



Torquay Rethink Torquay Gateway (Edginswell) Masterplan

A Vision for the Heart of the English Riviera.



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PART 1 Background



Introduction

1.0

1.1 The Purpose of the Masterplan Document

1.1.1 The Brief

In January 2014 the Mott MacDonald team (Lavigne Lonsdale, Stride Treglown, iCube, Urban Movement) were appointed to deliver masterplans for specific areas of Torquay – the town centre and the gateway site at Edginswell. This has followed their involvement in the neighbourhood planning work with the Princes Foundation since 2012.

The main thrust of the masterplans is to;

- Be deliverable, commercially viable and realistic
- Respond and reflect the emerging Neighbourhood Plans and new Local Plan,
- Understand the uniqueness of the Torquay and the individual sites,
- Build on the sense of place,
- Consider 'game changing' ideas

The process of producing the masterplans included a significant amount of consultation and preparation which is identified in this report (refer to Section 3). A similar study has also been carried out for Paignton Town Centre and land at Collaton St Mary which has been done by a separate team that included Stride Treglown. This masterplan covers Torquay Gateway.

1.1.2 Torquay Today

Torquay is the largest town in Torbay. The economy is centred on tourism as well as a strong retail sector although this has suffered over the last 5 years. A high class natural environment focussed on the harbour and coast, makes the town an attractive place for visitors and investors. However, there are also communities with significant levels of deprivation and the economy has traditionally been hampered by infrastructure constraints.

Torquay needs planned growth and sensitive development (including new homes and jobs) to help deliver the social and economic changes needed to arrest decline whilst also protecting its strong environmental assets and tourism value.



In order to rise to the challenges of the 21st century and to improve Torbay's commercial and retail position, Torquay Gateway is an important area for the sustainable growth of Torquay. As well as providing much needed new homes and jobs, there will be opportunities to improve transport connectivity and green infrastructure. The highest quality of design will need to underpin what will create a special sense of place

Masterplan | Gateway

For the purpose of the Masterplan, we have subdivided the Gateway into three areas (refer to Figure 1);

1. Edginswell Valley
2. Edginswell Business Park
3. Kerswell Gardens

The Gateway area is immediately to the west of Shiphay and east of Hamelin Way, north of Torquay Road/ Riviera Way (A380/A3022) and to the south at Marldon Road.



The importance of this area for growth has been increased following confirmation of funding for the South Devon Link Road due for completion in December 2015. The Council identified the land to the east of Hamelin Way as a 'Future Growth Area' in the emerging Local Plan which has been reflected in the emerging Torquay Neighbourhood Plan providing the potential for jobs, homes and infrastructure, including green infrastructure.

The scale and nature of new development in the gateway must reflect the character of the individual area, as informed by Torbay's Landscape Character Assessment and should be green infrastructure led, consistent with the levels of growth set out in the Local Plan.

The northern area is the partly completed Edginswell Business Park, accommodating a range of established businesses.

The Torquay Gateway, according to the Council is expected to facilitate the following:

- a. The enhancement of a strong sense of community through the effective design and layout of homes and the provision of local facilities;
- b. Provision of a range of residential schemes that offer a mix of housing types;
- c. Creation of employment space, delivered in the early stages of development, designed to meet identified economic growth sectors;
- d. Essential transport and utilities infrastructure, including green infrastructure, and appropriate links to other planned facilities;
- e. A suitable range of recreational, leisure and tourism facilities;
- f. High quality design standards that embrace sustainable and energy efficient construction techniques; and
- g. Appropriate phasing to ensure overall a balanced provision of jobs, homes and Infrastructure (including green infrastructure).

Figure 1: Edginswell Identified Gateway Areas



2.1 The National Planning Policy Framework

This summary of the National Planning Policy Framework (NPPF) published by the Department of Communities and Local Government in March 2012 provides an overview of the NPPF.

This National Planning Policy Framework does not change the statutory status of the development plan as the starting point for decision making. Proposed development that accords with an up-to-date Local Plan “should be approved, and proposed development that conflicts should be refused unless other material considerations indicate otherwise”. It is desirable that local planning authorities should have an up-to-date development plan in place. This masterplan helps to articulate the vision for the regeneration of the Torquay Gateway as underpinned by both the Council’s current Local Plan and its emerging, new Local Plan.

The UK Sustainable Development Strategy suggests there are three dimensions to sustainable development which translate into three roles for the planning system:

1. Economic Role

2. Social Role

3. Environmental Role

The NPPF is guidance for local authorities in drawing up plans, and a material consideration in determining applications.

At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking.

- For plan-making the presumption means that LPAs should positively seek opportunities to meet the development needs of their area.
- For decision making the presumption means approving applications that accord with the plan without delay in the absence of a plan or policies, granting permission unless adverse impacts would demonstrably outweigh benefits when assessed against the NPPF

Policies in Local Plans should follow the approach of the presumption in favour of sustainable development. In addition, the application of the presumption will have implications for how communities engage in neighbourhood planning. Neighbourhoods should:

- Develop plans that support the strategic development needs set out in Local Plans,
- Plan positively to support local development,
- Identify opportunities to use Neighbourhood Development Orders to enable development that is consistent with the Neighbourhood plan to proceed



Core planning principles in the NPPF are that planning should:

1. Be genuinely plan-led, with up to date, positive local and neighbourhood plans, that empower local people, and support predictable and efficient planning decisions.
2. Be a creative exercise in finding ways to enhance and improve the places in which people live their lives;
3. "Pro-actively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs. Every effort should be made objectively to identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth. ...
4. "Always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings;
5. "Take account of the different roles and character of different areas, promoting the vitality of our main urban areas, protecting the Green Belts around them, recognising the intrinsic character and beauty of the countryside and supporting thriving rural communities within it;
6. "Support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change, and encourage the reuse of existing resources, including conversion of existing buildings, and encourage the use of renewable resources (for example, by the development of renewable energy);
7. "Contribute to conserving and enhancing the natural environment and reducing pollution. Allocations of land for development should prefer land of lesser environmental value, where consistent with other policies in this Framework.
8. "Encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value;
9. "Promote mixed use developments, and encourage multiple benefits from the use of land in urban and rural areas, recognising that some open land can perform many functions (such as for wildlife, recreation, flood risk mitigation, carbon storage, or food production);
10. "Conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations;
11. "Actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable; and
12. "Take account of and support local strategies to improve health, social and cultural well-being for all, and deliver sufficient community and cultural facilities and services to meet local needs.

2.2 The Emerging Local Plan

Torbay Council's new Local Plan, A Landscape for Success, will replace the current Adopted Torbay Local Plan 1995-2011 and provide a framework for guiding development and investment across Torbay for the next 20 years. This masterplan builds on the policies within A Landscape for Success for growth and development in Torquay Gateway which, together with the Torbay Economic Strategy, represents the strategic objectives of what this area should become.

The Local Plan

<http://www.torbay.gov.uk/index/yourservices/planning/strategicplanning/newlocalplan.ht>

The Economic Strategy

<http://www.torbaydevelopmentagency.co.uk/dbimgs/efstrategy.pdf>

Relevant policies that relate to the study area include;

Policy SDT3 - Torquay Gateway

Torquay Gateway is an important area of growth for Torquay. In addition to providing new homes and jobs, there will be opportunities provided through strategic developments to improve connectivity for pedestrians, cyclists, public transport and motor vehicles within the area and to the town centre. High quality design that reflects the strategic context of closely situated but distinct development sites will be important to the area's functional success. This is particularly important considering the opportunities to provide place-making improvements.

The South Devon Link Road is a key piece of strategic infrastructure to support both short-term (including existing sites with planning permission) and long-term growth in this part of Torquay as well as the rest of Torbay. A range of sites are identified to support future growth. In particular, the Edginswell Future Growth Area has been identified for a large mixed-use development which could deliver around 550 homes and up to 37,600 square metres of employment space (subject to masterplanning). The site is developable but needs to be masterplanned to show how the necessary infrastructure can be delivered to unlock this development. An outstanding level of design will be needed due to the scale and location of the site. The effective provision of green infrastructure will be provided as part of the development to improve the accessibility of

greenspace in the area, improve connections between communities, manage flood risk (particularly minimising run-off into Aller Brook) and maintain and enhance the strategic green gap between Torquay and Kingskerswell.

2.3 The Emerging Neighbourhood Plan

The Torquay Neighbourhood Plan is being developed in parallel with the Torbay Local Plan, each plan informs and strengthens the other. The Local Plan (titled “a Landscape for Success”) provides the vision for the whole Bay, and the neighbourhood plans for Brixham, Paignton and Torquay will add detail about local outcomes, projects and sites.

The Torquay Neighbourhood Plan (TNP) is on-going. All current Community Partnership (CP) statements and draft TNP is on the TNP website - <http://torquaynp.org/>

Nine community partnerships have been set up across Torquay, each one aiming to ensure that the needs and aspirations of its area are included in the plan. Those partnerships are:

1. Barton and Watcombe
2. Cockington, Chelston and Livermead
3. Ellacombe
4. Shiphay and The Willows
5. Hele and Lower Barton
6. St Marychurch, Maidencombe and District
7. Torre and Upton
8. Torquay town centre
9. Wellswood and Torwood

The Gateway masterplan area falls within the Shiphay with The Willows CP area.

A neighbourhood plan has to comply with national planning policy, European guidance and regulation, and the local plan whose area it lies within. A statement of compliance for this plan is included in the plan. The plan also aims to complement and not conflict with other plans, particularly the neighbourhood plans for Brixham and Paignton.

The plan, in common with the local plan, covers the period from now until 2032 and beyond. The development proposals it contains relate to the local plan’s development horizon and further articulate how and where Torquay will develop.

The plan is for the whole of Torquay and for each of its neighbourhoods, aimed at securing sustainable development to promote investment in the town’s physical and social fabric, strengthening its economy, conserving its heritage, promoting its natural beauty and growing a safer and healthier community.

The plan has the following policies related to the Gateway:

Gateway Development and Design Principles

Successful development of this area will require a comprehensive master-planning approach. This plan does not specifically identify site proposals, but the opportunity exists now to establish some basic principles to guide the future design and planning of the area and help ensure that it contributes to the sustainability and well-being of existing neighbourhoods and the whole town.

The overarching principle of development in the gateway area should be to engender structured growth which will support existing neighbourhood centres at Shiphay and Barton, with housing developments focussed around the emerging district centre at The Willows and where appropriate creating new small local centres as part of new developments. The plan establishes principles for the planning, design and development of sites at the gateway.

The gateway area is a natural focus for development interest. It lies at the entrance to Torquay and the wider Bay area. It will be increasingly well connected as the South Devon Link Road is completed and a new local railway station is provided at Edginswell.

Successful development of the area will require a comprehensive master-planning approach. This plan does not specifically identify site proposals, but the opportunity exists now to establish some basic principles to guide the future design and planning of the area and help ensure that it contributes to the sustainability and well-being of existing neighbourhoods and the whole town.

The overarching principle of development in the Gateway area should be to engender structured growth which will support existing neighbourhood centres at Shiphay and Barton, with housing developments focussed around the emerging district centre at The Willows and where appropriate creating new small local centres as part of new developments.

The plan establishes principles for the planning, design and development of sites at the gateway.

Development at the Gateway should conform with an approved overarching masterplan for the area and include a detailed masterplan for each development area demonstrating:

- good pedestrian, cycle and vehicular connectivity to adjoining sites and existing neighbourhoods, enhancing existing local centres at Shiphay,

Barton and The Willows

- quality housing design, heights and density appropriately related to their local context (higher density town houses and terraces around local centres with detached homes towards the edge of neighbourhoods)
- a mix of uses including employment and community facilities, open space and retail at key junctions or focal points
- mixed building footprints (size and design) in local centres to enable a wide range of shop, business and community uses

Opportunities for infill development in and around The Willows district centre will be promoted in order to enhance its design distinctiveness and sense of place.

Development at the Gateway shall contribute both directly through its good design and indirectly through financial contribution to the creation of a striking, significant and attractive entrance to Torquay with improved public realm and public art.

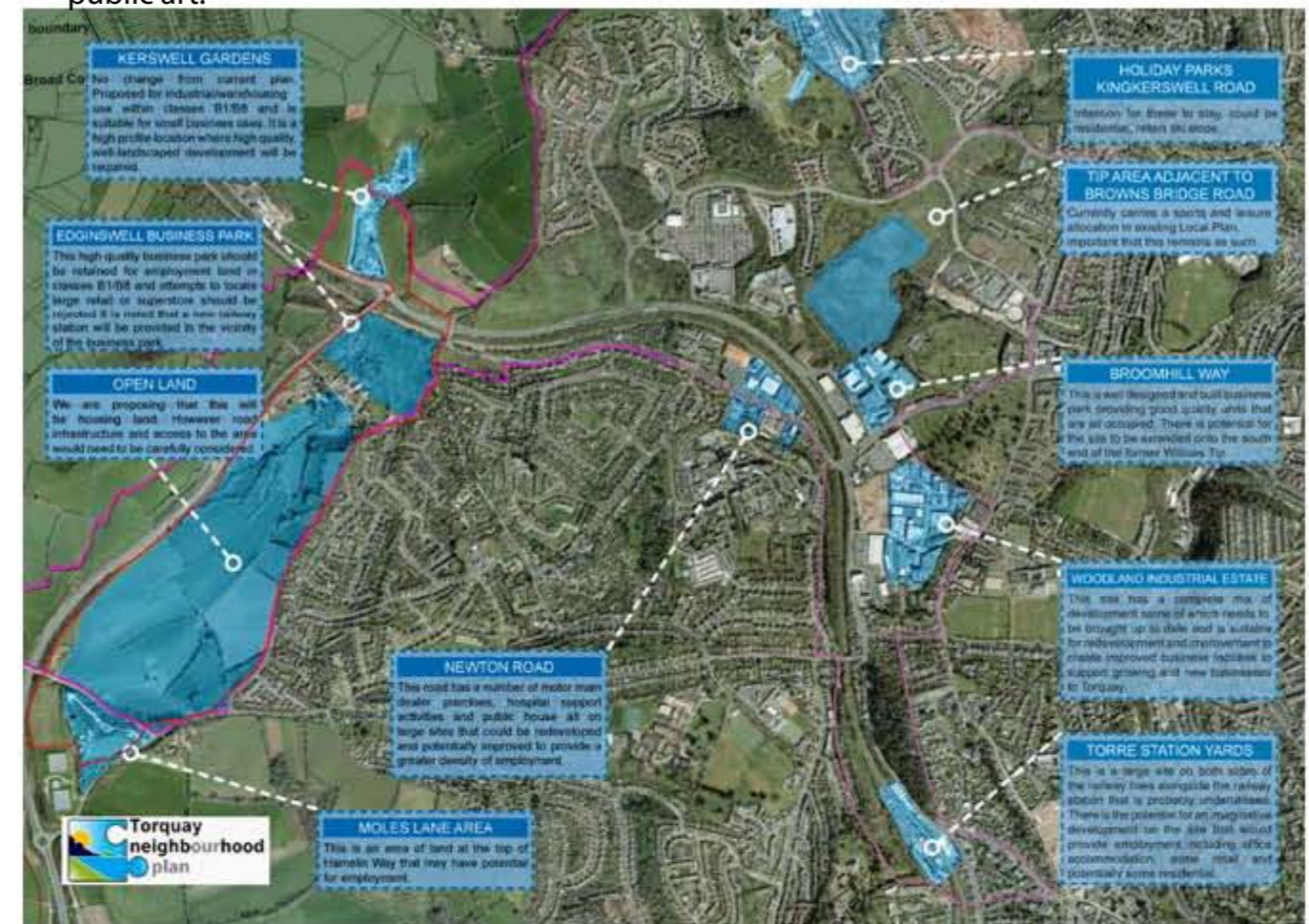


Figure 2: Torquay Neighbourhood Plan

W O Consultation



3.1 Process

The first stage of the consultation and engagement process took place during the production of the first draft masterplan and included the following:

- 1st Public Exhibition 1st April 2014
- 1st Stakeholder Workshop 2nd April 2014
- 2nd Public Exhibition 21st May 2014
- 2nd Stakeholder Workshop 21st May 2014
- An online survey (to support the 2nd Public Exhibition) ran from the May to the August 2014.
- A number of stakeholder meetings with the following organisations- Torquay Neighbourhood Forum, business owners in Edginswell, land owners in Edginswell, as well as numerous other local community groups and representatives.

