



Report of Community Involvement



Development proposals for Inglewood, Torbay

Report prepared by ABC
for Abacus Projects / Deeley Freed Estates

October 2017

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Introduction

Abacus Projects/Deeley Freed Estates (Abacus/DFE) have had a long-term involvement in the promotion and delivery of sustainable development in the Torbay area. Their most significant work in recent years has been securing planning permission for the development of a mixed-use urban extension at White Rock, on land to the west of Brixham Road. Planning permission was granted in April 2013 and Linden Homes have subsequently begun development of housing on the site. Work is ongoing to progress development on the site of the local centre for a range of uses, including premises for the Torbay Electronics & Photonics Innovation Centre (EPIC) and Premier Inn.

Land promotion

Abacus/DFE are also long-term landowners and promoters of additional land to the south of White Rock and considered there was potential for residential development. Given the very different landscape character of the site, compared with White Rock, the project was given its own identity of Inglewood; more detail on this can be found in the Planning, Design and Access Statement submitted in support of the application.

Inglewood is intended as a residential-led, mixed-use development on 70 acres (30 ha) of land, west of the Goodrington area of Paignton, south of White Rock and west of the A3022 Brixham Road.

The proposed site is currently in agricultural use and also used as cattle-grazed pasture. The land was promoted through the recent Torbay Local Plan examination process.

Although the site wasn't allocated for development within the adopted Local Plan, the Planning Inspector recognised its potential to be re-appraised to meet future strategic development needs of Torbay, once concerns over ecology and landscape impact had been investigated further and suitable mitigation measures proposed.

Abacus/DFE commissioned a full consultant team which has been working on the project since 2014 carrying out a range of detailed surveys and investigations to inform options for the site and determine its potential for sustainable development. This ongoing work has covered highways, ecology, landscape impacts and flooding and provided the evidence base to support its proposals for development to support the needs of future generations.

Consultation Strategy

Avril Baker Consultancy (ABC) was appointed by Abacus/DFE to manage the pre-application engagement process to share the emerging proposals and invite feedback from key stakeholders and those living and working in the area. The aim being to inform and engage with local and specialist groups and organisations with an interest in the site, and also near neighbours/wider public, in order to identify levels of support for the emerging proposals and to sound out any areas of concern prior to submission of an outline planning application.

ABC agreed an indicative consultation strategy and timeline with Abacus/DFE and the project team. This proposed firstly approaching the two emerging Neighbourhood Plan Forums for an initial briefing/meeting to introduce the project and work to date and share consultation plans prior to embarking on a round of full public consultation.

Meanwhile an EIA Scoping submission had been made by Stride Treglown on behalf of Abacus/DFE to Torbay Council in December 2016. This was followed by two pre-application workshops with Council officers in January 2017 and a further pre-application update workshop in April. A briefing for Torbay Council Members took place on 27 July followed by Design Review Panel presentation on 28 July. A further pre-application meeting was held with Torbay Council (via the PPA process) on 4th September 2017.

The project team also made representations regarding both Paignton and Brixham Peninsular Neighbourhood Plan Forums offering a briefing prior to the consultation events. Two meetings subsequently took place: in May just before the public consultation began and a follow up in June after.

ABC's role was to run a consultation comprising a public exhibition of the masterplan proposals with specific sessions offered to both key stakeholders and wider public. The same consultation material and mechanism for feedback would be replicated online.

Feedback from the public consultation and responses from other consultees would be considered by the project team, together with results of detailed site analysis and further technical reports in order to inform the ongoing masterplanning process and support a future planning application.

In tandem with the public consultation activities the project team would continue dialogue with officers of Torbay and South Hams Councils and any other statutory consultees.

ABC would facilitate and record the consultation events, proceedings and feedback and any further meetings or briefings and before compiling an overarching Report of Community Involvement to accompany the planning submission.

Key consultation activities:

5 May:	Initial meeting with Neighbourhood Plan Forums
11 – 26 May:	Public Consultation
June/July	<i>Consideration of feedback and ongoing masterplan development</i>
23 June:	Follow up Neighbourhood Plan Forums meeting
11 July:	Meeting with South Devon College

27 July:	Torbay Council Members briefing
28 July:	Torbay Council Design Review
July - September	Preparation of final scheme & masterplan for planning submission
4 September:	Torbay Council pre-application meeting

2017 Consultation Activities

Local Neighbourhood Plan Forums

The application site falls within the area covered by Brixham Peninsular Neighbourhood Plan Forum and is also adjacent to that covered by Paignton Neighbourhood Plan Forum.

Prior to the Inglewood consultation both forums were preparing to submit their own Neighbourhood Plans and had been out to public consultation. Representations to the draft plans were subsequently made by Stride Treglown on behalf of Abacus/DFE.

At the time of the Neighbourhood Plan Forums' consultation Abacus/DFE project team had only recently completed their evidence base work and did not have the technical information required to deliver this site for development. Hence the team was not in a position to engage with, or to promote the site during both Neighbourhood Forums' plan-making process.

By February 2017 the team was in a position to move forward and ABC initiated contact with both forums. A meeting was offered with Abacus/DFE and their project team in order to share the emerging proposals, prior to any public consultation taking place.

Meanwhile public consultation was being organised for May 2017, to include key stakeholder presentations and a public exhibition of development proposals with 'meet the team' sessions. To coincide with the two-week consultation period, a copy of development plans and a feedback survey were available online at www.inglewoodtorbay.co.uk.

5 May Forums meeting

A meeting with the Chairs of both forums subsequently took place in Brixham Library on 5 May (see *Appendix A* for ABC notes of the meeting).

The meeting was also attended by representatives of Abacus/DFE and Stride Treglown, together with ABC as consultation co-ordinator.

Following a welcome and introductions, Stride Treglown explained the background to the emerging proposals, planning context, site investigations, EIA Scoping and technical assessments. The team then tabled large site plans and worked through overlays to illustrate the concept design and emerging masterplan. The meeting ended with a discussion on the arrangements for the forthcoming public consultation and next steps.

During the presentation there was a round table discussion covering a number of topics including:

- Explanation as to why there was no engagement during the forums plan-making stage

- Extent of previous pre-application meetings held between Inglewood team and Torbay Council
- Evidence behind allocation/inclusion of sites during Local Plan process
- Nature and extent of Inglewood site investigations
- Ecology and landscape mitigation to protect curlew buntings and bats
- Existing highways problems
- Potential need for a new school and health facilities
- Next steps for both forums re submission of neighbourhood plans and examination process

The meeting concluded with a request for forums to publicise and encourage participation in the consultation event. All agreed that this meeting had been helpful and that a follow up meeting would be useful.

A further meeting took place on 23 June – see **June/July Consultation Activities**

May Public Consultation Events

Public consultation was focussed on an emerging masterplan which showed proposals for between 350 – 450 new homes, 1,200m² of floorspace for employment use and over 12 hectares of land available as a variety of open spaces around the site for recreation and play, pasture, ecology and food growing.

