



PAIGNTON
Great Parks
Enquiry-by-Design
Masterplan Report

Supplementary Planning Guidance



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01



OVERVIEW

This report presents the masterplan and guiding principles for the second phase of development at Great Parks, Paignton.

The independent recommendations of this report were established through a collaborative and inclusive design process (Enquiry-by-Design) with the local community and key stakeholders, leading to the production of a site vision and masterplan.

The overall aims for the masterplan are to secure:

- A co-ordinated and sustainable phase 2 development;
- Greater certainty on the location, style, scale of development, access and infrastructure arrangements;
- Protection and enhancement of important natural features of the site and Westerland valley; and
- Maximises viable development potential.

The report provides a basis for Torbay Council to prepare a Supplementary Planning Guidance (SPG) document to underpin the policy objectives of the emerging Torbay Local Plan and Paignton Neighbourhood Plan, which allocate the site for development.

The report is structured as follows:

Overview: the remainder of this section provides an overview of the opportunity at Great Parks phase 2 and the site vision developed through the design process.

Section 2: shows the phase 2 site is relatively unconstrained and can create a distinctive physical environment.

Section 3: summarises the 3-day Enquiry-by-Design process and the post event influences shaping the final masterplan.

Section 4: presents the masterplan, key design principles and potential development character.

Section 5: identifies the potential development capacity and key delivery requirements for implementation.



Aerial view of Great Parks phase 2

Opportunity

Great Parks phase 2 comprises approximately 11 hectares of undeveloped land on higher ground on the western edge of Paignton.

The site adjoins Great Parks phase 1, a 1990's housing estate to the west of Kings Ash Road, approximately 2km from the town centre. The first development phase, is now complete and comprises approximately 450 dwellings.

The phase 2 site is allocated within the adopted Torbay Local Plan (1995 – 2011) to provide a residential led development. Delivery remains a key policy commitment within the emerging Local and Neighbourhood Plans.

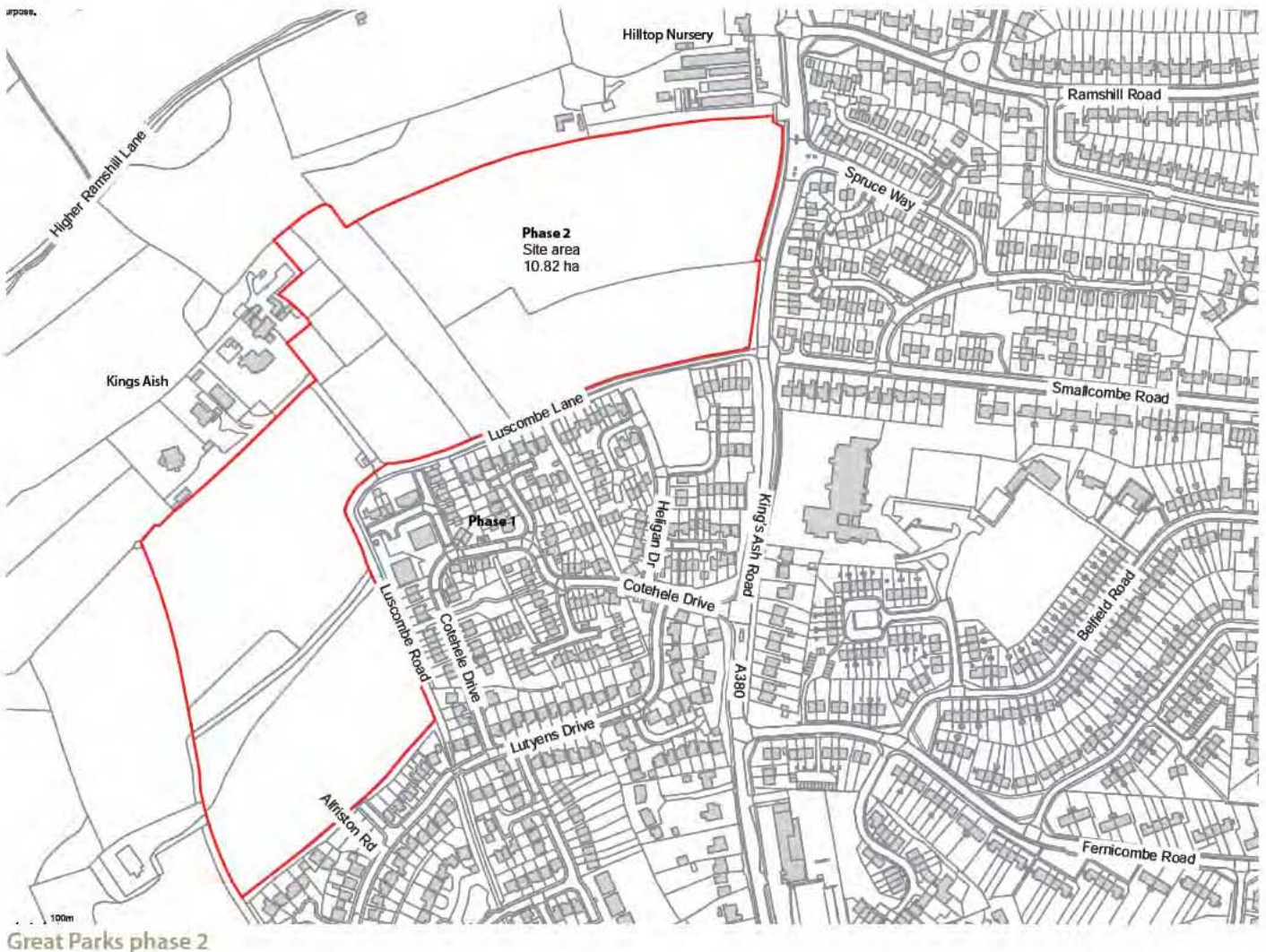
Collectively the two development phases will be known as Great Parks.

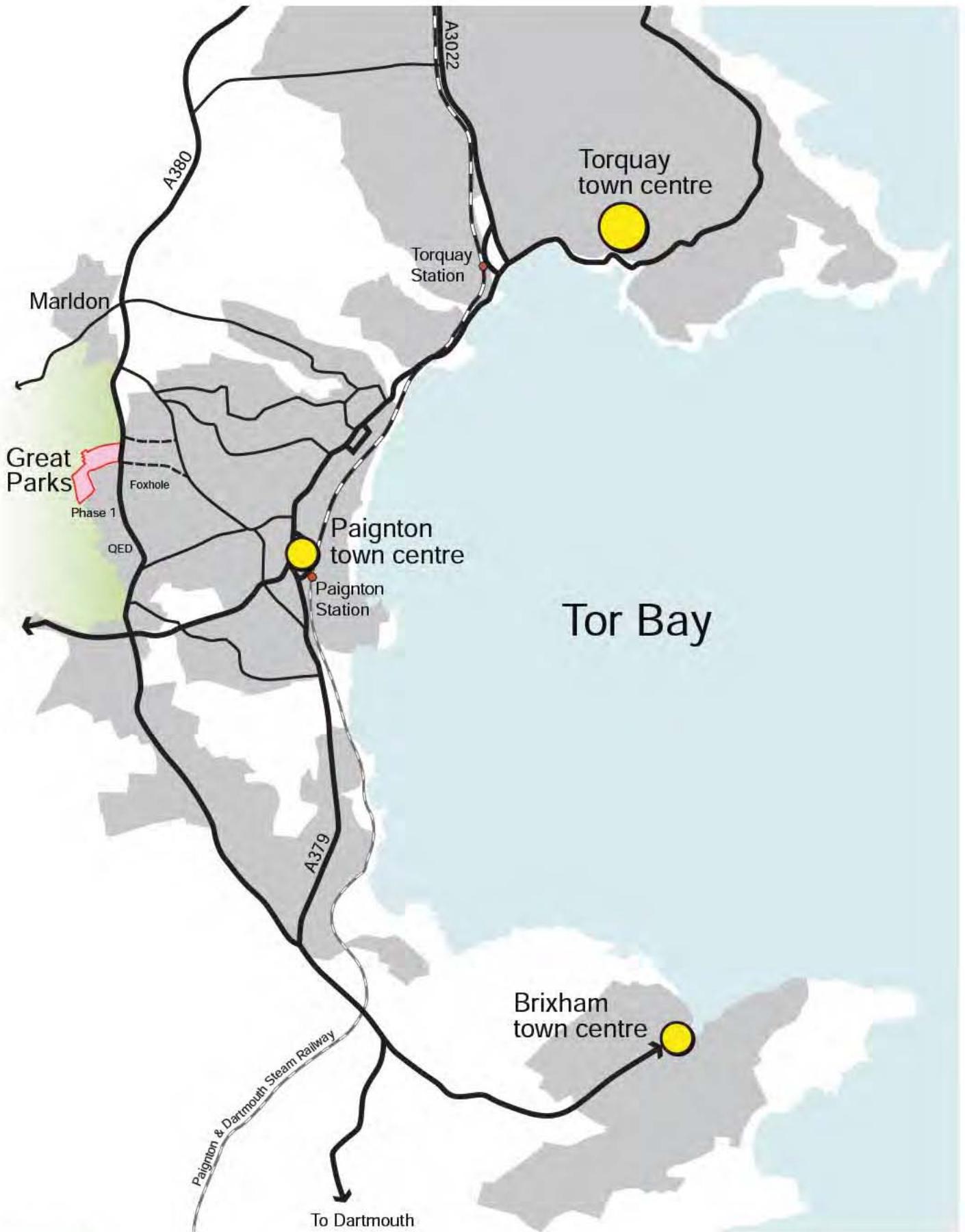
The Great Parks area is adjoined to the north by Hilltop Nursery and a small cluster of residential properties at Kings Ash.

A 1970's social housing estate known as Queen Elizabeth Drive (QED) is located to the south of Great Parks.

The busy Kings Ash Road (Torbay ring road) bounds the site to the east adjoining the residential community at Foxhole.

To the west and north the site adjoins open countryside characterised by the Westerland and Great Parks valley system.





Site context

Process

Torbay Council, Torbay Economic Development Company, the landowners and the local community have been working together to bring forward the development of Great Parks Phase 2.

In March 2013, an 'Enquiry-by-Design' (EbD) event was held at Great Parks and Foxhole Community Centres in Paignton. This extended over 3 days and was attended by over 100 local residents, Councillors, Torbay Council officers, landowners, statutory agencies and other key stakeholders.

The engagement process brought specialists in design, planning, transport, engineering and the environment together with the community. It enabled key decisions to be made openly during the process and a level of mutual understanding and trust to be established between key parties.

A continuous and intensive event encouraged a more collaborative design process with a greater sense of ownership.

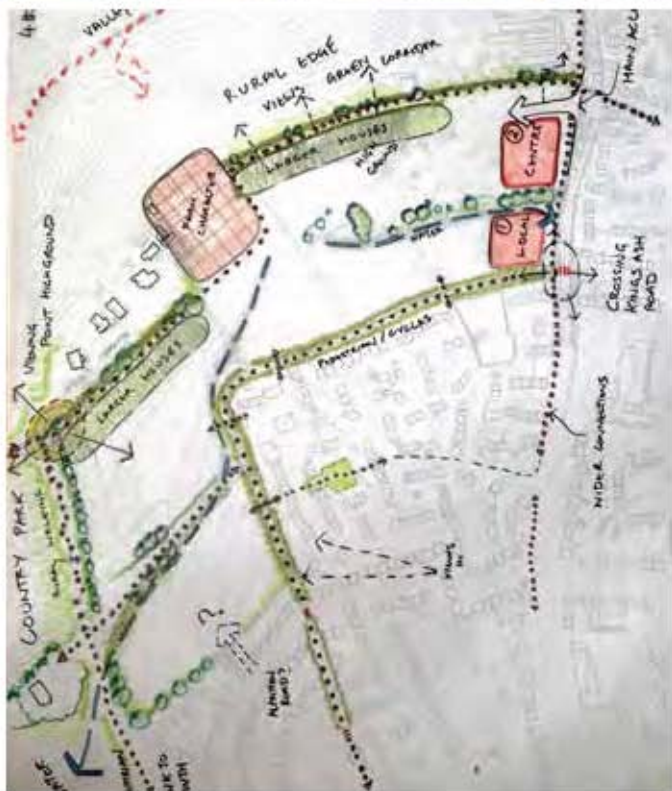
The vision, principles and masterplan which emerged during this event are at the heart of this report and its recommendations.

'The Enquiry by Design (EbD) process is a planning tool that brings together key stakeholders to collaborate on a vision, developed through a workshop. The product is a vision shared by everyone linked to the development, including those responsible for granting planning permission.'

Source: Prince's Foundation website



Great Parks EbD event was held on 4th, 5th and 6th March 2013



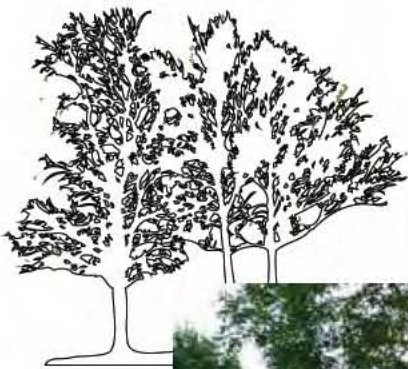
Vision

The vision for Great Parks responds positively to the site and surrounding area to deliver a high quality environment for new homes and community facilities with improved connections and access to green space. The vision is defined by the following four key elements:

Connected communities



Views of sea and country

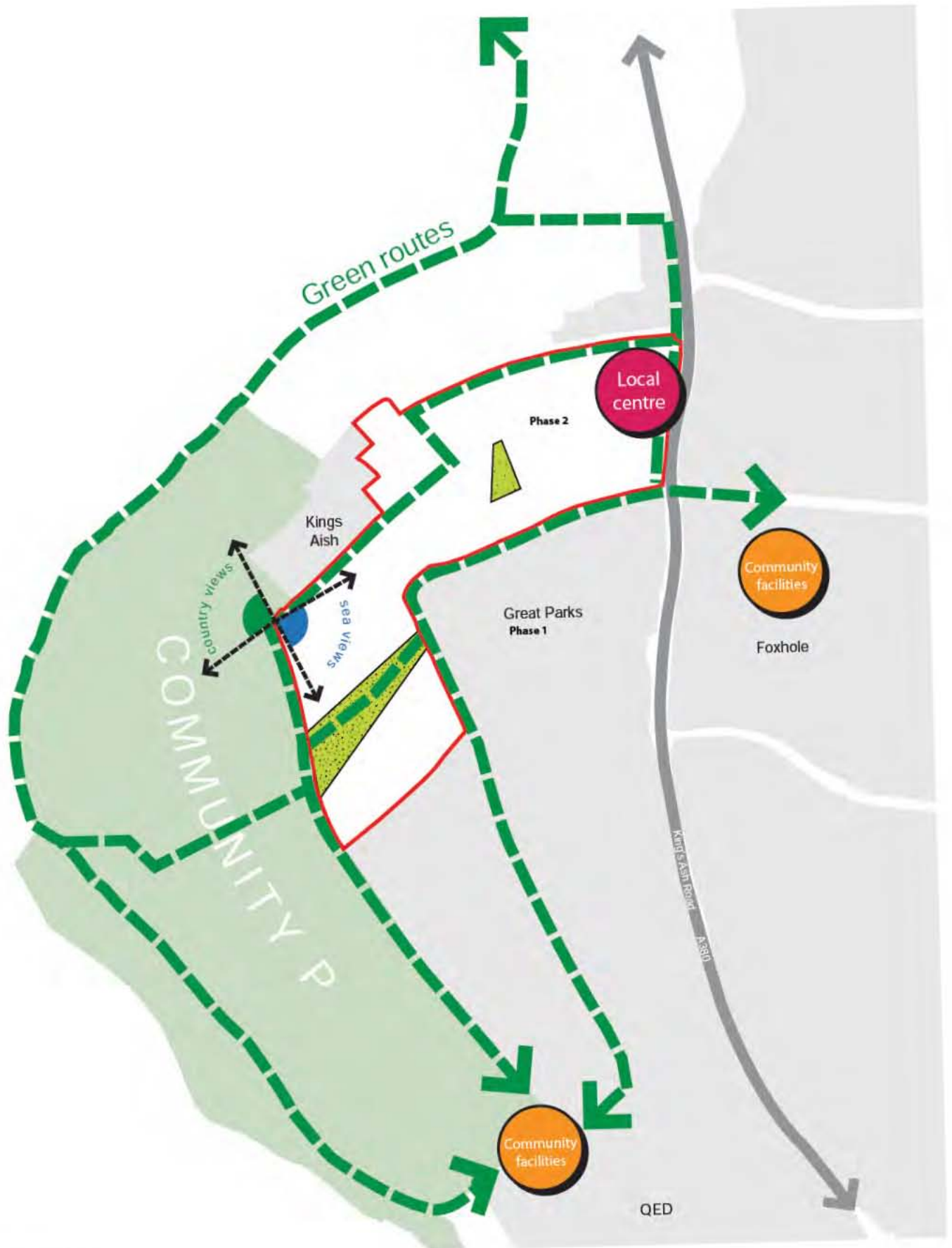


Green and leafy feel



New homes for all





Connected communities

Great Parks lies within the wider neighbourhood area of Blatchcombe incorporating the communities at Queen Elizabeth Drive, Foxhole and Kings Aish.

Phase 2 creates the potential to bring these communities closer together for the benefit of all. A new Community Park and local centre lie at the heart of this opportunity.

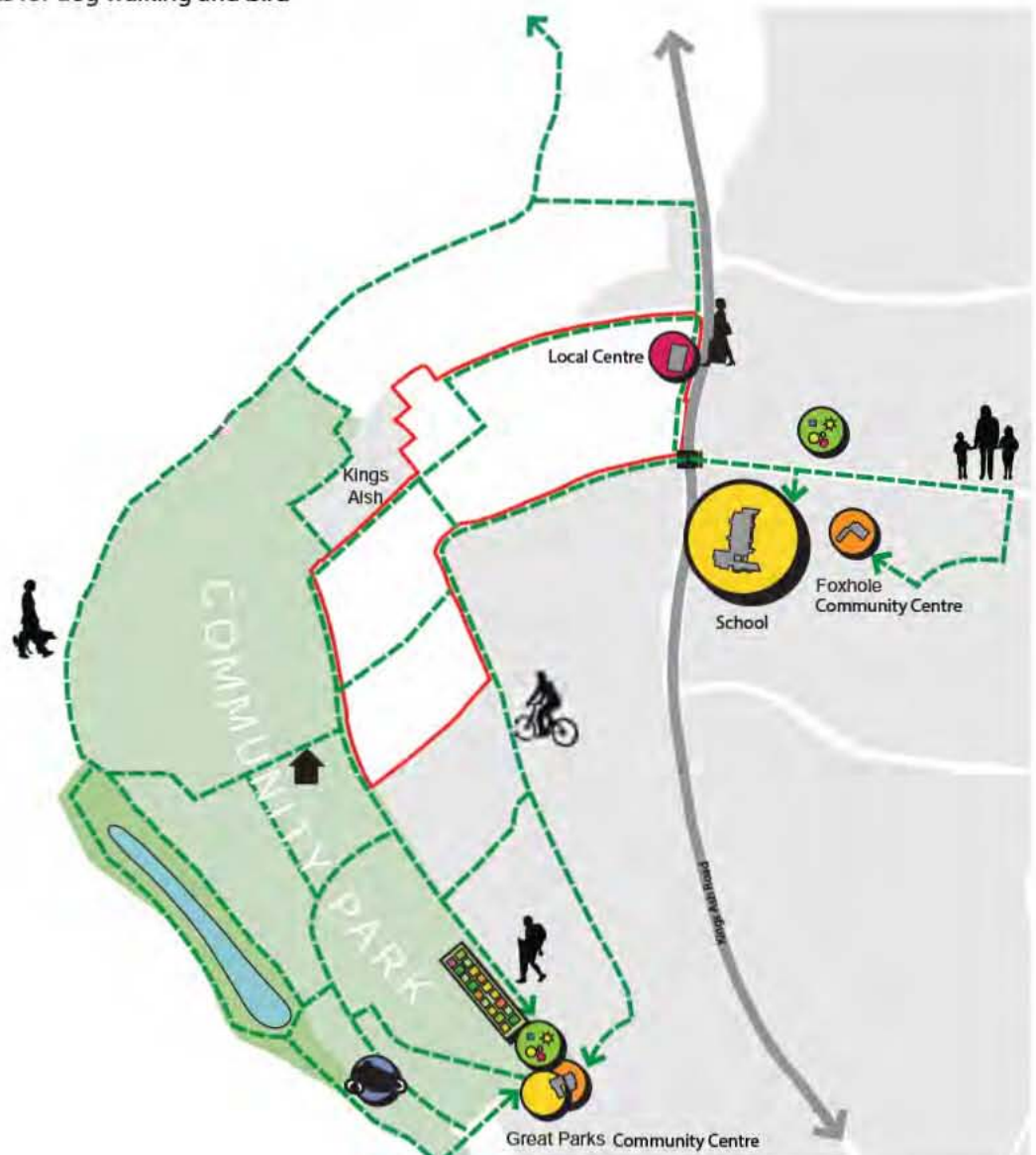
From the Great Parks Community Centre to the south, the Community Park will wrap around the western edge of Paignton, linking the Queen Elizabeth Drive community to both development phases at Great Parks and around the northern edge to Kings Aish.