This work has been instrumental in terms of defining the areas of change and the content of the masterplan. Some of the main findings have been;

- Torquay has Unique Selling Points and Aspirations
- Torquay and the Bay has much to offer.
- Torquay is located in one of the Countries most attractive and aspiration Counties
- It has a unique and beautiful coastal, maritime and landscape setting
- It has outstanding schools
- It will have improved road and rail links (by 2015)
- It will have super fast broadband (by 2016)
- It has a rich history which is translated in its architectural merit.
- It has a vast amount of leisure activities on its doorstep.
- It has a strong and passionate community.

Through the process of talking to stakeholders, councillors and the community, the town's aspirations have been found to include;

- Building on the maritime and harbour experience
- Creating a vibrant, varied and higher quality evening economy which includes retail, restaurants, cafés & night clubs for all ages.
- Creating a thriving town centre which focuses on both a regional retail offer and a retail/leisure offer with a mix of high street stores and independent high quality retailers.
- Creating a cultural destination, linked to its growing creative industries.
- Providing an environment that allows and helps businesses to start, expand and grow within the town and compete in local, regional, national and international markets.
- Provide a culture that encourages excellence and ambition.
- Create a town where people have the opportunity to grow up in the town and stay in the town and get high quality, high value jobs and retain the knowledge economy within the Bay.

As part of the masterplan process, a comprehensive consultation process has been carried out to inform the masterplan. This augments the previous work that the team carried out as part of the Princes Foundation with the Neighbourhood Forum.



Objectives:

Critical issues to address:

'The Gateway is designed so as to:

- Avoid the creation of sub-urban Sprawl - Ensuring that the urban extension has a character and connects with the existing community to enhance the existing area and respond to the rural outlook. Avoid the creation of unconnected streets and isolated land use parcels
- Creating a centre - Ensuring that there is a natural centre to the scheme which could be connected to existing facilities or create new ones that serve both the new development and existing residents.
- Sustainability and Infrastructure - Ensure that there is sufficient infrastructure to cope with the increased population density health, education, access, shopping etc) Provide the opportunity for sustainable life styles, recycling and biodiversity.
- Movement - Consider the possibility of a new station at Edginswell
- Ensure that pedestrian, cycle and public transport links are provided
- Landscape - Protect views and respect ridgelines on this urban / rural edge.

As such development in the Torquay Gateway area will facilitate:

1. The enhancement of a strong sense of community and place through the effective design and layout of homes and the provision of local facilities;
2. Provision of a range of residential schemes that offer a mix of housing types;
3. Creation of employment space, delivered in the early stages of development, designed to meet identified economic growth sectors;

4. Essential transport and utilities infrastructure, including green infrastructure, and appropriate links;
5. A suitable range of recreational, leisure and tourism facilities;
6. High quality design standards that embrace sustainable and energy efficient construction techniques; and
7. Appropriate phasing to ensure overall a balanced provision of jobs, homes and infrastructure

A full summary of the outputs from the various consultation stages can be found in a separate document, on the Council's website.

A second stage of consultation took place on the draft consultation masterplan and was carried out in accordance with Regulation 12 of the Town and Country Planning (Local Planning) (England) Regulations 2012 and Torbay Council's Statement of Community Involvement 2014. The consultation ran for four weeks from 27 October to 24 November 2014. The draft masterplan was advertised and placed for consultation on the Council's website and at public libraries and buildings across Torbay. Consultation bodies were notified in writing. Public notices and news articles appeared in the local news media and public consultation events took place in conjunction with the Torquay Neighbourhood Forum and with local business representatives. Representations and comments made on the consultation draft masterplan have been taken into account in changes made to this final version.

PART 2 **The Gateway**

Edginswell Valley | Edginswell Business Park | Kerswell Gardens

The Torquay Gateway

There are three areas to the Gateway masterplan:

1. Edginswell Valley
2. Edginswell Business Park - The Riviera Gateway
3. Kerswell Gardens



Figure 3: Gateway Area Location Plan

Context Issues

4.1 Landscape & Vegetation Cover

According to Enderby Associates (May 2010-Torbay Landscape Character Assessment), this area on the A380 Hamelin Way (Torquay by-pass) on the northern boundary of Torbay abutting South Wilborough in Teignbridge and extends around the upper slopes of the Edginswell valley, forming the setting to the valley and Edginswell hamlet (AoLC 3B). The area comprises a pattern of sloping arable and pasture fields defined by hedges that follow the contours. The hedgerows and trees along the eastern side of the area create a significant screen along the urban edge. The bypass " is becoming well integrated being partially screened by cuttings and establishing planting; the side slopes are identified as being of local conservation interest."

The Enderby Assessment stated that:

".....the Edginswell area does make a significant contribution to the local setting of Torquay; the bypass passes through a largely unspoilt fringe of well managed farmland that has a defined landscape pattern. This setting would be changed with development and a new edge to the built up area would have to be created; whilst the bypass may form a physical limit to any potential urban expansion this would need to be reinforced through extensive planting."

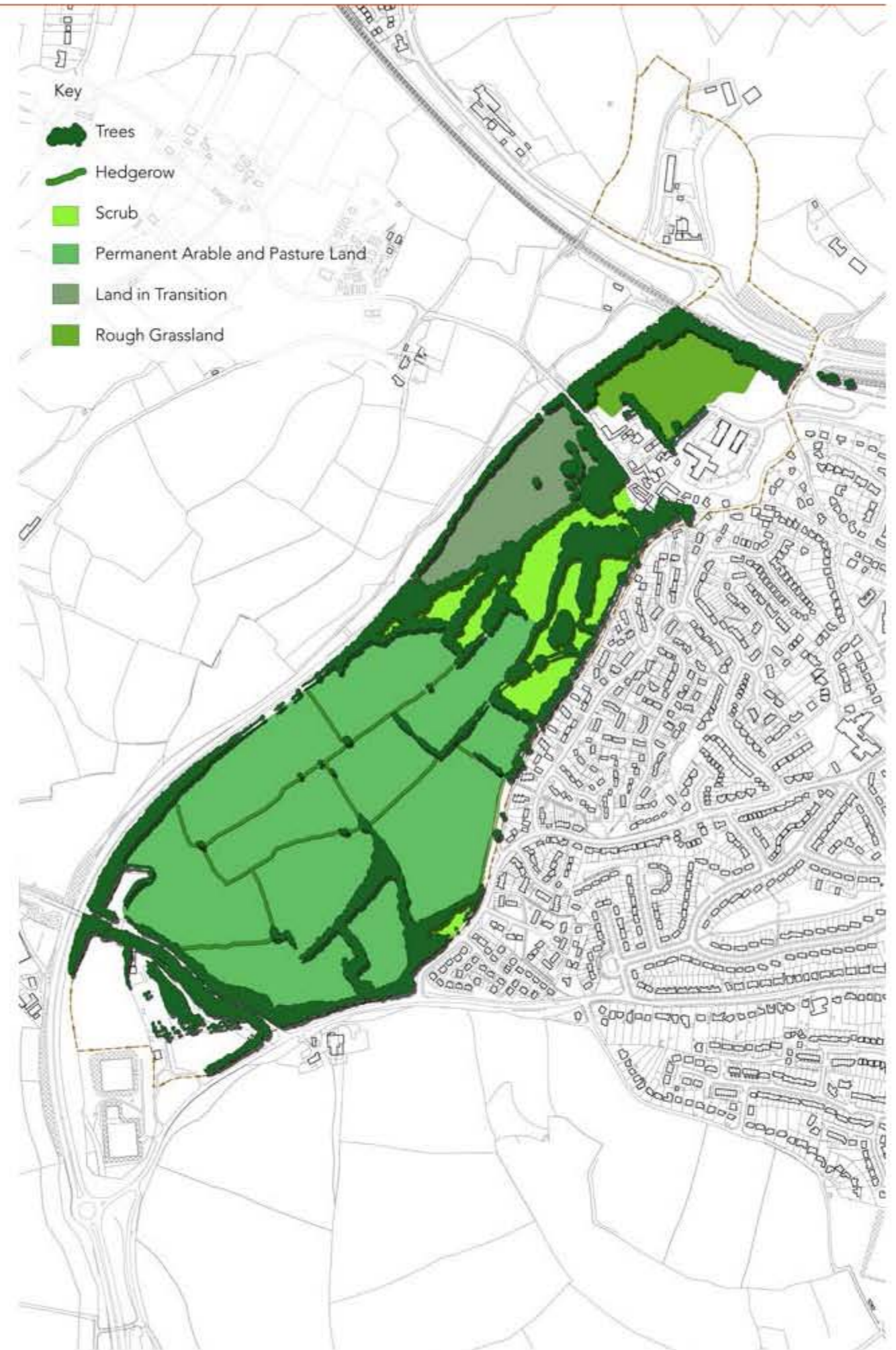


Figure 4 : Existing Vegetation Cover



4.2 Ecology

An initial ecological survey has been carried out by the Devon Biodiversity Records Centre (DBRC). The results of which have been translated into Figures 5 and Figure 6.

A summary of the findings are ;

The site is of large size and comprises a range of habitat types. Of the habitats present the hedgerows and unimproved grassland are of the most significance. The unimproved grassland areas are considered to show affinities to the NVC community MG5 (a BAP priority habitat). The quality of the unimproved grassland areas could be enhanced if managed more sensitively as many of these areas are currently managed inappropriately to maintain grassland diversity.

There has been a recent loss of unimproved grassland in Area 3 since 2010 due to the development of dwellings. This area now supports ruderals growing on bare earth. The quality of the grassland in Area 1a indicates that although some of the grasslands are over-grazed in the northern part of the site a relaxation in heavy grazing can result in the development of a very species-rich sward. As such it is recommended that Areas 1a-c and 2 are retained and managed in a sensitive manner for the benefit of wildlife.

The site as a whole supports suitable cirl bunting habitat in the form of scrub and grassland which offer nesting and summer and winter foraging habitat for this species. The site falls within a cirl bunting zone as identified by RSPB and this species have been recorded on and near to the site. Cirl bunting is listed on Schedule 1 of the Wildlife and Countryside Act and as such is a protected species.

Lesser and greater horseshoe bats, brown long-eared and pipstrelle bats have been recorded within a close proximity to the site. The site offers suitable commuting, foraging and roosting habitat for these species (as well as other bat species). As such it is highly recommended that the site is surveyed in more detailed as with regards to bats if development is considered further.



Figure 5: Wider Ecological Context

Signs of badger activity were noted during the survey, including the presence of a potential sett. The Protection of Badgers Act (1992) should be referred to regarding the presence of this species on site and potential development.

It is unlikely that all the hedgerows will be retained on site due to the need to carry out major earthworks on the site. Significant areas of greenspace should therefore be retained to provide the ability to mitigate by enhancement of existing habitats. Off-site mitigation will also be required in the form of enhanced Cirl Bunting habitats which is currently being carried out on adjoining land holdings.

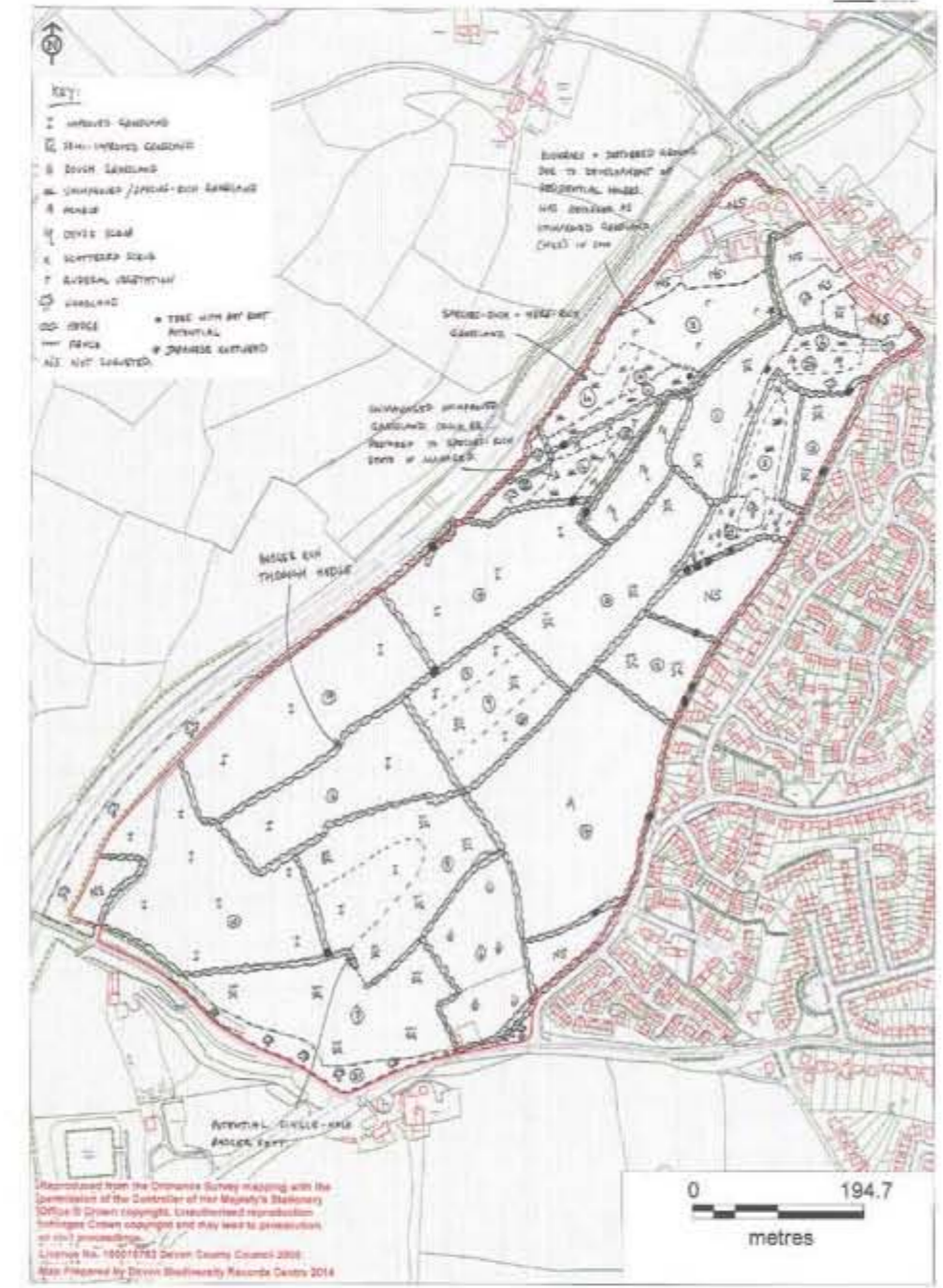


Figure 6 : Site Ecological Context

Further detailed Phase 2 habitats surveys and other ecological assessments will be required. Natural England's standing advice should be followed with regards to assessments. Any loss of habitats may necessitate off-site compensation to ensure an overall net gain in biodiversity. The proposals within this masterplan are subject to these assessments and any required off-site compensation being further identified and delivered.

4.3 Topography & Drainage

One of the principal issues and opportunities related to the site is the variation in topography and the steepness of the gradients. These vary considerably across the site and form a deep valley feature which runs north east towards Edginswell hamlet. The highest levels are located to the south west and form a ridge line which is already heavily vegetated.

A full detail topographic survey is required in order to test any emerging scheme proposals which were not available as part of this study.

The undulating topography could either provide an attractive built environment if treated sensitively or it could result in low quality public realm if treated poorly. It is essential that this is carefully considered in any emerging proposal.

There are no water courses on site but the drainage flows will follow the valley basin towards the north. Water attenuation will need to be considered. The vast majority of the site lies within flood zone 1 but special attention (supported by flood risk assessments) to providing Sustainable Drainage Systems (SUDS) and Water Sensitive Urban Design (WSUD) will be required, particularly due to the scale of development and particular topography in this area.

