

Paignton Neighbourhood Development Plan

Front cover – with photo scenes from Forum website



Skeleton Draft 4 (Pre-Submission version)

(Forum 28 Aug 2014)

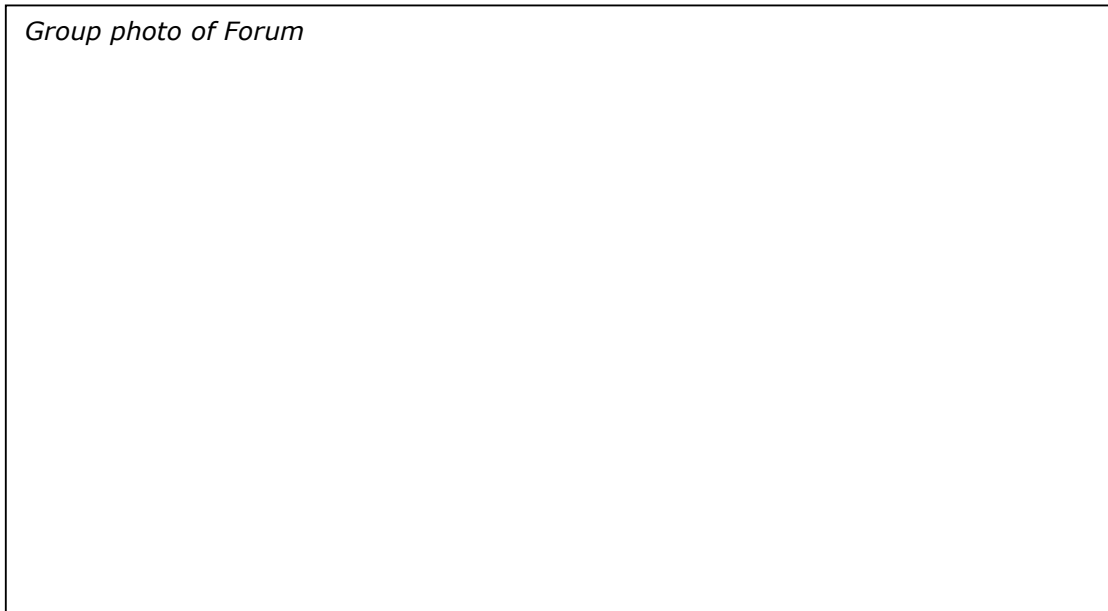
Preface

This Plan has been produced by the community of Paignton to guide development of the area for the next 20 years.

From now until 2032 and beyond, the Plan seeks to ensure Paignton will continue to be an area of attractive contrasts that make up the rich pattern of town, countryside and seaside loved by so many residents and visitors alike.

The pleasant mixture of heritage assets and green spaces also draws many tourists to the area from far and wide. The importance of this to the local economy will continue to be critically important.

At the same time there are challenges to be met, and in a way that is sustainable for the existing and future generations who live and work here. This is the task that has been addressed involving hundreds of community volunteers from all parts of Paignton who have worked together to produce this Plan.



Acknowledgements

Producing this Plan would not have been possible without financial help provided by Torbay Council, the Department for Communities and Local Government, and the Community Development Foundation. The assistance received is gratefully acknowledged.

[Insert any other acknowledgements needed]

Date

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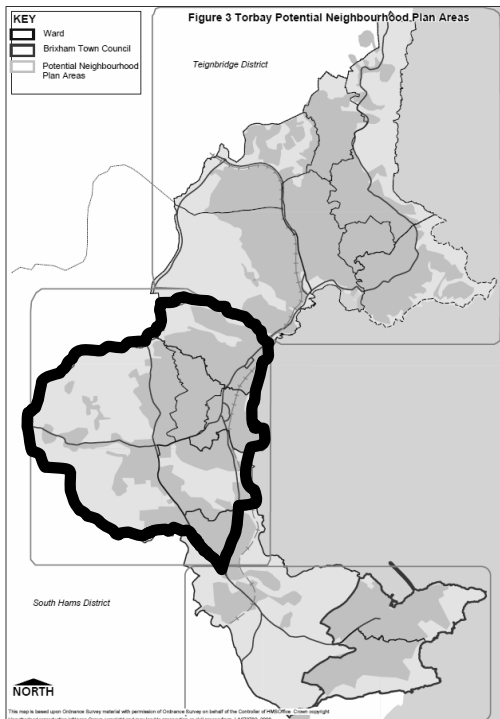
PART 1: INTRODUCTION

What is this Plan ?

1.1 An adopted Neighbourhood Plan forms part of the statutory Development Plan used by the local planning authority and others to make decisions on planning applications and related investment proposals. It is therefore a document of considerable importance.

1.2 The ability to produce a Neighbourhood Plan stems from the Localism Act 2011 and is an opportunity taken up enthusiastically by Torbay Council and the Paignton community.

1.3 Together with the Local Plan for Torbay, the Neighbourhood Plans for Torquay, Paignton, and Brixham cover the whole of Torbay.
[insert small map e.g]



How is it structured ?

1.4 The Plan is arranged in distinct parts to aid understanding and effective implementation:

Part 2 Community Involvement: provides a summary of the steps taken by the community to produce the Plan;

Part 3 Statement of Compliance: sets out how the Plan has complied with European Regulations; National Planning Policy; is in general conformity with the strategic policies of the Torbay Local Plan; and compliments the adjoining Neighbourhood Plans for Torquay & Brixham;

Part 4 Vision & Aspirations: describes the change that Paignton has experienced and the community Vision for the future;

Part 5 Aims & Objectives: shows how the Objectives and Policies of the Plan link directly to each other. These include area-wide policies in addition to those relating to specific locations of key importance;

Part 6 Policies & Proposals: contains the detailed Policies of the Plan. These include the accompanying Proposals Map for the whole Plan area and the Inset Plan for the Town Centre and Seafront which together form an integral part of the Neighbourhood Plan.