The park will offer access through a network of trails for walking and cycling, with picnic areas, natural play spaces, allotments, bridle ways and areas for dog walking and bird watching.

The prominence of Great Parks phase 2 to the Kings Ash Road will help establish a more viable opportunity for a local centre. This facility will bring residents together, reinforce a sense of community and discourage car use.

Providing a choice of routes and traffic calmed streets within phase 2 and connections between both development phases will contribute to Great Parks feeling safe and welcoming. An integrated bus route will ensure both phases at Great Parks benefit from public transport connections.

Improved linkages across the busy Kings Ash Road will address the barrier to Foxhole, encouraging greater pedestrian and cycle access and movement between communities and facilities.





Indicative character - 'Connected communities'

Views of sea and country

Great Parks is set on a plateau of higher ground within a valley system on the western edge of Paignton. This elevated position enables spectacular views of both sea and country.

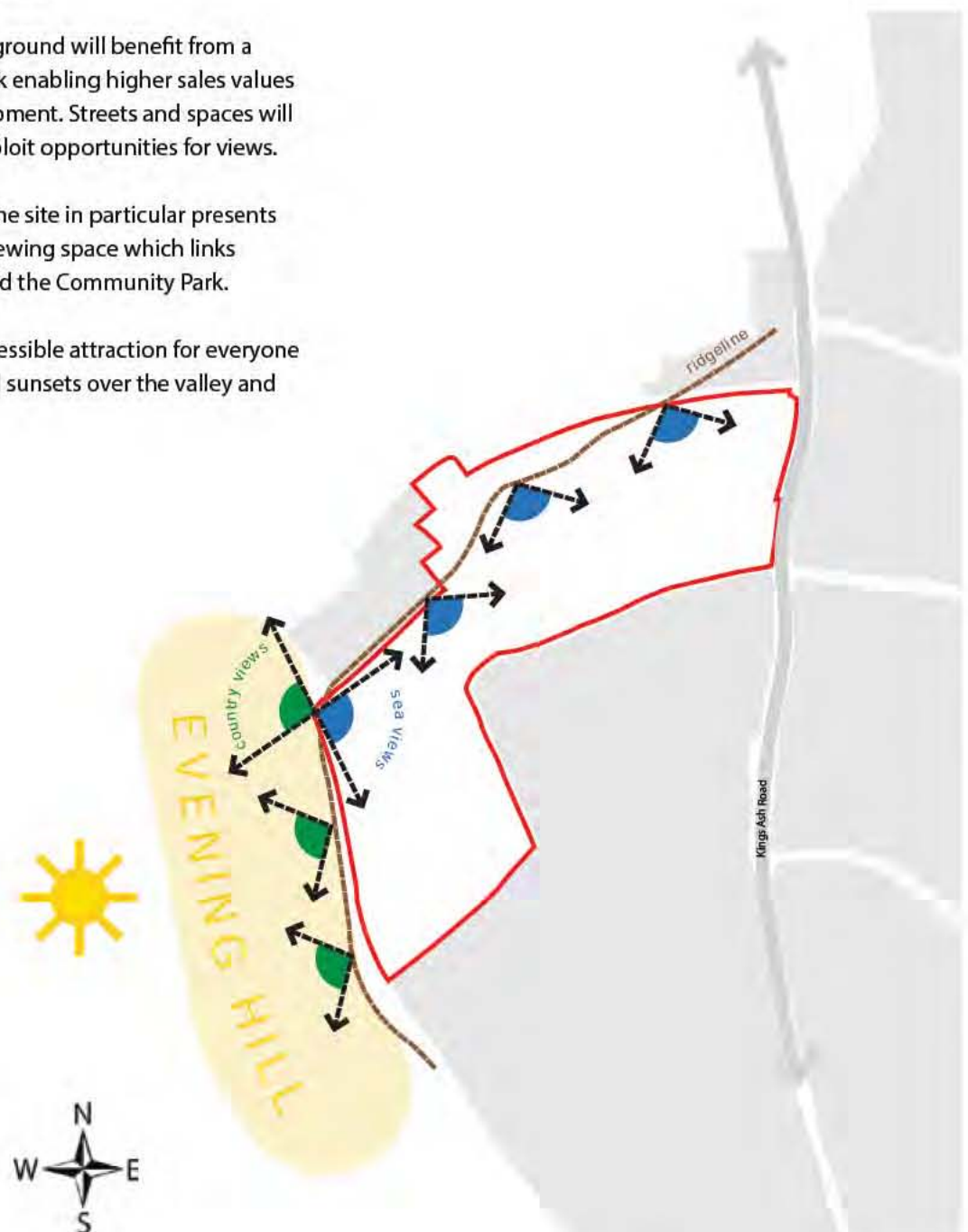
Feature views, over the roof tops to the Torbay coastline to the east and to the steep green valley slopes to the west, provide a constant reference of the site's unique location.

Great Parks phase 2 must capture this potential as a defining characteristic of the development.

Properties located on higher ground will benefit from a distinctive setting and outlook enabling higher sales values to support the overall development. Streets and spaces will respond to topography to exploit opportunities for views.

The north western corner of the site in particular presents an opportunity for a public viewing space which links between the development and the Community Park.

'Evening hill' would be an accessible attraction for everyone to enjoy panoramic views and sunsets over the valley and coastline.





Indicative character - 'Views of sea and country'

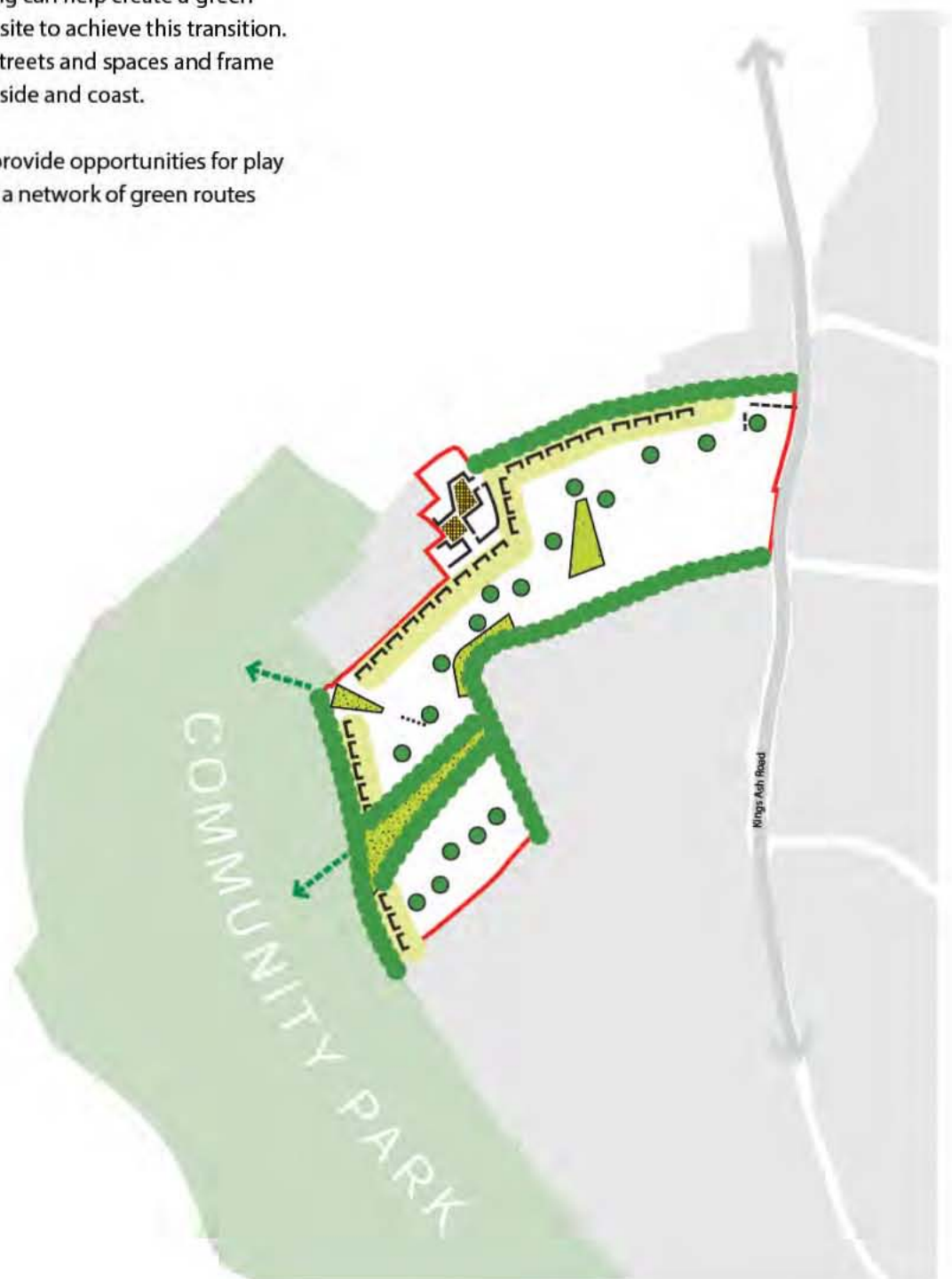
Green and leafy feel

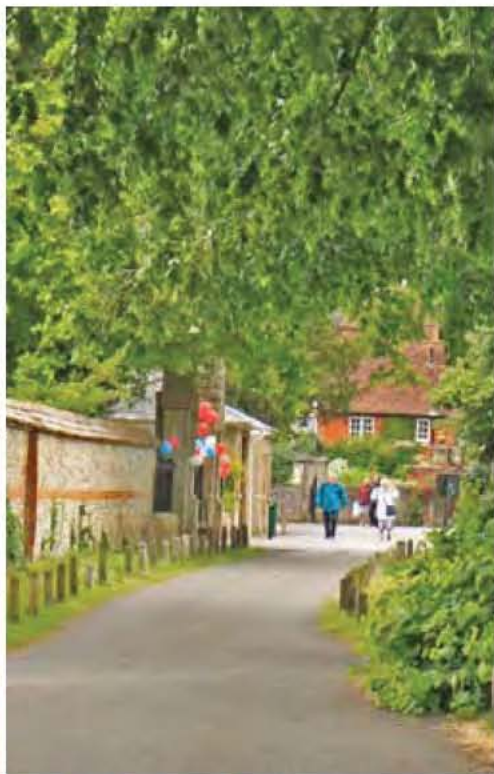
Great Parks will become Paignton's permanent western edge and should therefore provide a gradual transition to the adjoining countryside.

Establishing an interesting and varied change from the existing urban character of phase 1 to the rural edge of phase 2 will be essential.

Incorporating important trees and hedgerows, and introducing new native planting can help create a 'green and leafy' character across the site to achieve this transition. New tree planting will define streets and spaces and frame attractive views to the countryside and coast.

New public green spaces will provide opportunities for play and recreation and connect to a network of green routes and to the Community Park.





Indicative character - 'Green and leafy feel'

New homes for all

Great Parks phase 2 will provide a range of dwelling types to broaden the offer of the area and bring diversity to the community.

The development will provide greater choice for local people and attract new residents to support local businesses and facilities.

Phase 2 will incorporate the latest principles of sustainable housing design and combine this with place making principles which respond positively to the site and surrounding area.

Houses will be bright, spacious and adaptable to create healthy internal living environments and gardens for family living.

The dwellings will maximise the benefits of the south facing slopes for solar gain and a sunny aspect to private amenity space.

A variety of tenures, including affordable homes, will ensure the development is accessible for all with opportunities created for self-building and live work units.

Great Parks phase 2 will therefore deliver a modern, distinctive and integrated extension to Paignton.





Indicative character - 'Homes for all'

Enquiry-by-Design masterplan

The Enquiry-by-Design event established a framework masterplan for Great Parks phase 2 to deliver:

'A high quality environment for new homes and community facilities with improved access to green space.'

GREAT PARKS PHASE 2

- A New junction and main access point from Kings Ash Road
- B Flexible mixed use gateway on prominent higher ground providing a new local centre
- C New planting to screen properties from Kings Ash Road traffic
- D 'Green' cycle and pedestrian connections with improved crossings to Kings Ash Road
- E Vehicular connections to phase 1 enabling extended public transport links
- F Reinforced native tree and hedgerow planting to sensitive landscape edge
- G Focal public green space enclosed and overlooked by new homes
- H Retained mature trees providing instant green character alongside new native planting
- I Farm type courtyard on the rural edge supporting 'live work' and 'self build' opportunities
- J Residential development providing a range of new dwelling types
- K Shared surface 'green lanes' providing residential access and connecting to the Community Park
- L Welcoming green space facilitating pedestrian connections from Luscombe Lane and phase 1
- M Public viewing point and Community Park access
- N Linear green space providing amenity for residents and support for ecology and drainage
- O Reinstated farm track providing access to the Community Park from Luscombe Lane
- P Green and leafy residential access streets terracing down the southern slopes



Illustrative masterplan layout

02



SITE AND SURROUNDINGS

This section considers the key features of the site, its physical and economic context, the nature of development and the surrounding landscape.

It highlights the relevant influence on the design principles underpinning the masterplan, considering:

- Landscape setting
- Topography
- Trees and hedgerows
- Ecology
- Drainage and utilities
- Community Park
- Access and movement
- Community facilities
- Urban form
- Local property market



Great Parks phase 2

Landscape

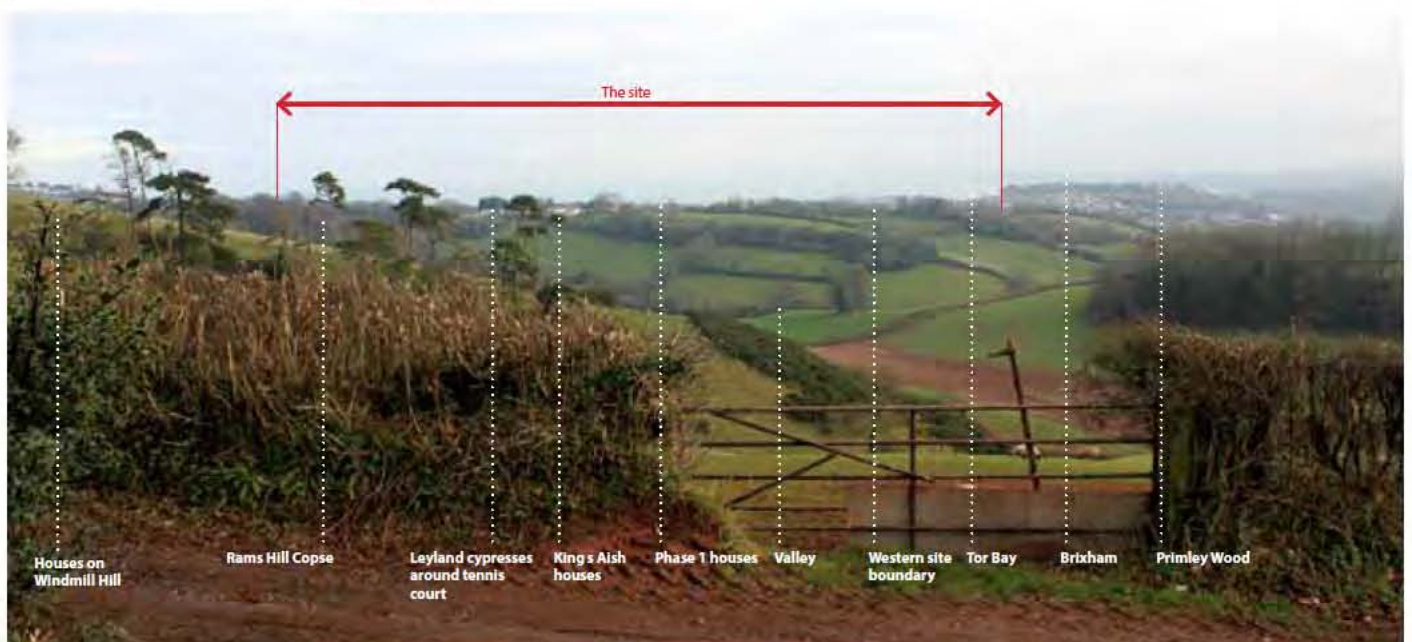
The northern and western site boundaries form part of the valley ridge line where phase 2 development will establish a permanent edge to Paignton.

The ridge line is visible from the adjoining Area of Great Landscape Value (AGLV) designation and the masterplan responds positively to ensure development integrates successfully in this sensitive setting.

The importance for new native planting to strengthen these green edges was established at the EbD. This will help filter views into the site and reinforce ecological qualities.

This location was also identified at the EbD where larger properties can ensure gaps between houses to help break up the development form and establish a more appropriate transition and rural character to the adjoining countryside.

Development can also be set back and create opportunities for increased planting to help minimise the impact of built form.



Views across the valley from the west towards the site boundary.



Area of Great Landscape Value

important edge

Phase 2

Phase 1

important edge

Landscape designation

Topography

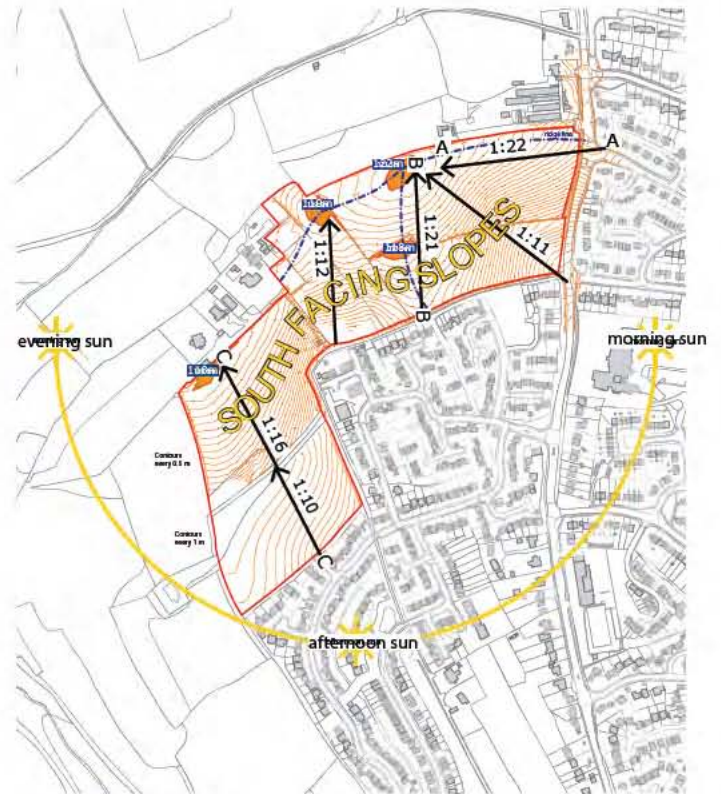
A high point of 120m is located on the northern boundary with slopes down to the southern boundary adjoining phase 1 and the eastern boundary adjoining Kings Ash Road.