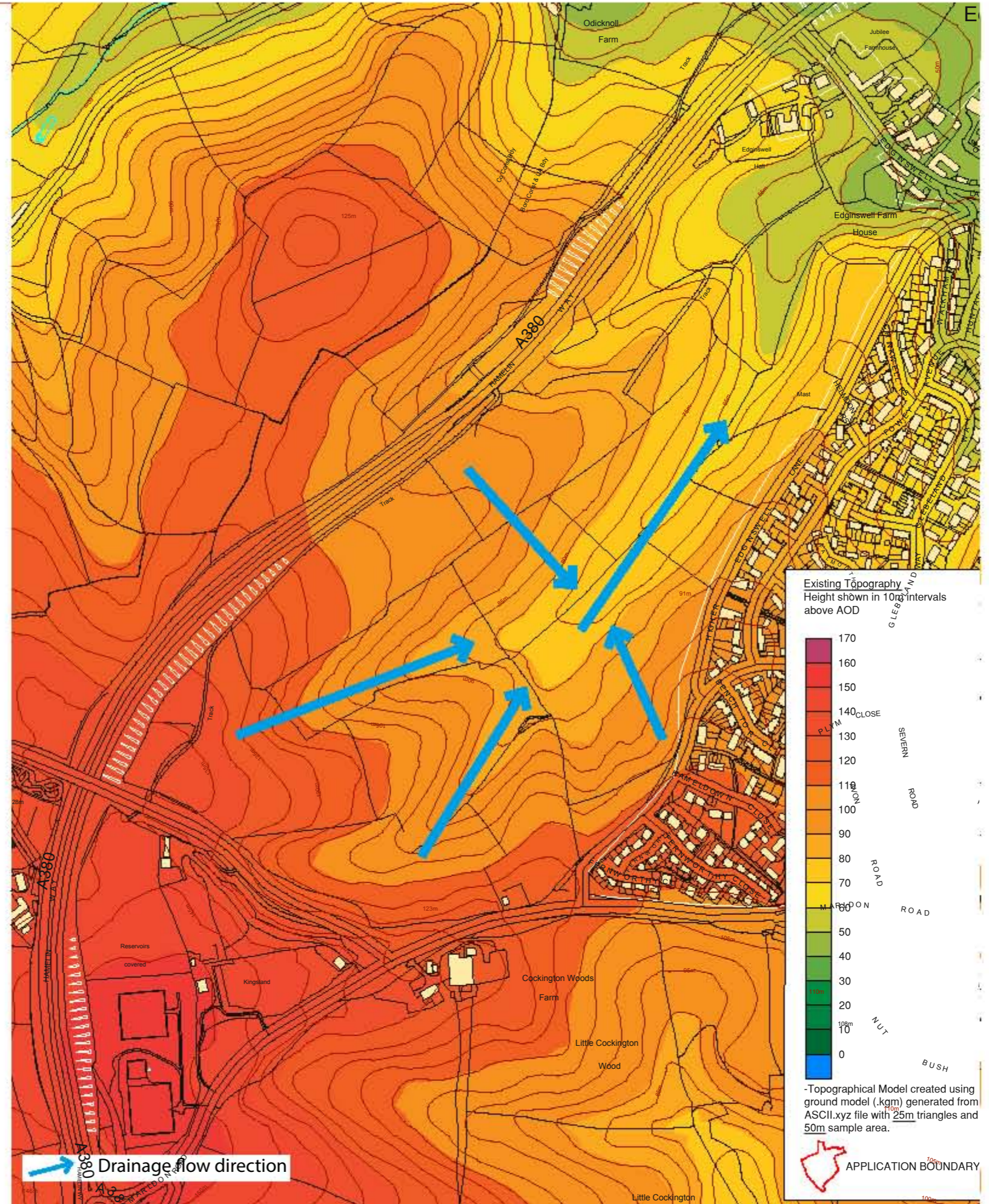
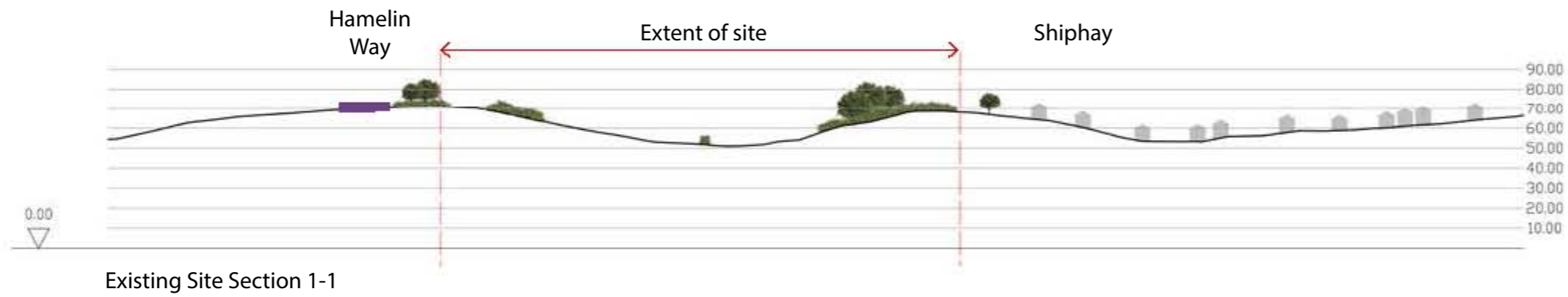


Figure 7 : Edginswell Valley Topography

Existing Site Sections



Section Location Plan

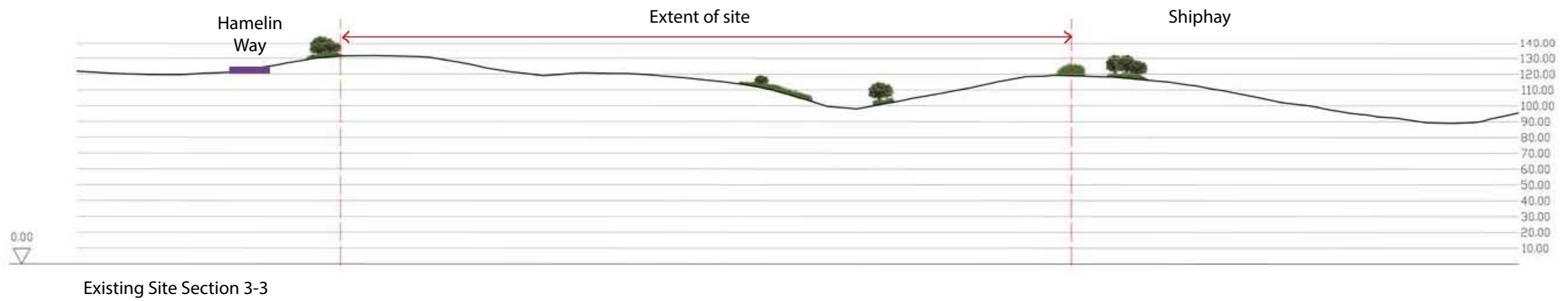
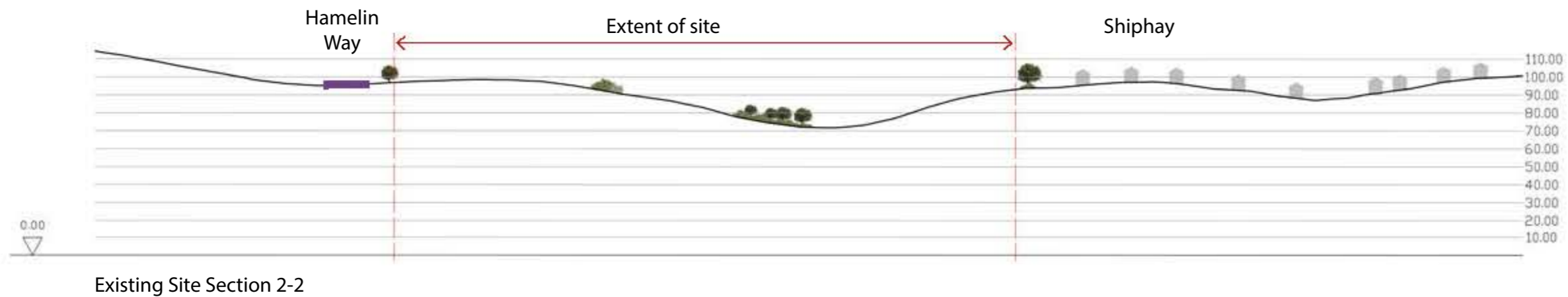


Figure 8 : Edginswell Valley Sections

4.4 Access

The failing of much of the northern area of Torquay is as a consequence of the lack of connectivity, the lack of walkable neighbourhoods, the segregation of uses and the sprawl of monotonous housing estates. It is critical that this be changed and that connected places, with integrated mixed use facilities and improved local facilities are provided in order to create a sea change in urban planning in this area of Torquay.

Access to the site is limited, both in terms of pedestrian, cycle, bus and car.

Pedestrian : There are no public rights of way on the site although the John Musgrave heritage Trail long distance path runs along Higher Edginswell Lane (refer to Figure 9). Parts of the site do appear to be used by the public for dog walking though, particularly along the edge of Higher Edginswell lane where existing alley ways from the existing housing estate provide some connectivity to the lane. These routes are seen as important links for the future development area.

Cycle : There are no definitive cycle routes on the existing site although there is a new cycle network to the north that connects Edginswell hamlet and the business park with the centre of Torquay and Kingkerswell. This route is being upgraded as part of the South Devon Link road improvements. There is therefore scope to connect onto this network.

Bus : There are bus routes along improved section of Higher Edginswell lane and Exe Hill that pass through the existing housing estate. Additional bus stops will be required within any development area to ensure that houses are no more than 400m away from a bus stop.

Vehicular : There are no existing roads within the site area. Access is available from Higher Edginswell Lane to the south and east and Moles Lane to the west. Both of these routes link onto the main Marldon Road which provides direct access onto the A380 and into the centre of Torquay .

Edginswell Lane to the north is a narrow lane with a limited capacity and one that we do not feel is appropriate to connect onto for vehicles given the character of the existing hamlet. Cycles and pedestrians should however be encouraged.

The South Devon Link Road is a major new road that will connect Hamelin Way to the dual carriageway section of the A380 to the north of Newton Abbot. This is a significant piece of regional infrastructure that creates a faster link to the M5 to the north and better connectivity to Exeter. The gateway site is very close to this junction and will therefore be highly accessible and desirable for new homes and jobs once the road is open. The link road can be seen on the access plan (figure.9)

Rail : The mainline railway is located to the north of the site and whilst Torre station is currently the closest station. A new station is proposed at Edginswell (subject to funding). This is anticipated to be open by 2016 and would provide an attractive option for commuters.

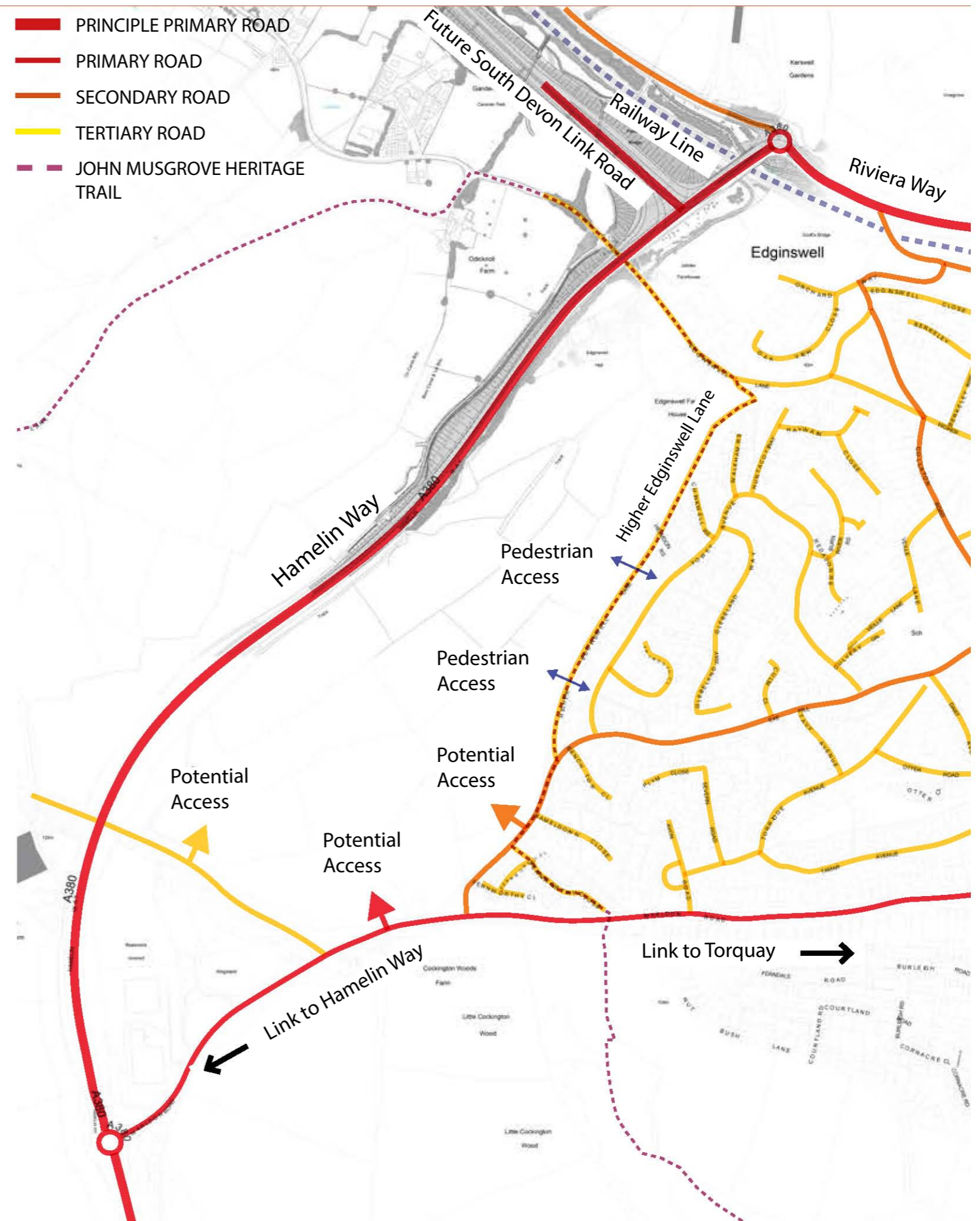


Figure 9 : Edginswell Valley existing road hierarchy & access plan

4.5 Upgrade Infrastructure

Proposed Junction Enhancement around the Gateway:

A scheme of road improvements has been identified in the Gateway by the Highways Authority. The scheme consists of junction enhancements along the key route between the Town Centre, development on the boundary of Torbay (Gateway) and the South Devon Link Road.

Additional capacity will be created at the key strategic junctions along the route. This will include additional lanes and road widening in places.

The changes will improve the accessibility to Torquay Town Centre, as well as other areas of Torquay given that this is the main route into the town. It will also open up the development potential in the Gateway area (marked with Hatching on the map)

How does the intervention address the problem?

This infrastructure delivery is crucial in supporting this future growth of the area. Improvements to the junctions along the overall route will greatly address the issues and allow for an improved flow of traffic towards the town centre in one direction and provides good access to the Gateway sites in the other.

An enhancement of the access to the town centre will have a knock on effect on the positive regeneration of the area. This will help to support additional jobs and make better use of the commercial premises within that area.

The improvement of transport infrastructure for all users will stimulate growth in the local economy by improving accessibility to the area and to markets and will develop and promote quality sites and premises away from the traditional tourist areas.

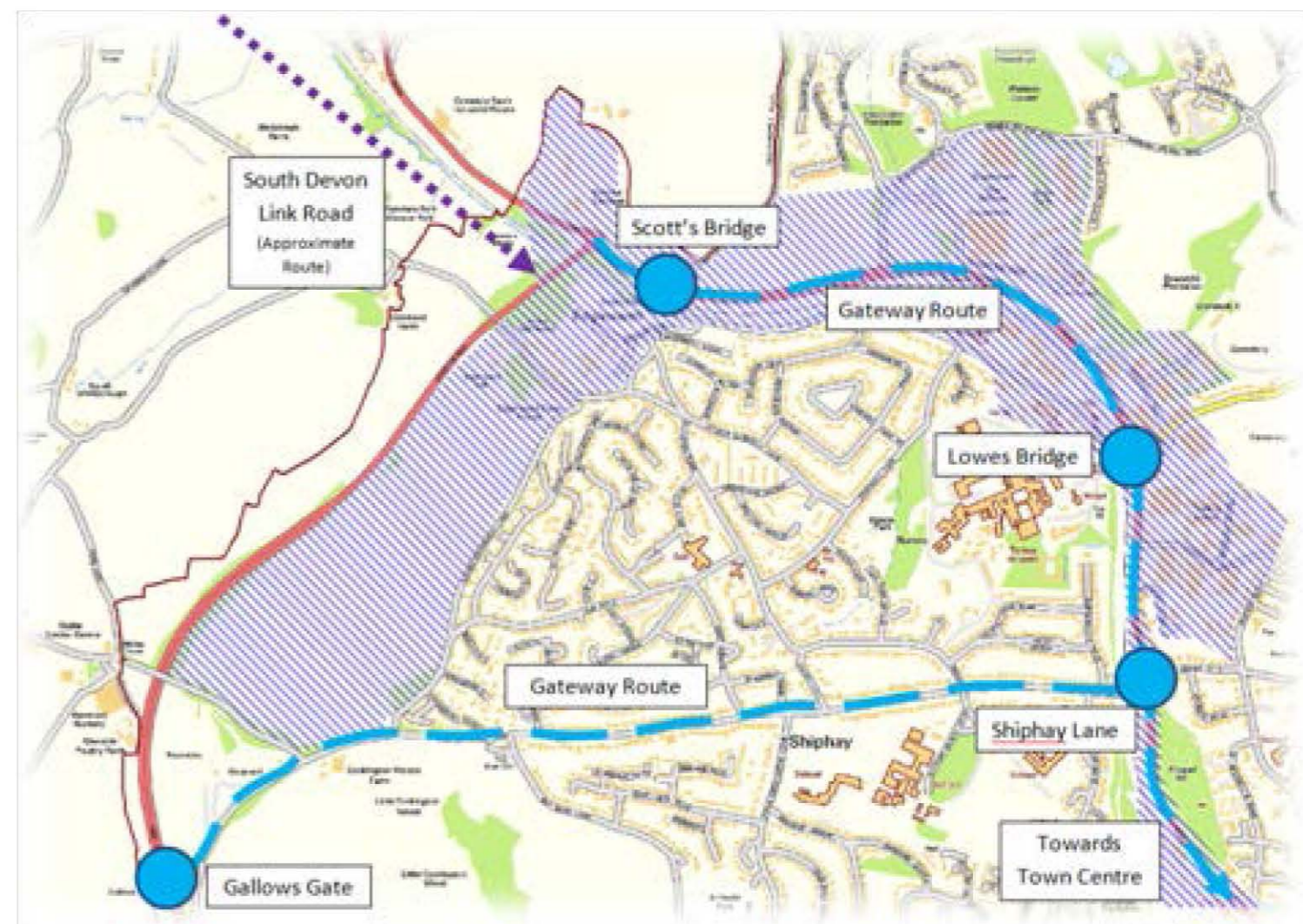


Figure 10 : Gateway road improvement initiatives

4.6 Land Uses

The site is currently used for agricultural purposes primarily although the agricultural uses to the north have however lapsed, particularly on the steeper slopes which are now regenerating naturally with scrub and tree cover.