Community benefits of the proposed development included; much needed affordable housing together with a range of small scale business units, to be let to local businesses at affordable rents, plus significant improvements to Brixham Road, including widening, new crossings and bus stops. Other gains include; offering greater access to the countryside for all residents of the locality, providing new allotments and contributions to local facilities and amenities such as school places and high-speed broadband internet.

Events:

A two-day consultation event was held at the South West Energy Centre, Long Road, Paignton, TQ4 7BJ. This featured a public exhibition of the proposals with team members present to talk to attendees and answer queries.



The consultation material and a feedback survey was also available at www.inglewoodtorbay.co.uk. (see *Appendix B*)

Two key stakeholder presentation and discussion sessions were held on Thursday 11 May; one from 11.30am – 1pm with a second from 2pm – 3.30pm.

Two further staffed public drop-in sessions were held at the exhibition, from 3.30pm – 7pm on Thursday 11 May and from 10am – 3pm on Saturday 13 May.

Consultation Exhibition

The exhibition consisted of 12 panels describing the following: (see *Appendix C*)

- Board 1 – **Welcome** and project team
- Board 2 – **Planning Context** – Land promotion history and Local Plan
- Board 3 – **The Site** – Existing character, opportunities and constraints
- Board 4 – **Creating a Desirable Place to Live, Work & Learn: Drivers** – jobs and access
- Board 5 – **Creating a Desirable Place to Live, Work & Learn: Drivers** - protection and long-term commitment
- Board 6 – **The Concept** – Design principles
- Board 7 – **The Proposal** – Emerging Masterplan
- Board 8 – **Landscape Character** – Key Character Areas: Overarching themes, Orchards, The Walks
- Board 9 – **Landscape Character** - Key Character Areas: Quarry's Edge, Nords Village, Rural Edge, Brixham Road
- Board 10 – **The Evidence Base** – Ecology and Landscape & Visual
- Board 11 – **The Evidence Base** – Highways and other areas of work
- Board 12 – **Next Steps** – Your opportunity to contribute

A rota of the following members of the project team were on hand to talk to attendees at both the key stakeholder session and the public sessions:

- David Freed, Max Freed and Andrew Maltby: Deeley Freed Estates
- Mike Harris, Stride Treglown (town planning)
- Clare Billany, Nick Harrison, Paul Seaver: Stride Treglown (architects/urban design/landscape architecture)
- Felicity Flanagan, Roger Key: Key Transport (transport consultants)
- David Harvey (ecology), Jane Thomas (landscape) Nicholas Pearson Associates
- Avril Baker, Ryan Skeets, Kelly Williams: Avril Baker Consultancy (consultation co-ordinators)

Key stakeholders

Prior to the events a list of 97 key stakeholders was drawn up (*see Appendix D*). These included officers and members of Brixham Town, Torbay and South Hams Councils, members of Dittisham and Stoke Gabriel Parish Councils, representatives of Brixham Peninsular and Paington Neighbourhood Plan Forums, Torbay Development Agency, local community groups, the emergency services, special interest groups and organisations, quality and access groups, and key local services.

Key stakeholders were sent an invitation to attend either of the sessions on 11 May. They were advised that following on from this session, the event would be open to the wider public from 3.30 - 7pm that day and from 10am – 3pm on Saturday 13 May which they were also welcome to attend. A number of those unable to attend responded that they would like to be kept informed.

Attendance:

37 people representing Key Stakeholder groups signed in to the 11 May sessions/or public sessions.

Attendees included representatives of: CPRE Devon, Coast Academies, Dittisham Parish Council, Galmpton Residents Association/Brixham Community Partnership Neighbourhood Forum, Goodrington Roseland and Hookhills Community Partnership, Paignton Neighbourhood Forum, RSPB Regional Office, Stoke Gabriel Parish Council, South Devon AONB, Teignbridge and Torbay Group CPRE Devon, Torbay & South Devon NHS Foundation Trust, South Hams District Council, South Devon College, Torbay Civic Society, Torbay Council, Torbay Development Agency.



Proceedings:

On arrival attendees could browse the exhibition boards and talk to members of the team before taking their seats for a presentation.

Following a welcome and introduction to the team present, Mike Harris from Stride Treglown ran through the background to the project and the proposals as shown on the exhibition boards. Questions were taken

from the floor during the presentation. Afterwards attendees continued to talk to individual members of the team and to browse the exhibition boards.

Near neighbours

A catchment area covering near neighbours/occupiers was drawn up in conjunction with the project team, and a postcard with details of the consultation was hand delivered by a local leaflet distribution company to some 5000 residents and businesses within the agreed catchment area (see *Appendix E*).

Attendance:



A total of 128 members of the public attended the public sessions at the exhibition representing local businesses and households. Individuals could drop into the exhibition at their convenience. Members of the project team were on hand to talk through the proposals and answer queries. Where individuals gave a postal address they indicated they were from properties in Dyers Lane, Hortham Road, Leaman Close, Mission Road and North Road.

Wider public

A news release was issued on 25 April (see *Appendix F*) giving the background to the project and the details of the consultation events and website.

Post event

Following the event, a follow up mailing was sent to all key stakeholders providing an electronic link to the exhibition material on the website. Copies of the exhibition boards were also sent to other individuals who had requested a hard copy.

Feedback

Feedback was invited through an online survey, together with verbal feedback at key stakeholder meetings and discussions with individuals at public events.

Verbal feedback:

Key stakeholders

- South Devon College were supportive of the proposed development and keen to see improvements to the bus network in addition to a potential cycle link through from this development to White Rock 1.
- Torbay Development Agency expressed their support for the scheme.
- Representatives from RSPB and AONB both had detailed discussions with members of the project team. The emerging LEMP was well received and understood. There was some concern with regards to how much mitigation land for WR1 is being lost and where is it being mitigated. Also the query if data is available for assessing how successful WR1 mitigation is proving to be in practice. *(Refer to the Environmental Statement where these concerns have been addressed)*
- The Police Liaison Officer was very supportive re: secure by design principles captured. There was a concern with one rear parking courtyard, which the team took on board as an element to design out. 'Parking rage' can also contribute to high crime figures: in some developments garages are not used for vehicles, potentially look to increase from 2 spaces per dwelling where possible. The intention is to have ongoing dialogue with the Police Liaison Officer as the proposals develop.

Public



The majority of those attending expressed concern at any development proposals whatsoever being brought forward in this locale.

Notwithstanding general opposition to any further development in the area, a number of people felt there were some positive outcomes which the development could provide – these included countryside access; public open space; affordable housing; potential health/jobs/school; variety of play areas; allotments; orchards. In general terms, even where people didn't agree with the principle or the loss of fields, they recognised that the design was a good one.

