

Torquay Harbour Area Action Plan
Development Plan Document

Sustainability Appraisal

Regulation 25 Consultation Draft

Appendices

• Heritage • Biodiversity • Economy
Education • Culture • Resources • Safety
Community • Environment • Health • Social
inclusiveness • Accessibility • Heritage
Biodiversity • Economy • Education •
Culture • Resources • Safety • Community
Environment • Health • Social inclusiveness
Accessibility • Heritage • Biodiversity

List of Appendices

The following appendices provide further detail to the information contained within the main SA Report.

- Appendix A:** Compliance with the SEA Directive. Lists SEA Directive requirements and shows where they have been met within the SA report
- Appendix B:** List of Consultees for the SA Scoping Report
- Appendix C:** Summary of consultation responses
- Appendix D:** SA Framework. Details the 37 detailed objectives which sit under the 6 High Level objectives. Also lists relevant SA indicators.
- Appendix E:** Detailed SA of Saved Policies
- Appendix F:** Detailed SA of Preferred Options 2007
- Appendix G:** SA of Draft Consultation Document (Regulation 25) 2009

APPENDIX A: Compliance with the SEA Directive

The following table comprises a list of the SEA Directive requirements which need to be met within the Sustainability Appraisal process. The SEA requirements relate to the production of what is referred to in the Directive as an ‘Environmental Report’ for submission of the SEA in parallel to the SPD. Those tasks of relevance to this SA report have been highlighted below for reference and a section number given to indicate their location within the report. The remainder which are not highlighted will be covered in later stages of the process.

| Requirements | Section |
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| <p>Preparing an environmental report in which the likely significant effects on the environment of implementing the plan, and reasonable alternatives taking into account the objectives and geographical scope of the plan, are identified, described and evaluated. The information to be given is (Article 5 and Annex 1):</p> <p>a) An outline of the contents, main objectives of the plan, and relationship with other relevant plans and programmes;</p> <p>b) The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan;</p> <p>c) The environmental characteristics of areas likely to be significantly affected;</p> <p>d) Any existing environmental problems which are relevant to the plan including, in particular, those relating to any areas of a particular environmental importance, such as designated pursuant to Directives 79/409/EEC and 92/43/EEC,</p> <p>e) The environmental protection objectives, established at International, Community or National level, which are relevant to the plan and the way those objectives and any environmental considerations have been taken into account during its preparation;</p> <p>f) The likely significant effects on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and interrelationship between the above factors. These effects should include secondary archaeological heritage, landscape and the, cumulative, synergistic, short, medium and long-term permanent and temporary, positive and negative effects);</p> <p>g) The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan;</p> <p>h) An outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information;</p> <p>i) A description of measures envisaged concerning monitoring in accordance with Article 10;</p> <p>j) A non-technical summary of the information provided under the above headings</p> | <p>Section 2.2</p> <p>Section 4.2</p> <p>Section 4.2</p> <p>Section 4.2</p> <p>Section 4.1</p> <p>Section 5,6,7</p> <p>Section 5,6,7</p> <p>Section 5</p> <p>Section 8</p> <p>Summary Leaflet</p> |
| <p>The report must include the information that may reasonably be required taking into account current knowledge and methods of assessment, the contents and level of detail in the plan, its stage in the decision making process and the extent to which certain matters are more appropriately assessed at different levels in that process to avoid duplication of the assessment (Article 5.2)</p> | |
| <p>Consulting:</p> <ul style="list-style-type: none"> • authorities with environmental responsibilities, when deciding on the scope and level of detail of the information which must be included in the environmental report (Article 5.4) • authorities with environmental responsibilities and the public, to give them an early and effective opportunity within appropriate time frames to express their opinion on the draft plan and the accompanying environmental report before the adoption of the plan (Article 6.1, 6.2) • other EU Member States, where the implementation of the plan is likely to have significant effects on the environment in these countries (Article 7). | <p>Consultee List – Appendix B</p> |

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| Taking the environment report and the results of the consultations into account in decision-making (Article 8) | Submission report |
| <p>Providing information on the decision When the plan is adopted, the public and any countries consulted under Article 7 must be informed and the following made available to those so informed:</p> <ul style="list-style-type: none"> • the plan as adopted • a statement summarising how environmental considerations have been integrated into the plan and how the environmental report of Article 5, the opinions expressed pursuant to Article 6 and the results of consultations entered into pursuant to Article 7 have been taken into account in accordance with Article 8, and the reasons for choosing the plan as adopted, in the light of the other reasonable alternatives dealt with; and • the measures decided concerning monitoring (Article 9) | |
| Monitoring the significant environmental effects of the plan's implementation (Article 10) | Section 8 |

APPENDIX B: List of Consultees for the SA Scoping Report

In addition to internal consultation within the Council the following external groups/ organisations have been consulted at the scoping stage of the SA of the Torquay Harbour Area Action Plan DPD:

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| English Nature |
| English Heritage |
| Environment Agency |
| Government Office South West |
| South West Regional Assembly |
| Devon County Council |
| South Hams District Council |
| Teignbridge District Council |
| South West of England Regional Development Agency |
| Berry Pomeroy Parish Council |
| Marldon Parish Council |
| Kingswear Parish Council |
| Stoke Gabriel Parish Council |
| Stokeinteignhead Parish Council |
| Coffinswell Parish Council |
| Strategic Rail Authority |
| Network Rail |
| Highways Agency |
| Torbay Heritage Initiative |
| Chamber of Trade and Commerce |
| Harbour Liason Forum (Including Harbour Users Group) |
| Safer Communities Partnership |
| Torquay Hotel Association |
| Stagecoach |
| Fire Service |
| Design & Conservation Team |

In addition to SA- specific consultees the organisations listed on the LDF Consultee database (approximately 500 in total) were signposted to the SA work and given the opportunity to comment upon it.

