



ADDENDUM 1

Ilfracombe Harbour Board Development Strategy 2012 - 2026



INVENTOR IN PEOPLE



Addendum to Ilfracombe Harbour Board's Development Strategy 2012 - 2026

Ilfracombe Harbour Board are committed to keeping its Development Strategy under review and updating it as necessary to provide a current document which informs potential developers and planners. Changing circumstances and recent business successes at the Harbour have identified a need to issue an Addendum to the 2012-2026 Strategy.

The Ilfracombe Harbour Board's Development Strategy is underpinned by four main economic drivers, namely:

- To increase the potential for the Harbour to support and take advantage of technological and economic development in the renewable energy sector.
- To provide accommodation for new Harbour related activities and support the flexibility and inter-changeability of existing and future Harbour related uses and operations.
- To support tourism and leisure activities in Ilfracombe and the wider North Devon area.
- To ensure that Ilfracombe Harbour retains its ability to function as a viable port and fulfils its role as a Lifeboat base and the only harbour on the North Devon coast with direct access to the open sea.

The economic drivers listed above provide a rigid framework and in built resilience to the Harbour Development Strategy. However, amendments are sometimes considered necessary when specific Aims and Objectives become outdated or are completed. Likewise, the Localism Act has had a significant impact on local planning regulation and Annex C has been completely rewritten to take this into account.

Page No.	Paragraph no.	Amendment Details
4	2.4	Figure 1 Delete 'Bus Station' and replace with 'Car Park'.
5	2.4.3	Delete final sentence 'The Quay structure.....on its material fabric'. Insert 'The South Western end of the Quay was extensively repaired and restored during 2014'.
7	2.7.3	Delete paragraph as information out of date and no longer relevant. Insert new Paragraph 2.7.3 – 'The most recently published Income/Expenditure figures and the Budget for the current year are available within the annually published Harbour Business Plan which can be found at www.northdevon.gov.uk/harbour
8	3.1.2, line 6	Delete 'Local Development Framework and North Devon and Torridge Joint Core Strategy' and replace with 'Joint North Devon and Torridge Local Plan'.
9	4.2.1, bullets 8 and 11	Add at end of bullet 8, '(Extensive repairs and rebuild completed 2014)'. Add at end of bullet 11, '(The site has been developed into a 96 space public car park during 2014)'.
11	4.4.1, bullet 2	Delete 'Windfarm' and replace with 'Commercial'.
12	4.4.1, bullet 9	Add at end of bullet point, '(Project completed 2014)'.
12	4.4.2, bullet 3	Add at end of bullet point, '(Project completed 2014)'.
12	4.4.3, bullet 4	Add at end of bullet point, '(Project completed 2014)'.
12	4.4.3, bullet 5	Add at end of bullet point, '(Project completed 2014)'.
13	4.5.2, bullet 6	Delete 'the Atlantic Array and/or other'.
13	4.5.3	Delete 'and discussions with RWE npower renewables are currently (2012) underway to understand their needs and ascertain the viability of delivering a facility for their use'.
13	4.5.4	Insert, '(project completed 2014)' after 'providing a themed walking 'Fish Trail' around the harbour'.
14	4.5.6, bullet 1	Delete 'Atlantic Array wind farm vessels'. Replace with 'renewable energy support vessels'. Delete 'Atlantic Array operations were to be based'. Replace with 'renewable energy operators were to base themselves'.
14	4.5.7	Insert at end of paragraph, '(Project completed 2014)'.
14	4.5.9	Delete final sentence, 'There are some outstanding safety.....of the fishermen's stores is known'. Project complete.
16	5.2.1 and Figure 6	Insert '(Project Complete 2014)' after bullets C, D and E.
17	5.3.5 5.3.6	Insert after paragraph heading, '(Project completed 2013)'. Insert after paragraph heading, '(Project completed 2014)'.