Part 7 Community Partnership Areas: sets out additional information and key issues of importance to each of the 5 Community Partnership areas that collectively cover the whole of Paignton;

Part 8 Delivery: provides a summary of who will be responsible for delivering the identified projects, how they may be funded and the phasing of those projects. This part also sets out the monitoring

procedures to follow the delivery of the plan.

Who has led on its preparation ?

1.5 Paignton does not have a Parish Council. The Plan has been produced by the community of Paignton acting as a Neighbourhood Forum under the provisions of the Localism Act 2011. The Neighbourhood Area and Forum were designated for this purpose by Torbay Council in December 2012.

What areas are included ?

1.6 This Plan applies to the whole of Paignton as shown on the location map (Fig 1.X)

What time period does it cover ?

1.7 In common with the Local Plan, this Neighbourhood Plan covers the period from now until 2032 and beyond. The specific development proposals it contains relate to the period up to 2027 in compliance with the local plan's development horizon and requirements of the National Planning Policy Framework (paragraph 47 especially).

How will it be used and by whom ?

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

Scope of the Plan

1.9 The Plan has been produced by the community alongside the new Local Plan for Torbay as a whole, and the Neighbourhood Plans for Torquay and Brixham. By adopting this twin track approach, the Plans have informed

each other to arrive at the policies and proposals needed for the area. Aspects considered have covered:

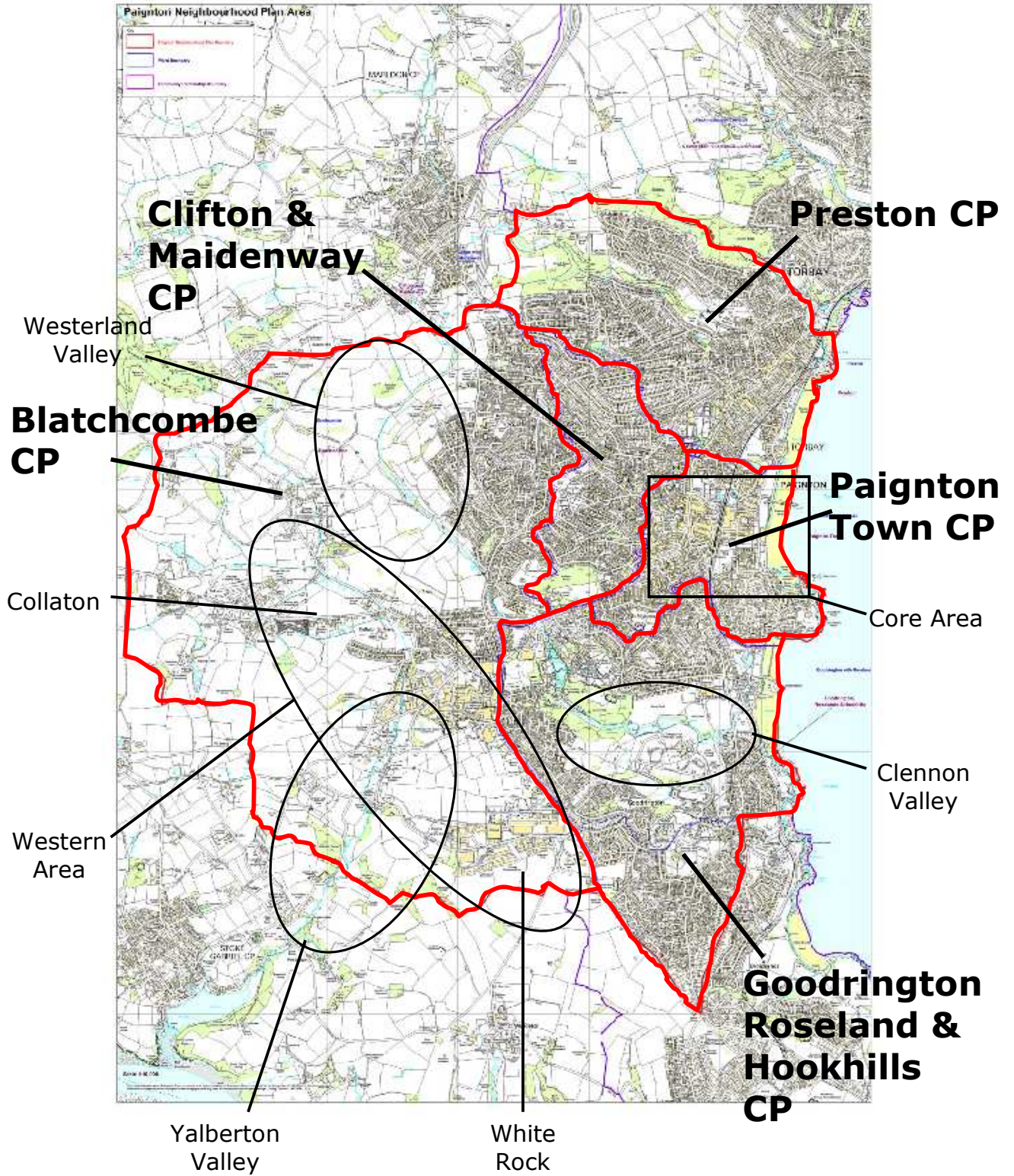
- Population Characteristics
- Economic Circumstances
- Land Use
- Property Condition
- Moving around
- Environmental Conditions
- Condition of Community Assets
- Climate Change

1.10 The Plan has given particular focus to keeping a sustainable balance between making use of previously developed 'brownfield' land before further 'greenfield' space is released for development. A phased approach to land release accords with the National Planning Policy Framework (NPPF 47).