APPENDIX C: Summary of the consultation responses

The comments received during consultation on the SA Scoping Work in 2006 have been considered when undertaking the Sustainability Appraisal and in the production of this report. Council Officers have advised that no further comments were received at the Regulation 25 Pre-Draft Issues stage that specifically related to the Sustainability Appraisal.

The following table summarises the comments received and details how comments have been taken on board in the subsequent Sustainability Appraisal work.

| Organisation | Date of response | Document commenting on (Part1, Core Strategy, Torquay Harbour Area Action Plan, Executive Summary) | Comments | Action required? | Officer /Enfution comments |
|---|------------------|--|--|-----------------------|--|
| | | | areas living environment deprived' means | | |
| Part 1: Overarching Scoping Report (Consultation period February – March 2006) | | | | | |
| Devon County Council - Ian Bateman | 23/2/06 (e-mail) | | You state that air travel is even more damaging than driving the same distance. This is not true. Based on figures from Defra the average petrol car doing average annual mileage produces about 3.5 tonnes of CO2. If you did that mileage on a long haul flight your contribution to the CO2 output would be 2.1 tonnes. The real problem with air travel is that it goes a long way and there are a lot of flights. The fuel consumption per seat of an Airbus is over 128 mpg. | Yes – Additional text | This comment relates to the table of SA objectives derived by the South West Regional Assembly. SA Framework: Add into the table comments under 4.2: 'The real problem with air travel are the distances involved and the high frequency of flights'. Make amendments to the Scoping report and subsequent documents |
| Torbay Voluntary Service – Carole Schneider, Manager | 9/3/06 e-mail | Part 1 Scoping | Suggested a number of broad Sustainability objectives: <ul style="list-style-type: none"> • Support Communities: to ensure a vibrant vol/community sector capable of contributing to service delivery and strategic planning. • Economy: Develop sustainable vol/community activity. Establish social enterprises in Torbay. Strategic approach to external funding opportunities linked to community development needs. | No | These issues are of more concern to the preparation of the Sustainable Community Strategy than the LDF. |
| | | | Suggested a number of sustainability indicators: SI – High number of vol/community groups. No dedicated resources to support Community Development. No investment in capacity building Vol/community sector. Improve Health: SI – High % elderly – over 80's Develop economy: | No | No, this is of more relevance to the Sustainable Community Strategy. No action: Percentage of elderly is already included in 1.1. No. Of more relevance to the Sustainable Community Strategy |

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| | | | SI – Focus on season/part time employment. Role and value of vol/community sector in economic development not recognised. Contribution volunteers make to local economy and GDP. | | |
| English Nature – David Appleton, Conservation Officer | 10/3/06 Letter | | English Nature support the broad objectives identified for the environmental section of the document and the information required to ensure that a baseline can be established against with the future plans can be assessed. | None required | |
| | | | English Nature consider that fundamental to the Councils ability to deliver these assessments is up-to-date data on the distribution, extent and condition of these important areas in Torbay. To this end it is important that the emerging Torbay BAP is included as an essential reference document and that the council consider up dating the County Wildlife Site distribution. English Nature would be happy to discuss this further with the Council. | No | The BAP forms a fundamental evidence base for the Torbay LDF as a whole and will be incorporated as it is developed in parallel to the SA work. There is insufficient funding available at present to progress survey work for the County Wildlife sites |
| | | | SA Indicators: In relation to biodiversity indicators the following should be included within the appraisal: Achieve 95% favourable condition on all SSSIs by 2010 (in line with national PSA target) – English Nature can provide favourable condition statistics. | No further action required | The indicator for SSSI condition and associated target noted here is already included under 5.1. |
| | | | Maintain area of BAP priority habitats – Calcareous grasslands, Seacliff and Slope, Farmland and woodland. | Yes | There are 12 SSSI in Torbay cover 190.52 ha some of which are not far from the THAAP area (see Figure 3.13 of the Core Strategy Baseline Report). |

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| | | | | | All the LDF documents including the THAAP should have regards to this indicator. |
| | | | Provide opportunities for people to enjoy informal wildlife-rich green space: achieve 1 ha of Local Nature Reserve per 1000 residents by 2010. Current figure for Mid Devon is 14000 ha per 1000 residents. | Yes | Include access to Local Nature Reserve per 1000 residents as an additional indicators under 2.5 |
| Landscape Access Recreation – Alison Rood, Countryside Advisor Positive Planning | 8/3/06 Letter | | Highlighted key sources of baseline information for reference: <ul style="list-style-type: none"> - Countryside Character – series of volumes which provides a National Framework for more detailed assessment by local authorities and others (South West – volume 8) - Landscape Character Assessments - Countryside and Rights of Way Act 2000- preparation of maps of all open countryside and registered common land in England - Data Hub – may assist with further information on baseline | Yes | Identify any further relevant information from these sources to be included in the baseline particularly in relation to Public Rights of Way. |
| | | | Use the above methodologies/ toolkits provided by the Countryside agency to develop baseline indicators for monitoring change. Include details on the frequency and monitoring and assessment of these indicators will take place. | No | This may be a matter for the monitoring of the Core Strategy- Countryside character of less direct relevance for the SA of the THAAP. |

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| | | | <p>EXISTING public realm. We wish to see improvements to he harbour area in the form of new paving and street furniture. As mentioned under our comments on Chapter 1 the business community was not consulted on proposed alterations to this important road network which we do not support.</p> <p><i>Objective 1.b. Create a better mix of land uses.</i> Generally we are in agreement with this statement. