



**Meeting:** Council

**Date:** 5<sup>th</sup> December 2013

**Wards Affected:** All wards in Torbay

**Report Title:** Tor Bay Harbour – Port Masterplan

**Executive Lead Contact Details:** Non-Executive Function.  
Cllr Nicole Amil, Chair of the Harbour Committee  
☎ Telephone: 01803 207509/207829  
✉ E.mail: [Nicole.Amil@torbay.gov.uk](mailto:Nicole.Amil@torbay.gov.uk)

**Supporting Officer Contact Details:** Kevin Mowat  
Executive Head of Tor Bay Harbour Authority  
Tor Bay Harbour Master  
☎ Telephone: 01803 292429  
✉ E.mail: [Kevin.Mowat@torbay.gov.uk](mailto:Kevin.Mowat@torbay.gov.uk)

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## **1. Purpose and Introduction**

1.1 The aim of this report is to seek Council approval to the adoption of the Port Masterplan for Tor Bay Harbour as part of the Council's Policy Framework.

1.2 In addition to delivering benefit to Tor Bay Harbour Authority and Torbay Council the Port Masterplan will assist regional and local planning bodies and inform local stakeholders.

## **2.1 Proposed Decision**

2.1.1 That, in accordance with the recommendation from the Harbour Committee, the Council approve the Port Masterplan for Tor Bay Harbour, as currently shown on the Harbour website - <http://www.torbay.gov.uk/portmasterplan>

2.1.2 That the Council approves the adoption of the Port Masterplan for Tor Bay Harbour as part of the Council's Policy Framework.

## **2.2 Reason for Decision**

2.2.1 The need for a Tor Bay Harbour Port Masterplan was addressed in the 2011/12 Tor Bay Harbour Business Plan and that action was rolled on into the 2012/13 Business Plan.

2.2.2 In March 2012 the Harbour Committee approved the need for Tor Bay Harbour to have a Port Masterplan and the Torbay Development Agency was asked to assist the Executive Head of Tor Bay Harbour Authority with the project management and delivery of the plan.

2.2.3 On the 3<sup>rd</sup> June 2013 the Council's Harbour Committee approved the following recommendation :-

***'that the Harbour Committee recommend to the Council the adoption of the Port Masterplan for Tor Bay Harbour as part of the Council's Policy Framework.'***

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## Supporting Information

### 4. Position

4.1 In 2010 the Department for Transport (DfT) issued 'Guidance on the preparation of port master plans'. The main purposes of port masterplans are to:

- clarify the port's own strategic planning for the medium to long term;
- assist regional and local planning bodies, and transport network providers, in preparing and revising their own development strategies; and
- inform port users, employees and local communities as to how they can expect to see the port develop over the coming years, typically within a 25 or 30 year time horizon.

4.2 A port masterplan achieves its purposes by setting out:

- how the port expects to grow and develop its business over time;
- why this is feasible in the context of wider patterns of supply and demand;
- where changes of land-use are likely to be required to support growth areas;
- what alternative ways of meeting demand have been and will be considered;
- what environmental measures will be taken to ensure that not only are adverse effects mitigated, but as far as possible the port makes a positive contribution to the environment and amenity;
- when individual development proposals will be put forward;
- how people will be consulted — both within the master planning process itself, and beyond; and;
- how the port's development plans integrate, support and inform the regional and local economic, transport and planning policy context as the result of close liaison with local and regional planning bodies during the production of the masterplan.

4.3 Tor Bay Harbour Authority and Torbay Council will benefit from a port masterplan in a number of ways :-

- engaging with local and regional planning bodies at an early stage of expansion plans will allow harbour development to be incorporated at various levels of spatial planning and will help to secure the buy-in of these crucial stakeholders;

- keeping local stakeholders informed of the business direction of the harbour will help the harbour to build good working relationships locally;
- being clear and transparent about demand forecasts and expansion plans will raise the profile of the harbour both locally and regionally; and
- strategically considering future developments will reduce the lead-time for individual projects when they come to fruition.