Comments and issues raised included:

Highways

- Concern regarding increased traffic generation. It was suggested that traffic is currently a key issue during the summer months as holiday traffic adds to commuter congestion.
- Combined impacts of: a new larger ferry increasing the overall time to cross the Dart; development in Totnes increasing traffic volumes on the A385/A384 to the A38 to the north; and the opening of the new South Devon Link Road. Congestion on many routes but Brixham Road still seems a better option than a number of other roads in the vicinity.
- Concerns that proposed highways solutions will not work e.g. cannot see any benefit of road widening/potential dual carriageway.
- There are also problems with vehicles cutting through Hunters Tor Drive to get to Paignton/Problems with parents dropping children at White Rock Primary, travelling through the Goodrington estate to do so. There was a request for traffic calming in this area to counteract any rat running.
- An opinion expressed that at the Linden development insufficient parking provision has led to increased parking on the street.
- Consider providing a footbridge rather than signal crossings.
- Review location of bus stops – there is currently an issue with poor bus service/lack of public transport.
- Disruption caused during improvement works won't be outweighed by the actual benefits.

Infrastructure capacity

- School – individuals expressed support for White Rock Primary School but suggested this is already at capacity and a new additional school would therefore be supported. It was suggested that there may be the potential to provide a new school on site - this could remove the need to provide a signal controlled crossing, which had been included due to its position on the route to White Rock School. A number of local residents stated that this would be a better proposal.
- Health – GPs etc already stretched and at capacity. Consider provision of a health centre within the scheme. Why is a new doctor's surgery not being provided on site? Too much pressure on local facilities already and increased development will worsen this.
- Why is a corner shop, or similar, not included in plans.

Housing needs and type of provision

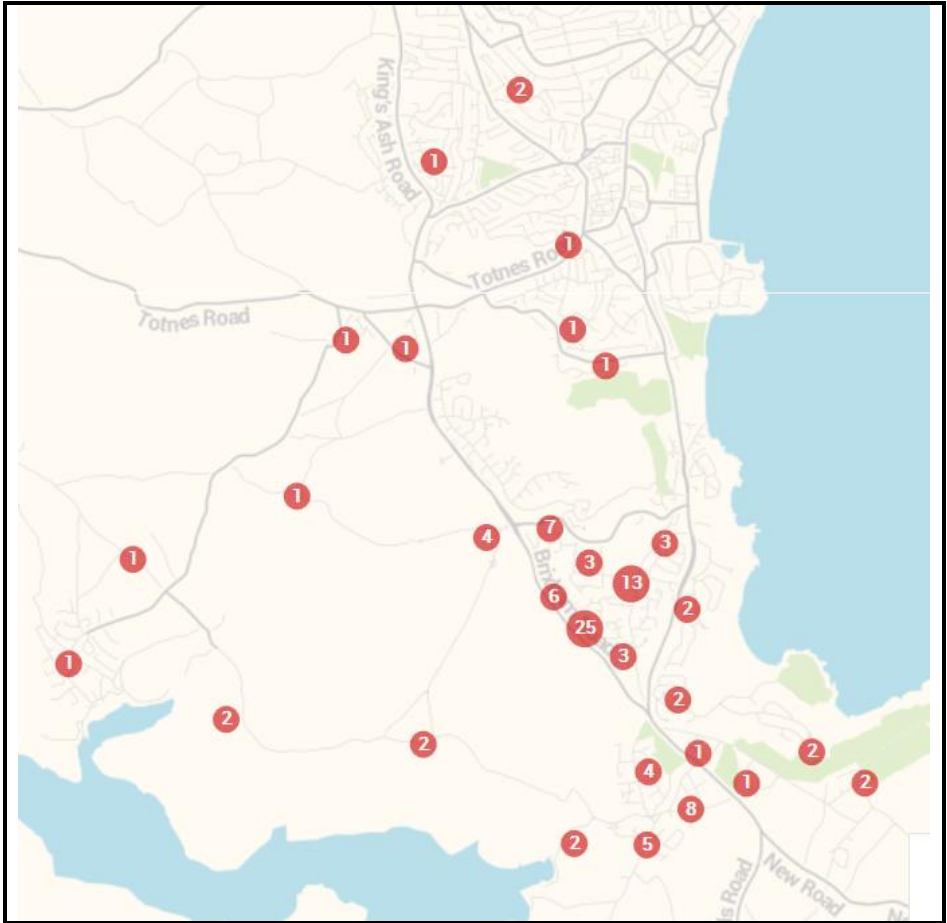
- Concern about 'development creep' in the area, and no belief that LEMP will have any weight.
- Question as to whether there are sufficient jobs in the area to justify further development. Anecdotally one local business owner who runs several businesses in Dartmouth said he did not believe suggestions of job shortages, as he always has vacancies.
- Some individuals suggested the need for local occupancy restriction on affordable housing.
- There was some concern regarding reports that local authorities, outside of the local area, are bulk buying estates in other areas of the country to rectify their own shortages in social housing. It was rumoured that the entire new estate

opposite White Rock has been bought by both Plymouth City Council and Liverpool Council to rehome some of their people in need of housing.

- With the local average wage being under £25,000 could local people afford to buy.
- One couple living close to the proposed development said they would be happier to look onto residential roofs (or a school) rather than looking onto office buildings.
- Quality of the Linden Homes at White Rock is not very good.
- One individual suggested building homes in Torbay would take some pressure off demand in South Hams.

Misc

- Need to ensure protection of wildlife – sustenance zone for cirl buntings and bats flight path.
- Local Plan versus Neighbourhood Plans – conflict of interest?
- Impact on tourism and views - not only views from AONB, but local views from Brixham Road, Galampton and Waddeton areas.
- Should we be building on good farm land, post Brexit we need to grow more of our own food.
- Site access – one person suggested best to access the site from the west and link it into Brixham Road via either of the two signal controlled junction to the north/Another wanted the access to the site to be on an improved Waddeton Road, so the traffic would join at the Long Road/Goodrington Road junction, (better than building the new roundabout on Brixham Road).
- Provision of local services/current and future issues with providers – sewerage/water/internet connectivity etc.



Postcode distribution of attendees (131 provided)

Survey/online responses:

Feedback on the emerging development proposals could be submitted via an online survey, posted on the Inglewood masterplan website along with a copy of the information boards on display during the consultation events. A hard copy of the survey was also available for individuals who might not wish to complete information online; these hard copies were then input into the online survey allowing all data to be collated for analysis.

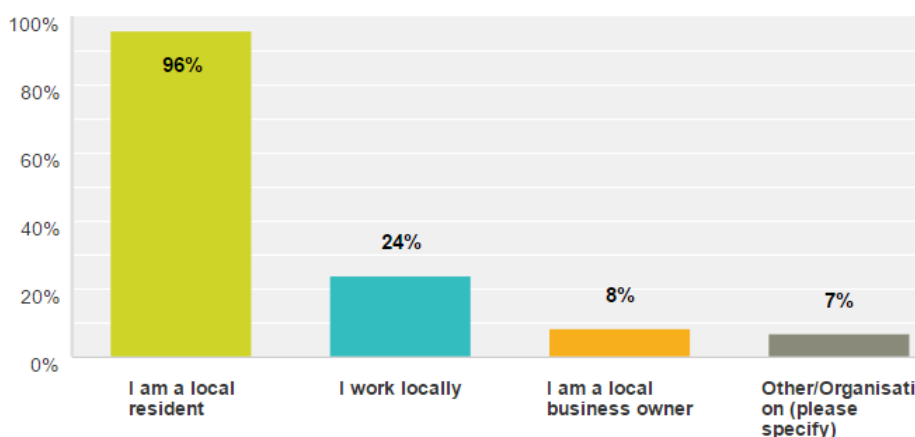
A total of 156 responses were received up to the deadline of Friday 26 May 2017.

