



STRATEGIC SUSTAINABILITY APPRAISAL of TORBAY AND SOUTH DEVON JOINT SUB REGIONAL STUDY

SCOPING REPORT

September 2005

Prepared by

enfusion



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SCOPING REPORT

<i>date:</i>	September 2005	
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**SSA of Torbay and South Devon Joint Sub-Regional Study
Scoping Report**

**TORBAY & SOUTH DEVON JOINT STUDY AREA
STRATEGIC SUSTAINABILITY APPRAISAL OF JOINT SUB-REGIONAL
STUDY**

CONTENTS

1.0 INTRODUCTION

This Report
Sustainable Development and Sustainability Appraisal
Scoping
Strategic Environmental Assessment
Proposed Scope of Appraisal
Consultation

**2.0 REVIEW OF RELEVANT PLANS AND PROGRAMMES, AND
BASELINE INFORMATION**

Plans and Programmes
Baseline Information
Indicators

3.0 SUB-REGIONAL CHARACTER AND SUSTAINABILITY ISSUES

Characterisation
Issues

4.0 PROPOSED SUSTAINABILITY APPRAISAL FRAMEWORK

Introduction
TABLES 1 Proposed SSA Framework

APPENDICES (Available separately on request)

I Review of Relevant Plans and Programmes

II Baseline Information

III Indicators

SSA of Torbay and South Devon Joint Sub-Regional Study Scoping Report

1.0 INTRODUCTION

This Report

- 1.1 Torbay Unitary Authority and South Hams and Teignbridge District Councils are preparing the 'Torbay & South Devon Joint Sub-Regional Study'. This will consider how best to accommodate development in this key sub-regional area in the South West. It will inform the development of the Regional Spatial Strategy (RSS). As part of the development of the Sub-Regional Study, a Strategic Sustainability Appraisal (SSA) is undertaken. Enfusion Ltd has been commissioned to carry out an independent SSA for the Councils. This report is the 'Scoping Report' for the Strategic Sustainability Appraisal (SSA) of the Sub-Regional Study. (Further details about the Scoping process are provided below in paragraphs 1.5 – 1.7).

Sustainable Development and Sustainability Appraisal

- 1.2 The goal of sustainable development is to enable people to satisfy their basic needs and enjoy a better quality of life without compromising future generations. Sustainability Appraisal (SA) assists in promoting more sustainable development through integrating sustainability considerations into plan making.
- 1.3 By undertaking SA, it is possible to look at the Sub-Regional Study during its development and examine how it will contribute to the aims of sustainable development. Opportunities to enhance the contribution of the strategy to sustainable development will be identified. For example, by identifying aspects where the sub-regional strategy might compromise sustainable development, it is possible to consider possible amendments to the strategy to resolve the problem.
- 1.4 Documenting the SA process ensures that the public are able to see for themselves and comment upon the judgements that have been made about the sustainability impacts of the strategy, and how these have influenced its development.

Scoping

- 1.5 Sustainability Appraisal involves predicting the effects of the emerging strategy upon environmental, social and economic characteristics. It is important to base these predictions upon a sound understanding of the existing characteristics of the sub-region, and how these are changing, together with the identification of the key issues which could affect the sustainability of the area. This information is collated during the Scoping process. The scoping process helps to ensure that the SA covers all of the key sustainability issues that are relevant to the sub-region and that are within the sphere of influence of the spatial planning system.

SSA of Torbay and South Devon Joint Sub-Regional Study Scoping Report

- 1.6 The Government has prepared consultation draft SA Guidance¹ on undertaking SA. This sets out a staged approach to the SA process. Stage A comprises the Scoping process, and includes the following key tasks:
- Identify other relevant plans, programmes and sustainability objectives that will influence the LDF
 - Correct relevant social, environmental and economic baseline information
 - Identify key sustainability issues for the SA objectives, indicators and targets
- 1.7 Scoping is the first stage of the SSA process, and information collated during the Scoping process is then used to develop sustainability objectives and indicators, against which elements of the sub-regional strategy can be appraised. The sustainability objectives are summarised in an SSA Framework (presented in Section 4 of this Report), while Appendix III contains suggested sustainability indicators for the RSS. The objectives and indicators also enable the sustainability effects of the strategy's implementation to be tested once the plan is adopted.

Strategic Environmental Assessment

- 1.8 The sub-regional working party has been advised by the South West Regional Assembly that sub-regional spatial strategies are not subject to the Strategic Environmental Assessment (SEA) Directive. However, since the SSA will inform the Regional Spatial Strategy (RSS) which *is* subject to the SEA Directive, the SSA of the Sub-Regional Study is being prepared in an 'SEA compatible' format. In particular, the range of environmental issues required to be considered as part of SEA – and which is reflected in the SSA Framework for the RSS, is being used as the basis for SSA of the Sub-Regional Study.