Aerial Photo of Paignton on the coastline

Locations Map Fig 1.X
[based on map on next page]

Locations



PART 2: COMMUNITY INVOLVEMENT

Who has been involved through the process ?

2.1 Producing the Neighbourhood Plan has been community led as intended by the Localism Act 2011. It has involved a collaborative working arrangement from the outset between Torbay Council, the 5 established Community Partnerships, and many others that joined in.

What has it involved ?

2.2 To ensure the content truly reflects community views and support, the Plan has been produced by the community in 3 stages:

Stage 1 - 'SWOT' analysis:

From a blank sheet start, meetings were held in all parts of Paignton to find out views about Paignton's **S**trengths, **W**eaknesses, **O**pportunities, and **T**hreats. The response was greater than expected and helped to show where shared views exist within and across the whole of Paignton.

Stage 2 - Key Area proposals

Using exhibitions, questionnaires, workshops, and assistance from the Prince's Foundation, the results of Stage 1 were converted into proposals by volunteers for further views on the key areas where the community want change to take place.

Stage 3 - Overall Plan

With further input from each of the 5 Community Partnerships and help from Planning Aid, proposals for the whole Plan area were prepared for further community views, and amendment where necessary, before submitting the Plan to Torbay Council as the Local Planning Authority.

2.3 Details of each Stage above and results received are contained in the supporting Community Involvement Statement

Details of the Examination and Referendum

2.4 Before Adoption, the Plan will be examined by an independent person and voted on by all registered voters of Paignton.

[This paragraph will be replaced with an explanation of the outcome in the pre-adoption version]

Diagram of Designated Forum make up of residents, workers, councillors, landowners, etc

Diagram of Forum membership by geographical spread]

Diagram of 3 stage process to Adoption

PART 3: STATEMENT OF COMPLIANCE

[Insert Standard statement of full compliance with EU Regulations, NPPF, Torbay Local Plan, and adjoining Neighbourhood Plan areas. This section to include a statement on what the Torbay Local Plan currently is and how it relates to this Neighbourhood Plan.]

[Make use of Planning Aid Training session headings]

PART 4: VISION & ASPIRATIONS

Needs and opportunities

4.1 Over many centuries Paignton has grown from a Saxon settlement on the south Devon coast to a family tourist resort at the heart of Torbay, also known as the English Riviera.

4.2 The adjoining towns of Torquay and Brixham provide equally distinctive links to the sea and the Bay's unique setting. Torquay is noted for its fine marina and night time entertainment, Paignton for being the historic heart of Torbay, and Brixham for its long standing fishing connection with the sea.

4.2 Attractive natural surroundings and mild climate give the area a very distinctive character with outstanding natural and manmade assets that can be damaged very easily by further development. Securing sustainable development therefore lies at the heart of the Plan.

[expand on this – with diagram(s) showing how the area has evolved physically, where key constraints and opportunities are located, and by reference to:

- *Population Characteristics*
- *Economic Circumstances*
- *Land Use*
- *Property Condition*
- *Moving around*
- *Environmental Conditions*
- *Condition of Community Assets*
- *Climate Change*

Community Vision

[PF recommended this section should include a single statement or set of points that describe the future aspirations for the NP area as a whole. DCLG advise use about 10 words]

4.X From community views expressed during preparation of the Plan, one overriding Aim became very clear:

To make our town and surroundings more attractive to tourists and a superb place to live and work

PF commented - The town centre, in particular, needs a carefully considered vision to ensure its vitality, vibrancy and a place where people will choose to live. What could it be like in 20 years? What is likely to change anyway over that timescale and what needs intervention? The same questions should be addressed in all Community Partnership areas.

4.X Within this overall Aim, our community wish to recreate our 'Garden Town' improving and linking our green spaces and greening the streets and buildings that connect them (97.0%* supported)

[This Part of the Plan to include a summary of Paignton's evolution from the History Society, and 'Aspiration' extracts from the proposed Masterplan briefs]

