY B CLASS AMEND POLICY
Planning Policy J4: Support for Class B employment sites There shall be a presumption in favour for Class B use at Kerswell Gardens, Edginswell Business Park and at the Moles Lane/Reservoir site. Other uses shall be refused.	23	Changes Required	Could merge Policies J2 and J4 to apply to Sites in J1 and other existing (B uses) Employment sites. Very similar to J2. However, J2 allows other uses appropriate to support employment so conflict exists between policies.	Amend Policy Text to Support B class uses: Presumption in favour for Class B in existing and new employment sites/ trading estate. B Class uses will be condition to restrict future changes of use to 'non-B' uses.	DELETE AS DUPLICATION

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				Suggest Policy applies the NPPF 22 'Reasonable Prospects test' for Loss of B space.	
Planning Policy J5: Home based enterprises All new residential units must have fibre optic superfast broadband connected provided this is available to the site.	23	Support suggest re-wording to enhance.	Key LP Policy context: IF1, Information and communications technology and DE1 Design (SS7 Infrastructure, Phasing and Delivery) and LP Aspiration 2 Achieve A better Connected, Accessible Torbay and Critical Infrastructure) NPPF Key Paragraphs: 42, to 46 and 162 All new development 'must' may be unreasonable. The Policy may benefit from broadening the scope to deliver superfast broadband (or equivalent) in a wider spectrum of development proposals. Please see extract from the emerging Arun District Council Local Plan Policy which the Forum might find helpful: Policy TEL SP1 Strategic delivery of telecommunications infrastructure All proposals for new residential, employment (educational) and commercial development must be designed to be connected to high quality communications infrastructure to	Suggest re-wording to broaden scope of Policy and allow for provision of high quality telecommunication infrastructure in commercial and employment development. Also to allow for fibre optic cabling where installation at the time of development is not possible.	POLICY AMENDED TO REFLECT SUGGESTIONS

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			ensure that fibre optic or other cabling does not need to be retro-fitted. Where relevant, evidence to show that development cannot be directly connected to high quality communications infrastructure due to viability or technical reasons, must be provided. Consider aspiration for connecting all sites to network.		
Planning Policy J6: Change of use for unsustainable businesses There shall be a presumption in favour of change of use for business premises where the current use is judged to be unviable provided 1. It's viability is measured by reasonable marketing for 1 year and 2. A history of unsustainable profitability and 3. It is compliant with other policies within 'Jobs and the Economy' and 4. It is compliant with the policies contained within 'Tourism' and 5. It is not within a designated Employment Site	24	Suggest Revision	Some Reservations in Policy Wording. Suggest further discussion with LPA. Cross refer to J4. Suggest Policy applies the NPPF 22 'Reasonable Prospects test' for Loss of B space. Change of Use may be inappropriate in Town, Local or Neighbourhood Centres (LP Retail Policies TC2 and TC3).	Some Reservations in Policy Wording. Suggest further Discussion with LPA.	ADD NO UNDERMINING OF VIABILITY OF LOCAL OR DISTRICT CENTRES

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Planning Policy J7: Support for existing Employment Sites There shall be a presumption in favour of Planning permission for the expansion of the Broomhill Way Industrial Estate onto the area of the former refuse tip adjacent to the site. Planning permission shall be refused for the change of use of existing car dealership businesses and other employment space on Newton Road to residential use.	24	Suggest Revision	Some Reservations in Policy Wording. Suggest further discussion with LPA. If this is a site allocation it should be shown on the Policies Map, possible conflicts with Local greenspace allocation. Title of policy is broad in relation to specific points in text, could be a cause of confusion as to where it applies.	Some Reservations in Policy Wording. Suggest further Discussion with LPA.	REVISED TO REFLECT OTHER POLICIES ON LGS AND SPORTS
Planning Policy J8: Commercial street scenes Redevelopment of retail or office units or residential units derived from those units and located in Conservation Areas must maintain historic facades and be sympathetic to any existing street scene	24	Suggest Revision	Some Reservations in Policy Wording. Suggest further discussion with LPA. Conservation Area and street scene aspects could cover a range of uses including cafes/hot food take away. Suggest rewording to consider sympathetic fenestration and facades appropriate to commercial uses and restoration of original features if being returned to residential. Suggest references to Conservation Area appraisals.	Some Reservations in Policy Wording. Suggest further Discussion with LPA.	REWORD AS IN TERMS SUPPORTING SUGGESTED
Planning Policy J9: Prevention of crime through design Any new development of commercial,	24	Support with minor suggested changes	This policy is consistent with the Torbay Local Plan, particularly DE1. It is noted that this policy, through worded differently tackles a very similar issue to that of H2 (Designing out	Amalgamate with H2	NO CHANGE REQUIRED DUE TO FORMAT OF PLAN

business or public space shall be of a design that minimises opportunities for crime, fear of crime and antisocial behaviour proportionate to the scale of the development.	Page ref.	Summary response (e.g. Support, Object, changes/ clarification required, etc.)	Reason/Explanation (e.g. with regard to national guidance, contribution to the achievement of sustainable development, general conformity with the Torbay Local Plan, compatibility with EU obligations or other practical material considerations) crime).	Suggested amendments or action (if applicable) (i.e. in order to make the plan and/or policy more effective, robust, deliverable, precise, etc.)	TORQUAY NP FORUM RESPONSE
Planning Policy T1: Limited period for Change of Use of Tourism Properties within a CTIA If it can be demonstrated that the current business has been marketed for its current use on realistic terms for 12 months then change of use to a mixed development of residential units and tourism related accommodation or retail or café/restaurant units within a CTIA will have a presumption in favour for a limited period to the end of 2023.	26	Object Changes required	The introduction of an artificial incentive for change of use within a specified time period of the plan is not based on evidence or justified.	Remove this requirement	JUSTIFIED IN PLAN NO CHANGE
Planning Policy T2: Change of Use constraints within an established Tourism area or CTIA Change of use from tourism accommodation within a CTIA or other established tourism area to HMO or student halls of residence or hostel type accommodation shall not be permitted outside permitted development rights.	26	Support, with changes	Definition of established tourism area. Local Plan Policy TO2 relates	Suggest removingOutside permitted development rights as the policy does not apply.	AGREED

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Planning Policy T3: Permitted Change of Use of Tourism Properties outside CTIA's The change of use to residential units for tourism properties outside the CTIA's will have a presumption in favour, provided: 3.1 The current use 10 rooms or less of serviced holiday accommodation or it can be demonstrated that the current business has been marketed for its current use on realistic terms for 12 months without sale or 50% or more of the units within a holiday accommodation property are already of residential status or 3.2 The change of use from serviced accommodation of more than 10 rooms or any unserviced accommodation provides: not less than 50% residential units of two or more bedrooms and is within 400m of a green space or the beach, or when 50% or more of the units are already of residential status, each additional unit will have self-contained accommodation with not less than one separate bedroom.	26, 27	Suggest Revision Changes required	Para 3.2. is too restrictive to apply as a development management policy which accounts for individual site circumstances. Change of use is supported under Local Plan Policy T02 Change of use of tourism accommodation and facilities that are less onerous than the Criterion set out in T3.	Remove this requirement	POLICY GIVES DIRECTION AND SUPPORTS THE STRATEGIC POLICY IN THE LOCAL PLAN BY GIVING CLARITY NO CHANGE

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Planning Policy T4: Change of Use in Conservation Areas and Listed Buildings Change of use from tourism accommodation to residential units within a conservation area will be able to retain previous extensions that would not comply with current policies if that property is upgraded or modified to provide an external appearance including but not limited to windows, wall treatment and roof design sympathetic to the original building, the surrounding area and complies with the appropriate Conservation Area Assessment. There will be a presumption in favour of change of use of a Listed building that currently provides Tourism accommodation outside a CTIA if it provides residential units and the assets of historic importance are protected and complies with the other policies within the Plan.	27	Changes required	This policy should be more flexible so that rather than specifying the features that should be retained/improved, it should be a judgement of professional opinion of the Council and Historic England as to the features that should be retained on a case-by-case basis.	Change	POLICY GIVES DIRECTION TO HIERACHY OF DECISION MAKING COMPLIANT WITH STRATEGIC POLICY OF THE LOCAL PLAN AND NPPF NO CHANGE REQUIRED
Planning Policy T5: Babbacombe Downs greenfield development constraints The Area of Walls Hill, the Grove and sloping landscape around the Cary Alms shall not be subject to any green field development.	28		This policy is superfluous and is already better dealt with through the allocation of Local Greenspace.		AGREED DELETE

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Planning Policy T6: Change of use constraints on Babbacombe Downs There shall be a presumption in favour of change of use from tourism accommodation on Babbacombe Downs to residential units if that change provides a mix of quality retail and/or cafes/restaurants at street level and complies with Policy T1. Any new development must be of a design and bulk sensitive to the heritage characteristics of the area.	28, 29		This policy should reference the CTIA. It should be noted that the consequence of this policy is likely to be that Babbacombe Downs will become a substantially residential area and there are likely to be applications for the redevelopment of buildings for residential use. While the council acknowledges that neighbourhood plans are entitled to make such decisions, if they increase the supply of housing; the forum should be aware of the likely consequences of the policy.		CTIA REFERENCED NO OTHER CHANGE REQUIRED
Planning Policy T7 - currently untitled re. Oddicombe Beach Any development of new facilities on the Oddicombe Beach area must be tourism related and fall within the footprint of existing buildings or car parks and be of a design to complement the historic nature and natural setting of the area.	29	Comment	Some minor Reservations in Policy Wording. Suggest further Discussion with LPA.		NO CHANGE REQUIRED
Planning Policy E1: Protection of nationally important sites Any SSSI within Torquay shall be protected from any new development other than the improvement of and within the footprint of any existing buildings	31	Object	Suggest further discussion with LPA.		COMPLIANT WITH NATURAL ENGLAND LOCAL PLAN AND NPPF NO CHANGE

Policy Number or Section	Page ref.	Summary response (e.g. Support, Object, changes/ clarification required, etc.)	Reason/Explanation (e.g. with regard to national guidance, contribution to the achievement of sustainable development, general conformity with the Torbay Local Plan, compatibility with EU obligations or other practical material considerations)	Suggested amendments or action (if applicable) (i.e. in order to make the plan and/or policy more effective, robust, deliverable, precise, etc.)	TORQUAY NP FORUM RESPONSE
Planning Policy E2: Protection of the Countryside and Undeveloped Coastal Areas Any green field site within Torquay, designated within the Torbay Local Plan as Countryside or Undeveloped Coastal Area shall have a presumption against planning approval for the following categories: 1. Self-build housing 2. Touring tents and caravans 3. Other tourism accommodation or attractions 4. New dwellings or new business premises	32	Object	This policy is not in general conformity with Policy C1 of the Local Plan.		POLICY IN COMPLAINCE BUT ADDS DETAIL. NO CHANGE
Planning Policy E3: Tourism Accommodation on greenfield sites There shall be a presumption against new tourism based developments on green field sites. All new tourism based development must be on brownfield site unless it forms part of an allocated development site within the Neighbourhood Plan	32	Object	There is not sufficient justification as to why tourism accommodation specifically is not acceptable on a greenfield site.		SUPPORTS GENERAL POLICY ON GREENFIELD DEVELOPMENTS AND IS JUSTIFIED IN PLAN NO CHANGE

Policy Number or Section	Page ref.	Summary response (e.g. Support, Object, changes/ clarification required, etc.)	Reason/Explanation (e.g. with regard to national guidance, contribution to the achievement of sustainable development, general conformity with the Torbay Local Plan, compatibility with EU obligations or other practical material considerations)	Suggested amendments or action (if applicable) (i.e. in order to make the plan and/or policy more effective, robust, deliverable, precise, etc.)	TORQUAY NP FORUM RESPONSE
Planning Policy E4: Local Green Spaces The designated Local Green Spaces are listed in Appendix 2 and shall not be developed other than improvements to community access or recreation facilities	32	Support	The Council supports the Forum's desire to allocate Local Greenspaces but sufficient justification should be provided in each instance to ensure they meet the criteria for designation within the NPPF and that they do not harm the delivery of growth in Torquay.		JUSTIFIED THROUGH TDA RESPONSE NO STAUTORY REQUIREMENT TO JUSTIFY IN PLAN NO CHANGE REQUIRED
Planning Policy E5: Green Infrastructure Delivery Plan Any new development of 4 or more residential units or any employment space must be in compliance with the The Torbay Green Infrastructure Delivery Plan (2010) where appropriate to the scale of the development and the location of the site.	32	Support (with change)	Requirement for 4 dwellings should be removed.		AGREED
Planning Policy E6: Development on Established Woodland There will be a presumption against any development on established woodland unless it is related to the sustainable management of that woodland.	34	Support			
Planning Policy E7: Green Corridors All green field developments must provide suitable and appropriate green corridors within that development if there are existing adjacent woodland or hedgerows so that these are linked for the benefit of the natural	34, 35	Support	It may be appropriate to consider Some green field and Brownfield development to consider existing and proposed green infrastructure including watercourses for example.	Suggest adding 'proportionate to the development proposal'	AGREED AND AMENDED

Policy Number or Section	Page ref.	Summary response (e.g. Support, Object, changes/ clarification required, etc.)	Reason/Explanation (e.g. with regard to national guidance, contribution to the achievement of sustainable development, general conformity with the Torbay Local Plan, compatibility with EU obligations or other practical material considerations)	Suggested amendments or action (if applicable) (i.e. in order to make the plan and/or policy more effective, robust, deliverable, precise, etc.)	TORQUAY NP FORUM RESPONSE
movement of wildlife					
Planning Policy E8: Protected Species Any Planning application for a green field development must provide an appropriate habitats appraisal that demonstrates insignificant impact on any designated protected species or mitigating arrangements to protect those species; and must ensure no net loss in biodiversity	35	Support with changes	The reference to greenfield sites, overlooks the potential significant environmental value in terms of protected sites that might be applicable to certain brownfield sites.	Remove greenfield requirement in order to capture non-greenfield sites which have high biodiversity value in terms of protected species. Development proposals must provide an appropriate appraisal that demonstrates insignificant impact on any designated protected species or habitat. Mitigation must ensure no net loss in biodiversity.	ABGREED AND REVISED FROM NATURAL ENGLAND REPRESENTATION
Planning Policy E9: Lesser and Greater Horseshoe Bat. There shall be no new development within 100m of any Lesser or Greater Horseshoe bat or other endangered species of bat breeding or roosting site. All flight paths and sustenance zones must be protected from any development that would have an adverse effect on the colony.	35	Object	This policy is not consistent with emerging SPD guidance and the Local Plan. It is unclear what the 100 metres requirement is based upon. There is no GHB Sustenance Zone in Torquay. NPPF, Local Plan Policy SS8 and NC1 protect the internationally protected SH SAC at Berry Head and Marine SAC. This policy is not consistent with Lesser Horse Bats that are not covered by the SH SAC designation.	Consider deletion. Alternatively seek to protect those features in the Countryside Area which benefit species (i.e. hedgerows, trees and Low light levels 0.5lux) with requirement for mitigation measures?	POLICY REVISED FROM NATURAL ENGLAND REPRESENTATION

