

Agenda for Totnes Neighbourhood Plan Working Group, Thursday 29th August 2019  
at 6.30pm in the Guildhall

1. Any matters arising from the last meeting (see attached document).
2. Update on progress.
3. Review of the revised policies (see attached document):
  - Part 6 - Community
  - Part 7 – Environment
  - Part 8 - Transport
4. To consider dates and arrangements for the public consultation stage.
5. Date of next meeting – Thursday 3<sup>rd</sup> October at 6.30pm in the Guildhall.

## ITEM 1

### TOTNES NEIGHBOURHOOD PLAN (NP) WORKING GROUP, 1<sup>ST</sup> AUGUST 2019 AT 2.00PM

Present: Cllrs Luker (Chair), Allford, Paine and Simms; Chris Watson, and Roger Hands (Harberton NP)

Apologies: Susie Watt (Clerk to Berry Pomeroy PC)

1. Matters Arising from the last Meeting – Item 4 it was confirmed that KEVICC were to be invited to monitor air quality (not design a monitoring system).

Item 2d – Roger Hands spoke about the importance of neighbouring parishes working together to make sure that one neighbourhood plan doesn't propose something in conflict with the next town/village's own plan. He outlined the background to some of the proposed Harberton developments which would abut the Totnes boundary. He also raised concerns about the delivery of affordable housing. If land on the boundary between the two parishes could be used to deliver the affordable houses needed, would Totnes Town Council make an exception to support the use of such land that hasn't been identified for development in the Joint Local Plan? The traffic pressures in the parishes was also discussed, with a view that creating any bypass or alternative routes usually means that the congestion problem is not solved but merely moved elsewhere in the local road network.

2. Update on Progress – Cllr Luker gave an overview of progress since the last meeting. The Foreword, Introduction and Vision have now been completed and put into landscape format with photographs to follow. Parts 4 (the Four Quarters) and 5 (Community) have been reviewed by the consultants (see following items) and Part 6 (Economy) is due in the next week or so.

3. Review of the Revised Policies Part 5: Community – the wording of the policies was discussed with the following key points **AGREED**:

- Concern of the use of the word 'development'. Ask the consultants whether 'planning applications' would be an acceptable alternative phrase to use, e.g. Planning applications that meets these criteria will be supported.
- Policy C4 – Totnes' reputation as a cultural and tourist destination (rather than arts and cultural destination).
- Policy C6 – remove 'from key vantage points'.
- Policy C7 – make reference to the marine conservation zone.
- Policy C9 point 5 – delete as it is a repetition of policy C8.
- Paragraph 5.32 and Policy C9 – responding to the consultant's question of whether the ambitious language (which goes beyond higher tier policies) should be retained, it was **AGREED** that this aspiration should remain.

The officer will incorporate the textual changes provided by Cllrs Luker and Allford.

4. Discussion of Part 4: the Four Quarters becoming an evidence paper – it was **AGREED** that as this section is predominantly background, including it as an evidence paper is sensible as it helps to reduce the overall length of the plan.

5. Consultation Phase: Points to Consider – noted.

6. Date of Next Meeting: Thursday 29<sup>th</sup> August at 6.30pm in the Guildhall - noted.

## **ITEM 3 - Totnes Neighbourhood Plan – Draft Policies**

### Part 6 Economy

#### **Policy E1 – The Local Economy**

New development should reinforce and enhance the local economy and the function of Totnes as a market town to the benefit of locals and visitors to the town.

Proposals which will generate significant amounts of movement must be accompanied by a travel plan and transport assessment to demonstrate their acceptability.

Development which will create new jobs without harming the town's social and environmental qualities will be supported.

Existing employment land and premises will be safeguarded and kept available for such use unless it can be demonstrated that there is no reasonable prospect of the site's continued use for employment purposes.

JLP Policies: SPT1, SPT2, SPT4, SP6, TTV21, DEV14, DEV17

#### **Policy E2 – Economic Innovation and Diversification**

New development enabling innovation and diversification in the local economy will be welcomed. This includes development which may encourage the formation of clusters and networks of local enterprises. Businesses drawing on the town's distinctive character and identity will be particularly welcomed.