Slope gradients between 1:10 and 1:20 can be found across the site, with the steepest slope (1:10) rising from the south western boundary. The slopes are not considered to present any significant constraint to development.

At the EbD an approach was established for development to respond to the grain of the landscape to align building footprints, streets, and watercourses to work with the slope contours. This allows building profiles to grow out of the ground, minimises cut and fill and enables natural gravity-flow drainage to be utilised.

All of the slopes are south facing and allow new dwellings to maximise the benefits from solar gain and a 'sunnier aspect' to private amenity space.

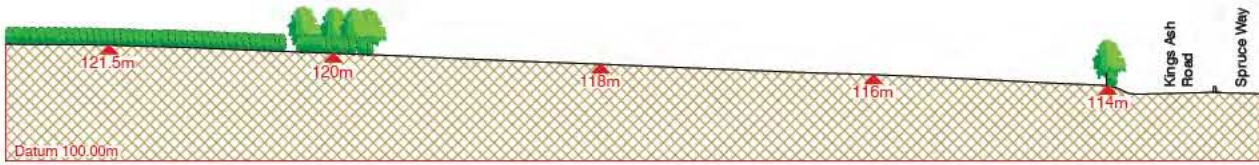
The higher ground also enables the masterplan to maximise far reaching views to the coast and adjoining countryside reinforcing a unique sense of place for the development.



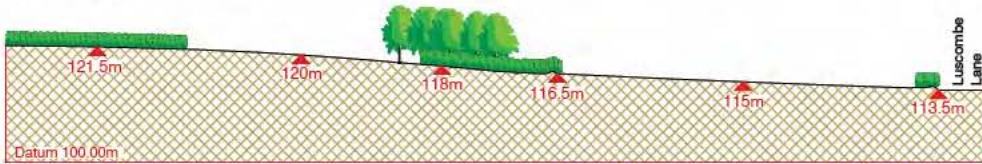
Slope gradients (with section references)



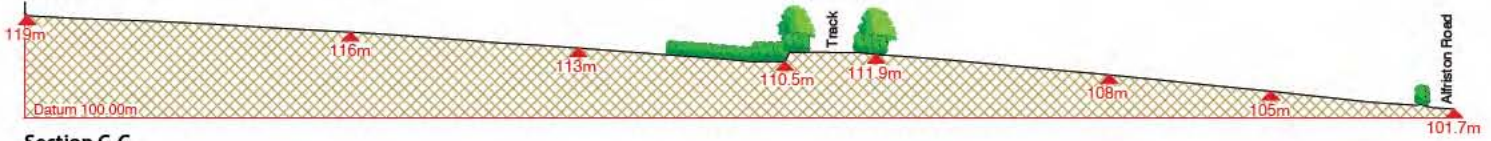
Attractive views from the high ground of phase 2 over the rooftops of phase 1 towards the Torbay coastline



Section A-A



Section B-B



Section C-C



Topographic context

Drainage and utilities

Great Parks has limited risk of direct fluvial flooding due its distance from river systems. Management of surface water drainage will however be a requirement for phase 2.

Initial tests indicate the site could support Sustainable Urban Drainage (SUDs) techniques such as soak-aways and attenuation ponds which work with the topography.

The plan opposite highlights the probable direction of surface water flow responding to the existing slopes on site. Further investigations will now be required to determine a surface water management strategy.

This will need to confirm the potential for implementing SUDs given the potential presence of cavitious limestone, which limited the success of soak-aways for phase 1.

The EbD highlighted potential for SUDs to also offer amenity and biodiversity benefits for the site. There are opportunities to integrate SUDs with wider green infrastructure aspirations through the creation of green links along swales and watercourses, as well as the use of open space for temporary flood storage.

It was established at the event that SUDs will also need to be used in combination with off-site work. This is likely to including increasing storage capacity in the Clennon Valley.

An increased water storage area is currently being considered as part of the proposed Community Park to be delivered within the valley to the west of the site. This will need to cater for 1 in 100 year levels and an additional allowance for climate change.

Utilities

South West Water confirm a connection can be made via Alfriston Road to mains water in Lutyens Drive with foul and surface water sewers available in Alfriston Road.

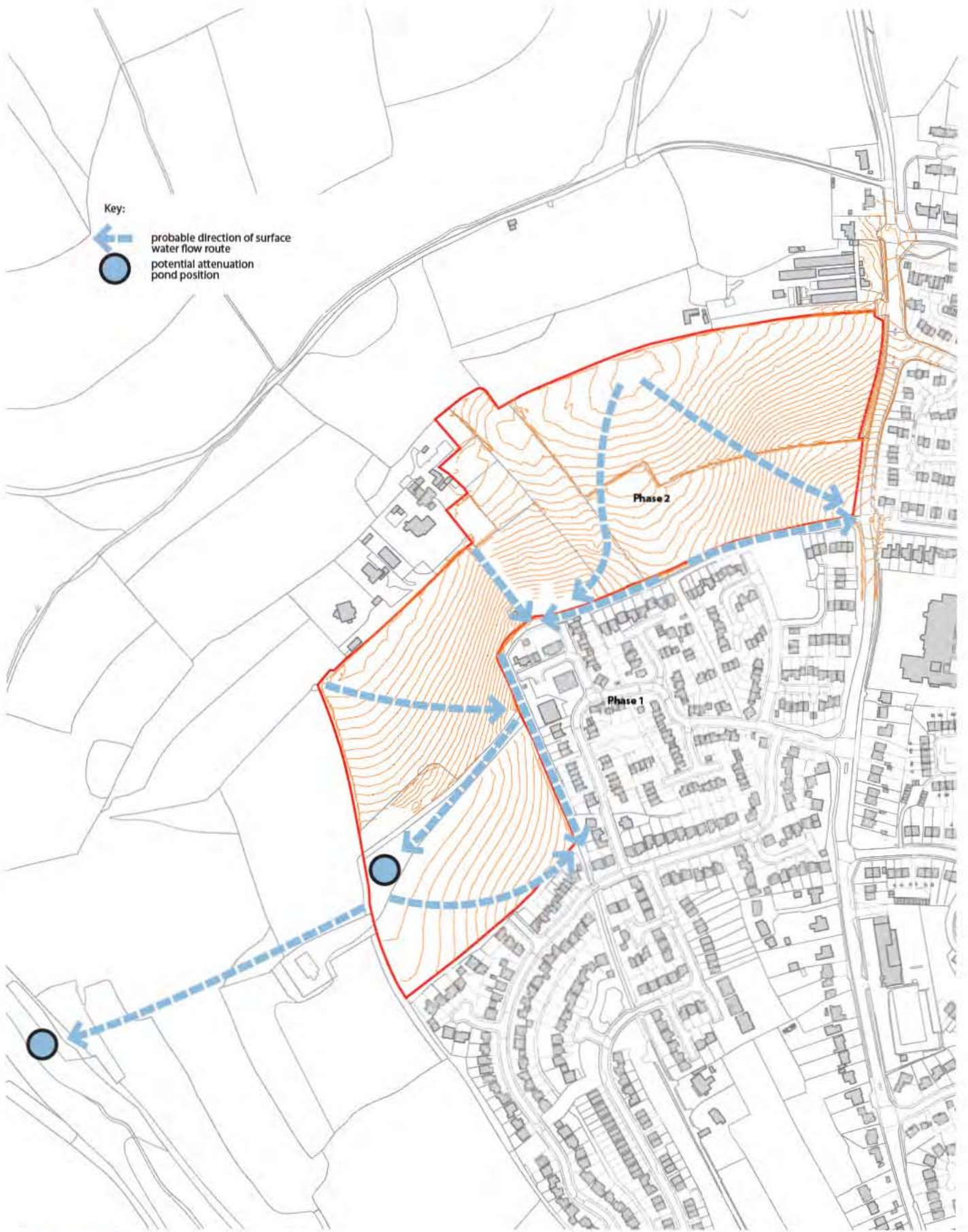
A connection can also be made to mains water in Kings Ash Road via the new access road to be created.

Foul drainage can connect at any point on the sewer network compatible with site layout/levels. South West Water confirm there is capacity in the existing system to accommodate the phase 2 development.

No surface water will be permitted within the foul/combined sewer network.

New services to support the development should be incorporated within the road infrastructure.

At this stage we are not aware of other services infrastructure issues which could constrain development potential of phase 2.



Drainage pattern

Trees and hedgerows

Self-seeded trees have colonised parts of the site, primarily to the north where ash and oak specimens can be found. Field boundary hedges are overgrown and include oak, ash, hazel and elm trees.

A horticultural survey identifies no individual category 'A' (high quality) trees on site or trees subject to Tree Preservation Orders (TPOs).

An approach was agreed at the EbD to retain all existing category 'B' trees along the northern and western edges of the site. Further native tree planting should also be introduced to reinforce these sensitive edges to the site and within the exposed slopes to help integrate new development.

Existing category 'B' trees within the site will also be retained where possible alongside new planting. The trees will form a feature of streets and spaces to create a 'green and leafy' development character.

All field boundaries on site are formed by hedgerows of varying character. Hedgerows are often important ecologically and the response agreed at the EbD is to retain hedgerows within proposals where possible.

The retention of hedgerows can also bring maturity to the development from the start and provide an attractive green definition to streets and spaces.

The northern and western edge hedgerows will be retained and strengthened through further planting. Hedgerows within the site will contribute positively to the site character and will be incorporated where possible.

One side of all hedgerows have suitable public access for maintenance. This approach will help avoid the issues created at phase 1 where hedges are enclosed by private plots on both sides which creates management problems.



Existing hedgerows and trees to be retained on the western edge



Poor integration of hedgerows in phase 1 with no public access



Trees and hedgerows

Ecology

The site falls within the Ramshill County Wildlife Site (CWS) recognised for its importance for habitats, birds, mammals and invertebrates.

The site comprises up to 10ha of unmanaged former pasture of modest intrinsic nature conservation value. A habitat survey report identifies the mature and relatively species-rich hedgerows as the most valued habitat on site.

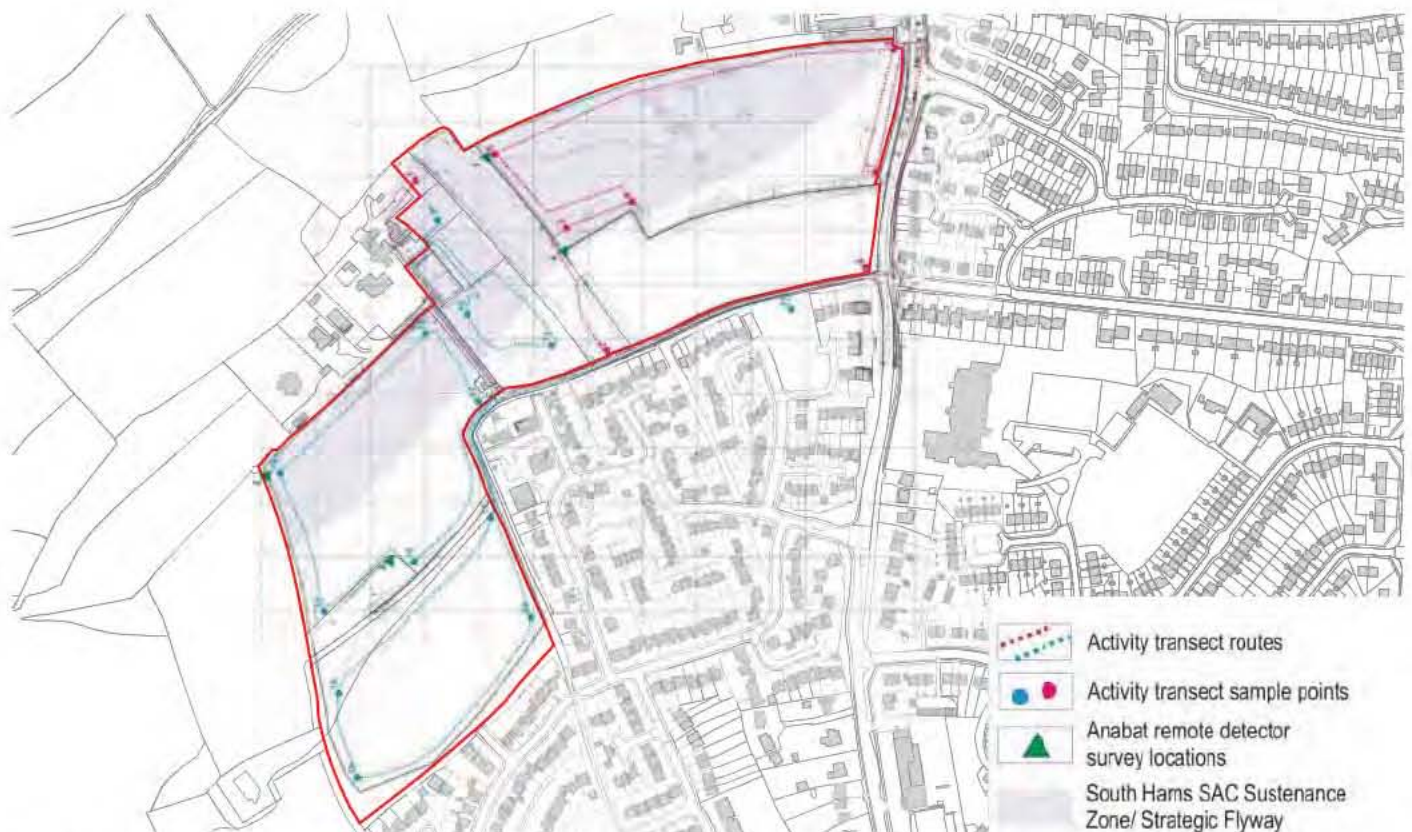
The northern and western boundaries of the site fall within a South Hams Special Area of Conservation (SAC) Greater Horseshoe Bat fly-way and the Berry Head Sustenance Zone.

The masterplan approach agreed at the EbD responds positively to the habitat survey report recommendations that these boundaries are retained and buffered with additional shrub planting to minimise light and noise disturbance from development.

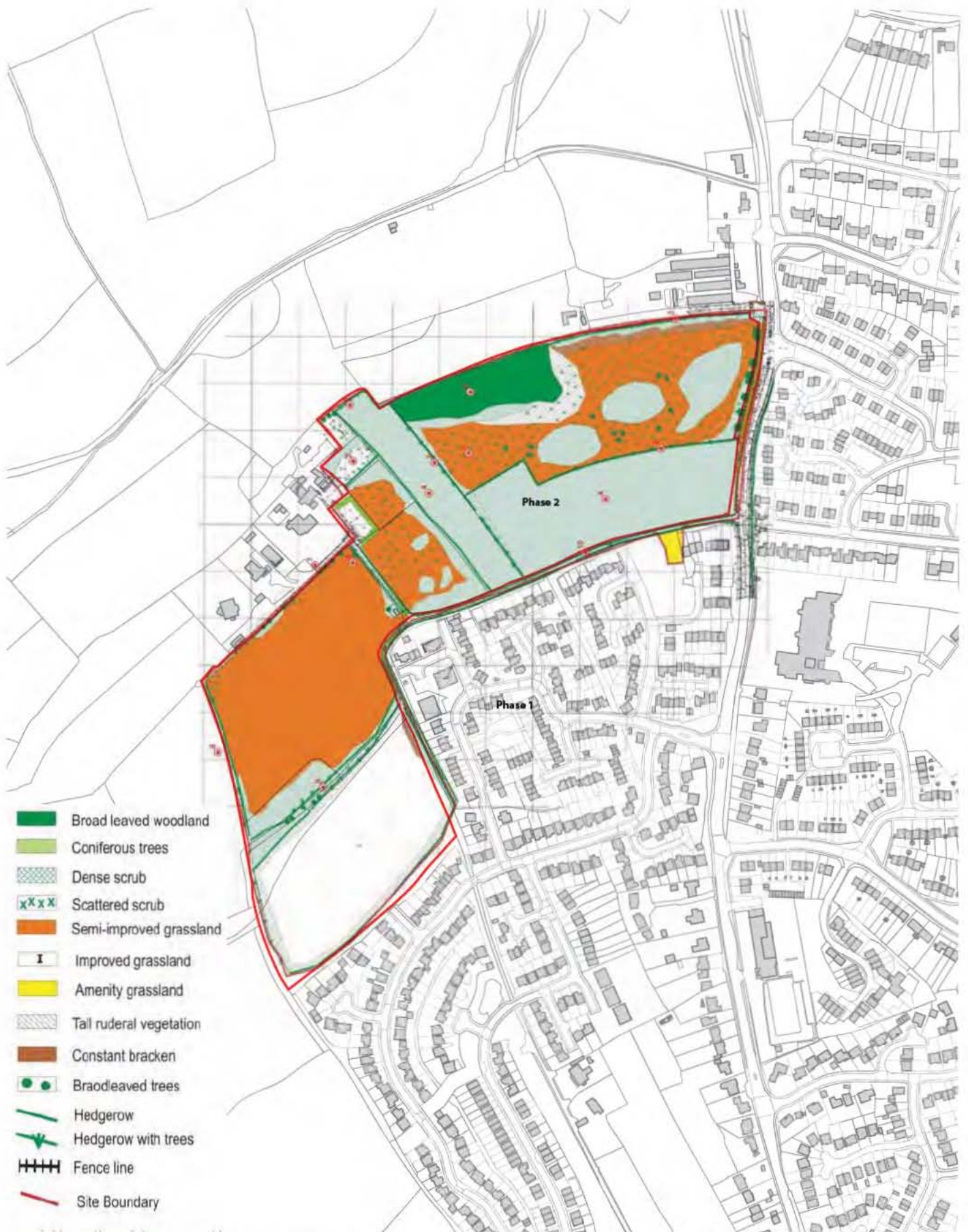
A development offset of between 5m and 10m along the western and northern boundaries would help safeguard these sensitive corridors.

The Royal Society for the Protection of Birds (RSPB) records include a single breeding territory of Cirl Bunting within the proposed development site with a further seven territories within one kilometre.

The proposed Community Parkland adjoining the site will provide opportunities to compensate for some of the biodiversity losses resulting from the development by creating and enhancing habitats and providing suitable translocation areas. Green space created within the development will also offer opportunities to encourage biodiversity. There is likely to be a need for further off-site biodiversity compensation to fully offset the habitats lost to the development



Bat fly paths (plan extract from Habitat Survey Report - SLR)



Existing habitats (plan extract from Habitat Survey Report - SLR)

Community Park

A Community Park is proposed within the Westerland Valley to the west of the site, providing a new resource for Paignton. This has been identified by both the community and the Torbay Green Infrastructure Plan and is therefore a delivery requirement to be supported through the phase 2 development.

The park will be informal in character, reflecting the existing natural qualities of the Westerland Valley.

Potential was identified at the EbD to provide improved access through a network of trails for walking and cycling, with picnic areas, natural play spaces, bridle ways and areas for dog walking and bird watching. Farm or grazing land will also be maintained and areas created for community allotments.

Wetland areas will provide additional flood storage capacity to support the phase 2 development. Designated areas for wildlife will help compensate for any habitat loss associated with the development.

The character of the park is unlikely to be appropriate to support formal play areas, sports pitches and courts.

The EbD established priority for direct connections to both phases to ensure successful integration with Great Parks. A 'green' route along the northern and western boundary of phase 2 will enable access to the park and provide a natural transition from the development.

