

Executive Summary Appendix B - Policies

The following schedule is a summary of all policies in the full Neighbourhood Plan. They should not be used or considered in isolation of the rest of the Plan and / or each policies' supporting / justification text. It should be noted that page numbers referred to in the policies do not apply in this summary document.

Policy BE1: Heritage and the Historic Environment

1. In addition to existing listed buildings and scheduled monuments, development proposals (including alteration and refurbishment) affecting the following local heritage assets and their setting (most of which are identified on Maps 7 and 8, pages 27 and 28) will take account of their significance, character, setting and local distinctiveness:

- i) Fisherman's Light, Back Beach;
- ii) Former Royal Hotel, Den Crescent;
- iii) Horse and Carriage Stands (remains of, opposite Bay Hotel);
- iv) Jolly Sailor (pub);
- v) The London Hotel, Bank Street;
- vi) Old Mooring Posts, Back Beach;
- vii) The Pier;
- viii) Remaining old structure of original Fish Quay;
- ix) Queen's Chambers, Wellington Street;
- x) Queensberry Arms;
- xi) The seafront terraces of Courtenay Place and non-Listed Buildings in Den Promenade (Bella Vista, Eastcliffe Court, Burlington House, Thornhill, Beach Cottage, Beach Court and Lyme Bay House Hotel);
- xii) Ship's View, Osmond's Lane;
- xiii) Teignmouth Old Cemetery, two Chapels and Lodge (Exeter Road);
- xiv) The 3 walls at the former Morgan Giles Yard (Breakwaters and landing stages);
- xv) Victorian Cast Iron Post, Gales Hill;
- xvi) Wall and old building, Gales Hill;
- xvii) Old Millstone, Third Avenue; and,
- xviii) Historic Permian Sandstone / Breccia Walls (in various locations across Teignmouth).

2. Where relevant, proposals affecting these local and other nationally recognised heritage assets and / or their settings should take into account adopted Conservation Area Appraisal(s) and the Historic Environment Record and are encouraged to have regard to additional local evidence documenting local historic and heritage assets.

3. Proposals for changes and alterations to shopfronts with a recognised heritage value should be framed by and respond positively to policy TCR3: Active Shopfronts.

4. The Town Council will work with Teignbridge District Council to secure these locally recognised heritage assets' designation on the Local Authority's "local list".

Policy BE2: High-quality Design

1. All new development will be of high-quality design, complementing the local vernacular, enhancing visual amenity and minimise any adverse impacts on the built environment and neighbouring amenity.

2. For proposals to be considered high quality in the Teignmouth context, they will need to meet the requirements of the Teignmouth Design Code and have particular regard to the following considerations, where feasible, viable and applicable:

- i) be well-related to scale, form, density and character of the proposal's setting;
- ii) respect and cause no significant harm to historic buildings, character and heritage assets and their setting;
- iii) have no adverse impact on the amenity of neighbouring uses (factors such as noise, tranquillity, light pollution, and enjoyment of space);
- iv) ensure good and safe accessibility for refuse, emergency and delivery vehicles, where feasible, taking into account likely levels of on-street parking by residents and / or employees;
- v) provide safe and easy access for pedestrians, those with impaired mobility and the disabled and cyclists onto existing pedestrian footpaths and cycle lanes and provide segregated, direct, safe routes to enable good connectivity to local facilities and amenities. Pedestrian and cycle routes should ensure permeability and "desire line" point to point access into and out of the development;
- vi) have boundary treatment well-related to those of nearby dwellings and other buildings to complement the character of its setting;
- vii) respond positively to the Teignbridge Design Code and National Design Guide;
- viii) provide or enable the opportunity for enhanced sufficient circulation space and ventilation for safe and comfortable use where relevant and feasible;
- ix) consider the need to design out crime and disorder to ensure ongoing community safety and cohesion, within the context of wider high quality design objectives;
- x) provide publicly accessible green infrastructure which plays a multi-functional role at the heart of the development to enable safe and easy access for leisure and recreation purposes, delivers a net gain in biodiversity and geodiversity across the site and makes a positive contribution to help mitigate and adapt to the impacts of climate change; and,
- xi) for proposals for dwellings, provide private rear amenity space (gardens) appropriate to dwelling type and size. To inform consideration of the appropriateness of a proposal's suitability in relation to the character of the built environment and the site's setting, applicants should provide an analysis of the proposal's plot size(s) and building footprint in relation to garden areas of the dwellings in the surrounding area.

3. Where development proposals do not meet the design requirements above and those set out in the Teignmouth Design Code, applicants are required to demonstrate (as part of a Planning

Statement) why the proposal cannot meet requirements due to feasibility, viability and applicability.

4. Proposers of major development are encouraged to engage with the local community and Town Council at the earliest opportunity to help ensure that any proposals take into account both this Plan's Aims and Objectives and the views of the local community.

5. Proposals for major development will be required to follow a design review process prior to the submission of a planning application where the size, scale or type of development suggests a need ensure that its design fully respects and is sensitive to the character of its location and setting.

6. Proposals for changes and alterations to shopfronts will be required to respond positively to policy TCR5: Active Shopfronts.

Policy BE3: Sustainable Design

All new development will be required to respond positively to the challenge posed by climate change. It should aim to meet a high level of sustainable design and construction and be optimised for energy efficiency, targeting zero carbon emissions and should, where relevant to the scale and type of proposal, be feasible and viable:

- i) utilise the Building for a Healthy Life sustainable development tests for dwellings and meet (and exceed where possible) BREEM "Very Good" standards for commercial / employment uses, or other up-to-date standards at the time of application;
- ii) respond positively to principles such as those for "walkable communities" in Sport England and Public Health England's "Active Design" guidance;
- iii) have a layout which optimises passive solar gain;
- iv) have sustainable drainage systems installed on-site to mitigate the impact of increased surface water run-off or provide off-site solutions (as close as possible to where rain falls to the ground) where on-site provision is not possible;
- v) ensure that any adverse impacts on water quality are satisfactorily mitigated;
- vi) ensure that all off-road parking spaces and driveways are permeable to help prevent surface water run-off and include filtration or interceptors to prevent vehicle oil polluting the ground and watercourses;
- vii) provide electric charging points for each dedicated residents' parking spaces, including garages;
- viii) exceed requirements set out in Building Regulations standards in relation to energy efficiency of buildings;
- ix) incorporate on-site energy generation from renewable sources such as solar panels or heat pumps; and,
- x) provide secure outside covered storage space for refuse bins and recycling boxes (ensuring that their location gives easy access to the kerbside for collection) and for cycle storage.