	5.3.7	Insert after paragraph heading, '(Project completed 2014)'.
18	5.3.8 5.3.9 5.3.10	<p>Replace all 3 paragraphs with one single paragraph saying, 'Over recent years NDC have explored several options for the provision of Operations and Maintenance facilities for the Renewable Energy sector. The Industry requirements are now well understood and it is considered that Ilfracombe Harbour, in its current form and with its current infrastructure is not ideally suited for such operations. This decision is based on the fact that there are no protected, non tidally dependent berths available because of the large semi diurnal tidal regime. An area close to Larkstone Cove has been identified as the area most suited to the development of a new quay for the renewable sector. If the minimum requirement for Operations and Maintenance are to be met then a development in this area may need to include:</p> <ul style="list-style-type: none"> - A new quay with vertical inner face - Floating pontoons for mooring and personnel transfer - Access bridge - Wave absorbing outer face - Wave modelling of Harbour to ensure new structures do not affect current operations <p>It is also important to ensure that any construction does not restrict future development including the building of a lock/sill gate'.</p>
18	5.3.11	<p>Delete paragraph. Replace with, 'If a Southern Quay were to be built to house the Operations and Maintenance of Renewable Energy projects then adjacent shoreside facilities such as Storerooms, Workshops, Accommodation, Drying rooms and Parking would be required'.</p>
22	6.3 Options Table	Add opening sentence, 'The data included within the following table is taken from the GHK Ilfracombe Harbour Regeneration Economic Impact Assessment dated May 2010'.
C-1 to C-5	Whole Annex	Delete and replace with, See below.

Ifracombe Harbour - Planning Policy Context

1. Introduction

1.1 This section looks at recent changes in Planning and Economic Policy and places harbour development within the current and proposed local planning policy context.

1.2 The Government is continuing to pursue proposals for reforms to the planning system to ensure that planning supports the sustainable development needed as the country emerges from recession. These include the introduction of the Localism Act as the centrepiece of the new planning system. A key Government objective is to shift some plan making and decision making functions from central government to local authority and local neighbourhood levels.

1.3 The relatively recent removal of the Regional Spatial Strategies has caused great uncertainty as their function was to set the high level context for local authority policy and so give a coordinated direction for a region. Their removal is being challenged in the courts. In the meantime, local authorities have the opportunity to review the policies within the RSS for their own areas and adjust if necessary their development plans, notably their LDF core strategies.

1.4 This emphasises that the Government's top priority in reforming the planning system is to promote sustainable economic growth and jobs. It states that local planning authorities should press ahead without delay in preparing up to date plans, and should be proactive in driving and supporting the growth that this Country needs. The following principles are set out in the Ministerial Statement for local authorities to follow:

- consider fully national policies aimed at fostering economic growth and employment;
- take into account the need to maintain a flexible and responsive supply of land for key sectors;
- consider the range of likely economic, environmental and social benefits of proposals, including long term or indirect benefits such as increased consumer choice, more viable communities and more robust local economies;
- be sensitive to change and take a positive approach to development where new economic data suggests that prior assessments of need are no longer up to date; and
- ensure they do not impose unnecessary burdens on development.

1.5 In determining planning applications, local planning authorities are obliged to have regard to all relevant considerations, but they should ensure that they give appropriate weight to the need to support economic recovery, and treat favourably applications that secure sustainable growth.

2. Permitted Development Rights

2.1 Development of operational land in respect of a dock, pier, harbour, water transport, canal or inland waterway falls under the provisions for permitted development by statutory undertakers. Schedule 2, Part 17, Class B of the Town and Country (General Permitted Development) Order 1995. This sets out the works that constitute permitted development and for which further planning consent from the local planning authority is not required, and these must relate to:

(a) shipping; or

(b) embarking, loading, discharging or transport of passengers livestock or goods at a dock, pier or harbour.

2.2 The provision excludes construction or erection of a hotel, bridge or any other building not required in connection with the handling of traffic, or of any related educational building, car park, shop, garage or petrol filling station that is not entirely within the limits of a dock, pier or harbour.