Proposed Scope of Appraisal

- 1.9 The Report of the Torbay and South Devon Joint Study Area Working Party (Torbay and South Devon Sub-Regional Study Findings: Draft Input to the SW RSS June 2005) set out 3 broad options for the development of the Sub-Region during the period 2006-26, as follows:
- Option 1 (RPG10 baseline) – Low (300 dwellings per year in Torbay, 100 per year in Newton Abbot and partially meeting local needs in market towns and smaller).
 - Option 2 (RPG10 baseline + 25%) – Medium (400 dwellings per year in Torbay, 200 per year in Newton Abbot and partially meeting local needs in market towns and smaller settlements).
 - Option 3 (RPG10 baseline + 50%) – High (500 dwellings per year in Torbay, 200 per year in Newton Abbot and partially meeting local needs in market towns and smaller settlements)

¹ *Sustainability Appraisal of Regional Spatial Strategies and Local Development Frameworks* - Consultation Paper, ODPM, September 2004

SSA of Torbay and South Devon Joint Sub-Regional Study Scoping Report

- 1.10 The report concluded that there is a need to consider an Alternative Option that reflects more closely the particular characteristics and constraints of the various parts of the sub-region. The Option is anticipated to involve dividing the RSS period into 2 (2001-2016 and 2016 -2026), and allocating different growth rates for different parts of the sub-region. Torbay would grow at RPG +50% (500 dwellings per year) reflecting need for regeneration and affordable housing, as well as its status as PUA. South Hams would grow at RPG+25% (160 dwellings per year). The Newton Abbot Sub-Regional Centre will continue its RPG rate of growth (200 dwellings per year) to 2016; after which time growth will be lower (100 dwellings per year). Elsewhere in Teignbridge growth will focus on meeting locally arising needs.
- 1.11 It is this Preferred Alternative Option that is intended to comprise the focus of appraisal for the SSA.

Consultation

- 1.12 This Scoping Report sets out the key sustainability issues and objectives for the sub-region, and is intended to prompt discussion regarding priorities for the Sub-Regional Study to address. As part of a voluntary consultation exercise, the document is being sent to the four statutory SEA consultees (Countryside Agency, English Heritage, English Nature, and the Environment Agency) as well as other key stakeholders. It will also be put into the public domain for consultation by posting it on the Councils' websites.
- 1.13 The aim of consultation is to ensure that all the relevant issues are identified at this early stage of the process so they can then be addressed during the SA and plan making. Consultees are invited to consider the following questions:
- Are there any additional key sustainability problems, objectives or issues relevant to land use planning within the sub-region?
 - Are there any other relevant decision-aiding questions (see SSA Framework Section 4) that could help with the Appraisal?
 - Is there any further information available that could be used to measure whether sustainability Objectives are being progressed?
- 1.14 **The consultation period will run for six weeks from 22nd September 2005. Please send consultation responses to:**

✉ **Sally Farley, Sustainable Communities Officer, Environmental Policy, Roebuck House, Warren Road, Torquay, TQ2 5TF**

📞 **01803 207744**

✉ **Sally.Farley@torbay.gov.uk**

**SSA of Torbay and South Devon Joint Sub-Regional Study
Scoping Report**

**This Scoping Report and the accompanying appendices will also be
available at**

<http://www.torbay.gov.uk/index/council/strategicplanning/sub-regional-study.htm>

**2.0 REVIEW OF RELEVANT PLANS AND PROGRAMMES, AND
BASELINE INFORMATION**

Plans and Programmes

- 2.1 In order to establish a clear scope for the SA of the sub-regional study, it is necessary to review and develop an understanding of the wider range of plans, programmes and strategies that are relevant. This includes International, EU, National, Regional and local level policies, plans and strategies. These influence what is required of the sub-regional study, and contain applicable objectives and targets.
- 2.2 In accordance with advice from the SWRA, the review of Plans and Programmes (PPs) undertaken at the regional level (for the SSA of the RSS) has been drawn upon and forms the basis of the PP review for the sub-regional SSA. This regional PP review can be found on the SW Regional Assembly's Website (http://www.southwest-ra.gov.uk/swra/ourwork/RSS/RSS_index.shtml).
- 2.3 To ensure sub-regional specificity, it was also important to consider PPs at a more local level. It has been assumed that the PP reviews for the SAs of the Torbay Local Transport Plan and the Teignbridge and South Hams Local Development Frameworks have encompassed all documents relevant to the sub-region. Consequently, this information was drawn upon to comprise the supplementary information at the sub-regional level.
- 2.4 The PP reviews for the SAs of the Torbay Local Transport Plan and the Teignbridge and South Hams Local Development Frameworks have been summarised in the SA Framework (final column, categorised by relevance to SA objectives), and detailed as Appendix I of this report.