To the south, on the opposite side of Moles Lane, the site is used for minor employment/storage and small holding uses, plus an adjacent SW Water reservoir.

The urban edge of Shiphay is located immediately to the west of Higher Edginswell Lane, however, due to the nature of the topography the site appears quite remote.

Edginswell hamlet forms the northern edge of the site and is an attractive, small settlement, very different to the suburban character of the Shiphay. Some additional housing is being developed at present within the hamlet, with the largest area being to the northwest on land associated with Edginswell House. This 'rural' character needs to be retained if at all possible.

4.7 Local Facilities

Figure 11 shows the location of the main local centres and community uses in proximity to the Gateway site. This includes Shiphay local centre, schools, offices and employment areas, public houses, health centres and hospital, Willows district centre etc.

The area is well served although the walkable distances (500m)* to some of the facilities would mean that additional community and local facilities would need to be provided on the gateway site to serve both the new community and existing fringes of Shiphay.

* walkable distances are generally circa 500m (5 minute walk) It is generally acknowledged that distances greater than 500m will result in people using a car to access the facilities.

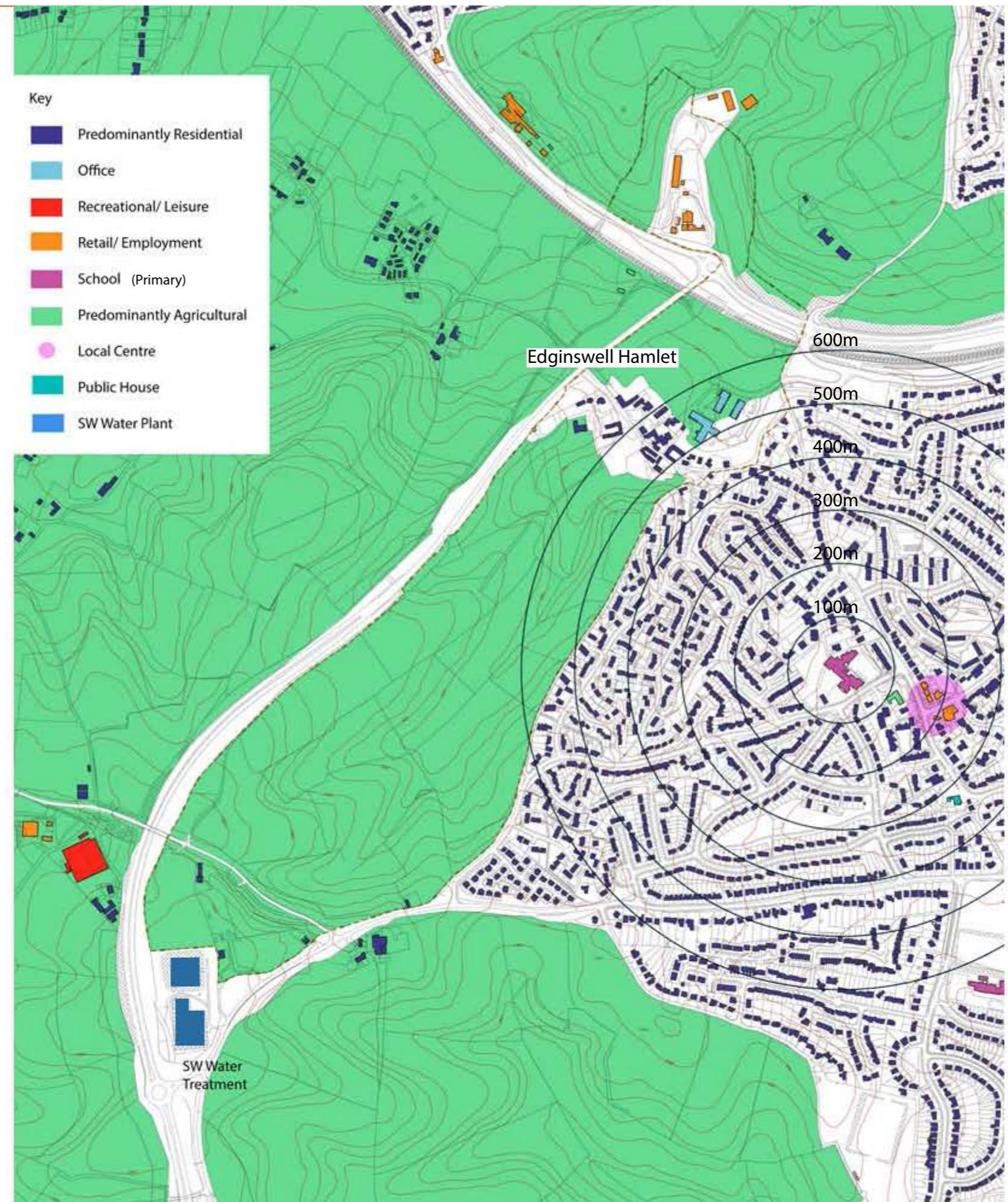


Figure 11: Edginswell Valley existing land use plan

4.8 Ownerships

The Edginswell Valley is under several ownerships, well over 9, with the majority of the land under one ownership, see Figure 13. This makes for an easier delivery strategy as confirmed by the consultations albeit some areas would be brought forward by the owners. It is important that a single masterplan is delivered for the site though and piecemeal development should be avoided.

4.9 Services

Water :

The principle service that runs through the site is a water main, see Figure 12. Any development scenario will therefore need to acknowledge this alignment although further on site survey work would be required to define the actual location of the main.

Electricity /Gas/Foul :

Further survey details are required to ascertain the capacities for electricity, foul water and gas.

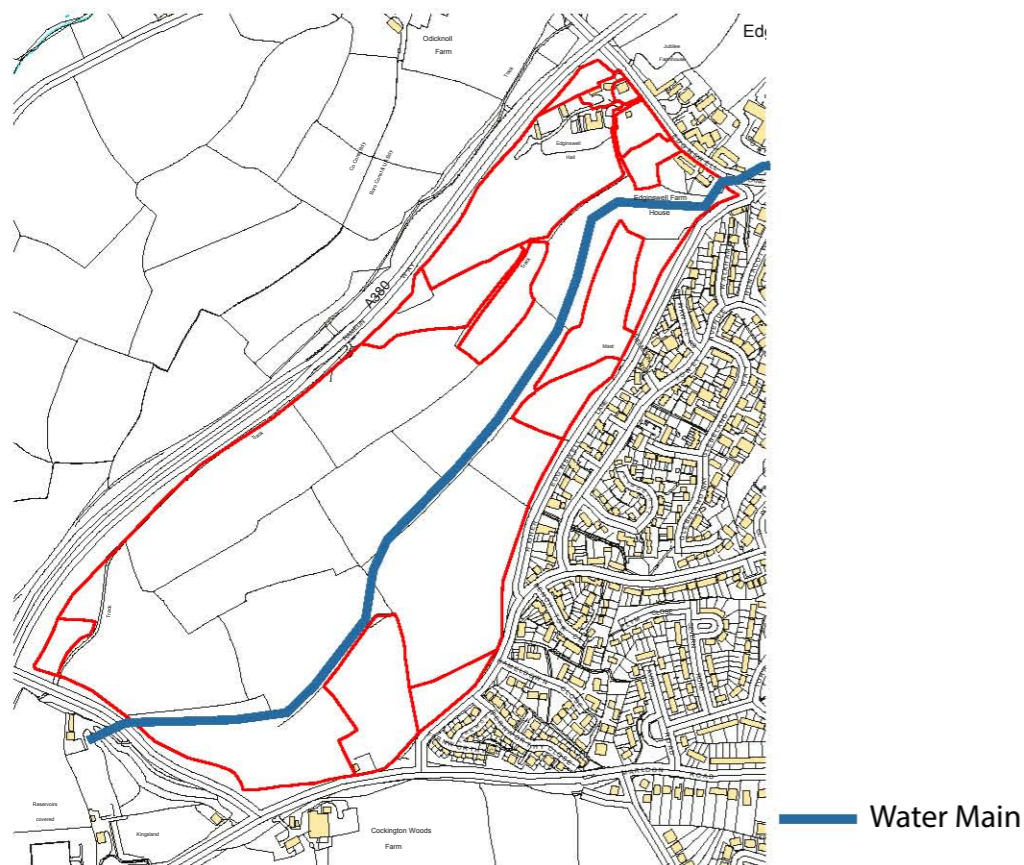


Figure 12: Water main running through the site

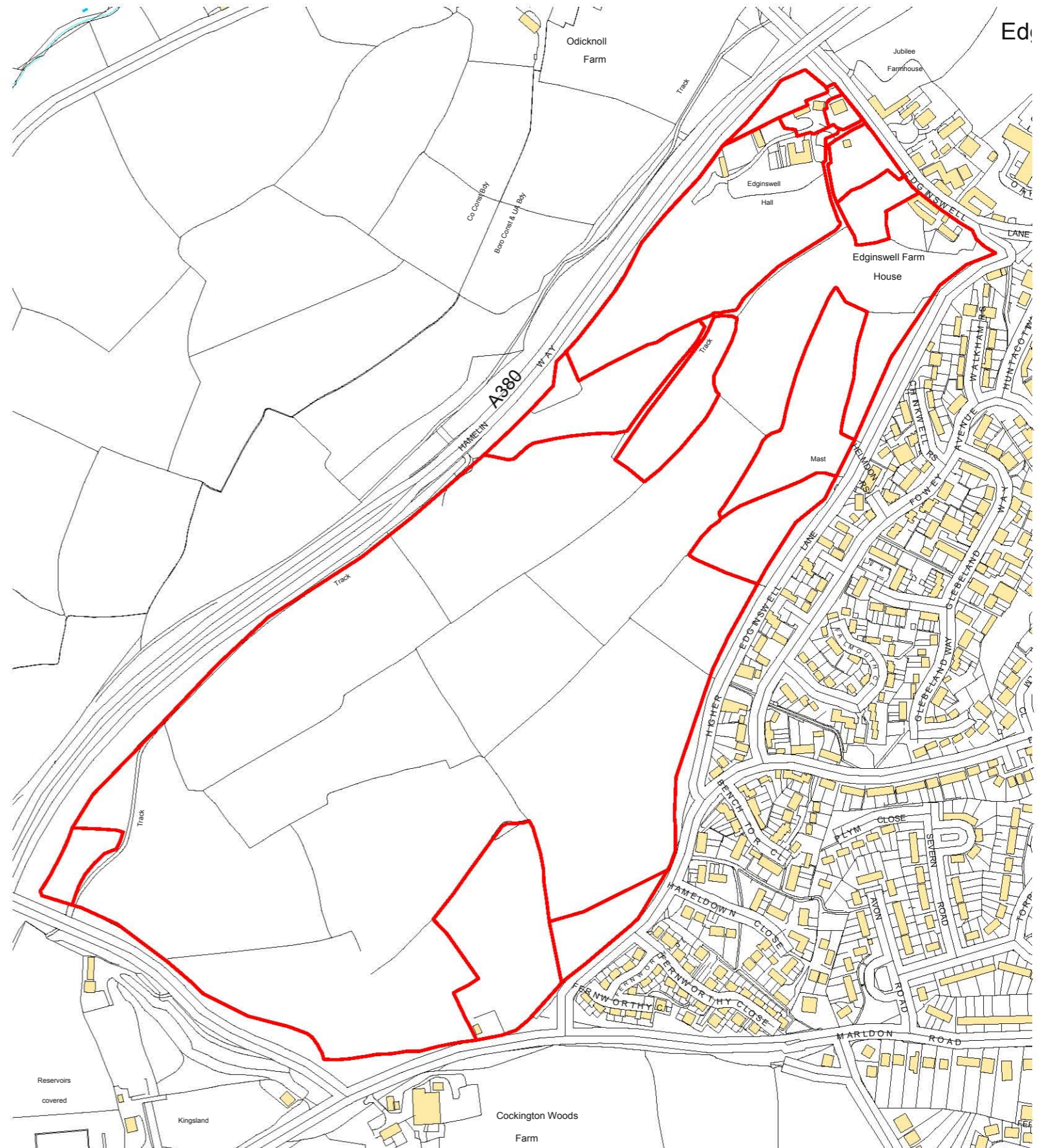


Figure 13: Edginswell Valley existing land ownership areas

Edginswell Valley Proposal

4.10 Edginswell Valley Concept Plan and Illustrative Masterplan

Figure 13 shows the concept plan and Figure 14 shows the illustrative masterplan. This delivers circa 550 homes and 19000 sq metres of employment land, and has been designed to reflect the design intent identified in the following headings;

- Retain Edginswell Hamlet as a distinctly separate settlement
- Allow for some additional development in Edginswell Hamlet that respects the 'Hamlet' character
- Provide footpath & cycle access between the two areas
- Retain a 'Green Gap' between the new urban 'village' extension and Edginswell
- Allow for some discrete low density development within the upper slopes of the green gap to provide some additional natural surveillance. This needs to be agreed with highways with access along Higher Edginswell Lane
- Provide S.U.D.S (Sustainable Urban Drainage System) Ponds within the valley alongside a variety of WSUD (Water Sensitive Urban Design) measures throughout the development to prevent down stream flooding
- Allow for potential inclusion of a primary school and sports pitches on flatter ground which also acts as a buffer to Hamelin Way
- Create an 'Urban Village' character (rather than sub-urban sprawl) with a focal centre and a range of house types & densities - lower densities on the upper western boundaries
- Include for specific feature built elements (crescents/ larger buildings, formal terraces etc) to respond to the historic elegance of Torquay and to help reinforce that approach but responding to contemporary living demands
- Create multiple access points to allow maximum permeability/ linkage to existing areas.
- Retain Higher Edginswell Lane as cycle/ access only route
- Potential for employment uses - close to the A380 Junction - B1, B2 and B8 uses
- Provide improved habitats for Cirl Buntings on council owned land and working with existing tenants
- Reinforce the woodland buffer and wildlife corridor on the western boundary
- Provide potential links to existing footpaths
- Links for cycles & footways to Edginswell Park & the future Edginswell Station