Policy Number or Section	Page ref.	Summary response (e.g. Support, Object, changes/ clarification required, etc.)	Reason/Explanation (e.g. with regard to national guidance, contribution to the achievement of sustainable development, general conformity with the Torbay Local Plan, compatibility with EU obligations or other practical material considerations)	Suggested amendments or action (if applicable) (i.e. in order to make the plan and/or policy more effective, robust, deliverable, precise, etc.)	TORQUAY NP FORUM RESPONSE
Planning policy HW1: Travel Plans The development of new or expanded schools must include a Travel Plan for staff, parents and children to demonstrate and facilitate safe and effective road usage for all users.	36	Support	This policy reflects the Local Plan. This policy could usefully refer to issues of road safety being prioritised, monitoring on a regular basis, and the need for the travel plan to be agreed by the LPA. Isolated travel plans without monitoring and agreement may not be effective. Requiring the inclusion of a travel plan is step 1, but needs clarity over content.	Consider amendments: Travel Plan should be proportionate to the scale and nature of the proposals. Could include reference to reducing private motor vehicle usage and low carbon measures.	NOTED ADD TO POLICY and must be agreed with Torbay Council and the local ward Councillors and regularly monitored and amended to maximise the safety of all road users.
Planning Policy HW2: Community Food Production All existing allotments or community food production areas shall have a presumption against development. The 'Old Piggeries' site adjacent to Cockington Country Park shall only be used for agriculture or as a community food production area.	37	Support, but suggest rewording	Should Community Food Production sites be identified on the Polices Map? Specific reference to 'Old Piggeries' is confusing. Site is also covered by Country Park Policy and LGS designation.		PIGGERIES IDENTIFICATION AMENDED IN PLAN
Planning Policy HW3: Community Hub Facilities All green field developments of more than 20 residential units must provide, or there must be existing within 400m from 50% of the units, community hub facilities (not less than a convenience store, primary school, Doctors surgery, and a restaurant/pub).	37, 38	Changes required	Reference to specific community hub facilities is not helpful. The definition is not consistent with other definitions with the Local Plan such as neighbourhood centres.	Propose that Major Green Field development should have Community Facilities accessible.	CHANGE 400M TO 'EASY WALK' SEE LPA COMMENTS ABOVE COMMUNITY HUB FACILITIES DEFINE MINIMUM REQUIREMENTS

Policy Number or Section	Page ref.	Summary response (e.g. Support, Object, changes/ clarification required, etc.)	Reason/Explanation (e.g. with regard to national guidance, contribution to the achievement of sustainable development, general conformity with the Torbay Local Plan, compatibility with EU obligations or other practical material considerations)	Suggested amendments or action (if applicable) (i.e. in order to make the plan and/or policy more effective, robust, deliverable, precise, etc.)	TORQUAY NP FORUM RESPONSE
Planning Policy HW4: Outside Space Provision All new homes shall have not less than 20 sqm of outside space (excluding space for cars or parking) or the equivalent aggregated communal space unless they are located not less than a 400m from a public access green space or the coastline. There shall be no exception to the vehicular parking space requirement for each unit as designated within the Torbay Local Plan unless there is a public car park with equivalent spare capacity within 100m of the development. All houses shall have garden areas with not less than 20 sqm of space suitable for growing plants or the equivalent allocated communal growing space within 400m. Flats or apartments must have either a balcony appropriate to the size of the home or a communal green area of not less than 20 sqm per unit within the curtilage of the property, unless it is within 400m of a public access green space or the coastline	38	Object	Local Plan Policies DE1 and DE3 refer. Para 6.4.2.14 minimum 55sqm for houses 10sqm for apartments. Suggest reference to DE3 and amendment with option of providing or enhancing nearby communal facilities where a shortfall is identified. First sentence 'All new homes shall have not less than 20 sqm of outside space (excluding space for cars or parking) or the equivalent aggregated communal space unless they are located not less than a 400m from a public access green space or the coastline' and first part of last sentence 'Flats or apartments must have either a balcony appropriate to the size of the home or a communal green area of not less than 20 sqm per unit' are contradictory as homes include flats. Suggest including criteria for flats/apartments in first sentence. What is basis for 400m requirement? Would that always be appropriate.	Amend Wording.	THIS POLICY ALREADY ADDRESSES OBJECTIONS POLICY AMENDED TO ELIMINATE CONTRADICTIONS AND COMPLIANCE ISSUES WITH LOCAL PLAN

Policy Number or Section	Page ref.	Summary response (e.g. Support, Object, changes/ clarification required, etc.)	Reason/Explanation (e.g. with regard to national guidance, contribution to the achievement of sustainable development, general conformity with the Torbay Local Plan, compatibility with EU obligations or other practical material considerations)	Suggested amendments or action (if applicable) (i.e. in order to make the plan and/or policy more effective, robust, deliverable, precise, etc.)	TORQUAY NP FORUM RESPONSE
Planning Policy HW5: Access to sustainable transport All new employment space or new residential developments of more than 20 units must have a sustainable public transport route within 400m of the site.	38	Revise	Some Reservations in Policy Wording. Suggest further Discussion with LPA. What is a sustainable public transport route? Does it matter if public transport is not all year or 7 days a week for instance?		SUSTAINABLE PUBLIC TRANSPORT ROUTE DEFINED FROM ABOVE
Planning Policy HW6: Cycle Storage and Changing Facilities All new employment space shall have secure cycle storage and shower facilities for staff where reasonably possible.	38	Support Suggest Re-wording	Some Reservations in Policy Wording. Suggest further Discussion with LPA.		NO CHANGE
Planning Policy SL1: currently untitled re. Alpine Ski facility Any Planning permission to redevelop the surrounding site must retain the Alpine Ski Facility or provide an alternative and appropriate site within Torbay.	39	Support Suggest Re-wording	Support for Sporting facilities is provided in Local Plan Policy SC2. Presumption against loss of recreation and leisure facilities. Suggest noting importance of this particular facility but allow flexibility for new/enhanced/alternative facilities and /or mitigation.		NO CHANGE AS COMPLIANT
Planning Policy SL2: Sport and Leisure - Nightingale Park Nightingale Park shall only be used as a new sports, leisure and recreational hub to provide quality pitches, facilities or athletics tracks for amateur sport as well as recreational activity. Any development at this site must take in to account the environmental value of	40	Suggest Re-wording	Would benefit from inclusion on policy map to clarify area. Support of Sporting facilities is provided in Local Plan Policy SC2. Presumption against loss of recreation and leisure facilities. Suggest noting importance of this particular facility but allow flexibility for new/enhanced/alternative facilities and /or mitigation		POLICY AMENDED TO SUPPORT LGS DESIGNATION POLICY

Policy Number or Section	Page ref.	Summary response (e.g. Support, Object, changes/ clarification required, etc.)	Reason/Explanation (e.g. with regard to national guidance, contribution to the achievement of sustainable development, general conformity with the Torbay Local Plan, compatibility with EU obligations or other practical material considerations)	Suggested amendments or action (if applicable) (i.e. in order to make the plan and/or policy more effective, robust, deliverable, precise, etc.)	TORQUAY NP FORUM RESPONSE
parts of the Park and any building must only be for the provision of changing facilities and ancillary uses.					
Planning Policy SL3: Sport and Leisure - Torquay Valley of Sport The area that includes the Bowling Green, Rugby/Cricket Club/Torquay Recreational Ground, Torre Valley South and Torre Valley North shall be preserved for sport and Planning permission shall only be granted for the improvement and enhancement of facilities.	41		Need to clarify site areas on policies map. Support of Sporting facilities is provided in Local Plan Policy SC2. Presumption against loss of recreation and leisure facilities. Suggest noting importance of this particular facility but allow flexibility for new/enhanced/alternative facilities and /or mitigation Would enabling development be permitted where it supported the enhancement of existing facilities?	Suggest amalgamating policies SL3, SL4, SL5 and SL6.	AMALGAMATE SL3 TO 6 NO OTHER CHANGE
Planning Policy SL4: Sport and Leisure - Torquay Sports Cluster Cricketfield Road, Torquay Academy, Windmill Hill, The Acorn Centre and Barton Downs shall be prioritised as areas to develop a sustainable cluster for sports facilities. and Planning permission shall only be granted for the improvement and enhancement of facilities.	41		Need to clarify site areas on policies map. Support of Sporting facilities is provided in Local Plan Policy SC2. Presumption against loss of recreation and Leisure Facilities. Suggest Noting importance of this particular facility but allow flexibility for new/enhanced/alternative facilities and /or mitigation	Suggest amalgamating policies SL3, SL4, SL5 and SL6.	AMALGAMATE SL3 TO 6 NO OTHER CHANGE

Policy Number or Section	Page ref.	Summary response (e.g. Support, Object, changes/ clarification required, etc.)	Reason/Explanation (e.g. with regard to national guidance, contribution to the achievement of sustainable development, general conformity with the Torbay Local Plan, compatibility with EU obligations or other practical material considerations)	Suggested amendments or action (if applicable) (i.e. in order to make the plan and/or policy more effective, robust, deliverable, precise, etc.)	TORQUAY NP FORUM RESPONSE
			Would enabling development be permitted where it supported the enhancement of existing facilities?		
Planning Policy SL5: Sport and Leisure - Upton Park/Lymington Road Coach Station Upton Park is a key park that serves the Torre, Upton and town centre areas and the existing plans to invest in the park as a Town Park with improved court facilities such as tennis and netball will be supported. Planning permission shall only be granted for the improvement and enhancement of facilities.	41		Support of Sporting facilities is provided in Local Plan Policy SC2. Presumption against loss of recreation and Leisure Facilities. Suggest Noting importance of this particular facility but allow flexibility for new/enhanced/alternative facilities and /or mitigation	Suggest amalgamating policies SL3, SL4, SL5 and SL6.	AMALGAMATE SL3 TO 6 NO OTHER CHANGE
Planning Policy SL6: Sport and Leisure - sports grounds and facilities Planning permission shall not be granted for a development that would result in the loss of any playing or recreation field unless replacement facilities were provided of equal or improved quality and location . Planning permission shall be granted for improved facilities at these sites.	41		Support of Sporting facilities is provided in Local Plan Policy SC2. Presumption against loss of recreation and Leisure Facilities. Suggest Noting importance of this particular facility but allow flexibility for new/enhanced/alternative facilities and /or mitigation	Suggest amalgamating policies SL3, SL4, SL5 and SL6.	AMALGAMATE SL3 TO 6 NO OTHER CHANGE

Policy Number or Section	Page ref.	Summary response (e.g. Support, Object, changes/ clarification required, etc.)	Reason/Explanation (e.g. with regard to national guidance, contribution to the achievement of sustainable development, general conformity with the Torbay Local Plan, compatibility with EU obligations or other practical material considerations)	Suggested amendments or action (if applicable) (i.e. in order to make the plan and/or policy more effective, robust, deliverable, precise, etc.)	TORQUAY NP FORUM RESPONSE
Planning Policy TR1: Access to primary schools			Major New greenfield development will need to establish need for local community facilities. Educational Facilities (primary schools within reasonable walking Distance) could be added to other policy.		CHANGE TO FROM 500M TO 'EASY WALK' POLICY JUSTIFIED WITHIN PLAN TO ENSURE PRIMARY SCHOOLS ARE CLOSE TO COMMUNITIES THEY SERVE
Planning permission shall be refused for green field residential developments of more than 20 units unless it can be shown that there are sufficient Primary School places or a new Primary School will be built to	42	Revise	School allocation criteria enable pupils to live further than 500m from the school that they attend so the relevance and connection is tenuous.		DELETE GREEENFIELD
meet anticipated demand, within 500m walk of 80% of that development once completed.			If the purpose is to promote walking to school this is supported, however the travel plan policy can cater for that. Promoting walking to school should equally apply to brownfield sites as well.		
			Can this policy be applied to all allocated sites?		
Planning Policy TR2: Sustainable Communities			Major New greenfield development will need to establish need for local community facilities. Employment could be added.		POLICY SUPPORTS BRO WNFIELD SITES THAT ALREADY EXIST WITHIN THE COMMUNITY.
Planning permission shall not be granted for residential development over 20 units on a green field site if more than a 1000m walk from purpose built employment site as defined above	42	Revise	Purpose built employment sites are not defined. Need clearer references.		GREENFIELD SITES ARE NEW SITES THAT NEED TO BE ASSESSED FOR SUSTAINABILITY AND INCLUDE ACCESS TO EMPLOYMENT SPACE NO CHANGE
built employment site as defined above			What is the relevance of 20units? This comment would apply throughout plan. Has		NO CHANGE

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			there been viability assessment. Is it more important for this on Greenfield than Brownfield or should Brownfield sites also support sustainable communities?		
Planning Policy TR3: Park and Ride Facility Planning permission for the use of land for car parking at the Gallows Gate area must be conditioned that it is landscaped so that vehicles or other structures are not visible from the adjacent Countryside areas and the site must have cycle and pedestrian access to Cockington Country Park and Occombe Farm visitor areas.	44	Comment	Does this allocate site for this for such use?		THIS IS A POLICY THAT DEFINES RESTRICTIONS TO A SITE. IT IS NOT AN ALLOCATION
Appendix 1 Table 2: Large housing sites broken down by CP area Table 3: List of housing sites in Local Plan and Torquay Neighbourhood Plan	47, 48, 49			Policy required to make proposals. Ideally sites should be listed in a policy/attached table. If in an appendix, the Plan should make clear the status of the Appendix (ie. it is part of the Development Plan).	AS NOTED ABOVE NOTED AND AMENDED

Policy Number or Section	Page ref.	Summary response (e.g. Support, Object, changes/ clarification required, etc.)	Reason/Explanation (e.g. with regard to national guidance, contribution to the achievement of sustainable development, general conformity with the Torbay Local Plan, compatibility with EU obligations or other practical material considerations)	Suggested amendments or action (if applicable) (i.e. in order to make the plan and/or policy more effective, robust, deliverable, precise, etc.)	TORQUAY NP FORUM RESPONSE
Appendix 2 Designated Local Greenspaces Policy E4	50, 51, 52	Some slight changes to boundaries may be beneficial.	Policy also conflicts with Local Plan allocations and it is not clear if some spaces meet the requirements.	Suggest further discussion with LPA.	LOCAL PLAN DOES NOT ALLOCATE LOCAL GEEN SPACES THIS IS A NEIGHBOURHOOD PLAN AS COMPLIANT WITH NPPF

THE FOLLOWING WAS A LATE REPRESENTATION FROM HISTORIC ENGLAND (DATED 25 SEPT, 7 DAYS AFTER CLOSING DATE). IT HAS BEEN ACCEPTED AS THIS WAS FROM A STAUTORY CONSULTEE AND WE FELT IT PROVIDED ADDITIONAL GUIDANCE TO OUR PLAN.

We have been advised by Torbay Council of the latest Regulation 14 consultation on the revised pre-submission version of the Torquay Neighbourhood Plan. Our apologies for not submitting this response before now but we hope it can still usefully inform the Plan preparation process.

In our response to the previous Regulation 14 consultation in October last year we drew attention to the desirability of addressing a number of issues which would help the Plan demonstrate conformity with overarching national and local planning policy. In particular we emphasised the need for adequate evidence to ensure that site based or allocation policies did not cause harm to designated heritage assets, and sought clarification in the use and status of "Aspirational Policies".

We note that following a health check by a consultant Examiner the majority of ambitions are now labelled "Community Aspirations", with a small number actually categorised as formal "Policies". In terms of actual content the Plan does not appear to be materially different, though we acknowledge its restructuring and overall simplification.

NOTED BUT STATEMENT OVERSIMPLIFIES CHANGES

Our advice can therefore be updated as follows:

1. The majority of sites identified for change are now labelled as Community Aspirations. The significance of this is not clear, nor is the weight or materiality which can or might be attributed to these provisions once the Plan is made. If for information only and not to be seen as a presumption when considering development options then they would seem to carry little weight and have minimal value in a statutory Plan context. If on the other hand the intention is to steer development in the direction and manner indicated by the Community Aspirations then there must presumably be a strong suggestion of deliverability which needs then to be substantiated by evidence.

THE FIRST SENTENCE IS NOT TRUE.

VERY FEW SITES ARE STILL IDENTIFIED WITHIN COMMUNITY ASPIRATIONS AS POTENTIAL DEVELOPMENT SITES AND THESE ARE TO CLARIFY COMMUNITY 'POSITIONS' AND ARE NOT ALLOCATIONS.

DEFINITIONS OF COMMUNITY ASPIRATIONS AND ACTUAL PLANNING POLICIES HAVE NOW BEEN REDRAFTED TO MAKE CLEAR THE DIFFERENCE.