Baseline Information

- 2.5 Collation of baseline information is fundamental to the SA process to provide an evidence base for identifying sustainability issues and alternative ways of dealing with them, developing the SA framework, and providing the basis for predicting and monitoring effects. In order to assess how the sub-regional study can contribute to sustainable development it is essential to understand the economic, environmental and social circumstances in the sub-region today and their likely evolution in the future. The aim is to collect only relevant and sufficient data on the present and future state of the sub-region to allow the potential effects of the plan to be adequately predicted.
- 2.6 Where possible, baseline information is supplemented with comparators (a point of reference to which local data may be compared), and local trends (to assist in the prediction of the likely future state of the plan area and whether a particular situation is improving or worsening).
- 2.7 Again, we have drawn upon the baseline data collated for the Regional SSA (available at (<http://www.southwest->

SSA of Torbay and South Devon Joint Sub-Regional Study Scoping Report

ra.gov.uk/swra/ourwork/RSS/RSS_index.shtml), along with baseline data collated for the SAs of Torbay Local Transport Plan and the Teignbridge and South Hams Local Development Frameworks. SSA is an ongoing process, and if additional baseline information becomes available during the course of the SSA, it will be possible to draw upon it as part of the SSA evidence base.

- 2.8 The Baseline information for the SAs of the Torbay Local Transport Plan and the Teignbridge and South Hams Local Development Frameworks have been included as Appendix II of this report.

Indicators

- 2.9 The SSA Scoping Report for the RSS sets out potential indicators to monitor the headline sustainability objectives and detailed questions. To ensure that the Framework is responsive to sub-regionally specific sustainability characteristics and issues, we have added additional ‘detailed questions’ which reflect aspects of particular sub-regional importance (as detailed in Section 4 of this report). As part of the Torbay JSA advice to the Regional Assembly, we have considered which of additional sub-regional issues are adequately covered by the potential indicators set out in the SSA Scoping Report, and which might necessitate additional monitoring. Appendix III sets out suggested additional indicators for these sub-regional issues.

3.0 SUB-REGIONAL CHARACTER AND SUSTAINABILITY ISSUES

Introduction

3.1 This Section of the Scoping Report sets out a summary of the character and key sustainability issues facing the Torbay and South Devon sub-region. The issues have been identified from a number of sources, including:

- Report of the Torbay and South Devon Joint Study Area Working Party (Torbay and South Devon Sub-Regional Study Findings: Draft Input to the SW RSS June 2005)
- Review of PPs
- Review of baseline information
- SAs of the Torbay Local Transport Plan and the Teignbridge and South Hams Local Development Frameworks

Characterisation

3.2 The Torbay and South Devon study area centres on the Principle Urban Area (PUA) of Torbay – with a population of 130,000. Newton Abbot is the largest and most strategically important town within the sub-region, outside the Unitary Authority Area of Torbay.

3.3 Tourism is a key element in the economy of the entire area, and as a consequence, the population of the study area rises from about 200,000 in the winter to 300,000 at the height of the holiday season in August. Other key industries are fishing (based in Brixham), a much reduced hi-tech sector (based in Torquay, Paignton and Brixham), a small manufacturing sector mainly comprising of small local companies, food manufacture (throughout) and engineering (mainly concentrated in Newton Abbot). Agriculture is also a significant employer throughout the study area.

3.4 Much of the area is covered by landscape designations, including the South Devon AONB, and the sub-region also fringes the Dartmoor National Park. Outside of the AONB, other designations within the sub-region include Areas of Great Landscape Value (AGLV), Coastal Preservation Area, a range of significant wildlife conservation zones, high quality agricultural land, and important mineral reserves. This means that many growth options are severely constrained throughout the study area.

3.5 There is an exceptionally high need for affordable housing in the Torbay and South Devon sub region. There is a significant gap between house prices and low local wages. In-migration, particularly of retired people, threatens to worsen the affordability gap for local people.

3.6 Torbay Unitary Authority is located on the south coast of Devon. It has a population of 131,300 (2003) distributed across a hierarchy of three main towns of Torquay (population 63,998), Paignton (population 48,251) and

SSA of Torbay and South Devon Joint Sub-Regional Study Scoping Report

Brixham (population 17,457)². These three towns comprise, of what is commonly termed the English Riviera and is well known as a premiere UK resort.