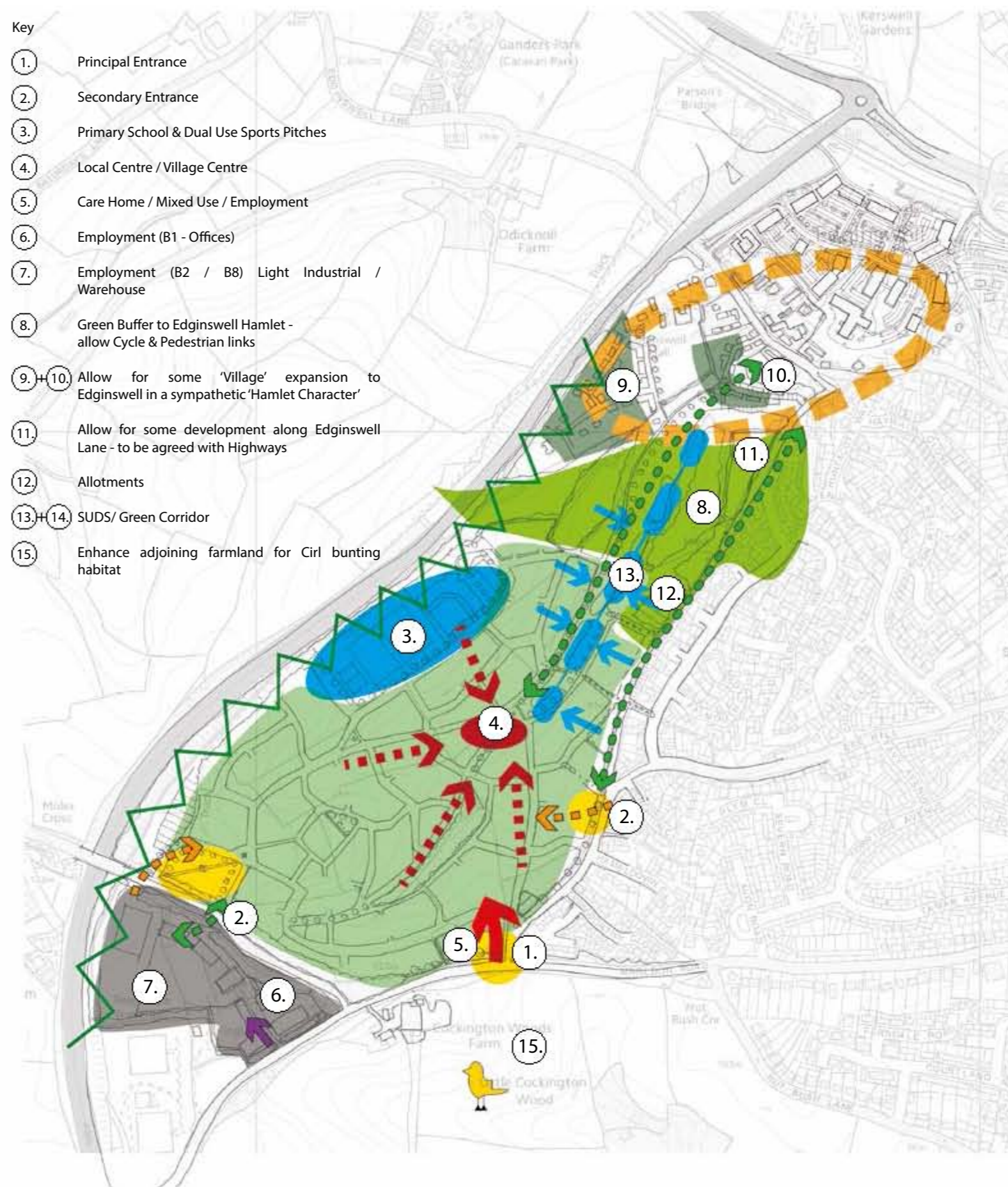


Figure. 13: Edginswell Valley concept plan

Key

- 1. Principal Entrance
- 2. Secondary Entrance
- 3. Primary School & Dual Use Sports Pitches
- 4. Local Centre / Village Centre
- 5. Care Home / Mixed Use / Employment
- 6. Employment (B1 - Offices)
- 7. Employment (B2 / B8) Light Industrial / Warehouse
- 8. Green Buffer to Edginswell Hamlet - allow Cycle & Pedestrian links
- 9.+10. Allow for some 'Village' expansion to Edginswell in a sympathetic 'Hamlet Character'
- 11. Allow for some development along Edginswell Lane - to be agreed with Highways
- 12. Allotments
- 13.+14. SUDS/ Green Corridor
- 15. 'Feature' developments to reinforce the character of Torquay



Figure. 14: Edginswell Valley Illustrative Masterplan



- Key
- 1. Principal Entrance
 - 2. Secondary Entrance
 - 3. Primary School & Dual Use Sports Pitches
 - 4. Local Centre / Village
 - 5. Care Home / Mixed Use / Employment
 - 6. Employment (B1 - Offices)
 - 7. Employment (B2 / B8) Light Industrial / Warehouse
 - 8. Green Buffer to Edginswell Hamlet - allow Cycle & Pedestrian links
 - 9. + 10. Allow for some 'Village' expansion to Edginswell in a sympathetic 'Hamlet Character'
 - 11. Allow for some development along Edginswell Lane - to be agreed with Highways
 - 12. Allotments
 - 13. + 14. SUDS/ Green Corridor
 - 15. 'Feature' developments to reinforce the character of Torquay

Figure. 15: Edginswell Valley illustrative sketch

Figure. 16: Edginswell Valley Open space distribution



Open Space Distribution :

The open space network includes :

- Retention of woodland blocks and species rich grassland areas,
- Dual use sports related to the primary school on the flattest land
- Creation of formal parks
- Creation of linear wildlife/green corridors linking the northern parts of the site to the southern.
- Provision of allotments
- Allowance for SUDS attenuation features within the valley bottom.
- Hedgerow reinstatement will need to be included in the open space areas.

Figure. 17: Edginswell Valley cycle & pedestrian network

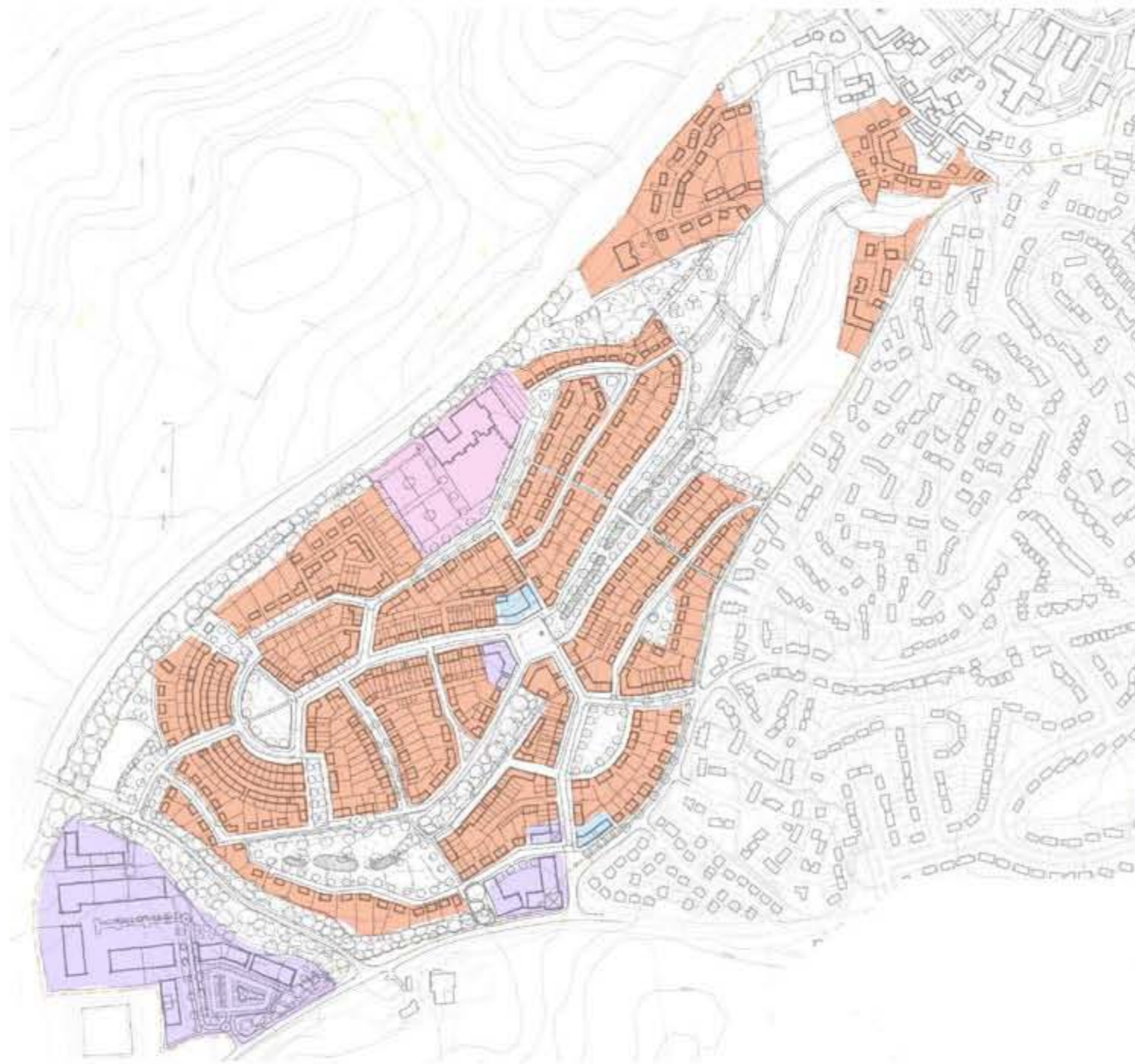


Pedestrian & Cycle Access

- All the streets are essentially pedestrian and cycle routes
- Dedicated or signed routes to 'attractors' (employment, school, shops etc) will be included.
- Link into the surrounding network of footpaths
- Provide a cycle link to Edginswell hamlet and Edginswell Business Park
- Provide footpath and cycle links to the new employment area adjoining Moles lane.

← - - - → Cycle/footpath links
● Attractors

Figure. 18: Edginswell Valley Land Use



Land Uses

- The scheme needs to provide a mix of uses including employment (B1, B2 and potentially B8), small local retail, care home, primary school (2 form entry).
- The residential mix will include a small amount of apartments (1 & 2 bed), terraced 2 bed houses, terraced and semi 3 bed houses and detached 4+ bed houses.
- Densities will vary from very low (10 units/ha) to high density (70 units/ha) in the centres.

- Employment (4.36ha)
- Retail/ Community (0.09ha)
- School (Primary) (1.82ha)
- Residential (19.19ha)
30/ha = 575 units

Residential = at least 575 homes
 Employment = at least 19,000 sqm of employment.

Figure. 19: Edginswell Valley access hierarchy



Road Hierarchy

- The street network needs to link into the existing street system
- The proposed network needs to be as permeable as possible but it is recognized that the levels may have an influence on this.
- There will be no vehicular link between the development and Edginswell hamlet apart from the existing Edginswell lane- however, this may be closed for access only.

- ⇄ Primary roads
- ⇄ Secondary roads
- ⇄ Tertiary streets & lanes

4.11 Design parameters

The following design parameters should be considered in any emerging proposals.

Avoiding the creation of sub-urban sprawl

- Ensuring that the urban extension has a character and connects with the existing community to enhance the existing area and respond to the rural outlook
- Avoid the creation of unconnected streets and isolated land use parcels
- Provision of a range of residential schemes that offer a mix of housing types;

Retain the integrity of Edginswell hamlet :

Provide a landscape buffer between Edginswell Hamlet and the new development so that the integrity of the hamlet is maintained. Allow for some sensitive development around the hamlet.

Creating an urban village:

Ensuring that there is a natural centre to the scheme which could be connected to existing facilities or create new ones that serve both the new development and existing residents. The enhancement of a strong sense of community through the effective design and layout of homes and the provision of local facilities;

Infrastructure:

Ensure that there is sufficient infrastructure to cope with the increased population density (health, education, access, shopping etc)

Movement:

Consider the possibility of a new station at Edginswell
Ensure that pedestrian, cycle and public transport links are provided

Landscape:

Protect views and respect ridgelines on this urban / rural edge.
The site is 'green field' and so a thorough understanding of the landscape needs to be considered, including a review of topography.

Employment:

Creation of employment space, delivered in the early stages of development, designed to meet identified economic growth sectors;

Development and Design Principles

The following development components are evident in the masterplan for the gateway. Each component is governed and guided by the principles set out in this report.

The masterplan : provides a benchmark for high quality, sustainable development. It will encompass the overall principle of place making where people want to work, live, meet and visit. The intensity of development (density), the street types and the design of the public places combines to establish a local distinctiveness.

Walkable neighbourhood : The residential valley is designed to relate to and not compete with existing residential neighbourhoods and is scaled and designed in accordance with the principles of a walkable neighbourhood, to provide an appropriate mix of housing to suit the needs of the whole community.

Green connections: to the surrounding context and countryside; the pursuit of leisure activities such as cycling and walking within the development is important. A landscape framework is provided that embodies green infrastructure and open space acknowledging existing landscape.

Transport : The masterplan will promote ways of traveling other than by car, specifically maximizing the opportunities to use public transport and local connections. An access and movement structure includes a hierarchy of routes which facilitates easy and safe walking and cycling within the gateway and to adjacent areas.

Employment : Being an edge of town location employment space, including live/work spaces to be provided. Such space should be integrated with the delivery of new homes to ensure the provision of high quality space, specifically to meet the needs of Torbay's growing sectors and SMEs.

Sensitivity : The way in which future development 'sits' within, respects and adds value to the landscape and ecology will be critical to the success of the masterplan. The masterplan should be led by a good understanding of the sensitivity of landscape to change.

Sustainability : Low carbon use and climate resilience should be seen as key objectives for the Gateway. For example, new development in the Gateway should demonstrate the use of sustainable building techniques to ensure high levels of energy efficiency and consider in detail options for the massing, orientation and use of new buildings in order to support low carbon lifestyles and limit the likelihood of summertime overheating. Whilst the character of the architecture and the finishing materials used should draw on the local context, the style of the buildings could include contemporary influences in so far as they reflect the influence of sustainable building design. The gateway should strive to become an exemplar scheme where public buildings demonstrate best practice in green building design.

Health: There are opportunities to positively influence the wider determinants of health through development at the Gateway through promoting healthy lifestyles, encouraging a leptogenic (as opposed to obesogenic) environment that supports physical activity and access to healthy food. This masterplan has sought to provide opportunities to support a healthy environment. Detailed development proposals should be screened to identify if a further Health Impact Assessment is required (which could be incorporated as part of EIA if required).

Building Communities : A wide range of housing types, sizes and tenures will be made available to ensure housing choice and inclusivity for the widest possible group of residents. The layout and design of residential areas will create local distinctiveness in response to the setting of the gateway and meeting the Councils aspiration of place making. Variety will be evident as people move through the gateway; however, a sense of unity should prevail as a result of the materials used. The requirements of "Building for Life" should be taken into account in preparing applications for the gateway.

The local needs of residents should be catered for through provision of a mix of services which are easily and safely accessible on foot, bike or by public transport. Higher order needs can be met through ensuring safe and attractive accessibility to Torquay town centre and the proposed Edginswell railway station. Planning for efficient and convenient public transport for those undertaking journeys beyond the gateway should be evident, and the use of alternative modes of travel should be made appealing and attractive for local trips.

Respond to Context : Development, according to the Councils Urban Design Guidance SPD (2007),

'should promote local character in townscape and landscape by responding to and reinforcing locally distinctive patterns of development, landscape and culture. Development should respond sensitively to the site and its setting, creating a place that is valued and pleasing to the eye.'

Local distinctiveness is enhanced through the application of character typologies, which reinforces the neighbourhood structure. The typologies inform the design of the built form, streets and spaces and landscape treatment. We have identified 'set piece' architecture in the form of crescents, terraces, squares, paired villas and large detached houses set within walled gardens. These typologies will help to define the densities and character of the development in order to avoid a monotonous suburban sprawl.

The plan allows for buildings should be designed to ensure architectural and design excellence. The built form should positively respond to and draw references from the many fine buildings and rich townscape which is a strong characteristic of Torquay.



The plan allows for buildings should be designed to ensure architectural and design excellence. The built form should positively respond to and draw references from the many fine buildings and rich townscape which is a strong characteristic of Torquay.

The following photographs give an indication of the many beautiful buildings and set piece architectural gems that adorn the historic areas of Torquay. The scale of the buildings, the architectural details, the combined effect of connected streets and set pieces, the relationship with landscape all add to the character of the best areas of Torquay. These are the elements that any development proposal should seek to emulate and respond too, rather than the monotonous suburban sprawl that covers so much of the periphery of Torquay.

Photographs 2 show some contemporary interpretations of the Devon town vernacular with an emphasis on rendered finishes. High quality materials should firmly establish the character and identity of the Gateway, both in respect of the public realm and the built form of buildings and structures. Whilst so much of Torquay townscape has become a random mix of materials, there are locally distinct materials from when the town was at its heyday. This includes : natural stone, render and appropriate render details.

Parking : Vehicle and cycle parking should be well planned and designed to ensure that it does not have a detrimental impact on the amenity and character of the Gateway.