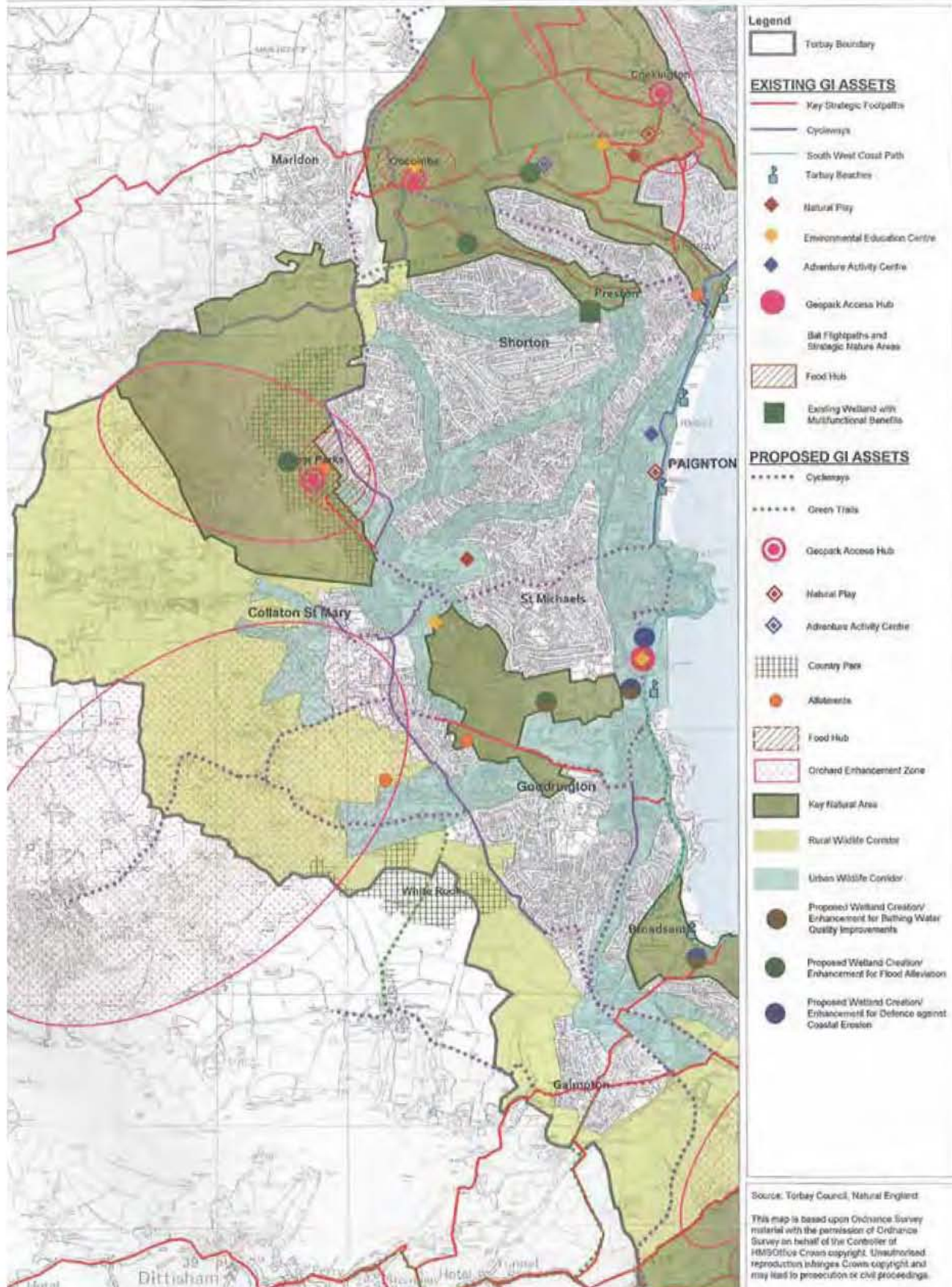
An allowance must also be made for a 'park ranger' to potentially have access alongside provision of a maintenance and management base.



The potential of the Westerland Valley Community Park

Torbay Green Infrastructure Delivery Plan

MAP 8: Green Infrastructure Delivery Paignton



Vehicular access

The existing access to Great Parks Phase 1 at Cotehele Drive has enough capacity, until 2019, to cope with traffic generated from a small part of the Phase 2 site (totalling just over 80 new properties). This capacity relies on the use of MOVA traffic signals at the junction.

A new access from Kings Ash Road is therefore required for phase 2 to serve further new homes, a local centre, and facilitate improved pedestrian and cycle connections across Kings Ash Road.

To help bring forward development of Phase 2, Torbay Council has submitted a planning application for a new junction off Kings Ash Road, opposite Spruce Way. This is a fixed location to ensure suitable visibility and to maintain / improve traffic flows along Kings Ash Road.

The new junction will be constructed by the site developer(s), not by the Council, and will be financed through the development. To that extent, a substantial financial contribution towards the new junction has already been secured from development proposals for the south western part of Phase 2.

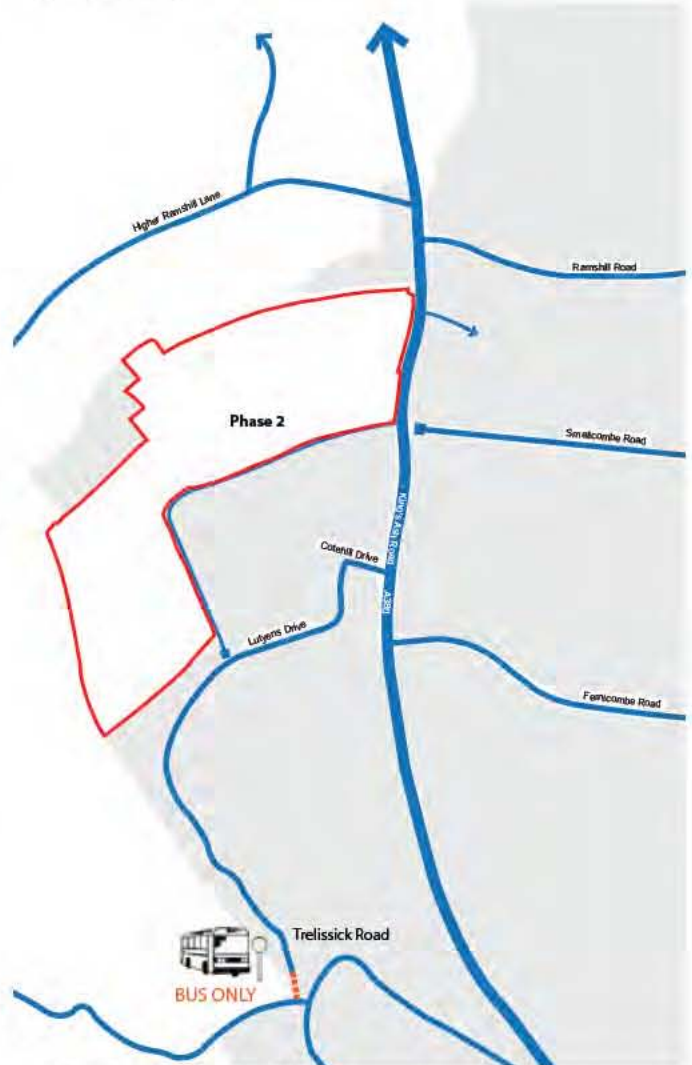
The Cotehele Drive junction is currently the only access and exit point for phase 1 with the bus gate restriction in place at Trelissick Road.

This creates pressure on the Cotehele Drive junction, limits movement choice for residents and was identified at the EbD to be undermining integration with adjoining communities.

A connected community is a key masterplan objective agreed through the EbD vision. Connections between the development phases should be created at Alfriston Road and Heligan Drive to link the phases 1 and 2 together.

The choice of routes will help establish a safer and more integrated community, widening access to key facilities such as the new local centre.

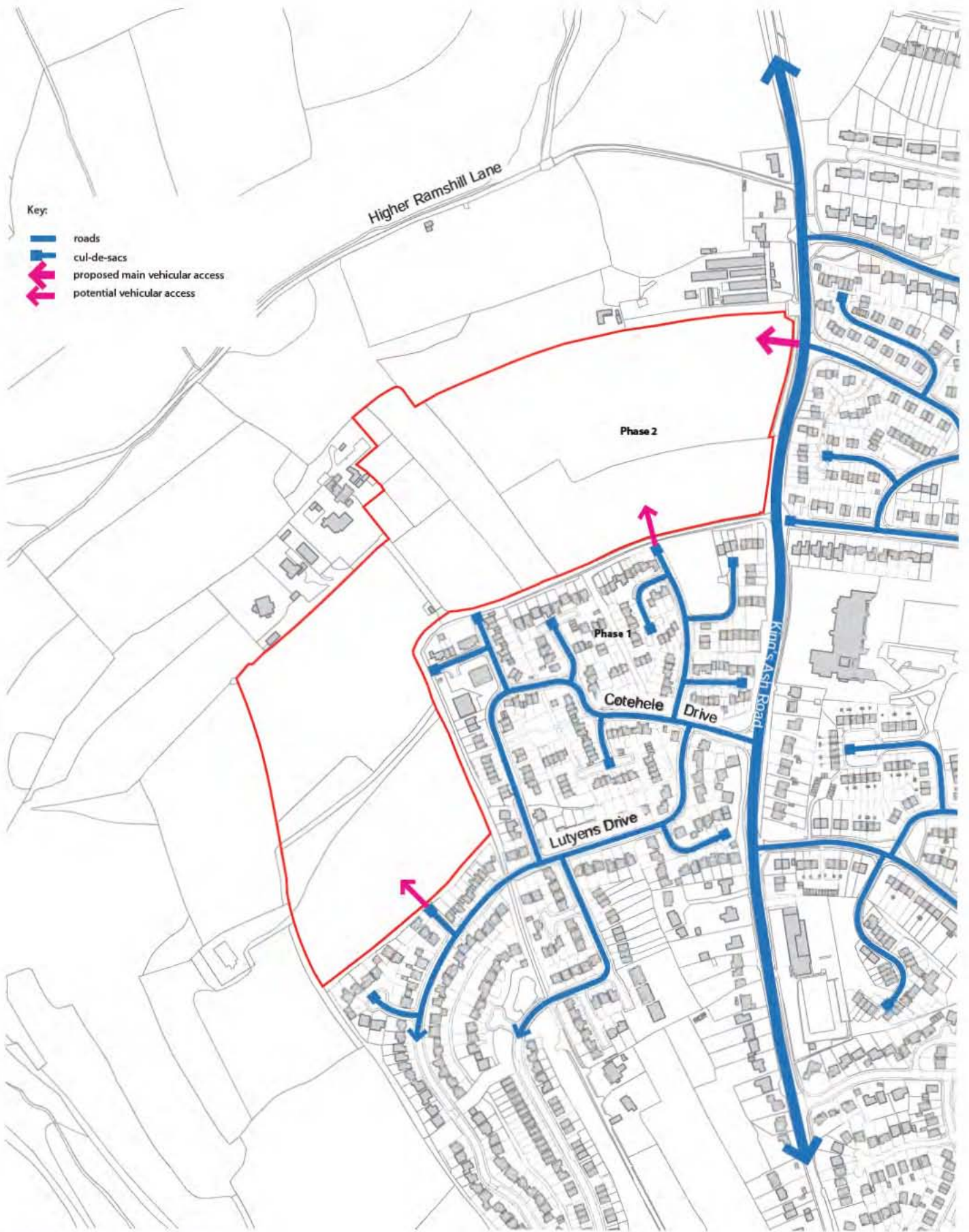
The new linkages will enable a connected bus route to serve both development phases to encourage greater use of public transport.



Wider connections from phase 2



Bus gate at Trelissick Road is a physical and social barrier to integration



Vehicular access (proposed)

Public transport connections

Great Parks phase 1 is served by:

- No.66 bus on Kings Ash Road providing access to Torquay and South Devon College.
- No. 108 / 109 local buses providing access to the local area and Paignton town centre.
- No 5 on Kings Ash Road providing access to Paignton Town Centre.
- No 40 on Kings Ash Road providing access to South Devon College and Newton Abbott, term time only.
- No X84 on Kings Ash Road providing access to South Devon College and Dawlish, term time only.

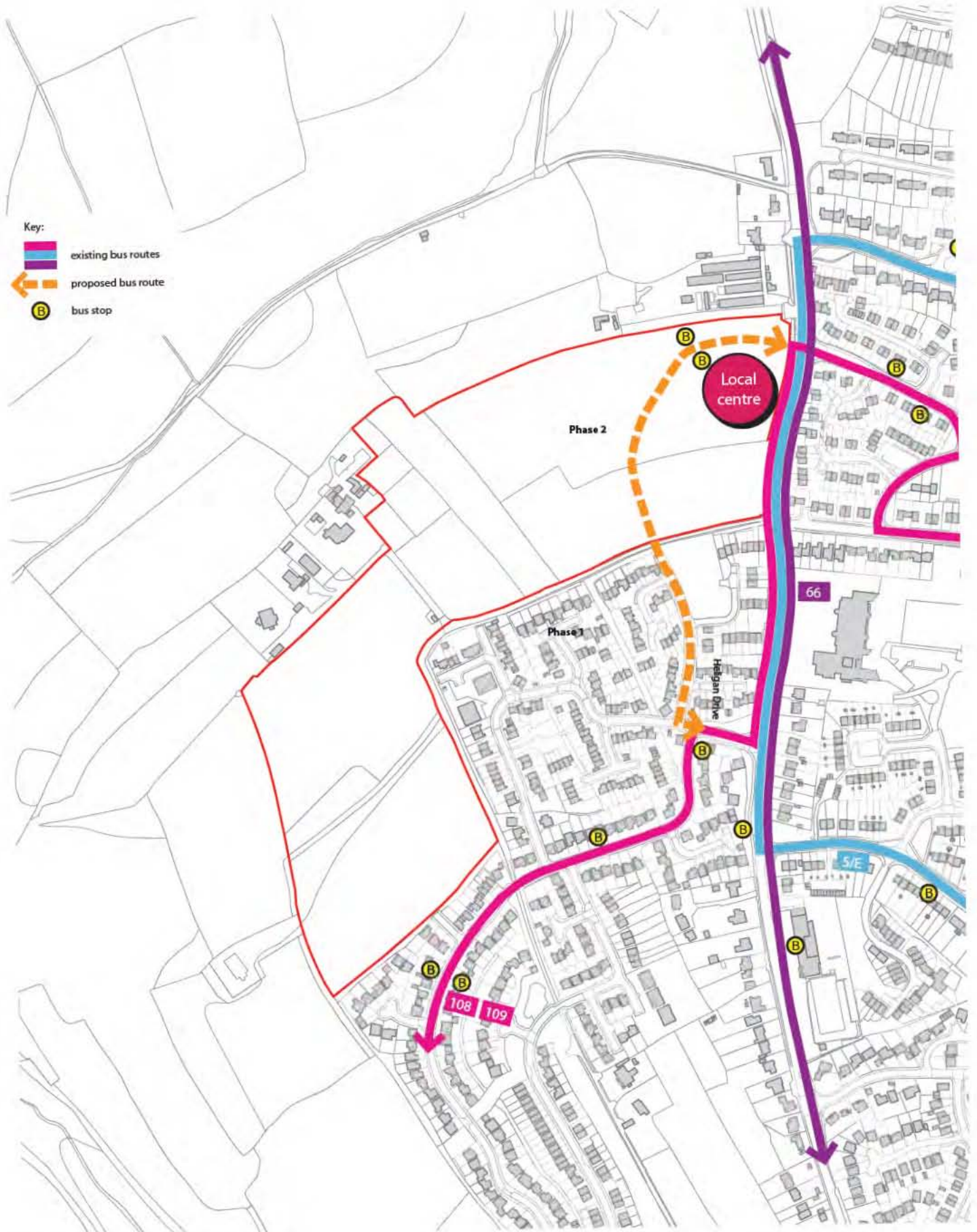
To promote sustainable movement patterns a public transport service is required to serve the phase 2 development.

Providing a new vehicular connection from phase 1 at Heligan Drive was identified at the EbD to enable existing buses to maintain their service to phase 1 along Lutyens Drive and also provide an extended service to phase 2.

The connection from Heligan Drive would link directly to the new local centre where a bus stop could encourage greater access to the facility and reinforce the centre as a 'community hub'.



Existing local service route



Bus routes (existing and proposed)

Walking and cycling

Great Parks phase 1 was developed with limited cycle infrastructure and phase 2 presents opportunities to improve the pedestrian and cycle network.

Integration between development phases and connections with key facilities such as the school, public transport nodes and the proposed local centre will require new and improved pedestrian and cycle links.

The creation of new access points and routes will allow Luscombe Lane to be downgraded to a pedestrian and cycle only route to provide a continuous and accessible 'green lane' connection through the heart of Great Parks.

Improving pedestrian crossing arrangements over Kings Ash Road was identified as a key priority at the EbD to provide safe connections to Kings Ash School. An informal crossing with refuge island could be provided alongside surface treatments seeking to encourage lower traffic speeds.

A network of green and attractive routes and spaces should provide further walking and cycling connections through the development and between the two phases with direct connections to integrate with the proposed Community Park.



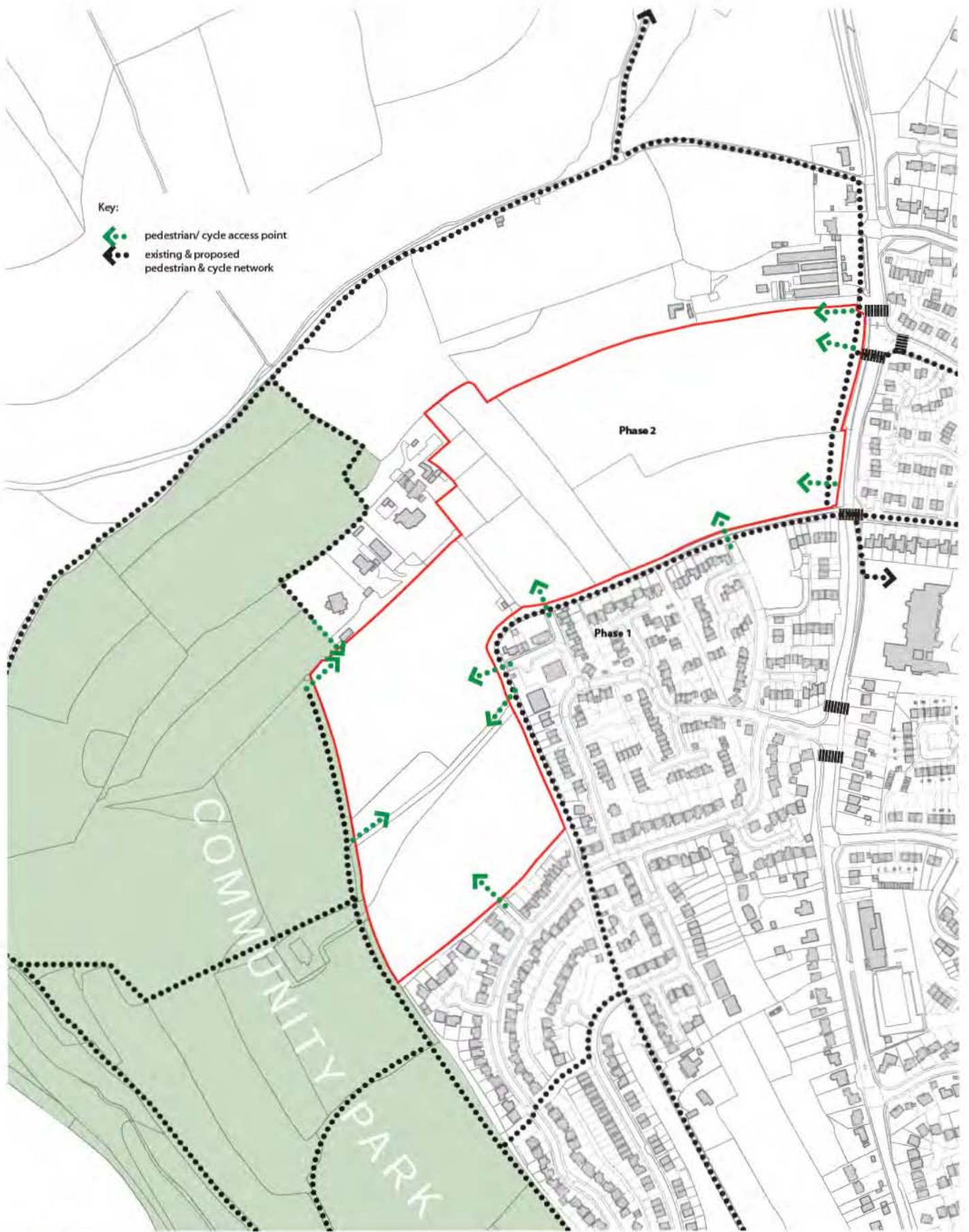
Luscombe Lane will provide an integrated pedestrian and cycle route



Pedestrian routes in phase 1 will link through to phase 2



New crossing facilities will address the barrier of Kings Ash Road



Walking and cycling connections

Community facilities

Failure of phase 1 to deliver a local centre facility requires the existing community to walk more than a 10 minutes to a local shop. This, coupled with the steep slopes and difficulty crossing Kings Ash Road, encourages people to travel by car to access local shops at Foxhole and beyond.

