

Torpoint Neighbourhood Plan 2010 - 2030

Shaping
development with
the community.



Foreword

The Torpoint Town Neighbourhood Plan represents the vision and aspirations of the community of Torpoint for the future of the Town.

These have been gathered and interpreted following an extensive and inclusive process of community engagement and consultation over several years. The preparation of the Neighbourhood Plan was undertaken by a Neighbourhood Steering Group of members from across the town including community volunteers, Torpoint Town Councillors and Staff. It has taken some time and plenty of patience but we have produced a document and a Vision that I hope you are very proud of as we see, feel and hear it in delivery through the years to come.

Torpoint presents a unique set of planning challenges, surrounded by a beautiful countryside and waterfront. It has taken time and careful consideration to craft a set of local planning policies that will support the delivery of our Vision whilst safeguarding everything we regard as special; allowing the town to change and develop in response to the needs of our community. Thanks are extended to everyone who has helped us to produce the Neighbourhood Plan, sticking with it through the various drafts, particular thanks to Antony Estate and Cornwall Council for their encouragement and support throughout.

Councillor Gary Davis
Chairman of the Torpoint Neighbourhood Plan Steering Group

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Section 1

Introduction

Introduction

Left: Neighbourhood Development Plan boundary in context (Figure 1)

- 1.1

The community and Town Council of Torpoint have made significant strides in working towards making improvements to the Town and its immediate surroundings. This is expressed in ‘A Vision for Torpoint’ completed in early 2016.
- 1.2

This Neighbourhood Plan is a tool to assist in achieving the objectives set out in the Vision document. It cannot deliver all of the objectives, as some will depend on initiatives outside the control of the planning system, but it can provide guidance of statutory significance for development proposals up to 2030, which accords with the timetable of the Cornwall Local Plan: Strategic Policies. This Neighbourhood Plan should be read in conjunction with the Vision document and applies to the area shown in Figure 1, whilst national and local policy provides an important framework for the production of the Neighbourhood Plan.
- 1.3

Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that “if regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise”.
- 1.4

The National Planning Policy Framework (NPPF) 2021, at Paragraph 13, states that “neighbourhood plans should support the delivery of strategic policies contained in local plans [...]; and should shape and direct development that is outside of
- these strategic policies”. Paragraph 29 notes that “neighbourhood planning gives communities the power to develop a shared vision for their area. Neighbourhood plans can shape, direct and help to deliver sustainable development, by influencing local planning decisions as part of the statutory development plan.” Paragraph 30 goes on to state that “Once a neighbourhood plan has been brought into force, the policies it contains take precedence over existing non-strategic policies in a local plan covering the neighbourhood area, where they are in conflict; unless they are superseded by strategic or non-strategic policies that are adopted subsequently.”*
- 1.5

The National Planning Practice Guidance (ref. Paragraph: 009 Reference ID: 41-009-20190509) states that: “Neighbourhood plans, when brought into force, become part of the development plan for the neighbourhood area. [...] A draft neighbourhood plan [...] must be in general conformity with the strategic policies of the development plan in force.” Therefore, an adopted Neighbourhood Plan for Torpoint has equal status in determining planning applications as the Cornwall Local Plan, subject to conformity with the Strategic Policies of the Local Plan. The Cornwall Local Plan: Strategic Policies has been adopted covering the plan period 2010 to 2030. This Neighbourhood Plan conforms with the strategic policies of the Local Plan, providing a finer grain of policy detail relevant to delivery in Torpoint.





Figure 2



- 1.6

Figure 2 Page 10 and Appendix 3 Page 84 defines the Neighbourhood Plan area; the Neighbourhood Plan area is the same as the parish boundary and the policies in this plan apply within that area. The overall purpose of the Neighbourhood Plan is to facilitate and guide delivery of better development, than would be the case without the document existing. The purpose is to make Torpoint a better place for residents and visitors alike. The objective of making Torpoint a better place in which to live, work and visit will be achieved through implementation of the Neighbourhood Plan policies in tandem with Local Plan policies. The overall aim is for the neighbourhood planning process to form a focus for catalytic change, where marginal gains can be achieved in all development proposals through the guidance provided by the development plan, including this Neighbourhood Plan. At the end of the plan period in 2030 the Neighbourhood Plan aims to ensure that:

 - Sufficient high quality market and affordable housing has been provided to meet the needs of all residents;
 - Sufficient employment floorspace has been provided so that more job opportunities are provided within the town and that more residents are able to live and work within Torpoint;
 - The vitality and vibrancy of the town centre is protected and enhanced and that more residents meet more of their retail needs within the town;
 - Residents have sufficient opportunity to access greenspace, within the town or part of the wider Rame Peninsula;
- 1.7

If there is to be a theme linking the various and disparate aims of the Neighbourhood Plan, it is that more benefit for the town is gained through making new connections and also making more of existing connections. These connections include roads, walking and ferry routes. This spreads across a number of areas as set out below.

 - Torpoint to the rest of the Rame Peninsula, accounting for the Rame Peninsula NDP (adopted June 2017)
 - Torpoint to Plymouth
 - Existing and new housing to existing and new employment
 - Existing and new housing to existing and new retail
 - Existing and new housing to existing and new leisure opportunities
 - Existing and new housing to existing and new community facilities
 - Green Infrastructure links across the town and also towards the surrounding countryside
 - Town to the waterfront
 - Links to the Areas Of Outstanding Natural Beauty (AONB)
 - Links to Antony House. The Neighbourhood Plan accepts and seeks to harness the opportunities afforded by meeting the identified housing and employment development needs.
- 1.8

The existing greenspaces are improved and made more attractive, welcoming and better used;

The town becomes a more attractive place to stop rather than being somewhere to pass through and that there is a consequent increase in the ‘capture’ of revenue.



Figure 3



- 1.8 The Neighbourhood Plan provides the opportunity for the community to take control of growth and direct it in the most appropriate way and also to identify infrastructure requirements that can be delivered through the acceptance of growth. It is important to state that this Neighbourhood Plan is one step in a longer journey to improving the town for residents and visitors. It should be subject to constant review and monitoring. In addition, it will be very important that the outcomes of the Neighbourhood Plan are communicated effectively with the community. An on-going dialogue within the town between all stakeholders where progress is both monitored and clearly vocalised will be essential to ensure that the Neighbourhood Plan makes a difference.

1.9 The Neighbourhood Plan has to meet a number of basic conditions as set out in Paragraph 8(2), Schedule 4B of the Town and Country Planning Act 1990 (as applied to neighbourhood plans by s38A of the Planning and Compulsory Purchase Act 2004) prior to proceeding to a referendum. These are summarised below:

 - It complies with national policy;
 - It contributes to the achievement of sustainable development;
 - It is in general conformity with the strategic policies of the development plan; and
 - It is not likely to have a significant effect on a European site (as defined in the Conservation of Habitats and Species Regulations 2012) or a European offshore marine site (as defined in the Offshore Marine Conservation (Natural Habitats Regulations 2007) (either alone or in combination with other plans or projects).
- 1.10 This neighbourhood plan has been prepared by taking into account a range of relevant evidence. This can be found on the Torpoint Council's Neighbourhood Plan webpages. The list of documents include (but is not limited to):

 - Basic Conditions Statement;
 - Consultation Statement;
 - Vision Document;
 - Vision Questionnaire
 - Parish Demographics;
 - Local Insight Report;
 - Local Green Space Assessment;
 - Housing Land Supply Statement (and appendices 2021;
 - Economic Plan;
 - Retail Study 2010 and 2015;
 - Town Centre Build Heritage Assessment
 - Northern Fringe Historic Environmental Desk-Based Assessment
 - Torpoint Transport Regeneration Study;
 - Open Space Strategy;
 - Habitats Regulations Assessment; and
 - Strategic Environmental Assessment.

Section 2

Context -
facts and figures

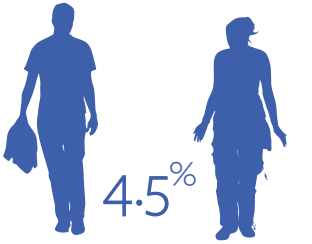
Context

2.1 The Neighbourhood Plan must be evidenced based and the baseline condition over a number of indicators is an important consideration. Policies contained within the Neighbourhood Plan should then attempt to tackle matters that have been identified for addressing. Much of this work has been done within the policies set out in the Cornwall Local Plan, the Local Transport Plan Connecting Cornwall: 2030 Strategy, and the Cornwall Maritime Strategy 2019-2030. However, the purpose of this Neighbourhood Plan is to have Torpoint specific policies.

2.2 Whilst the Neighbourhood Plan must work within the framework set by plans and strategies at a national and county-wide level, Torpoint specific evidence is an important input into the preparation of the Neighbourhood Plan. Relevant elements of the evidence base are set out below.

2.3 This has two primary sources, both very relevant: the Local Insight Profile (2022) for the Torpoint area (prepared by Oxfords Consultants for Social Inclusion [OCSI] for Cornwall Council); and the questionnaire responses as set out in the Vision document.

■ Current figures for Torpoint



Youth unemployment
(Jobseekers Allowance/Universal Credit claimants only.
5.4% average across England)

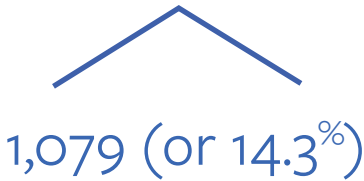


Higher than average workless benefit claimant aged 16-24
(3.3% across south west)



4,528

Working age population
(60.3% of the total compared to 60.0% across the south west and 62.3% across England)



of the population are considered to be living in the most deprived 20% of areas in England (Index of Multiple Deprivation) as compared to 20.0% in England

13.6%
Detached



29.8% SW average

34.2%
Semi Detached

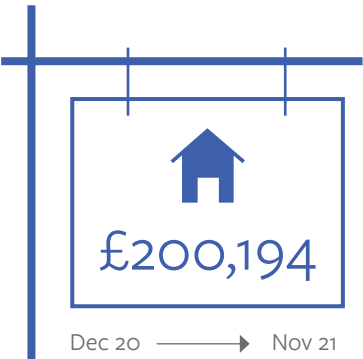


27.2% SW average

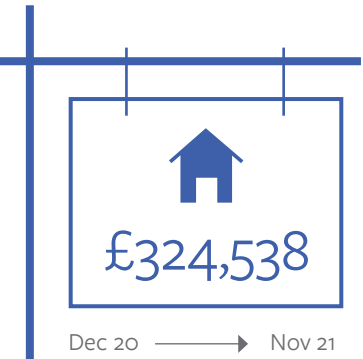
35.3%
Terraced



23.2% SW average



Average house price
England average
£350,964



Average detached house price
England average
£495,591

Torpoint average		ENG
Band A	19.2%	24.1%
Band B	44.3%	19.6%
Band C	25.1%	21.9%
Bands F - H	0.3%	9.2%

Council Bands A - C & (F - H)
(Comparing Torpoint to the England averages)

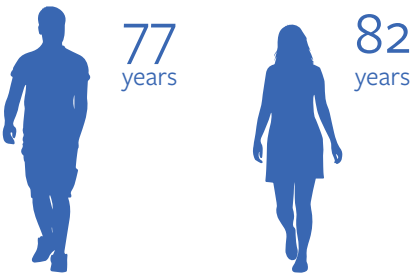
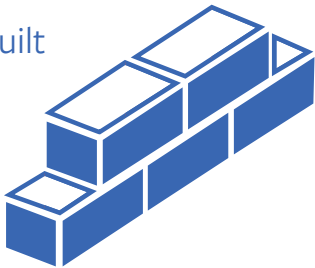
Context

2.4 The Torpoint Local Insight Profile reveals that in some instances there are noticeable differences between Torpoint’s performance compared to the averages seen across the south-west region or England. Where Torpoint outperforms the average, it will be a matter of identifying this and supporting initiatives that assist in this remaining the case. Where Torpoint underperforms against the average, this is where urgent action is needed. This Neighbourhood Plan can and should seek to address these areas, insofar as it can do so through the planning system.

2.5 Stand out matters appear to be indicators relating to housing, crime, health, employment, education and community. These are expanded on in Table 1 below.

■ Current figures for Torpoint

Dwellings built between...