Policy BE4: Location of New Development

1. In accordance with the Teignbridge Local Plan the built-up area within the defined settlement limit of Teignmouth (adopted Local Plan policy S21A) is the most sustainable location for where most new homes and development should be focussed.

2. The Teignmouth settlement limit boundary in the adopted Teignbridge Local Plan is reproduced in Appendix 1. Development proposals for new dwellings within the defined settlement limit boundary will be supported in principle in accordance with national and Local Plan policies. Preferred sites within the boundary will be:

- i) On previously developed land; or,
- ii) On infill sites.

3. Proposals should demonstrate how they do not exacerbate transport constraints (and can support opportunities where feasible) identified in this Plan's "Transport and Accessibility Plan" and provide sufficient additional off-road parking for the new dwelling which meet County Highways standards and other relevant policy requirements in this Plan.

4. Outside of the settlement boundary, housing proposals that come forward in any other ("Countryside") locations will need to satisfy other relevant development plan policies.

Policy BE5: Civic Spaces and the Public Realm

1. Our valued local public civic spaces and areas of public realm are defined on Maps 9 and 10, on pages 36 and 37, and are:

- i) The Den;
- ii) The Seafront and Promenade (south, central and north);
- iii) The Seawall and Walk (including Old Maid's Walk);
- iv) French Street / Regent Street Triangle; and,
- v) the Triangles.

2. Their use as such will be protected for the contribution they make to the local urban form and character and the positive role they play in supporting ease of access, pedestrian safety, the local economy and public recreational enjoyment of open space. Where their loss is unavoidable, satisfactory mitigation should be delivered to replace and enhance their quality and role as civic spaces and the area of public realm they provide.

3. Development proposals for improvements to these spaces will be supported in principle where their current use and contribution to the environment are enhanced and where they meet other relevant policy tests in this Plan.

Policy BE6: Flood Risk

1. Development proposals will need to demonstrate that they do not increase local flood risk. This can include use of sustainable drainage systems (SuDS) and / or other management schemes, with particular reference to tidal, fluvial / river flooding and locations of known surface water flooding identified on up-to-date flood risk maps. Proposals should comply with adopted Local Plan policy EN4: Flood Risk.

2. Where sustainable drainage systems are introduced, green and open SuDS are preferred, and in all cases a management plan should be put in place for future maintenance of the system.

3. Within the context of national and Local Plan policies pertaining to flood risk, where necessary development is proposed in the floodplain, in addition to being safe from flooding over its lifetime, development must also contribute to reducing the overall flood risk of the town.

4. Proposals in seafront areas at risk of to sea and tidal flooding should include construction details and protection elements which will be integrated within the design of the building to ensure resilience.

Policy BE7: Protecting Local Amenity

Where relevant, development proposals will need to demonstrate that they do not introduce uses which have an adverse impact on local amenity enjoyed by residents, including (but not limited to) factors such as noise, light pollution, visual amenity, odour and inappropriate storage of goods or waste on public footpaths or the highway, or give rise to anti-social behaviour.

Policy HO1: Engaging with the Community on Major Housing Proposals

1. Proposers of major housing development (on sites of 10 or more dwellings) should engage with the local community and Town Council, prior to submission of a planning application to the Local Planning Authority, to help ensure that proposals take into account both this Plan's Aims and Objectives and the views of the local community.

2. Such engagement should also include consideration of the impact of major development proposals on local infrastructure and provision for health and education services.

Policy HO2: Flats Above Retail and Other Town Centre Premises

Development proposals for the conversion of upper floors of retail and other town centre premises which require planning permission will be supported in principle where:

- i) sufficient dedicated off-street or additional on-street parking capacity can be provided;
- ii) safe and secure covered cycle storage is provided as part of the development;
- iii) there are no unacceptable or adverse impacts on local amenity, such as (but not limited to) new or increased light pollution, safety of residents or shoppers, and ease of access;
- iii) secure and covered refuse and recycling storage can be incorporated within the site; and,
- iv) the access/egress route is safe from flooding for the safety of the flats for future residents.

Policy HO3: Annexes to Dwellings

1. Dwellings which form "annexes" to existing properties will be supported in principle where they:

- i) are developed as infill, located between existing dwellings rather than in back gardens and include separate driveways, or, where located within the curtilage of an existing dwellinghouse, applicants should provide an analysis of the proposal's plot size and building footprint in relation to dwelling density and garden areas in the surrounding area to demonstrate that the character of the built environment will not be eroded;
- ii) are for family members to live in as their permanent residence (elderly or young adults) who are related to the main household living in the existing property as their permanent residence or for full-time carers; and,
- iii) remain tied to and part of the original existing property.

2. For the purposes of this policy, "annexes" are defined as accommodation which is ancillary to the main residential dwelling and used for this purpose. It may be interconnecting within the property as a whole (for instance via doorways) or it may be accessed via a completely separate external entrance, but if it forms separate and additional accommodation for the main house, it will be viewed as an annexe. Annexes will be served by the existing and same access from the highway as for the main dwelling.

Policy SLR1: Local Green Space

1. Our locally valued green spaces are identified on Map 13, page 52 (and Appendix 3) and are designated as Local Green Space. These areas will be protected for their local environmental, heritage and / or recreational value.