JLP Policies: STP1

#### **Policy E3 – The Town Centre**

1. Developments which promote the vitality, viability and retail health of the town centre area are encouraged and will be supported. Uses which reinforce the distinct character of Totnes as an independent market town focussed on its historic centre will be particularly welcomed.

2. Within the town centre ground floor space and shopping frontages should be retained predominantly in retail use.

3. Development which will maintain or enhance existing or new markets, community and arts events will be supported.

4. The following priorities for the town centre have been identified:

- a) improved public car parking provision
- b) enhancements to public squares and spaces and the public realm in general
- c) improvements to pedestrian safety and facilities
- d) improved signage, information and interpretation for visitors
- e) maintaining the offer for convenience and everyday goods
- f) support for local markets, community and arts events

New development in the town centre will be required, where appropriate, to contribute to the achievement of these priorities either through a Section 106 obligation or through CIL.

5. Retail developments outside the town centre will be resisted unless (a) they are minor and ancillary to an established business, or (b) it can be demonstrated that there is an operational need for them to be so located, or (c) there is no suitable central site available.

**Policy E4 – Hospitality**

Proposals which increase visitor accommodation in Totnes and broaden its range will be supported provided they do not result in the loss or prevent provision of permanent residential units.

**Policy E5 – Training and Education**

New development which will support the provision of local training and education and enhance the distinct cultural offer of Totnes will be supported.

New development which will support the provision of vocational training to meet the needs of local employees, young people and those seeking work will be supported.

JLP Policies: SPT2

**Policy E7 [should be E6] – The Industrial Estate**

1. New development increasing the amount and quality of business floor space on the industrial estate will be supported and must include adequate parking and servicing arrangements. Retail use will only be permitted where it is ancillary and subsidiary to the business.

2. Not-for-profit community enterprises will be acceptable where impacts on the retail cohesion of the town and parking on the industrial estate can be demonstrated to be acceptable.

3. Where development includes opportunities to improve the quality or functionality of the estate these should be taken, including pedestrian and cyclist accessibility, parking and riverside access.

JLP Policies: SPT1, SPT2, SPT4, SP6, DEV14

**Policy E8 [should be E7] – The Green Economy**

New development enabling the green economy in Totnes will be encouraged. This includes development which enables circular economy, re-localisation, the local food economy, and social and community-supported enterprise.

New development enabling the green economy may be supported in circumstances where other forms of economic development would not, provided that the development's ongoing connection to the green economy can be ensured.

JLP Policies: STP1

## Part 7 Environment

### **Policy En1 - Reducing environmental impacts and increasing environmental benefits**

New development in Totnes must include all reasonable measures to reduce adverse impacts and increase environmental benefits.

Applications for new development must be accompanied by a simple summary of the environmental impacts and benefits it would bring.

JLP Policies STP1, DEV32

### **Policy En2 - The most sustainable use of land for new development**

All proposals for the development or redevelopment of land, and the reuse of buildings, should demonstrate that they are making the best and most sustainable use of the site, including the layout, density and mix of development, the character and features of the site and neighbouring development, and its location in the town.

JLP Policies STP1, DEV32

### **Policy En3 – Mitigating and adapting to climate change**

All new development should minimise embodied energy, demonstrating how a target figure for energy in use of 60kWh per m<sup>2</sup> will be attained And how every available opportunity will be taken to adapt to climate change.

JLP Policies STP1, DEV32

### **Policy EN4 - Enhancing local environmental capacity**

All proposals for the development or redevelopment of land should provide an overall enhancement in local environmental capacity. This should be demonstrated in terms of the current environmental capacity of the site and what the environmental capacity of the completed proposals will be.

Net biodiversity gains will be expected from all proposals for the development or redevelopment of land, commensurate with the scale of the development.