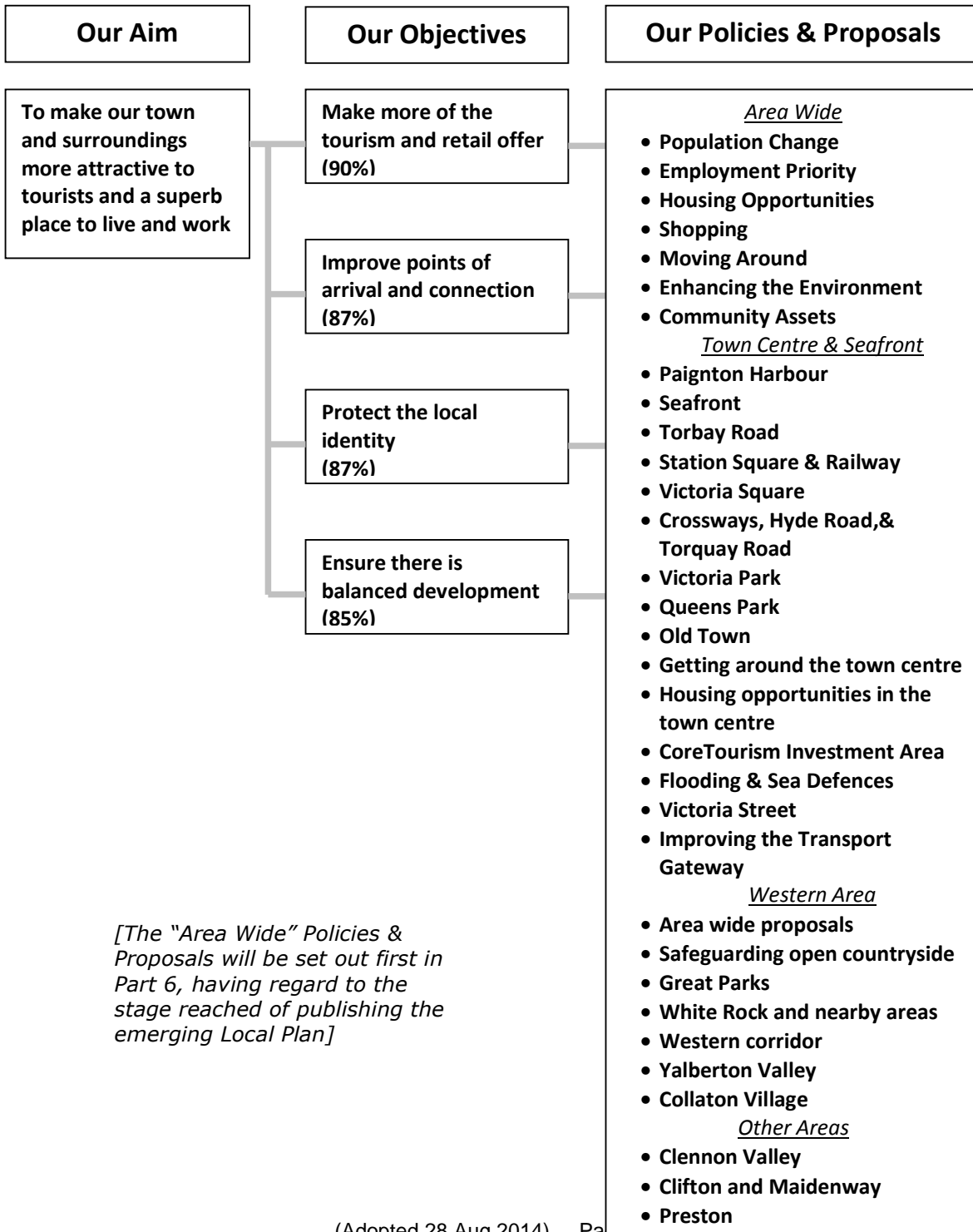
Diagram of how Paignton has evolved
Fig 2.X

Constraints & Opportunities Diagram
Fig 3.X

PART 5: AIMS AND OBJECTIVES

5.1 To achieve the overall Aim, 4 key Objectives emerged from the Stage 1 results. These key Objectives, and proposals that would take them forward, were confirmed in Stage 2 by our community. [Refer to all Stage 1 & 2 results being available in separate documents]

5.2 Bringing these all together provides the framework of the Neighbourhood Plan. Part 6 that follows sets out the Policies and Proposals in detail. [Right hand list below in draft]



PART 6: POLICIES & PROPOSALS

[Key plan of the whole area, showing boundaries of action areas and principles of development and detailed plan for town centre

While objectives can be quite broad, actions set out in the Neighbourhood Plan should be place-specific, written in such a way that they are achievable and you know when they have been completed. The actions below are the Stage 2 results arranged by location, rather than by topic, and show the percentage of "Yes" response received in the order of magnitude. They should be used to prompt drafting as the work goes forward.]

What are the Aims of the Plan ?

[extracts from Stage 2 Travelling Document & Questionnaire]

6.1 Paignton is a busy seaside town of more than 43,000 residents with attractions at the centre of Torbay on the world class coastline of the English Riviera. **Our plan is to make sustainable use of this unique situation and the assets we have to improve our prosperity, quality of life, and care of the environment.**

How will this be achieved ?

Town Centre & Seafront

Following views received from our community, the overall objectives for the Town Centre and Seafront area to:

- **Make more of the tourism and retail offer, and**
- **Improve the points of arrival and connectivity**

Our local economy benefits from tourism through jobs and income for our community. The town centre and seafront area has opportunities for sustainable improvements that will enhance our prosperity, quality of life, and care of the environment.

Key proposals of the Plan directed at these aims are:

[Evidence of community support also shown below from Stage 2 Questionnaire results & supplementary consultations:

(%) = Stage 2 Questionnaire result,

(%) = 6 wk shop survey result*

(-) = no specific community engagement yet]

Recreating our Garden Town

Our Vision

We want to recreate our 'Garden Town' improving and linking our green spaces and greening the streets and buildings that connect them (97.0%*)

The Challenge Moving Forward

Objective

- We want a vibrant, well designed Town Centre (97.6%*)
- We need to take account of the flood risk in our Town Centre in all the plans that we develop (94.2%*)
- We need bold but sensitive change to make things happen in the Town Centre (93.6%*)
- We want future retail growth to be in our Town Centre-not out of town (92.3%*)
- We need to make it easier to get around our Town on foot, cycle and in a car as well as by public transport (91.2%*)
- We want accommodation in the Town Centre so it is "alive" after the shops close and so we can reduce development on greenfield sites (78.3%*)
- Incorporate a Design Guide to improve the townscape, protection of heritage assets, and treatment of unattractive features (77%)

Policy X

Paignton Harbour

The Harbour is not as well used by tourists as at Torquay or Brixham. Attracting more tourists to the Harbour area is a key objective of the Plan. The threat of climate change and existing flood risk also need to be considered.