- 4.4 A port masterplan is *not* intended to be rigid and inflexible. Ports and harbours operate in a commercial world and it is essential that they should have the flexibility to adapt to changing patterns of demand, and to competitive opportunities. The masterplan should therefore present a framework within which such adaptation can occur without undue bureaucracy.
- 4.5 The DfT guidance states that '*smaller ports with modest growth aspirations may consider that the scale of their projected development does not justify the managerial resource input required to produce a good master plan. But there will be exceptions on either side of this threshold: major ports at the smaller end of the range which do not foresee growth, and currently minor ports, or promoters of wholly new facilities, whose aspirations give them a clear interest in securing the buy-in of those who will become engaged, sooner or later, in the planning system. We encourage ports of any size to produce a master plan where they see that it would be beneficial for them to do so*'.
- 4.6 Every masterplan will be different depending on the size of a port and the extent of plans for future development. The DfT encourages ports to vary the scale and scope of their masterplan in accordance with these factors. This variation in scale and scope has meant that certain responses to the consultation, which specifically relate to DfT guidance, may not be adopted.
- 4.7 Critically port masterplans should feed into regional and local planning strategies. Consequently there has been liaison with regional and local planning bodies during the preparation of the masterplan and it is hoped that this will benefit Tor Bay Harbour by ensuring that its development intentions are represented in the appropriate spatial plans. This is very important in Torbay, where coastal land has a very high monetary and amenity value; and a large amount of the marine environment is protected under a Special Area of Conservation.
- 4.8 In the future, it is expected that the Port Masterplan will usefully assist in the preparation of the government's new Marine Plan for the south coast.
- 4.9 Appendix 1 contains some key extracts from the Tor Bay Harbour Authority – Port Masterplan. In particular Appendix 1 shows the following:
- Introduction
  - The strategy for Tor Bay and the three harbours of Paignton, Brixham and Torquay
  - Proposals for Tor Bay, Brixham, Paignton and Torquay harbours
- 4.10 On the 3<sup>rd</sup> June 2013 the Council's Harbour Committee agreed to recommend to the Council the adoption of the Port Masterplan for Tor Bay Harbour as part of the Council's Policy Framework.'

## **5. Possibilities and Options**

- 5.1 Not to adopt the draft Port Masterplan for Tor Bay Harbour. There is no legal requirement for a port to produce a masterplan.

## **6. Fair Decision Making**

- 6.1 Engagement with interested parties including local/regional planning bodies, local stakeholders and the local community, both during the master planning process and once the masterplan has been published, was considered to be an essential aspect of developing an effective masterplan.
- 8.2 The Masterplanning process has involved a number of consultation events, including a stakeholder day in October 2012 and a drop in sessions in each town in February 2013. Through the process a list of interested stakeholders was developed (including neighbourhood planning groups) and the draft masterplan was sent to all on the list. In addition the draft was made available on the Harbour Authority website from mid April 2013, and this was highlighted by a number of press articles.
- 8.3 Also, as part of development of the Tor Bay Port Masterplan key stakeholders were asked to comment at the Harbour Liaison Forum meetings and presentations were given to a number of community groups as well as the Business Forum and the Mayor's Forum. Responses were received from a number of individuals and organisations including the Marine Management Organisation, Natural England, English heritage and the Heart of the South West Local Enterprise Partnership.
- 8.3 All of the key issues raised during the feedback on the draft plan are summarised in a document that can be found on the Tor Bay Harbour website - <http://www.torbay.gov.uk/portmasterplan>. Where suggestions have been incorporated into the final Masterplan this has been acknowledged, and where they have not the reasons for this are outlined.

## **7. Public Services (Social Value) Act 2012**

- 7.1 The proposed decision does not have any direct implications relating to the Public Services (Social Value) Act 2012.

## **8. Risks**

- 8.1 There are no significant key risks. There is a risk that, in the absence of a port masterplan, Tor Bay Harbour Authority and Torbay Council will be unable to clarify their own medium to long term strategic planning for the harbour; and therefore fail to assist regional and local planning bodies in preparing and revising their own development strategies; and also fail to inform harbour users, employees and local communities as to how they can expect to see Tor Bay Harbour develop over the coming years.

## **Appendices**

Appendix 1 Tor Bay Harbour - Port Masterplan Extracts

### **Additional Information**

Guidance on the preparation of port master plans - Ports Division, Department for Transport (2008 ~ 2010)

Tor Bay Harbour Authority – Port Masterplan Draft Version (April 2013)

<http://www.torbay.gov.uk/portmasterplan>