- 3.7 Torbay is characterised by a high density development. This has perhaps been forced by the natural constraints placed on the area by its surrounding geography. The steep topography which makes further development problematic within the towns and the sea forms an absolute barrier to growth to the east. The nature designations which surround the towns also restricts further growth
- 3.8 Despite its peripheral location Torquay and Paignton are well served by rail. However the road links into Torquay from Exeter in particular are in need of improvement with a bottlenecking of traffic particularly at Kingskerswell causing heavy congestion
- 3.9 The economy of Torbay has traditionally been based around tourism, the fishing industry at Brixham and in recent years the high-tech industry. Because of the nature of these sectors the economy of Torbay tends to be of a relatively low wage. There is also concern that these industries are changing and there is a marked need to adapt the market to address this
- 3.10 All of the sub-region is economically disadvantaged as a result of its more remote location and distance from major industrial hubs, the diversity of business types is limited and significant reliance is placed upon seasonal work. Consequently the District exhibits a relatively high unemployment rate, whilst wages are low.
- 3.11 The density of dwellings in Teignbridge is slightly below the regional and national average. Car ownership in Teignbridge is high and above the national average, with a high proportion of workers commuting by car. The use of public transport to travel to work is also well below the national average – a reflection of the availability of public transport.
- 3.12 South Hams is characterised by a lack of access to services such as schools and shops, in many towns and villages and this can create problems of rural isolation, particularly for those without access to a car. Forecasts of growths in the number of cars per household and car trip generation in South Hams are greater than those for Devon as a whole, and this is reflected in the proportion of households with two or more cars. There is a high proportion of second home ownership with consequent issues for provision of affordable housing and the sustainability of local communities.

Issues

- 3.13 The Torbay and South Devon Joint Study Area Working Party (the ‘Working Party’) has undertaken public consultation (February – April 2005) on the

² 2001 census information is the latest on the population of the three individual towns, however the total population is based on an Office for National Statistics estimate for 2003.

SSA of Torbay and South Devon Joint Sub-Regional Study Scoping Report

draft findings of the sub-regional study. A number of common themes in response to the consultation for the sub-regional study were identified:

- Prioritisation of development on brownfield sites and avoidance of urban sprawl and coalescence of settlements
- Protection of the unique environment
- Investment in transport
- Provision of affordable housing for local people (not second homes)
- Protection of quality of life for existing residents

3.14 An expanded summary of key issues facing the sub-region have been prepared, in a format compatible with the Scoping Report for Regional SSA, as set out below.

3.15 High population Growth and In-migration

Tourism is a key element in the economy of the sub-region, as a result the population of the study area rises from about 200,000 in the winter to 300,000 at the height of the holiday season. This has serious implications for the future provision of services, and accommodation of associated development and traffic. The population of the sub-region is skewed towards a high proportion of elderly residents. Moreover, In-migration, especially of the elderly threatens to widen the affordability gap for local people.

Issues

1. The population is skewed towards a high proportion of elderly residents
2. There is a high rate of population increase, predominantly as a result of inward migration
3. The population of the sub-region grows by 100,000 at the height of the holiday season in august

3.16 Balanced Economic Growth

In addition to tourism, other key industries for the sub-region are fishing, a much diminished hi-tech sector, food manufacture and engineering. Agriculture is also a significant employer throughout the sub-region. There is concern of a declining economy and there is a marked need to adapt the market to address this. Additionally, proper planning of land set aside for future employment is required.

Issues

4. Torbay is the primary focus for growth reflecting its role as the principal urban area. Newton Abbot should be the other focus for growth reflecting its importance as a sub-regional centre, albeit at a lower rate to Torbay.
5. There has been some decline in the tourism and leisure sectors
6. Average incomes are low
7. There is a lack of quality jobs and employment prospects

SSA of Torbay and South Devon Joint Sub-Regional Study Scoping Report

8. The agricultural sector is a significant employer in the sub-region
9. There is a high reliance on seasonal work
10. There is a lack of economic diversity
11. There is a shortfall of people of working age, with high out-migration of graduates and high in-migration of retired people
12. Teignbridge is an important source of aggregate minerals

3.17 Deprivation/Sustainable Communities

There are significant problems with pockets of deprivation in parts of the sub-region (although other parts of the region are relatively wealthy). These include the economic difficulties faced with declining industries, a considerable shortfall in availability of affordable housing and low wage rates. Although the levels of crime are relatively low, fear of crime is still a significant issue. Male unemployment has traditionally been high (especially in Torbay) due to dependence upon the tourism industry, although the situation has improved since 2001.

Issues

13. There is an exceptionally high need for affordable housing throughout the sub-region – with house prices beyond the reach of most local incomes
14. There is an overall housing shortfall
15. There are pockets of severe (economic) deprivation within the sub-region
16. There is a high fear of crime
17. Some communities are insufficiently self sustaining in terms of opportunities for living and working
18. Pressure is placed on the health care system due to high proportion of elderly

3.18 Quality of Natural and Built Environment

Much of the sub-region is covered by landscape designations, including the South Devon AONB and it also fringes the Dartmoor National Park, while much of the remaining area has landscape value, is set aside for coastal preservation or wildlife conservation or is high quality agricultural land or important mineral reserves.