OUR PLAN WISHES TO INCLUDE COMMUNITY ASPIRATIONS AS THEY PROVIDE SUPPORTING EVIDENCE TO THE POLICY AS DRAFTED AND GIVE EVIDENCE OF THE ASPIRATIONS OF THE COMMUNITY.

2. From the documents available for this latest consultation there appears to be no additional evidence to that previously available. We are therefore concerned that sites could be promoted for development with the best of intentions but which may well end up harming designated heritage assets on an unwitting hostage to fortune basis.

ALMOST ALL SITES HAVE BEEN DRAWN FROM THE LOCAL PLAN. THE LOCAL PLAN ASSESSED THEM AS PART OF THEIR COMPLIANCE REGIME. NONE OF THE ADDITIONAL SITES INVOLVE HERITAGE ASSETS

3. We are confused by the provision of housing within the Plan. P12 of the Plan states that it is allocating sites for approximately 1232 dwellings. Housing and Development Policies are set out from p13 in the Plan and span policies H1 – H19. None of these appear to formally allocate sites for housing. However, p22 of the Sustainability Appraisal Report dated August 2017 states that six sites (NP1 – NP6) are allocated and a traffic light methodology is used to assess them against sustainability objectives, including "maintain and enhance the historic environment".

There is no evidence on how relevant heritage assets have been assessed or how the Report has arrived at its individual and overall conclusions about the effect of the Plan on the historic environment. If it is the intention of the Plan to deliver a quantum of housing development over the Plan period it would be useful if the manner of its allocation, delivery and evidence base could be made clearer. It should be noted that unless the Local Plan has itself undertaken a thorough heritage assessment of the sites which this Plan is apparently drawing upon it cannot automatically be assumed that they are suitable for development as proposed without further investigation.

SEE RESPONSE TO ITEM 3 ABOVE. HOUSING 'ALLOCATION' HAS NOW BEEN CLARIFIED AS A POLICY STATEMENT.

4. Planning Policy J1 identifies "Designated Employment Sites". What is not clear is whether this policy is actually designating new sites or confirming the status of those which already exist. Similar to point 3 above, the site appraisal methodology in the Sustainability Appraisal Report is not clear nor the evidence upon which it bases its conclusions.

POLICY CLARIFIED

5. It is not clear whether Policy TR₃ is actually allocating land for a Park and Ride site at Gallows Gate. The removal of ambiguity would be helpful.

THE SITE IS NOT ALLOCATED NOR DOES IT STATE IT IS. TEXT CHANGED TO CLARIFY THIS

6. There is an extensive number of policies relating in various ways to the protection and enhancement of the area's historic environment which we are pleased to see. We have previously highlighted that wording may need review or evidence in some cases to ensure intention and wording comply with overarching planning policy. To some extent such observations still apply: it is not clear why Policy H16 covers just Grade II Listed Buildings, for example; and with Policy J8 it is important to bear in mind that the contribution made to the conservation area by buildings needs to consider them in their entirety – it may not be just the facades which it is desirable to see retained.

OUR PLAN IDENTIFIES POLICIES WHERE THESE ADD DEFINITION OR CLARITY TO THE LOCAL PLAN. IT IS NOT OUR INTENTION TO DUPLICATE EXISTING LOCAL PLAN POLICIES. THIS HAS NOW BEEN MADE CLEAR IN THE TEXT.

In overall terms our advice is that there are still some key aspects of the Plan which would benefit from further attention. We would encourage your community to address the points above before formally submitting the Plan to Torbay Council for examination.

Yours sincerely

David Stuart

Historic Places Advisor

Torbay Coast & Countryside Trust

Late (16 Oct received, closed 18 September) Representation on Plan Policies by Torbay Coast and Countryside Trust

Note this representation was accepted and considered despite arriving outside the Regulation 14 Consultation period as the Torquay Neighbourhood Plan received widespread media coverage on BBC Radio Devon and BBC West Country news at the end of September after Torbay Council rejected all our LGS designations.

PLANNING POLICY H17 Rural village buffer zones

We are concerned that the specification for village buffer zones is inconsistent. We suggest that any buffer zone for Cockington should be based on the Conservation Area boundary (e.g. 500m from the boundary of the Conservation Area). This would give consistency in approach with that proposed for Maidencombe

We chose the Country Park boundary as it was clearly defined and a fixed distance of 500m would have caused issues with the surrounding developments on Seaway Lane, Nutbush Lane and at Livermead.

PLANNING POLICY E3: Tourism Accommodation on green field sites

Whilst we are keen to see the protection of green field land in Torbay, such a strict approach could compromise opportunities to bring forward development of new types of accommodation which would help Torbay achieve the desired year-round tourism offer.

Our overwhelming public feedback was protection of our green spaces and due to the constrained nature of development in Torquay, the over-supply of tourism accommodation in a range of sectors across Torbay and the high availability of brownfield sites in Torquay it was not considered appropriate to develop greenfield sites in Torquay.

In respect of **PLANNING POLICY E7: Green Corridors** we would like to suggest a slight change to the wording of the policy; 'All green field developments must provide suitable and appropriate green corridors within the development to facilitate the natural movement of wildlife.'

We were advised of the wording by Torbay Council so that it better defined green corridors. Policy amended to make this clearer.

PLANNING POLICY E7: Green Corridors

All Greenfield developments must provide suitable and appropriate green corridors and green links to watercourses within that development if there is existing on land bordering the site: agricultural land or woodland or hedgerows or watercourses; these green assets must be appropriately linked for the benefit of the natural movement of wildlife, proportionate to the scale of the development.

PLANNING POLICY E9: Lesser and Greater Horseshoe Bat

The policy is vague referring as it does to 'breeding or roosting site' without any qualification

as to the significance of that site in the context of the population of a given species. Existing legislation (arising as a result of the European Habitats Directive) already serves to protect all species of bats. All proposed developments must already demonstrate that they will not harm bats or set out how they will minimise, mitigate and/or compensate for any unavoidable impacts.

This policy has already been amended from other sources.

Land Owner consultations

Local Green Spaces (LGS) and additional Housing Sites (not identified within the Local Plan)

Summary of direct consultations with land owners (not Torbay Council owned)

Development sites

Bancourt Hotel Avenue Road – email response in support of the development of the site

Kwikfit Torre – no formal response from email contact with head office

Daignton Storage Yard Torre – email confirmation

The owner would like the opportunity to develop the site for housing but not before the latter stages of the Plan Period (ending 2030) and subject to market conditions and profitability.

Dairy Crest Site Torre – representation in favour made in first Regulation 14 Consultation

Local Green Spaces

Brunel Manor – email response in support of the LGS designation

Woodend Project – email response from leaseholder against LGS designation and failure to find freeholder as land appears to be unregistered. Note local community value this site as a LGS

Torbay Coast and Countryside Trust (leased land holdings) – summary response to email contact after no representation after Reg14 Consultation closed

The Trust considers that it is inappropriate to designate the following areas as Local

Green Spaces and that they do not meet the qualifying criteria set out in the NPPF:

TLGSC3 - Cockington Country Park

TLGSC11 - Occombe Farm

TLGSC23 - Scadson Valley Green Space

TLGSM18 - The Grove

TLGSM20 - Valley of the Rocks

TLGSM9 – Maidencombe Community Orchard

TLGSM21 – Wall's Hill

TLGSM 12 - Petitor Downs

Note: All the above are already covered by some form of other designation and/or are classified as Countryside in the Torbay Local Plan.

The Trust supports the proposed designation of the following land that we manage as Local Green Spaces:

TLGSB2 - Brunel Woods

TLGSM10 - Maidencombe Village Green

Torre Churchyard – telephone conversation and email confirmation fom Diocese of Exeter – no objection



TNP August 2017

Regulation 14 Draft for Public Consultation

The Community Plan to 2030 and Beyond

Torquay Neighbourhood Plan



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Barton and Watcombe Cockington, Chelston and Livermead Ellacombe

Shiphay and The Willows
Hele and Lower Barton (Hele's Angels)
St Marychurch and District
Torre and Upton
Torquay Town Centre
Wellswood and Torwood

Foreword

Welcome, on behalf of the Torquay Neighbourhood Plan Forum, to our Neighbourhood Plan - a community inspired plan for the future of Torquay; written by our community for our community.

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

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

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

Our Plan sits beside the proposed Plans for Paignton and Brixham that together will shape the whole of Torbay and give detail to the strategic policies contained within the adopted Torbay Local Plan and complies with National Planning Policies. It will help shape development in Torquay over the next 15 years and lay the foundations for a successful future; it articulates how our communities wish to see their neighbourhoods change and where development can take place.

Our Plan is a statutory 'Development Plan' and provides a statement from the community about how development will be managed positively and appropriately so that the area's distinctive character and landscape is maintained and enhanced and the community truly benefits from the right types of development in the right places. This is the community's voice on what development, both residential and commercial, it wishes to see and where it should be situated. It also grants our most precious greenspaces with a special level of protection as 'Local Green Spaces'.

Leon Butler
Chair Torquay Neighbourhood Plan Forum

Introduction

Why does Torquay need a Neighbourhood Plan?

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

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

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

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

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

The nine local Community Partnerships have taken a leading role within the Torquay Neighbourhood Forum, each one aiming to ensure that the needs and aspirations of its area are included in the plan. Those partnerships are:

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

9. Wellswood and Torwood

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

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

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

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

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

The plan is for anyone and everyone with an interest in Torquay – residents, visitors, businesses and investors. It is a stautory development plan and will be used to promote investment in the town and our community, signpost new development to the most suitable sites, protect valuable assets, help secure improvements of all kinds, give a continuing voice to the community and promote a better quality of life for current and future generations.

How is this plan related to other plans?

The Torquay Neighbourhood Plan (the Plan) has been developed in parallel with the new Torbay Local Plan which was adopted by Torbay Council in December 2015. More than that, each Plan informs and strengthens the other. The Torbay Local Plan (titled "A Landscape for Success") provides the big picture for the whole Bay; while the Neighbourhood Plans for Brixham, Paignton and Torquay add detail about local outcomes, projects and sites for development and employment.

A Neighbourhood Plan has to comply with National Planning Policy, European guidance and regulation and the Local Plan whose area it lies within.

What time period does the Plan cover?

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

Vision and Aspirations

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

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

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

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

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

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

Planning and Development

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

- recovery and growth in investment and new businesses
- economic diversity through rebalancing the economy away from the dominance of Tourism
- new homes and infrastructure.
- holistic planning for the whole town and clear planning rules suited to each of its neighbourhoods (Community Partnership areas)
- a strategic planning processes that is community led
- provision of a good range of quality, affordable homes for all sections of the community
- brownfield development over greenfield.
- a framework to ensure that public funds collected in connection with new developments (through the Community Infrastructure Levy or similar) are used to address local priorities identified by the community.

The Economy

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

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

Services and Facilities

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

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

Traffic and movement

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

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

Environment

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

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

The Town Centre

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

- continue the process of improving the flow of traffic, signposting and re-routing traffic more directly into the town centre.
- enhance the shopping and social experience in the town centre and assure good quality and safe access for all.
- improve car parking access and quality of provision.
- increase residential density in the town centre, promoting increased residential use of upper floors and redevelopment of redundant sites.

The Gateway to Torquay

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

• promote well-designed new buildings providing structured growth based on job creation and inward investment while positively enhancing the

- appearance of the gateway to Torquay.
- support, integrate and strengthen existing neighbourhood centres at Shiphay, Barton and The Willows.
- preserve and enhance employment areas

GLOSSARY

400m – a distance that represents a typical five to ten minute walk

Affordable Homes – self build plots and residential units either sold or for rent to eligible households whose needs are not met my the market

Community Aspiration – how the community would like to see Torquay and their local area develop. Aspirations are not Planning Policies but give stakeholders an insight in to the wishes of that community.

Community hub facilities – not less than a Doctor's surgery, food shop and a post office

Employment sites – those sites with industrial buildings suitable for B class use and other significant retail operations

Established holiday accommodation areas – those areas where more than 50% of the properties are designated for holiday use. The size of the sample area shall be not less than 10 and no more than 20 properties adjacent to each other including those opposite within the same street.

Future Expansion Area – the Edginswell green field area adjacent to Hamlyn Way

Gateway – the area as you enter Torquay

Major development of homes - As defined by the Town and Country Planning Development Management (England) Order 2015 this includes the development of 10 or more homes or floor space of over 1000 sq. m.

Plan – the Torquay Neighbourhood Plan

Planning Policy – a policy that will be used to decide planning applications

Residential unit – a home for someone to live in that could be a house, flat or apartment.

The following section contains the Planning policies of our Neighbourhood Plan and is in compliance with the strategic policies within the adopted Torbay Local Plan and the National Planning Policy Framework.

These policies will be used to manage development through the planning process. In addition to the policies, community aspirations are presented which reflect the wishes of the community that have been expressed during the development of this plan.

Policies and Aspirations

This is a Plan for the whole of Torquay and for each of its neighbourhoods, aimed at securing sustainable development to promote investment in the town's physical and social fabric, strengthening its economy, conserving its heritage, promoting its natural beauty and growing a safer and healthier community. The policies and proposals in this section are designed to help deliver those aims through policies and identified aspirations for:

- Housing
- Economy and Jobs
- Tourism
- Health and Wellbeing
- Sports and Leisure
- Transport
- Art and Culture
- Statements of place, aspirations and projects for each community

The Plan contains either 'PLANNING POLICIES' - that form the statutory element of the Plan or 'COMMUNITY ASPIRATIONS' that provide the framework for the vision of the community and support and complement the Planning policies.

National Planning Policy

The following policy incorporates the key principle from the National Planning Policy Framework (NPPF) into the Plan and reflects the importance of sustainable development in Torquay:

PLANNING POLICY S1: The Presumption in Favour of Development

Development proposals which accord with the policies in the Torquay Neighbourhood Plan and the adopted Torbay Local Plan shall be approved unless material considerations indicate otherwise. Development proposals not in accordance with the policies of the Neighbourhood Plan shall be refused.

Delivery and Monitoring

Many of the plan's proposals will only happen with private sector investment, but this does not remove Torbay Council or other public bodies from their responsibilities for infrastructure and services. There is clear developer interest in bringing forward a variety of development schemes across Torquay, and the opening of the South Devon Link Road along with a specific focus on the town centre and its gateway will raise the town's profile in this regard. This plan's policies aim to steer and shape development, but it is expected that developer contributions will be gathered through S106 agreements, Community Infrastructure Levy or similar in order to address any specific mitigation required by any new development from the broader impacts of development.

The policies of this plan and the Local Plan are complementary, together providing a firm platform for all parties to cooperate in promoting, enabling and delivering beneficial developments and improvements of all kinds. Conformity between plans will be key to unlocking funds to support this plan's delivery, and it is to be hoped that Torbay Council will take a proactive role in this regard.

When the Torquay Neighbourhood Plan is formally made by Torbay Council it will become part of the Local Plan (development plan). This means that it will be a material consideration in the determination of planning applications. The Council will therefore monitor development proposals against the objectives of the Neighbourhood Plan alongside the Local Plan and any related implementation plan to ensure that the aspirations of the community are being met.

Revisions to the Local Plan will require the Neighbourhood Plan to be reviewed in due course to keep it up-to-date and relevant. Any formal amendments to either Plan will have to follow a similar process of consultation and examination as was used to prepare the original Plan.

Housing

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

The strategy, on each housing site, is to provide the best mix of housing to match the needs of Torquay's communities now and for the next twenty years.

The Local Plan sets the overall strategy; our Neighbourhood Plan sets out to provide the detail to achieve this strategy by ensuring our communities benefit from the provision of new quality homes and that policies are in place to shape the development to maximise their value to the community.

There are relatively few opportunities for sustainable, major new housing development (particularly those greater than 20 units) on green field sites within Torquay other than the Future Growth Area at Edginswell. The Neighbourhood Plan therefore promotes the redevelopment of brownfield sites and in particular the Town Centre as its priority.