2. Teignmouth's Local Green Spaces are:

- i) Bitton Brook Park and Coombe Valley Nature Reserve;
- ii) Bitton House Grounds;
- iii) Broadmeadow Sports Field;
- iv) The Dell (East Cliff Park);
- v) The Den Green;
- vi) Frobisher Wood;
- vii) Kingsway Allotments;
- viii) Kingsway Park;
- ix) North of New Road;
- x) Lower Kingsdown Road Play Area;
- xi) Milford Park;
- xii) Mules Park (East Cliff Park);
- xiii) The Old Cemetery (East);
- xiv) The Old Cemetery (West);
- xv) The Orchard (East Cliff Park);
- xvi) Paddons Lane Allotments;
- xvii) The Rowdens (East Cliff Park);
- xviii) Teignmouth AFC Playing Field;
- xix) Teignmouth & Shaldon Cricket Club (Hazeldown Oval);
- xx) Teignmouth RFC Playing Field; and,
- xxi) Market Cross.

3. Development proposals on Local Green Spaces or within their setting will only be supported where they:

- i) maintain or enhance the existing use and amenity value of the space;
- ii) maintain or enhance access to and use of the space where it is used for recreational purposes;
- iii) have no adverse impact on the recreational use or environmental value of the space or (where unavoidable) proposals satisfactorily mitigate such impact, for example, through replacement of the space (of the same or greater size) in close proximity to the location of the original space;
- iv) do not change the purpose for which the space is valued and the reason for designation;
- v) do not result in the loss of the majority of the Local Green Space; and,
- vi) do not cause significant cumulative environmental effects or adverse impacts can be satisfactorily mitigated, including through net gains in biodiversity (at least in alignment with nationally set net percentage gains).

Policy SLR2: Improving Opportunities for Sports, Leisure and Recreation (Land and Water)

1. Our main sport, leisure and recreation facilities are identified on Map 14, page 55 which contribute or could contribute to Teignmouth's character and "offer" to residents, those employed in the town and visitors. These assets will be protected from loss and are:

- i) Exeter Road Sports Centre;
- ii) Bitton Park Bowling Club;
- iii) Broadmeadow Sports Centre;
- iv) Broadmeadow Sports Field;
- v) River Teign Rowing Club;
- vi) Seafront, Beaches and Promenade;
- vii) The Den Bowling Club;
- viii) The Den (including open space, multi-use games area (MUGA), tennis court and leisure provision);
- ix) Teignmouth Athletic Football Club;
- x) Teignmouth Corinthian Yacht Club;
- xi) Teignmouth & District Indoor Bowls Club;
- xii) Teignmouth Lido;
- xiii) Teignmouth Pier;
- xiv) Teignmouth & Shaldon Cricket Club (Hazeldown Oval);
- xv) Teignmouth Surf Lifesaving Club; and,
- xvi) Teignmouth Rugby Football Club.

Where loss of these assets is either unavoidable or replacement is a desirable option to improve facilities / provision, such proposals will be supported in principle subject to demonstrating that they are satisfactory proposals for replacement to mitigate their loss. Such proposals must meet the requirements set out in 2, 3 and 4 below.

2. Where relevant, development, refurbishment or redevelopment proposals for sports, leisure and recreation will be supported in principle where they:

- i) deliver improvements in quality and / or capacity to accommodate demand at existing facilities and pitches through on-site improvements, enhancements or extension; or,
 - ii) deliver replacement provision for loss of an existing facility or pitch, identified opportunities responding to demand and / or resolve identified constraints, in on or off-site locations within the town;
- and,
- iii) secure or improve the financial viability of long-term use of facilities and pitches; and;
 - iv) do not exacerbate existing identified constraints or challenges on or associated with the site; and,
 - v) satisfactorily mitigate adverse impacts which arise from the proposal.

3. Opportunities should be taken to ensure that proposals are easily accessible.

4. If proposals for additional capacity, facilities and / or pitches are not made on-site, off-site provision should be made in locations close to an identified catchment of demand within the Plan area.

Policy SLR3: Marine-related Activities

1. The development of new (and extension of existing) facilities on or adjacent to the beaches or Estuary, which support marine-related leisure and sport activities will be supported in principle where they demonstrate benefits to the local economy and do not have significant adverse impacts on:

- i) the beaches and / or Estuary and surrounding environmental features and assets;
- ii) the visitor experience;
- iii) the amenity of residents and other neighbouring uses; and,
- iv) existing commercial or leisure uses.

2. Proposals should demonstrate, where relevant, how they do not cause significant harm to heritage assets and their setting.

3. Proposals should demonstrate how they have maximised opportunities to ensure that they contribute to or deliver improved access and accessibility to the water-side where relevant.

Policy SLR4: Water Sports Centre

1. Proposals for the development of a marine activity / water sports centre (for canoeing, rowing, stand-up paddle boards, etc.) at Polly Steps (identified on Map 15, page 58), or an alternative suitable location if this location proves unviable or an alternative is deliverable sooner, will be supported in principle where they demonstrate that:

- i) there is appropriate public access to a slipway to/from the river Teign;
- ii) there is satisfactory design, including hard standings, waste disposal, sewage pump out, hoist facilities, boat storage, trailer parking, public parking provision and associated facilities essential for the use of the facility;

iii) a habitat / ecological assessment has been undertaken to consider any potential impacts on mussel seeding areas and associated wildlife issues, and avoid adverse impacts or mitigate them satisfactorily;

iv) no significant harm will be caused to heritage assets and their setting; and,

v) there is satisfactory provision of flood mitigation measures, which may be required given the potential scale of the built form of the water sports centre and location within Flood Zone 3.

2. Proposals at Polly Steps will need to demonstrate that existing parking provision (capacity) for public and permit use is retained and / or replaced on-site or at an appropriate location in close proximity.

3. Proposals will be supported where a planning condition or legal agreement is put in place which retains primary use of the facility for that proposed and supported by this policy in perpetuity.

