

Site ref	Address	Conclusion	Total Yield
13228	Temperance Street	The site has been identified as an opportunity site by the Neighbourhood Forum and one which might be part of a wider long term redevelopment of this part of Torquay. However, at present there are no proposals for the redevelopment of this site.	0
H1:014	Station Lane/ Great Western Car Park	Though the site is appropriate for residential development, it is understood that current proposals preclude housing. If, however, the site should become available, it is considered that the site could deliver between 40 and 60 dwellings.	50
HC062	Chilcote Close Car Park	The 2008 SHLAA considered that the site might be suitable for a development of 10 dwellings, whilst retaining some of the car park. It would appear that this would be possible if part of the parking areas were to be developed for housing.	10
HC064	Hampton Avenue Car Park	The site may be suitable in principle for development but is a popular car park during the summer months for holiday users. If the site were to be considered available for development a total of 12 dwellings might be provided on the site. However, it is considered unlikely that the site would be made available.	12
HC070	Princes Street Car Park	The site is in Council ownership and considered under used. Its location and characteristics suggest that it is suitable for residential development at a high density. Given the sustainable location within Torquay and the small scale nature of the site, it is anticipated that the site could come forward for development of up to 20 dwellings.	20
HC076	Sheddon Hill Car Park	Site is considered acceptable for development but proposals are currently considered unlikely to include houses or flats. However, if a decision were taken to deliver dwellings on this site a maximum of 50 apartments might be delivered. However, this is likely to be constrained by market demand for the short to medium term.	50
HC090	The Terrace Car Park	Assessment would suggest high density development would be appropriate and achievable here, given the location and the existing multi storey car park already being 3 /4 storeys in that location (built into the hillside). Previous proposals from the THAAP proposed redevelopment for mixed use, including up to 95 residential units but an earlier Local Plan allocation proposed 40 dwellings on a part of the site. If the council were to conclude that the site is no longer required for parking the site could come forward for approximately 90 dwellings with a mix of other uses. However, given local market conditions this is unlikely to be within the medium term.	90
HC105	Brunswick Square Car Park	The site is an important car park for local businesses but if it were concluded that the parking need could be met elsewhere, the site would be suitable for a high density development of potentially 30 dwellings.	30
HC156	Meadfoot Road Car Park	The site is well located for services and facilities which would suggest that it might be suitable in principle for redevelopment. However, it also means that it is well used. If the site were to be considered suitable for redevelopment it is considered that 20 dwellings might be deliverable.	20
HC170	Meadfoot Sea Road Car Park	In the 2008 SHLAA it was considered that, even if available, the site would be unlikely to achieve 6 or more dwellings. It may be that the site actually is not suitable for residential development at all.	0
HC219	Clennon Valley Car Park	Site is considered acceptable for development but proposals are currently considered unlikely to include houses or flats as the location is being promoted as a velodrome. The Princes Foundation work suggested that the site could come forward for 100 dwellings. However, this will only be possible if the alternative uses are not progressed.	100

Site ref	Address	Conclusion	Total Yield
HC232	Churchwood Road Car Park	Site location is appropriate for high density development over 3/4 storeys, given the existing new-build flats to the rear of the site and the height of the Fire station. There could be a possibility of rebuilding the terrace to mirror the opposite side of the road. This might give rise to up to 15 dwellings on this site if it were to be available.	15
HC239	Preston Gardens Car Park	Assessment would suggest high density development would be achievable here due to the site location within Paignton and the surrounding high density character. A total of 20 dwellings might be achieved if the site were not considered to be needed for parking.	20
HC245	Oxen Cove Car Park	Site is considered acceptable for development but proposals are currently being promoted for development by TDA for commercial development. If the proposals were to focus on the provision of housing the site could deliver 50 dwellings if solely providing dwellings, or half of that as part of a mixed use scheme.	50
T772	Abbey Park Car Park	It is considered that even if the site were not required for car parking, the site would not be suitable for housing development due to its location and the flood risk. The site is within the AGLV in the Adopted Torbay Local Plan and development would impact the AONB to the south and west.	0
T773	Ansteys Cove	Even if the site were not required for car parking, the site would not be suitable for housing due to its location.	0
T774	Babbacombe Beach Car Park	Site divorced from main settlement in location not considered suitable for development.	0
T775A	Berry Head Car Park/ Shoalstone Car Park	The car park is in an extremely constrained location, adjacent to designated wildlife sites and may be liable to flooding. Therefore, it is considered that the site may not be suitable for housing.	0
T776	Breakwater Beach Car Park	The location is highly constrained by environmental and flood designations and as such is not considered suitable for housing development.	0
T777	Broadsands Beach Car Park	The site is subject to flooding and is poorly related to the urban area. As such it is considered that it is not suitable for housing development.	0
T782	Lower Union Lane Car Park	Very sustainable town centre site. If it were to be available it is likely that the site might be suitable for mixed use regeneration proposal incorporating some residential. Town centre location with good services and local amenities. High density development would be suitable here due to the site being significantly set down from road level, and backing onto existing 2/3 storey buildings on the other side. The site alone might deliver 10-20 dwellings but the area could provide a greater yield if other sites are included as part of a wider redevelopment scheme.	20
T783	Melville Road Car Park	The site is very long and thin with developments on either side. As a result it is likely to be difficult to deliver dwellings without negatively impacting on neighbours.	0
T785	Youngs Car Park- Goodrington Park	The site is located within the flood zone and adjacent to the railway line which will impact on the suitability of the site for housing. It is also a well used car park in the summer for visitors to local attractions. However, if it were to be made available and the issues of flood risk and noise could be addressed the site might deliver up to 30 dwellings.	0

Site ref	Address	Conclusion	Total Yield
T788	Walls Hill Car Park	Car park which adjoins heathland; public amenity land- coastal preservation area. Suitable access and good aspect/topography for development. If the council were to consider that the site is no longer required for car parking it could deliver approximately 6 dwellings.	6
T816	Shoalstone Overflow Car Park	Initial conclusions are that this site would be suitable for high density development given the location, and topography on the site. If the site were to be available a total of 6 dwellings might be delivered.	6
T857	Paignton Harbour	The site is in a prime location where a high density scheme is likley to be attractive to the market, even with a high supply of apartments available elsewhere. The site is adjacent to the SSSI and any development will need to consider the risks from flooding. However, it is considered that a scheme could come forward for developoment of this site.	50
T858	Freshwater Car Park	The site is understood to be being promoted for development but not necessarily including residential uses. If proposals were to be aligned to provide dwellings only then the site might deliver 50 dwellings. However, a lesser number might be provided as part of a mixed use scheme.	50
T914	Meadfoot Road car park	The site is divorced from services and facilities, in an area constrained by wildlife and flooding designations. It is not considered provide a suitable site for housing.	0
TM001	Town Hall Car Park	Site is considered acceptable for development but current proposals include a food store and do not include any houses or flats.	0
<b>Total:</b>			<b>599</b>