Objective

- Attract tourists to the Harbour area as a key objective of the Plan (82%)
- Improve the Harbour with a theme that is sensitive to its heritage and 'quaintness' (90%)
- Improve the Harbour sensitively with a mixed use development, including accommodation, which adds value to the tourist offer (84.3%*)
- Make more use of the Harbour for water sport (70%)
- Ensure that developer contributions are used to support improvements to the Harbour (-)
- Enhance existing off-street parking for greater tourist use (71.0%)

Policy X

Seafront

The beaches, greens, pier and facilities along the seafront are critical elements of Paignton's tourism offer. In addition, the greens have a long standing use by residents for sports and pastimes throughout the year. As with the Harbour, the threat of climate change and existing flood risk also need to be considered.

Objective

- Protect Paignton Green as an open space for future generations (96%)

- Improve the public realm on the seafront (90.2%*)
- Upgrade the shelters to improve the tourism offer (86%)
- Make improvements to the Apollo/Flagship building, particularly to improve the view as you approach from Torbay Road (82.8%*)
- If in the long term an alternative site can be found for the multiplex cinema we should support it relocating (71.5%*)
- If the multiplex relocates we should find an alternative use for the Apollo part of the building to maximise the benefit that the existing building can provide with its unrivalled views 71.5%*)

Policy X

Torbay Road

This key route has vibrancy and attractions of critical importance to our tourism offer. Opportunities identified for enhancement include:

Objective

- Bring the Picture House back to life as a tourist attraction (81% & 95.6%*)
- Make greater use of the wide pavement for outdoor cafés (60% & 73.2%*)
- Encourage the sympathetic improvement of the walkway canopies (94% & 91.2%*)
- Better link to the seafront (82.4%*)
- Explore the option for pedestrianisation (69%)

Policy X

Station Square, level crossing and railway station (Improving the 'gateway')

Heavy rail, steam rail, bus, taxi, long distance coach stop, and public parking facilities all meet at this critical point centrally located between the main shopping area of Victoria Street and tourist route of Torbay Road.

Objective

- Make better use of the Station Square Area (91.4%*)
- Reconfigure this area to reduce congestion and make it more attractive and enjoyable (90.1%*)
- Open out the area to create a shared space that better showcases the Picture House and Steam Railway (85.3%*)
- Make greater use of the Steam Railway as a Tourist 'gateway'/attraction (91% & 92.1%*)

Policy X

Victoria Square (Lidl Square)

Tourist accommodation providers in the area wish to develop extra 'themed' holidays and retain the primary use of this area, not its re-use for general housing or conversions into Housing in Multiple Occupation (HMO's). If replacement of multi-storey car park capacity is necessary, it has the potential to provide options for alternative or additional use:

Objective

- Be open to any idea that would improve the use and look of this area (86.5%*)
- If the car park and Lidl site become available consider putting a Victoria Centre on it and be open to what use could be made of it (85.6%*)

- Encourage 'themed markets' on Victoria Square (78%)
- Retain the existing number of multi-storey car park spaces 72%)
- Support equivalent replacement of any off-street car parking lost (70%)

Policy X

Crossways (including abutting Hyde Road) and Torquay Road

As a point of arrival by road, the area provides a thriving scene of business frontages. The main exception being a high level of vacant space at Crossways shopping centre which our community has indicated could provide scope for change. The centre has an overhead multi-storey car park and incorporates an important pedestrian link between Torquay Road, Hyde Road, and beyond.

Ideally, the centre will continue to provide space for growth of new retail opportunities that will add vitality and attraction to the experience of tourists and residents. If this no longer becomes possible, alternative opportunities would be supported that enable the centre to adapt or be redeveloped to breathe new life into the area.

Objective

- Develop Crossways as a multi-use site including residential accommodation and retail (71.5%*)
- If one is needed, identify Crossways as the priority town centre location for a supermarket (55%)
- Retain the primary and secondary role of Hyde Road (and Torquay Road) as a shopping street (84%)

Policy X

Victoria Park

The public park is well used and an attractive key route through the town centre area to the seafront. It is not supported by the community as an option for supermarket development and will be a protected area because:

- Loss of space from the public park would conflict directly with the new National Planning Policy Framework (NPPF)
- The need for further supermarket provision has not been made
- A supermarket in this location would be too far divorced from the town centre retail offer and not add vitality and viability to the existing provision
- Other priority locations for such provision, if required, exist at Crossways or Victoria Square.

Protection of the park will include support for any enhancement that is not to the detriment of the park in terms of its open space appearance, use for open space recreation, or means of pedestrian connection that it provides.

Objective

- Keep the current size and accessibility of the park as an Urban Green Space
- Keep as public open space and protected (96%)
- Support any enhancement of the Park only if it is not to the detriment of:
 - use for open space recreation (95%)
 - its open space character (94%)
 - means of pedestrian connection (93%)

Policy X

Queens Park

The existing Park area consists of space in public and private use. Both are critically important to the provision of facilities in the town centre and the contribution made to the landscape.

Objective

- Retain Queens Park for open space sport and recreation use and the contribution that it makes to the town centre 'Garden Town' landscape (82.7%*)

Policy X

Old Town

Winner Street, Palace Avenue, and neighbouring areas form attractive examples of Paignton's historical and architectural heritage with potential for appeal to further tourism through positive action.