Policy SLR5: Supporting Provision for a Multi-use, Multi-sports Indoor Community Space

Proposals for development and / or change of use which provide a viable solution for sports clubs which require large format halls and spaces and for community use will be supported in principle, where they are within the settlement boundary, subject to other relevant policies in the development plan.

Policy COM1: Protecting Community and Health Facilities, Amenities and Assets

1. Our locally valued community facilities and amenities are identified in Map 16, page 66, and are:

- i) Alice Cross Centre;
- ii) TAAG (Northumberland Place);
- iii) Bitton House;
- iv) Richard Newton Hall;
- v) The Heritage Centre;
- vi) Kingsway Meadow Centre;
- vii) St Michael's Parochial Parish Church;
- viii) The Ice Factory Studio Theatre;
- ix) Teignmouth Library;
- x) Teignmouth Lido;
- xi) Teignmouth Orangery; and,
- xii) Public conveniences (Eastcliff Shelter, Lower Brook Street, The Den and The Point).

2. Existing community facilities and amenities will be protected from loss, unless redevelopment or change of use demonstrate that:

- i) there is no reasonable prospect of viable continued use of the existing building or facility which will benefit the local community and they demonstrate a need for their proposed change;
- ii) they do not have an adverse impact on the site's setting in relation to its built character or the surrounding natural environment;
- iii) replacement improved provision is made in a suitable location to mitigate loss; and,
- iv) the proposed alternative use would provide equal or greater benefits for the local economy and community than the current use.

Policy COM2: Maintaining and Enhancing Community and Health Facilities, Amenities and Assets

1. Development proposals for new, replacement, extended and/or improved community and health facilities and amenities will be supported in principle, subject to other policies in the development plan, and where:

- i) they are within the settlement boundary;
- ii) the proposed use will be dedicated to community use in perpetuity;
- iii) the proposal demonstrates viability in the long-term through a business plan or other means of demonstrating viability; and,
- iv) are easily accessible to all potential users.

2. Proposers of development are encouraged to engage with the local community and Town Council at the earliest opportunity to help ensure that any proposals take into account both this Plan's Aims and Objectives, the needs of users and the views of the local community.

Policy COM3: Telecommunications

1. The development of infrastructure to support improvement and upgrades to telecommunications which serve the town will be supported in principle where sensitively sited within the natural and built landscape and sympathetically designed.

2. Where practical, developers of all new residential, educational and business premises will be required to make provision for the latest high-speed broadband and other communication networks.

Policy COM4: Safeguarding Land at Park Hill for Enhancements to Facilities for Children and Young People

1. The area adjacent to Park Hill, identified in Map 17, page 69, which includes existing children's and young people's facilities (including the Scouts' and Sea Scouts' Hut and Teignmouth Air Training Corps) will be protected from loss and opportunities taken to improve or replace provision on-site or elsewhere with long-term leases, at affordable rents to non-profit or charitable organisations.

2. Proposals for improved, new and / or additional facilities to meet the needs of children and young people will be supported in principle where they demonstrate:

- i) that they meet the needs of the age groups to which they relate;
- ii) how they will be effectively managed and maintained in perpetuity;
- iii) that local young people or children and their parents / guardians have been consulted and involved in developing the proposal;
- iv) that local residents have been consulted and positive measures have been taken to ensure that there are no adverse impacts on local amenity and cause no significant harm to heritage assets within the setting of Park Hill; and,
- v) that they are easily accessible to the (able-bodied and disabled) children, young people, parents and carers that they are intended to serve.

Policy COM5: Development of Facilities for Children and Young People

1. A requirement for the following additional facilities for children and young people has been identified in Teignmouth:

- i) an additional wheeled park with separate ramps for skateboarding and scooters (and which recognises the different needs of different age groups and skill levels) in a location away from the seafront, suitable for local children to access;
- ii) undercover meeting places for young people / youth in suitable outdoor locations;
- iii) multi-functional indoor hall space for youth groups and organisations;
- iv) "strategic" / large play park for younger children to access all-year round; and,
- v) an amphitheatre for outdoor arts activities.

2. Proposals for development and / or change of use which support provision of these facilities for children and young people will be supported in principle where they meet the requirements of policy COM4: 2.

3. Proposals should be accompanied by a business plan for the facility or other means of demonstrating viability for at least the first 5 years of operation.

Policy COM6: Education and Learning Facilities

1. Development proposals for new or improved facilities which support education and learning including (but not limited to) additional school infrastructure will be supported in principle, where they are within the settlement boundary, and subject to other policies in the development plan.

2. Proposals for education uses which require a rural or an edge of settlement location due to the nature of the provision (such as forest schools) will be supported in principle, subject to other policies in the development plan.

Policy TCRI: Protecting and Enhancing the Pier

1. Policy BE1 safeguards the Pier as a Local Heritage Asset. Its importance as a regeneration opportunity to support both the Teignmouth and the wider Teignbridge economy is recognised.

2. Proposals for the development, refurbishment and / or regeneration of the Pier to improve its quality and contribution to the local economy and leisure activities, on both the land and sea side, will be supported in principle where they demonstrate, through a business plan or other means of demonstrating viability, the long-term viability of the scheme as part of the planning application.

Policy TCR2: Change of Use from Commercial to Residential Use in the Heart of the Town Centre

1. The "heart of the town centre" is defined on Map 19, page 80, and within the context of the wider defined town centre in the adopted Local Plan and reproduced in Appendix 1. Within this area, to ensure that the mix of retail and commercial premises and uses is retained, development proposals for the conversion of retail, commercial and business premises to residential dwellings (which require planning permission) which will not contribute to the vitality of the town centre will only be supported where it is demonstrated that the premises are surplus to local economic need and demand and commercial use is no longer viable.

2. Evidence will be required to show that the building and / or site has been actively marketed for at least 12 months at a sound, realistic and viable price for the existing or similar uses. Applicants should undertake an economic assessment to establish the potential and viability of any specific concern and marketing of any property or business will need to include an offer to the local community for their acquisition or operation.