The survey was split into 4 key areas, each of which included a clear introduction and summary text regarding the topic under discussion:

- Principle of development - included an aerial view of the site location, and a summary of the planning context.
- The emerging masterplan – included a masterplan scheme of concept design principles and a summary of the proposed mixed use development.
- Highways – principle and approach being taken to mitigate potential traffic issues
- Landscape and ecology – features and approach being taken to mitigate environmental impact and create public open space and improved countryside access
- About you – inviting information regarding status and postcode.

In order to gain a broad perspective on individuals' views, the survey/response form comprised several tick box options as well as a number of open text boxes, and it was left to respondees to choose which questions they wished to respond to.

The quantitative analysis from the survey has been included in the report in graphical format. A thematic analysis of open-ended data from the completed surveys has been extracted and recorded as a summary by theme/key issue against each question where additional comments were invited.



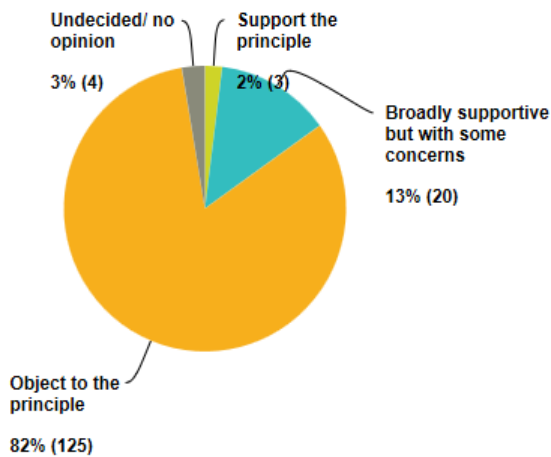
Of the 156 who responded 137 (96%) indicated that they are local residents, and some also work locally or are local business owners. Those who indicated 'other' included a local reporter, visitors who live/work close to the area as well as individuals representing RSPB, Environment Agency, Friends of Clennon Lakes, and members of local neighbourhood forums.

Analysis by question

Principle of development

Q1. What do you think about the principle of developing this key site?

152 responses

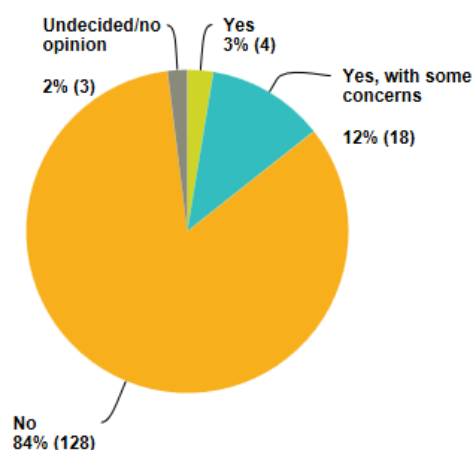


Answer choices	Responses %	Responses Number
Support the principle	2	3
Broadly supportive but with some concerns	13	20
Object to the principle	82	125
Undecided/ no opinion	3	4

There was a majority response of 82% objecting to the principle, with 15% showing support or broad support for the principle. 3% stated they were undecided or had no opinion.

Q2. Do you think the overall development will have a positive impact in terms of continuing the wider regeneration of this area?

153 responses



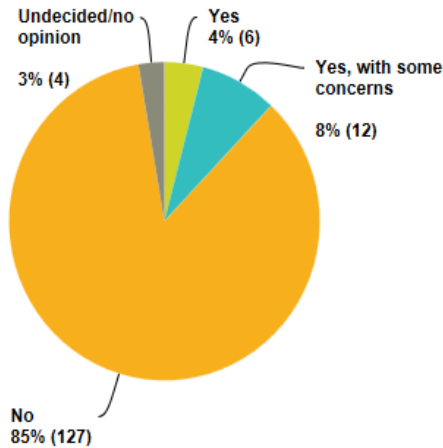
Answer choices	Responses %	Responses Number
Yes	3	4
Yes, with some concerns	12	18
No	84	128
Undecided/ no opinion	2	3

There was a majority response of 84% who considered that the overall development would not have a positive impact regards wider regeneration of the area, with 15% indicating yes or yes with some concerns regarding the question of the development having a positive impact. 2% stated they were undecided or had no opinion.

The emerging masterplan

Q3. Based on the information displayed at the exhibition, do you generally support the overall layout of the development?

149 responses

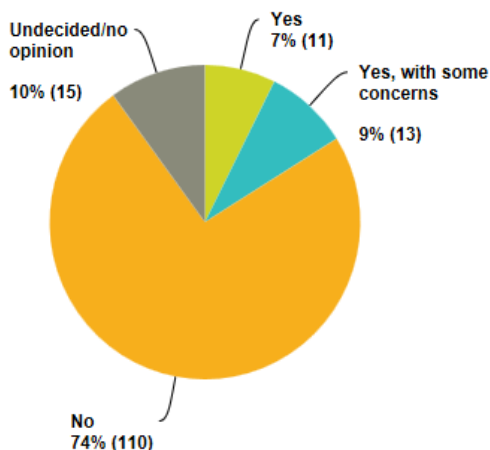


Answer choices	Responses %	Responses Number
Yes	4	6
Yes, with some concerns	8	12
No	85	127
Undecided/ no opinion	3	4

There was a majority response of 85% who do not generally support the overall layout of the development, with 12% indicating yes or yes with some concerns whilst 3% stated they were undecided or had no opinion.

Q4. Do you support proposals for the residential led development to be arranged in distinct 'character zones' across the site?

149 responses

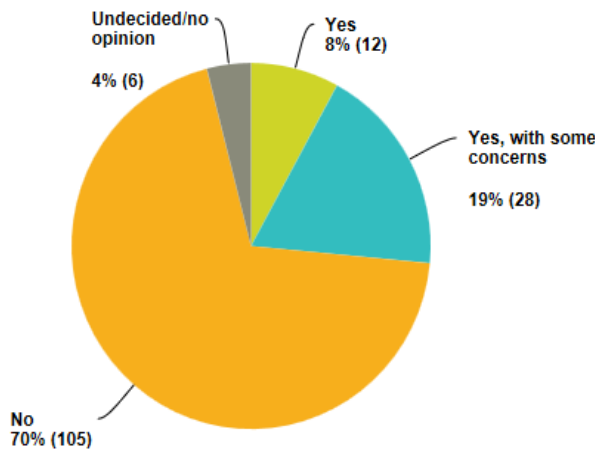


Answer choices	Responses %	Responses Number
Yes	7	11
Yes, with some concerns	9	13
No	74	110
Undecided/ no opinion	10	15

There was a majority response of 74% who do not generally support proposals for 'character zones' across the residential area of the site, with 16% indicating yes or yes with some concerns regarding these proposed 'character zones'. 10% stated they were undecided or had no opinion.