JLP Policies STP1, DEV26

### **Policy EN5 – Renewable energy generation**

New development is expected to maximize opportunities for on-site renewable energy generation provided that to do so would not significantly negatively impact on local built character, landscape or amenity.

Wind turbine renewable energy applications will only be supported where the proposed development site is in an area identified as potentially suitable for that technology and following consultation it can demonstrated that the planning impacts identified by local communities have been fully addressed.

JLP Policies DEV23, DEV24

**Policy En6 – Waste management**

The provision of a community composting facility for the town is supported. Wherever it is feasible for waste to be effectively processed on site, development should make provision for this to happen.

On site processing of putrescible waste for workspace and community facilities is a priority

JLP Policies DEV31

**Policy En7 - Enhancing air quality**

New development should incorporate suitable design and landscaping to assist in the dispersal of pollution and management of local air quality.

**Policy En8 - Enhancing water quality**

Opportunities for new development to enhance local water quality should be taken. This is most likely to be through suitable surface water management and landscaping intended to help manage local water quality.

JLP Policies SPT1, DEV2, SP6, DEV35

**Policy En9 - Local food growing**

New development should take full advantage of on-site potential to grow food for those living on or visiting the site, including on all land not built on and within and on the outside of buildings.

JLP Policies DEV5

**Policy En10 - Designing for sustainability**

The design of buildings should support greater environmental sustainability. High quality innovative design sympathetic to the traditional local vernacular and in keeping with the character of the locality. will be welcomed.

JLP Policies SPT1, SPT2, DEV20, DEV23

**Part 8 Transport****Policy T1 – Sustainable transport**

New development should be designed to reduce the likelihood of travel by car and support a more sustainable local transport network. This means that it should:

- a) prioritise walking and cycling as the most favoured modes of transport;
- b) prioritise public and community transport as the next most favoured modes of transport;
- and
- c) take all available and reasonable steps to reduce use of cars, local road congestion and air pollution, including provision of charging points for electric vehicles.

Development which would increase the likelihood of travel by car will not be supported.

Development will be expected to contribute, either through on-site works or by way of a S106 agreement, towards whatever traffic and transport measures may be required to enable that development to be delivered and used sustainably.

JLP Policies STP1, STP2, STP9, TTV20, DEV10, DEV17, DEV29

### **Policy T2 – Walking and cycling**

New development must be well connected to, maintain and seek to improve the functionality and quality of the walking and cycling network in and beyond the town.

Good connections to the walking and cycling network must be a design priority, taking up opportunities to improve freedom of use and road safety for pedestrians and cyclists.

Good provision for safe cycle storage, parking and changing facilities for cyclists and motorcyclists should be designed into development proposals.

JLP Policies STP2, STP9, TTV20, DEV10, DEV17, DEV29

### **Policy T3 – Public and community transport**

New development must maintain and improve the functionality and quality of the public and community transport network in the town, and promote car sharing.

Good connections to the public and community transport network must be a design priority.

JLP Policies STP2, STP9, TTV20, DEV10, DEV17, DEV29

### **Policy T4 - Car parking**

Existing public car parking should be used and managed to best support the overall functional sustainability of the town. Where new development has impacts on public car parking these should be neutral or positive in terms of the overall functional sustainability of the town.

Development that would involve the loss of public car parking will not be permitted unless that loss is made up for elsewhere which will be of equal benefit to the overall functional sustainability of the town or it can be demonstrated that the parking is no longer needed due to changes in vehicle use.

New development should meet its assessed needs for parking on site unless off site provision would be of greater overall benefit to the functional sustainability of the town and the development in question, and that off site provision can be guaranteed as permanently available to the development.

Parking and charging facilities for electric vehicles, car club / pool vehicles and autonomous vehicles will be preferred to parking for normal private cars. Where new housing development can demonstrate a reduced need for parking due to the utilisation of car club / pool vehicles and autonomous vehicles this will be supported provided that there are measures in place to support their use.

Provision for cycle and motorcycle storage, parking and charging should be provided wherever appropriate.

JLP Policies DEV29