A range of parking typologies should be integrated into the scheme. This will include;

- On plot- set back behind the build line or in front on larger garden plots
- Rear lane (on plot) – providing rear lane access to houses with on plot parking set behind gates or garaging
- Rear Courtyard- small rear courtyards for houses or larger courtyards for apartment parking.
- On Street – non allocated parking on street.

The parking ratio will be as follows;

1 bed apartments	=	1 space/unit
2 bed apartments	=	1-1.5 spaces/unit
2 bed house	=	1.5-2 spaces/ unit
3 bed house	=	2 spaces/unit
4 + bed house	=	2-3 +spaces/unit

- Note : 1) This excludes on street parking which is additional.
 2) Disabled spaces will be 5% of the total, or allocated to specific housing plots.



Photographs 2: Devon town architectural context

4.12 Delivery & Phasing

Figure 20 shows an indicative phasing strategy for the site. This could be subject to change depending on the developer approach but this strategy is based on the Edginswell Valley area being delivered in a homogenous way which unlocks the wider site for development and support the early delivery of employment land as set out below;

Phase 1 :

- Development starting in the southern corner adjoining the main Marldon Road in order to give a frontage to the scheme (Higher Density- 1 & 2 bed apartments/ later living, terraced houses (2 & 3 bed), medium density 3 bed semi detached houses) . Develop down to the local centre. This minimizes the extent of road infrastructure
- The drainage and infrastructure (SUDS) along the valley will need to be implemented early to allow for future development.
- Land adjoining Edginswell hamlet in currently under construction and could come forward early (lower density housing - 3, 4 & 5 bed houses).
- Employment land to the south could come forward early due to its close proximity to Marldon Road. If viability was a barrier to delivering employment in this area (south of Moles Lane) consideration of using developer contributions from the wider Edginswell Valley area and/ or Section 278 agreements to help deliver site infrastructure will be considered. Alternatively, some mixed-use development to enable delivery of employment uses may be considered.

Phase 2 :

- Open up a second access into the site from Moles Lane. This would enable a different mix of housing to come forward (lower density and some higher density). Develop down to the Local centre in order to connect to the Phase 1.
- Potential to construct the primary school but due to the levels, the school has to be positioned on the western boundary which makes it potentially remote from the residential development in the early phases.

Phase 3 :

- In- fill behind the Phase 1 & phase 2 areas. (mixed 3, 4 & 5 bed properties)
- Extend development along the valley. (3 & 4 bed houses/ semi detached & terraces)

Phase 4 :

- Complete peripheral areas (lower density).

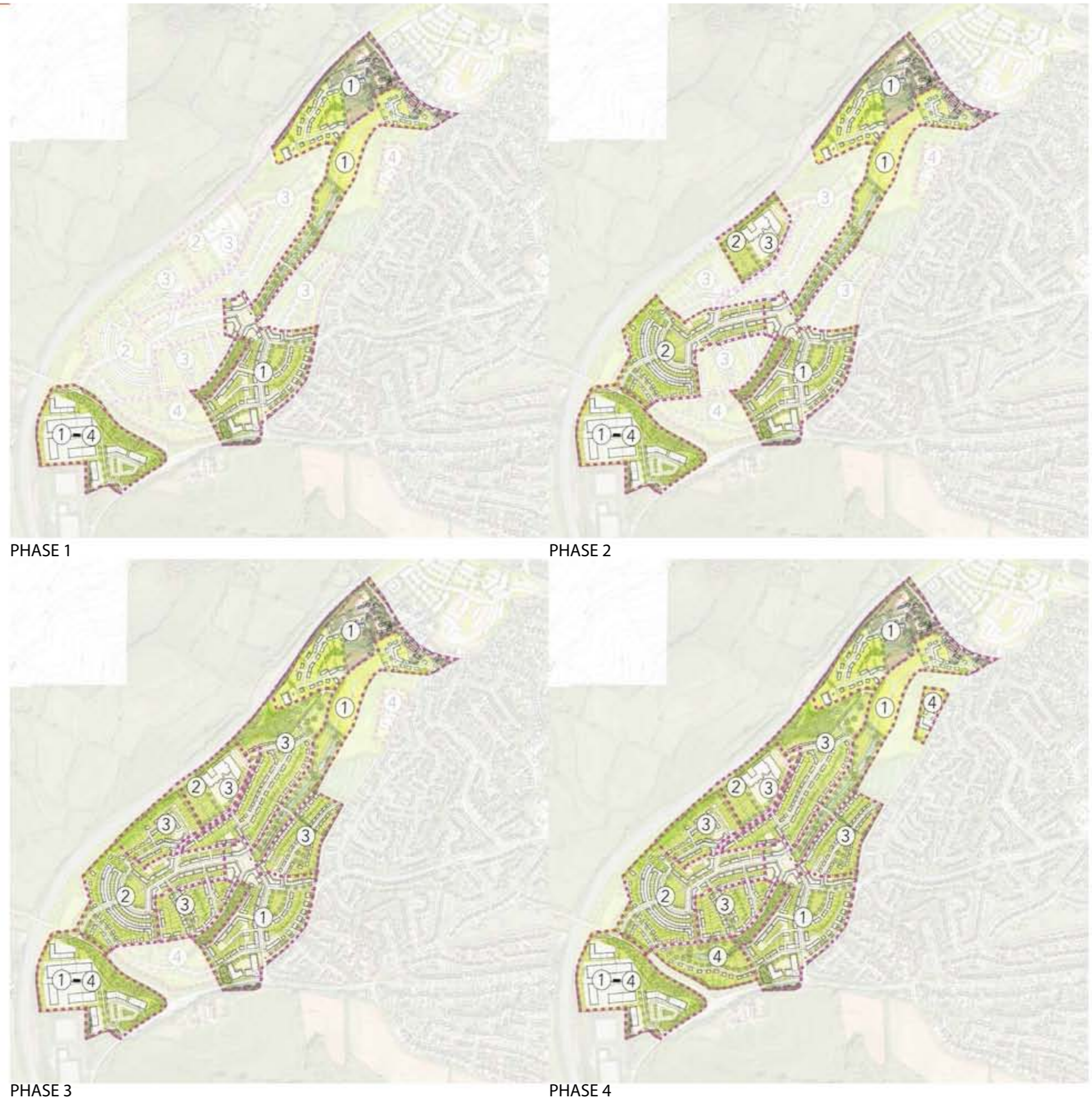


Figure. 20 : Edginswell Valley Phasing

Edginswell Business Park The Riviera



Context Issues

5.1 Landscape & Topography

Edginswell Business park is located on a north facing slope that falls down to the railway line that runs parallel to Riviera Way. Whilst existing office development has been carried out, the site remains in a semi derelict state of natural regeneration, with a strong green buffer along the Edginswell hamlet southern edge.

The Enderby Associates landscape character assessment identified that;

There is an opportunity to enhance the approach into Torbay through major structured tree planting along the Riviera Way and infrastructure planting to the employment area and land to the north of Riviera Way.

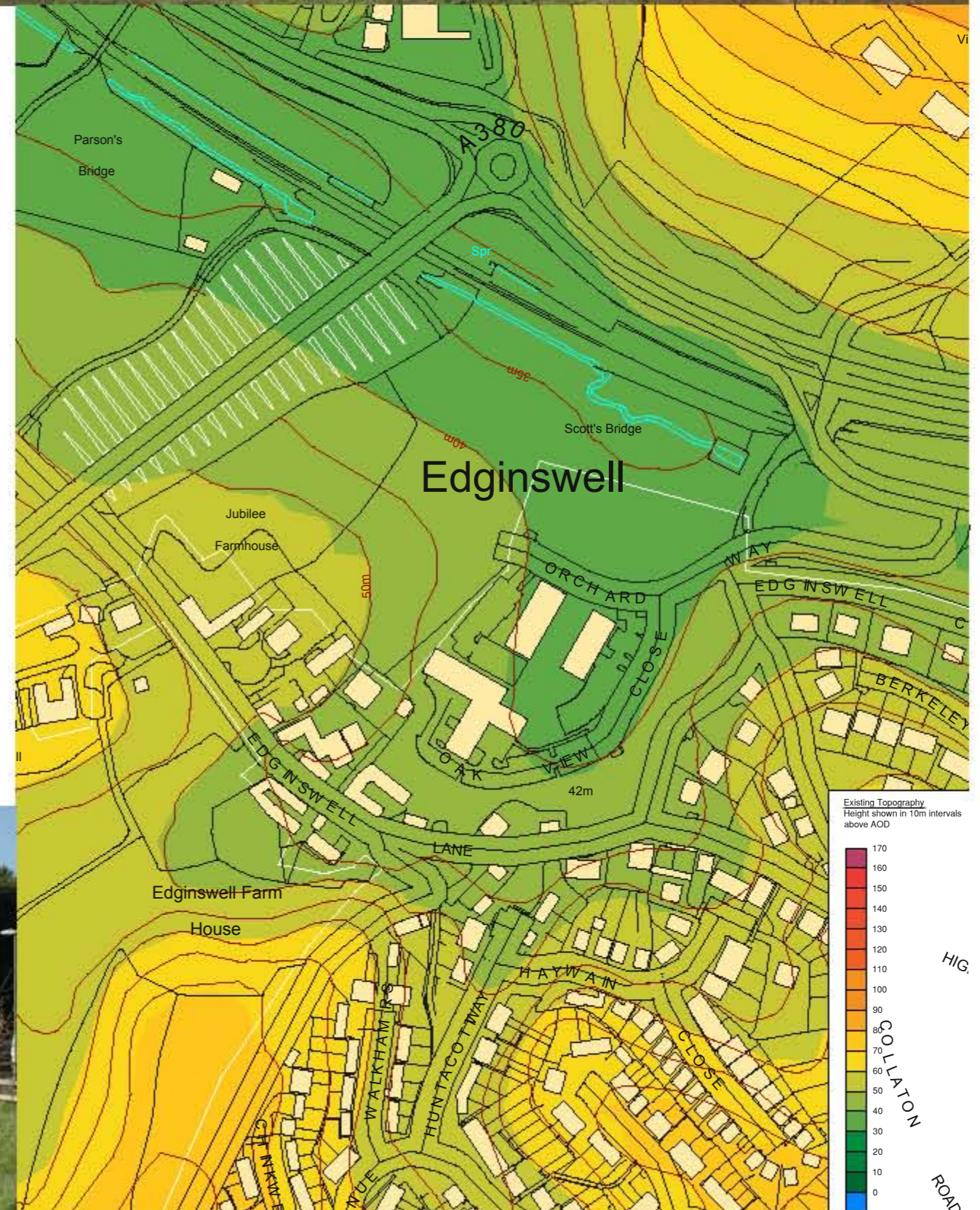


Figure 21 :: Edginswell Business Park Topography

5.2 Access

Edginswell Business park : Access to the business park is largely via private car usage off Riviera Way. This has become a problem with local residents due to car parking difficulties and the reliance on the car and the lack of parking spaces has resulted in an overspill into the surrounding residential streets. Any future development on the site will need to mitigate for the existing and future demands of the tenants.

The South Devon Link Road is a major new road that will connect Hamelin Way to the dual carriageway section of the A380 to the north of Newton Abbot. This is a significant piece of regional infrastructure that creates a faster link to the M5 to the north and better connectivity to Exeter. The business park is very close to this junction and is seen as a strategic site for future employment in Torquay.

Rail : The mainline railway is located to the north of the site and whilst Torre station is currently the closest station (approximately 3 km to the south east), a new station is proposed at Edginswell (subject to funding). This is anticipated to be open by 2016 and would provide an attractive option for commuters to and from Exeter to the business park.

Edginswell station is part of the wider Devon Metro scheme, designed to provide high quality modern public transport within and between Torbay, Exeter and Exmouth. New stations are planned at Edginswell (Torquay) Marsh Barton and Newcourt (near Exeter). Edginswell station will serve Torbay Hospital, The Willows retail park, Edginswell Business Park, and the Torquay Gateway development area, as well as large areas of new and existing residential developments. Edginswell station will connect to new and existing cycle networks (including the NCN28) and bus services including Torbay's flagship route, Service 12. It will offer realistic alternative commuting options along the A380 corridor and especially to Newton Abbot and Exeter, reducing the need to travel by private car.

The station will be unstaffed with two platforms linked by bridges, stairs and ramps. Edginswell station will be located on the Newton Abbot to Paignton line on the edge of Torbay. With around 350,000 annual trips expected, the scheme will improve connections to the Edginswell area by providing an alternative travel option that removes vehicle trips, ease congestion hotspots on strategic routes that will reduce delay and travel cost. The Scheme should also provide increased resilience as it can allow longer distance trains to stop if necessary to ensure that a service can be maintained during times of severe weather disruption along Torbay's sea wall.

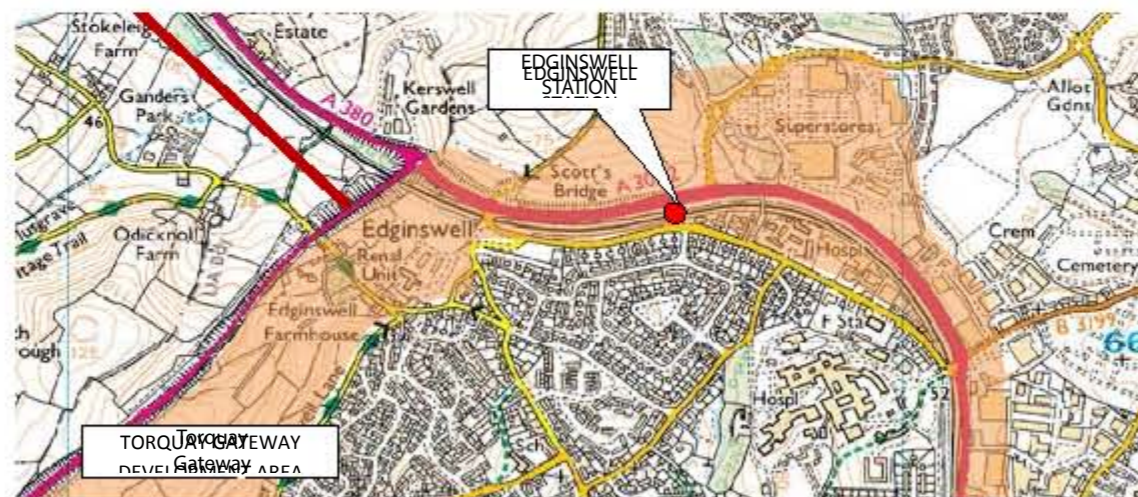


Figure 22 : Edginswell Station Location

Cycle : A proposed cycle network is proposed for the site and the surrounding area which is being delivered as part of the new South Devon Link Road. This would help link the business park to the proposed rail station at Edginswell in order to provide multi modal shift in transport use rather than relying on the car.

Pedestrian : The business park is connected to the wider footpath network and Shiphay residential area. Following discussions with the Managing Directors at two of the main employers on the site, it would appear that most employees travel into the site from the surrounding area. The lack of facilities on the site also means that staff need to travel out at lunch times.