Q5. There is potential for the site to support the provision of employment uses within the development – possible office space or small units for start-up businesses. Would you support proposals for provision of employment space?

151 responses



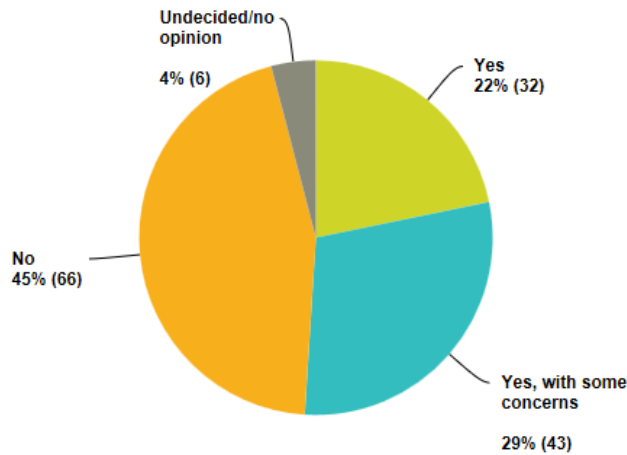
Answer choices	Responses %	Responses Number
Yes	8	12
Yes, with some concerns	19	28
No	70	105
Undecided/ no opinion	4	6

Some 70% would not support proposals for provision of employment space, whilst 27% indicated yes or yes with some concerns regarding possible provision of employment space. 4% stated they were undecided or had no opinion.

Highways

Q6. Do you support the principle of improving pedestrian and cycle access across Brixham Road?

147 responses

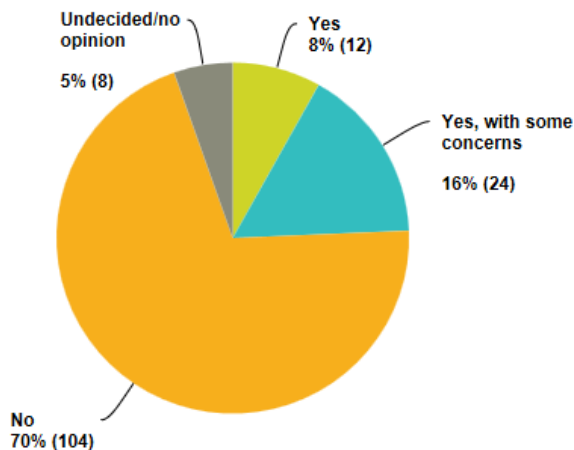


Answer choices	Responses %	Responses Number
Yes	22	32
Yes, with some concerns	29	43
No	45	66
Undecided/ no opinion	4	6

A majority of 51% stated they support or support with some concerns the principle of improving pedestrian and cycle access across Brixham Road, with 45% indicated they do not. 4% stated they were undecided or had no opinion.

Q7. Do you agree with the approach being taken to mitigate potential traffic issues including reducing traffic speed in the area, improving visibility and a new roundabout to provide access into and out of the site?

148 responses



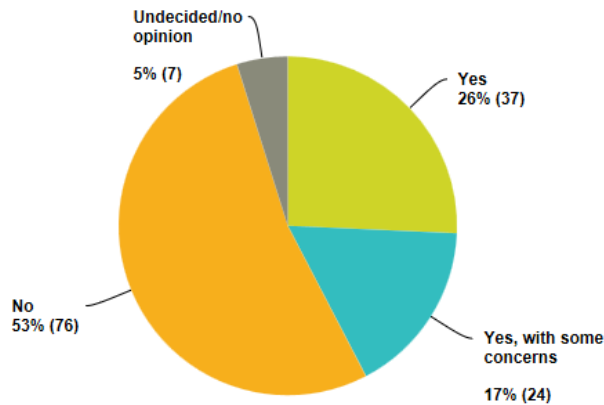
Answer choices	Responses %	Responses Number
Yes	8	12
Yes, with some concerns	16	24
No	70	104
Undecided/ no opinion	5	8

A majority of 70% stated they do not agree with the approach being taken to mitigate potential traffic issues. 24% indicated yes or yes with some concerns whilst 5% stated they were undecided or had no opinion.

Landscape and ecology

Q8. Do you agree with the approach of using parts of the site for ecology and landscape mitigation?

144 responses

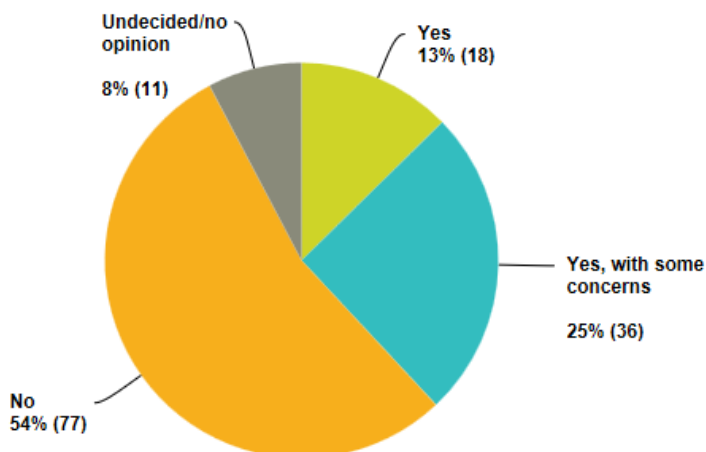


Answer choices	Responses %	Responses Number
Yes	26	37
Yes, with some concerns	17	24
No	53	76
Undecided/ no opinion	5	7

A majority of 53% stated they do not agree with the approach of using parts of the site for ecology and landscape mitigation, whilst 43% indicated yes or yes with some concerns regarding the approach being taken; 5% stated they were undecided or had no opinion.

Q9. Do you support the proposed range of community benefits within the masterplan such as greater access to the countryside, new orchards and allotments?

142 responses



Answer choices	Responses %	Responses Number
Yes	13	18
Yes, with some concerns	25	36
No	54	77
Undecided/ no opinion	8	11

A majority of 54% stated they did not support the proposed range of community benefits, with some 38% indicating their support or support with some concerns; 8% stated they were undecided or had no opinion.

Q10. Do you have any additional suggestions about how the public open space might be best utilised? e.g. nature trail, informal rest points/seating

75 responses



There were a considerable number of responses (52) in line with the majority view expressed in quantitative responses throughout this survey that no development whatsoever would be preferred. However, there were also a number of useful suggestions which respondents put forward regarding how the public open space might be best utilised, and these are summarised below.