2.3 Class D of Schedule 17 is for Dredging, covering the use of any land by statutory undertakers in respect of dock, pier, harbour, water transport etc undertakings for the spreading of any dredged material.

2.4 Planning permission is required both for development within the dock and harbour area that is not covered by the above permitted development rights and for major infrastructure development projects. Applications for the former will be determined by the local planning authority, North Devon District Council, or by the Secretary of State for Communities and Local Government in the event of an appeal or call-in.

3. National Policy Statement for Ports

3.1 This statement is part of the planning system established under the 2008 Act to deal with nationally significant infrastructure proposals. It is a National Policy Statement (NPS) and provides the framework for decisions on proposals for new port development. It is also a relevant consideration for the Marine Management Organisation, established in the Marine and Coastal Access Act 2009, which decides other port development proposals, and for local planning authorities where they have a role to play. It applies, wherever relevant, to associated development, such as road and rail links, for which consent is sought alongside that for the principal development. Non-ports associated development should be considered on a case-by-case basis, using appropriate assessment methods consistent with this NPS and with applicable official guidance.

3.2 Under the Planning Act 2008 the Infrastructure Planning Commission (IPC) must also have regard to any local impact report submitted by a relevant local authority, any relevant matters prescribed in regulations, the Marine Policy Statement (MPS) and any applicable Marine Plan, and any other matters that the IPC thinks are both important and relevant to its decision.

3.3 The overarching aim is to improve economic, social and environmental welfare through sustainable development. The key themes in the Government's ports policy are to:

- encourage sustainable port development to cater for long-term forecast growth in volumes of imports and exports by sea with a competitive and efficient port industry capable of meeting the needs of importers and exporters cost effectively and in a timely manner, thus contributing to long-term economic growth and prosperity;
- allow judgments about when and where new developments might be proposed to be made on the basis of commercial factors by the port industry or port developers operating within a free market environment; and
- ensure all proposed developments satisfy the relevant legal, environmental and social constraints and objectives, including those in the relevant European Directives and corresponding national regulations.

3.4 The document sets out explicitly what decision makers are to accept in determining applications for development relating to ports. These are to:

- cater for long-term forecast growth in volumes of imports and exports by sea;
- support the development of offshore sources of renewable energy;
- offer a wide range of facilities at a variety of locations to match existing and expected trade, ship call and inland distribution patterns;
- ensure effective competition between ports; and
- take full account of the potential contribution port developments might make to regional and local economies.

3.5 The Policy Statement also refers to the need to comply with other Government policies for sustainable development, stating that port infrastructure should also:

- contribute to local employment, regeneration and development;
- ensure competition and security of supply;
- preserve, protect and where possible improve marine and terrestrial biodiversity;
- minimise emissions of greenhouse gases from port related development;
- be well designed, functionally and environmentally;
- be adapted to the impacts of climate change;
- minimise use of greenfield land;
- provide high standards of protection for the natural environment;
- ensure that access to and condition of heritage assets are maintained and improved where necessary; and
- enhance access to ports and the jobs, services and social networks they create, including for the most disadvantaged.

4. National Planning Policy Framework

4.1 In March 2012, the coalition Government published the 'National Planning Policy Framework' (NPPF). The Government recognises there should be a presumption in favour of sustainable development and seek to find solutions to overcome any substantial planning objections where practical. The NPPF constitutes guidance for local planning authorities and decision-takers both in drawing up plans and as a material consideration in determining applications.

4.2 The key Government objective within the NPPF is to facilitate economic growth through collaborative working with neighbouring authorities and transport providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development, including large scale facilities such as rail freight interchanges, roadside facilities for motorists or transport investment necessary to support strategies for the growth of ports, airports or other major generators of travel demand in their areas. The primary function of roadside facilities for motorists should be to support the safety and welfare of the road user. In doing this, planning policies should take account of this framework as well as the principles set out in the National Policy Statement for Ports.