Life expectancy in comparison to the SW
Males (Torpoint - 77 years, SW - 80 years)
Females (Torpoint - 82 years, SW - 84 years)

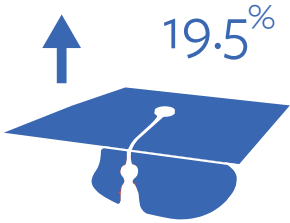
52 crimes per 1000 population



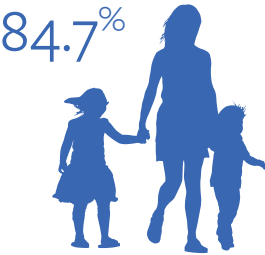
By any measure, Torpoint has a lower than average crime level (Eng AV - 94.1)



84%
People who are satisfied with the local area as a place to live (England 79%)



19.5%
have a degree or higher (27.4% England)



84.7%
pupils achieving at least the expected level in all 17 early learning goals (61.0% SW & 58.0% England)



29.3%
Number of people living in neighbourhoods with poor levels of overall health (health deprivation hotspots) (19.6% England)



34%
People working in managerial, professional or associate professional (39.7% SW & 41.1% Eng)



23.6%
People working in administrative, secretarial or skilled trades occupations (England 22.9%)



£28,248
Annual household earnings
SW - £30,759
England - £31,905



67%
People who feel that they belong to their neighbourhood (England 58%)



27%
People involved in decisions that affect the local area (England 12%)

Table 1 - Performance against key indicators

2.6 Housing	
Torpoint has a lower than average percentage of detached properties (16.2% lower than the regional average and 8.7% lower than the national average)	→
The average house price in Torpoint is 57% of the national average	→
The average house price of a detached property in Torpoint is 65% of the national average	→
Only 0.3% of houses in Torpoint are in Council Tax bands F, G or H (as opposed to 9.2% across England)	→
A marginally greater proportion of housing in Torpoint was built between 1945 and 1972 than was regionally and nationally (2.3% higher than the proportion built across the South West and 0.3% higher than the proportion built across England)	↑
A much greater proportion of housing in Torpoint was built between 1973 and 1999 than regionally and nationally (23.4% higher than the proportion built across the South West and 26.5% higher than the proportion built across England)	↑
Fewer houses (as a proportion of the total housing in the town) were constructed post 2000 than experienced regionally and nationally.	↓

2.7 Health	
Torpoint experiences a lower life expectancy than the regional or national averages (a lifespan 3 years less than that in the South West or England for males, and between 2 and 1 years less than that in South West and England respectively for females.	↓
There are far more people living within ‘health deprivation hotspots’ than is the case nationally (at a rate that is 9.7% higher than found nationally)	↓

2.8 Crime	
Torpoint has a lower than average crime level (the rate per 1,000 population is 4.21% lower than the national average)	↑
Torpoint has lower than the national average rates of violent crime, criminal damage, anti-social behaviour, burglaries, robberies and vehicle crimes	↑

2.9 Employment		2.10 Education	
There is an above average number of workless benefit claimants aged 16-24 (2.9% above the national average)	↓	There are fewer residents with an under graduate degree, or higher, than the national average (7.9% below the national average)	↓
There is marginally more working age workless benefit claimants (0.2% above the regional average)	↓	Pupil attainment at Key Stage 1 and Key Stage 2 is better than the regional and national average	↑
The average household income is below the average income for England	↓	Significantly more pupils achieving at least the expected level in all 17 Early Learning Goals than the regional and national average (23.7% higher than the regional average and 26.7% higher than the national average)	↑
There are fewer people working in managerial and professional jobs in Torpoint than across England (7.1% below the national average)	→	2.11 Community	
There are more people working in administrative, secretarial or skilled trades occupations than across England (0.7% above the national average)	→	More people feel that they belong to their neighbourhood (9% above the national average).	↑
		More people are satisfied with the local area as a place to live than the national average (5% above the national average).	↑

Key
Performance against regional and national averages ⁶

↓

Under-perform

→

Neutral

↑

Over-perform

Context

2.12 Understanding the facts and figures

The above information is better understood with some further commentary and analysis. Any place will have a mixture of positive and negative aspects; the focus should be on celebrating and enhancing the positives and seeking to address those aspects which are negative. The above is not a comprehensive analysis of demographic indicators, but is intended instead to highlight a number of poignant factors that the Neighbourhood Plan should seek to address where possible.

2.13 Housing

In terms of housing matters, Torpoint experienced a greater degree of growth post-war, and even greater growth between 1973 and 1999. The high level of supply has however been curtailed, almost entirely, since the start of the 21st century with a very low number being constructed since 2000. The Cornwall Local Plan highlights that 27 dwellings have been completed in Torpoint since April 2010. Such curtailment of supply, relating to the availability of land to develop for housing, means that meeting housing needs, particularly affordable needs, is significantly hampered. This plan seeks to release land through the Northern Fringe allocation to address lack of supply. It is also apparent that the housing stock in the Town is predominantly lower value (by reference to lower proportion of detached houses as a proxy measure and also Council Tax Banding). This Plan should seek to address this through the incorporation of higher value properties, particularly in the Northern Fringe allocation as part of the overall mix.

2.14 Health

There is a noticeable and significant underperformance against health indicators set out above. Health is addressed through many initiatives outside the planning system. However, as recognised in Paragraph 92 of the National Planning Policy Framework, “Planning policies and decisions should aim to achieve healthy, [...] places which [...] c) enable and support healthy lifestyles”. The Neighbourhood Plan seeks to create walking and cycle links and to protect and enhance green spaces to help to increase the opportunities for exercise and improving the health of the town where possible. Linked to this is the fact that there is a very healthy sense of community in the Town. This itself may likely be linked to the lower-than-average rate of recorded crime.

2.15 Education

With regard to education, children living in Torpoint outperform the regional and national average, yet the education attainment of older age groups underperforms against regional and national averages. The inability of the town to retain better educated employees is linked to issues surrounding employment, income and deprivation. The Neighbourhood Plan seeks to facilitate employment, housing and a better public realm and built environment to make a more attractive and economically vibrant town than would otherwise be the case.

2.16 Employment

In terms of employment indicators highlighted, there are high levels of unemployment amongst young adults, a lower-than-average household income with less well paid employees and more lower paid occupations in the town. This Neighbourhood Plan seeks to provide a framework for investment into an improving town to address unemployment, wages and higher value employment in general. Based on the above in isolation, the Neighbourhood Plan should seek to promote a healthier town with better access to employment opportunities and better-quality housing. These changes, as expressed in policy below, contribute to a wider and overarching strategy. Looking long term, performance against the highlighted indicators above should form part of the Torpoint NDP Monitoring Report to assess whether the initiatives within the Neighbourhood Plan have had a beneficial effect.

2.17 Feedback from Vision questionnaire

A number of matters were highlighted in the Vision (see evidence base) and those of greatest relevance are highlighted below.

- 137% of respondents highlighted the poor quality and/or lack of play equipment
- 279% of respondents would like to see the provision of a public swimming pool
- 315% of respondents highlighted a poor level of facilities for arts and culture
- 451% of respondents wanted to see more recycling facilities
- 546% of respondents want an improved library
- 666% of respondents wanted to see greater opportunities for the provision of adult learning/training in the town
- 731% of respondents wanted to see more affordable housing.

Section 3

Summary of the Vision

A Regeneration Vision for Torpoint

The Vision for Torpoint was adopted by Torpoint Council in 2016. These pages summarise and update the Vision to better reflect the Neighbourhood Plan.

3.1 The Vision for Torpoint includes a series of ideas that point to how the town could be improved over a 10 year horizon.

The following aspects will be important when considering proposals for change in the town:

3.2 **Civic pride and quality**
As with many settlements in the UK, from about the 1960’s onwards Torpoint lost its civic pride in relation to the built environment and its public streets and spaces. As a result, its environment does not necessarily positively represent the strength and pride that exists in people of the town. In part this has led to a poor physical image. To generate transformational change, it is important that every future regeneration project is delivered with a renewed quality and dignity that recognises the unique qualities of the place. In addition, there is potential to develop an improved role for the arts in the town.

3.3 **Accessibility**
Torpoint and the Rame Peninsula are remote from the main road and rail routes into Cornwall and separated from Plymouth by the River Tamar. Making the town accessible in this context is crucial to its regeneration. This means making sure that its geography becomes an asset rather than a hindrance. Ensuring that the following are all efficient and well-provided for will be crucial, given the nature of the town’s position in the wider landscape:

- Improving the image of the town;
- Connecting with the wider water transport network;
- Promoting walking and cycling;
- Linking up different parts of the town seamlessly;

- Providing transport information, making the town more easy to read; and
- Ensuring bus, ferry and road travel links.

3.4 **Community and inclusiveness**
Spreading the benefits of Torpoint’s regeneration requires continued focus on all sectors of the community, identifying employment, social and community enhancements for all. The Vision sets out a rich mix of projects that aims to achieve this over time. To build upon the strengths of the existing community it is important that all groups benefit – including children, youth groups, the elderly, people living alone, active families, young professionals, and ‘empty nesters’ amongst others, should all see relevance to the Vision. Equally it should support the local business community and visitors - as increasingly Torpoint becomes a destination of choice.

3.5 **Economic and social sustainability**
Torpoint is considered to be one of two towns that act as the Gateway to Cornwall. It is important that the nature of change in the town has regard to this and as such is appropriate to its context. This way it is more likely that regeneration will be suitable, sustainable and deliverable. The proximity of Plymouth, the position of Torpoint relative to the wider Rame Peninsula and the number of visitors passing through via the Torpoint Ferry, all contribute to the overall economic and social balance of the community. Developing employment opportunities, social infrastructure, leisure and recreation facilities, amenities for visitors, and enhancements to the public realm will be crucial to success. Proposals should be developed which offer the right physical, social and economic balance for Torpoint.

3.6 **Regeneration focus**
In order to achieve the Vision for Torpoint a number of broad objectives are set out, which projects and policies should seek to achieve. By achieving these objectives, the Vision should be delivered. The objectives behind the Vision for Torpoint are to:

1. **Stimulate the town centre**
Torpoint has the potential to become a more attractive and vibrant town that attracts businesses and visitors from the surrounding areas because of its particular qualities. This would have the impact of increasing job opportunities and the quality of shops and services that are available. Stimulating the quality and vitality of the town centre is crucial to making this possible and to building a strong foundation for the local economy.
2. **Celebrate the waterfront**
The natural waterfront setting of Torpoint is a unique asset that could play a more significant role than it does at present in the life of the town. By establishing it as a bigger part of the town’s public face, the process of reconstructing the image of the town will be made easier. A high quality waterfront environment, that gives reasons for people to visit, will complement a rejuvenated town centre - the two should work off one another. This strategy makes linking the town and the waterfront through strong pedestrian routes an important part of celebrating the waterfront.
3. **Strengthen the community**
With an improved civic focus established through Vision objectives 1 and 2, it is important that the wider community is well balanced and is well connected to the town centre and waterfront. This means amongst other requirements; ensuring that Torpoint has a good range of housing to meet the needs of its

community, local schools continue to flourish, retail facilities encourage people to shop locally, quality parks, green spaces, biodiversity, sports and recreation facilities, local employment opportunities, efficient and regular public transport services, accessible and good quality health services alongside other supporting community infrastructure including viable police and library services.

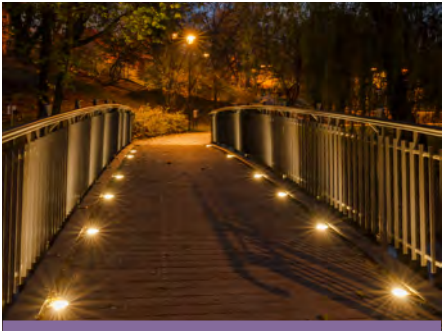
4. **Feel part of the Rame Peninsula**
Torpoint is the main town for the Rame Peninsula but currently does not reflect the natural qualities and richness that is a characteristic of the wider area. By focusing on a renewed quality and civic pride through the delivery of projects in Torpoint it should be possible to establish a better and more seamless relationship between the two.

3.7 Having the surrounding areas of Rame adjacent to the town is an asset and more could be made of this. The Economic Plan (see evidence base) for Torpoint and the Rame Peninsula underline that the facilities in Torpoint are very much part of the life of residents in the settlements of the Rame Peninsula. By establishing better cycle and walking links, a visitor centre for Torpoint and the Rame Peninsula, a market square for local Rame produce, community events and a complementary environment, it will be easier to think of Torpoint and its surrounding areas as part of a related and joined-up experience.

3.8 In early 2020 a global pandemic known as the Coronavirus (COVID-19) was declared. This had a considerable consequence on the writing of the Torpoint Neighbourhood Development Plan which was paused and subsequently restarted later the same year.



Landing stage for ferries



Harvey Street flats



Lower End of Fore Street



Boardwalk



Left: All images are included with copyright permission.