3. Subject to viability, preferred uses prior to consideration solely for dwellings will be for retail, office, leisure, food and drink, other employment, community uses, or a combination of these on a mixed-use site. Mixed-use schemes could include an element of residential use where necessary if required to ensure the scheme's viability, with town centres uses being preferred on the ground floor.

4. Proposers of development should engage with the local community and Town Council to help ensure that proposals take into account both this Plan's Aims and Objectives and the views of the local community.

Policy TCR3: Active Shopfronts

1. New and changes to existing shopfronts, which require planning permission, which enable and support improved access within, entrance to and exit from shops and improve energy efficiency will be supported to help sustain the local and town centre economy and contribute towards targets to achieve net zero carbon emissions.

2. Development proposals for new, renovated or adaptable opening shop fronts which require planning permission will be supported in principle where they:

- i) are sympathetically designed in relation to the rest of the building, neighbouring buildings and the proposal's surrounding built character and setting;
- ii) are of high-quality design and follow principles in the Teignmouth Design Code;
- iii) do not compromise accessibility on paved areas (the public highway) for pedestrians, those with impaired mobility and the disabled; and,
- iv) provide or enable the opportunity for active frontages, enhanced sufficient circulation space and ventilation for safe and comfortable use where relevant and feasible.

3. Any associated signs will be of a suitable scale and meet the requirements of the Teignmouth Design Code.

Policy TCR4: Enhancing the Townscape and Civic Spaces with New Trees and Planting

Development proposals for or which include the provision of trees and other planting to enhance the townscape, civic spaces and urban environment will be supported in principle where:

- i) the trees are of a species, size and massing appropriate to the immediate setting;
- ii) planting areas and trees in foliage allow adequate access to shops and other businesses by maintenance, refuse and delivery vehicles;

- iii) trees and planting areas are designed and contained in such a way as to prevent future problems from roots to the planting structure (where relevant), paving surface and underground infrastructure;
- iv) species are planted which are resilient to the coastal location (i.e. can tolerate saltwater impact) and changes in the climate and weather patterns; and,
- v) the applicant has demonstrated that the proposed trees and planting areas have been subject to a viability test which shows that their maintenance by a responsible body can be sustained in the long-term.

Policy TAC1: Supporting the Arts and Cultural Offer

1. The Arts Quarter area, which supports the arts and cultural activity, is identified (in broad terms) on Map 20, page 87. Development proposals in this area are encouraged to focus on support for and enhancement of the arts and cultural sector.

2. Development proposals in the rest of the town centre which enhance and support the local economy and the arts and cultural offer for arts and cultural projects and uses will be supported in principle.

Policy TAC2: Maintaining and Enhancing Facilities and Amenities on the Sea-front

Development proposals for the improvement, extension or enhancement of existing facilities and amenities on the sea-front including, but not limited to, The Den, skatepark and the Pier (identified on Map 20, page 87) will be supported in principle where they:

- i) are fully accessible; and,
- ii) demonstrate how they will enhance and support the local economy.

Policy TAC3: Local Tourism Opportunities

1. Development proposals for new visitor and tourism-related facilities, attractions or amenities which provide additional opportunities to support the local economy and broaden and extend the visitor and tourism offer will be supported in principle, where they are within the settlement boundary, subject to other relevant policies in the development plan.

2. Proposals should demonstrate the long-term financial viability of the proposed development and how it provides local employment opportunities, through a business plan or other means of demonstrating viability.

Policy TAC4: Loss of Tourism Facilities

The loss of tourist facilities (defined as those facilities reliant on income from tourists and visitors to function) to other uses will only be supported where:

- i) The facility or premises has been effectively marketed for the same or a similar use for a period of 12 months;
- ii) it can be satisfactorily demonstrated that the tourist facility is no longer viable; or,
- iii) the proposed alternative use would provide equal or greater benefits for the local economy and community than the current use, for example, through full-time equivalent jobs created or sustained.

Policy TAC5: New Holiday Accommodation

Development proposals to provide visitor accommodation will be supported in principle where they demonstrate that:

- i) there is demand and need for additional accommodation of the type proposed within Teignmouth;
- ii) they have dedicated off-street parking to accommodate guests; and,
- iii) they will not be occupied for residential purposes, including as a second home, unless ancillary to the business.

Policy TAC6: Loss of Public Houses

1. Development proposals (which require planning permission) which result in the loss of public houses to alternative uses will only be supported where:
 - i) it can be satisfactorily demonstrated that the use is no longer viable having been publicly and openly marketed for sale, lease and / or rent (under current and other ownership models) for a minimum of 12 months for a similar (food and / or drink) use; or,
 - ii) the proposed alternative use would provide equal or greater benefits for the local economy and community than the current use.
2. Conversion to a dwelling will only be supported if the proposal has met i) or ii) and cannot viably be put into an alternative use.

Policy TAP1: Improving Transport, Accessibility and Connectivity

1. Our Transport Plan is set out on Map 22, page 99, and identifies the key transport and accessibility constraints, opportunities and the network's key features' contribution to Teignmouth's character, across modes. Where relevant, development proposals will be supported in principle which:
 - i) deliver identified opportunities and / or resolve identified constraints; and / or,
 - ii) do not erode key features' contribution to the built and landscape character of Teignmouth; and / or,
 - iii) do not exacerbate identified constraints or satisfactorily mitigate adverse impacts which arise from the proposal.
2. Proposals should contribute positively to reducing, adapting to and mitigating the locally generated impacts which would result in climate change and contribute positively to increasing sustainable, low carbon, modes of transport.
3. Proposals should, where relevant and feasible, improve accessibility for all through consideration of disabled access including (but not limited to) direct route desire lines between crossing points at dropped and tactile kerbs, pavement widths which allow for mobility vehicles to pass alongside other users and cycle lanes and facilitate good access to business premises, shops and services.
4. Within the central core of the town (to the south of the railway line), development proposals should not exacerbate existing problems related to traffic flow, off-street parking capacity and

the capacity of the road network to accommodate movement at peak travel times, but enhance road safety where feasible.