Issues/concerns

- There were concerns regarding any potential impact on current wildlife and the ecology of the site, with the suggestion that a greater benefit to the environment would be to leave the land as it is/undisturbed.
- Impact on wildlife. Consideration must be given to current habitats and habits of curlew buntings and horseshoe bats.
- It was queried whether there is a need for additional housing in this particular area given that job growth has not met targets
- Any development should take into consideration the supporting infrastructure required – local services, highways etc.
- Congestion/traffic. Windy Corner was cited as a problem area/already a bottleneck for traffic.

- It was suggested that only new residents would benefit from this development – whereas it would negatively impact those currently living in the area, particularly with regards to traffic issues.
- Some concern that if this goes ahead then other developers with interests in adjacent land might also consider bringing forward additional developments.
- Public open space - should ensure this is delivered in light of the published Green Infrastructure Delivery Plan for the area.

Supportive considerations

- Rest points and seating would be appreciated, but alongside any nature trail or paths through there would be a need for strong hedging or fences in order to protect private property. Perhaps some consideration could be given to the provision of picnic areas as well, particularly along the western edge so as to afford open views of the countryside.
- Foot and cycle paths need to connect to existing footpaths to Galampton Creek (for Greenway) and Broadsands. A walk/cycle route should also run from White Rock over Clennon Hill to Paignton Leisure Centre so the development connects to existing walking routes, countryside and leisure facilities. One person also suggested that if other land owned adjacent to the site could be opened up with footpaths etc this would be more like countryside access.
- Provide sufficient bins for waste – general litter as well as dog faeces.
- Nature trails and wildflower areas would be supported, and ample planting/green spaces was encouraged. A very detailed comment was made regarding maximising the wildlife value of public open space given the potential mental and physical health benefits. Ideas such as prioritizing native planting and ensuring nature-friendly management of 'soft landscaping' which should include shelter, food and breeding sites for a range of wildlife. Seasonal foliage, grass areas and the need to avoid 'neat and tidy' management (eg, not cutting hedges annually) to allow woody plants to flower to provide nectar for insects, and create a visually appealing space for people to enjoy.
- Consider provision of a much larger public open space – for play and events. Provide a visible play area for youngsters.

Suggestions/comments misc:

- If housing needs to be built opt for brown field areas available and derelict sites as at the old Nortel plot/Tweenaway.
- Given the location, might 'starter homes' actually end up being purchased by individuals as second or holiday homes.
- It was suggested that parking needs to be controlled, with current problems at Whiterock already with cars parking on pavements and the site still to be completed.

Comments (verbatim) included:

- Countryside is for wildlife to enjoy not people use. No cars - quiet walks + nature reserve.
- Most people do not use bicycles in this area and as we are in an area of outstanding natural beauty the land would go unused.

- This area should remain as an undeveloped lung between Paignton and Galmpton/Churston.
- The public open space needs to be much bigger. 450 homes will also contain a minimum of 100 dogs. A safe, dog friendly park/space with room for a football pitch, children's play area, seating, and suitable for picnics/events to make it a community space not just a bit of grass.
- Seems good ideas planned. However, some space earmarked for housing needs to be re assigned to a school and health centre and maybe a few local shops.
- The whole site should be made a country park to retain an exceptional area of natural beauty in an already highly built up area.

A number of individuals expressed concern regarding the use of this greenfield site and there is clearly confusion over whether this site is in Green Belt, within an AONB, and possibly in breach of existing planning boundaries/local plans waiting to be ratified in South Devon.

Q11. From your local knowledge of the area are you aware of any other constraints, issues or opportunities that might influence the proposals?

107 responses



A significant number of those responding online were keen to provide additional comment relating to development proposals, and many took the time to provide very detailed responses. On the whole these comments mirrored those provided earlier in the survey

with regards to the main issues or queries raised.

These broadly covered issues relating to:

- Traffic/highways concerns
- Pressures on public services
- Query regarding the need for housing and type of housing
- Query regarding employment opportunities
- Ecology/wildlife
- Use of greenfield site

Traffic/highways concerns (50)

It is clear from comments received that some individuals living in the area feel that the highways are already congested and traffic is a major issue currently. Consequently they consider that this development, with associated additional traffic, will increase the impact on pollution levels for local residents including noise.

The Brixham Road itself is also considered to have failings. It was highlighted that it is a key holiday route and especially busy from April through to September. As the main route into Brixham there are major holdups through the amount of traffic it has to deal with (i.e. holiday as well as commuter and local), and if there is an accident the road is closed for hours.

Some individuals felt that the option to widen the road/install additional traffic lights would only make things worse and create a bottleneck along the road which already experiences problems due to traffic lights and a controlled pedestrian crossing.

There were a number of suggestions regarding potential mitigation measures on the Brixham Road.

- Traffic lights may be required at Hunters Tor exit - perhaps on a ratio setting according to traffic survey.
- The widening of the Brixham Road, if possible, should be 3 lanes with a centre lane for emergency vehicles. This centre lane could be narrower, but would allow vehicles to pull over to enable emergency vehicles to come through.
- If the Brixham Road cannot be widened near Windy Corner due to properties, Waddeton Lane from White Rock (after widening) could be used, and swung left through Nords to Windy Corner where a traffic island can be installed to cope with more traffic.

It was also suggested that local roads are already being used as rat runs since the first development at Whiterock, and an additional 350 houses would add 700 more cars into an already overcrowded area.

Some who commented suggested that children attending Whiterock School are already exposed to high levels of pollutants, adding that as the school playing field is adjacent to the road, the development would increase the levels of exposure as a result of increased traffic flow and the accompanying speed restrictions.

It was suggested that the issue of sustainable transport has not been addressed- where is the bus stop, what destinations will it serve and where is the cycle lane on the Brixham Road.

Pressures on public services/infrastructure (25)

Residents are concerned that another new development in the area adds to pressure on local services, and there do not appear to be plans for a health centre or community hall / preschool to be included within the development. This housing development within the context of the neighboring developments, will be putting pressure on limited public resources in the area (health, social care and education) and there was little or no planning for social impacts of this size development with regards to amenities and the impact on infrastructure to the wider local area.

People suggested that many local health/medical facilities and schools are already over capacity, and questioned the ability for them to cope in the face of additional housing developments being brought forward in the area.

Some who commented said that current healthcare as well as future provision is an issue stating there are already problems in securing GP appointments locally, as well as the closure of the outpatients beds at Paignton Hospital, and wards being closed at Torbay Hospital.

School capacity is also a concern. It was stated that the local White Rock primary school is already larger than the national average having already been significantly extended. What provision is being made for potentially an additional 400 children given proposed developments in the area – one person suggested an option would be to replace the proposed office/work units within the development with a primary school.

It was suggested that infrastructure services such as gas, water/sewage, electricity, telecoms are already stressed and the development will increase the deterioration in service to existing customers.