Torpoint 2030

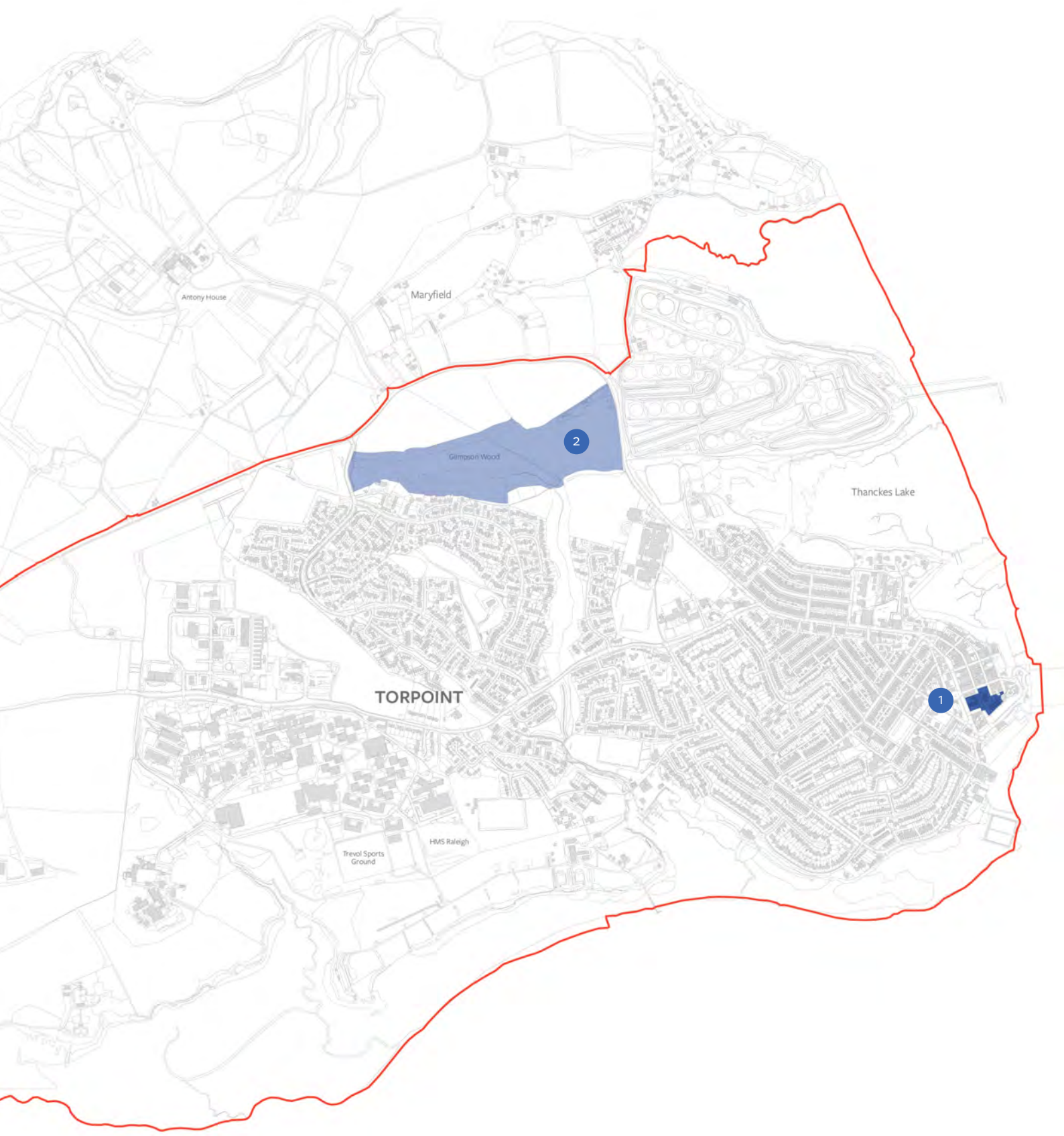
- 3.9 An impression of place**
In 2030, Torpoint is a great place to visit and an even more sought after place to live. Whilst just 5-10 minutes across the water from Devon it is distinctly Cornish – this is evident in many of the new buildings that have helped to reshape the invigorated ‘Lower End of Fore Street’.
- 3.10 Local families love to spend the evening during the summer at the Penntorr café on the parkland boardwalk overlooking the Tamar – a safe and fun place for kids. The new waterfront provides an easy to get to alternative to the city waterside experiences - when the weather is good Plymouthians arrive on one of the passenger ferries that land next to the new Rame History Centre – they come from the Barbican, the Hoe and Royal William Yard.
- 3.11 The community has gone from strength to strength since new housing has been built around the new market square and on the fringe of town next to the new supermarket and community hub. During the summer Thanckes Park remains the focus for big events - it is a lot nicer now since the Big Lottery improvements. Cambridge Field is still the home of the Carnival – since 2017 the floats have been going back down Fore Street. The main shopping street seems to be more vibrant than it has been for many a year.
- 3.12 Residents and visitors alike love the Saturday craft and produce market focused on the town square at the Lower End of Fore Street – it seems to spread year on year into nearby streets and spaces, including the lovely pocket park around St James Church.
- 3.13 Torpoint still has a really strong local community focused on its local schools and community organisations. There are some great little businesses now that have developed in the town centre – some in little offices on leafy Harvey Street - mainly in support of the marine industries at South Yard across the water. The town also has an emerging reputation as a focus for arts.
- 3.14 The Torpoint Chain Ferry remains a critical lifeline back to Plymouth – it still transports well over a million vehicles a year. One difference from ten years ago is that many more vehicles now stop in the town – there is something special to stop for.

Section 4

Housing Statement



Figure 4



- 1 Lower Fore Street
- 2 Northern Fringe Site

NDP Housing Requirement

4.1 Cornwall's Local Plan: Strategic Policies apportions 1,900 dwellings to be delivered in the 11 parishes that make up the rural area of Cornwall Gateway Community Network Area (CNA). The Minimum NDP housing target to be in conformity with Cornwall's Local Plan in Torpoint is 350. Figures supplied by Cornwall Council show that as a minimum Torpoint needs to deliver around 255 new dwellings including affordable

housing and self-build plots between 2022 and 2030, to be considered in general conformity with the Local Plan.

	Local Plan Housing Target (April 2010-April 2030)	Commitments (-10%) (April 2020)	Completions (April 2010-April 2020)	Residual Local Plan Target (April 2020-2030) (a-(b+c))
Torpoint	350	66	16	268

Section 5

Torpoint

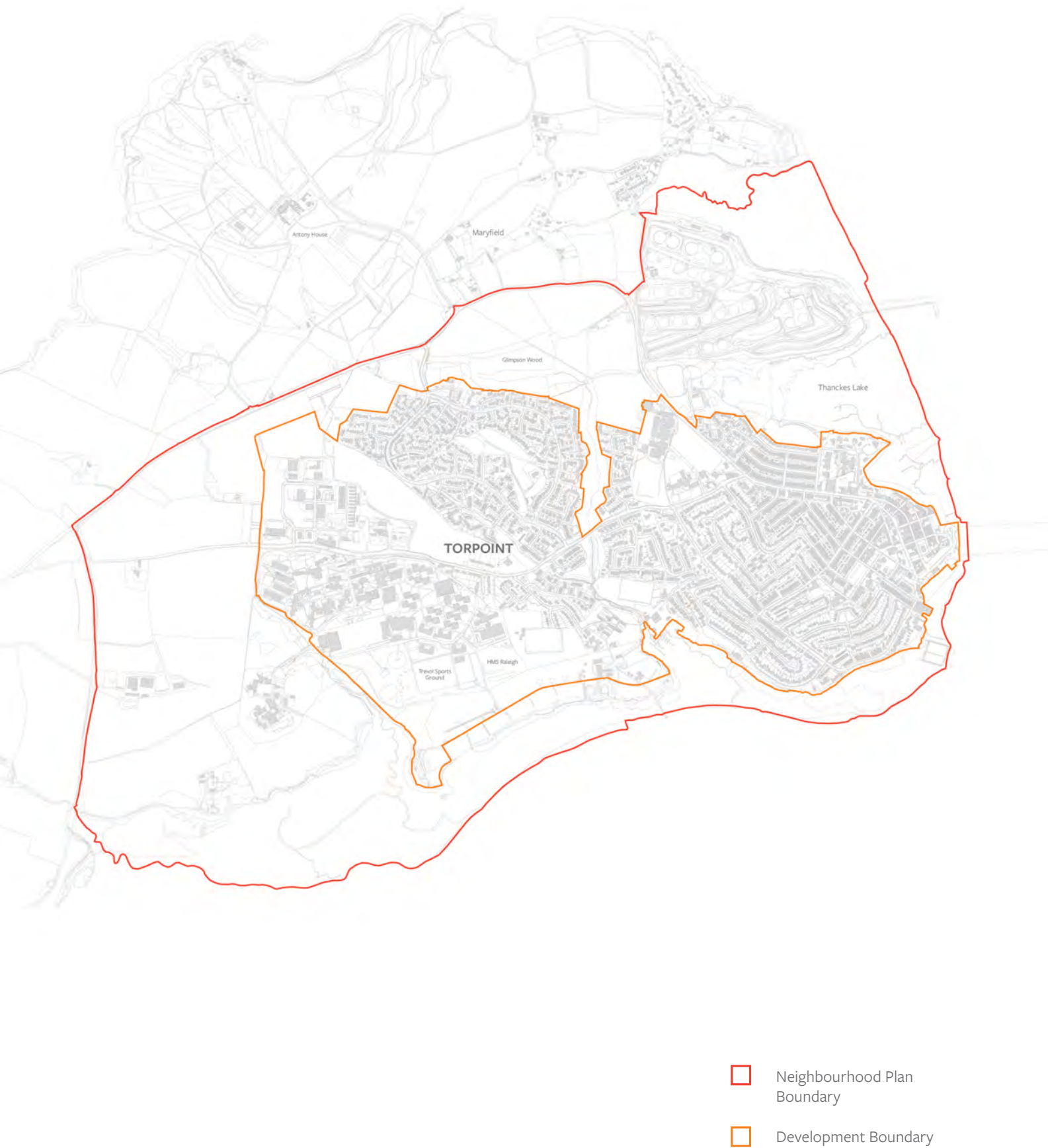
Neighbourhood

Development

Plan Policies



Figure 5



Policy TOR 1

Housing Development inside the Development Boundary

This plan designates a development boundary for Torpoint as shown on Figure 5 Page 36 and Appendix 3 Page 85.

Proposals for new housing development will be supported within this boundary where they:

- a) are appropriate to the setting in terms of scale, height, density, design and choice of materials;
- b) would not have an adverse impact on adjoining uses or infrastructure.

- 5.1

Policy 2a of the Cornwall Local Plan: Strategic Policies document sets out that, (amongst other things) development proposals in the period to 2030 should help to deliver:
 - A minimum of 52,500 homes at an average rate of about 2,625 per year to 2030, to help deliver sufficient new housing of appropriate types to meet future requirements. In particular, meeting affordable housing needs; and
 - Provide for 38,000 full time jobs and 704,000 sq. metres of employment floorspace to help deliver a mix of 359,583 sq. metres of B1a and B1b office and 344,417 sq. metres of B1c, B2 and B8 industrial premises by 2030.
- 5.2

Cornwall is divided into a number of Community Network Areas (CNA), which, cumulatively, contribute towards meeting the strategic development needs of the county. Torpoint falls within the Cornwall Gateway CNA, which has to provide at least 1,900 dwellings, 6,917 sq m of office floorspace (Class B1a and B1b – not including industrial processes or storage and distribution) and 10,585 sq m of other B uses employment floorspace by 2030. Out of this, the town of Torpoint must
- 5.3

The Local Plan (at Table 1 of the Strategic Policies document) sets out that in 2016 there had been 4 dwellings completed since April 2010 and that there were 32 dwellings with permission under construction or not started. It assumed that there will be no windfall development in the period 2023 to 2030. Windfall development are sites which were not specifically identified as available during the creation of the Local Plan.
- 5.4

The Housing Land Supply Statement (2021) updates this figure to 19 completions, and 58 dwellings with planning permission not started/ under construction. On this basis, and assuming that the commitments figure of 58 dwellings are all completed within the plan period, the Neighbourhood Plan needs to identify sufficient land to deliver at least 278 dwellings by 2030.
- accommodate at least 350 dwellings; a specific target is not set out in terms of apportionment of delivery of employment floorspace. The assumption is that a large portion of the floorspace requirement will be directed towards Saltash as the largest settlement in the CNA.

- 5.5

Other targets set out in this policy are derived from a mixture of Local Plan policy and the accompanying evidence base. In relation to employment floorspace targets, there are no specific targets for Torpoint. On the assumption that a large proportion of the floorspace requirement will be directed towards the largest settlement in the community network area (Saltash), the targets expressed in Policy TOR/1 are aspirational, based on a meaningful proportion of the floorspace requirement going to the second most sustainable settlement in the community network area (Torpoint). It is recognised that employment floorspace should also be directed to Millbrook and smaller settlements too.
- 5.6

The Cornwall Retail Study 2010 states that for the area including Saltash and Torpoint, there is a significant level of leakage of expenditure, where a significant number of residents of the area purchase convenience shopping outside the area; primarily Plymouth, but also Liskeard to a lesser extent. This is not broken down to a town level, but the phenomenon is as relevant to Torpoint as it is to the wider area.
- 5.7

The leakage of expenditure is highlighted in Table 4 of Appendix Q of that document. The Saltash and Torpoint area is defined as Survey Zone 19 and, in terms of main food shopping, 21.4% of the expenditure by residents in the survey zone is spent within Torpoint (18.3% at the existing Sainsburys store). In comparison, 28.3% of the expenditure on convenience retail by residents in the survey zone is spent in Saltash. There is significant leakage from the survey zone to the Tesco store at Callington (9.5%), the Morrisons store
- at Liskeard (9.6%) and ‘other’, which is primarily Plymouth (21.1%). Much of this leakage will be determined by shopper’s preferences to particular stores and also to the fact that much food shopping may be done in tandem with commuting; as many within the survey zone will work in Plymouth, for example. However, the provision of further quantitative and qualitative improvements in retail floorspace provision should address some of the retail expenditure leakage.
- 5.8

Paragraph 6.9 of the 2010 Retail Study sets out a number of sites across the county highlighted for future retail provision. Two of these are in Torpoint, one of which is the proposed location to the north of the Torpoint Community College. Appendix V of the Retail Study assesses all sites. The assessment of the location within the Northern fringe, i.e. the Defiance Feild, land owned by Cornwall Council is highlighted as having the potential for a detrimental impact on the Town Centre. This policy (TOR/1), therefore, requires the submission of a retail impact assessment with any application. The sustainability benefits of retaining expenditure within the town will have to be balanced against retail impact on the town centre, primarily Fore Street.
- 5.9

With regard to affordable housing, Torpoint is identified within Cornwall Council’s Value Zone 4, where the affordable requirement is 30% of all qualifying sites as set out in Policy 8 of the Local Plan. Provision of affordable housing will be subject to viability as set out in Policy 10 of the Local Plan. This percentage requirement will be imposed on the Northern Fringe allocation TOR SS1, but greater flexibility, relating to viability, will be given where the regeneration