5. Where relevant and feasible, proposals for major development should improve and enhance the appearance and ambience of the A379 corridor and / or contribute to such improvements and enhancements within the context of policies TAP2 to TAP6.

Policy TAP2: Bitton Park Road Settlement Gateway Opportunity Area

1. The Bitton Park Road Settlement Gateway Opportunity Area is identified on Map 22, page 99. Proposals for redevelopment and / or regeneration of this area will be supported in principle and the Teignmouth Design Code will be used as a point of reference to identify appropriate measures to improve the area and resolve identified challenges.
2. Opportunities to improve the quality of the buildings within the area (particularly opposite Tesco Express) are encouraged.

Policy TAP3: Exeter Road / A379 Settlement Gateway Opportunity Area

1. The Exeter Road / A379 Settlement Gateway Opportunity Area is defined on Map 22, page 99. Proposals for redevelopment and / or regeneration of this area will be supported in principle and the Teignmouth Design Code will be used as a point of reference to identify appropriate measures to improve the area and resolve identified challenges.

Policy TAP4: Town Centre Access from Train Station Opportunity Area

The Town Centre Access Opportunity Area is defined on Map 22, page 99. Proposals for redevelopment and / or regeneration of the access between (and improving legibility of) the town centre and railway station will be supported in principle and the Teignmouth Design Code will be used as a point of reference to identify appropriate measures to improve the area and resolve identified challenges.

Policy TAP5: Junction between The Triangles, Regent Street, The Esplanade and Hollands Road

1. The junction between The Triangles, Regent Street, The Esplanade and Hollands Road (shown on Map 22, page 99) will be reviewed with a view to providing improved and safer pedestrian access to Regent Street and possible daytime pedestrianisation of Regent Street will be explored.
2. Development proposals which support this aspiration and appropriate environmental enhancements / improvements will be supported in principle.

Policy TAP6: Establishing a Dedicated Cycle and Multi-use Route through the Town Centre

1. The Teign Estuary Cycle and Multi-use recreational route from Newton Abbot to Dawlish through Teignmouth is supported.
2. Proposals which deliver or help to deliver a dedicated route to connect the inbound trail from Newton Abbot from area of The Lea / Bishopsteignton Road to and through to Town Centre to the inbound trail from Dawlish at Den Promenade will be supported in principle.

Policy TAP7: Traffic Arising from Major Development

Proposals for all new housing developments of 10 or more dwellings, major employment or retail proposals and expansion of existing employment and retail premises which are likely to generate significant additional vehicle movements into and out of the site should demonstrate, as part of a Transport Assessment, how vehicular access into and out of the site and circulation within the site will mitigate impacts of additional traffic onto the local road network (including permeability, safety, journey delay, air quality and noise), both during construction and after completion.

Policy TAP8: Parking in Residential Development

1. New residential development should provide adequate off-road parking for residents and their visitors with roads being of sufficient width and an appropriate layout to ensure easy two-way vehicular access, without compromising the safety of pedestrians, people with pushchairs and prams, those with impaired mobility, the disabled and cyclists.
2. Proposals are encouraged to exceed Highways Authority and District Council standards where viable:
 - i) to help ensure that existing parking problems in Teignmouth are not exacerbated and do not introduce additional pressure on parking on adjacent existing residential streets;
 - ii) to provide the opportunity to maintain good and safe accessibility on local roads;
 - iii) to take realistic account of vehicle ownership (and use of commercial / business vehicles) per household in the town; and,
 - iv) where they ensure that adequate parking does not compromise the desire to enable and encourage active travel by foot, mobility vehicles, e-scooter and bicycles; The layout of parking and the area taken up on-site should not compromise easy access for residents and their visitors across modes, or to service vehicles (for example, refuse vehicles) and emergency service vehicles.
3. Proposals should include electric vehicle charging points for each off-road parking space allocated to dwellings.
4. Proposals will utilise permeable surfaces, planting and / or Sustainable Drainage Systems (SuDS) to reduce the impact of surface water run-off.
5. Consideration should be given to help retain parking intended for residents and their visitors solely for that use through measures introduced via a condition on planning permission. This could include Residential Parking Zones.

Policy TAP9: Protecting Existing Off-street Car Parking Capacity for Public Use

1. The following off-street car parks (see Map 23, page 106) are important assets to the local community and essential to the functionality of the town as a visitor destination:

- i) Quay Road;
- ii) Teign Street;

- iii) Lower Brook Street;
- iv) Pellew Arcade;
- v) Lower Point
- vi) The Point; and,
- vii) East Cliff.

2. Their use as car parking areas will be safeguarded, their capacity at least maintained and increased where feasible.

Policy TAP10: Preventing Loss of Car Parking Capacity

1. Development proposals which result in a loss of vehicle parking spaces of any type will only be supported:

- i) in on-street public parking areas and off-street car parks for public use (identified in policy TAP9), if the equivalent or increased capacity is satisfactorily provided elsewhere in Teignmouth (preferably within close proximity to the existing site); and,
- ii) at private car parks, if the equivalent or increased capacity is satisfactorily provided elsewhere or the need for the private parking capacity can be shown to be reduced as a result of the development proposals.

2. All development proposals must demonstrate how any additional parking requirements generated will be accommodated.

Policy TAP11: Creating New Additional Off-street Car Parking Capacity

1. The following areas within Teignmouth are identified as areas which could help to provide a solution (in whole or in part) to car parking capacity problems:

- i) extension and / or decking of parking capacity in Quay Road and Teign Street, subject to causing no significant harm to nearby heritage assets and their setting (such as Thomas Luny House) and local residential amenity; and,
- ii) extension and decking of East Cliff car park.

2. Additional capacity and other opportunities for increasing public car parking capacity will be explored during the Plan period, for example, the area outside the New Golden Crown / Westbrook Avenue might be redefined to create more spaces.

3. Where planning permission is required for residential, commercial or community development proposals to provide additional off-road parking spaces/areas will be supported in principle.