Allocated Housing Sites

The Torquay Local Plan is 'jobs led' with an ambitious target for net job creation. The allocation of residential and employment sites within our Plan will meet the needs of the economy and the projected demand within the Torbay Local Plan. The future green field growth area at Edginswell will represent a significant proportion of the possible housing growth.

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

Our Neighbourhood Plan, together with the adopted Torbay Local Plan 2012-2030, allocates sufficient housing sites to meet the strategic growth target of approximately 3979 dwellings between 2012 and 2030 (18 years). This housing figure is made up of committed sites (1156 dwellings) and the future growth area (550) within the Local Plan plus housing site allocations made in our Plan and a proportionally significant windfall provision of smaller sites (below 6 dwellings) of 1040.

Our Plan allocates specific sites for approximately 1232 dwellings, drawing significantly from the pool of identified/potential sites in the Local Plan (1111 dwellings), and has added a number of new sites (122 dwellings).

Table 1 presents a breakdown of housing supply by source while a comprehensive list of allocated housing sites are listed in Appendix 1, Page 48 and can be seen on the mapping sheets 1 to 19. The number of units on each site is a notional number based on an assessment of the site's potential and the aspirations of the relevant Community Partnership for types of homes provided. The number of units could be changed subject to normal Planning constraints and the policies within our Plan and the Local Plan.

Tal	ble 1: Housing provision broken down by type of site	Total
	Commitments and other deliverable sites in Local Plan	1156
	TNP allocated sites drawn from Local Plan pool of identified sites	1111
	Additional TNP allocated sites	122
	Future growth areas allocated in Local Plan	550
	Windfalls	1040
	TOTAL	3979

Housing and Development Policies

Community led development

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

COMMUNITY ASPIRATION

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

PLANNING POLICY H1 Revisions to the Local Plan

Any revision to the requirements for housing or employment sites within the Plan period that arise from changes to the current Torbay Local Plan and affect Torquay must be followed by a revised Torquay Neighbourhood Plan to allocate revised sites, subject to the community agreeing to undertake this work. Any revised Plan shall be subject to statutory arrangements for consultation and examination.

Design to reduce risk and fear of crime

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

PLANNING POLICY H2 Designing out crime

Any new residential development shall be of a design that minimises opportunities for crime, fear of crime and antisocial behaviour proportionate to the scale of the development.

Affordable Homes

In The Torbay Local Plan Evidence Study Housing Requirement Report it states (\$4.1.8) 'it is a truth that the more homes that are allocated with a policy clearly linking delivery to the provision of affordable units, the more affordable homes will be achieved'; also (\$4.1.3) 'affordable housing constitutes about 60% of the overall housing requirement'.

S4.1.2 States 'Historically Torbay has had a very pressing need for affordable housing. The 2003 Housing Need Survey found a need comparable to Inner London'; while S4.1.3 states 'affordable housing constitutes about 60% of the overall housing requirement'.

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

This all has a significant effect on the quality of life of the young and those in the low wage or benefits economy that predominates in our town. This critical issue has not been addressed during the past decades due to low economic growth fuelling low housing growth and a high volume of low viability sites that have avoided provision of affordable housing. Over the plan period we require this issue to be positively addressed by policies to increase the supply of affordable housing to a nationally recognised level.

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

The large green field development within the Local Plan Future Growth Area is on long held, low cost agricultural land and viability based on land value cannot reasonably be a material consideration.

PLANNING POLICY H3 Future Growth Area viability exclusions

Viability based on land cost shall not be a material planning consideration for the Edginswell Future Growth Area.

PLANNING POLICY H4 Affordable homes from green field developments

Planning permission shall only be granted for green field sites of more than 20 residential units when the developer provides: not less than 30% affordable residential units constructed on site or by providing equivalent numbers of homes by selling affordable sites for self-build construction, or constructs the same number of affordable homes on an alternative brownfield site within Torquay.

COMMUNITY ASPIRATION

Over the Plan period the target shall be to provide not less than 20% new affordable and social homes in any rolling 5 year period, equating to approximately 850 homes overall by a combination of public sector investment and private sector planning obligations.

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

To start to address the identified need in Torbay, affordable homes must be built for the benefit of the current residents of Torbay.

PLANNING POLICY H5

All new affordable or social residential units shall have a habitation restriction within any Planning permission as follows:

i) At least one occupant shall have lived in Torbay for not less than 5 years previous or

ii) is classed as a Keyworker for an employer in Torbay

Homes for an ageing population

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

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

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

We therefore support the provision of purpose built homes for later life in suitable locations where there is ease of pedestrian access to local facilities and public transport. This shall include small scale residential properties, warden controlled schemes and care homes, provided any new developments are not on a scale that could become a burden on existing services in the local area.

The area of St. Marychurch could provide a suitable area for retirement based accommodation due to level access to shops, public open spaces and other community hub facilities including a regular and sustainable public transport route linking to the wider area.

PLANNING POLICY H6

Any new residential units designed for retirement or accommodation for assisted living shall be refused Planning permission unless they are in locations that are within 400m of community hub facilities (not less than a local or district shopping centre that includes a supermarket and a doctor's surgery) and have a stop on a sustainable public transport route that serves those hub facilities and Torquay town centre.

PLANNING POLICY H7: Retirement and assisted living

There shall be a presumption in favour of change of use from tourism accommodation to the provision of homes designed for retirement or assisted living in the area of Babbacombe for sites outside the designated CTIA in the Local Plan.

Community Infrastructure Levy

COMMUNITY ASPIRATION

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

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

COMMUNITY ASPIRATION

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

COMMUNITY ASPIRATION

The reduced CIL levy for the Town Centre Master Plan Area should be reviewed and adapted to reflect changes in economic regeneration by 2020 or if the current Community Investment Area designation for the area is withdrawn whichever is the soonest.

Torquay Gateway (including Eginswell Future Growth Area)

The Neighbourhood Plan supports the development of the green field Edginswell Gateway site as part of a jobs led, phased development of Torquay but at a stage that promotes and prioritises the redevelopment of the degenerated town centre and numerous brown field sites for housing.

Any development in this area must exploit its unique position adjacent to the new link road for good quality housing that prioritises the needs of Torquay residents and include purpose built employment space to promote job creation.

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

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

PLANNING POLICY H8 Prioritisation of Town Centre redevelopment

There shall not be any permission granted for development of residential units within the Edginswell Future Growth Area before 2025 representing the second half of the Neighbourhood Plan housing allocations period unless not less than 50% of the designated other sites (excluding windfall sites) have been granted permission or the net increase in jobs in Torbay has exceeded targets.

Any permission for residential units shall have a restriction that no more than 100 units can be occupied unless the community infrastructure identified in the revised Master Plan in Policy H10 is complete.

The Torbay Local Plan Evidence Study Housing Requirement Report (P54 states 'the flats market (in Torquay) is saturated' and that there is a demand in the open market for 'modest family houses of 3 bedrooms'. The report identifies a potential increase in demand arising from the improved infrastructure but it is of note that the comment is also made 'much of this increased interest will be from second home buyers'.

From the data presented it would appear the demand for rented properties is solely an economic constraint rather than a market demand (S4.1.4) with 2/3 of the 5 year housing requirement (P52: Torbay SHMAR) being in the 1 to 2 bedroom sector while 1/3 is in the 4 bedroom sector. As the first time buyer market is likely to continue to be constrained by affordability then the demand for the larger properties are likely to be from upsizing and therefore for owner occupiers. Upsizing releases smaller more affordable homes.

Table 4.1 indicates the social and intermediate housing demand is over 90% for the 1 and 2 bedroom units but mostly 2 bedrooms social and 1 bedroom intermediate.

This major housing expansion area is the largest potential site for family housing needs for Torquay, our Plan will therefore require the emphasis to be on the provision of owner occupied family homes and affordable homes.

The previous policies H3, H4, H5 address the demand for affordable housing while the following policy will ensure the demand for open housing is met for the benefit of residents and workers in Torquay.

PLANNING POLICY H9 Homes for Torbay residents

All homes sold within the Edginswell Future Growth Area shall be the purchaser's sole residency.

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

PLANNING POLICY H10 Gateway sustainable community planning

Planning permission shall not be granted for new residential units within the Edginswell Future Growth Area or the existing area known as the Willows until there is a new and adopted Master Plan SPD covering the Edginswell expansion area and appropriate parts of the adjacent Shiphay, Willows and Barton areas that link the local neighbourhoods into an integrated sustainable community with appropriate community hub and school provision.

Residential units from former Tourism properties

A substantial number of the proposed windfall sites will arise from former Tourism accommodation both serviced and un-serviced.

Our Plan promotes the move away from an oversupply of the lower quality, lower value tourism accommodation provision towards a critical mass of higher quality and value that will allow the sector to have a sustainable future that will in turn support a higher value economy. It is therefore predicted that a significant number of homes can be provided through this change of use.

PLANNING POLICIES on change of use for Tourism accommodation are set out within the Tourism Section:

T1 Limited period for change of use of tourism properties within a CTIA T2 Change of use constraints within an established tourism area or CTIA T3 Permissible change of use of tourism properties outside a CTIA

T4 Change of use in a Conservation Area and Listed Buildings

T6 Change of use constraints on Babbacombe Downs

Design and quality of development

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

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

PLANNING POLICY H11 Minimum bedrooms

There shall be a presumption against development of existing residential properties that does not provide accommodation with a separate bedroom.

PLANNING POLICY H12 HMO's

Planning permission for HMO's shall be refused except in exceptional circumstances when the scheme must include accommodation for a designated manager to live on site.

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

PLANNING POLICY H13 Established architecture

Any development within the built up area of Torquay shall be in a character, scale, bulk and design sympathetic to the established surrounding architecture, must not have an adverse impact on the local area and must not significantly increase the current density of properties in the immediate area.

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

PLANNING POLICY H14 Parking facilities

All development must meet the minimum parking standards outlined in the Local Plan unless it can be shown that there is not likely to be an increase in on-street parking arising from development or the development is within 400m of a sustainable public car park. New development should contribute to better pedestrian and cycle links where possible.

To ensure larger developments on green field sites support sustainable communities with appropriate community hub facilities Policies TR1 Access to Primary Schools within Transport and HW3 Community Hub Facilities within Health and Wellbeing are also relevant to Housing policy.

Development sites not supported by this Plan

There is just one site that was proposed as a potential development site within the Local Plan (TNPH48) that has not been supported. It forms a strategic link between key designated Local Green Spaces and is a wildlife corridor. During consultation on the Local Plan it received more than 80% of the representations, unanimously opposing development of the site. This was further supported in Neighbourhood Plan public consultations.

PLANNING POLICY H15 Sites excluded from development

Planning permission shall be refused for any development on the field off Broadley Drive (identified as TNPH48 in the Local Plan).

Conservation of the historic built environment

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

PLANNING POLICY H16 Protection of the historic built environment

Any alteration to a Listed Grade 2 property that is subject to a Listed Building Consent application must protect those historically significant elements identified within the Listing while allowing those changes that support a sustainable future for the building. The external appearance of the property will be a priority in any negotiations on financial viability.

Any development that affects the setting of a Listed Building must have a scale, bulk and design sympathetic to the Listed Building and any surrounding or adjacent Conservation Area

Special protection for rural village environments

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

While acknowledging the protection provided within the Countryside policy C1 and the Undeveloped Coast C2 within the Local Plan our Plan provides additional clarification to what development will be supported.

PLANNING POLICY H17 Rural village buffer zones

Planning permission shall be refused for new residential or commercial development on any green field site or undeveloped areas within a buffer zone around Maidencombe and Cockington villages unless it is allocated as a housing site within this Plan.

The Cockington Village buffer zone is defined as the area known as Cockington Country Park and the buffer zone around Maidencombe is defined as within 500m of the defined Village Envelope

PLANNING POLICY H18 Rural Village Conservation areas

Within the Maidencombe and Cockington Village Conservation Areas, Planning permission shall be refused for new stand-alone dwellings which might constitute infill development or extensions to the established village boundaries. Sensitive conversion, alteration and extension of existing buildings shall be permitted where this complies with the appropriate Conservation Area Management Plan

Special policies for Maidencombe

The St Marychurch & Maidencombe CP submission identifies extremely sensitive environmental issues for the area as it lies within the Countryside (C1) and Undeveloped Coastal Fringe (C2) designation within the Local Plan and is a known habitat for protected species. Special constraints will therefore be placed on any future development to retain its unique environment.

Sladnor Park (see aerial photograph of Maidencombe area and this site within the St Marychurch and Maidencombe Community Partnership submission) has potential for sensitive development due to a small area of existing buildings and footprints of former buildings within an extensive green space area. A special policy H19/6 has been adopted for this site due to extensive environmental issues identified within the Community Partnership submission.

PLANNING POLICY H19

Maidencombe

- 1. Within the established Maidencombe Village envelope and outside the Conservation Area, limited infill development and refurbishment of existing buildings shall be permitted providing that all of the following development design criteria are satisfied:
- 1. Development is of a scale, height, footprint and massing in keeping with the existing properties,
- 2. Construction materials and the overall appearance of development are consistent with the predominant physical characteristics of the village,
- 3. The amenity of neighbouring properties is not harmed
- 4. Development proposals must take full opportunity to reinforce the landscape quality of the area and the character of the existing rural setting
- 5. The cumulative impact of new development on the landscape and historic character of this area will be taken into account in determining development proposals in order to protect this sensitive area from the potential adverse impacts of urban creep and overdevelopment.
- 2. Development proposals on sites A&B within Area 1 of the Maidencombe Village Envelope which consist of a single dwelling, consistent with the existing urban grain and positively relating to the established pattern of arrangement of existing buildings and plots in this area shall be presumed permissible.
- 3. Development proposals for new dwellings and/or buildings outside of these two sites, within Area 1, shall be refused.
- 4. Replacement dwellings and extensions to existing dwellings shall be deemed permissible but must be in accordance with development design criteria stated in 1 above.

- 5. Planning permission shall be refused for new stand-alone dwellings which might constitute infill development.
- 6. Any proposed development within Sladnor Park shall be constrained to the actual footprints of existing and former buildings post 1968 and shall be in conformity with the design criteria within Policy H19/1 and Environment Policy E9.

Special policies for Cockington Village and Country Park

Cockington Village and Country Park form an exceptionally well preserved historic and environmentally sensitive area. To reinforce the current Countryside designation within the Local Plan, special constraints will be placed on any future development.

Cockington Village and Country Park form what was an old manorial village and private estate until 1933 when it was given to the people of Torbay. The manor house has become a crafts centre while the village has been uniquely preserved and has a quintessentially Devon thatched village environment with constrained historic development. Being close to a Torquay means its popularity arose in Victorian times and remains a seasonally busy day time visitor attraction with a largely residential population. There has been a long standing balance between the needs of residents and commercial activities that has resulted in the support for day time commercial use while preserving the peaceful evening and night time environment for resident's quality of life.

PLANNING POLICY H20

Cockington Village and Country Park

- 1. Planning permission shall be refused for change of use to A3-A5 uses within Cockington Village and Cockington Country Park unless conditions are imposed restricting operation to close at 18.00 and not open before 08.00
- 2. There shall be no green field developments within the village or Country Park
- 3. There shall be a presumption in favour of change of use from commercial to residential within the Village provided the external appearance is retained or restored to its historic origins.

Economy and Jobs

Our Plan fully supports the ambition of the Torbay Local Plan to increase net jobs created in Torbay but also wants to improve and diversify Torquay's economy for the benefit of our community's quality of life.

Our Plan wants to support secure well-paid jobs within a vibrant, diverse economy and increase the average pay to above the national average wage within 15 years. This goal drives the policies for the economy.

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

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

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

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

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

To underpin the transition, there is a requirement for accurate data to support strategic decision making for job creation. The Neighbourhood Plan supports the publishing of a professional and rigorous annual rolling 10 year analysis of the trends in job and business creation/loss, the requirement for provision of job creation space, the retail requirements for town centres and workforce skills requirements.