5. Regional Planning Policy (Revoked May 2013)

In May 2013, the coalition government revoked Regional Spatial Strategies and replaced them with the Localism Act to allow local Councils to prepare their local plans or local communities to prepare neighbourhood plans without having to follow top-down targets. Whilst Regional Planning has been abolished, the evidence base to inform these strategies remain as a material planning consideration when determining applications until such time as more up to date evidence has been adopted.

6. Devon Structure Plan 2001 to 2016 (Revoked May 2013)

In May 2013, the coalition government revoked Structure Plans and replaced them with the Localism Act to allow local Councils to prepare their local plans or local communities to prepare neighbourhood plans without having to follow top-down targets.

7. North Devon Local Plan 1995 – 2011

7.1 Until the emerging Local Development Framework for North Devon Council is completed and adopted, the development plan policy framework for Ilfracombe is provided by the saved policies in the North Devon Local Plan (2006).

Policy DVS6: Flooding and Water Quality

This policy states that planning permission will not be granted for development where it would result in an unacceptable risk of flooding; it would increase the risk of flooding elsewhere; would harm the water flow or water quality of coastal, estuarine, surface or ground water or it would harm fish stocks.

Policy REC7: Water Based Recreation

This policy states that a proposal for a water based activity will be permitted where:

- it is well integrated with existing development or within the developed sections of the coast, estuary or rivers;
- it does not harm navigation or conflict with the operation of commercial harbours and other existing maritime uses;
- it does not harm the character or appearance of the area, public safety or nature conservation interests; and
- any engineering or other works associated with development does not interfere with the natural movement of sediment to such an extent as to accelerate the process of coastal erosion or deposition elsewhere.

7.2 The loss of a water based facility to other uses that do not require a water side location will not be permitted where it would harm the opportunity for water based recreation or other maritime related uses.

7.3 Enhancement of the Harbour area is central to the regeneration of Ilfracombe. The first phase of the enhancement has involved the demolition of the old Pier, the restoration of a new Harbourmaster Office and the provision of toilets and visiting yacht facilities. Later phases to extend the Harbour and encourage more commercial and maritime interests may include:-

- The creation of an inner harbour with floating berths for boats and other craft and half tide access over a sill;
- Additional seasonal berths in the outer harbour;
- The creation of an outer breakwater to provide a tourist attraction and deep water berthing for passenger ferry access to encourage links to other locations, including Wales; and
- New commercial facilities to develop the fishing industry.

7.4 Proposals to improve the harbour area should take into account the biodiversity interests, particularly as it forms part of the Voluntary Marine Conservation Area (VMCA). However, such interests should not prejudice any regeneration projects to enhance the harbour.

7.5 The enhancement of the Harbour and Harbour area also includes traffic management and pedestrian priority initiatives such as relocating parking provision away from the Pier, reducing traffic on the Quay and making Old Quay Road a more pleasant environment for walking. As part of the overall enhancement of the harbour, high quality flats will also be permitted in the area. High quality flats will improve the townscape of the harbour. Such development will also be expected to include measures to facilitate the enhancement of the harbour itself, including the creation of a marina.

Policy ILF7: Harbour Development.

Proposals for Leisure, Tourism and/or Commercial development will be permitted in the harbour and harbour area where:

- it enhances the built heritage;
- it preserves or enhances the character the character and appearance of the AONB, Heritage Coast and Conservation Area;
- it protects existing and does not prejudice new facilities for fishing vessels, pleasure cruise vessels, the lifeboat and yachts;
- it does not prejudice the achievement of pedestrian priority on Broad Street, The Quay, Quayfield Road and Fore Street; and
- adequate access and servicing provision is made for the development.

Policy ILF8: Ilfracombe Harbour Shopping Area

Within the Ilfracombe harbour shopping area, as shown on inset map 13, retail and leisure development that improves its vitality and viability, especially in the evenings, will be permitted.