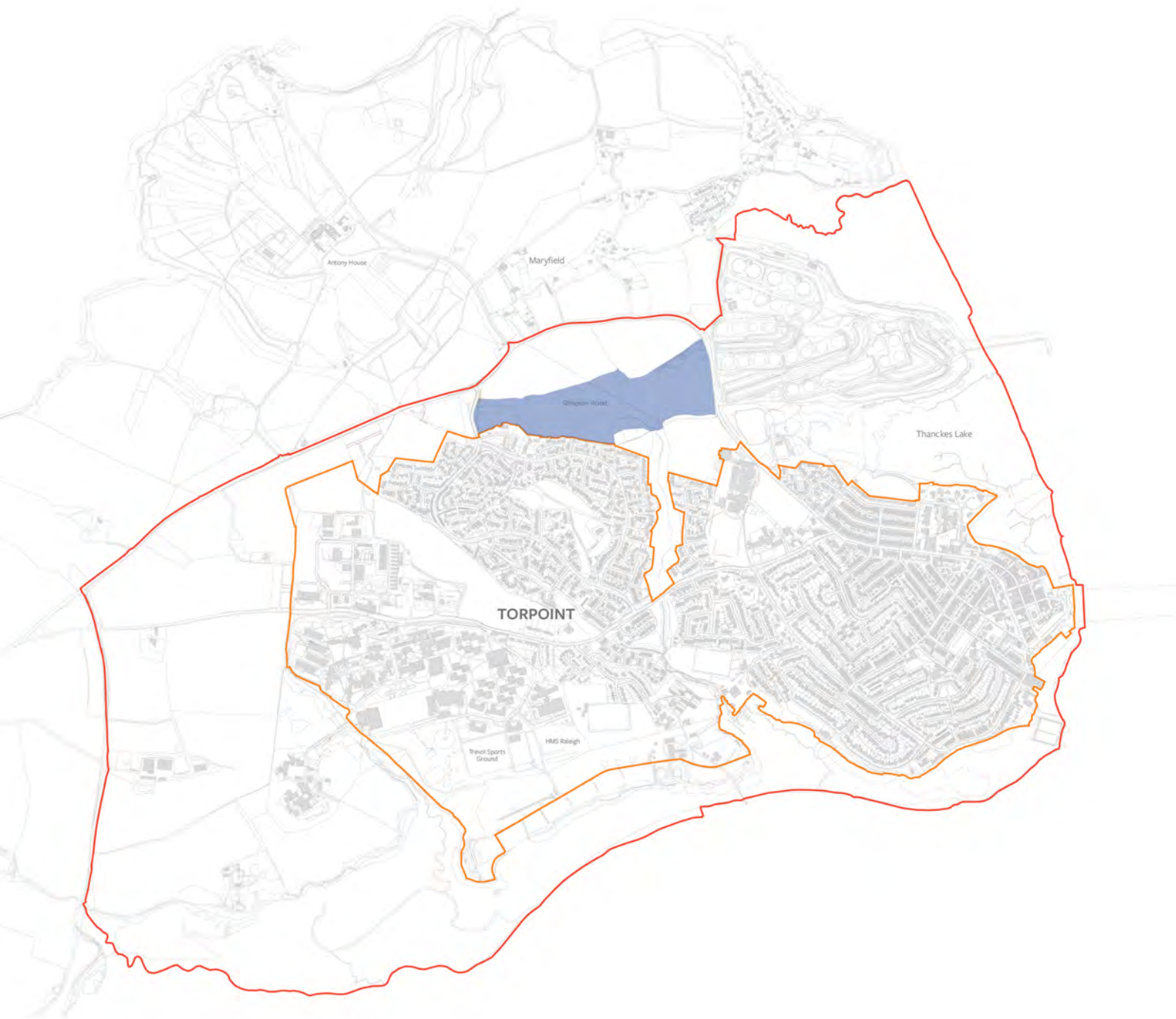
- benefits outweigh the disbenefit of imposing a reduced affordable housing percentage. This will primarily be relevant for the regeneration site at the Lower End of Fore Street (see Policy TOR SS2).
- 5.10

Self/custom build dwellings is set out in Policy 6 of the Local Plan as being able to make a contribution towards meeting housing needs. Cornwall Council has a facility for those interested in a self-build property where they can register an interest (see Cornwall Local Plan evidence base). Self-build or custom build can provide a cost effective means of providing housing. This Neighbourhood Plan supports this as a matter of principle and expects some self/ custom build to be incorporated into the Northern Fringe (TOR SS1) allocation. Self or custom build sites elsewhere in the Neighbourhood Plan area will be supported, particularly affordable self or custom build, subject to normal housing and design policies.
- 5.11

The Northern Fringe growth area, this will form part of the development boundary once complete.



Figure 6



-  Neighbourhood Plan Boundary
-  Development Boundary
-  Northern Fringe growth area, this will form part of the development boundary once complete

Policy TOR 2

Housing Development outside the Development Boundary

This plan designates a development boundary for Torpoint as shown on Figure 6 Page 40 and Appendix 3 Page 85.

Outside of the development boundary, proposals for housing development will be supported where they conserve and enhance the special landscape character of the Area of Outstanding Natural Beauty (AONB) and where the proposal:

1. Is in accordance with policy 7 of the Cornwall Local Plan, or policy AL1 of the Climate Emergency DPD; or
2. Will deliver affordable housing in accordance with Policy 8 of the Cornwall Local Plan and is not an isolated development in the countryside;; and
 - a. It is appropriate to its setting in terms of scale, height, density, design and choice of materials; and
 - b. Provides a mix of dwelling types that is reflective of the most up to date assessment of housing needs for Torpoint; and
 - c. It would not have an adverse impact on adjoining uses or infrastructure.

Policy TOR 3

Community and Leisure Proposals

Development that will deliver or enhance community and leisure facilities which will be easily accessible and well related to the built area of Torpoint will be supported.

5.12 The Vision highlighted a number of community/leisure matters that the Neighbourhood Plan should seek to influence. Given the health indicators highlighted in Section 2, it is apparent that great emphasis should be placed on this. The community requires a swimming pool, an all-weather facility and additional facilities for sport. Currently, a resident wishing to go for a swim has to travel to Saltash or across the ferry to Plymouth; for many people this is likely to be a significant barrier to accessing such a facility and enjoying its benefits. Therefore, this Neighbourhood Plan highlights it as a need stated by the community and directs CIL receipts towards a feasibility study under Policy TOR/7.

5.13 A feasibility study and reference within the Neighbourhood Plan is intended as providing the possibility of catalytic change towards delivery of a swimming pool. This study is being carried out.

5.14 The existing library requires updating and Policy TOR/SS2 requires the incorporation of a new library/ community hub dual-use facility within any redevelopment of the ‘Lower End of Fore Street’ site.

5.15 Policy TOR/SS1 relating to the Northern Fringe Allocation requires the incorporation of a multi-use community building that can be used to hold classes, exhibitions

and events linked to addressing consultation responses relating to greater provision for arts and culture and adult learning being required. The multi-use community building at the Millpool Centre in Looe is used as a model for the type of provision. Such provision provides a location for activities to take place, but things like use as a space for a temporary cinema, as performance space, as exhibition space, for exercise classes or for adult learning centre for example, will rely on initiatives outside the planning system. The provision and funding of the multi-use community building will be a requirement of development of the Northern Fringe allocation and will be phased as set out in an agreed allocation wide masterplan/ development brief. Part of the site was assessed for the 2016 SHLAA. This did not identify any issues with deliverability.

5.16 Policy TOR/9 deals with all aspects of accessibility and requires the incorporation of pedestrian and cycle links, including along the waterfront. Providing more opportunities for physical activity throughout and beyond the town will benefit the health of residents.

5.17 Thanckes Park is a jewel in the crown of the town and there is an acknowledgement that it needs a polish. Policy TOR/SS7 requires a ‘Park Management Plan’ for Thanckes Park to help it realise its potential for the town. It is well used for community events, but requires a coordinated approach to improvements that can be achieved through an overarching strategy document for the park. This should include the area of informal green space adjoining the A374/ Antony Road served by the public car park.

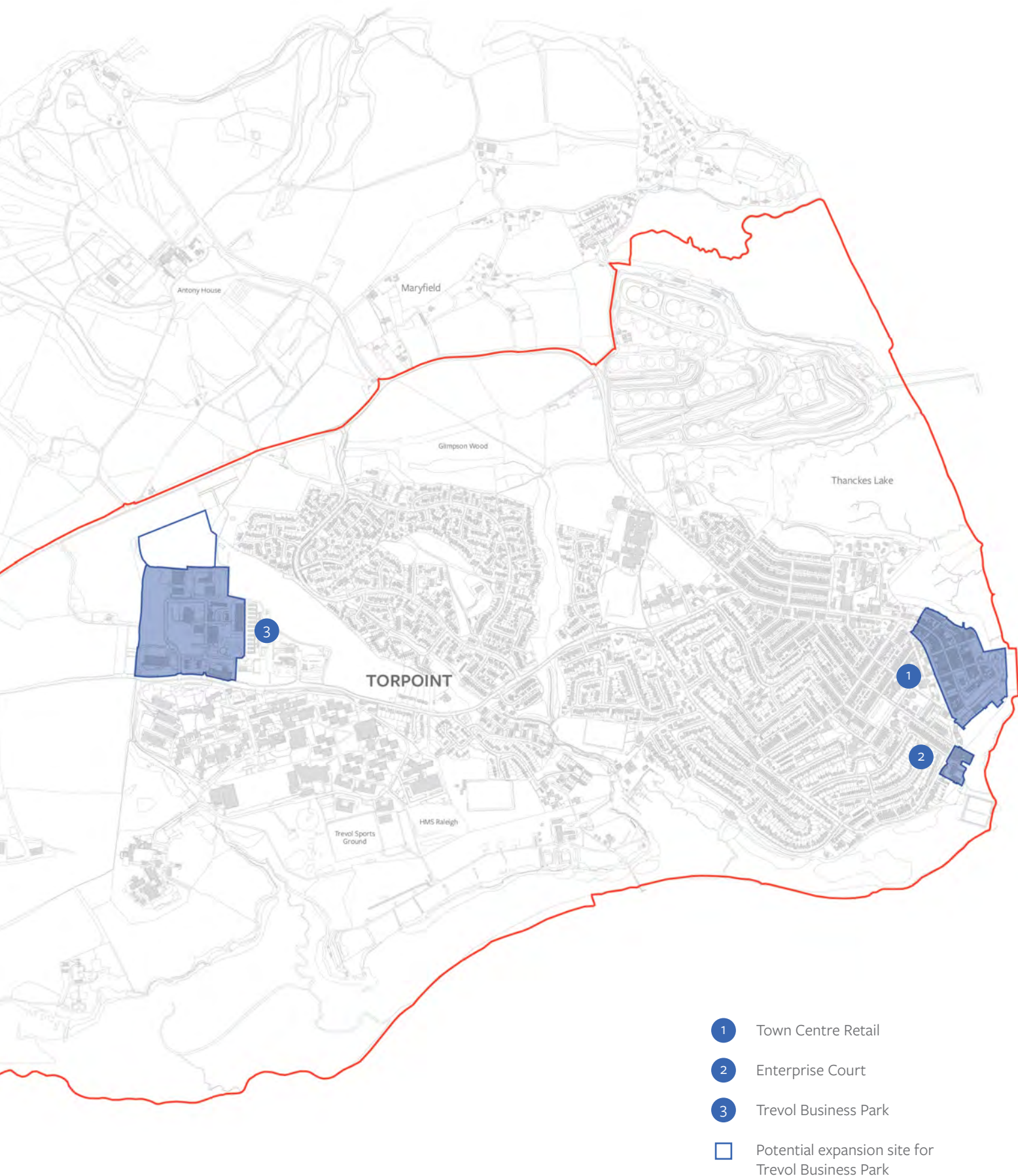
5.18 Another long running aspiration of the community is the provision of a sport pitch. This aspiration is supported by Policy TOR/5 for shared-community use.

5.19 The Open Space Strategy (OSS) 2014 notes that there is an exceptionally high level of sports space in the town. However, it is noted that there are a number of these sit within naval training facilities, and are not available to residents. The OSS also highlights that the level of natural green space and the level of provision for teenagers is lower than the median and average respectively.

5.20 Consultation responses pointed towards more recycling facilities and more and higher quality play equipment.



Figure 7



- 1 Town Centre Retail
- 2 Enterprise Court
- 3 Trevol Business Park
- Potential expansion site for Trevol Business Park

Policy TOR 4 Non-Residential Development

Trevol Business Park and Enterprise court as shown on Figure 7 Page 44 and Appendix 3 Page 86 are identified as a locally significant employment sites.

Figure 7 highlights the northern extension of Trevol Business Park; expansion on to the extension site will only be supported once capacity at the original site has been reached.

Proposals for new employment development will be supported on existing employment sites (and on the extension to Trevol Business Park once capacity has been reached at the existing site) and within the development boundary where:

- a. they are compatible with adjacent users and nearby residential property; or
- b. they support the regeneration of key town centre sites within the town centre area and in accordance with policy TOR SS2; or
- c. they support economic regeneration through an enhanced tourism offer.

- 5.21 Section 2 (Contents – Facts and Figures at page) highlights a higher-than-average unemployment rate and a lower- than-average annual income. To assist in improving this or prevent further decline, existing employment floorspace should be protected. This principally relates to Trevol Business Park.
- 5.22 In Policy 5 of the Cornwall Local Plan Trevol Business Park is recognised as an existing strategically important employment site and therefore it will be safeguarded as a locally significant employment site.
- 5.23 According to the Site Allocations DPD inset map 14G Trevol Business Park, Torpoint is recognised as a strategically important employment site and therefore it will be safeguarded.

Policy TOR 5

Transport

Map shown on Figure 8 Page 48 and Appendix 3 Page 87 highlights the transport connections within the Neighbourhood Boundary.

Major development proposals will be supported where they improve connectivity, linking in to existing walking and cycling routes wherever possible. New development should be developed in line with the principals of healthy streets as set out in the streets for people design guide - Streets for People Design Guide (cornwall.gov.uk).

Where appropriate, major development proposals should provide either as part of the development or through a financial contribution, facilities to encourage the use of public transport, including access points closer to bus stops and provision of bus stops or shelters.

Development proposals that would have a significant negative impact on the operational requirements of the Torpoint Ferry will not be supported.

Proposals that support the delivery of transport improvements identified on the Transport Strategy for Torpoint (2021) will be supported.

5.24 The aim of policy TOR/5 is to ensure that existing accessibility and transport linkages are retained and supported, whilst exploring opportunities to enhance these linkages where possible. There are a number of headings, relating to bus services, the ferry, pedestrian routes and cycle routes.

5.25 As noted within the introduction, a constant theme concerning Torpoint is one of linkages and one of the main policy headings where this is of particular relevance is transport. This can be split into a number of sub categories: bus services; the ferry; pedestrian links; cycle links; and vehicular transport (see Page 48). These are considered in turn below.