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

Supporting existing and new businesses

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

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

The following policy designates the key Employment Sites for Torquay. Other sites may be considered as significant employment sites within the context of this Plan.

PLANNING POLICY J1 Designated Employment Sites

The following sites are designated Employment Sites within this Plan:

- 1. Browns Bridge/Willows/Wren Park Retail Area
- 2. Torbay Hospital
- 3. Woodlands Industrial Estate/Lawes Bridge Retail Area
- 4. Moles Lane / Reservoir Site
- 5. Edginswell
- 6. Kerswell Gardens
- 7. Lymington Road Area and Chatto Road Industrial Estate
- 8. Lummaton Quarry
- 9. Broomhill Industrial Estate/Riviera Way Retail Area
- 10. Newton Road commercial area
- 11. Barton Hill/Barton Way/Hele Road commercial and industrial area
- 12. Union Street Torquay town centre

The following policy protects the new designated Employment Sites in the Gateway Area of Torquay where the improved links to other towns makes the area an important potential job creation area.

PLANNING POLICY J2: New Employment Sites

The new Employment Sites number 4, 5 and 6 designated in Policy J1 shall only be used for purpose built permanent employment space or ancillary uses directly supporting that employment space as appropriate for an employment site.

The following policies protect the existing sites for employment and help support the retention of a diversified economy.

PLANNING POLICY J3: Retention of existing purpose built employment sites

There shall be no change of use or redevelopment to another use from existing B classes to other classes on any of the existing trading estates or significant purpose built permanent employment sites other than those sites identified for other uses within this Plan or those permitted development rights that may exist.

PLANNING POLICY J4 Support for Class B employment sites

There shall be a presumption in favour for Class B use at Kerswell Gardens, Edginswell Business Park and at the Moles Lane/Reservoir site. Other uses shall be refused.

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

PLANNING POLICY J5: Home Based Enterprises

All new residential units must have fibre optic superfast broadband connected provided this is available to the site.

Unsustainable businesses

The Plan does not want to restrict the loss of unviable businesses due to changes in the economy but does wish to retain key sites for employment use to support new business ventures.

PLANNING POLICY J6 Change of use for unsustainable businesses

There shall be a presumption in favour of change of use for business premises where the current use is judged to be unviable provided

- 1. It's viability is measured by reasonable marketing for 1 year and
- 2. A history of unsustainable profitability and
- 3. It is compliant with other policies within 'Jobs and the Economy' and
- 4. It is compliant with the policies contained within 'Tourism' and
- 5. It is not within a designated Employment Site

The expansion of existing Employment Sites is supported while the key employment spaces in Newton Road will be protected

PLANNING POLICY J7 Support for existing Employment Sites

There shall be a presumption in favour of Planning permission for the expansion of the Broomhill Way Industrial Estate onto the area of the former refuse tip adjacent to the site.

Planning permission shall be refused for the change of use of existing car dealership businesses and other employment space on Newton Road to residential use.

Protection of the historic environment

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

PLANNING POLICY J8 Commercial street scenes

Redevelopment of retail or office units or residential units derived from those units and located in Conservation Areas must maintain historic facades and be sympathetic to any existing street scene

Design to minimise the risk and fear of crime

To ensure the safety and resilience of new commercial, business and public space developments, the Plan fully supports the 'Secured by Design' initiative by the Police Designing Out Crime Officer protocol with Torbay Council.

PLANNING POLICY J9 Prevention of crime through design

Any new development of commercial, business or public space shall be of a design that minimises opportunities for crime, fear of crime and antisocial behaviour proportionate to the scale of the development.

Tourism

'Torquay - a destination in transition'

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

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

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

For clarity, the term Council is deemed to mean Torbay Council, its Officers, the Torbay Development Agency, contractors and any Business Investment District.

Increase in the quality and sustainability of the accommodation sector

The foundation for the transition of Torquay to the 'best in the west' shall be by the following:

COMMUNITY ASPIRATION

- The Council will conduct or commission a thorough and on-going bed audit and research key accommodation data to support the investment in rebalancing of the quantity and quality of bed spaces in each accommodation sector. This research shall include a professionally assessed market evaluation and predicted future (20 year) trends. The Council will publish all data and provide advice and guidance to Tourism businesses on the implications of the data.
- The transition of tourism will be managed through the delivery of the Local and Neighbourhood Plans within the framework of the Planning process whereby the bed audit and market evaluation will provide evidence for decision making.
- Businesses to be allowed to change use where there are areas of over-supply or low quality or low spend value by a presumption in favour of a change of use to other high quality accommodation or homes, or

- New developments to be allowed in those areas that support the vision for our resort and are on brown field sites.
- Visitor infrastructure investment priorities by the Council must be concentrated in the Core Tourism Investment Areas (CTIA's).
- The Council will support and promote the investment in and development of quality, accessible and green tourism businesses.
- There will be no Houses in Multiple Occupation (HMO's) or other hostel accommodation allowed in established tourism areas.
- The Council will persuade or use their power to serve Section 215 Notices on landlords and owners of properties to improve maintenance and visual appearance in established tourism areas.
- The planning process must protect the green open spaces within Torquay's environment by restricting new holiday accommodation and tourism sites to the extensive availability of existing or brownfield sites.

COMMUNITY ASPIRATION

- Council policies will encourage tourism businesses to improve quality, trade all year round and provide quality jobs.
- The Council will support the creation of an international hotel school to underpin the change to a high quality Tourism Sector.
- The Council will support good quality sustainable conference facilities to underpin all year round tourism.
- Key tourism and retail areas outside the Core Tourism Investment Areas (CTIA's) and town centre will be well signposted.

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

Two CTIA's are created within the Local Plan:

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

The first 10 years of this Plan is when most investment is required to transition the Tourism industry in Torquay. To achieve this, the Neighbourhood Plan requires the enhanced viability and sustainability of CTIA's and placing the emphasis on allowing tourism properties outside the CTIA's to change use.

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

PLANNING POLICY T1: Limited period for Change of Use of Tourism Properties within a CTIA

If it can be demonstrated that the current business has been marketed for its current use on realistic terms for 12 months then change of use to a mixed development of residential units and tourism related accommodation or retail or café/restaurant units within a CTIA will have a presumption in favour for a limited period to the end of 2023.

PLANNING POLICY T2: Change of Use constraints within an established tourism area or CTIA

Change of use from tourism accommodation within a CTIA or other established tourism area to HMO or student halls of residence or hostel type accommodation shall not be permitted outside permitted development rights.

PLANNING POLICY T3: Permitted Change of Use of Tourism Properties outside CTIA's

The change of use to residential units for tourism properties outside the CTIA's will have a presumption in favour, provided:

- 3.1 The current use 10 rooms or less of serviced holiday accommodation or it can be demonstrated that the current business has been marketed for its current use on realistic terms for 12 months without sale or 50% or more of the units within a holiday accommodation property are already of residential status or
- 3.2 The change of use from serviced accommodation of more than 10 rooms or any unserviced accommodation provides: not less than 50% residential units of two or more bedrooms and is within 400m of a green space or the beach, or when 50% or more of the units are already of residential status, each additional unit will have self-contained accommodation with not less than one separate bedroom.

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

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

PLANNING POLICY T4: Change of Use in Conservation Areas and Listed Buildings

Change of use from tourism accommodation to residential units within a conservation area will be able to retain previous extensions that would not comply with current policies if that property is upgraded or modified to provide an external appearance including but not limited to windows, wall treatment and roof design sympathetic to the original building, the surrounding area and complies with the appropriate Conservation Area Assessment.

There will be a presumption in favour of change of use of a Listed building that currently provides Tourism accommodation outside a CTIA if it provides residential units and the assets of historic importance are protected and complies with the other policies within the Plan.

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

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

COMMUNITY ASPIRATION: Improvements to derelict and rundown sites within tourism areas.

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

Torquay Seafront and harbour area

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

COMMUNITY ASPIRATION

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

Promote hotel accommodation in the local area to support delegate requirements.

Babbacombe

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

COMMUNITY ASPIRATION

The primary investment in new facilities will be on the beach front Cary Arms area and Oddicombe Beach areas where high quality strictly tourism based development may take place sympathetic to the area but within existing developed footprints.

Council policies must support the retention of a high quality protected green downs area with vibrant mix of quality tourism businesses, restaurants and cafes located within the existing facades.

PLANNING POLICY T5 Babbacombe Downs green field development constraints

The Area of Walls Hill, the Grove and sloping landscape around the Cary Alms shall not be subject to any green field development.

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

PLANNING POLICY T6: Change of use constraints on Babbacombe Downs

There shall be a presumption in favour of change of use from tourism accommodation on Babbacombe Downs to residential units if that change provides a mix of quality retail and/or cafes/restaurants at street level and complies with Policy T1. Any new development must be of a design and bulk sensitive to the heritage characteristics of the area.

PLANNING POLICY T7

Any development of new facilities on the Oddicombe Beach area must be tourism related and fall within the footprint of existing buildings or car parks and be of a design to complement the historic nature and natural setting of the area.

Integrate sports and water based activities into the tourism offer.

COMMUNITY ASPIRATION for the Council to:

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

- make access to the water easier for all users
- make storage and launch small craft from beaches, harbours and piers easier
- maintain beaches and ensure investments are made in infrastructure support Blue Flag/Quality awards for all beaches and provide good quality fit for purpose beach fronts.
- provide quality public toilets with extended opening and availability all year.
- redevelop Meadfoot west beach area with a quality restaurant to support the new quality beach hut development and surrounding quality accommodation providers.

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

COMMUNITY ASPIRATION for the Council to:

- Promote a range of quality all year round festivals based on coast and countryside, culture and cuisine linking to the objectives of the adopted Cultural Strategy and those submitted by Torbay Action for Art.
- Promote Heritage, Literary, Geology and Arts Trails.
- Promote walking and tour guides and bring to visitors' attention the 'hidden jewels' of Torbay.
- Establish a suitable site for a Torbay open air theatre.
- Establish a Torbay Culture/Arts Centre on a suitable site.
- Support investment in all year round, quality indoor attractions and a major national attraction comparable with the Eden Project.

- Help businesses create packaged themed breaks and a resort tourist pass.
- Create a dedicated Agatha Christie centre housed in a key building such as the Pavilion where her life and works are also celebrated with history and live performances.
- Develop a festival/music/large event location on Torre Abbey green space.
- Support the development of a quality retail offering through town centre regeneration as an integral part of tourism offer by initiatives that bring together the tourism and retail sectors.

COMMUNITY ASPIRATION

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

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

COMMUNITY ASPIRATION

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

- Train station, coach drop off/collection facilities, bus stop to link with main routes (and land train), taxi rank and cycle hire with link to wider cycle/foot path routes.
- Sheddon Hill car park as coach park.
- Ensure all routes are accessible.
- Encourage development of existing railway buildings in to related uses.
- Route in to hub via Rathmore/Falkland Road from Avenue Road with a roundabout at the junction with Torbay Road (this will require the reversal of the current one way routes

- Improve direct rail links working with the Torbay Development Agency (TDA) and the Heart of the West Local Enterprise Partnership (HOSWLEP) to ensure continued investment.
- Controlled crossings for safe pedestrian access to transport hub.
- Incorporate a mass transportation system linking key areas within Torquay and the rest of Torbay.
- Encourage the linking of harbours along the South West coast with a coastal ferry service.

Environment

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

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

South Hams Special Area of Conservation

Lyme Bay and Torbay Marine SAC and Torbay Marine Conservation Zone (MCZ)

Lummaton Quarry SSSI

Babbacombe Cliffs SSSI

Hopes Nose to Walls Hill SSSI

Kents Cavern SSSI

New Cut SSSI

Meadfoot Sea Road SSSI

Daddyhole SSSI

Dyer's Quarry SSSI

Occombe SSSI

PLANNING POLICY E1 Protection of nationally important sites

Any SSSI within Torquay shall be protected from any new development other than the improvement of and within the footprint of any existing buildings

The following policy will protect important and designated landscapes from inappropriate development and will give clarity to the policy C1 in the Local Plan and support the objectives in 6.3.1.4.

PLANNING POLICY E2: Protection of the Countryside and Undeveloped Coastal Areas

Any green field site within Torquay, designated within the Torbay Local Plan as Countryside or Undeveloped Coastal Area shall have a presumption against planning approval for the following categories:

- 1. Self-build housing
- 2. Touring tents and caravans
- 3. Other tourism accommodation or attractions
- 4. New dwellings or new business premises

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

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

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

PLANNING POLICY E3: Tourism Accommodation on green field sites

There shall be a presumption against new tourism based developments on green field sites. All new tourism based development must be on brownfield site unless it forms part of an allocated development site within the Neighbourhood Plan.

Designated Local Green Spaces

Each Community Partnership has identified their list of Local Greenspaces in compliance with NPPF P20. The sites are listed in Appendix.....and within the attached Maps 1 to 19.

All the sites have special significance to the local community be it historic asset, recreational or food production use or wildlife refuge. It is of note that Torquay is a largely urban area and local communities highly value those public access green spaces within walking distance of their homes. The preservation of these assets have been a high priority identified in public consultations.

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

PLANNING POLICY E4: Local Green Spaces

The designated Local Green Spaces are listed in Appendix 2 and shall not be developed other than improvements to community access or recreation facilities.

Green Infrastructure

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

PLANNING POLICY E5: Green Infrastructure Delivery Plan

Any new development of 4 or more residential units or any employment space must be in compliance with the The Torbay Green Infrastructure Delivery Plan (2010) where appropriate to the scale of the development and the location of the site.

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

Just as it is necessary to strategically plan and deliver roads, utilities and drainage, it is also important to plan strategically in order to deliver a healthy natural environment. Both require the same level of attention. A Green Infrastructure network is made up of interconnected open spaces that provide

multiple environmental, economic and social benefits, linked together throughout the urban landscape and out to the wider countryside, coast and sea. These spaces provide a mix of functions including recreation, sustainable transport, education, wildlife habitat, flood risk management, local food production, energy production and ecosystem services. Often these functions are overlapping, for example woodland can be a recreational asset, a wildlife habitat, a landscape feature and a fuel supply all at once.

Parks, woodlands and green spaces

Our parks and green spaces are rightly valued as amongst our most precious assets. There are many challenges facing us, but the following aspirations are essential:

COMMUNITY ASPIRATION

- improving the appearance of green space.
- Improving accessibility, especially for the disabled.
- Challenging people's perceptions of green spaces so they are seen as areas to visit and use more often.
- Improving facilities.
- Increasing numbers of sustainable events/entertainments where this does not adversely affect the quality of life of the surrounding community.
- Developing opportunities for using green spaces for learning.
- Promoting and protecting the heritage assets of Torquay's green spaces.
- Promoting green spaces as drivers for economic activity while protecting them.
- Developing opportunities for using green spaces for appropriate sporting activities thus contribute to peoples' health and wellbeing.
- Recognising, protecting and enhancing the biodiversity value of green space.
- Encouraging children to play and be active

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

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

Maintaining the health of the environment provides a wealth of benefits which strengthen the economy and aid regeneration by offering more jobs, reduced need for healthcare, pride of place, improved tourism offer, better adaptation for climate change and increased property values. Outdoor education is an important part of a child's development and Green Infrastructure provides access to open air classrooms and opportunities to explore nature first hand.

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

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

PLANNING POLICY E6: Development on Established Woodland

There will be a presumption against any development on established woodland unless it is related to the sustainable management of that woodland.

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

COMMUNITY ASPIRATION: New Trees in Urban Areas

To increase the planting of new trees in urban areas, any new tree planted within the curtilage of a domestic property will have a presumption in favour of pruning and felling at any time.