Issue

19. There are many important ecological and cultural assets within the sub-region, including the marine environment.

SSA of Torbay and South Devon Joint Sub-Regional Study Scoping Report

20. Development is extensively constrained by geography and landscape designations. The sea forms an absolute barrier to growth in the east. Steep topography and landscape protection are also constraints
 21. The sub-region is susceptible to increased flood risk as a result of climate change. Maps of indicative floodplains are published by the Environment Agency (www.environment-agency.gov.uk)
 22. The sub-region exhibits a high quality historic environment
- 3.19 Transport
- Total demand for road transport has increased over the last decade and consequently, car ownership within the sub-region is high. Additionally, public transport provision has often not adapted quickly enough to new developments.
- Issues
23. Rail communication between Torbay and the Paddington / Penzance mainline is inadequate
 24. Car ownership in the sub-region is relatively high

4.0 SSA FRAMEWORK

Introduction

- 4.1 This section presents the SSA Framework of sustainability objectives which will form the basis for the subsequent appraisal of the emerging Sub-Regional Study. Advice from ODPM (Sustainability Appraisal of Regional Spatial Strategies and Local Development Frameworks - Consultation Paper, September 2004) indicates that “*In conducting the SA, a common SA Framework should be applied across the region*” (paragraph 2.1.6). Accordingly, the SSA Framework of objectives presented here is fully compatible with and based upon the SSA Framework for the RSS. For each high level objective, detailed questions are set out, along with information about what the appraisal will look for, and relevant plans, programmes and strategies.
- 4.2 Each of the high level objectives from the regional SSA are retained in the sub-regional SSA Framework. However, in order to ensure that the Framework is responsive to sub-regionally specific sustainability characteristics and issues, we have added additional ‘detailed questions’ which reflect particular aspects identified during the Scoping process. These are *italicised and highlighted in red*. We would particularly welcome any comments from consultees about whether these sub-regionally specific considerations are appropriate, and if there are any others which should be incorporated. We have also added relevant plans, programmes and strategies relevant to the sub-region to those plans, programmes and strategies listed in the Regional SSA Framework. These are *italicised and highlighted in green*.

TABLE 1 SSA FRAMEWORK

High level objective	Detailed questions: does the policy / proposal?	What appraisal will look for	Relevant Plans, Programmes and Strategies
1: Improve health	Improve health and wellbeing Access to sickness treatment services contributes, but health is more than this.	Development that contributes to positive wellbeing, through (eg) pleasant surroundings and living conditions, freedom from noise and pollution, and enabling lifestyles free from stress, anxiety and exhaustion.	Various at South West Public Health Observatory (www.swpho.org.uk) See RSDF (http://www.southwestra.gov.uk/swra/downloads/ourwork/sustainabledevelopment/download_documents/Mo)

**SSA of Torbay and South Devon Joint Sub-Regional Study
Scoping Report**

High level objective	Detailed questions: does the policy / proposal?	What appraisal will look for	Relevant Plans, Programmes and Strategies
	Reduce health inequalities Lower income (or other disadvantage) should not increase exposure to health risks or reduce access to a healthy lifestyle	Development that avoids exposing poorer people to (eg) more pollution or noise, and that give all access to leisure and recreation.	ving_in_the_Right_Direction.pdf) which contains data on infant mortality by deprivation category. <i>1. Devon Strategic Health Authority Local Delivery Plan</i> <i>2. Teignbridge Open Space</i> <i>3. Various at Torbay Primary Care Trust (www.torbay-pct.nhs.uk)</i>
	Promote healthy lifestyles, especially routine daily exercise Sedentary lifestyles and lack of routine basic exercise are one of the main threats to health	Patterns of development that make walking and cycling easy and attractive as routine methods of transport	
	<i>Allow for adequate provision of health services (particularly given the high proportion of elderly residents)</i>	<i>Allocations that accommodate the premises needs of health services</i>	
2: Support communities that meet people's needs	Help make suitable housing available and affordable for everyone <i>(To address a significant shortfall of affordable housing in the Sub Region)</i>	Match of housing to households; cost of appropriate housing relative to disposable incomes especially for less well off people; whether people are forced to move away from their chosen communities or workplaces to afford housing.	1. Sustaining Success – Sustainability Education in the South West 2. South West Regional Housing Strategy 2002-2005 3. Strategic Housing Priorities in the South West 4. Sustainable Communities in the South West – Building for the Future 5. South West Regional Assembly (2004). <i>Analysis of Community Strategies in the South West, Final Report</i> 6. Culture South West (2003). <i>In search of Chunky Dunsters - A Cultural Strategy for</i>
	Give everyone access to learning, training, skills and knowledge Important both to equip people for economic success and for personal development.	Quality and accessibility of schools, colleges, libraries. Encouragement for a diversity of choice of employment, particularly in the more deprived parts of the sub-region, and educational and other service provision (e.g. Centres of Excellence for Skills) as part of regeneration efforts. Affordable housing for key workers.	