5.26 Since the adoption of the Vision, Cornwall Council have commissioned the preparation of a Transport Strategy for Torpoint (2021). The Strategy seeks to support the achievement of the Vision and also

provides evidence that has informed the preparation of the Neighbourhood Plan including a link to the Streets for People design code Streets for People Design Guide (cornwall.gov.uk).

5.27 There are a number of existing bus services which serve the town. Providing public transport linkages between housing, employment, leisure opportunities and retail is important to the delivery of the Vision. Policy TOR/5 seeks to improve bus services to incorporate anticipated growth, and better connect the town both internally and with the rest of the network.

5.28 Plymouth City Bus services provide links via Torpoint, in between Plymouth and the wider Rame Peninsula. Most of these services use Trevol Road, with school services using the A374/Antony Road. These services form the main arterial public transport route linking the Peninsula

and Torpoint to opportunities in Plymouth. Any new service to support the new development on the proposed Northern Fringe would need to be secured through a Developer Contribution. The Transport Strategy highlights an opportunity to increase the frequency of bus services to Liskeard, should there be evidence to support this demand additional funding through Cornwall Council Revenue Spending on bus services or external funding would need to be obtained. This would allow greater access for Torpoint travellers to reach Bodmin, Wadebridge and Padstow.

5.29 The Transport Strategy also identifies the potential benefits for Torpoint residents of a direct bus link to St Germans Station. This would provide access to services that run to and from Penzance which offers access to a range of destinations, should there be evidence to substantiate that demand exists for such a service. A direct hourly bus service from Torpoint to St Germans would significantly increase the options for longer distance travel to destinations, particularly in Cornwall, using onward rail transfer via branch lines.

5.30 The Torpoint Ferry forms an extremely important linkage across to Plymouth. It is both a constraint and an opportunity; a constraint in terms of capacity and an opportunity in terms of a route to allow visitors to come to the town. It is imperative that its operational requirements are supported by any development proposals.

5.31 The Transport Strategy recommends the enhancement of the existing foot ferry network. A successful ferry service currently operates between Cremyll and Admirals Hard

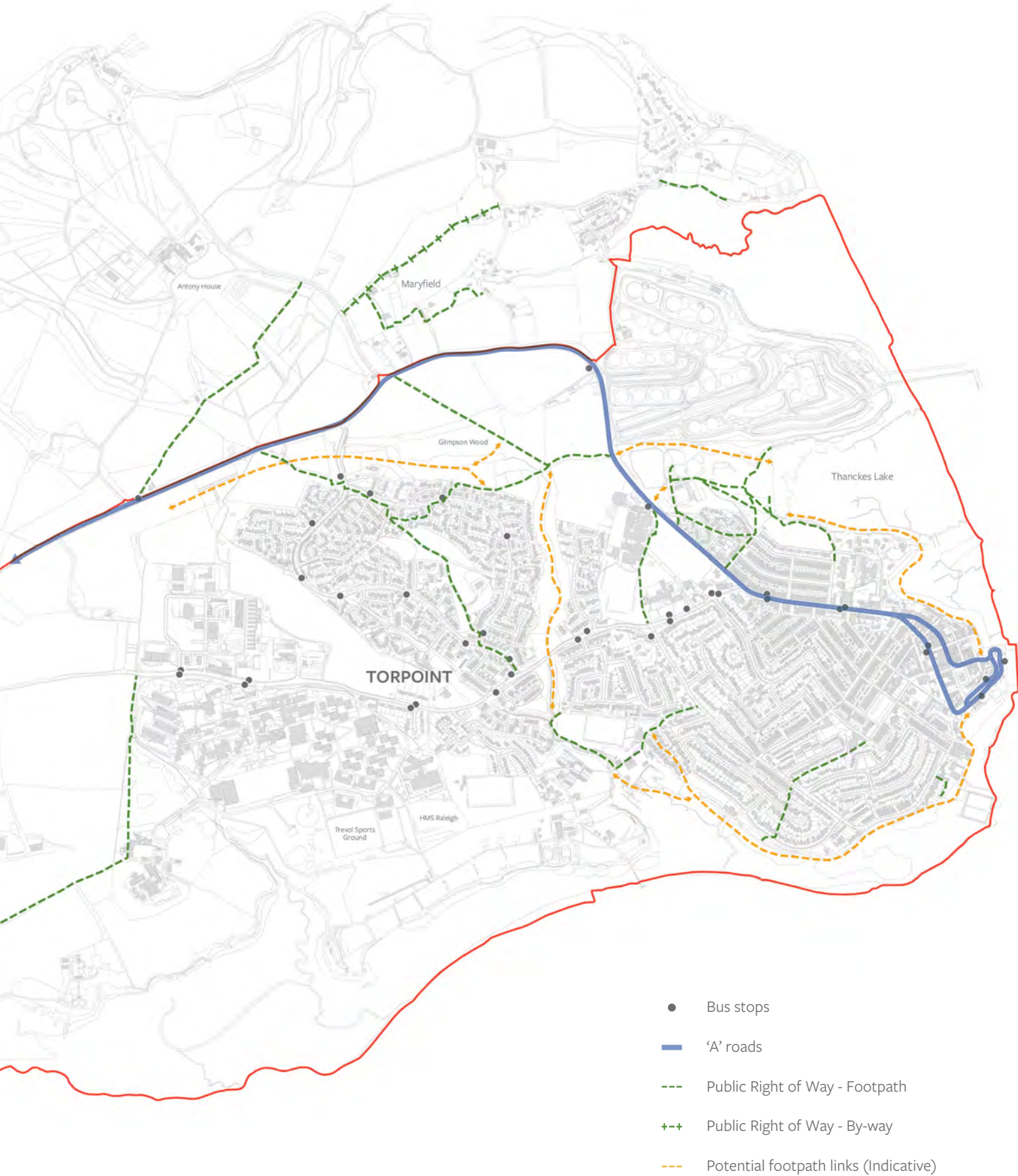
in Stonehouse, Plymouth. Should there be the evidence that sufficient numbers will use a foot ferry network, the provision of a year round service between Saltash, Torpoint, Stonehouse and the Barbican should be pursued.

5.32 Plymouth City Council also have an ambition to secure an expanded ferry service and are particularly keen on facilitating the installation of electric ferry charging points. They have been working with Plymouth University and Western Power Distribution to facilitate this. The City Council have suggested that they would potentially be happy to install an electric ferry charging point at the new pontoon at Rendel Park in Torpoint, and this should be pursued as part of the transport regeneration strategy.

5.33 In terms of pedestrian and cycle links, these will be incorporated into all development proposals where possible and proposals that negatively impact on existing or potential enhancements to footpath and cycle links will be resisted. In particular, the Vision seeks an enhanced walk around the waterfront.



Figure 8



Policy TOR 5 Transport

- 5.34 The Transport Strategy proposes the development of an ‘Active Travel Network’ for Torpoint. This would aim to increase the amount of sustainable travel in the town and also serve as a sustainable gateway for onward travel to the Rame Peninsula. It is proposed that the network would be designed to account for significant origin and destination travel patterns, future increased visitor numbers and capitalise on the latest technology. The network would be based on the provision of sustainable travel related mobility hubs connected by a series of active sustainable travel routes.

5.35 The Strategy includes a recommendation that a ‘primary hub’ is located in, or around, either the existing waiting area for the Torpoint ferry or the new central building or pontoon outlined in the ‘Vision for Torpoint’. The proposed location of the primary hub is considered to be at a natural point where strategic integration of land and water travel modes can occur. The hub could be located around the new ‘Vision’ sculpture which will serve to emphasise the role of Torpoint as a gateway for onward sustainable travel to the Rame hinterland.

5.36 A number of ‘secondary hubs’ are proposed at Millbrook, Antony Village and Trevol, with further ‘tertiary hubs’ proposed at Rame, St John, Tregantle and Cremyll. Potential sites for ‘local hubs’ are recommended at Borough Farm / Torpoint RFC; Community Facilities / Thanckes Park; Costcutter lay by on Trevithick Ave (‘Top Part’) and Torpoint AFC / Carbeile Wharf.
- 5.37 The Strategy also recommends the creation of a new waterside cycle trail. This is proposed along Trevol Road, Carbeile Road and Marine Drive, linking to Ferry Street and the proposed primary hub. The route is already known to be well used for cycling so opportunity exists to build on the routes natural cycling potential.

5.38 All transport proposals will refer back to the climate emergency development plan document (CEDPD) policies for inclusion in any proposals.



Figure 9

- Grassland/ Woodland
- Local green spaces
- Ministry of Defence Land



Policy TOR 6 Local Green Space

The following sites, as identified on Figure 9 Page 50 and Appendix 3 Page 88, are designated as Local Green Spaces:

- A) Horson Field
- B) Trevithick Avenue Woodland
- C) Thanckes Park Top Field
- D) Thanckes Park Green
- E) Cambridge Field
- F) Torpoint AFC
- G) Torpoint Woodland – top of Trevol Road
- H) Torpoint Woodland – bottom of Trevol Road
- I) Cremyll Road Green
- J) North and South Chapeldown Road Greens
- K) Recreational space including Borough Park Play Park

Development which supports the continued function of these spaces as local green spaces will be supported.

Development which would lead to the loss of any designated Local Green Space will be refused unless very special circumstances can be justified.

Development that would harm the openness or special character of a local green space or its significance and value to the local community will not be permitted, unless the proposal can demonstrate very special circumstances that outweigh the harm to the Local Green Space.

5.39 While there are a number of green spaces across Torpoint, without protection these may come under pressure for development in the future. The NPPF allows for the designation of Local Green Spaces where it is within reasonable proximity to the community it serves, it is not an extensive tract of land, and it is demonstrably special and has local significance.

those sites now designated through the plan, can be found in the evidence base. Those recorded on Figure 9 on Page 50 L-Q were considered for designation. However, they are protected from development elsewhere.

5.40 A number of the green spaces within the town are of great importance to the community. As such an assessment of sites suitable for designation was carried out and the justification, for

Policy TOR 7

Green Infrastructure

Figure 9 Page 50 and Appendix 3 Page 88 identifies existing open spaces and outdoor sports fields that make a significant contribution to public amenity by virtue of their landscape character, appearance and/or function.

Development proposals that would involve the loss of these open spaces will only be supported where:

- 1. The development is for the replacement or extension of an existing building currently set in open space or for a new building which supports a recreational or sports use; or
- 2. Development is necessary for the continuation or enhancement of established uses for recreation, leisure or nature conservation which would result in community benefits; or
- 3. Development is minor in nature and includes the provision of an appropriate equivalent or improved replacement facility in the locality, of at least quantitative and qualitative equal value to compensate for the open space loss. Any alternative space should be highly accessible to the community by a variety of means for travel, and it can be demonstrated that the character and appearance of the area to be lost is not critical to the setting of the area.

In all cases, the proposal should maintain or enhance visual amenity and the open character of the area and should not prejudice any established function.

Development proposals must demonstrate that they will not have any adverse effects on the integrity of nearby designated European sites.

5.41 Torpoint is blessed with an attractive waterfront setting on the River Tamar, being surrounded on three sides by water. It has significant areas of green infrastructure that link into the surrounding waterfront areas, e.g. Thanckes Park and Chapeldown Road. The Vision for Torpoint requires greater links between the town and the waterfront. As such green open space providing access to the waterfront should be protected. All vision projects that seek to enhance public open space and green infrastructure will be supported.

5.42 There are also significant areas of interconnected green infrastructure running through the town linking to the countryside beyond. These areas are important for biodiversity, informal and formal leisure and should be protected from development and seek enhancements where appropriate. Should protected green infrastructure be proposed to be lost, replacement green infrastructure of at least the same quality and accessibility will be required to be provided.

5.43 The Thanckes Park Conservation Assessment (2012) should be referred to for further guidance.

Planning - Sustainable Drainage Systems (SuDS) Advice for further details.

5.44 The policy should adhere to policy G1 of the CEDPD (Green Infrastructure) and policy 22 of the Cornwall Local Plan with regard to the necessity to provide developer contributions for all developments within the Torpoint Neighbourhood Plan area for recreational mitigation on Plymouth Sound and Estuaries SAC and Tamar Estuaries Complex SPA.

5.45 Developers should engage with SWW and Cornwall Council at the earliest stages to ensure that sewerage and waste water infrastructure can be provided in line with development proposals. as required by Policy 28: Infrastructure and adhering to Policy 23: Natural Environment where no development would be approved unless it could be demonstrated that there would be no adverse effects on the integrity of European sites either alone or in combination with other plans and projects.

5.46 Developers should consider providing landscaping to manage and store water, and by promoting the use of Sustainable Drainage Systems (SuDS). Correctly designed and managed SuDS are environmentally beneficial, causing minimal or no long-term detriment to an area. They are a sequence of management features and control structures designed to efficiently and sustainably drain surface water, whilst managing water quality within local waterbodies. Refer to Neighbourhood



Figure 10



Historic Core Area

Policy TOR 8

Historic Core, Design and Local Distinctiveness

Proposals within the historic core as defined on Figure 10 Page 54 should demonstrate how the proposed development will help to conserve and enhance the historic fabric of the area with regard to the scale, massing, design and choice of materials in line with the Built Heritage Assessment (2022).

All development should complement the culture of the community and the local historic and architectural character and distinctiveness of Torpoint town centre, responding to, enhancing and where possible restoring the features, spaces and layout of the historic built environment, including the quality of the public realm, street grid pattern and interactions with green infrastructure and open spaces.

- 5.47 The area defined as Historic Core on the plan opposite may become a conservation area in the future.

5.48 For any new development to achieve the ambition of the Torpoint Vision - an impression of place, the Cornish Distinctiveness process should be considered.