A key objective agreed at the event is for phase 2 to provide a local centre facility for new and existing residents at Great Parks. This will include the provision of local shop(s) and flexible space for further community facilities or services.

The site frontage to Kings Ash Road creates visual prominence and the potential for passing trade making it a more viable and attractive retail opportunity than the previous phase 1 allocation at Fishacre Close.

Other key community facilities, including Kings Ash Primary School and Foxhole Health Clinic are located to the east of the site across the busy Kings Ash Road.

Creating safer and more attractive routes and crossing arrangements to Kings Ash Road which respond to pedestrian desire lines is a key objective for the masterplan.



'Hidden' phase 1 local centre allocation site proved to be unviable



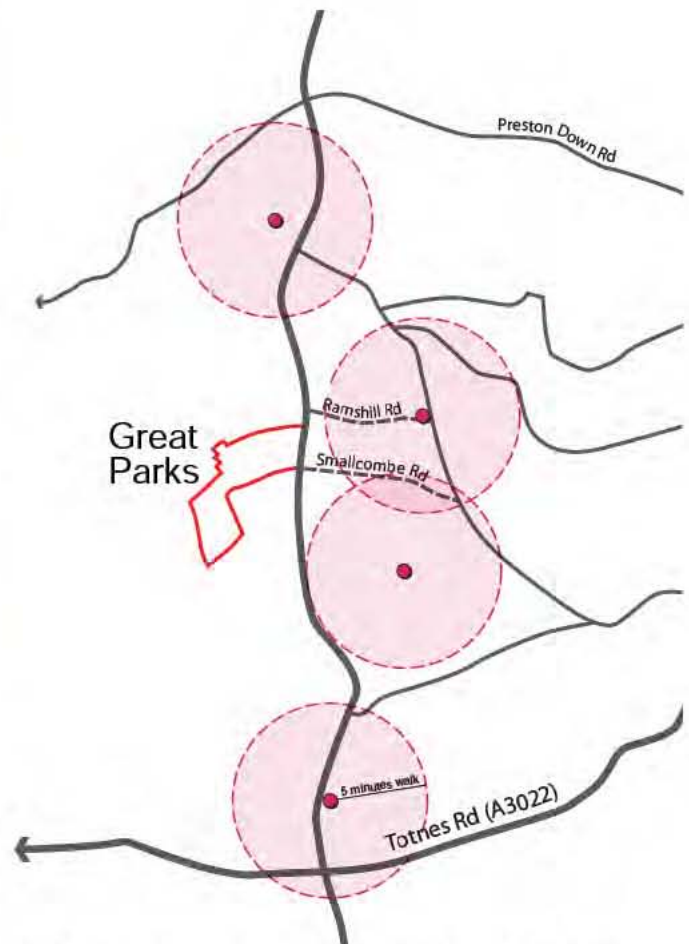
Safer and easier pedestrian access is need to Kings Ash Primary School

There are limited play and recreation facilities close by following the removal of the Trelissick Road play area. The provision of a new Community Park adjacent to the site creates the opportunity to connect communities to a significant recreation and play resource.

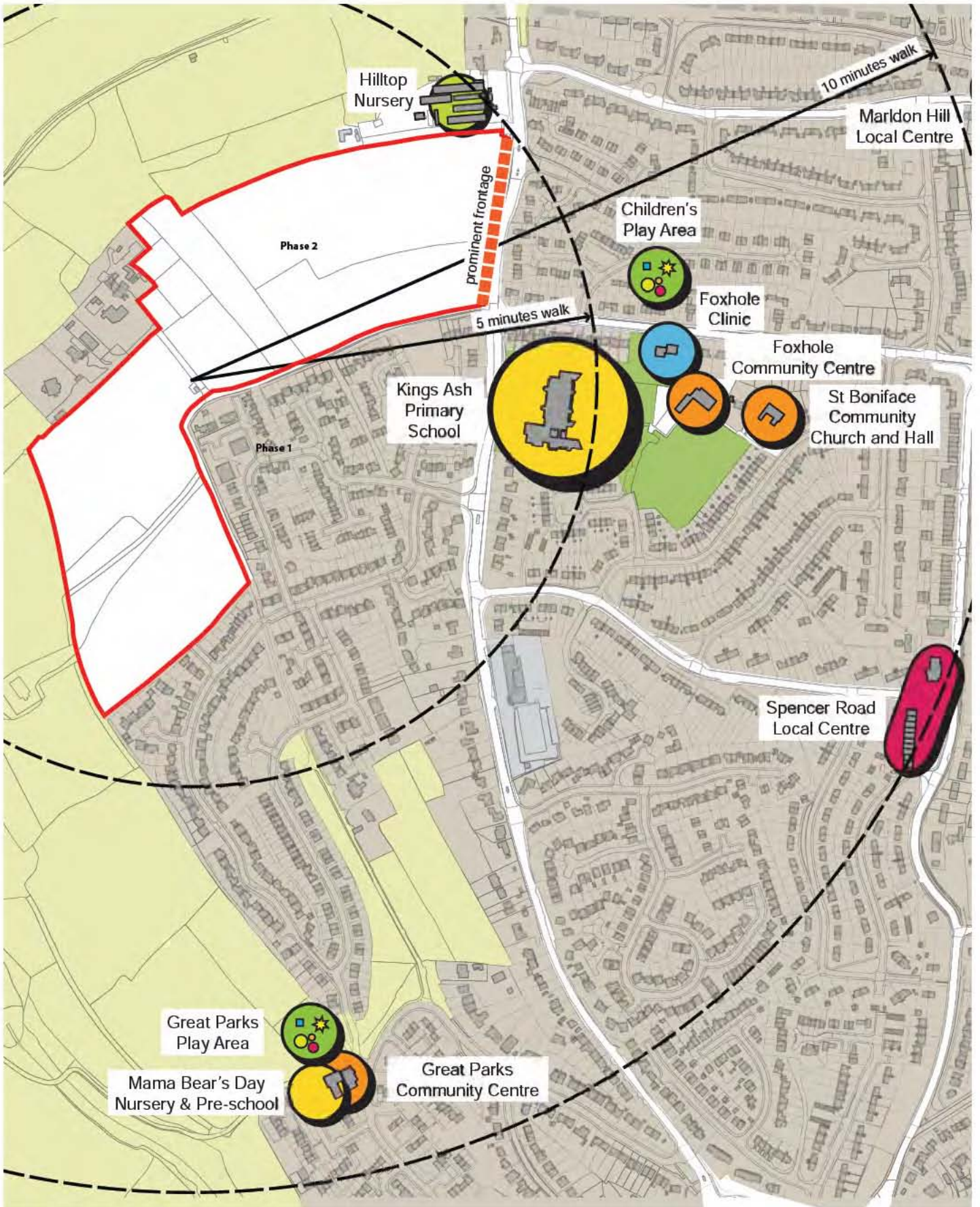
It was emphasised at the EbD that Great Parks Community Centre occupies an important position between the two communities at Great Parks and Queen Elizabeth Drive with identified potential to provide more for these residents.

This facility and the nearby Foxhole Community Centre will provide for the residents of Great Parks. A new community centre is therefore not a delivery requirement for phase 2.

The site also creates the potential to provide for small scale employment and commercial floor space, subject to the findings of demand and viability assessments to be undertaken at the planning application stage.



Local shops are located more than 10 mins walk from Great Parks



Existing facilities

Phase 1 - form and appearance

The site adjoins a Great Parks Phase 1, a 1990's / early 2000's residential development of approximately 450 dwellings providing an average density of 38 dwellings per hectare.

The development provides a mix of dwelling types including flats, and semi-detached and detached family houses. Buildings are predominantly two storeys, with some 3 storey apartment buildings and town houses.

Residents at the EbD event identified the range of dwellings as a positive feature in helping meet different needs and age groups to bring diversity to the community.

Phase 1 layout is characterised by fairly narrow streets. This limits the potential to provide street trees or planting outside the private plot, creating a fairly 'hard' landscape to the development in places.

A slight set back of properties from the street can enable small front garden space to bring an element of greenery to the street. This character is demonstrated best on the main spine route at Lutyens Drive, which residents identified as an important feature street for phase 1.

Phase 2 will provide a permanent edge to Paignton and must ensure an appropriate transition to the rural edge through development densities and character. Street tree planting was identified at the EbD as critical to achieve this and street arrangements will be designed accordingly.

The majority of phase 1 properties have on-plot parking, but the provision appears to be insufficient. With no formal on-street parking arrangements for visitors this often results in cars blocking and dominating the street scene.

Phase 2 development will ensure adequate parking provision is in place to accommodate parking demand and more formal arrangements made for on-street parking where appropriate.



Small front gardens are a feature of Lutyens Drive



A 'hard landscape character' to parts of the phase 1



Distant views of greenery adds character to the street



Phase 1 form and density

Local property market

Great Parks falls within the TQ3 postcode area in Torbay where current residential sales values for the last year (2012) averaged at approximately £170,000 (Zoopla data, March 2013). This is below the UK average of approximately £230,000 for the same period and below the Torbay area average of approximately £185,000.

Within Great Parks phase 1 there are certain locations achieving higher values, which are typically characterised by 2 storey, 3 to 5 bed detached family houses with on plot parking, garages and private rear garden space.

Lutyens Drive comprises 95 houses with an average value of approximately £198,000, and Watkins Way, a small cul-de-sac, comprising 8 houses with an average value of approximately £230,000. Both are positioned in lower density parts of phase 1.

16 properties have sold on Lutyens Drive over the last 5 years with a highest sales value of £275,000 (Aug 2008). The 1 property sale on Watkins Way in this period achieved £295,000 (June 2008). A 4 bed detached property is currently on the market (March 2013) with an asking price of £300,000.

There are distinct site qualities and characteristics that can assist phase 2 to continue the trend to achieve higher than average sales values.

The higher ground within phase 2 enables views to the coast and countryside which can bring added value to individual dwelling plots and the street and spaces supporting them.

Lower density development characterised by detached properties set within larger plots and new landscape planting would respond appropriately to the visually sensitive rural site edges to the north and west, and could generate potentially high sales values.

The proposed new Community Park, local centre facility and improvements to access and movement will enhance the offer of the area and bring significant added value shared across the development.



Higher value houses within phase 1 benefit from a rural edge position



Phase 2 properties can benefit from an attractive outlook



Watkins Way achieves the highest sales values for phase 1 and is characterised by larger detached family houses

03



Technical workshops with officers before the event

ENQUIRY-BY-DESIGN

An overarching aim for the masterplanning process was to engage the local community in developing and testing a site vision.

Torbay Council and Torbay Economic Development Company held a 3-day event (4th-6th March 2013) using 'Enquiry-by-Design' (EbD) principles to form an outline masterplan for Great Parks phase 2.

In preparing for the EbD, the masterplanning team held briefing sessions for residents, officers, landowners and stakeholders, and completed site survey and analysis work. This enabled the preparation of a comprehensive 'briefing pack' circulated to attendees ahead of the event.

The event was advertised on community partnership web-pages, within local shops and community centres alongside a general press release. Over 1,000 invitation flyers, email and letters were sent out promoting the event locally.

This section presents:

- A summary of the 3-day event
- Influences post EbD event



Over 1,000 invitation flyers were circulated to promote the event



Technical briefing packs were issued in advance to attendees

EbD event

On the first morning of the EbD, all attendees were given the opportunity to express their views about living at Great Parks, identifying the qualities and issues associated with the first development phase, the surrounding area, and their aspirations and fears for phase 2.

In the afternoon, following a series of short technical briefing presentations led by Torbay Council officers, workshops were held during which attendees translated these objectives into sketch concept plans (shown below).

Between the close of the afternoon session and the start of the evening workshops, the EbD masterplanning team sought to combine the common features from the group concepts into a single 'consolidation plan' (shown opposite).

The plan highlighted:

- Opportunities to strengthen connections between the site, the surrounding communities and the adjoining countryside.
- Agreement for the main vehicular access need and position on Kings Ash Road.
- Two alternative location options for a new local centre with a visible frontage to Kings Ash Road.

- 'Green Lanes' to provide inviting and safe pedestrian and cycle connections around the site.
- Opportunity for improved crossing arrangements to Kings Ash Road aligned with pedestrian desire lines.
- Potential for attractive views for everyone to enjoy from the higher ground.
- Scope for larger houses with views along the northern boundary to generate higher values and ensure an appropriate development response to the sensitive rural edge.
- Retention of key trees and hedgerows where possible and introduction of new planting to reinforce a 'green feel'.
- Uncertainty regarding the role of Alfriston Road as a vehicular access point.
- The need for sensitive integration of development on slopes exposed to views from phase 1.



Day 1: Group concept plans

The evening session of Day 1 involved further workshop sessions to test the consolidation plan findings and explore the issues in more detail. Refined concept plans were produced by the groups.

Site walkabouts provided the focus for Day 2 to test and explore the emerging principles first hand with residents, council officers and landowners.

The visits considered the alignment of routes through the site, the place making opportunities created by site topography and existing trees and hedgerows, and the difficulty for pedestrian connections across Kings Ash Road.

The visits informed a draft framework masterplan which was presented for review in the evening Day 2. The session confirmed general support for the emerging plan and identified a number of technical points requiring further detail or clarification.

Finally, on Day 3 more detailed testing was undertaken with officers at Torbay Council considering proposals for access and movement, and strategies for landscape, ecology and drainage.

The EbD event concluded with an evening presentation of the proposed masterplan followed by a 'question and answer' session.



Working in groups to develop concept plans and key principles for phase 2





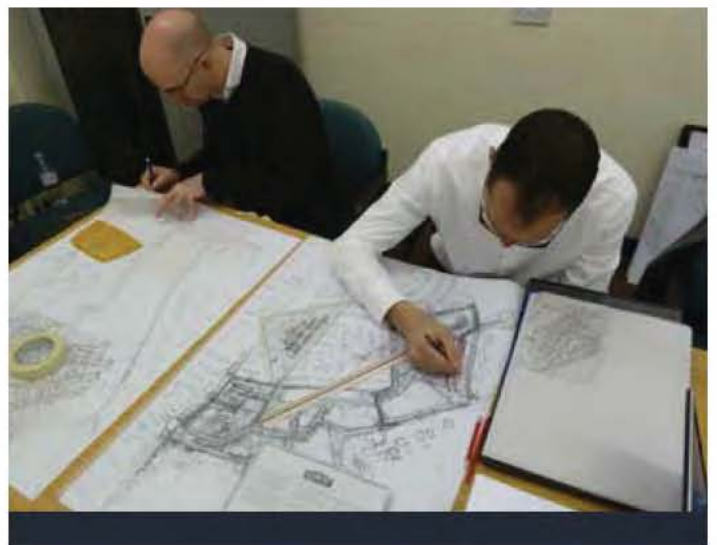
MARCH 5th
Day 2

Testing ideas on site and starting to plot out key features for the masterplan



MARCH 6th
Day 3

Detailed testing and illustrating the masterplan proposals for the final evening presentation



Post EbD refinements

Following the EbD event a draft report was prepared and submitted to Torbay Council on 30th April 2013 for review. The proposals were also presented to the Torbay Design Review Panel on 3rd May 2013.

The Design Review Panel commended the *'careful engagement with residents and other stakeholders that has been a feature of the project thus far and the EbD appears to have made a great deal of progress in establishing the basic principles of the development'*.

The panel review process provided the opportunity to consider key elements of the masterplan in greater depth in seeking to define the best possible framework for a successful new neighbourhood at Great Parks.

This highlighted some potential enhancements to the masterplan that still maintained the core principles established at the EbD event. The refinements are summarised on the plan overleaf.

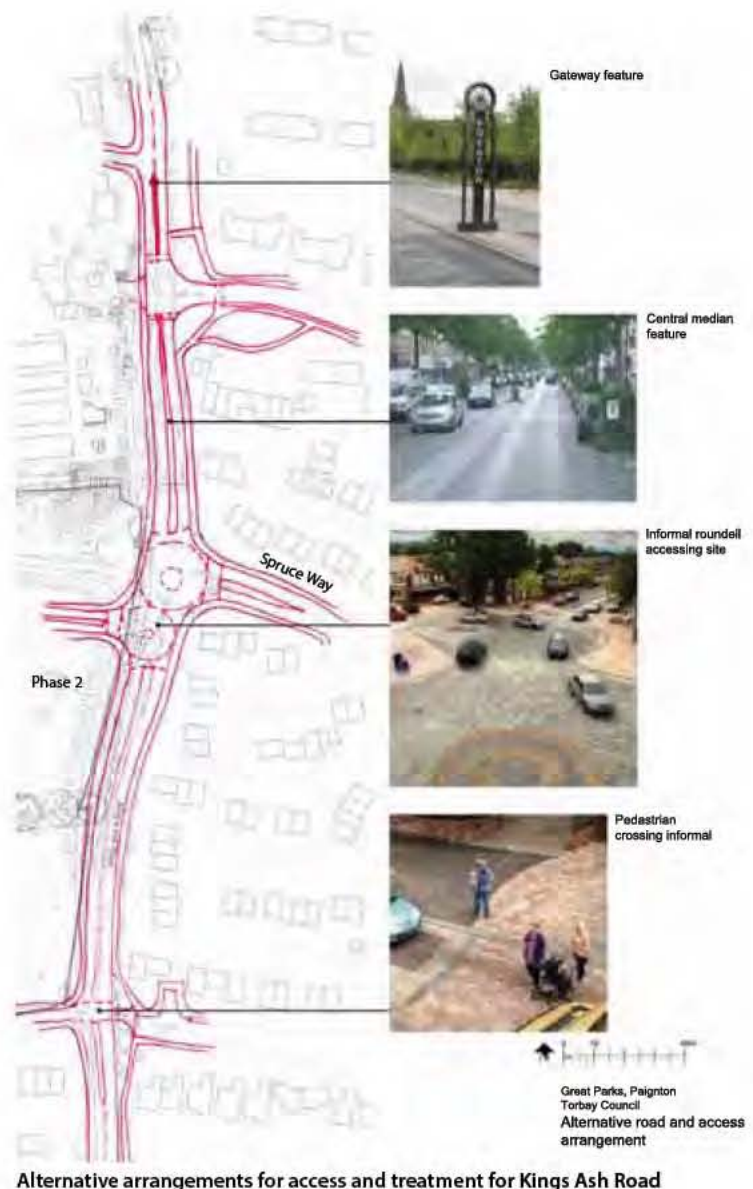
The review panel also encouraged the process to consider ways to improve the access arrangements and treatment to Kings Ash Road. The panel's aspiration was for a 'less conventional' approach which might keep traffic moving more consistently, but at lower speeds and allowing pedestrians crossing greater priority.

An alternative approach (shown adjacent), which proposes a staggered pair of T junctions with 'roundels' to guide driver behaviour, was prepared. This is similar to a successful scheme recently implemented in Poynton, Cheshire, led by Ben Hamilton-Baillie Associates.