COMMUNITY ASPIRATION: Trees with a Negative Impact

Unless there is a significant loss to the environment or loss of historic value, any tree in the curtilage of a residential property that can be demonstrated as having a significant negative impact on the resident's quality of life or the reasonable enjoyment of the garden, will have a presumption in favour of pruning or felling. Any tree felled must be replanted with another tree within the curtilage of the property.

Torquay is a largely urban area surrounded by countryside and coastline. New large scale developments are on green field sites that are close to countryside or coast. To help protect the environment and assure access for wildlife to pockets of habitat a policy makes it mandatory to ensure existing areas of woodland and hedgerows are linked and is in compliance with the Green Infrastructure Delivery Plan

PLANNING POLICY E7: Green Corridors

All green field developments must provide suitable and appropriate green corridors within that development if there are existing adjacent woodland or hedgerows so that these are linked for the benefit of the natural movement of wildlife.

All protected species under National and European Law must be protected from development that affects their habitat.

Torquay has just one remaining bat cave that has been identified as a breeding and roosting cave for Greater and Lesser Horseshoe bats. This bat cave is located in Sladnor Park in Maidencombe.

PLANNING POLICY E8: Protected species

Any Planning application for a green field development must provide an appropriate habitats appraisal that demonstrates insignificant impact on any designated protected species or mitigating arrangements to protect those species; and must ensure no net loss in biodiversity.

PLANNING POLICY E9: Lesser and Greater Horseshoe Bat

There shall be no new development within 100m of any Lesser or Greater Horseshoe bat or other endangered species of bat breeding or roosting site. All flight paths and sustenance zones must be protected from any development that would have an adverse effect on the colony.

Health and Wellbeing

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

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

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

Walking, cycling and public transport environment

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

COMMUNITY ASPIRATION: Principles

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

COMMUNITY ASPIRATION: Controlled Crossings and Speed Limits

The development of new or expanded schools must include requirements for controlled crossings and mandatory 20mph speed limits for all key walking routes adjacent to the school.

PLANNING POLICY HW1: Travel Plans

The development of new or expanded schools must include a Travel Plan for staff, parents and children to demonstrate and facilitate safe and effective road usage for all users.

COMMUNITY ASPIRATION: Catchment Areas

Any new primary school must be located not more than a 20 minute walk away from 80% of the catchment area.

COMMUNITY ASPIRATION

The following will encourage and enable more journeys to be undertaken in the town by walking, cycling or public transport by:

- Encouraging walking and cycling by ensuring all light controlled junctions and major intersections are appropriate for safe pedestrian and cycle use.
- Ensuring key community walking and cycling routes are well lit and designed to be safe.
- Creating safe and secure layouts that minimise conflicts between traffic and cyclists.
- Ensuring isolated communities are served by a sustainable public transport route that links to major public transport routes.
- Promoting sustainable public travel methods to dissuade the use of private cars.
- Ensuring existing transport infrastructure, such as rail and bus services are integrated effectively and are sustainable.

Open spaces, recreation and play

COMMUNITY ASPIRATION

The use of open space for recreation and play is promoted by the following principles:

- Retain existing open spaces, sports and recreational facilities and resist their loss without approval from the local Community Partnership.
- Require high-quality public spaces and encourage active and continual use of public areas. Connect places with each other and make moving through them easy.
- Ensure open spaces cater for a range of users with multiple social, health and environmental benefits.
- Ensure play spaces are easy and safe to get to by sustainable transport, and well over-looked to ensure safety.

- Ensure schools have adequately sized open spaces, including playing fields and opportunities for food growing.
- Provide a range of sports and leisure facilities and pitches designed and maintained for use by the whole community.
- Provide a wide range of high-quality play opportunities and experiences integrated into residential areas.

Growing food by the community

These policies ensure opportunities are provided for households to own or have access to space to grow food, for example roof or communal gardens and allotments. There is a high demand for allotments and this Plan allows for the creation of a new community food production area - defined as plots for to grow food or a community farm.

PLANNING POLICY HW2: Community Food Production

All existing allotments or community food production areas shall have a presumption against development.

The 'Old Piggeries' site adjacent to Cockington Country Park shall only be used for agriculture or as a community food production area.

New Developments - community facilities and outside spaces

Community and healthcare facilities must be provided early in the planning stage of any new major development of residential units.

PLANNING POLICY HW3: Community Hub Facilities

All green field developments of more than 20 residential units must provide, or there must be existing within 400m from 50% of the units, community hub facilities (not less than a convenience store, primary school, Doctors surgery, and a restaurant/pub).

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

COMMUNITY ASPIRATION: Closure of Public Rights of Way

No public right of way will be closed without the express consent of the local Community Partnership.

Access to outside space and transportation

These policies aim to ensure new development has adequate access to outside space and provide cycling and walking facilities.

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

PLANNING POLICY HW4: Outside Space Provision

All new homes shall have not less than 20 sqm of outside space (excluding space for cars or parking) or the equivalent aggregated communal space unless they are located not less than a 400m from a public access green space or the coastline

There shall be no exception to the vehicular parking space requirement for each unit as designated within the Torbay Local Plan unless there is a public car park with equivalent spare capacity within 100m of the development.

All houses shall have garden areas with not less than 20 sqm of space suitable for growing plants or the equivalent allocated communal growing space within 400m.

Flats or apartments must have either a balcony appropriate to the size of the home or a communal green area of not less than 20 sqm per unit within the curtilage of the property, unless it is within 400m of a public access green space or the coastline.

PLANNING POLICY HW5: Access to sustainable transport

All new employment space or new residential developments of more than 20 units must have a sustainable public transport route within 400m of the site

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

PLANNING POLICY HW6: Cycle Storage and Changing Facilities

All new employment space shall have secure cycle storage and shower facilities for staff where reasonably possible.

Sport and Leisure

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

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

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

Our Plan also wants the Council to provide long term leases to Clubs at nominal rent so that they are in a position to improve those facilities by grant application and long term investment.

COMMUNITY ASPIRATION Clubs working together

We wish to see Clubs working together to ensure their sustainability.

COMMUNITY ASPIRATION Council leases to Clubs

We wish to see the Council provide long term leases at nominal rent for Council owned facilities.

Sports and Leisure Facilities

Swimming

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

COMMUNITY ASPIRATION

There should be a single, fit for purpose swimming venue in Torquay or Torbay to cater for club swimmers and regional galas consisting 8 lanes, 25m length with 200 person spectator space. A modification to the Paignton pool to reduce the usable length to 25m is proposed as an interim step.

Alpine Skiing

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

PLANNING POLICY SL1

Any Planning permission to redevelop the surrounding site must retain the Alpine Ski Facility or provide an alternative and appropriate site within Torbay.

Athletics

COMMUNITY ASPIRATION

There should be a regional standard athletics track at an appropriate location such as Nightingales Park at the Willows.

PLANNING POLICY SL2: Sport and Leisure - Nightingale Park

Nightingale Park shall only be used as a new sports, leisure and recreational hub to provide quality pitches, facilities or athletics tracks for amateur sport as well as recreational activity.

Any development at this site must take in to account the environmental value of parts of the Park and any building must only be for the provision of changing facilities and ancillary uses.

Football, cricket and rugby

COMMUNITY ASPIRATION

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

Angling

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

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

COMMUNITY ASPIRATION

The Council must ensure adequate facilities and access to key angling spots in conjunction with local clubs.

Cycling and skateboarding

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

COMMUNITY ASPIRATION

A new, purpose built skate board park and bmx track would be an important new facility for young people located in a suitable accessible location. Any existing facilities should be maintained to a safe standard.

Golf

Torquay has one golf course which also has public access.

COMMUNITY ASPIRATION

At least one good quality sustainable public access golf course must be maintained within Torbay.

Horse riding

COMMUNITY ASPIRATION

Horse riding opportunities within the countryside areas of Torquay should be supported through the continued provision of stables within the Cockington area provided there is a sustainable business case.

Tennis

COMMUNITY ASPIRATION

A sustainable tennis club should be supported with additional range of public hire courts in at least one suitable location provided they remain viable.

Bowls

COMMUNITY ASPIRATION

Sustainable clubs should be supported and their facilities protected

Water sports

A wide range of quality water sports are supported.

COMMUNITY ASPIRATION

The Council should ensure appropriate locations for water supports are designated that are harmonious with other users and integrated within the Tourism provision.

Protection of existing sports grounds and leisure facilities

PLANNING POLICY SL3: Sport and Leisure – Torquay Valley of Sport

The area that includes the Bowling Green, Rugby/Cricket Club/Torquay Recreational Ground, Torre Valley South and Torre Valley North shall be preserved for sport and Planning permission shall only be granted for the improvement and enhancement of facilities.

PLANNING POLICY SL4: Sport and Leisure – Torquay Sports Cluster

Cricketfield Road, Torquay Academy, Windmill Hill, The Acorn Centre and Barton Downs shall be prioritised as areas to develop a sustainable cluster for sports facilities. and Planning permission shall only be granted for the improvement and enhancement of facilities.

PLANNING POLICY SL5: Sport and Leisure – Upton Park/Lymington Road Coach Station

Upton Park is a key park that serves the Torre, Upton and town centre areas and the existing plans to invest in the park as a Town Park with improved court facilities such as tennis and netball will be supported. Planning permission shall only be granted for the improvement and enhancement of facilities.

PLANNING POLICY SL6: Sport and Leisure – Sports grounds and facilities

Planning permission shall not be granted for a development that would result in the loss of any playing or recreation field unless replacement facilities were provided of equal or improved quality and location. Planning permission shall be granted for improved facilities at these sites.

Transport

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

Transport and education needs for major new developments

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

PLANNING POLICY TR1 Access to primary schools

Planning permission shall be refused for green field residential developments of more than 20 units unless it can be shown that there are sufficient Primary School places or a new Primary School will be built to meet anticipated demand, within 500m walk of 80% of that development once completed.

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

PLANNING POLICY TR2: Sustainable Communities

Planning permission shall not be granted for residential development over 20 units on a green field site if more than a 1000m walk from purpose built employment site as defined above

Traffic in and around Torquay

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

COMMUNITY ASPIRATION

- Entry into Torquay one way traffic to flow through Torre (past Post Office) straight down to Castle Circus.
- Exit from Torquay one way traffic to flow via Abbey Road, Tor Hill Road and East Street to Newton Road. Two way traffic around Town Hall in Castle Circus, Lymington Road and Trematon Avenue.
- Traffic light system on Newton Road the traffic light system needs to be reviewed with better interconnection between the trading estates.

Town centre and harbour area

COMMUNIUTY ASPIRATION

- Coach Terminus to be relocated to Torquay Rail Station with parking at Sheddon Hill car park.
- Union Street through to GPO island to become a multi-user pedestrian area. Market Street, Pimlico, Lower Union Street and Temperance Street to be included.
- Fleet Street pedestrian access across Cary Parade and Palk St to be improved. Further public consultation will be required if Fleet Street becomes bus free.
- Harbour area to become semi-pedestrian will support the development of the area in line with the Tourism Strategy.
- Strand bus stops/taxi ranks to be moved to other areas such as the current bus stops adjacent to Princess Gardens.

Signage

Signage and wayfinding is critical to helping move people around the town. The following improvements are encouraged:

COMMUNITY ASPIRATION

- Torre and Castle Circus signage must be clear for entry into and exit from Torquay.
- Existing signposting is confusing, new clearer signposting is required at the junction of Torre and Newton Road for traffic approaching Torquay from Newton Abbot

Torre Station

- Town centre (straight on)
- Seafront, harbour and Torquay Railway (right)

- Paignton and Brixham (right)
- Babbacombe, Teignmouth (left)

Castle Circus

- Harbour area (straight on)
- Babbacombe, Teignmouth (straight on)
- Seafront and Railway (right)
- Paignton and Brixham (right)

The harbourside and the Strand should be developed as Torquay's main tourist area and also a recreational area for residents. Currently this area is used as a terminus and stopping place for up to 15 buses. We need to relocate buses to other areas. Proposed alternatives to bus stops on harbour area is on Torbay Road which already has bus stops and shelters which are part of the current bus routes to harbour area. Proposed changes will mean buses will turn around at the Pavilion Island on Cary Parade.

The following improvements are recommended:

COMMUNITY ASPIRATION

- The Strand/Harbour side to be semi-pedestrian with the exclusion of buses and taxi/car parking from the area.
- Through flow of all traffic (except buses) from seafront/town centre to Babbacombe/Victoria Parade along the Stand/Harbour side. The
 development of this area could then be based on a cafe culture style and used as a recreational space.
- The bus terminus to be moved to other areas such as Torbay Road or Pimlico
- Taxi ranks to be moved to other areas (such as Lower Union Street or Pimlico).

Traffic route out of 'town centre'

COMMUNITY ASPIRATION

- Cars coming into Torquay along Torbay Road will still be able to travel through Cary Parade to the Strand to access Babbacombe Road.
- Buses from Paignton and Brixham will travel along Torbay Road as far as Pavilion island then return down Torbay Road to Belgrave Road.
- To access the proposed new supermarket, when travelling north, buses will then travel via Lucius Street and Tor Hill Road, across Castle Circus junction into two-way traffic flow around Town Hall and Lymington Road.
- Buses will then continue to Newton Abbot along the Upton Road route (the reverse of current route in to Torquay).

Sponsored bus routes

COMMUNITY ASPIRATION

It is essential that the routes of buses that service secondary routes, mostly in hilly terrain are maintained. These are bus services on less profitable routes that are vital in the prevention of isolation for vulnerable older and less able residents who live in areas of Torquay where the local terrain can be difficult or far away from a main route.

Highway and transport considerations for gateway area at Edginswell

COMMUNITY ASPIRATION

- Site principles should include pedestrian, cycle, and vehicular connections to adjoining sites. A big issue for the Gateway is the fact that the A380 Riviera Way and Newton Road acts as the main connection to the Willows, Edginswell Business Park, Broomhill Way, Wren Park, Woodlands, Torre Station area and the Asda Store. This therefore means a vehicle journey is required to move from one to another creating increased traffic on the main route into Torquay.
- There is concern that with the new Link Road there will be greater traffic congestion on Riviera Way and Newton Road from the Link Road junction right through to Torre Station.
- The traffic light junctions at Scotts Bridge and Shiphay Lane being heavily congested and the issue of too many traffic light junctions in close proximity between Lawes Bridge and Shiphay Lane needs to be addressed.

COMMUNITY ASPIRATION Edginswell Rail halt

The proposed new rail halt at Edginswell is supported.

COMMUNITY ASPIRATION Park and Ride

There is support for a Park and Ride facility serving Torquay and Paignton and is considered to be essential. A Gallows Gate site is supported subject to planning restrictions.

PLANNING POLICY TR3 Park and Ride facility

Planning permission for the use of land for car parking at the Gallows Gate area must be conditioned that it is landscaped so that vehicles or other structures are not visible from the adjacent Countryside areas and the site must have cycle and pedestrian access to Cockington Country Park and Occombe Farm visitor areas.

Air quality

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

COMMUNITY ASPIRATION Air Quality Improvement

The Hele Road area shall be subject to a joint community and Council working party to examine, agree and implement an action plan to reduce the pollution arising from vehicular traffic to a reasonable level. Such action plan shall be published and enacted by the end of 2018

Art and Culture

COMMUNITY ASPIRATION statement for Arts and Culture

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

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

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

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

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

Also, reference is made more specifically in *Policy TC1 Town Centres:*

'The use of heritage assets, public art and public space, events, exhibitions and festivals to provide more enjoyable, creative environment in town centres.'

The following key aspirations will help establish Torquay as a major cultural destination and inspirational place for people to live, work and visit:

COMMUNITY ASPIRATION: Arts activity

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

COMMUNITY ASPIRATION: Dedicated places

A dedicated art and cultural hub will be provided in the town. Indoor and outdoor space will be provided throughout Torquay for cultural and art projects to inspire, engage and encourage residents and visitors.

COMMUNITY ASPIRATION: Offering support, guidance and incentives

Support, guide and fund local initiatives, including art markets, pop ups, art trails, performance, street theatre and visual displays.