Query regarding the need for housing and type of housing (23)

Some individuals queried the need for more housing in an area where a number of developments have already been brought forward, and the suggestion that this area had already delivered on the required quota of housing/there is already enough housing to meet the projected number needed under the Local Plan. There were concerns expressed that this development would bring unsustainable over-population of the area, that there is no need for this additional housing and no employment for incoming people.

One person suggested that whilst the developers are “trying to convince people that high tech industries will come to this area”, in reality many of those who work in that sector are high earners who would look for more individual and prestigious properties elsewhere in the country in areas with better road networks, schools and amenities such as Bath, Exeter, Cardiff.

There was a concern that within the information shown at the event there do not appear to be any plans for accessible housing or sheltered housing. There is an aging and dependent population in Torbay, in addition to several special schools in the area providing support to vulnerable members of society, and these individuals are likely to be in need or have future need for supported housing. A significant amount of housing is being built in the area but it would seem that developers do not consider this sector of the population.

There was some concern that the buildings would be of “inferior quality, thrown up with no gardens”, minimum parking and properties which would not be affordable for locals or first-time buyers, and might also therefore attract more 'buy to let'.

A number of residents of Galampton were concerned that the village integrity would be lost/it would be joined to Paignton by the urban sprawl.

Query regarding employment opportunities (11)

People queried what sort of jobs might be available, and which businesses might be interesting in investing in the area to provide employment to those living in any new development.

It was stated that housing was originally built at Hookhills and Roselands for former STC staff, and other employees of businesses now relocated or closed - thousands of jobs which no longer exist. There was also a comment to the effect that the job creation planned at White Rock Business Park has not materialized. There has been no interest from private sector employers resulting in a switch to housing.

It was suggested that there would be little point in building more industrial/work units as there are plenty of others in the area which are unoccupied. There is a distinct lack of employment opportunities in the area, other than some temporary holiday tourism jobs. Also more individuals, particularly in high tech industries, are able to work from home – if there is the quality of infrastructure/broad band etc to support it.

Ecology/wildlife (8)

There were a small number of very detailed comments from individuals who had concerns regarding the need for consideration of current wildlife and the ecology of the site. Clearly some of those responding had detailed knowledge of the area and offered suggestions and shared thoughts on habitat mitigation due to land lost/degraded due to development of this kind. It was also suggested that ecology surveys should also take a broad view and take into account sites in close proximity to the proposed development site.

Cirl buntings, bats, a wide range of flora and fauna would all need careful monitoring and consideration should be given to quantity and quality of habitat types and a detailed plan prepared for in perpetuity management of all retained/created habitats (on site and off site). Ecological mitigation for the proposed development, secured in perpetuity and appropriately managed, would need to be subject to regular monitoring and review against ecological targets.

Useful suggestions included a recommendation to visit RSPB Labrador Bay nature reserve - arable and pasture farmland managed for cirl buntings. Consider also that there are opportunities to provide for species that can adapt to a suburban/urban environment given suitable conditions (eg, provision of integral nest sites for swifts at ratio of 1 per dwelling - these can be used by house sparrows, starlings and bats). Ensure permeable garden boundaries, ideally hedges, to allow movement of small mammals such as hedgehogs, and consider nature/wildlife friendly garden design and planting schemes - choice of plants to be bee and butterfly friendly, green roofs, sustainable features such as waterbutts etc. Also important to consider the effect more lighting would have with regards to bats in the area/ bat barn required.

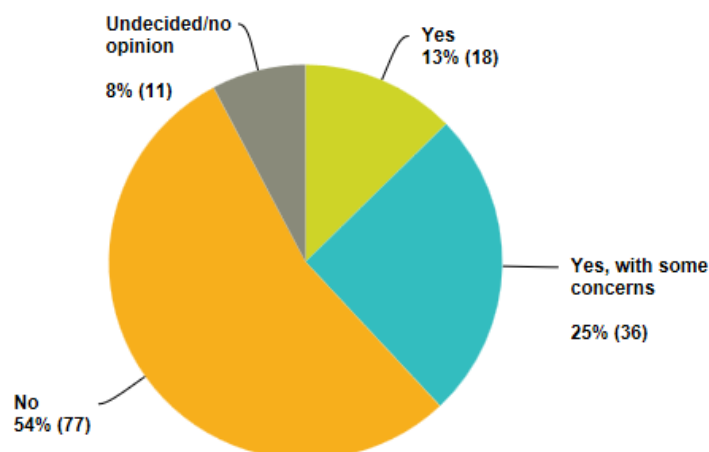
Miscellaneous comments (verbatim) included:

- These fields do get flooded, where will the rain go when there are buildings everywhere?
- The use of SUDS throughout the site that provide multiple uses and benefits would be welcomed.

- We need to be forward thinking and innovative in our planning and development, meeting the needs of all the people in this area.
I would like to see a more detailed plan to include school, doctors, and a decent social club/pub!
- Torbay has a bad reputation for all things, Constantly berated by other local investigating authorities for poor decisions and delay, obfuscation and failure to look ahead.
- Reasons why the Secretary of State rejected development of the site remain valid. So too do the reasons for not including it in the Torbay Local Plan and given in the Brixham Neighbourhood Plan.
- Across the road from the Energy Centre - - you do know that asbestos has been floating about there for years - which is why it stopped being demolished 30 years ago.
- Travellers sometimes pass through area in the summer so access to open spaces would need to be protected from vehicular access.

Q12. If Torbay Council is unable to meet the Local Plan requirements to deliver future housing, would your opinion change regarding the delivery of this site for comprehensive development, with all of the community benefits that are proposed?

143 responses



Answer choices	Responses %	Responses Number
Yes	4	6
No	86	123
Undecided/ no opinion	10	14

A majority of 86% stated their opinion would not change regarding use of this site for development if it was found that Torbay Council is unable to meet the Local Plan requirements to deliver future housing. 4% indicating their opinion would change and 10% stated they were undecided or had no opinion.

Email/written responses

In addition to completed surveys, a number of individuals sent in detailed emails. The emails, from CPRE, a local councillor and 4 local residents, broadly mirrored the concerns and queries submitted via the online survey, namely:

- Requirement for housing/proof of housing needs.

- Not sustainable location for employment/lack of interest from businesses.
- Opposition to use of greenfield site/high grade agricultural land.
- Site is ecologically important/loss of habitat for curlew buntings/horseshoe bats.
- Volume of traffic on key through-route and local roads.
- Lack of infrastructure to support future development.
- Increase in pollution levels as a result of increase in vehicles.
- Resultant 'urban sprawl'.
- Loss of views/riverside landscapes/AONB.

Other issues:

- This site is not included in Torbay Local Plan 2012-2030 or the Brixham Peninsular Neighbourhood Plan.
- Lack of detailed consultation between the developers and the Neighbourhood Forum in years prior to this event
- Scepticism regarding the consultation process/individuals capacity to change or influence plans – is this just a 'tick box exercise'.
- Environmental and geographical constraints of a narrowing peninsula/environmental sensitivity and value of an area with international Geopark status.

The Chair of CPRE Torbay submitted a formal response, detailed below.