4. Major development proposals and proposals which will intensify existing on-site uses within the defined town centre should provide a sufficient number of additional parking spaces to cater for demand generated by the development. Where a site is constrained by its size, off-site solutions should be provided or proposals should demonstrate how existing capacity will be adequate for the proposal through a supply and demand parking capacity assessment as part of a transport assessment.

Policy TAP12: Electric Charging Points for Plug-in Vehicles

1. Development proposals for the provision of electric vehicle charging points where planning permission is required will be supported in principle where they have no adverse impact on:

- i) safe and good accessibility of pedestrians, those with impaired mobility and the disabled and cyclists along footpaths and cyclepaths;
- ii) the character of the built and natural environment where relevant; and,
- iii) have full regard to the Teignmouth Design Code.

2. Where charging points are to be provided for public use the proposal must operate its primary form of customer operation as a booking system, with clearly stated charges, conditions and procedures for use, to avoid congestion and frustration and make most economic use of them as a facility.

3. Proposals for commercial charging "stations" or "hubs" on existing fuel station locations, or new bespoke facilities, will be supported in principle, subject to other policies in this Plan.

Policy TAP13: Protecting the Footpath, Bridleway and Cyclepath Network

1. Development proposals which result in the loss of public footpaths, bridleways and cyclepaths or reduce permeability within the settlement boundary will not normally be supported.
2. Proposals on or affecting existing or for new Rights of Way and other public non-vehicular routes (for example, which could enhance accessibility to local amenities, community facilities and services) should, where relevant:
 - i) help to increase opportunities for recreational access to and within the countryside;
 - ii) better link existing areas of green infrastructure and Local Green Space used for recreational purposes;
 - iii) help to retain and enhance safe and easy pedestrian and cycle access to local amenities including schools, community facilities and services and ensure permeability and desire line access for pedestrians, those with impaired mobility and the disabled and cyclists;
 - iv) provide safe routes with appropriate lighting, where necessary;
 - v) not compromise local amenity;
 - vi) provide sufficiently wide pedestrian pavements for use by passing wheelchairs, mobility vehicles and pushchairs;
 - vii) have no adverse impact on landscape, seascape or built character or such impacts are satisfactorily mitigated;
 - viii) cause no significant harm to heritage assets and their setting; and,
 - viii) meet the most up-to-date standards of design (including preferable use of permeable and / or utilising sustainable drainage systems (SuDS) where feasible).

Policy NE1: Locally Valued Landscape: Northern Ridgeline and Skyline

1. The Northern Ridgeline and Skyline (identified in Map 24, page 116) is designated as a Locally Valued Landscape. The area will be protected for the quality of the landscape and role it plays in creating the setting for and character of the town.
2. Development proposals will only be supported where they have demonstrated that:
 - i) it will have no adverse impacts on the Northern Ridgeline and Skyline viewed from the Teignmouth built-up area;
 - ii) it will have no significant adverse impacts on the site's wider landscape setting;
 - iii) they are of a type, scale, mass and density appropriate to their landscape setting; and,
 - iv) there are no other suitable sites for the proposed development.
3. Where mitigating measures are unavoidably required for development to be acceptable within its landscape setting, appropriate landscaping should be employed to mitigate the impact of the development. Such measures should include the use of appropriate planting which can enrich the biodiversity of the area and should be formalised in planning conditions as part of planning consent.
4. The Teignmouth Design Code will be used as a reference point to help assess the impact of proposals.

Policy NE2: Locally Valued Areas of Biodiversity, Geodiversity and Habitat

1. Our locally valued areas of biodiversity, geodiversity and habitat are identified in Map 25, page 118 and Appendix 4 and are:

- i) West of Shaldon Bridge Biodiversity Habitat (Coastal Saltmarsh);
- ii) East Cliff Biodiversity Habitat (Maritime Cliffs and Slopes);
- iii) Bitton Brook Biodiversity Habitat (Woodland);
- iv) Coombe Valley Local Nature Reserve and Biodiversity Habitat (Woodland);
- v) East of Eastcliff Biodiversity Habitat (Woodland);
- vi) Eastcliff and environs Biodiversity Habitat (Woodland and Grassland);
- vii) Frobisher Biodiversity Habitat (Woodland);
- viii) Kingsdown Biodiversity Habitat (Woodland);
- ix) The Lea Biodiversity Habitat (Woodland);
- x) North-west of Sprey Point Biodiversity Habitat (Woodland);
- xi) South of Higher Exeter Road Biodiversity Habitat (Woodland);
- xii) South of Holcombe Down Road Biodiversity Habitat (Woodland);
- xiii) West of Higher Venn Farm Biodiversity Habitat (Woodland); and,
- xiv) West of Oak Hill Cross Road Biodiversity Habitat (Woodland).

2. These areas will be protected as areas critical in supporting wildlife habitats, biodiversity and geodiversity and their role within the wider network of green infrastructure, including as areas for natural flood management. Their loss will not normally be supported.

3. Areas which form biodiversity and green / blue infrastructure corridors or an integral part of the green / blue infrastructure network are also identified on Map 25, page 118, and should be protected and reinforced where possible. Development proposals should take into account other significant and notable sites defined in Natural England data and Devon County Council Environment Records.

4. Proposals which result in the unavoidable loss of these areas (in whole or in part) will only be supported where:

- i) There are no other suitable sites for the proposed development;
- ii) The areas (quality, land area and habitat, biodiversity and geodiversity value) can be satisfactorily replaced in close proximity to their original location with net gains in biodiversity;
- iii) A funded management and maintenance plan is agreed between the applicant and Local Planning Authority to ensure that net gains in biodiversity are realised; and,
- iv) The proposal would not have significant adverse impacts on the site's wider setting (with regard to biodiversity, geodiversity and habitat) or such impacts can be satisfactorily mitigated.

5. Proposals should demonstrate how they have responded to the requirements of this policy through an ecological assessment.