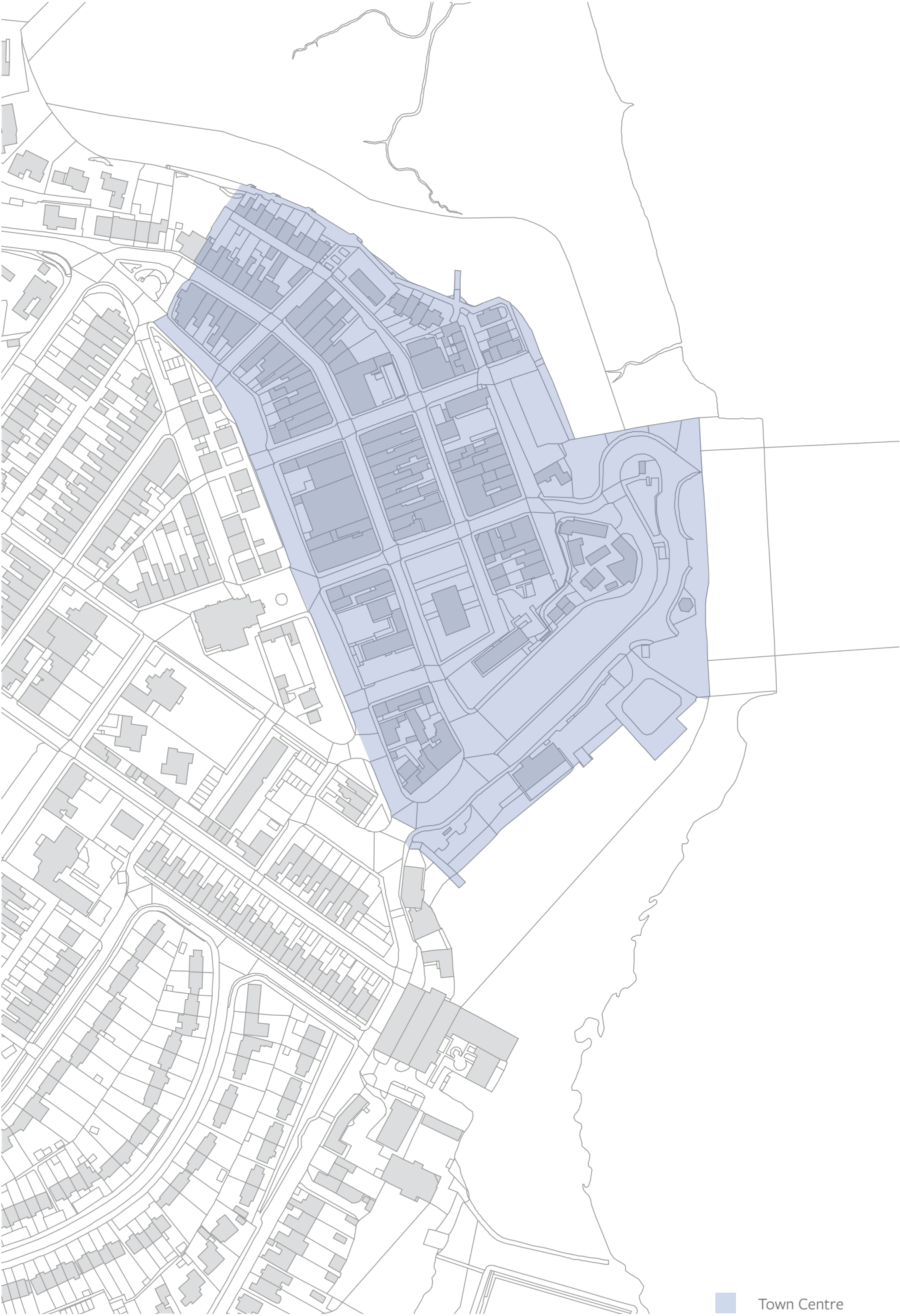
5.49 Development proposals should consider Torpoint's distinctive character and should reference Cornwall and Isles of Scilly Historic Environment Record of undesignated heritage assets.
- 5.50 The Cornish Distinctiveness framework and the supplementary guidance including Shopfront design guide and retrofitting and reuse of Historic Buildings which can be found at [cornwall-shopfront-design-guide.pdf](#) or Historic shopfronts and signage - Cornwall Council.

5.51 Map at Appendix 3 Page 92 highlights a context plan for the wider area.

5.52 Map at Appendix 3 Page 93 indicates the Neighbourhood Plan Area, along with Listed Monuments and Buildings and Designations.



Figure 11



Policy TOR 9 Torpoint Town Centre

Development, redevelopment and diversification in Torpoint town centre shown at Figure 11 Page 56 should support and / or enhance the continuing vitality and viability of the town centre. Proposals should follow the principles of policies TC1, TC2, TC3 and TC4 in the Climate Emergency DPD.

Development proposals should provide improvements to the public realm and should consider the impact of any development on views from the estuary and the river.

Section 6

Site

Specific Policies



Figure 12



The Northern Fringe Area

Policy TOR SS1 The Northern Fringe

Figure 12 Page 60 and Appendix 3 Page 90 identifies land at the Northern Fringe, which is allocated for around 255 homes as part of a sustainable community, comprising of a mix high quality housing, public and private spaces and supporting infrastructure and facilities.

Proposals should demonstrate through the development of a binding masterplan for the site how the following requirements will be delivered:

- 1. Convenience retail floorspace of up to 2500m², subject to the sequential test;
- 2. A multi-use community building adjacent to the retail store, or a financial contribution that will enable the delivery of such a facility;
- 3. Land set aside for an expansion to the existing cemetery;
- 4. A protected and enhanced network of green infrastructure that delivers biodiversity net gain, naturalised sustainable drainage systems, natural space, tree planting and public open space, including appropriate play space (or a contribution towards the improvement of a nearby play space that would be easily accessible to the development);
- 5. The development and enhancement of walking and cycling networks across the site that connect with existing footpath links to the south, east and west of the site;
- 6. Offsite highway, pedestrian and cycle improvements required to enable the development of the site and connect to the town centre and facilities;
- 7. Measures to address the recommendations of the Historic Environment Desk Based assessment and any further Heritage Impact Assessment undertaken as part of the emerging masterplan for the site as well as a scheme for additional archaeological investigation required.

The detailed masterplan shall cover design and materials parameters, layout, phasing and access arrangements.

Proposals coming forward should be for the whole site but where any land parcel comes forward separately within the allocated site (either before or after the completion of the masterplan for the whole allocated site), the design and layout for those land parcels must deliver the principles set out in this policy, including required infrastructure (including, where appropriate, financial contributions to enable delivery), the wider movement network (including to areas beyond the site boundary) and green infrastructure linkages through that area of the overall site.

6.1 The Neighbourhood Plan needs to be in conformity with the strategic policies of the Local Plan. The options to meet strategic development requirements are limited, given the development constraints around Torpoint, which include among other things, the surrounding River Tamar and the registered park and gardens at Antony House.

Policy TOR SS1

The Northern Fringe

6.2 The housing requirement will not be met without the allocation of greenfield land. Delivery of the Northern Fringe allocation is a key development priority for the Neighbourhood Plan. The Northern Fringe site is made up of two separate parcels of land to the north of Torpoint, owned by Cornwall Council and by Antony Estate. Defiance Field is land owned by Cornwall Council, in the east, close to Thanckes Park. Along with the wider site, it is proposed that the site is allocated for a mixture of housing, community uses, retail and open space.

6.3 The land at Defiance Field would free up the land between Goad Avenue and the A374 for comprehensive redevelopment incorporating at least 255 dwellings, convenience retail provision, a multi-purpose community building and protected open space. Land to the north of the allocation will not form part of the development and will be designated as open space, protecting the setting of the entrance to Antony House, and providing a buffer between the built form of the allocation and Antony House.

6.4 Proposals for development of the Northern Fringe sites should include detailed proposals as to the means of re-providing the facilities where this has not already been undertaken, or addressing any shortfall of funds or repayment of funds committed where the facilities have already been provided.

6.5 A Historic Environment Desk-Based Assessment (2022) has been carried out to generally assess the potential impacts on historic assets within the vicinity of the Northern Fringe allocation, such as Antony House, from any future development. The assessment has identified a low

potential for significant archaeological remains. Additionally, the assessment identified a number of heritage assets and protected or valued landscapes within its surroundings, and the significance of these assets is explored within the report in terms of the contribution that setting makes to them.

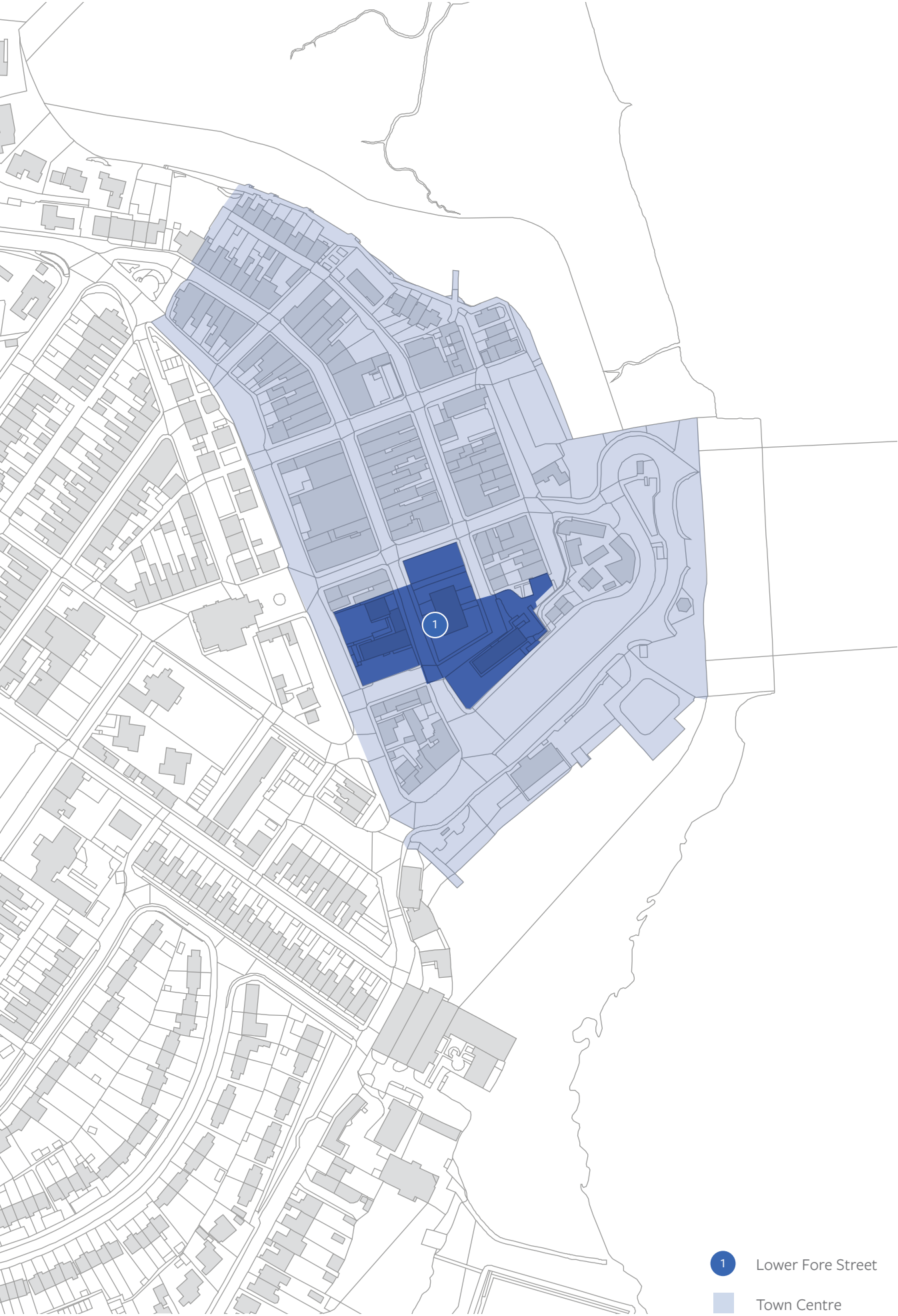
6.6 The assessment makes a number of recommendations, of which the following are considered as vital to the consideration of any future development in this location:

- Constrain the form of development along the southern edge of Horson Field to protect the setting of Antony House;
- Retain the low stone wall along the eastern part of the triangle of land west of Goad Avenue;
- Retain the footpath through the site towards Antony House;
- Plant edible streets and horse chestnut trees within future development, as a nod to the existing/historic arboricultural features;
- Retain or robustly replace landscape features within/adjacent-to site to ensure visual buffers are maintained; and
- Constrain the height of development in appropriate areas of the site to ensure impacts on views to and from the assets at Antony and Maryfield are suitably limited.

6.7 The need for convenience (supermarket/superstore) retail floorspace derives from a recognition within the updated (2015) Cornwall Retail Study and consultation response to the Vision. This indicates that a significant proportion of the spend on convenience shopping leaks away to Liskeard, Saltash or Plymouth. Retaining this expenditure within the town will support linked spending on other services in the locality and also reduce journeys undertaken in the private car, making Torpoint a more self-contained and sustainable town. The leisure, tourism and community elements of Policy TOR 3 derive from the Vision and demographic and census evidence.



Figure 13



- 1 Lower Fore Street
- Town Centre

Policy TOR SS2 Lower Fore Street

Comprehensive regeneration of the land and buildings around Torpoint Library and Community Hub, as shown on Figure 13 Page 64 and Appendix 3 Page 91, is supported.