Incentives will be offered to businesses to become patrons and mentors for local artists through an 'Art for Rent Scheme'. Space will be provided in business premises for the placement of art in order to support the gallery and artist.

COMMUNITY ASPIRATION: Heritage and Cultural Assets

Promote Torquay's heritage by encouraging the positive use of buildings and spaces, and by recognising places valued by the community.

APPENDIX 1

Table 2: Large housing sites broken down by CP area		
Code	Community Partnership	Housing numbers
BART	Barton & Watcombe	15
CHEL	Cockington, Chelston & Livermead	338
ELLA	Ellacombe	151
HELE	Hele, Watcombe & Lower Barton	0
SHIP	Shiphay and the Willows	1213
STMD	St Marychurch and District	167
TOWN	Torquay Town Centre	455
TORR	Torre & Upton	280
WELL	Wellswood & Torwood	320
Plus sm	all windfalls across entire Torquay area	1040
TOTAL		3979

Table 3: List of housing sites in Local Plan and Torquay Neighbourhood Plan			
Site Ref	Address	Yield	CP Area
CDST3H1:001	Scotts Bridge	18	SHIP
H1:003CDST4	Hatchcombe Lane	50	SHIP
CDST37H1:010	Hollicombe Gas Works	185	CHEL
CDST2813025	Bishops Court Hotel	42	WELL

CDST2713032	Walton Lodge	11	WELL
CDST5H1:004	Beechfield Avenue extension	105	SHIP
CDST23T752	Adj 84 Grange Road	9	ELLA
CDSDT113044	Suite Dreams, Steep Hill	10	STMD
CDST19T842	Queensway	16	CHEL
CDST1113012	Westhill Garage, Chatto Rd	15	STMD
CDST3613027	Lincombe Hall Hotel	12	WELL
CDST34T793	Torbay Court, Chelston Rd	10	CHEL
CDST2T869	English House Hotel	9	STMD
CDST2113016	Country House 62 Ellacombe Rd – 1	8	ELLA
CDST2213016	Country House 62 Ellacombe Rd – 2	6	ELLA
CDST813014	Shrewsbury Ave & Coombe Ln	6	STMD
13064	Torre Marine	75	TORR
CDST35T833	Pavilions/Marina Car Park	45	TOWN
CDST33HC093	Royal Garage Site	14	WELL
CDST31T807	Conway Court Hotel	14	TOWN
CDST24T859	Tor Manor, 11 Tor Church Rd	10	TORRE
CDST29T879	Spa View, Stitchill Rd	8	WELL
CDST20T928	Papillon, 18 Vansittart Rd	8	TORRE
CDST26T861	16 Market Street	13	ELLA
CDST1613041	The Pines, 78 St Marychurch Rd	12	STMD
CDST3013030	Melville Place	10	TOWN
CDST3213058	42 Warren Road	7	TOWN
CDST2513002	111 Abbey Road	8	TOWN
CDST6T747	Scotts Meadow	90	SHIP
CDST17P/2012/1155	Torre Station	8	CHEL
CDST15T860	Fairlawns, 27 St Michaels Rd	14	TORR

13223	Gdns Palace Hotel	35	WELL
CDST10T760	South Devon Hotel	26	STMD
CDST1213042	178 St Marychurch Rd	7	STMD
CDST1413038	Zephyrs Hotel	7	'STMD
CDST713047	331 Teignmouth Rd	22	STMD
CDST1313055	1 Warbro Rd	11	. STMD
CDST913040	R/O Snooty Fox	20	STMD
H1:010	Hollicombe	65	CHEL
CDST6T747	Scotts Meadow	65	SHIP
T761CDST18	Torbay Palace Hotel	115	WELL
13020TNPH11	Quintaville	10	ELLA
13024TNPH49	La Rosaire	7	CHEL
TNPH16T721	Transport Yard	8	ELLA
TNPH47T802	Ingoldsby	7	CHEL
T818TNPH4	Starpitten Lane	15	BART
TNPH18T841	Sherwell Valley Garage	20	CHEL
T852TNPH8	Site 1 Higher Cadewell Ln	18	SHIP
T853TNPH7	Site 2 Higher Cadewell Ln	12	SHIP
T864TNPH25	Ansteys Lea Hotel	9	WELL
T877TNPH46	Hermosa	6	WELL
T881TNPH42	Lansdowne Hotel	8	WELL
TNPH3513001	39 Abbey Road	12	TOWN
TNPH3013003	Roebuck House	20	TOWN
TNPH2313011	Barclay Court Hotel	8	ELLA
TNPH4113045	40-44 Swan St	10	TOWN
13053TNPH32	22-28 Union Street	13	TOWN
13100TNPH39	8-9 Braddons Hill Rd W	8	TOWN

TNPH1513160	Richwood Hotel	8	TORR
13176TNPH38	Brampton Court Hotel	10	TOWN
13221TNPH27	Lower Union Lane, Temperance Street Regeneration Office Block	30	TOWN
R232TNPH40	Melville St Joinery Works	6	TOWN
T726TNPH29	Braddons St Disused Playground	9	TOWN
T753TNPH17	300-302 Union St	6	TORR
T754TNPH19	Tor House & Gospel Hall	25	TORR
T766TNPH43	Fleet Walk	25	TOWN
T794TNPH22	Laburnum St	8	TORRE
T795TNPH26	Municipal Chambers	12	TOWN
TM003	Adj Union St	15	TOWN
T801TNPH33	3-9 Pimlico	10	TOWN
T834TNPH44	Golden Palms	12	TOWN
T872TNPH20	Zion Church	8	TORR
T884TNPH36	Shedden Hall Hotel	14	TOWN
T876TNPH13	16/18 Lower Thurlow Rd	6	TORR
TNPH12T856a	Torre Station	9	CHEL
T748TNPH5	Land off Plantation Way	10	SHIP
13060TNPH9	Foxlands, York Rd	12	STMD
T749TNPH3	North of Nuthatch Drive	100	SHIP
R149TNPH37	Abbey Hall, Rock Road	30	TOWN
T887TNPH24	Market Street	59	ELLA
TNPH3313229	Pimlico	50	TOWN
M1	Additional at Temperance Street	65	TOWN
M2TNPH21	Town Hall Car Park regeneration	50	TORR
M3	Lower Union Lane	20	TOWN
M4TNPH45	Terrace Car Park	60	WELL

T738TNPH2	Torquay Holiday Park	150	SHIP
13232TNPH1	Holiday Park, Kingskerswell Rd	45	SHIP
T814TNPH10	TGGS Shiphay Manor	20	CHEL
T893TNPH50	Lee Hotel, Torbay Road	6	CHEL
13237TNPH24	Opposite Market Street	30	ELLA
T817FGA	Edginswell Future Growth Area	550	SHIP
NP1	Old Cockington School	20	CHEL
NP2	Torre Station (additional)	30	CHEL
NP3	Dairy Crest site (Parkfield Road)	40	TORR
NP4	Bancourt Hotel	12	TORR
NP5	Kwik Fit site	10	TORR
NP6	Chilcote Close Car Park	10	STMD

APPENDIX 2

Designated Local Greenspaces

This table lists the sites for each Community Partnership area and should be read in conjunction with Policy E4: Local Green Spaces. All sites are included in mapping

Map Ref	LocalGreenspaceName	CommunityPartnership
TLGSB1	Barton Downs	Barton & Watcombe
TLGSB2	Brunel Woods	Barton & Watcombe
TLGSB3	Firlands Green	Barton & Watcombe
TLGSB4	Great Hill	Barton & Watcombe
TLGSB5	Steps Cross Playing Field	Barton & Watcombe
TLGSB6	Woodend Project	Barton & Watcombe
TLGSC1	Armada Park	Cockington, Chelston & Livermead
TLGSC2	Ashfield Gardens	Cockington, Chelston & Livermead
TLGSC3	Cockington Country Park	Cockington, Chelston & Livermead
TLGSC4	Corbyn Head	Cockington, Chelston & Livermead
TLGSC5	Crownhill Park	Cockington, Chelston & Livermead
TLGSC6	Goshen Triangle	Cockington, Chelston & Livermead
TLGSC7	Highlands/Sherwell Valley Allotments	Cockington, Chelston & Livermead

TLGSC8	Hollicombe Park	Cockington, Chelston & Livermead
TLGSC9	Innerbrook/Sandford Green Space	Cockington, Chelston & Livermead
TLGSC10	Kings Gardens	Cockington, Chelston & Livermead
TLGSC11	Occombe Farm	Cockington, Chelston & Livermead
TLGSC12	Piggeries Green Space	Cockington, Chelston & Livermead
TLGSC13	Preston Primary School Play Park	Cockington, Chelston & Livermead
TLGSC14	Rocket Park	Cockington, Chelston & Livermead
TLGSC15	Sherwell Park	Cockington, Chelston & Livermead
TLGSC16	Sherwell Valley/Grenville Green Space (Markham Plantation)	Cockington, Chelston & Livermead
TLGSC17	St Matthews Field	Cockington, Chelston & Livermead
TLGSC18	Torre Valley North & South Sports Fields	Cockington, Chelston & Livermead
TLGSC19	Rugby/Cricket Club & Bowling Club	Cockington, Chelston & Livermead
TLGSC20	Two Parks	Cockington, Chelston & Livermead
TLGSC21	Victoria Park	Cockington, Chelston & Livermead

		Cockington, Chelston &
TLGSC22	Hollicombe Brake	Livermead
		Cockington, Chelston &
TLGSC23	Scadson Valley Green Space	Livermead
TLGSE1	Belmont Park	Ellacombe
TLGSE2	Brewery Park	Ellacombe
TLGSE3	Castle Road Park	Ellacombe
TLGSE4	Ellacombe Park	Ellacombe
TLGSE5	Quinta/Windsor Road Allotments	Ellacombe
TLGSE6	Stentiford Hill Park	Ellacombe
TLGSE7	Warberry Copse	Ellacombe
		Hele, Watcombe &
TLGSH1	Cricketer's Field Playing Field	Lower Barton
		Hele, Watcombe &
TLGSH2	Daison Wood	Lower Barton
		Hele, Watcombe &
TLGSH3	Truro Bank	Lower Barton
		Hele, Watcombe &
TLGSH4	Windmill Hill Playing Fields	Lower Barton
TLGSM1	Babbacombe Downs	St Marychurch & District
TLGSM2	Brunel Manor Gardens & Grounds	St Marychurch & District
TLGSM3	Cary Park	St Marychurch & District
TLGSM4	Easterfield Playing Fields	St Marychurch & District
TLGSM5	Glen Sannox Memorial Gardens	St Marychurch & District
TLGSM6	Hartop Road Allotments	St Marychurch & District
TLGSM7	Haytor Park	St Marychurch & District
TLGSM8	The Fields	St Marychurch & District
	Maidencombe Community	
TLGSM9	Orchard	St Marychurch & District
TLGSM10	Maidencombe Village Green	St Marychurch & District

TLGSM11	Millenium Copse	St Marychurch & District		
TLGSM12	Petitor Downs	St Marychurch & District		
TLGSM13	Quinta Road Allotments	St Marychurch & District		
TLGSM14	Quinta Road School Playing Fields	St Marychurch & District		
TLGSM15	Plainmoor Recreation Ground	St Marychurch & District		
TLGSM16	Tessier Gardens	St Marychurch & District		
TLGSM17	The Grove	St Marychurch & District		
TLGSM18	The Fields	St Marychurch & District		
TLGSM19	The Rose Garden	St Marychurch & District		
TLGSM20	Valley of the Rocks	St Marychurch & District		
TLGSM21	Walls Hill	St Marychurch & District		
TLGSM22	Walls Hill Slopes	St Marychurch & District		
TLGSM23	William's Field	St Marychurch & District		
TLGSS1	Cadewell Park Green	Shiphay & Willows		
TLGSS2	Darwin Park	Shiphay & Willows		
TLGSS3	Ellacombe Plantation	Shiphay & Willows		
TLGSS4	Exe Hill Green Space & Playground	Shiphay & Willows		
TLGSS5	Furzebrake Plantation	Shiphay & Willows		
TLGSS6	Green Space at Newton Road	Shiphay & Willows		
	Huntacott Way Green Space &			
TLGSS7	Playground	Shiphay & Willows		
TLGSS8	Kitson Park	Shiphay & Willows		
TLGSS9	Lindisfarne Park	Shiphay & Willows		
TLGST1	Cary Green	Torquay Town Centre		
	Promenade; Princess Gardens &			
TLGST2	the Sunken Gardens	Torquay Town Centre		
TI CCT2	Royal Terrace Gardens (Rock	Tanavay Tayya Cantus		
TLGST3	Walk)	Torquay Town Centre		
TLGST4	Abbey Park and Meadows	Torquay Town Centre		

TLGST5	Old Maids Perch	Torquay Town Centre	
TLGSTU1	Brunswick Square	Torre & Upton	
TLGSTU2	Chapel Woods	Torre & Upton	
TLGSTU3	Memorial Gardens	Torre & Upton	
TLGSTU4	Parkfield Road Gardens	Torre & Upton	
TLGSTU5	Stantaway Hill & Allotments	Torre & Upton	
TLGSTU6	Torre Churchyard	Torre & Upton	
TLGSTU7	Upton Park	Torre & Upton	
TLGSW1	Daddyhole Plain	Wellswood & Torwood	
TLGSW2	Ilsham Valley	Wellswood & Torwood	
TLGSW3	Lincombe Woods	Wellswood & Torwood	
TLGSW4	Manor Gardens	Wellswood & Torwood	
TLGSW5	St Johns Wood	Wellswood & Torwood	
TLGSW6	Stoodley Knowle Meadow	Wellswood & Torwood	
TLGSW7	Thatcher Pines & Thatcher Point	Wellswood & Torwood	
TLGSW8	Torwood Gardens	Wellswood & Torwood	
TLGSW9	Wellswood Green	Wellswood & Torwood	

Community Partnership Statements

Introduction

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

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

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

Each statement sets out a description of the area, Community Aspirations and suggests opportunities for action. The statements also provide additional Planning Policies for the purposes of managing development specifically within those areas. Those Policies are in addition to those Torquay wide Policies set out previously in this Plan.

Community Infrastructure Levy

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

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

COMMUNITY ASPIRATION: Community Infrastructure Levy (CIL)

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

Universal Projects for all Community Partnership areas

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

COMMUNITY ASPIRATION Safe routes to schools

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

COMMUNITY ASPIRATION Other safe routes

Improve footpaths and road environments to give safe pedestrian and cycle routes to beaches, recreational areas and public places.

COMMUNITY ASPIRATION Children's play equipment

Support a range of children's play equipment in appropriate green spaces across the area.

Barton & Watcombe Community Partnership

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

About the area

Historically the area is best known for Watcombe Pottery, established in 1869 and producing fine pottery until its closure in 1962. At the northern edge of the area lies Brunel Manor, built by the great Victorian engineer to be his retirement home. Sadly, this was not to be since he died before it was completed, but it remains a fine example of Brunel's architectural flamboyance.

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

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



neighbourhood (one primary and two clear focal point

deprivation, largely latter parts mask community hopes our community and





Community Aspirations

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

COMMUNITY ASPIRATION – Continue to improve play facilities in the area

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

COMMUNITY ASPIRATION – Use empty buildings to drive employment opportunities

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

COMMUNITY ASPIRATION – Prioritise bringing empty homes back into use

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

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

COMMUNITY ASPIRATION – Pursue Community Investment Area

Projects

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

- Support initiatives to reduce worklessness in the area
- Work in partnership with local employers to create training opportunities for local young people

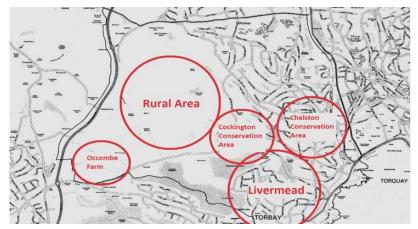
Cockington, Chelston and Livermead Community Partnership

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

Description of the area

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

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





Community Aspirations

Community Support

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

COMMUNITY ASPRATION

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

Planning and Development

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

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

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

The protection of our Environment

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

.