Objective

- Rename and market the areas of Winner Street, Palace Avenue and the area between Palace Avenue and Cecil Road as the "Old Town" and market it as that (82.4%)
- Make this area of the town more accessible and easier to find (94.3%*)
- Make the enhancement and regeneration of this area a priority (74.3%*)
- If possible develop a Heritage Centre to share the history of our town (88.5%*)
- Support the maximum use of the Palace Theatre as a key facility (96%)
- Protect Palace Gardens from inappropriate development (96%)

- Encourage the use of Palace Gardens for 'themed' markets and events (59%)
- Encourage specialty shops in Winner Street for tourists and residents (93%)
- Encourage sympathetic improvements to shop and building fronts (94%)
- Remove street eyesores that detract from the visual appearance (83%)
- Improve footpath connectivity with the transport hub and seafront (83%)
- Promote new forms of transport connections such as 'bus links' with Winner Street that would add tourist footfall to the area (77%)
- Support more use of the highway area for themed events (62%)

Policy X

Getting Around

Scope exists for further deliverable improvement in the short term and not all space in the vicinity of Great Western Road is of a shape that fosters ease of use. Further improvement is possible in the longer term:

Objective

In the short term:

- Promoting transport connectivity between all the forms of transport (90%)
- Improved signage for visitors to necessary transport connections (88%)
- Improved surface connections for users with disabilities (88%)
- Review the way traffic uses the Town Centre and how it interacts with pedestrians 87.8%*
- Small scale changes that collectively improve pedestrian connection (86%)

- De-clutter the town centre and make it easier to move around on foot (81.8%*)
- Target funds resulting from development to resolve some of these issues (86.6%)
- Ensure that parking within the town supports the viability of the Town Centre (-)
- Plan public transport to better meet users' needs (-)

In the longer term:

- Evaluate the possibility of providing a Transport Hub if possible onto one site – to bring different forms of transport closer together (66%)

Policy X

Housing opportunities within the town centre

Retaining and expanding the appeal of the town centre as a place to live will help to meet future housing needs and ensure continued vitality and vibrancy in the town centre beyond shopping hours.

Objectives

- Support retention of residential areas within the town centre as part of ensuring the area remains in use throughout the whole day (94%)
- In a sensitive way provide housing at the Harbour as part of a mixed development (circa 84.3%*)
- Victoria Square, as part of a larger development could provide housing (54.8%*)
- Crossways as part of a mixed retail/accommodation development could provide housing (59.5%*)
- A reconfigured Station Lane could provide housing as well as additional retail and a transport hub (59.5%*)

- The property next to the old Woolworths Store which was the Gerston Hotel could, with the façade intact provide accommodation with a retail mix (58.0%*)

Note: 79.7%* disagreed with use of Queens Park for residential.

Policy X

Core Tourism Investment Area

The tourism industry is vital to the economy of Paignton and this cannot be minimized.

Objective

- Refocus the previous Principal Holiday Accommodation Area into a Core Tourism Investment Area (circa 76% & 80.4%*)
- Within the Core Tourism Investment Area there should be some flexibility to allow failing businesses to become something other than Holiday Accommodation if the change proposed would support and not detract from the Areas function (circa 63.7%*)
- Where a use away from Tourism is permitted buildings should be restored to their historic form by the removal of unsightly features considered to undermine the viability of the development (circa 63.7%*)
- Houses in Multiple Occupation known as HMO's should be restricted to areas outside the Core Tourism Investment Area (or tourism areas generally) (80.5%*)
- Planning regulations should be rigorously enforced to manage the problem of HMO's (82.6%*)

Policy X

Flooding and Sea Defences

The effect of climate change and the risk of flooding is of particular importance across different parts of the area:

Objective

- We need protection from rising sea levels probably by building a sea wall (83.7%*)
- We need to keep the rivers courses in a good state of repair to minimise flooding risks (-)
- A regularly updated flood risk assessment is needed that includes assessing the capacity and state of the existing town centre sewer network (94.6%*)
- Encourage energy conservation and measures that help adapt to, and fund, the impact of flood risk and climate change (90%)

Policy X

Plus from Stage 2 results (not included above):

Victoria Street

Already pedestrianised, and our prime shopping street, further deliverable improvements are possible:

Objective

- Keep existing street trees and public seating capacity (96%)
- Encourage more use of vacant floors at upper levels (90%)
- Encourage removal of weeds and unsympathetic building repairs (85%)
- Improve crossings / uneven surface problems (82%)

- More open air markets and similar attractions in the street (81%)
- More use of the street surface for outdoor café seating areas (62%)

Policy X

Improving the transport 'Gateway'

- Provision of Public Toilets (92%)

Area proposals

- Support the Business Improvement District (BID) and provision of independent traders as an attraction to tourists (76%)

Western Area

The western side of Paignton is a very important area. It contains attractive countryside, important natural habitats, food production areas, and tourist accommodation. It also contains a major employment area, expanding college campus, and significant opportunities for sustainable development if managed carefully.

Following the views so far received from our community, the aims for the western side are:

- To protect local identity and enhance the contribution it makes towards overall prosperity and Paignton's role as a 'seaside town' on the English Riviera;
- To encourage 'balanced' development so that unintended and unsustainable consequences do not arise.

Background

The National Planning Policy Framework produced by the Government requires that Neighbourhood Plans must be in general conformity with the strategic policies of the Local Plan produced by

the Council (NPPF paragraph 184). As the Local Plan is in early draft, the scale and location of strategic development summarised below has not yet been finalised:-

More Jobs

Torbay currently has about 3,400 residents who are unemployed. Plus there is a need for more jobs to help reduce existing deprivation and improve wider prosperity.