Policy ILF9: Bus Station

The bus station is proposed for a mix of residential, leisure and commercial uses, as shown on inset map 13, where:

- the net density of the residential element is no lower than 50 dwellings to the hectare and should include at least 25% of affordable housing;
- the achievement of pedestrian priority on broad street, the quay, quayfield road and fore street is not prejudiced;
- pedestrian and cycle links to the harbour and town centre are improved; and
- a bus interchange facility is provided at or within the vicinity of the bus station site.

Public car parking will be permitted on the bus station site as an alternative to leisure and commercial uses providing criteria b to d are met.

Other policies such as those relating to the AONB, CPA, Heritage Coast, Listed Buildings and Conservation Area may be relevant for particular proposals

8. Ilfracombe Conservation Area Character Appraisal

Character Zone 1 - (The Sea Front) and accompanying Management Plan.

9. The Harbour Sub-Zone

9.1 The harbour dominates this sub-zone and remains an attraction for tourists as well as being a working harbour. Much of the land immediately surrounding the harbour is given over to vehicular parking during the summer, with the various smaller boats being lifted from the water and parked up on the car parks through the winter months.

9.2 The harbour is dominated by the tiny Grade I listed St. Nicholas' Chapel sitting on top of Lantern Hill to the north. From the chapel, views across the harbour to its southern side are particularly splendid. There are many prominent buildings including the Admiral's House and Hillsborough Terrace along with a ribbon of green space running along the south of the Harbour. Although not within the conservation area Hillsborough towers above the harbour and Lantern Hill, with various small beaches, caves and cliffs around its base, providing part of the dramatic setting of the harbour.

9.3 The quayside and walls along the north side of the Harbour and the old Quay Head are grade II* listed, with the oldest parts of the quay and pier dating to the 17th century, with widening works of the 19th century and stone parapet walls installed for public safety in the 20th century. Since Ilfracombe has been a port since the 13th century it is possible that elements of a medieval quay survive under the later works visible today.

10. The joint North Devon & Torridge Local Plan 2011 - 2031

10.1 The main part of the Local Development Framework (LDF) will be the Local Plan, which is anticipated for formal adoption in 2015. There are a number of stages to go through before the Local Plan can be finalised and adopted by the Council as planning policy. A pre-publication draft local plan was published for consultation in January 2013. However, delays in the progress of the Local Plan have resulted from revocation of the draft RSS, including need for preparation of additional evidence based documents to form a robust evidence base. Further delays have resulted from implications of the Localism Act and the publication of the National Planning Policy Framework during 2012.

10.2 The following key policies within the draft Local Plan should also be considered but bearing in mind they may be subject to some wording changes.

Policy ST02: Mitigating the impact on Climate Change. Development will be expected to make a positive contribution towards the social, economic and environmental sustainability of northern Devon and its communities while minimizing its environmental footprint.

Policy ST03: Adapting to Climate Change and Strengthening Resilience. Development should be designed and constructed to take account of the impacts of climate change and minimise the risk to and vulnerability of people, land, infrastructure and property.

Policy ST09: Coast and Estuary Strategy. The role and operation of Bideford and Ilfracombe as commercial and leisure ports / harbours will be maintained and enhanced. Proposals to diversify Ilfracombe's role as a ferry port to South Wales and beyond will be supported. The development of port facilities to maintain and improve the competitiveness of the fishing industry at Bideford, Appledore, Clovelly and Ilfracombe and to enhance leisure opportunities in appropriate coastal locations where required to meet community needs will be supported.

Policy ST10: Transport Strategy. The transport strategy for northern Devon will provide good strategic connectivity by developing enhanced harbour facilities, including at Ilfracombe to support any future passenger ferry service.

Policy ST13: Sustainable Tourism. High quality tourism development that promotes a year round industry will be supported. Tourism growth should be sustainable and should not damage the natural or historic assets of the northern Devon.