**SSA of Torbay and South Devon Joint Sub-Regional Study
Scoping Report**

High level objective	Detailed questions: does the policy / proposal?	What appraisal will look for	Relevant Plans, Programmes and Strategies
	Reduce the fear of crime and crime <i>For example through the use of design initiatives i.e. Safety by Design'</i>	Development that designs crime out, eg by providing passive surveillance, avoiding 'dead' spaces and times.	<i>the South West</i> 7. Local Sustainability Group for the South West (2000). <i>Promoting Sustainable Tourism in the South West, A discussion paper by the local sustainability group for the South West</i> 8. <i>Teignbridge Community Strategy 2003-2006</i> 9. <i>Teignbridge Affordable Housing Needs 2004</i> 10. <i>Devon Rural Strategy</i> 11. <i>Torbay Cultural Strategy</i>
	Promote stronger more vibrant communities For example by fostering mutual trust, self help and reducing the amount people need to travel away from home to meet needs. Community involvement in local economies	Patterns of development that allow people to meet more needs within local communities and reduce the need to travel. Support for local trading schemes.	
	Increase access to and participation in cultural activities	Cultural facilities integral with development. Development of 'environment-based' visitor attractions, that do not damage the resource they are based upon.	
	<i>Improve resident and visitor access to local services and facilities</i>	<i>Accessibility considered as an integral part of planning of new or upgraded services and facilities</i>	

SSA of Torbay and South Devon Joint Sub-Regional Study
Scoping Report

High level objective	Detailed questions: does the policy / proposal?	What appraisal will look for	Relevant Plans, Programmes and Strategies
	<p><i>Provide the required infrastructure and services in line with the rate of population increase</i></p>	<p><i>Require assessment prior to development of adequacy of services and infrastructure to meet needs , with appropriately phased improvements to address shortfalls</i></p>	<p><i>12. Devon Structure Plan 2001-2016</i></p> <p><i>13. Torbay LSP Community Plan (2004) and Community Action Plan (2004-2007)</i></p> <p><i>14. 'The Future of Housing in Torbay - A Partnership Strategy 2003-2006' (Torbay Housing Partnership).</i></p> <p><i>15. 'Torbay 2003 Housing Needs Survey' (Fordham Research for Torbay Council) here. (See www.torbay.gov.uk/index/living/housing/thp/housingstrategies).</i></p> <p><i>16. South Hams Community Strategy 2003-2006</i></p> <p><i>17. South Hams Leisure and Recreation Strategy – Active South Hams 2003-2013</i></p> <p><i>18. Safer Communities Torbay [Safer Communities Torbay (undated) Designing Out Crime, Designing in Community Safety, Architectural Liaison Service, Herefordshire Constabulary]</i></p>

**SSA of Torbay and South Devon Joint Sub-Regional Study
Scoping Report**

High level objective	Detailed questions: does the policy / proposal?	What appraisal will look for	Relevant Plans, Programmes and Strategies
3: Develop the economy in ways that meet people's needs	<p>Help everyone afford a comfortable standard of living</p> <p>Can be improved by reducing cash costs - eg need to travel. high fares, high housing costs, or by fostering community self help to meet needs - as well as by increasing income.</p>	<p>Whether lower incomes are enough to buy a reasonable standard of living - taking account of (eg) housing and travel costs. Ensuring that development is sustainable and does not reduce access to facilities and services, particularly for those on lower incomes</p>	<p>1. Regional Economic Strategy for the South West of England 2003-2012</p> <p>2. South West Framework for Regional Employment and Skills Action (FRESA).</p> <p>3. South West England (2004). <i>Towards 2015 - Shaping tomorrow's tourism</i> (a consultation draft)</p>
	<p>Meet local needs locally</p> <p>Contributes to resilience and community strength as well as reducing the transport and energy intensity of the economy</p>	<p>Maintenance and enhancement of businesses meeting local needs. Encouragement for farmers' markets and farm shops.</p>	<p><i>4. Teignbridge Corporate Plan</i></p> <p><i>5. Teignbridge Prosperity Strategy</i></p>
	<p>Harness the economic potential of the coast and estuaries in a sustainable way</p> <p>The coastline of the sub-region is its greatest, but most vulnerable, asset, particularly in the light of climate change.</p>	<p>Integrated approaches to coastal management that provide for climate change to take its natural course where possible, careful planning of port and coastal town development, that delivers jobs that feed off but do not damage the environment, and by keeping the 'wild' stretches 'wild'.</p>	<p><i>6. Torbay Tourism Strategy 2005-2015</i></p> <p><i>7. Torbay LSP Community Plan and Community Action Plan</i></p> <p><i>8. South Hams Tourism and Marketing Strategy 2000-2005</i></p> <p><i>9. Torbay Economic Development Strategy (Torbay Development Agency)</i></p>
	<p><i>Contribute to the regeneration and quality and diversity of the tourism industry</i></p>		