A detailed masterplan should be submitted by the developer, showing how the following requirements will be delivered:

1. Around 30 residential dwellings;
2. Space for a new Community Hub and Library;
3. Retail and commercial (E use classes) space at ground floor level;
4. Improvements to the public realm, including the provision of a new market square;
5. An appropriate balance of public car parking;
6. Parameters for design and materials, layout, phasing and access arrangements;
7. An appropriate response to the historic grid layout of the town centre, open spaces and maximising views to the River Tamar.

If proposals come forward for part of the site only, they must be in accordance with the agreed masterplan and should demonstrate how development of the remainder of the site can be achieved.

6.8 The regeneration site identified on Figure 13 Page 64 is of the Lower End of Fore Street, which is of fundamental importance to achieving the Vision. It is imperative that development is undertaken in a coordinated and comprehensive fashion through an agreed development brief for the site.

and a replacement library and The Information Service (formerly One Stop Shop, the service is an Information and Access Point for Cornwall Council). It should also incorporate a short stay car parking for visitors to the town centre.

6.9 The site currently hosts a car park, a library, and former Torpoint Police Station. It further hosts various redundant buildings, including those which served the NHS and the Fire Services. The Vision proposes that the site is developed in a coordinated way and that it incorporates a new civic space for the town with the creation of a market square. This will be facilitated by a mix of uses, incorporating residential, commercial development (offices), an extension of the retail frontage of Fore Street

6.10 Given the importance of the sites transformation for the successful regeneration of the town, it is recognised that there may need to be flexibility on the inclusion of affordable housing within the proposal. Any reduction in the level of affordable housing proposed will however need to be supported by suitable viability evidence. It is recommended that proposals that come forward for planning permission be reviewed by a Design Review Panel.

Policy TOR SS2

Lower Fore Street

- 6.11 A Built Heritage Assessment (2022) was carried out for the Town Centre. The report confirms that this area of Fore Street has the greatest potential for meaningful development, and that proposals should pay careful attention to not further alienate the area from the town. The assessment makes a number of recommendations, of which the following are important to the consideration of the regeneration of the area:

- Preserve, where possible the views along streets within the area towards the harbour in both directions and improve permeability to the foreshore;
 - Reintroduce the grid pattern intrinsic to the town centre by continuing Macey Street southwards;
 - Reintroduce the historic scale and grain of development, having regard to vertical emphasis, shared building lines, be more in keeping with height levels, politely composed elevational treatments, colour and texture of buildings in the town;
 - Consider impacts on the prominence of Grade II* Listed Tor House and Grade II Listed St James Church and the visual links of Tor House from the Harbour;
 - Preserve, where possible, the grid pattern/layout of the town centre;
 - Use local vernacular materials in the construction or regeneration of buildings;
 - Limit the regeneration and/or development along Fore Street to be in keeping with the existing building heights;

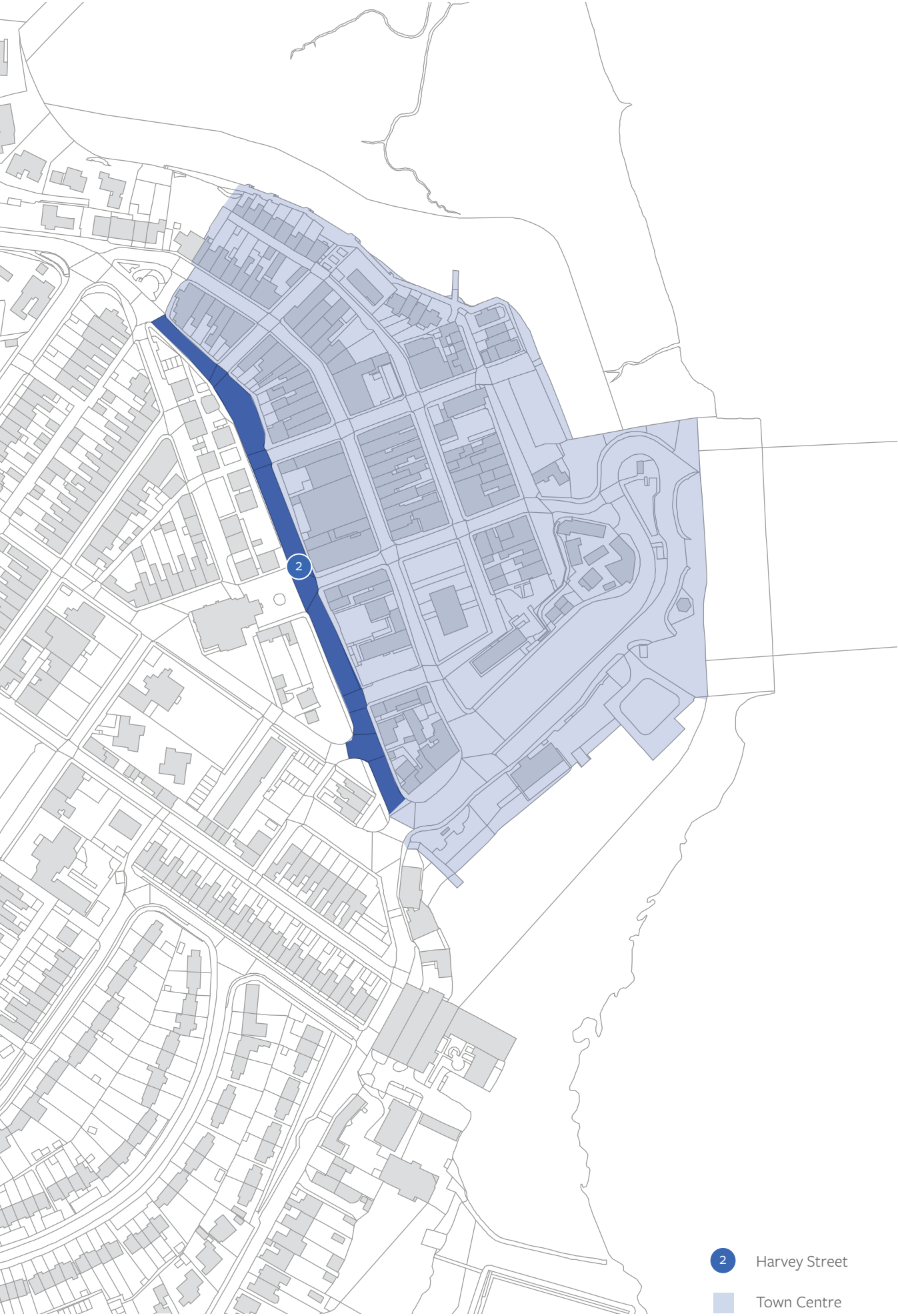
- The plot rhythm, narrow building widths and other design parameters visible along the majority of the street should be given due consideration in any new build or refurbishments;
 - Front facing gables and front pitched solar panels along Fore Street are discouraged;
 - Signage to be traditional in character and respond to the historic grain of the street;
 - Reinstate traditionally designed shopfronts and retain historic/ traditional shopfronts and/or shopfront features where they survive;
 - While Harvey Street and Macey Street originally tended to have a ‘backland’ character, regeneration is encouraged to front onto these streets so long as buildings remain subservient in height and design to Fore Street;
 - Move towards more active frontages along Harvey Street; and
 - Reduce the dominance of the roads in the area and provide pedestrian scale links to the Torpoint Ferry.

- 6.12 Fore Street is the main commercial and retail area in the town. The Vision identifies the need for environmental improvements to the public realm. The objective is to make it a more attractive place to visit and also to locate businesses. Improvements are intended to be secured through CIL receipts. However, other sources of funding should be explored further, such as s106 payments for areas closely associated with developments where appropriate, or the setting up of a Business Improvement District for example.

6.13 The ‘Vision for Torpoint’ identifies the importance of supporting the commercial vitality and vibrancy of the street by ensuring that it relates better with the ‘Lower End of Fore Street’ and the waterfront. In order that funding can be appropriately directed to Fore Street an enhancement scheme for the street should be prepared. This should identify potential improvements to the public realm and to buildings, shopfronts and advertising.



Figure 14



- 2 Harvey Street
- Town Centre

Policy TOR SS3 Harvey Street

Development proposals for the area around St. James Church as shown on Figure 14 Page 68 and Appendix 3 Page 91 will be supported where they demonstrate an ability to improve the public realm and surrounding built environment.

Proposals to visually narrow Harvey Street to reduce the dominance of traffic and impression of width, including tree planting and improvements to the public realm will be supported where the safe passage of vehicles to and from the ferry is maintained.

Proposals for infill development along either side Harvey Street to create a more defined and attractive frontage for shopping, recreation and employment (E class) uses and/ or residential use will be supported.

Proposals for on-street car parking along Harvey Street and the removal of car parking in front of St. James Church to create a pedestrian square will be supported.

6.14 Harvey Street is a historic turnpike, leading from the ferry crossing to Liskeard. It has a specific purpose of taking vehicles from the ferry out of Torpoint as quickly as possible. It also acts as a physical barrier to pedestrian movement from the town centre to residential areas on the other side of the street. It is an engineered solution to the issue of transporting vehicles and plays no part of creating an attractive townscape or providing for pedestrian linkages. The Vision document proposes a number of improvements to Harvey Street and its immediate environs (primarily Vision projects TOR22(m) and TOR29(m)). It is proposed to narrow the street, to provide some short stay car parking to encourage greater use of the town centre facilities and to remove the car parking from the front of St James Square, to make a new pedestrian square.

6.15 Improvements to the appearance of Harvey Street and the area around St James Church will be supported and should contribute to the wider comprehensive enhancement of

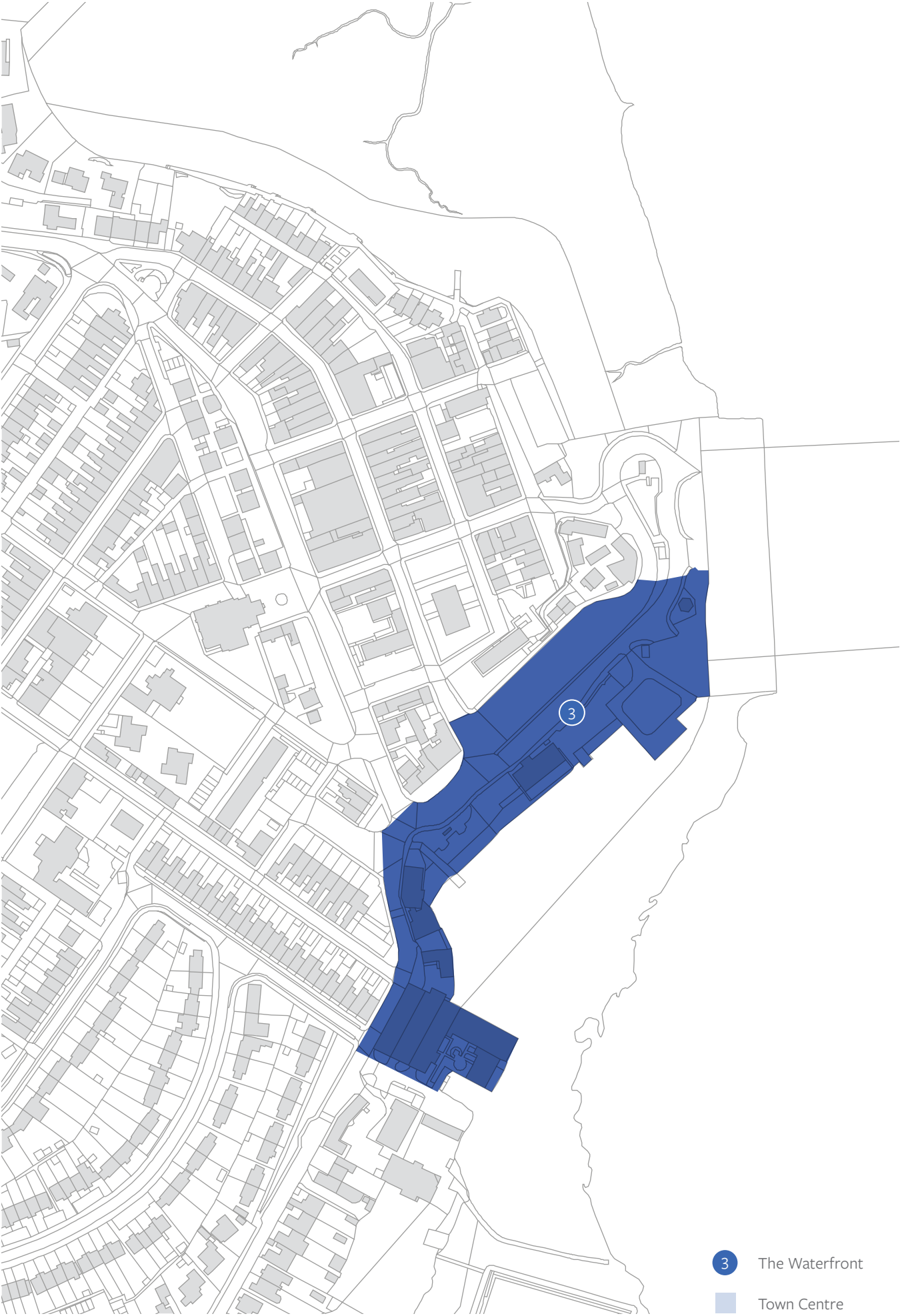
this important corridor through the town centre. Improvements should include; tree planting, street furniture, hard and soft landscaping, pedestrian crossings and carriageway narrowing.

6.16 Infill development will be supported where it is innovative, represents high quality design and contributes positively to the appearance of the street. Schemes coming forward are recommended to be subject to a Design Review Panel to ensure that new development introduces a new quality to the street that establishes a new benchmark for quality.

6.17 In order that Harvey Street can be enhanced in a comprehensive and integrated way, it is recommended that a carriageway improvement plan and design guide is prepared for the street.



Figure 15



Policy TOR SS4 The Waterfront

Proposals for development or redevelopment within the waterfront area identified on Figure 15 Page 70 and Appendix 3 Page 91, will be required to demonstrate how they will help to deliver the Torpoint Waterfront masterplan.