CPRE Torbay strongly objects to the proposed development for numerous reasons including:

- Departure from Adopted Torbay Local Plan
- Localism Act 2011
- Secretary of State Decision 1997
- Torbay Population change Actual and Predicted.
- Brixham and Paignton Neighbourhood Plans Reg 14 Pre-submission stage. Both NPs have rejected site for development.
- Landscape, Environment, Traffic
- Loss of agricultural land when available Brownfield sites have not been developed

Post Consultation Activities

Local Neighbourhood Plan Forums meeting 23 June

A follow up meeting with representatives of both the Forums took place in Paignton Library on Friday 23 June. (see *Appendix G* for ABC notes of the meeting).

The meeting was also attended by the Chair of Paignton Neighbourhood Plan Forum and a representative from Brixham Peninsular Neighbourhood Plan Forum; plus representatives of Abacus/DFE, Stride Treglown, and ABC as consultation co-ordinator.

Stride Treglown began by feeding back on the recent Inglewood consultation events. The design/planning work had moved on and now included a school and relocation of a bus stop within the site. Highways work had also continued including traffic counts which had led to revisions to the junction at Windy Corner. A proposed framework was being worked up to help strike a balance between countryside access and ecological mitigation.

The latest designs were then tabled for further round table discussion.

Key discussion points included:

Inglewood:

- Employment provision and ongoing discussions with TDA
- Traffic access and bus provision – ongoing discussions with Stagecoach
- School design and facilities and discussions with Council re school sites in the area
- Potential for health facilities
- Countryside access route
- Drainage strategy
- Timescale for submission

Update from the Forums re. their neighbourhood plans:

- Paignton:
 - statutory consultation completed and consultation responses online
 - not going through health check process
 - expect to submit plan at end of July
 - Council looking to appoint an assessor
 - Possibility of joint examination with other forums
- Brixham Peninsular:
 - No issues preventing submission of plan
- Whether the Inglewood development was viewed by both parties as a departure from the Local Plan.

Torbay Council Members Briefing

A meeting with key officers and members of Torbay Council took place at the Town Hall on Thursday 27 July.

Inglewood team present:

Abacus/Deeley Freed:	Max Freed, Andrew Maltby
Stride Treglown Planning:	Mike Harris (town planning and masterplanning/design)
Clarke Bond:	Seymour D'Oyley (flooding/drainage and infrastructure)
Key Transport:	Roger Key (highways assessment and design)
Nicholas Pearson:	Dave Harvey (ecology) and Jane Thomas (landscape impact)
ABC:	Avril Baker (consultation)

Torbay Council

Officers: Helen Addison, David Pickaver, Carly Perkins

Members: Jane Barnby, Steve Darling, Mark Kingscote, Mike Morey, Di Stubbley, Anna Tolchard, Alan Tyerman, Thomas Winfield

Following introductions and an overview of the project and progress to date there was a presentation covering:

- Planning context
- Design approach
- Inglewood - the development offer
- Assessment and Mitigation – highways, landscape & ecology
- Wider technical assessment
- Inglewood – supporting the growth of Torbay

The meeting was then opened up to general discussion and questions.

Key topics were around:

- Transport and highways improvements
- Mitigation of lighting to reduce impact on bats
- House types and space standards
- Potential school and timescale for delivery
- School drop-off parking and coach parking
- Strategy for residential parking
- Scope for wider transport/highways improvements
- Landscape strategy re. access to countryside and reducing impact on AONB
- Public access to the countryside through farm management plan

Torbay Council/Design Review Panel Engagement

Abacus/Deeley Freed and the design and planning team have had ongoing dialogue with Torbay Council via a Planning Performance Agreement. In addition, the emerging proposals were presented to the South West Design Review Panel on Friday 28th July.

The Panel was chaired by Cllr Mark King and included the following members:

Jackie Gillespie, architect
Martyn Lonsdale, landscape architect and urban designer
Richard Maddock, urban designer
James Howard, chartered surveyor
Mark Pearson, architect and urban designer (acting as Secretary)

A copy of the Panel's formal response is appended to this report (*see Appendix H*). On receipt, a review of the comments was undertaken, both positive and negative; these can be summarised as follows:

- Questions were raised as to whether a roundabout is the best form of providing access to the site;
- It was suggested that there would be benefit in considered whether a further community use could be provided within the site, for example a public house;
- It was made clear that a revised design treatment of the roundabout/site entrance is necessary, in particular to frame/provide setback;
- Questions were raised as to whether it is necessary to retain hedgerows on the site; and,
- Considering a further viewpoint was suggested, specifically Windmill Hill close to Collaton St Mary.

Following this review and internal design team discussions, further design work was undertaken to consider how best to respond to the comments of the Panel.

Some matters, for instance hedgerow removal and alternative access arrangements, were disregarded due to them not being technically acceptable or feasible. Matters of development uses and setback/layout were however given detailed consideration, including the potential implications in respect of individual technical assessments.

In order to further understand the matters raised, a further pre-application meeting was held with Torbay Council (via the PPA process) on 4th September 2017. This meeting provided clarification on certain points, provided by Mark Pearson (secretary of the Panel) and Carly Perkins (lead Planning Officer). An emerging design revision was tabled and comments received.

Response to Consultation and Next Steps

Abacus/DFE and their project team were encouraged by the level of engagement from the local community. Whilst a majority of individuals who responded were in principle against development in this location, a significant number of respondees did take time to indicate areas of concern and made useful suggestions regarding potential changes or mitigation measures.

Feedback from the Public Consultation, together with further meetings and ongoing discussions with the Local Planning Authority and other consultees has been considered by the team as they have progressed the draft masterplan. In particular, comments received from the Design Review Panel/follow up pre-application meeting have been critical in making changes to improve the design proposals.

As a result, the following changes have since been made to the proposals since the public consultation in May. The key changes are as follows:

- The level of housing has been capped at 400 dwellings
- A 2-form entry primary school, with nursery, is included within the site
- Employment uses have been removed
- A public house is proposed at the entrance to the site

It is considered that these changes respond to concerns and positive feedback. Specifically, the inclusion of both a primary school and public house provide uses which have a positive impact on community and place making. The school, in particular, has been flagged by the Council as being critical in ensuring that appropriate levels of school places are maintained for future years.

A reduction in the upper limit of housing on the site recognises that there are technical restrictions, specifically in respect of landscape impacts but also regarding ecology and highways.

After the outline planning application has been submitted to the Local Planning Authority the final draft masterplan and key planning drawings will be posted on the project website and key stakeholders notified of the submission.

Appendices

- Appendix A – 5 May Neighbourhood Forums meeting notes
- Appendix B – Project website
- Appendix C – Public Consultation Exhibition
- Appendix D – Key stakeholder invitees
- Appendix E – Catchment area and postcard invite
- Appendix F – Press release
- Appendix G – 23 June Neighbourhood Forums meeting notes
- Appendix H – Torbay Design Review Panel response - July 2017