Policy NE3: Teignmouth – Holcombe and Southern Dawlish Local Gap

To ensure that Teignmouth maintains its separate identity, setting in the landscape, built character and extent, the designated settlement limits boundary will be reinforced to the north-east (as identified on Map 26, page 121) to prevent coalescence between Teignmouth, and Holcombe and Dawlish, and maintain a local green gap. Proposals for development (including change of use) which require planning permission will only be acceptable where they:

- i) are for measures to prevent coastal erosion in line with policy NE6; or,
- ii) propose improvements to access to the countryside in line with policy TAP13; or,
- iii) are for essential agricultural uses; and,
- iv) do not compromise the visual openness and landscape character of the gap;
- v) maintain the character of the undeveloped coast; and,
- vi) meet the requirements of policy NE1 (policy on landscape etc).

Policy NE4: Protecting Trees from Loss as a Result of Development

1. Where development proposals are on a site on which trees exist, these existing trees will be protected from loss for the contribution they make to reducing air pollution, softening the urban landscape, providing shade in the summer months (urban cooling), good mental health and biodiversity.
2. Where the loss of a tree or trees is unavoidable, for example, due to disease or condition, proposals will replace trees to an equivalent maturity where feasible and in all cases to the same scale, effect or massing of trees to ensure an equivalent contribution to local biodiversity, air quality and health and carbon sequestration, on the site or within close proximity if on-site mitigation is not feasible. An ecological assessment should be used to demonstrate condition of trees and appropriate replacement where necessary.

Policy NE5: Marine Conservation

Development proposals that facilitate and enhance marine conservation (above the mean low water mark) will be supported in principle where they do not have a significant harmful impact on the beach areas (identified in Map 27, page 125), estuary and the surrounding environmental features and assets which form their setting.

Policy NE6: Coastal Erosion

Development proposals which are deemed necessary to prevent flooding from coastal storms, coastal erosion and estuarine / fluvial flood events in the interest of protecting local property and businesses will be supported in principle, provided they do not negatively impact upon the seascape, landscape character and setting of the area.

Policy NE7: Sea Wall and Groynes

Development proposals that are necessary to maintain or replace sea wall and / or groynes will be supported in principle provided they do not negatively impact upon the seascape, landscape character and setting of the area.

Policy EEB1: Small Employment Starter / Incubator Units and Work Hubs to Support the Local Economy

Development proposals for the creation of flexible work hubs, workshops and other business premises to support micro, small and medium sized local businesses will be supported in principle within the settlement boundary, subject to other policies in the development plan. The local amenity enjoyed by existing neighbouring uses and residents should not be adversely impacted. Proposals which also provide community access or facilities will be particularly welcomed.

Policy EEB2: Live-work Units

1. Proposals for development to enable or facilitate working or living in the same building or site will be supported in principle within the settlement limits boundary and should demonstrate that:
 - i) the proposed units would be well-related to the uses of the surrounding land and buildings;
 - ii) the employment floorspace would be equal or greater than that of the residential living space;

- iii) the proposed uses would not cause unacceptable nuisance to and would be compatible with neighbouring premises / properties. The local amenity enjoyed by existing neighbouring uses and residents should not be adversely impacted; and,
- iv) the proposed development would provide satisfactory living conditions for future occupants.

2. Proposals which seek the change of use of existing employment space to form a live-work unit must demonstrate that such changes:

- i) retain existing ground floor employment space; and,
- ii) the occupancy of the living space is restricted to a person(s) directly involved with the business being operated.

3. Applications to change a live-work unit to wholly residential use must demonstrate:

- i) that the unit has been actively marketed for live-work for 18 months;
- ii) that no demand exists for its continued use for live-work; and,
- iii) the proposed change of use would be well-related to the uses of surrounding land and buildings.

Policy EEB3: Supporting the High-tech Sector

Development proposals for employment space and premises, formed of Use Class E – Commercial, Business and Service premises, which are for or support the high-tech sector, will be supported in principle, within the settlement boundary, subject to other policies in the development plan.

Policy EEB4: Teignmouth Port / Docks

1. Development proposals, regeneration and redevelopment at the Teignmouth Port / Docks (Associated British Ports) which require planning permission will be supported in principle where they are for one or more of the following:

- i) employment use or uses associated with marine activities or complement operations at the Port; or,
 - ii) uses which can only be located at a waterside location due to the nature of the use; or,
 - iii) retail, sport, leisure, recreation or community facilities requiring a waterside location; or
 - iv) small scale live-work units where the proposals comply with policy EEB2 and demand for the number and size of units has been demonstrated and where the proposed use will be maintained in perpetuity.
2. Where relevant, proposals should take into account the policies in the Marine Plan - Inshore and Offshore (South).
3. Proposals should take fully into account the Devon Minerals Plan, with particular regard to Policy M2: Minerals Safeguarding Areas.

Policy EEB5: Improvements to The Fish Quay

Development proposals which support the regeneration and improvement of facilities for the fishing industry at The Fish Quay will be supported in principle.

Policy RLC1: Small-scale Renewable and Low Carbon Energy

Development proposals for small-scale domestic, commercial and community renewable and low carbon energy generation will be supported in principle where:

- i) the proposal complies with the other policies in this Plan;
- ii) the proposal is located within the curtilage of a building;
- iii) the proposal is sensitively sited and there are no adverse impacts on landscape character, seascape, wildlife, habitats and biodiversity, and residential amenity, or it can be demonstrated that impacts can be satisfactorily mitigated;
- iv) the proposal causes no significant harm to heritage assets and their setting;
- v) the number, siting, scale and design of installations and associated infrastructure and buildings have no adverse impact on (or any adverse impacts can be mitigated):

- a) local amenity (including visual amenity, noise, vibration, electromagnetic interference, shadow flicker, reflection, odour);
- b) nearby dwellings;
- c) the enjoyment of or access to public rights of way and other access routes; and,
- d) public safety.

2. Where appropriate, proposals for renewable or low carbon energy schemes are encouraged to take into account relevant guidance and advice in the Teignmouth Design Code.