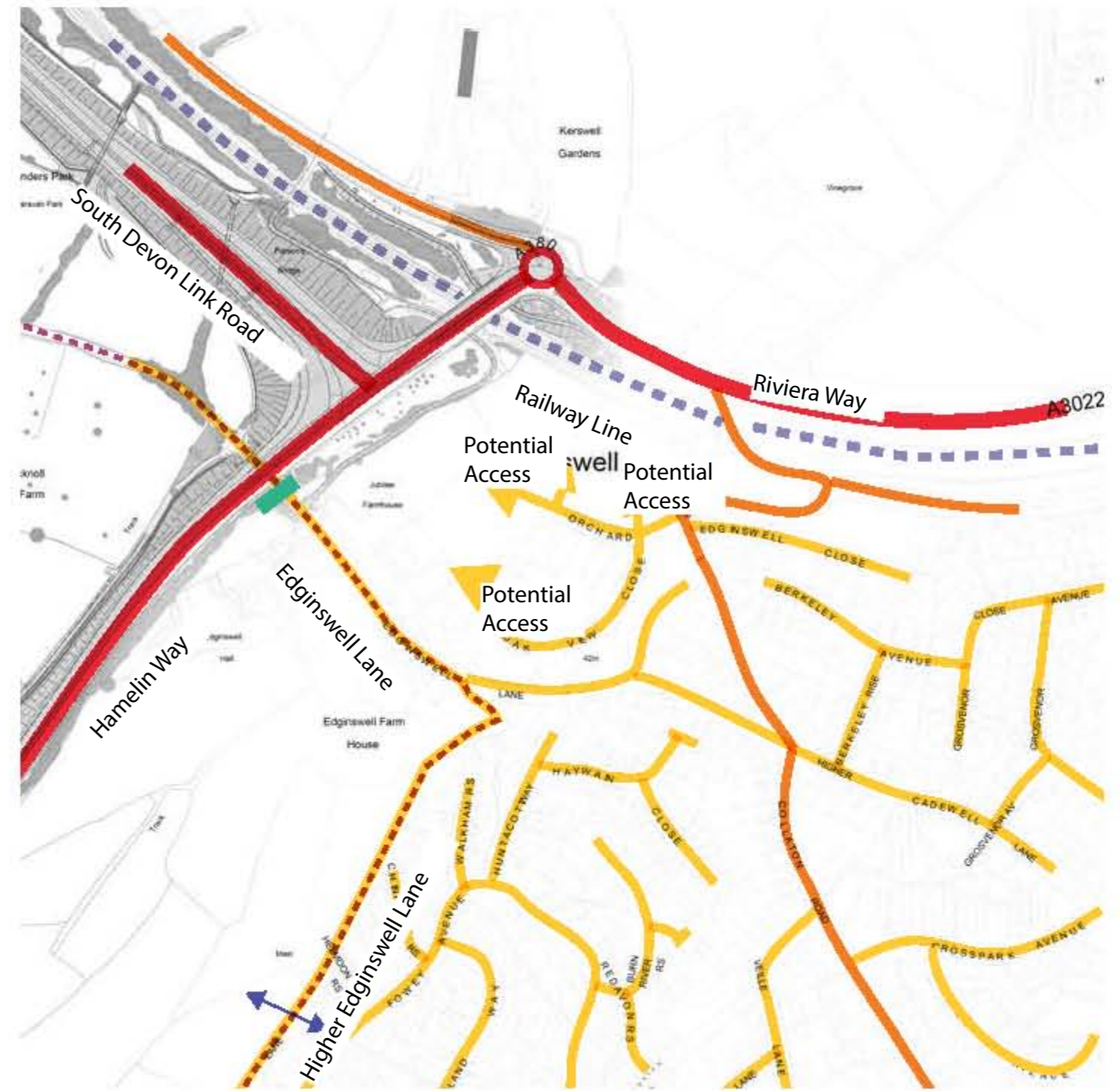


Figure 23 : Edginswell Business Park existing road hierarchy & access plan

5.3 Land Uses

Edginswell Business park : The site has been partly developed to accommodate 2-3 storey contemporary office development. The remainder of the site is undeveloped and has been promoted previously for a large retail foodstore. Those proposals were not supported by the Council and refused planning permission on appeal. The Local Plan supports the use of high quality B1 employment space in this area.

The adjoining hamlet of Edginswell is in close proximity to the site and should have a sensitive relationship.

5.4 Ownerships

Edginswell Business park : the site is currently owned by Hawkins Trust and managed by Maze.

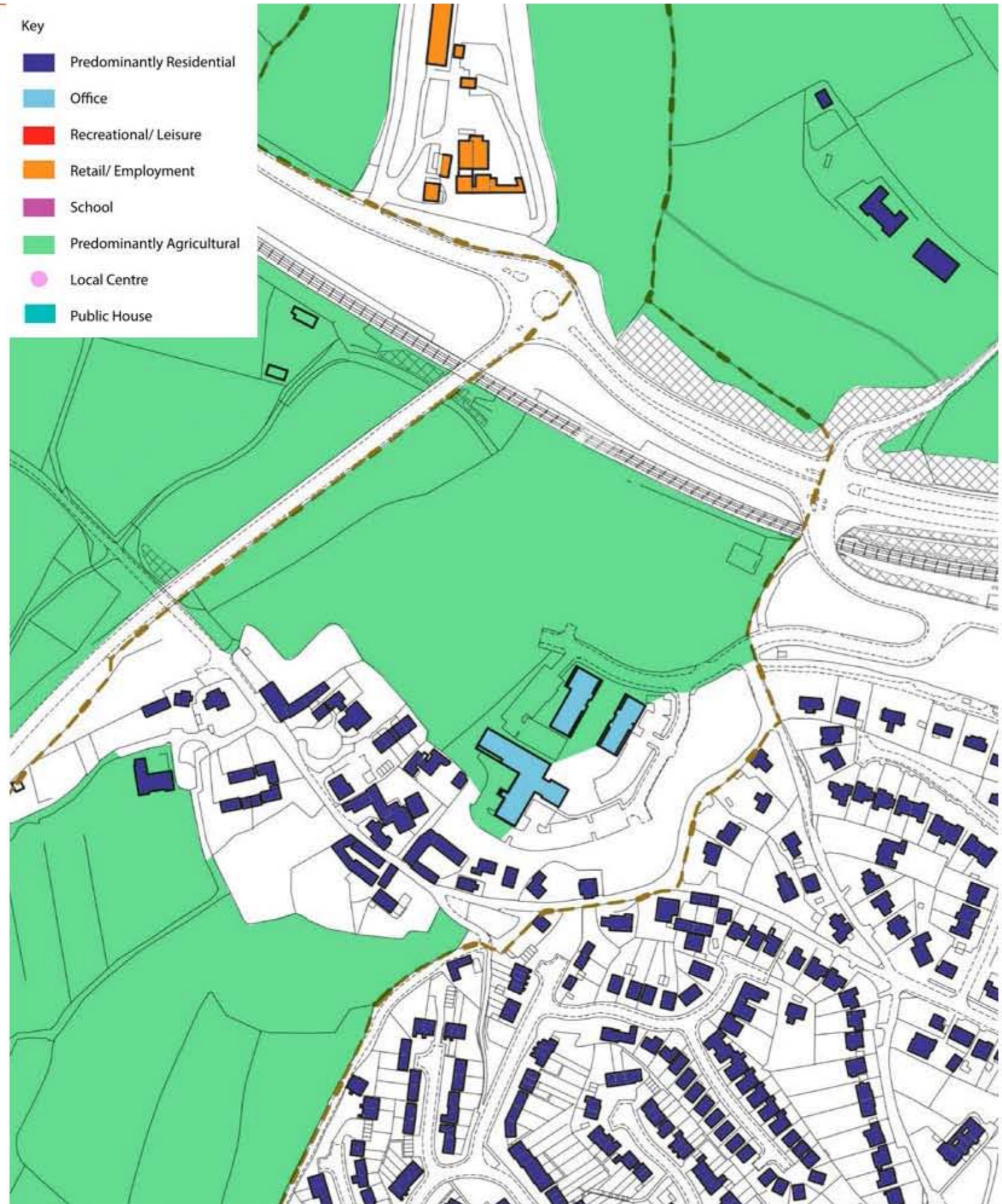


Figure 24 : Edginswell Business Park existing land use

Edginswell Business Park Proposal

5.5 Concept Plan & Illustrative Masterplan

Figures 25 and 26 show the concept plan and illustrative masterplan for the Edginswell Business Park. The concept plan principles are as follows ;

- Maximise frontage onto the new Devon Link Road if levels allow. Incorporate higher/ focal buildings to maximise this view.
- Create frontage development looking from Riviera Way.
- Provide mixed use development (cafe/restaurant/ dry cleaners/ convenience store etc) on the way in from Orchard Way which can be used by local residents as well as employees in the business park. This reduces the need for traffic movements at lunch time.
- Incorporate well overlooked cycle and pedestrian routes with good links to the proposed Edginswell railway station.
- Provide well overlooked and easily accessible parking but allow for strong landscape within the car parks and screen where possible with frontage development.
- Allow for a significant buffer with properties along the northern edge of Edginswell hamlet.
- Ensure that the scale of development adjacent to Edginswell hamlet is appropriate and sensitive to the existing properties in Edginswell hamlet.
- Allow for Sustainable Urban Drainage Systems (SUDS) in the lower part of the valley to the north of the site.

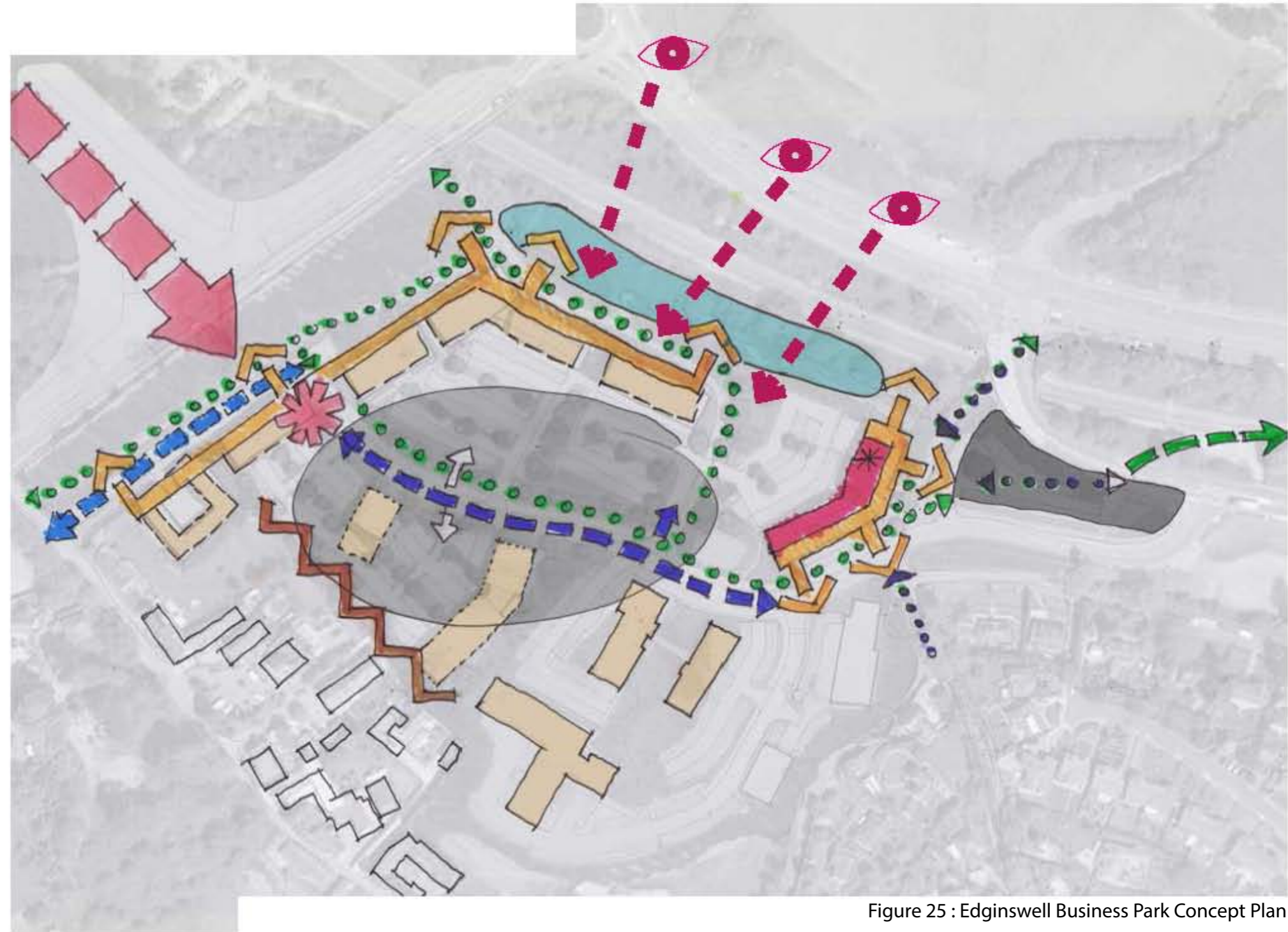


Figure 25 : Edginswell Business Park Concept Plan





- ① Access off Orchard Way
- ② Public Car Parking for the mixed use elements - convenience store, cafe etc.
- ③ Mixed use building
 - Cafe
 - Convenience store
 - Dry cleaners
 - Offices (small)
- ④ Frontage Development
- ⑤ Car Parking behind - follows the contours to minimise cut & fill. Allow for strong landscape tree structure
- ⑥ Possible residential/ small studio accessed off either Edginswell Lane or from the Business park
- ⑦ Riviera Way
- ⑧ Hamelin Way
- ⑨ New South Devon link road junction



Figure 26 : Edginswell Business Park Illustrative Masterplan ; Option 1



Figure 27 : Edginswell Business Park Illustrative Masterplan ; Option 2

- 1 Option - to allow for larger units towards the North of the site - closest to Riviera Way. These could be 3-4 storeys but the volume may be limited by the road capacity onto Riviera Way so would need to be subject to more detailed Highway capacity analysis.

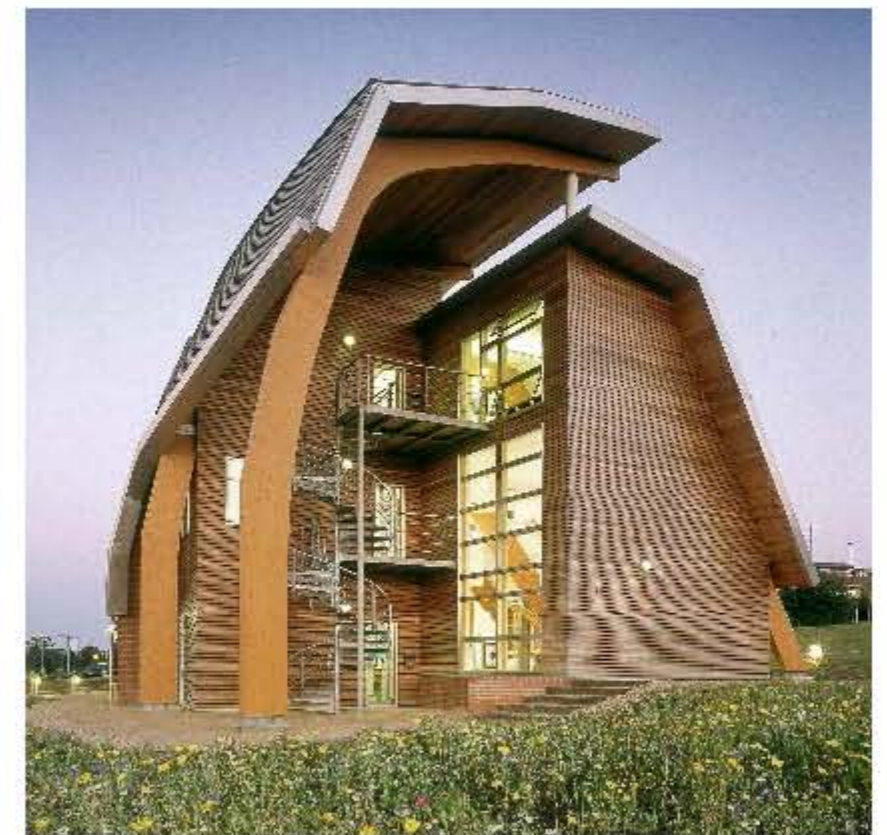




Figure 28 : Edginswell Business Park Illustrative Sketch ; Option 1



Context Issues

6.1 Landscape & Topography

The Kerswell Gardens area and Edginswell Business Park are separated by Riviera Way and create two very distinct areas.

Kerswell Gardens lies in a narrow valley which is set down below the A380 which was elevated in the past to connect onto Riviera Way. It is surrounded by fields that are still in agricultural use and as such appears to be somewhat divorced from the urban edge of Torquay.