Other policies such as those relating to the AONB, Heritage Coast, Listed Buildings and Conservation Area may be relevant for particular proposals

11. Ilfracombe Spatial Strategy

11.1 Development in Ilfracombe during the period 2011 to 2031 will accord with the spatial vision for the town:

11.2 Ilfracombe will be regenerated through a strategy of population growth, with a southern extension to the town providing employment opportunities, a new neighbourhood hub and a mix of high quality, sustainable family and affordable housing. Community driven regeneration of the town centre through high quality design, including improvements to the existing housing stock, and enhancement of the harbour and sea front will capitalise on the town's built heritage, cultural assets, open spaces, high quality landscape, key habitats and coastal setting.

11.3 Tourism will be revitalised over an extended season with the town prospering as a maritime gateway for northern Devon and beyond. Opportunities for new maritime and leisure industries will be maximised, whilst safeguarding the harbour and seafront from rising sea levels and facilitating its continued operation as a port. Ilfracombe will become a vibrant, healthy, prosperous town providing for the needs of all with access to superfast broadband, workforce and business support and improved accessibility to training opportunities to improve both skills and business productivity with expanded employment opportunities at Mullacott Business Park.

11.4 Increased partnership working with 'One Ilfracombe' including other local organisations will deliver key services and facilities including through the community and voluntary sectors. The community will be empowered to make the most of its talents and leadership to deliver the vision.

11.5 The spatial development strategy includes:

- support for initiatives within and around the harbour and seafront areas to improve sea defences, mitigate against any adverse harm on bathing waters, revitalise key regeneration sites, provide opportunities for new tourism, marine, leisure and recreation facilities, and improve traffic management around the town;
- encouragement of higher spend niche markets to develop Ilfracombe's tourism industry over an extended season;

- developments conserving and enhancing Ilfracombe's historic environment and townscape quality and identity, reinforcing its distinctive character and sense of place, and respecting its landscape setting;

11.6 Relevant site-specific policies within the draft Local Plan 2011-2031:

Policy ILF03: The Former Bus Station, Ropery Road

A site of about 0.3 hectares at the former Bus Station, as identified on Policies Map 7, is allocated for a mixed use development that includes:

approximately 30 dwellings, the size and tenure of which will be reflective of local needs;

leisure and/or commercial uses along the Broad Street frontage to enhance the seafront and harbour area;

contribution towards the achievement of pedestrian priority on Broad Street, The Quay, Quayfield Road, St James Place and Fore Street;

alternative bus turning and bus stop provision along Wilder Road; and

contributions towards additional physical, social and green infrastructure within the town.

Policy ILF05: Harbour / Seafront Tourist Area

Proposals for new leisure, tourism, commercial, maritime and recreation development will be supported in the Harbour and Seafront Tourism Area, as shown on Policies Map 7, where they:

conserve and enhance the area's built heritage, street scene and the special character and appearance of the conservation area;

retain and enhance the open character and landscape quality of the Seafront Area and the Area of Outstanding Natural Beauty; and

do not prejudice the achievement of pedestrian priority in the area.

Land at Ilfracombe Harbour, identified as the Inner and Outer Harbour, will be safeguarded for port related uses that require a quayside location, subject to:

retaining necessary access to the quay for service and commercial vehicles; and

a high standard of design that respects the heritage and historic character and appearance of the quay and harbour area.

Policy DM17: Tourism and Leisure Attractions

Development of new and expansion of existing tourism, visitor or leisure facilities will be supported within or adjacent to defined settlements where:

the scale of the proposal is appropriate to the size of the settlement; and

there will not be an unacceptable impact upon:

the local road network; or

identified environmental and heritage assets.

Policy DM18: Tourism Accommodation

Development of new and expansion of existing tourism accommodation will be supported within the sub-regional, strategic, main and local centres (identified in Policy ST06) where it:

improves the quality or increases the diversity of northern Devon’s tourism offer; and is located and designed to protect and enhance the character and setting of the settlement.