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

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

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

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

Cockington Village and the rural countryside areas

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

COMMUNITY ASPIRATION

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

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

evening or night-time entertainment or amenities for businesses should be refused.

COMMUNITY ASPIRATION

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

COMMUNITY ASPIRATION

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

Projects

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

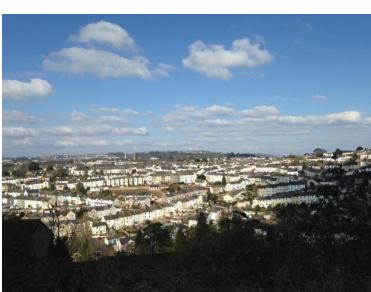
Ellacombe Community Partnership

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

About the area

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

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





Community Aspirations

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

COMMUNITY ASPIRATION - Preserve the heritage and character of the area

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

COMMUNITY ASPIRATION - Retain the Ellacombe Church site for community use

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

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

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

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

Projects

• Develop the former Bowling Pavilion at the top of Ellacombe Park, Princes Road, as a Community Centre/Hub, as a focal point for the area

- Continue to enhance Warberry Copse
- Continue to improve the children's play facilities in the area
- Enhancing the Market Forum so it becomes a vibrant indoor Market for the benefit of the community
- Further improve traffic calming outside Ellacombe Academy if necessary
- Encourage superfast broadband providers to invest in Ellacombe

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

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

About the area

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

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

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

The employment areas are valued and there appears enthusiasm to support and improve and maintain them. The majority of the employment provision is on the outskirts of the area (Old Woods Trading

Estate) and this is considered invaluable to the local people. However, it is accepted that this area could be vastly improved and upgrade

Community Aspirations

COMMUNITY ASPIRATION Protect and enhance all parks and green open areas

COMMUNITY ASPIRATION – Continue to improve play facilities in the area

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

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

COMMUNITY ASPIRATION - Use empty buildings to drive employment opportunities

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

COMMUNITY ASPIRATION - Prioritise bringing empty homes back into use

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

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

COMMUNITY ASPIRATION – Pursue a Community Investment Area

Projects

- Sustain the Windmill Centre and ensure its continued support to the community
- Sustain the Local Hele's Angels initiative to it may continue its support to the local community

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

Shiphay and the Willows Community Partnership

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

About the area

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

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

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

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

The area also includes a local centre at Shiphay and two primary schools. The Willows area is a newer residential development that lacks a centre, but benefits from being adjacent to the retail park.



Community Aspirations

COMMUNITY ASPIRATION

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

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

COMMUNITY ASPIRATION

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

COMMUNITY ASPIRATION

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

COMMUNITY ASPIRATION Services and Facilities

- The former tip area adjacent to Browns Bridge Road named as Nightingale Park should continue to be protected for sports and leisure as identified in Torbay's Playing Pitch Strategy and the adopted Torbay Local Plan. Detailed plans should be developed in accordance with the consultation report published in June 2016 "NIGHTINGALE PARK ESTABLISHING COMMUNITY PREFERENCES".
- It is proposed that a 'sports and leisure masterplan' should be developed to properly plan and maximise the area's potential for sport, leisure which could include woodland walkways and a circuitous route around the park. Wild meadowland could also be included.

• New development within the area covered by the Gateway Masterplan must be supported by adequate community facilities which should include a new primary school and community health facilities.

COMMUNITY ASPIRATION Traffic and Movement

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

COMMUNITY ASPIRATION Environment

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

Education

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

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

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

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

COMMUNITY ASPIRATION

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

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

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

ABOUT THE AREA

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

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

Tourism

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

Retail business

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

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



St Marychurch Parish Church



Oddicombe Beach from Babbacombe Downs



Reddenhill Road



Old St Marychurch & Babbacombe Town Hall



St Marychurch Precinct



Plainmoor

COMMUNITY ASPIRATIONS

ENVIRONMENT

COMMUNITY ASPIRATION

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

COMMUNITY ASPIRATION

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

COMMUNITY ASPIRATION

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

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

HOUSING

As the area attracts a large number of senior residents there is a need to have sufficient places to cater for supported independent living and also, as demand increases, more places that cater for those who are no longer able to be independent. We need to ensure that there are sufficient Nursing/Care home facilities by a combination of new development, adaption of existing buildings and re-furbishing existing homes.

COMMUNITY ASPIRATION

Ensure that any development considers the need of all residents, existing and new, and that

- The re-develop existing suitable properties in appropriate style and scale for housing as long as they are not likely to have an adverse impact on neighbours the immediate environment or the area as a whole.
- By identifying and secure appropriate sites for good quality and affordable housing to meet the projected demographic needs for this Ward and not allowing development of housing on any greenfield site.

- By ensuring that any significant development of new homes in the area (5 or more in one application) is allowed only if a reasonable proportion of new (medium and long term) jobs are made available.
- The development of properties for senior residents to enable independent living for as long as possible. Because the area has a large number of senior residents there is a need to have properties to develop that cater for those who can manage on their own (i.e. warden controlled) and also develop properties that cater for those who can't
- The possible development of the Football Ground (subject to the Club having a better alternative accommodation), for community use, with the possibility of land for school playing fields and that appropriate building with sufficient amenity and infrastructure only is considered, that the plans should include the development of swimming, sports and play facilities sheet 9
- The possible development of the Golf Course or part there of (subject to the Club having a better alternative accommodation). The housing in this area should benefit a cross section of residents and be a mixture of sizes, e.g. 1, 2, 3 & 4 beds and include affordable starter homes, shared ownership property and retirement apartments. If the development is large enough perhaps it could incorporate a 'village' design. However, particular attention needs to be made to the local infrastructure and the impact on surrounding communities in terms of erosion, flooding and rain run-off. To this end any established trees should not be removed map sheet 6.

COMMUNITY USAGE

COMMUNITY ASPIRATION

To protect the amenity that is provided by

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

COMMUNITY ASPIRATION

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

• To maintain standards of cleanliness and litter removal

- Local schools to provide opportunities for adult education
- Play and Youth facilities
- Leisure and facilities/opportunities
- Beaches, Planting, Signage
- Litter and Cleanliness

RETAIL AREAS

There are three significant local retail areas. The area has four major tourist attractions, three excellent beaches, significant areas of green spaces and good local amenities, all adding to the value of the area as a tourist destination.

The economy of this area is generated mainly through three sectors – Retail and Financial Services, Care Services and Tourism – map sheet 9.

COMMUNITY APPRATION

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

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

Part B – Maidencombe

BRIEF HISTORY

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

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

In 2015 registration for Village Green status was awarded.

CHARACTER OF AREA

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

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

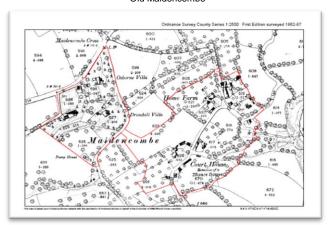
The chief threat to Maidencombe is the continual pressure to change farming practices or even to develop the farmland, which, if allowed could dilute attempts to nurture a dynamic and successful 'Geopark' and set in motion the further urbanization of Torbay to the detriment of tourist numbers to the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

GEOPARK:

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



Old Maidencombe



The Maidencombe medieval field systems





Cirl Bunting

Lesser Horseshoe Bat

Maidencombe's particular areas for protection

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

Fragile Nature:

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

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

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

The area surrounding the Village Envelope of Maidencombe, is largely identified in the Torbay Local Plan as Countryside Area (Local Plan Policy C1) and/or Undeveloped Coast (Local Plan Policy C2). The landscape is sensitive to developmental change and proposals for new developments must be managed in accordance with these policies with particular reference to development only being acceptable where it does not harm (either on its own or in combination with other development) the special landscape character in this area, particularly with reference to integrity of landscape character, sense of remoteness of the Combe/village and scenic beauty.

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

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

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

COMMUNITY ASPIRATIONS

ENVIRONMENT

COMMUNITY ASPIRATION

Protect green open spaces and coastline

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

COMMUNITY ASPIRATION

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

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

COMMUNITY USAGE

COMMUNITY ASPIRATION

Public transport

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

COMMUNITY ASPIRATION

Improvement to local amenities

• There must be an on-going commitment to improvement in the following local amenities – possibly through partnership working with developers –

Play and Youth facilities

Leisure and facilities/opportunities

Beaches,

Planting,

Signage,

Litter and Cleanliness

HOUSING

COMMUNITY ASPIRATION Developments

VILLAGE ENVELOPE

AREA 1

Within Area 1, opportunities have been identified for a single dwelling on each of sites A and B

AREA 3A AND 3B

Within these two areas, development proposals should be managed in accordance the development design criteria outline in Policy H19

AREA 2 - CONSERVATION AREA

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

SLADNOR PARK

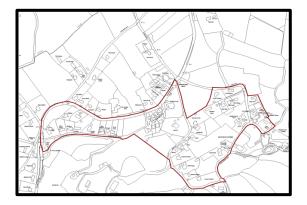
Sladnor Park (defined by the blue boundary line on the aerial photograph) has an extremely high environmental sensitivity and any major redevelopment of the site would have a serious adverse impact on key protected species (an existing Greater Horseshoe and Lesser Horseshoe bat nesting and roosting cave, badgers, deer and Cirl Buntings). The topography of wooded areas currently constrains rain water runoff and helps prevent soil erosion, coastal erosion and local flood issues. While it is acknowledged that there are existing structures (as outlined in red) on part of the site the scope of any new development must be within the policy umbrella for the whole of the Maidencombe area and constrained to that part of the site that would have least

impact visually and environmentally. The typical design of properties in the Maidencombe area comprises one or two storey detached houses of individual and historic designs.

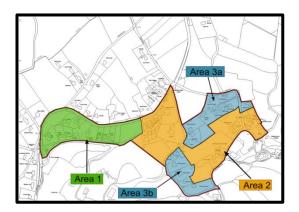
Aerial View of Maidencombe and Sladnor Park



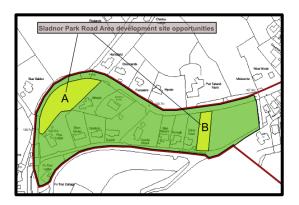
The defined Village Envelope



Development Areas within the Village Envelope



Development sites within Area 1 of the Village Envelope



Torre & Upton Community Partnership

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



About the area

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

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

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

As in other areas adjoining the town centre, there are higher than average levels of need, deprivation and HMO properties. Several centres and facilities for those in need of accommodation, employment or other

support lie at the top of the town centre near to this area and the drug and alcohol treatment centre lies within it

Community Aspirations

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

COMMUNITY ASPIRATION Where existing buildings or sites are underused, vacant or awaiting development, temporary uses will be supported, in particular those which benefit the community. Council officers will be expected to take enforcement against landowners or both residential and commercial buildings/sites that are not properly maintained.

Projects

- The Civic Hub shown in the Masterplan for Torquay Town Centre is fully supported by the residents and businesses in Torre and Upton. The library could be extended upwards and updated to incorporate the Connections Office and other public information services. This would release the listed Electric House for other uses. The closure of the Magistrates Court gives the opportunity for a more creative development for the Town Hall car park area. This is expected to have a positive knock on effect for the smaller, individually owned businesses in Higher Union Street. Should the council vacate the Town Hall for purpose built offices, we would support a change of use for the building with a hotel/conference centre being the preferred option.
- Upton Park will be enhanced for the benefit of residents of all ages, providing facilities for recreation and relaxation. This will include the rearrangement of the sports areas and linking with the coach park. By bringing this forward, we will have a more appropriate setting for the civic buildings.
- The B&Q site in Laburnum Row presents the opportunity for a good quality development providing a mixture of residential and commercial. This latter could be retail and/or office space. This part of Torre deserves proper investment, and the residents and visitors to the area will value standards being raised.
- We wish to see the development at Torre Marine completed, and the serious issues of rising water and run off into adjacent streets dealt with, so that the park that was part of the original plans, can be put in
- place. This would not only create a pleasant open green space for the residents, but also, with the traffic reversal, enhance the area for all those entering Torquay.

Torquay Town Centre Community Partnership and Town Centre Focus Group

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

Brief History

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

maintained and improved as a dynamic, vibrant urban environment

Key Community Aims and Aspirations:

- Improve the Town Centre retail, service and leisure experience to improve footfall and provide employment opportunities by:-
- Becoming the premier leisure destination both night and day
- Creating a more diverse late night offer. Whilst we recognise the value of our late night economy we would like to see a broader offer than is currently available. This could be achieved by encouraging and providing a range of activities for all age groups such as late night shopping and regular food /music activities to encourage residents/visitors to stay on in town.
- Encouraging leisure and sport into our Town Centre and to provide a variety of undercover attractions for tourists and residents.
- Encouraging more people to live and work within the Town Centre
- Providing more eating and outside sitting areas.
- Providing adequate well maintained, accessible and convenient parking facilities
- Creating better connectivity and providing more pedestrianisation.
- Encouraging sympathetic development providing the size and kind of providing the size and kind of premises which modern day High Street names consider attractive, whilst at the same time creating suitable premises for small independent retailers and other uses such as gyms and cinemas.

- Make more of and protect the Town's heritage assets by:-
- Protecting the green and open public spaces from Cary Green, the Pavilions, Promenade to the end of the Princess Gardens and the 'Sunken Gardens', In addition the Royal Terrace Gardens (Rock Walk) which are all covered under one listing with English Heritage. Torre Abbey and its Meadows should continue to be protected by covenant from future developments. Included earlier in document.
- Maintaining Victorian facades where possible to keep the character of the Town.
- Make provision for cyclists in and around the Town which would complement cyclist tourism
- Make access to public spaces easier for the disabled.
- Protect and maintain our beaches Torre Abbey Sands and Beacon Cove.
- Protect the marine environment and develop a sustainable Maritime Economy

COMMUNITY ASPIRATION

Key Development Sites

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

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

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

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

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

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

Castle Circus and Union Street

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

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





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



The Strand, Torwood Street and the Harbour side — Strong aspiration for improvement of this key stretch of Torquay Harbour which could include redevelopment of The Strand buildings, including Debenhams and the Amusement Arcade. Combination of luxury apartments, improved retail, hotel, small restaurants would be welcomed whilst protecting outlook from the Terrace. Make Torquay Inner Harbour accessible to local people by giving it official community asset status.

Upgrade the area of public space on the harbour side of the Strand to allow for a range of different activities, and a higher quality environment with better provision of seating and better management of spaces including attractive signage to guide people to the waterfront. The Old Opera House has been suggested as an alternative site for an Art Centre of for performing arts. Could alternative uses be found for some of the Night Clubs here in order to dilute

the heavy concentration of these in this key part of the Town Centre? The Terrace car park is a potential development site with its spectacular views but there would be the need to retain adequate car parking for the harbour area.

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

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



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

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

Market Street and Indoor Market -_Create premises as a form of innovation centres to support fledgling retailers to establish their first business. This could in turn be reinforced by significant Town centre residential development and cafe culture. Encourage more residential homes to be created in this area with at least two bedrooms to encourage families to bring life back into the Town out of trading hours.



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

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

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

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

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

Wellswood and Torwood Community Partnership

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

About the area

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

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

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





Local Policies

Environment

Protect, maintain character and enhance:

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

Community Aspirations

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

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

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

Encourage Torquay Museum to develop as a Community Centre

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

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

Traffic and Movement

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

Property densities

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

Projects

Traffic and Movement

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

Environment

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







NOTE: SUPPORTING MAPPING, SUSTAINABILITY ASSESSMENT AND HABITATS REGULATIONS ASSESMENT WERE ALSO PROVIDED AS SEPARATE DOCUMENTS FOR THE CONSULTATION.