**SSA of Torbay and South Devon Joint Sub-Regional Study
Scoping Report**

High level objective	Detailed questions: does the policy / proposal?	What appraisal will look for	Relevant Plans, Programmes and Strategies
	<p>Reduce vulnerability of the economy to climate change and harness opportunities arising</p> <p>Extreme weather, crop failures, water shortages at home or abroad may disrupt trade, long distance transport and availability of energy and other resources, and increase insurance liabilities.</p> <p><i>The rise in sea levels and associated increased flooding frequency may pose problems for industries (see also high level objective 5)</i></p>	<p>Economic patterns that avoid unnecessary dependence on long distance trade and travel.</p>	<p><i>10. The way ahead – Delivering Sustainable Communities in the South West, SWRDA (2004).</i></p>
	<p><i>Promote the provision of a range of job opportunities</i></p>	<p><i>Allocations that provide premises for a range of different employment needs</i></p>	
	<p><i>Ensure a diversification of the economic base of the sub-region to develop a resilience to the changing economy</i></p>	<p><i>Diversification of the economic base to reduce dependence on the tourism industry</i></p>	
	<p><i>Help to maintain the agricultural economy</i></p>	<p><i>Protect the best and most versatile agricultural land</i></p>	
	<p><i>Reduce the reliance on seasonal work within the sub-region</i></p>		
	<p><i>Retain and encourage in-migration of people of working age</i></p>		
	<p><i>Accommodate the need for growth to reflect the importance of Newton Abbot as a sub-regional centre</i></p>	<p><i>Allocations that encourage the appropriate provision and extent of development for Newton Abbot</i></p>	

**SSA of Torbay and South Devon Joint Sub-Regional Study
Scoping Report**

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4: Provide access to meet people's needs with least damage to communities and the environment	<p>Reduce the need/desire to travel by car</p> <p>Road traffic is the only major terrestrial source of greenhouse emissions still increasing, the main source of local air pollution, and identified in countless surveys as one of the main threats to local quality of life through danger, noise, vibration and community severance. Car dependence deepens social exclusion and adds to pressures for unsustainable land use patterns.</p>	<p>Development patterns that reduce the need to travel, such as ensuring that people can live closer to their work. Avoid developments that generate further road traffic. Improvement of alternatives to the car. Promotion of 'non car' options for tourism. Policies that progressively address inappropriate parking. Policies that encourage more efficient use of car travel (e.g. car sharing, fuel efficient cars, etc.).</p>	<p>1. Developing the Regional Transport Strategy in the South West, Consultation Draft <i>South West Area Multi Modal Study, SWARMMS Final Report</i></p> <p>2. Development of an Air Transport (2003) <i>Strategy for the Far South West of England, A Report for the South West Regional Development Agency, South West Regional Assembly Government Office South West and Department for Transport.</i></p> <p>3. Regional Transport Statistics 2003 (www.dft.gsi.gov.uk)</p> <p>4. <i>Torbay Local Transport Plan 2006-2011.</i></p>
	<p><i>Improve strategic rail links</i></p> <p>Enhance rail links to centres outside of the sub-region</p>		
	<p>Help everyone access basic services easily, safely and affordably</p> <p>Enabling people to get access to what they want in life with less travel is a 'win-win', reducing costs and effort as well as environmental damage.</p>	<p>Distance to, and ease of accessing, schools, shops, places of work and recreation. Quality of local services: having a school within walking distance of housing is less used if all families who can, send their children elsewhere. Encourage greater use of ICT.</p>	