12. Shoreline Management Plan Review (Consultation Draft)

12.1 The objective of the SMP is as follows:

to define, in general terms, the risks to people and the developed, historic and natural environment of coastal evolution within the SMP area over the next century;

to identify the preferred policies for managing risks;

to identify the consequences of implementing the preferred policies;

to inform planners, developers and others of the risks of coastal evolution and the preferred policies for managing those risks when considering future development of the shoreline, land-use changes and wider strategic planning;

to comply with international and national nature conservation legislation and biodiversity obligations;

to set out procedures for monitoring the effectiveness of the SMP policies; and

to highlight areas where knowledge gaps exist.

12.2 Ilfracombe harbour falls within the area Morte Point to Foreland Point and is subject to two policy areas, 7d04 and 7d05. Within the policy area 7d04 the strategy is to ‘hold the line’ and maintain or upgrade the level of protection provided by the defences whereas within the harbour the strategy is to ‘advance the line’ and build new defences seaward of the existing defence line.

Policy Unit		Preferred Policies		
		Short term (0 to 20 years)	Medium term (20 to 50 years)	Long term (50 to 100years)
7d04	Ilfracombe (Torrs Park to Larkstone Beach)	Maintain the existing sea wall and breakwater defences to continue protecting Ilfracombe, through ‘ hold the line ’. Localised ‘ advance the line ’ will be used in Ilfracombe harbour as part of	Maintain the defences, eventually replacing them with larger structures, to continue protecting Ilfracombe, through ‘ hold the line ’	Maintain the defences, improved in the medium term, to continue protecting Ilfracombe, through ‘ hold the line ’.

		plans to re-develop this area would also achieve the aim of the plan		
7d05	Ilfracombe (east – Larkstone Beach) to Hele Beach (west)	Allow natural coastal evolution to continue through ‘no active intervention’ .	Allow natural coastal evolution to continue through ‘no active intervention’ .	Allow natural coastal evolution to continue through ‘no active intervention’ .

13. North Devon Marine Conservation Zones

Mermaids Pool in Westward Ho! to Foreland Point in Lynmouth (including Ilfracombe harbour) has been proposed by North Devon’s Biosphere Reserve Marine Working Group as a Marine Conservation Zone for its rich biodiversity and important species, especially along its seabed. There may be restrictions on activities that would have an adverse impact on the seabed and foreshore features.

14. Other Planning Considerations

Local Transport Plan 2011 – 2026

LTP3 recognises Ilfracombe Harbour as a transport asset that is the direct responsibility for ongoing maintenance of North Devon District Council. The only other recognition of Ilfracombe is as a Coastal Town.

Also:

Heritage (listed buildings and conservation area), the Cliff Castle at Hillsborough is a major promontory fort and is a Scheduled Ancient Monument.

Ilfracombe Town Council Strategic Plan

To the east of the harbour, around Hillsborough, lies a number of landscape constraints including Area of Outstanding Natural Beauty, Coastal Preservation Area (adopted plan), Coast and Estuary Zone, Heritage Coast and Ancient Monument site.

Hillsborough is also designated as a County Wildlife Site and Local Nature Reserve.

The harbour and surrounding coastline is within the Voluntary Marine Conservation Area.

The harbour is considered a secondary shopping area centred on the Quay, Broad Street, St James’ Place and part of Fore Street (adopted Local Plan). Its strength lies in its role as an important retail and leisure area and to build on these strengths, encouragement will be given to proposals which improve the vitality and viability of the area, particularly the evening economy.

15. Planning Policy Context

The Planning Policy context introduces the planning issues that have, or may in the future have, an effect on Harbour regeneration and development. There is some uncertainty caused by the fact that National and Local Planning policy is in a period of significant reform. It is changing from a top-down approach to applying increased importance on Local Authorities, through the Localism Act. A joint North Devon and Torridge Local Plan will eventually replace the evidence base that informed the now revoked Regional Spatial Strategy and the current North Devon Local Plan (Adopted July 2006).