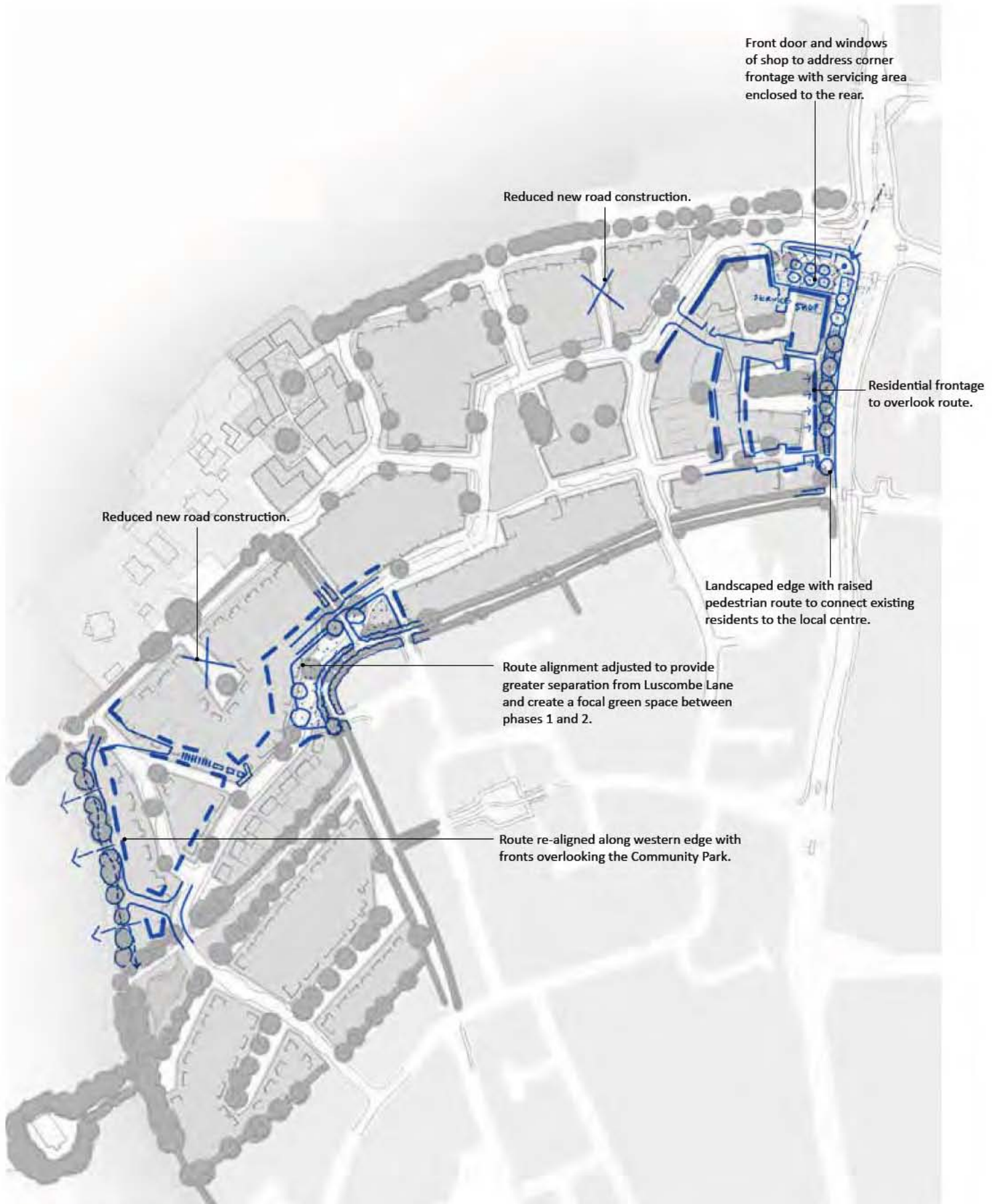
Following further testing and assessment undertaken by Torbay Council it was determined that this was not the location in Torbay to implement a less than conventional approach. The current junction proposal opposite Spruce Way is therefore retained in the masterplan.



Reviewing the EbD masterplan with Torbay Design Review Panel



Alternative arrangements for access and treatment for Kings Ash Road



Post EbD refinements

04



MASTERPLAN

The Enquiry-by-Design event established a framework masterplan to deliver a 'high quality environment for new homes and community facilities with improved access to green space'.

This section presents:

- EbD Masterplan principles
- Character areas
- Illustrative masterplan



Final EbD masterplan

Masterplan principles

Access and movement

The proposed junction position on Kings Ash Road was supported at the EbD event to establish a new crossroads at Spruce Way. The access will serve the local centre, new homes and create a welcoming gateway to Great Parks.

A connected network of routes will respond positively to the site topography to provide safe and inviting residential access. The routes will contribute to the distinct character areas defined at the EbD (outlined later in this section). Access to properties at Kings Aish will need to be maintained at all times.

A clear preference was established for the layout and design to support low traffic speeds and discourage through traffic movements. Creating a purposely convoluted routes with new development closing forward views was an agreed approach to ensure the interpretation as 20mph residential access streets.

The masterplan incorporates vehicular connections to phase 1 through Alfriston Road and Heligan Drive. The EbD established that without connections the lack of route choices would undermine development safety and segregate communities. The connections can help spread residential traffic movements and reduce pressure at the Cotehele Drive junction.

The primary link to Heligan Drive was identified at the EbD as a critical to ensure both development phases at Great Parks access bus services. The connection would maintain the existing phase 1 service on Lutyens Drive before accessing phase 2 via Heligan Drive across Luscombe Lane.

The bus would directly serve the new local centre and connect to Foxhole at Spruce Way via the new junction. This avoids the need for the bus to travel on Kings Ash Road.

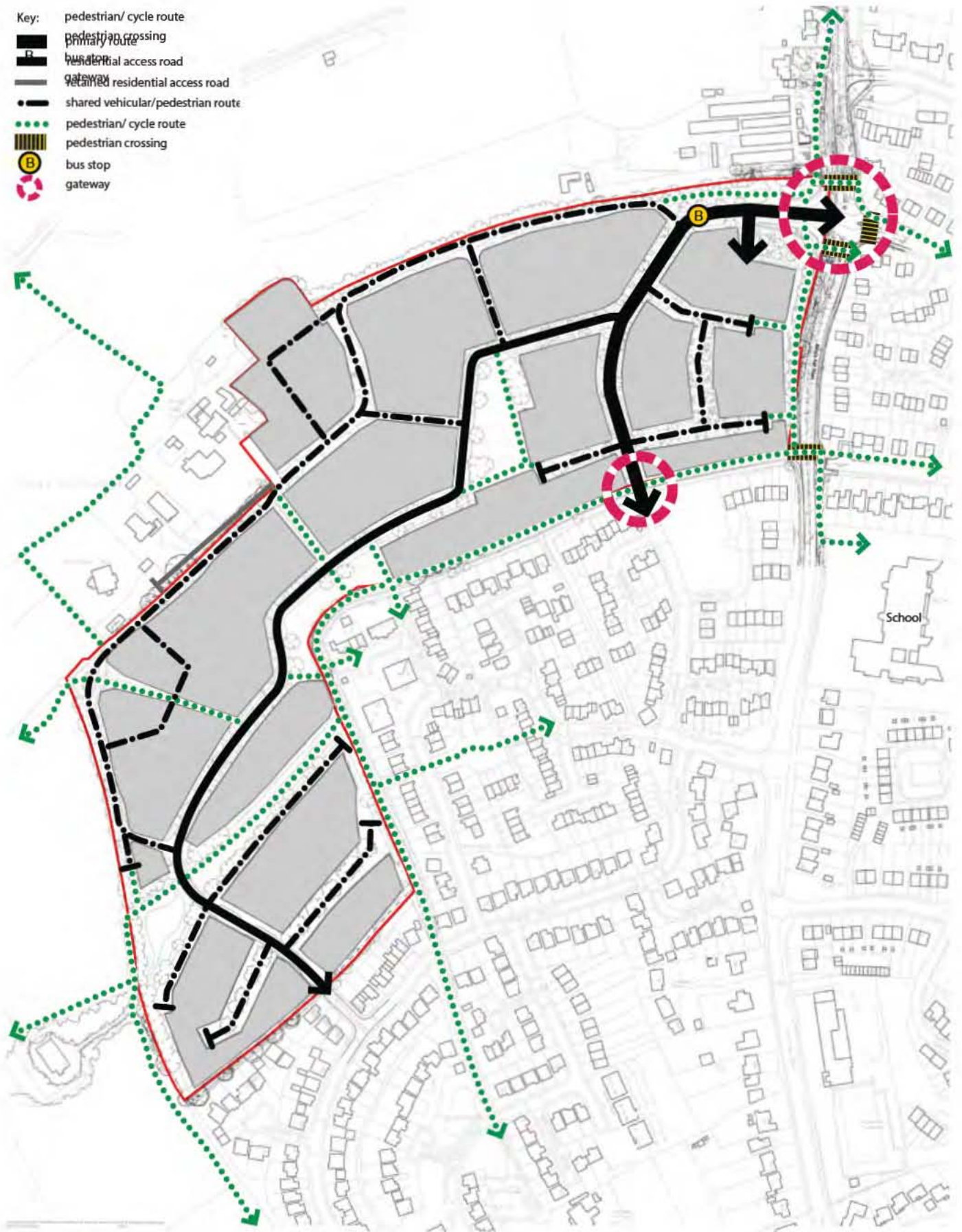
Streets will be designed to accommodate on-street parking where possible and facilitate two-way traffic flows. On-plot parking will be maximised with adequate driveways and garages. Where courtyard parking is provided it will be close to front doors to make it safe and convenient for residents to use. This approach will ensure parked cars do not dominate the street scape, block routes and interrupt the character of the place which was identified as a priority at the EbD.

A network of shared surface residential routes will encourage greater pedestrian and cycle movement and strengthen connections between communities, key facilities and the Community Park. Informal pedestrian crossings on the Kings Ash Road on the direct movement desire lines between Luscombe Lane and Kings Ash Primary School was identified as a key priority at the EbD.



From the Kings Ash Road junction the route alignment rises up the slopes from the access points to reinforce a sense of arrival and help slow approaching traffic. Through the site the route responds positively to topography to minimise cut and fill, emphasise key views, and protect important site features.

- Key:
- pedestrian/ cycle route
 - primary route
 - residential access road
 - retained residential access road
 - shared vehicular/pedestrian route
 - pedestrian/ cycle route
 - pedestrian crossing
 - bus stop
 - gateway



Access and movement

Land use

A residential led development approach for Great Parks phase 2 was agreed through the EbD event. The process identified the opportunity to deliver new homes to widen local choice and complete the Great Parks community.

The rural setting and sloping topography enable the creation of distinctive residential character areas to provide a range of dwelling types and development densities across the site (greater detail on the potential of these areas was identified and is outlined later in this section).

The preferred location for the new local centre is adjacent to the proposed new access to Kings Ash Road. This approach was fully supported at the EbD to enable retailers to occupy a visually prominent position from Kings Ash Road with direct and easy access to maximise the potential of passing trade.

Participants identified the benefits for the new residents of phase 2 if vehicles associated with the local centre (both passing trade and service) were not required to travel into the development to access the facility.

The frontage location at Kings Ash Road and improved pedestrian crossing arrangements will help integrate the local centre with the wider community at Foxhole. This will serve to increase the potential catchment area and create a more viable context for local convenience retail.

Through the EbD it was identified the local centre could also provide flexible floor space to accommodate other community and service uses such as hairdressers, dry cleaners or take-away restaurant.

Residential apartments can be provided at upper floors helping to reinforce the ground activities and bring natural surveillance to the courtyard space. Apartments would also benefit from attractive views to the coast.

Participants however were keen to ensure that all facilities were not concentrated in one location to avoid alienating parts of the wider community. It was agreed the new local centre should complement existing community facilities at Great Parks and Foxhole and efforts made to maximise their potential.

Providing a clean room at Great Parks Community Centre was one suggestion which could be supported by Great Parks and QED communities, helping reduce pressure on existing facilities and the need for short distance car trips.

Key:

- mixed use
- residential
- green space



nd use

Streets and spaces

A 'green and leafy' character was identified at the EbD as an integral part of the site vision to create an attractive environment for living and an appropriate response to the rural edge position.

New native planting will complement retained mature trees and hedgerows to integrate development sensitively with the surrounding rural landscape.

The importance of street trees and front garden planting in bringing greenery to the streets was emphasised at the EbD to ensure a 'green feel' across the site through the route network.

New homes will be orientated to front the public routes and spaces and provide overlooking to increase the sense of safety through natural surveillance. Front doors will open out to address the street to create life and activity. Properties will be orientated to maximise opportunities for south facing gardens.










Views to the Torbay coastline and the surrounding countryside are a unique feature of the site. The streets and spaces will also benefit from this setting. The north western corner of the site in particular was identified at the EbD as an opportunity to create a public viewing space where everyone could enjoy the views with direct connections through to the Community Park.

'Green lane' connections via Luscombe Lane and the outer route along the northern boundary will provide attractive leisure routes for pedestrian and cycle access to the Community Park. Green links will also be provided through the phase 2 development, with a shared surface perimeter route providing an informal edge to the countryside with connections to the park.

The EbD process identified the opportunity to reinstate the former farm track to the south west of the site to enable access to the park within a linear green space. The space will be enclosed by existing and new hedgerows and trees, providing further opportunities for informal recreation and biodiversity. It can also support wetland areas as part of the overall drainage strategy.

Further amenity space for residents will be created by the central green space enclosed and overlooked by new properties. A welcoming green space will also define the pedestrian / cycle only connection from Luscombe Lane along the southern boundary.

The new local centre will occupy a prominent position on higher ground to the north west of the site, where a visible landmark building can define the new access. High quality public realm materials can define the boundary to the local centre and announce arrival at Great Parks.

- Key:
-  landmark building
 -  special corner
 -  view line
 -  lively frontage
 -  public space
 -  green gateway
 -  green space
 -  attenuation pond
 -  feature tree



Streets and spaces

Character areas

The EbD masterplan is defined by five broad character areas which respond positively to the distinct qualities and features of the site.

1. Community hub and arrival

A welcoming gateway defined by the flexible mixed use development area providing a new local centre, potential community floorspace, new homes and improved pedestrian connections.

2. Centre green

Focal public green space at the heart of the development enclosed by residential streets stepping down the south facing slopes.

3. Rural edges

Larger residential properties set back from the sensitive rural edges to the north and west, benefiting from views to sea and country from a higher ground position.

4. Rural courtyards

Enclosed 'rural courtyards' which respond through scale and form to the adjoining properties at Kings Aish and wider countryside beyond.

5. Southern slopes

Terrace banks of semi-mature tree planting integrating new residential properties along the south facing slopes.

The remainder of this section illustrates the potential character of each of these areas and articulates in more detail how the relationship between the built form and the public realm varies across the masterplan to create a strong sense of place.



Rural Courtyards

Rural Edges

Centre Green

Hub

Rural Edges

Slopes

Character areas

Community hub and arrival

This is the community heart of the scheme. A new access to the Kings Ash Road will provide the main approach to the development and serve a new local centre positioned on the higher ground.

The local centre will be served by new public transport connections to create a community hub and a sustainable location to support higher density development.

Development up to 3 storeys will enable residential uses above ground floor to reinforce commercial uses and deliver attractive far reaching coastal views.

A landscaped courtyard will provide public car parking to support the retail unit(s) and a welcoming arrival space. Within the block, secure courtyard parking will be provided for the apartments.

A new landscaped edge along the eastern boundary will support a pedestrian access route to the local centre in front of terrace dwellings stepping up the slope.

A natural stone feature wall can define the local centre boundary at the corner of the new junction and create a positive sense of arrival at the site gateway.

New planting will strengthen existing hedgerows and trees and provide a green buffer for residential areas from the Kings Ash Road.



CHARACTER SUMMARY	
Buildings	
Land use	Retail, residential and community
Density	45-50 dph
Type (predominant)	Apartments and terraces
Height	2 - 3 storey
Arrangement	Buildings at back of pavement
Streets	
Character	Main access and entrance
Parking	Courtyard, some on-street
Planting	Tree lined route and courtyard



Section through Kings Ash Road showing new residential frontage overlooking tree-lined pedestrian route along the eastern boundary

Illustrative character



Illustrative layout extract for 'Community Hub'

Centre Green

Centre green is characterised by an enclosed public open space at the core of the development area.

The space will provide an attractive green setting for the new dwellings to bring life, activity and a sense of safety to encourage informal recreation and play in this area.

The openness of the green space will support a 'finer' development grain surrounding it, with potential for higher density terraced housing stepping down the south facing slopes.

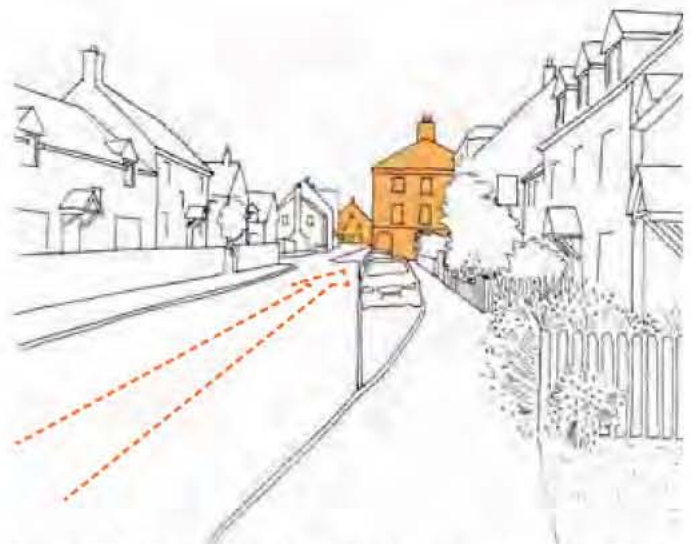
Building heights should not exceed 2.5 storeys to maintain views across rooftops towards the coast from the higher parts of the site.

Existing mature trees will form a feature of the space along the eastern edge and reinforce the 'green and leafy' character.

The space will bring added greenery to the central access spine route and create an attractive gateway transition to access properties on the rural edges.

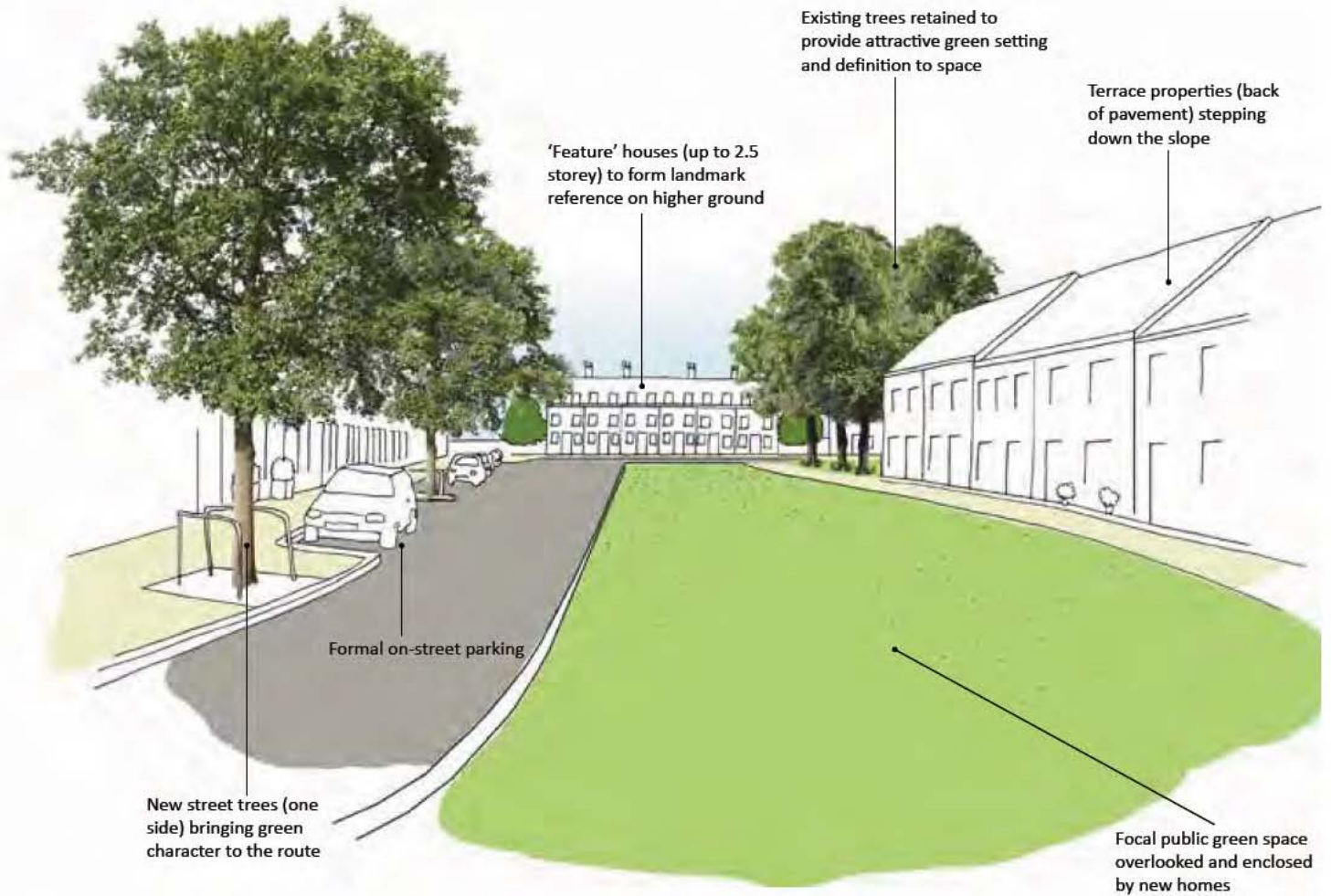


CHARACTER SUMMARY	
Buildings	
Land use	Residential
Density	35-40 dph
Type (predominant)	Terrace and semi-detached
Height	2 - 2.5 storey
Arrangement	Buildings at back of pavement or small front garden
Streets	
Character	Two sided residential access
Parking	On-street and on-plot
Planting	Some street trees



Routes will read as residential access only streets with prominent built frontages closing forward views

Illustrative character



Illustrative layout extract for 'Centre Green'

Rural edges

The western and northern edges adjoin open countryside where new development will form a permanent edge to Paignton.