The emerging Local Plan proposes an additional 5-6,000 jobs over 20 years at a target of 750 new jobs every year in Torbay with 130 of these located each year in Paignton.

More Homes

The current waiting list is for 2,400 affordable homes in Torbay. About 1,600 existing homes have been vacant for more than 6 months. Torbay's resident population in 2011 was 131,100 which grew by only 1,400 between the Census years of 2001 and 2011. Unlike other places, deaths exceed births every year in Torbay and the resident population will reduce over the next 20 years if migration from elsewhere does not continue.

How much growth from immigration will take place is very uncertain however unless more jobs are achieved with additional homes, they risk being occupied by residents who have to find work outside of Torbay. This would go against the 'golden thread' objective of promoting sustainable development required by the Government's National Planning Policy Framework. The 'sequence' of development will therefore be just as important, if not more so, as the 'pace' of development each year. *[expand tis to include the 'aspiration' of 8-10,000 additional homes, and proposed 'lockgate' monitoring mechanism not yet sorted]*

Environmental Change

Challenges the western area must also address include, flood risk from inland

water, existing drainage constraints, movement constraints, promoting a low carbon economy, energy efficiency, and safeguarding the area's contribution to biodiversity and food production.

Area wide policies & proposals

There are not enough jobs or homes to meet the needs of existing residents. The draft Local Plan confirms that a 5 year supply of new sites exists for new homes. Pressures beyond 5 years will depend on how many people move into the area from outside of Torbay. Without more people from outside, Torbay's population level will drop, because deaths exceed births every year, with mixed consequences for our town.

Improving our prosperity and care for the Riviera environment are the key factors. The following would be included in the Neighbourhood Plan based on the views our community has so far expressed. Throughout the western area (see map) the Neighbourhood Plan would:

Objective:

- Give priority to employment led growth, not housing led growth (91%)
- Keep the number of additional jobs and homes in 'balance' always (86%)
- Allocate further land for jobs only in sustainable locations (81%)
- Increase the amount of Affordable housing to meet local need (71%)
- Plan for a drop in the resident population (62%)
- Provide more local shops only if the population increases (62%)
- Other suggestions received as written comments in Stage 2 that are achievable

Policy X

Safeguarding open countryside

Our 'English Riviera' environment provides our unique identity, attracting tourists from far and wide, producing a significant source of local income. It is essential to food production, wildlife and biodiversity. We are the resident custodians. How we treat the environment matters a lot.

Objective:

- Restricting development in our open countryside is still justified (87%)
- Building for local need is more important than loss of countryside (17%)
- Parts of our countryside are no longer worth keeping (8%)
- Other suggestions received as written comments in Stage 2 that are achievable

Policy X

Great Parks

This area is already allocated for a final phase of development in the previous Local Plan, and is assessed (2008) to have a capacity for a further 480 homes with supporting facilities. The Neighbourhood Plan would also incorporate the Torbay Green Infrastructure Delivery Plan for enhancement of the adjoining Westerland Valley. A Planning Brief to guide the final Phase of Great Parks is proposed. Items for consideration need to include for example:

Objective:

- Assess the scope for a country park in the Westerland Valley (76%) (only 49% felt that enhanced community facilities are required to serve the Great Parks area. This needs to be compared with results from the Enquiry by Design consultation carried out in Great Parks 4-6 March 2013 and Other suggestions received as written

comments in Stage 2 that are achievable

Policy X

White Rock & nearby areas

Proposals through recent planning applications have identified new opportunities for mixed use development:-

- at White Rock of 350 new homes and 36,800 sq.m. gross of employment floorspace, plus local centre facilities, open space, and student accommodation;
- at Yannons Farm and Holly Gruit of 315 new homes and 5,600 sq.m. gross of employment floorspace, plus local centre and open space.

To these would be added further land allocated in the vicinity for employment development and redevelopment opportunities. Collectively they provide the main location for new jobs that require new space and access over the next 20 years and beyond. The campus of South Devon College is in the vicinity and the location overall fosters:

- positive promotion and expansion of 'cluster' working of knowledge driven high technology industries;
- an integrated approach to the treatment of the development 'edge' with the nearby countryside and enhancement of the local identity.

The combined effect will place considerable demands on the road network, drainage and sewerage.

Business Development

- new units in keeping with the scale of neighbouring housing areas
- landscaped to fit in with land contours

Environment

- ensuring that overdevelopment along Brixham Road does not result from noise, atmospheric, or light pollution;
- a landscaping plan that would see the introduction of green roadside verges, coupled with sufficient trees to offset the increase in carbon dioxide;
- development regard for biodiversity and mitigation sites for wildlife need listing;

South Devon College

- a need for green space to accommodate sporting facilities
- more land to develop horticultural and land based courses
- a bus lay-by outside the college entrance to reduce danger at Long Road
- a footbridge over Brixham Road or underpass connecting to Roselands

Objective:

- Priority should be given to new technology developments (eg hi-tech engineering, research, energy conservation) (69%) (only 20% felt that more employment land should be given over to build new homes)
- Other suggestions received as written comments in Stage 2 that are achievable

Policy X

Western Corridor (Kings Ash Road / Brixham Road)

The Paignton section of the western Corridor travels due south from

'Churscombe Cross' for several miles to 'Windy Corner' at Churston Common. At its northern end, Churscombe Cross intersects with the B3060 at Marldon Hill. At its southern end, at Windy Corner, it joins the A379 Dartmouth Road.

The major bottleneck that creates traffic congestion and long queues in this area is at Tweenaway Cross, even though recent improvements have been made to the junction. Even with current traffic volumes, there is significant congestion for large periods of the day.