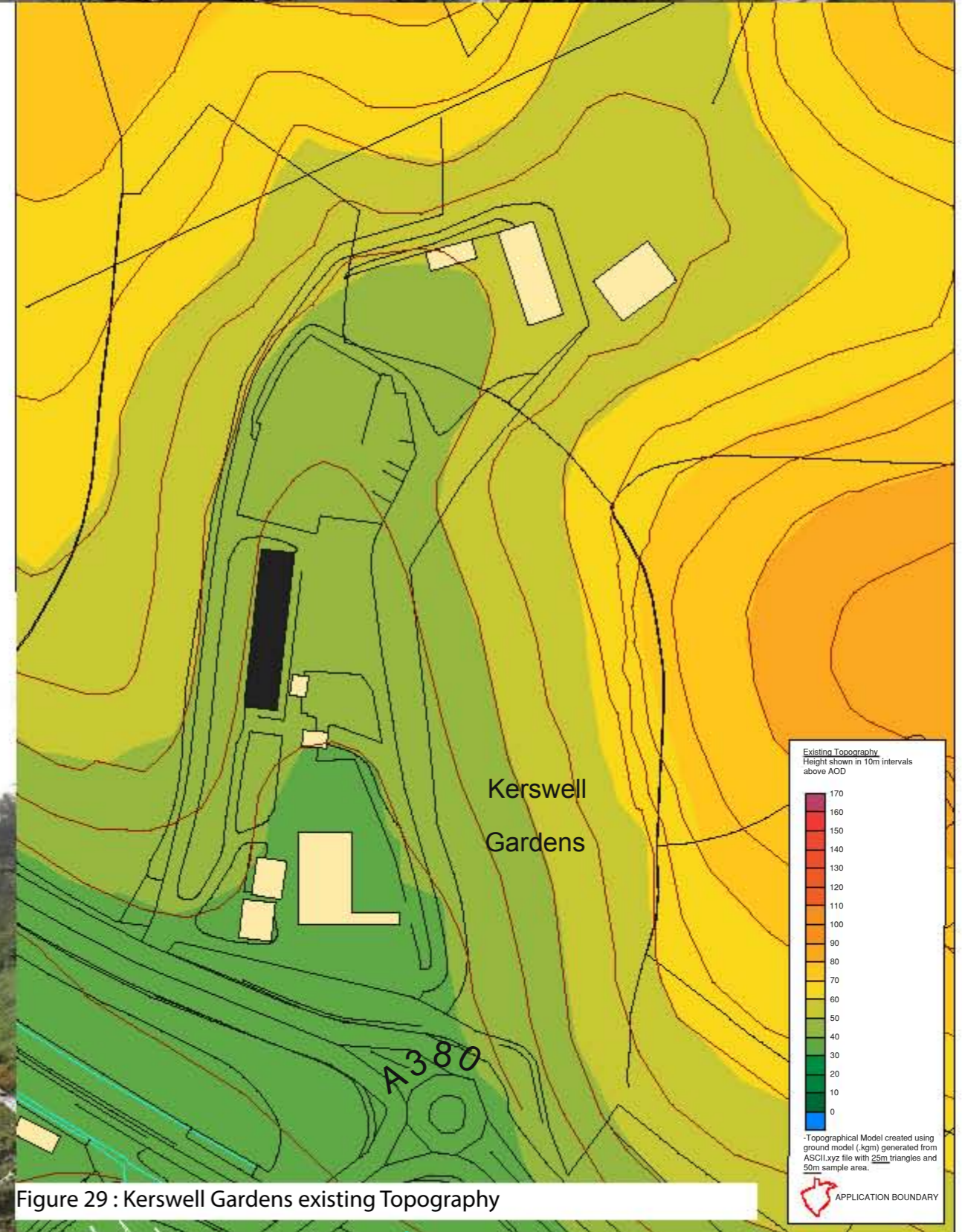


Figure 29 : Kerswell Gardens existing Topography

6.2 Access

Kerswell Gardens : Access to Kerswell gardens is generally via vehicle use as the pedestrian connectivity and distance is poor. Access is off the A380 on a 'temporary' junction arrangement which is difficult to access on busy periods. Clearly, when the new north Devon Link road is open, the traffic on the old A380 route will be significantly reduced but the site will remain in a very good strategic location for road uses.

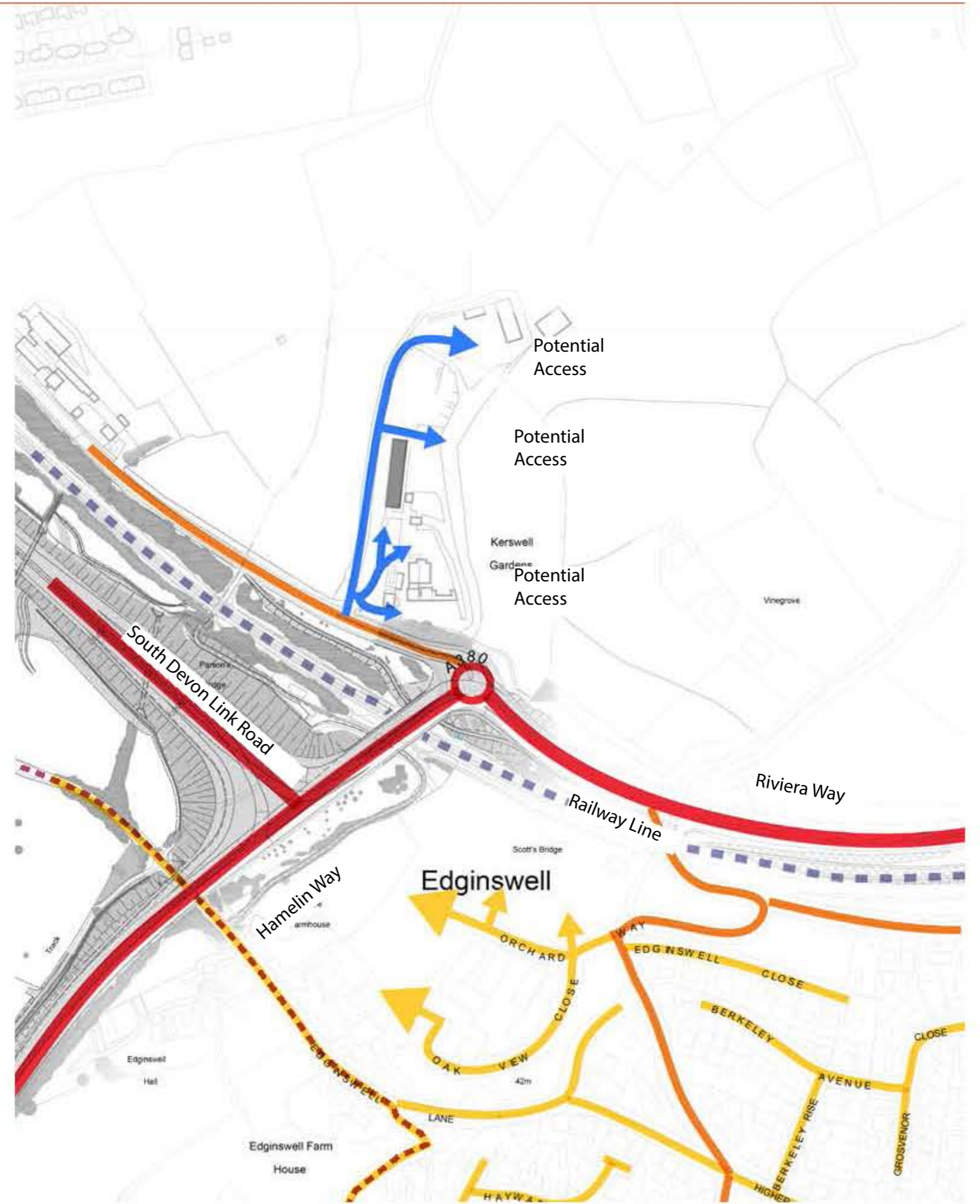


Figure.30 : Kerswell Gardens existing access

6.3 Land Uses

Kerswell Gardens : The land uses on the existing site are generally B2 (light industrial/ manufacture) with some storage (boats and caravans) and retail (lawn mowers). The existing business's on the site currently employs something in the region of 80 people and is therefore an important employment site for Torquay. The character and quality of the site is however poor and does little to create a 'gateway' character to Torquay. Improvement is therefore desirable but not at the expense of existing land uses.

6.4 Ownerships

Kerswell Gardens : Kerswell gardens is under one ownership but is sub tenanted to other business's. Any future improvement scenarios would therefore need to consider the existing tenants.

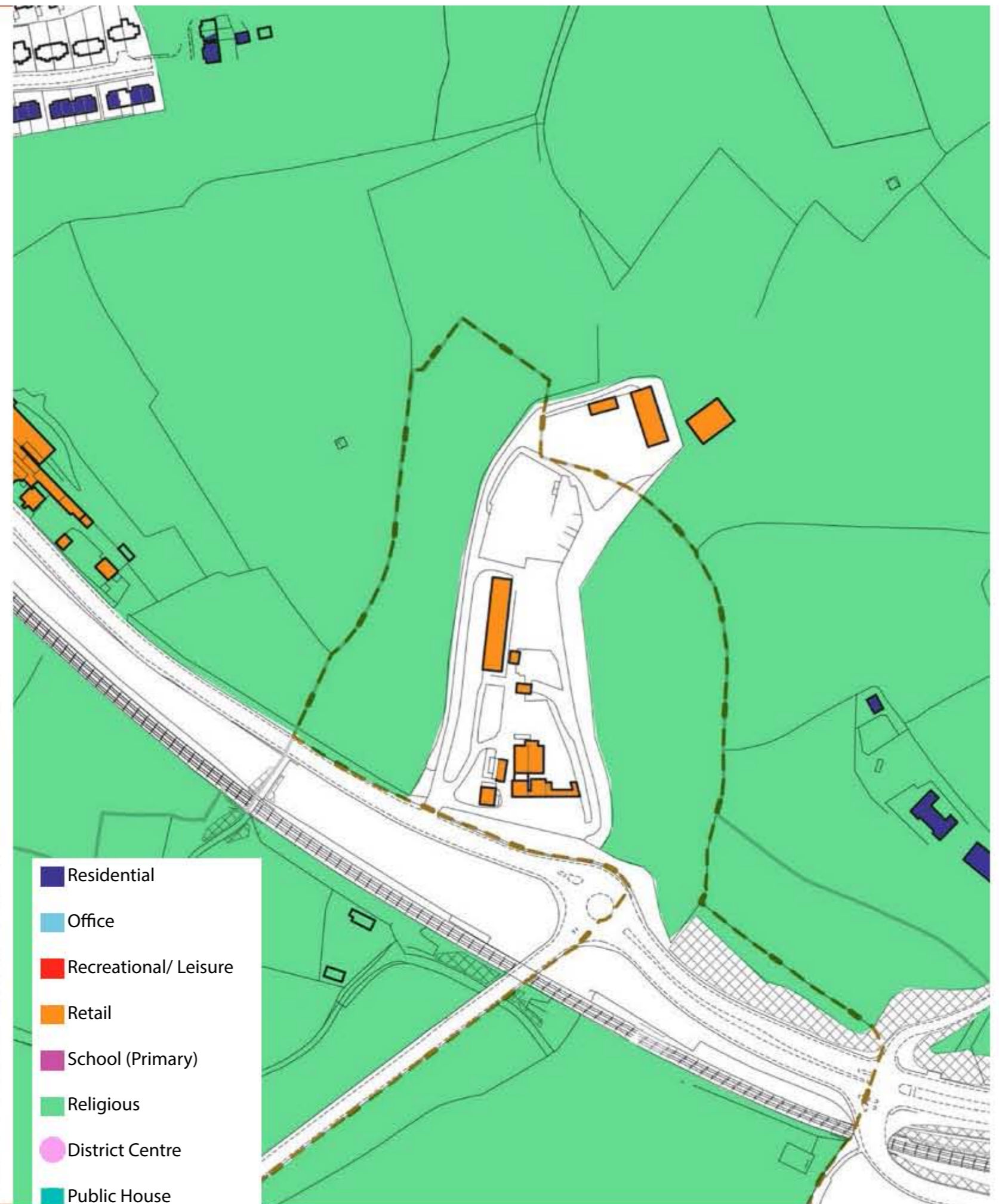







Figure.31 : Kerswell Gardens existing land use

Kerswell Gardens Proposal

Key

-  Improved frontage to the site with existing levels raised to improve access onto the site.
-  Retail along the front of the site
-  B2 - Light industrial building use in the middle
-  B8 - Warehouses at the back of the site
-  Improved entrance junction

External landscape treatments create a sense of setting into the business park, including the new woodland edge.

Efficient use of land with a rationalised and structured building layout. Existing buildings are more ad-hoc and sporadic, without maximising the potential use of the site.



Figure.32 : Kerswell Gardens proposed Land Use plan



Figure.33 : Kerswell Gardens Illustrative Masterplan

Gateway

The Council have identified the land to the east of Hamelin Way as a Future Growth Area in the emerging Local Plan which has been reflected in the emerging Neighbourhood Plan providing the potential for jobs, homes and infrastructure, including green infrastructure.

Phasing

The approach to phasing of the development proposed in this masterplan is critical to ensure that the development process is managed in a way which causes a minimum degree of disruption to local residents whilst also ensuring that the final built environment is a success both in terms of its design outcomes and its ability to deliver a viable, phased development in line with housing requirements at that time, which strengthen the local community by providing services and facilities acknowledged in the emerging Torquay Neighbourhood Plan as being currently deficient in the local area.

Indicative phases are as follows:

Governance

Torbay Council will be responsible for the overall governance and leadership required to ensure the delivery of the aims and aspirations presented in the masterplan. However, a range of partners will need to be involved in order to ensure the delivery of individual elements of the masterplan, particularly in relation to key infrastructure, including improvements to the strategic road junctions, the sewer network, telecommunications and surface water drainage management.

As the local planning authority, the Council remains responsible for the consideration and approval of planning application proposals within the masterplan sites and the surrounding area. As such, development proposals which accord with the principles and aims of this masterplan will be considered favourably, albeit they must still comply with the development plan and other relevant policy and supplementary planning guidance in force at the time. Proposals for development which would prejudice the aim of the masterplan will be resisted as they would lead to difficulty in delivering the masterplan concept. Developers are encouraged to actively engage with the Council at an early stage in order to ensure that specific development proposals can be formulated in a way which supports the masterplan aims.

The Torquay Neighbourhood Forum are preparing a plan which,

amongst others, including the Gateway sites within this masterplan. Once both the draft Torbay Local Plan (currently under examination) and the Torquay Neighbourhood Plan have been adopted they will collectively form the development plan: the latter being required to be consistent with the content of the former.

This masterplan is anticipated to perform a central role in both, but particularly the Neighbourhood Plan, as a vehicle to demonstrate how strategic planning policy could be manifested “on the ground” in an indicative masterplan general arrangement layout.

Funding

The Council recognise that investment decisions to undertake residential and commercial development are heavily dependent on a number of issues, including but not limited to development viability driven by land value and relevant site specific constraints. To this end, any decision on the part of landowners and developers to progress the development of sites identified within this masterplan will be driven by the availability of funding, anticipated sales values and the costs associated with bringing forward development proposals in terms of direct development costs and planning obligations and/or future Community Infrastructure Levy tariffs as will become known during the life of the masterplan.

The Council are understandably not in a position to provide financial support to the physical development of this masterplan. However, the Council are committed to realising development within the Gateway within the emerging policy framework, concept and development parameters proposed. Therefore, where potential developers engage with the Council in a pro-active manner and commit to the aims of the masterplan, the Council will endeavour to provide appropriate support where possible. This may include assistance to prepare detailed site briefs and design codes or facilitating pre-application discussions with key stakeholders (for example consultees or infrastructure delivery partners).

The Council may be able to facilitate the provision of targeted funding or support from the Heart of the South West Local Enterprise Partnership to provide assistance in delivering critical infrastructure which helps to unlock development of economic benefit such as Edginswell Business Park.

The LEP recognises that there is a need for investment in strategic employment sites; their Strategic Economic Plan recognises the absolute importance of being able to create the conditions for growth. This will

include investment in infrastructure, be that road, digital, or workspace and sites.

The 2014 – 2020 programme European Regional Development Fund (ERDF) will also be allocated through the LEPs.

This masterplan expands on the Local Plan which sets out the quantum of development that this Future Growth Area should deliver, forming a fundamental part of the local strategy for what sustainable development means in Torbay. This masterplan tests and shows how those various land uses can be delivered in order to achieve the best outcomes in terms of place-making. Where necessary, the Council should seek to use Section 106 agreements and other mechanisms in order to secure the necessary quantum of housing, employment and other infrastructure outlined in this plan. This will help support delivery of the key elements across the masterplan area, which are likely to come forward as separate development proposals.

Landownership

The control and direction of use relating to private ownership of land is not within the remit of the Council. It is therefore recognised that the future delivery of this masterplan is to some degree outside of the Council's control. However, the Council consider that by developing a masterplan which seeks to see future development delivered in a strategically co-ordinated manner, it has taken a positive and definitive step in signalling to landowners that development of high quality and value can be delivered to meet the future needs of this Gateway site.

The Edginswell Valley is under several ownerships, over 9, with the majority of the land under one ownership. This makes for an easier delivery strategy as confirmed by the consultations albeit some areas would be brought forward by the owners. It is important that a single masterplan is delivered for the site and piecemeal development should be avoided.

The Edginswell Business Park is currently under one ownership. This site is the subject of a Planning Inquiry and their current proposals, while providing some business units are allocating a large area of the site to retail use.

Kerswell gardens is under one ownership, but is sub tenanted.

Recommended future strategies:

The Masterplan proposals have considered a proposed phasing plan for the delivery of landscape improvements, a local centre, employment provision and a range of housing typologies including larger family homes.

The aim is to create an urban village, delivering quality new homes and employment that is sustainable and an exemplar community that will set the standard for future developments in the town.

Future Outline Planning Applications will need to respond to this masterplan and expand on its content, aims and ambitions. If successful, reserved matters applications will need to continue to demonstrate the ambition and push the boundaries of residential development in the Bay in order to enhance the built and natural environment and create a special place to live, work and play.