**SSA of Torbay and South Devon Joint Sub-Regional Study
Scoping Report**

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	Make public transport, cycling and walking easier and more attractive	Provision of bus routes and stops, and safe, attractive and direct routes for cyclists and walkers. Patterns of development that support their use, eg short distances to local services, concentration of amenities in town centres served by radial bus routes. Improvement of urban, inter-urban and rural public transport services.	
5: Maintain and improve environmental quality and assets	<p><i>Protect and enhance the areas of conservation significance</i></p> <p><i>Protect and enhance coastal and estuarine habitats</i></p> <p><i>Minimise habitat fragmentation and provide opportunities for new habitat creation or restoration</i></p>	Protection not only of designated areas, but of wildlife interest everywhere. Especially strengthening of links between ‘wild’ areas to increase adaptation to climate change	<p>1. Local Sustainability Group for the South West (2000). <i>Promoting Sustainable Tourism in the South West, A discussion paper by the local sustainability group for the South West.</i></p> <p>2. South West Regional Assembly and South West Regional Environmental Network (2003). <i>Our Environment: Our Future Towards the Regional Strategy for the South West Environment, Draft for Consultation.</i></p> <p>3. English Heritage (undated). <i>English Heritage in the South West 2003-005</i></p> <p>4. Defra (2003). Draft, <i>The First Soil</i></p>
	<p>Promote the conservation and wise use of land</p> <p>Soils are a non-renewable resource. They should be conserved where possible and appropriate to do so for future generations.</p> <p>The valuable cultural and natural resources require rural skills and farming/stewardship to maintain them.</p>	Avoiding development that leads to the permanent loss of bio-productive soils, taking into account their contribution to sustainable food production, biodiversity, flood storage, groundwater recharge, etc. Encourage development that strengthens links between urban and rural lives, and supports farmers’ sustainable stewardship of rural land.	

**SSA of Torbay and South Devon Joint Sub-Regional Study
Scoping Report**

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	<p><i>Ensure the protection of rare plant species</i></p> <p><i>(Torbay is one of 7 most important areas in England and Wales for rare plant species)</i></p>		<p><i>Action Plan For England 2004-06</i></p> <p><i>5. Teignbridge Biodiversity Action Plan</i></p>
	<p>Protect and enhance landscape and townscape</p> <p>The diversity of the region is one of its major strengths, perhaps best expressed in its landscapes and townscapes</p>	<p>Location and design of development to respect and improve character and settlement setting.</p>	<p><i>6. Torbay Marine Diversity Action Plan</i></p> <p><i>7. Torbay Heritage Strategy</i></p> <p><i>8. South Devon AONB Management Plan</i></p> <p><i>9. Indicative Floodplain Maps (see www.environment-agency.gov.uk)</i></p>
	<p>Maintain and enhance cultural and historical assets</p>	<p>Protection of culturally and historically significant assets and qualities. Not just designated sites and buildings, but also non-designated such as locally valued features and landmarks</p>	
	<p>Reduce vulnerability to flooding, including sea level rise (taking account of climate change)</p> <p>Existing settlements need to plan for increased risk.</p>	<p>New development and infrastructure should not be built in areas at risk. Relocation and managed retreat may be the best option.</p>	
<p>6: Minimise consumption of natural resources</p>	<p>Reduce non-renewable energy consumption and 'greenhouse' emissions</p> <p>Renewable energy production and energy efficient technologies help. Best of all, look for ways to design out the need to use energy</p>	<p>Designing buildings to use natural lighting, ventilation and capture the sun's heat. Use of renewable energy where appropriate.</p>	<p>1. Regional Renewable Energy Strategy for the South West of England 2003-2010</p> <p>2. Revision 2010: Empowering the Region – Renewable Energy Targets for the South West.</p>

**SSA of Torbay and South Devon Joint Sub-Regional Study
Scoping Report**

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	Keep water consumption within local carrying capacity limits (taking account of climate change)	Minimise water consumption, maximise use of rainwater / grey water.	3. A Vision for Sustainable Waste Management in the South West
	<p><i>Minimise adverse environmental and social impacts of mineral extraction</i></p> <p><i>Devon has a number of active aggregate mineral extraction sites and will contribute to the supply of minerals while protecting local communities and the environment</i></p>	Greatest possible reuse of old material in new construction; provision for reuse and recycling.	4. From Rubbish to Resource. The Regional Waste Strategy for the South West Consultation Document
	<p>Reduce waste not put to any use</p> <p>The best way - top of the waste hierarchy - is to avoid creating waste at source. Reuse, recycling, digestion and composting are better than disposal.</p>	Provision for composting, digestion, recycling in new development.	5. Water Resources for the Future – A Strategy for the South West Region
	Minimise land, water, air, light, noise, and genetic pollution	Development that minimises diffuse as well as point source pollution. Approaches to transport that will reduce traffic emissions.	6. Minerals Strategy
			<p>7. The Air Quality Strategy for England, Scotland, Wales and Northern Ireland. Working Together for Clean Air, 2000</p> <p><i>8. Devon Minerals Local Plan 2000-2011</i></p> <p><i>9. Torbay Waste Strategy 2005-2025 - Consultation Draft' (Torbay Council). (See www.torbay.gov.uk/index/council/strategi_cplanning/local-plan-waste)</i></p>

**SSA of Torbay and South Devon Joint Sub-Regional Study
Scoping Report**