In particular, proposals should show how they will help to;

- 1. Improve the public realm;
- 2. Improve connections from the waterfront to the wider town centre area.

Proposals made prior to the masterplan being adopted should demonstrate how the development supports the Vision in the Torpoint NDP to make the waterfront more attractive, accessible and better connected to the town centre, including:

- 1. TOR/10 Appearance of railings at ferry landing;
- 2. TOR/12 Artwork on the waterfront;
- 3. TOR/14 Art on the waterfront;
- 4. TOR/24 Ferry landing jetty;
- 5. TOR/32 Torpoint waterfront marina;
- 6. TOR/33 Torpoint transport and tourist information hub;
- 7. TOR/34 Boardwalk park on the waterfront
- 8. TOR/35 Facelift to the former Rowing Club;
- 9. TOR/37 Hidden hut for Torpoint
- 10. TOR/38 Bird hide.

6.18 Torpoint’s waterfront is a major asset to the town. However, as the Vision identifies, it could play a more positive and significant role in the life of the town in the future. Creating better connections between the town centre, the Lower End of Fore Street and the waterfront is a principal objective for regeneration.

that it has a greater civic role and contributes more strongly to the public realm, identity and sense of place of the town. The key projects identified for the waterfront within the Vision are:

6.19 Implementing key projects on the waterfront will be key to achieving this objective. Developers should prepare a Torpoint Waterfront Masterplan to accompany any development proposals. The Vision points to a number of different ways that the waterfront could be improved so

- Tor15(s) – Integration of Rendel Park
- Tor31(l) – Heritage and Visitor Centre
- Tor32(l) – A Marina
- Tor34(l) – Public realm enhancements, including pedestrian links.

Appendix 1

Vision Policy Matrix

Vision Policy Matrix

Undertaken policies

Vision Ref. (Economic Plan ref.)	Description	Neighbourhood Plan Policy	Cornwall Local Plan Policy
TOR1(i)	Administration	n/a	n/a
TOR2(i)	Marketing and branding	n/a	n/a
TOR3(i)	About the Vision	TOR/7, TOR12	Policy 2
TOR4(i)	Bringing colour to the town	n/a	n/a
TOR5(i)	Pride in Torpoint	n/a	n/a
TOR6(i)	Marine wildflower meadows	TOR/7, TOR/10	Policy 2, Policy 16, Policy 23, Policy 25
TOR7(i)	New bus shelters	TOR/7, TOR/9	Policy 27
TOR8(i)	Website	n/a	n/a
TOR9(i)	Pedestrian link through boatyard	TOR/9, TOR/SS5	Policy 16
TOR10(i)	Appearance of railings at ferry landing	TOR/7, TOR/11	Policy 2, Policy 12
TOR11(i)	Allowing the carnival into Fore Street	TOR/7	Policy 3
TOR12(i)	Artwork on the waterfront	TOR/7	Policy 2
TOR13(i)	Thanckes Park projects	TOR/5, TOR/7, TOR/10, TOR/SS7	Policy 2, Policy 3, Policy 12, Policy 16, Policy 23, Policy 25
TOR14(i)	Art on the waterfront	n/a	n/a
TOR15(i)	Rendle Park	TOR/11	Policy 2
TOR16(i)	Swimming Pool feasibility study	TOR/1, TOR/5, TOR/7	Policy 3, Policy 16
TOR17(i)	Public transport links to Trevol	TOR/9	Policy 27
TOR18(i)	Town maps and finger posts	TOR/7, TOR/9	Policy 16, Policy 27
TOR19(i)	Welcome artwork to Cornwall/Torpoint	TOR/7	Policy 2, Policy 5
TOR20(i)	Lower End of Fore Street	TOR/SS2	Policy 2, Policy 12, Policy 13
TOR21(i)	Enhance the ferry queuing area	TOR/7, TOR/SS5	Policy 2, Policy 12
TOR22(i)	Enhancements to Harvey St and St James Church	TOR/7, TOR/11, TOR/ SS3	Policy 2, Policy 12, Policy 24
TOR23(i)	Torpoint Market Sq.	TOR/SS2	Policy 2, Policy 12, Policy 13
TOR24(i)	Ferry landing jetty	TOR/7, TOR/11, TOR/ SS5	Policy 27
TOR25(i)	All weather pitch	TOR/1, TOR/5, TOR/7	Policy 3, Policy 16
TOR26(i)	New library	TOR/7, TOR/SS2	Policy 3, Policy 13

TOR27(i)	New rugby club	TOR/1, TOR/5, TOR/ SS1	Policy 3, Policy 16
TOR28(i)	Sites around Sainsburys	TOR/SS10	Policy 12, Policy 13
TOR29(i)	Infill on Harvey St.	TOR/11, TOR/SS3	Policy 2, Policy 12, Policy 13
TOR30(i)	Northern Entrance to Fore St.	TOR/7	Policy 2, Policy 12
TOR31(i)	Heritage and visitor centre	TOR/6, TOR/SS5	Policy 3, Policy 13, Policy 24
TOR32(i)	Torpoint waterfront marina	TOR/SS6	Policy 3, Policy 23
TOR33(i)	Torpoint transport and tourist information hub	TOR/7, TOR/9	Policy 3, Policy 13, Policy 27
TOR34(i)	Boardwalk park on the waterfront	TOR/6, TOR/SS5	Policy 2, Policy 16, Policy 23
TOR35(i)	Facelift to the former rowing club	TOR/SS5	Policy 2, Policy 12
TOR36(i)	Torpoint ‘northern promenade’	TOR/7, TOR/9	Policy 16, Policy 23
TOR37(i)	Hidden hut for Torpoint	TOR/SS8	Policy 3, Policy 13
TOR38(i)	Bird hide	TOR/SS8	Policy 3
TOR39(i)	Park landscape plan for Thanckes Park	TOR/5, TOR/7, TOR/10, TOR/SS7	Policy 2, Policy 3, Policy 12, Policy 23, Policy 24, Policy 25
TOR40(i)	Fore St. environmental improvements	TOR/4, TOR/11, TOR/ SS4	Policy 2, Policy 3, Policy 24
TOR41(i)	Trevol	TOR/13,	Policy 2, Policy 2a, Policy 3, Policy 5,
TOR42(i)	Enterprise Court	TOR/3	Policy 2, Policy 3, Policy 5
TOR43(i)	Cambridge Field enhancements	TOR/5, TOR/7, TOR/10	Policy 2, Policy 3, Policy 16, Policy 25
TOR44(i)	Harvey St. flats	TOR/SS10	Policy 2, Policy 13
TOR45(i)	A hotel for Torpoint	TOR/6	Policy 3, Policy 13
TOR46(i)	Ferry offices site	TOR/SS5	Policy 2
TOR47(i)	Heritage trail	TOR/7	Policy 3, Policy 16, Policy 24
TOR48(i)	Extension to Torpoint Nursery and Infant school	TOR/7	Policy 3, Policy 13, Policy 24
TOR49(i)	Housing on the Northern fringe	TOR/1, TOR/2, TOR/ SS4	Policy 2, Policy 2a, Policy 3, Policy 6, Policy 8, Policy 10, Policy 12, Policy 13, Policy 16, Policy 22, Policy 23, Policy 25, Policy 27, Policy 28
TOR50(i)	New foodstore	TOR/1, TOR/4, TOR/ SS4	Policy 2, Policy 3, Policy 4, Policy 12, Policy 13, Policy 16, Policy 23, Policy 27, Policy 28

Neighbourhood Plan Policy



Neighbourhood Plan Policy	Cornwall Local Plan Policy compliance	NPPF compliance
TOR 1 – Housing Development inside the Development Boundary	Policy 2, Policy 2a, Policy 3	Paragraphs 17, 30, 47
TOR 2 – Housing Development outside of the Development Boundary	Policy 2, Policy 2a, Policy 3	Paragraphs 17, 30, 47
TOR 3 – Community and Leisure Proposals	Policy 3, Policy 16	Paragraphs 17, 69, 73
TOR 4 – Non-Residential Development	Policy 2, Policy 3, Policy 5	Policy 2, Policy 3, Policy 5
TOR 5 – Transport	Policy 27	Paragraphs 17, 29, 37, 69
TOR 6 – Local Green Space	Policy 2, Policy 16, Policy 23, Policy 25	Paragraphs 69, 73, 76, 77, 109
TOR 7 – Green Infrastructure	Policy 2, Policy 16, Policy 23, Policy 25	Paragraphs 69, 73, 76, 77, 98, 99, 109
TOR 8 – Historic Core, Design and local distinctiveness	Policy 2, Policy 12, Policy 24	Paragraphs 17, 56, 57, 58, 127
TOR 9 – Torpoint Town Centre	Policy 6, Policy 8, Policy 10, Policy 13, Policy 21	Paragraphs 17, 23, 111
TOR SS1 – The Northern Fringe	Policy 6, Policy 8, Policy 10, Policy 13, Policy 22, Policy 23, Policy 27	Paragraphs 17, 24, 26, 34, 69, 70, 74
TOR SS2 – Lower Fore Street	Policy 6, Policy 8, Policy 10, Policy 13, Policy 21	Paragraphs 17, 23, 111
TOR SS3 – Harvey Street	Policy 12	Paragraphs 17, 40, 56, 57, 58
TOR SS4 – The Waterfront	Policy 12	Paragraphs 17, 56, 57, 58

Artist's impression of Enhancements to Harvey St & St James Church

Appendix 2

Community Infrastructure Levy

Community Infrastructure Levy (CIL)

The Vision sets out a number of initiatives, some of which will not be influenced by the planning system. Within the list of initiatives were a number of community infrastructure items. Those that can be defined as ‘infrastructure’ (as per s216 of the Planning Act 2008) for the purposes of spending the levy receipt are included within the policy wording. The policy is intended to highlight infrastructure that should be assisted by a meaningful proportion of the Community Infrastructure Levy (CIL) payments.

National Planning Practice Guidance states that: “Where [...] development is [...] within an area that has a neighbourhood development plan in place, [...], the charging authority must pass 25% of the relevant CIL receipts to the parish council for that area [...]. This amount will not be subject to an annual limit.” Without a Neighbourhood Plan, the proportion given to the community will be 15%. For the 25% receipt to apply, the Neighbourhood Plan must have been made.

On the assumption that the majority of the housing provided in Torpoint will be required to pay CIL and that CIL is also payable on convenience retail floorspace above 280 m2, the sums of money that could be directed towards identified projects are significant.

This is set out in the CIL Charging Schedule, which is subject to annual inflation in accordance with the Building Cost Information Service (BCIS). However, at the base CIL rate (as set at the time of the adoption of the Charging Schedule), a development for example, of 250 dwellings at an average floorspace of say, 85 m2, would be £743,750, and from a convenience retail store of, 2,000 m2, £200,00. This would give the Town Council and the community around £236,000 to spend on locally identified priority initiatives. Without a Neighbourhood Plan, assuming the same figures, the proportion directed to the

Town Council and community would be around £141,500. Beyond the many various strands of the value added by formulating a Neighbourhood Plan, this uplift in CIL receipts direct to the community is one that is readily quantifiable.

It is acknowledged that not all of the initiatives will be delivered in the plan period. However, it provides a clear expression and focus for directing CIL receipts when the time arises within the plan period. Other sources of funding can be explored to assist delivery of the identified projects. CIL can also be linked with other funding streams and be used for matched funding.

The initiatives within the Vision document are referenced in this policy, as they have gone through a consultation and sign of procedure, but there may be other items of infrastructure that could be funded through CIL. The list within the policy will therefore be subject to constant review based on priorities identified. Any change will need to be subject to suitable consultation.

CIL receipts received by the town council will be directed towards the following projects. Projects are not prioritised, but listed in the same order as set out in the Vision document.

VISION REF	DESCRIPTION
TOR3(i)	ABOUT THE VISION - ART HOARDING
TOR6(i)	MARINE WILDFLOWER MEADOWS ON MARINE DRIVE
TOR7(i)	NEW BUS SHELTERS IN THE TOWN CENTRE
TOR10(i)	APPEARANCE OF RAILINGS AT THE FERRY LANDING - MAKING LESS INDUSTRIAL
TOR13(i)	THANCKES PARK PROJECTS - ENHANCING THE PARK
TOR16(i)	TORPOINT SWIMMING POOL FEASIBILITY STUDY
TOR18(m)	TOWN MAPS AND FINGER POSTS
TOR19(m)	CELEBRATING THE ENTRANCE TO TORPOINT & CORNWALL - A HIGH QUALITY ARTWORK
TOR21(m)	ENHANCE THE TORPOINT FERRY QUEUING - IMPROVE THE LANDSCAPE
TOR22(m)	ENHANCEMENTS TO HARVEY STREET AND ST JAMES CHURCH
TOR24(m)	TORPOINT PASSENGER FERRY LANDING JETTY - WATER TRANSPORT ACCESS
TOR25(m)	ALL WEATHER PITCH FOR TORPOINT - IMPROVING SPORTS FACILITIES
TOR26(m)	A NEW LIBRARY FOR TORPOINT - A PUBLIC RESOURCE
TOR30(l)	NORTHERN ENTRANCE TO FORE STREET - IMPROVING THE IMAGE
TOR33(l)	TORPOINT TRANSPORT AND TOURIST INFORMATION HUB
TOR36(l)	TORPOINT ‘NORTHERN PROMENADE’ ENHANCEMENT
TOR39(l)	PARK LANDSCAPE PLAN FOR THANCKES PARK - MAKING THE MOST OF THE ASSET
TOR40(l)	STRENGTHENING FORE STREET
TOR43(l)	ENHANCEMENT TO CAMBRIDGE FIELD (ST JAMES PARK)
TOR47(l)	TORPOINT HERITAGE TRAIL

Appendix 3

Policy Maps