Further significant improvement of the traffic capacity of the intersection would be required to accommodate the additional traffic generated by the new jobs, and homes proposed.

There may be the need to 'partner' some of the developments the route will serve with pockets of land along other parts of the route in Torquay if this becomes a more sustainable solution when the Strategic Environmental Assessment is reviewed as part of the draft Local Plan procedures.

Objective:

- Further development should only take place if there are developer contributions that meet the road improvement costs (65%)
- Other suggestions received as written comments in Stage 2 that are achievable

Policy X

Yalberton Valley

Designate as a Protected Area

Within South Hams, part of the lower valley has been designated at national level as an Area of Outstanding Natural Beauty (AONB). The Neighbourhood Plan would recognise the importance of

the upper part of the Valley as an area also needing protection for the valuable contribution it makes to local character and tourism opportunities. Scope for this area as an entity includes:

- Designating the area as a Local Green Space (NPPF para 77 because of its beauty, historic significance, recreational value, tranquility and richness of its wildlife;
- A working partnership with SHDC and wildlife agencies to review all wildlife sites within the Valley and to arrive at any further appropriately comprehensive designation. (An independently commissioned study in 2007 established that the Valley is home to an abundance of protected wildlife (flora and fauna));
- An opportunity to designate the area as one of significant geographical importance within the Torbay Geopark area – the significance of the Valley's caves and underground karst system is acknowledged by a few professionals who are aware of its significance. This could include registration with Devon RIGS (Regionally Important Geographical Sites).

Conservation Area

The upper part of the Valley contains 10 listed buildings, including 2 of national monument status – one of which is 'King William's Cottage'. To preserve the historical nature of the area:

- A submission for Conservation Area designation in terms of these buildings and the environs has already been submitted to Torbay Council with an understanding that it will be processed later in 2012;
- Appropriate protection is further required for an attractive and unspoilt 'Devon Lane' (Lidstone Lane) that runs from Lower Yalberton to Byter Mill, Stoke Gabriel.

Orchard and Food Production

The Valley is home to a nationally acknowledged cider making firm, additionally, there are productive areas of farming and horticulture. The whole area is interlinked within an extensive network of species-rich mature traditional hedges and a large number of mature and veteran trees.

Objective:

- The whole Valley has 'Country Park' potential for tourists and locals. (72%)
- Other suggestions received as written comments in Stage 2 that are achievable

Policy X

Collaton Village

Collaton St. Mary is the gateway to Torbay from Cornwall and South Hams and any development must enhance the tourist appeal. Such development also to be:

- within social capacity, bearing in mind the current lack of facilities and with slow growth so as not to lose the village identity;
- within economic capacity, by providing sufficient local jobs to ensure a stable economy, together with adequate transport facilities;
- within environmental capacity that includes sufficient drainage facilities that prevents water damage to both Collaton and Stoke Gabriel properties, sewerage provision without causing overflow problems, and roads that can cope with both current and future requirements.
- expanded school facilities would be needed with provision for a car park or drop off zone incorporated;

- youth and playspace provision would be needed and could be included in a Village Hub open area. A growing number of young children and youths moving into the area would need a community building which could include the medical facilities also necessary.

Support would be given for retention of the holiday parks by not turning the area from green field views, in particular the higher ground in the area, into housing estates which would greatly reduce the number of tourists wanting to come to the area. Currently dangerous road junctions would need to be resolved such as Newbarn Farm, Blagdon Inn (also used for access to holiday chalets and gym/pool facilities).

The present Zebra crossing near to Stoke Road is an accident waiting to happen and should be light controlled as many drivers are going too fast and with restricted view from both sides do not see pedestrians in time to stop. This crossing is much used by parents with school age children.

Objective:

- The local identity of Collaton St.Mary must not be lost (84%)
- Facilities currently considered to be lacking are:-
 - local jobs (60%)
 - local shops (59%)
 - medical facilities (56%)
 - youth facilities (55%)
 - bus frequency (52%) (only 44% felt other community facilities were lacking. Only 23% that local school facilities were lacking)

Policy X

Other proposals

- Other suggestions received as written comments in Stage 2 that are achievable

PART 7: COMMUNITY PARTNERSHIP AREAS

[Highlight any specific objectives, projects and actions outside of the Core Areas. Depending on the amount of content, this could be done as one section, on one page, or by giving a page to each of the Community Partnership Areas.

The Stage 1 SWOT results and Stage 2 Key Areas outcome provide information for the Community Partnerships to use alongside any other information source identified to be appropriate. The scope of assessment should include the following, and any proposals for approval expressed in a way that clarifies how they would be achieved through specific actions.]

Description of the CP area

- Population Characteristics
- Economic Circumstances
- Land Use
- Property Condition
- Moving around
- Environmental conditions
- Condition of Community Assets
- Climate Change.

[Any supplementary community engagement carried out by a Community Partnership must record who was consulted, when they were consulted, how the consultation was undertaken, and the results made available to the Forum in a form that is able to demonstrate for comparison the same information about the respondents as achieved in Stage 2.]

This Section will include:

- Proposals in St Michaels area
- Proposals in other locations where they are of help to the context but would not otherwise be appropriate for inclusion in a Neighbourhood Plan.

PART 8: DELIVERY

[This section will highlight who will be responsible for delivering the identified projects, how they may be funded and the phasing of those projects. It should also set out monitoring procedures following the delivery of the plan.]

APPENDICIES

1 – Glossary of terms used

2 – Lists of sites in particular Policies eg housing, heritage buildings, retail frontage

End