Larger dwellings and plots set back informally from the site edge will characterise this area and provide an appropriate lower density transition.

A mix of detached and semi-detached detached wide frontage dwellings will help reinforce a 'cottage' style appearance and rural quality to the site edge.

Gaps between properties will help maintain glimpse views out to the countryside and break up the development form from views back across the valley to the site.

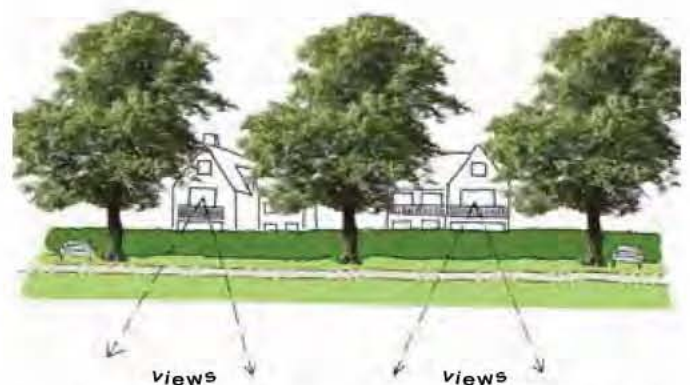
Narrower shared surface routes defined by green verges, hedgerows and trees will provide a more informal character to the property access arrangements.

Properties will front the shared surface route and provide surveillance from upper floors to the Community Park.

New planting will reinforce the green edges and provide an attractive setting to the dwellings.



CHARACTER SUMMARY	
Buildings	
Land use	Residential
Density	20-25 dph
Type (predominant)	Detached and semi-detached
Height	2 - 2.5 storey
Arrangement	Buildings set back with front gardens and driveway space
Streets	
Character	Single carriageway residential access with passing points
Parking	On-plot
Planting	Some street trees and hedges



Upper floors of properties will overlook and bring surveillance to the adjoining Community Park and green lane route

Illustrative character



Illustrative layout extract for 'Rural Edges'

Rural courtyards

The existing cluster of buildings at Kings Aish already establishes a rural character to the north western edge of the site.

Enclosed 'rural courtyards' with a modern 'barn typology' can respond positively through scale and form to this character.

Lower to medium density residential development will allow for a greener aspect to be maintained, and building heights between 1 and 2 storeys will help minimise the visual impact of development.

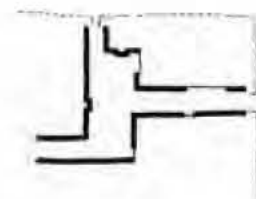
The shared courtyard area will provide communal amenity space and accommodate parking safely and securely.

The development form could also support small office or workshop space as part of a live work arrangement.

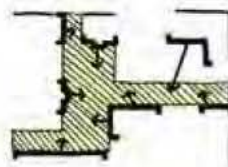
Opportunities for 'self-build' should also be considered in this location.



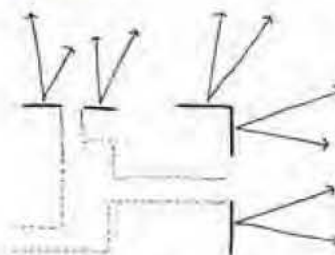
CHARACTER SUMMARY	
Buildings	
Land use	Residential, employment
Density	30 dph
Type (predominant)	Terrace and semi-detached
Height	1 -2 storey
Arrangement	Buildings arranged around courtyard
Streets	
Character	Shared courtyard with gravel surface
Parking	Communal courtyard in front
Planting	Specimen feature tree



- 1 Courtyard enclosure with continuous material on buildings and walls and no front gardens



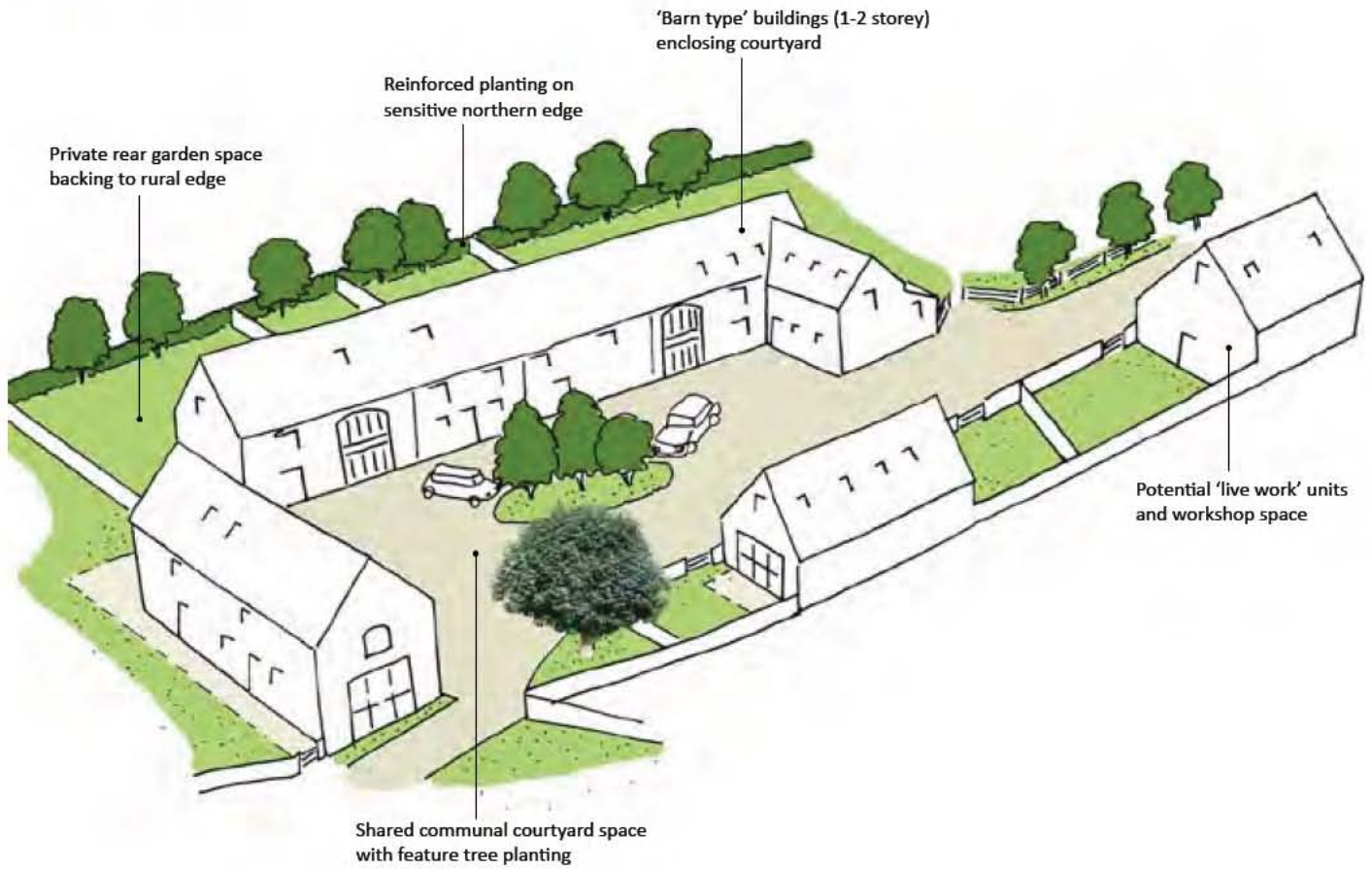
- 2 Inward frontages to communal courtyard



- 3 Back elevation with windows overlooking landscape

Principles for 'rural courtyards'

Illustrative character



Illustrative layout extract for 'rural courtyards'

Southern Slopes

The southern slopes will be characterised by new residential properties set within terraced banks of semi-mature tree planting stepping down the hill.

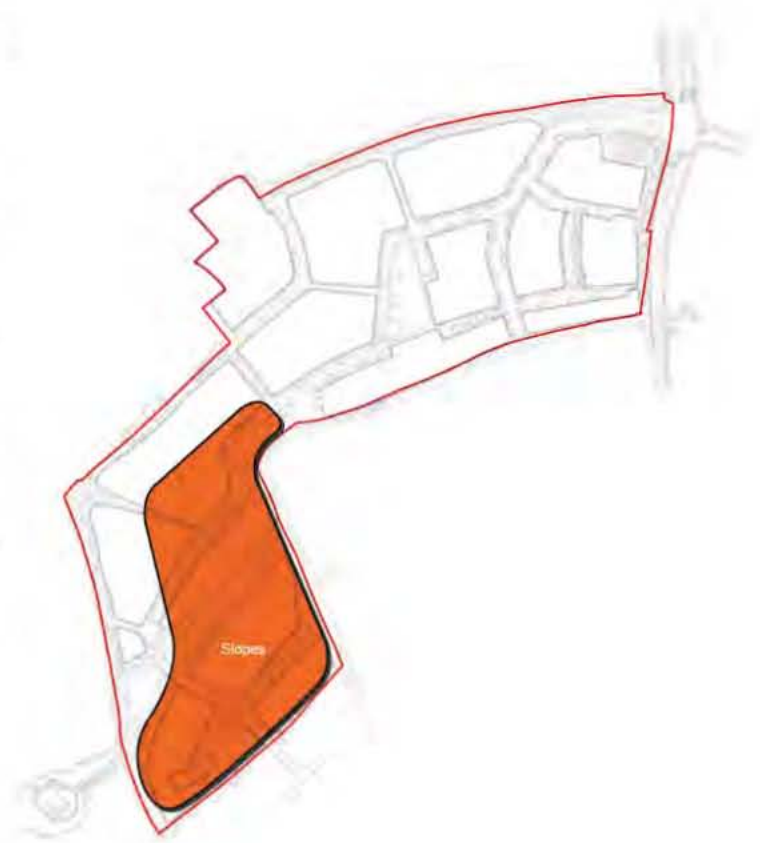
Residential development can benefit from the south facing slopes through solar gain and the creation of attractive 'sunny aspects' for private amenity space.

New planting will break up the development form, bring green definition to the streets and ensure attractive views towards greenery are maintained from phase 1. Predominantly development should not exceed 2.5 storeys in height to achieve this.

A development density of 30 dwellings per hectare will help to provide a successful transition from phase 1 and create opportunities to provide semi-mature street tree planting.

The former farm building track will be reinstated and set within a new linear green space to provide an attractive green connection to the Community Park.

The space will be enclosed by new and existing trees and hedgerow planting and provide opportunities to support sustainable urban drainage systems and encourage biodiversity.



CHARACTER SUMMARY	
Buildings	
Land use	Residential
Density	30 dph
Type (predominant)	Semi-detached, terrace and detached
Height	2 - 2.5 storey
Arrangement	Buildings set back with small front gardens
Streets	
Character	Two sided residential access
Parking	On-street and on-plot
Planting	Some street trees

Illustrative character



Illustrative layout extract for 'Southern Slopes'

Illustrative layout

The illustrative layout masterplan (opposite) demonstrates one potential approach to the delivery of new homes at Great Parks phase 2, which accords with the vision established at the EbD to create 'a high quality environment for new homes and community facilities with improved access to green space.'

The layout follows the core development principles defined through the EbD masterplan and illustrates the creation of distinctive character areas across the site.

It defines dwelling plots, building footprints and arrangements for access and parking all set within the framework of the agreed EbD block masterplan.

For the area shown, the masterplan illustrates the potential delivery of:

- 265 dwellings;
- comprising a mix of 17% detached, 32% semi-detached, 39% terraced, and 12% apartments;
- on-plot and on-street parking at an average ratio of 2 spaces per dwelling; and
- up to 550sqm ground floor commercial floorspace.

Further details on the overall development capacity of the EbD masterplan, is set out in Section 5 (Delivery). This includes a capacity estimate for the southern parcel, adjoining Alfriston Road, which is excluded from the illustrative layout opposite following the resolution by Torbay Council (12 August 2013) to grant planning permission for an alternative development approach in this area.



Ground floor retail

Shop

Hilltop

Kings Ash

Phase 7

Cotehele Drive

Helligan Drive

Kings Ash Road

Lutyens Drive

Winton Road



05



DELIVERY

The Enquiry-by-Design masterplanning process has developed the site allocation for Great Parks phase 2 into an agreed development concept, vision and framework for delivery.

It provides supplementary guidance to the emerging policy objectives of the Torbay Local Plan and the Neighbourhood Plan for Paignton, and a basis to now bring forward and market the site as a comprehensive development opportunity.

To assist the delivery process this section presents:

- a summary of the outputs generated by the EbD masterplan,
- development requirements to support proposals, and
- an initial approach to development phasing.



Outputs

The EbD masterplan creates a *gross* development land budget of approximately **9 hectares**, with exclusions incorporated for the new junction, key areas of public green space and environmental corridors for existing trees, hedgerows and ecology off sets along the site boundaries (as shown adjacent).

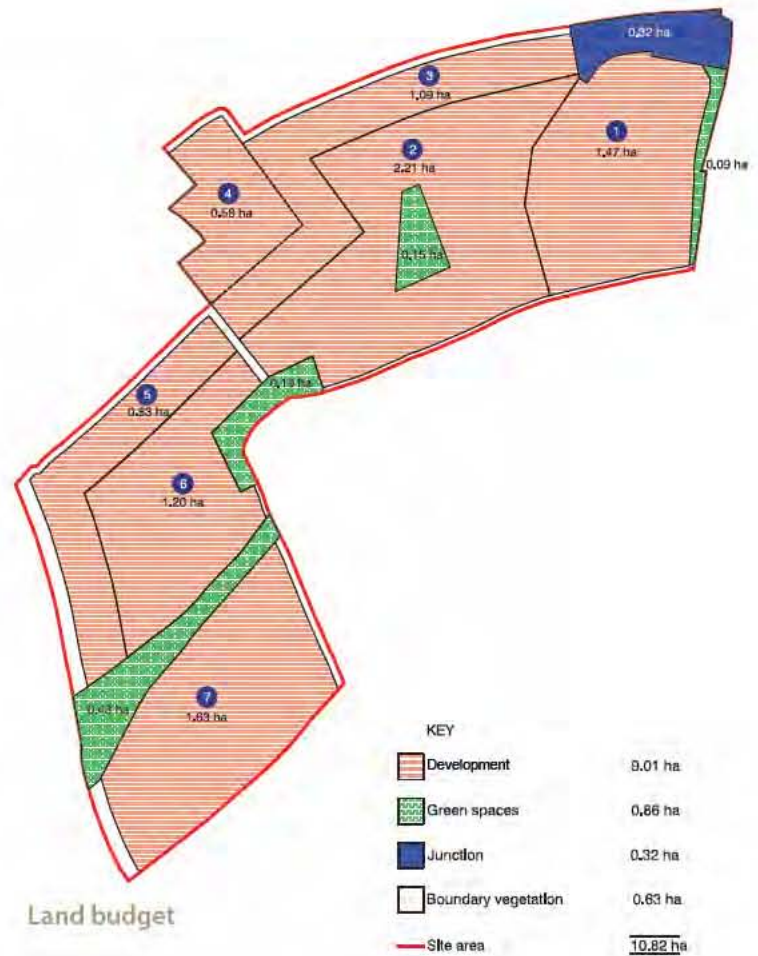
The principles established through the EbD dictate an appropriate approach to development densities across the different character areas, as summarised in the previous section and highlighted on the plan overleaf.

The approach creates a suitable transition between phases 1 and 2 to aid integration and help unify Great Parks as one community. It also responds positively to the role of phase 2 in defining a permanent countryside edge for Paignton.

This equates to an average density range of **32-35 dph** for phase 2. The potential total residential capacity for the site is approximately **284 - 312 dwellings** as summarised below.

The development will be residential led, but will also incorporate the potential for retail and community floor space as part of a flexible mixed use local centre.

It is estimated that between **300 sqm and 550 sqm** of commercial and community floor space can be generated at the local centre, primarily through active ground floor accommodation.



OUTPUT SUMMARY

Plot ref.	Gross area (ha)	Character area	Density range (dwellings per hectare)	Dwelling target	Commercial floorspace (sqm)
1	1.47	'Community Hub'	45-50 dph	66-74 dwellings	300 - 550
2	2.21	'Centre Green'	35-40 dph	77-88 dwellings	-
3	1.09	'Rural Edge'	20-25 dph	22-27 dwellings	-
4	0.58	'Rural Courtyard'	30 dph	17 dwellings	-
5	0.83	'Rural Edge'	20-25 dph	17 - 21 dwellings	-
6	1.20	'Southern Slopes'	30 dph	36 dwellings	-
7	1.63	'Southern Slopes'	30 dph	49 dwellings	-
TOTAL	9.01	n/a	32 -35 dph	284 -312 dwellings	300 - 500

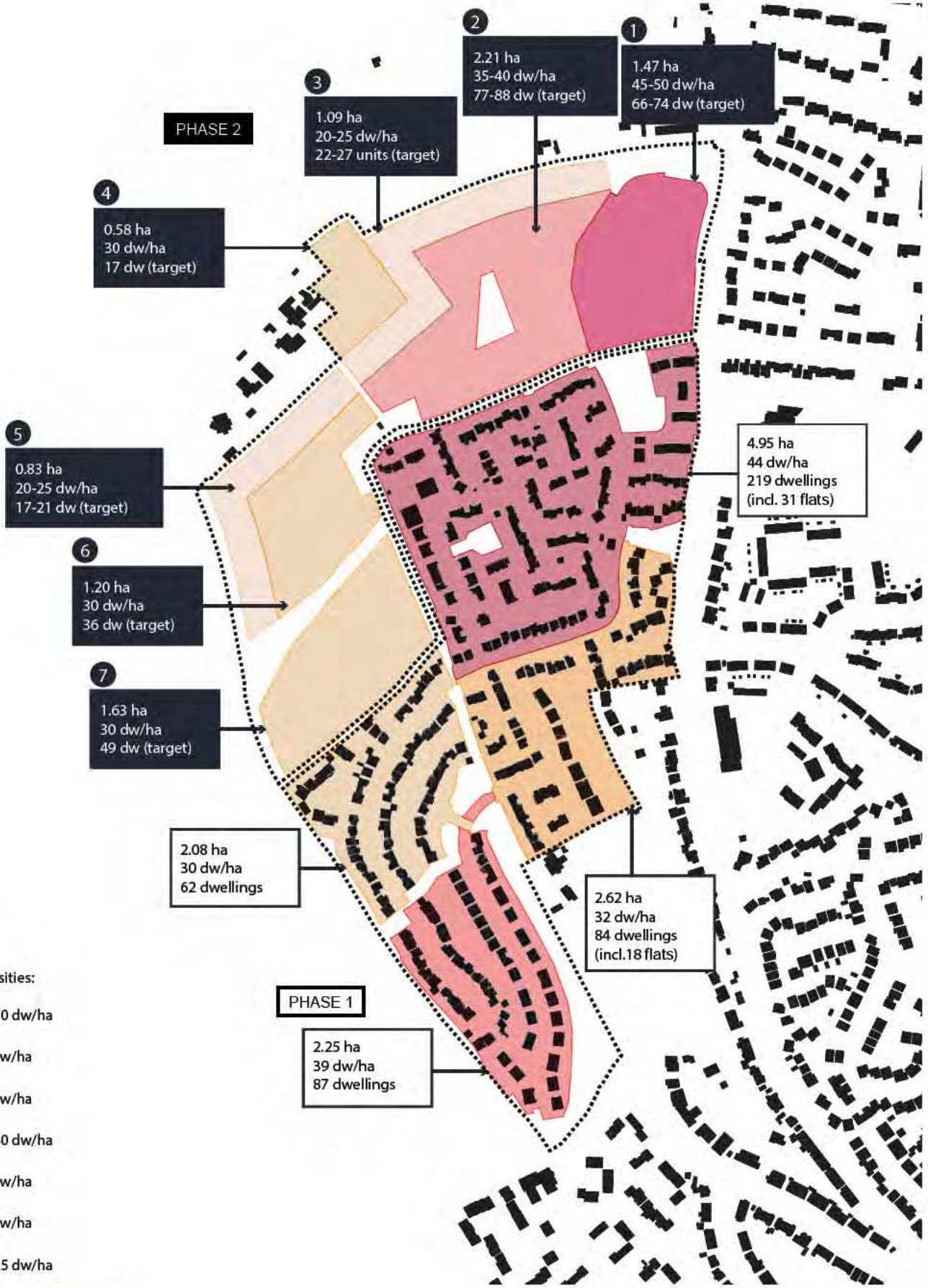


Figure ground densities

Development requirements

For development at Great Parks phase 2 to proceed it must prove to be viable. The EbD masterplan and report provides a basis for market testing and development appraisals to be undertaken to assess viability.

This will be influenced by a number of issues, including:

- the amount of development proposed,
- the scheme vision and potential of site value enhancers (views, setting and facilities), and
- the price paid for the land.

A further key issue relates to development requirements and contributions needed to support and enable site development. The costs of providing the requirements for phase 2 will need to be supported through the value created by the development. This includes:

New access and gateway

To help bring forward development of Phase 2, Torbay Council has submitted a planning application for a new junction off Kings Ash Road, opposite Spruce Way. This is a fixed location to ensure suitable visibility and to maintain / improve traffic flows along Kings Ash Road.

The new junction will be constructed by the site developer(s), not by the Council, and will be financed through the development. To that extent, a substantial financial contribution towards the new junction has already been secured from development proposals for the south western part of Phase 2.

Once a landowner agreement is in place, the Council will instigate a Compulsory Purchase process to secure the land (outside the site) needed for the visibility splays for the new access.

Cycle, pedestrian and public transport links

Implementation costs must incorporate the provision of new 'green lane' routes and the adaptation of existing routes, such as Luscombe Lane, to provide attractive and safe cycle and pedestrian connections to link communities and key facilities such the Community Park.

Informal pedestrian crossings on Kings Ash Road must be delivered to encourage safer movement between the Foxhole and Great Parks communities.

The provision of a new vehicular connection from phase 1 to phase 2 at Heligan Drive will require works to address the change in levels across Luscombe Lane. This must enable buses to connect between the phases and whilst maintaining the function of Luscombe Lane.

Community Park

The Community Park will provide informal recreation resource for Paignton and is a significant delivery requirement for the development. The costs will need to consider implementation and approaches to long term management and maintenance. A park ranger facility is a key requirement.

Landscape planting

New tree planting is required to help break up the development form and establish a 'green and leafy' character to the streets and spaces. Further planting is needed to reinforce the rural character along the sensitive northern and western site edges and to support important ecological corridors. This planting should be semi-mature to ensure character contribution from the start.

Ecology

The existing grassland and scrub habitats cover an area of approximately 10 hectares and the site also includes approximately 800m of internal hedgerows likely to be lost to the development.

Biodiversity offsetting will be required to compensate for the habitats lost. It is expected that approximately 3ha of habitat compensation, as well as approximately 300m of new hedgerow compensation, will be able to be provided within the new Community Park through habitat creation and enhancement.

The remaining compensation will need to be provided on additional land in close proximity to the development site.

Water management

Sustainable Urban Drainage (SUDs) techniques including soak-aways, swales and attenuation ponds will be required where feasible to manage surface water runoff created by the development. The development will also need to support works to increase flood storage capacity off site within the valley, which could present a significant cost.

Utilities

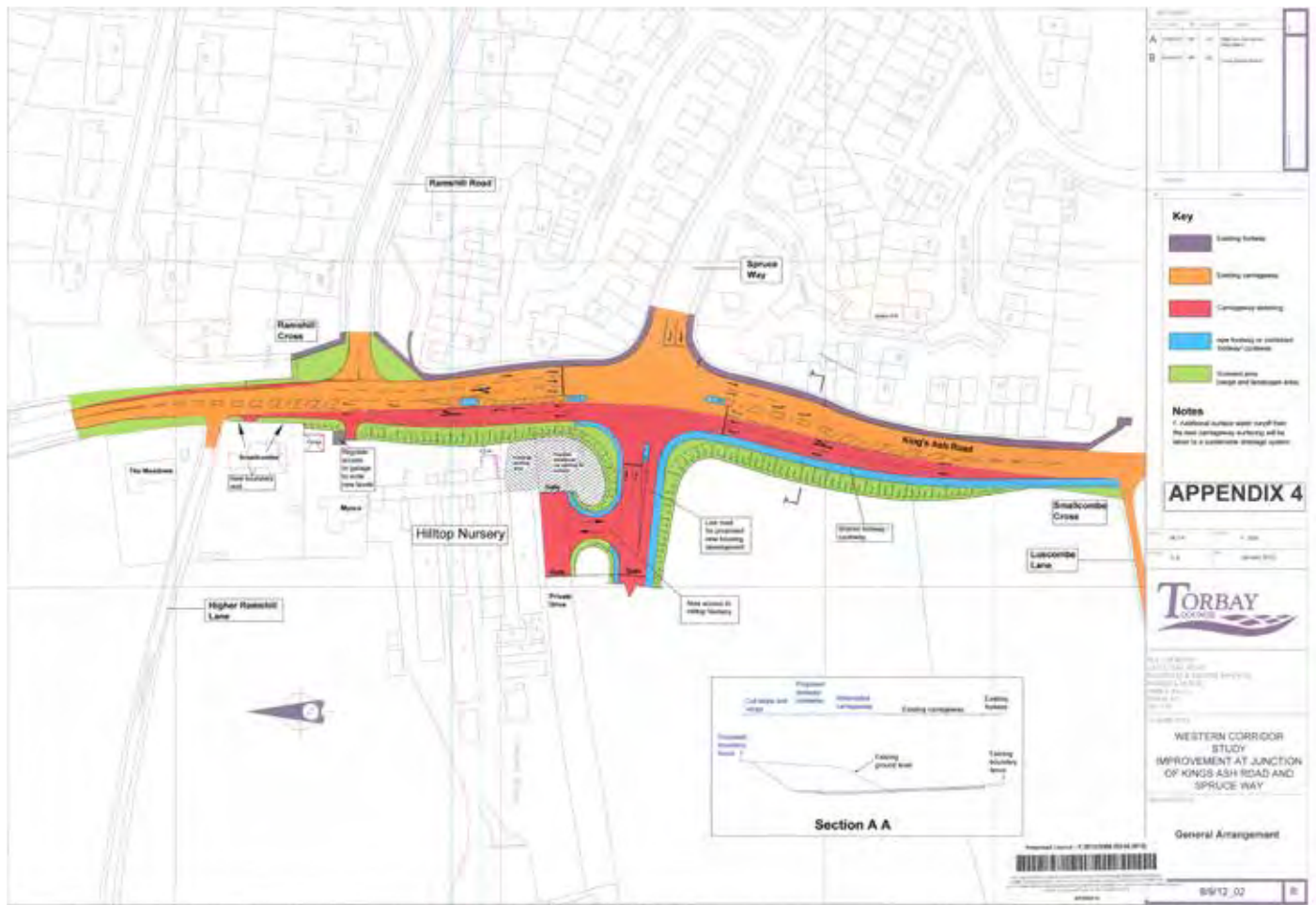
Works to increase utility and service capacity is not anticipated although new connections will need to be made to existing infrastructure adjoining the site. Costs will also need to consider the implementation costs of new utilities / underground infrastructure required to serve the development.

Affordable housing

The emerging policy aspiration is for 30% affordable housing. It is anticipated that the level of affordable housing at Great Parks will be a matter for negotiation given the other requirements already identified to enable the development to happen. The viability assessment will be critical in establishing the final level of affordable housing to be supported through the development.

Community Infrastructure Level (CIL)

CIL charge will also need to be considered as part of the viability assessment. A tax charge (to be agreed) will apply to the new build dwellings with a 'meaningful proportion' of funding being required to be spent in the site neighbourhood. This is in addition to the S106 agreement which will still apply to cover direct site mitigation requirement as outlined by the items above.



New junction proposals at Spruce Way

Landownership

In order to secure delivery of the development as a whole, and the new junction, a formal landowner agreement is required, binding all the owners of land into a formal mechanism for sale of the land.

The phase 2 site is in multiple ownership of approximately nine landowners, including Torbay Council. The majority of landowners are working together to bring forward development and have provided input to the masterplan through the Enquiry-by-Design event.

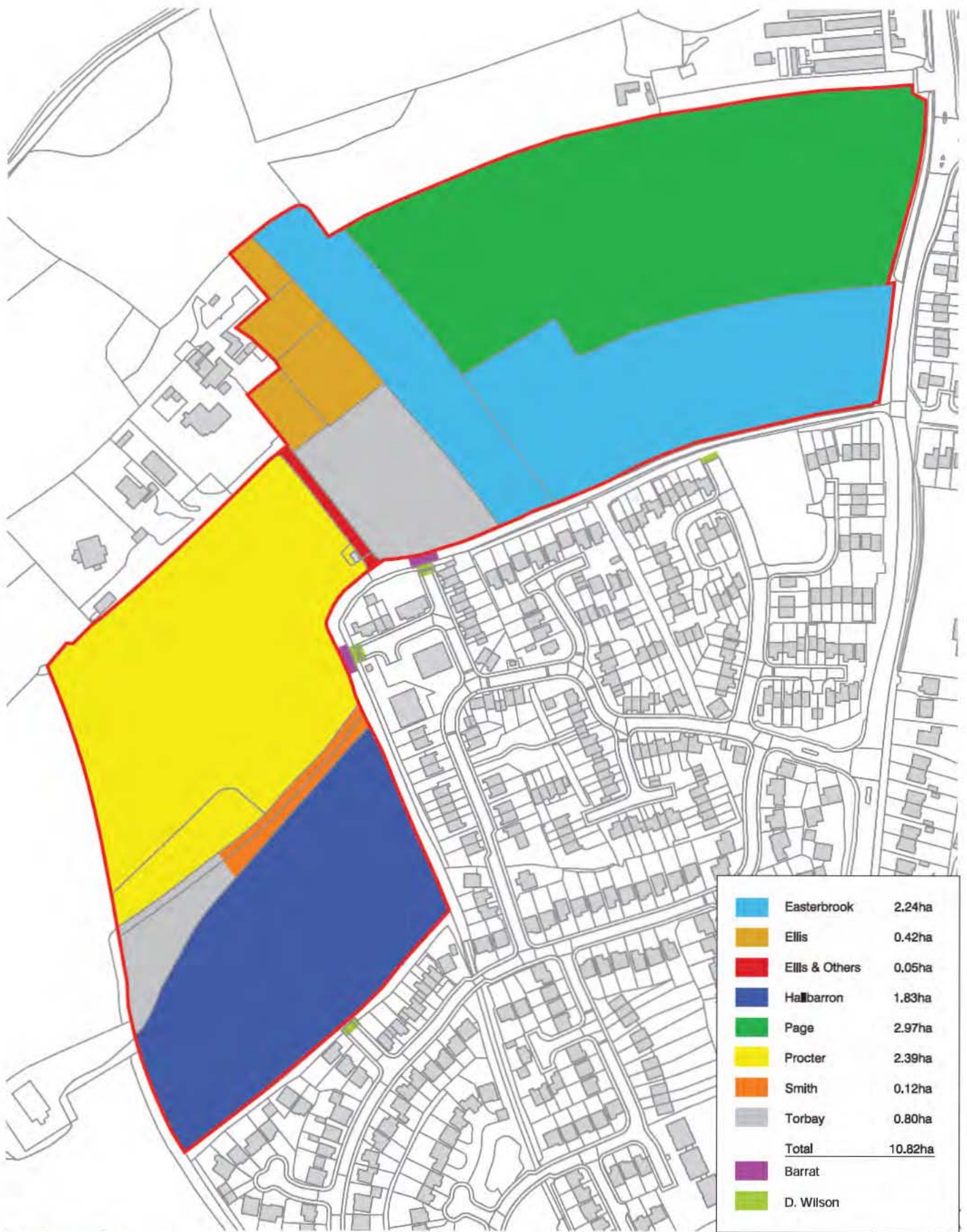
The site is however also governed by a complex historical planning and legal context associated with the original planning agreements for the phase 1 development in 1991 and 1995.

The agreements are now out dated and the current landowners at phase 2 were not signatories to them. The agreements relate to the delivery of key infrastructure requirements including highway works, affordable housing and off-site drainage measures, and also effect potential connection points between the two phases.

This context makes delivery of development at phase 2 more complicated and places greater emphasis on the role of a consensus masterplan for the site.

The masterplan provides more certainty on the development potential of the site and what is required now to bring development forward. It can assist the landowners to establish new agreements in a fair and equitable way between all interested parties.

The masterplan also enables the site to be marketed to developers as a comprehensive package with a more certain context for future planning applications, which will serve to strengthen market interest and speed up delivery.



Landownership

Initial phasing strategy

A considered approach to development phasing was identified at the EbD as priority for agreement.

At the EbD a potential approach was outlined as a starting point for further review (as set out below and opposite), which sought to limit construction traffic accessing the site via existing phase 1 streets.

The approach identified the potential for two first development phases comprising the eastern frontage area to Kings Ash Road and the southern slopes bordering phase 1 at Alfriston Road.

Developing these two phases early will allow a range of new homes to be created and bring forward the delivery of the local centre and new main access from Kings Ash Road.

The new junction to Kings Ash Road will enable construction traffic to serve this phase without impact on existing phase 1 streets. It is however unlikely to be viable to establish a temporary 'haul road' through the site to serve the southern development phase.

At the EbD event it was identified that Luscombe Lane could be adapted as a temporary 'haul road' (1) to provide construction traffic access. The route would connect to a shorter internal haul road within the site, which can serve a construction compound area and enable development to the south to commence.

The adaptation of Luscombe Lane would likely require temporary lights at the junction with Kings Ash Road and some hedgerow areas currently lining the lane to be removed for a period and replaced by new planting post construction.

Access via phase 1 and Alfriston Road could then be limited to residents and sales and marketing only.

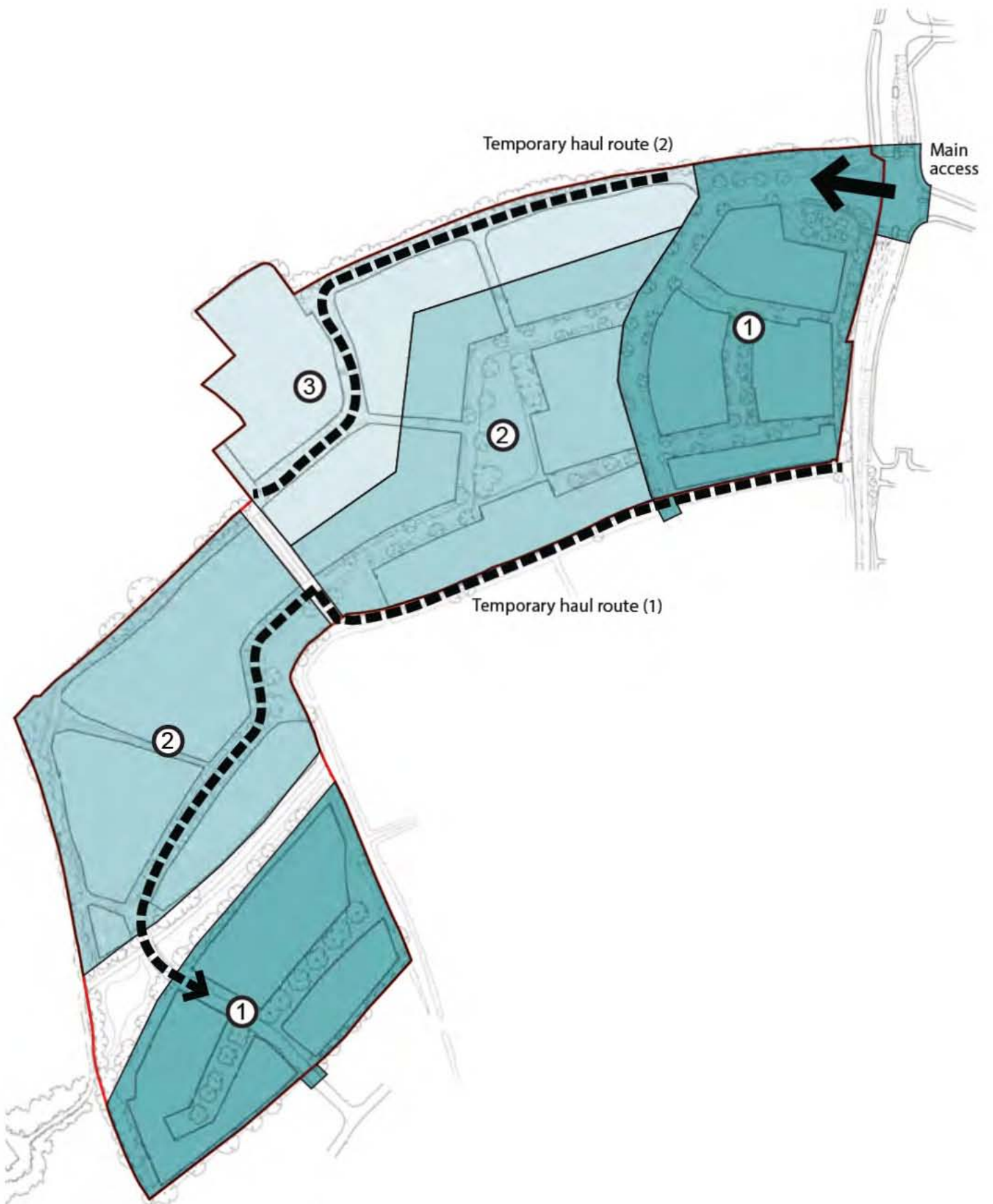
The shorter internal haul road and adapted Luscombe Lane could continue to provide construction traffic access to serve secondary phases within the site as they come forward.

As development completes, the internal haul road could be adapted to form the final internal residential access street.

The northern edges of the site could form the later phases with construction traffic access isolated to temporary haul route (2) along the northern edge, which once complete would be adapted into the green residential access route anticipated in the masterplan.

This approach to phasing should now be considered and tested in more detail with the selected development partner.

The starting principle of limiting the impact of construction traffic on existing phase 1 streets remains paramount and should be the starting point in taking this agreement forward.



Initial phasing plan

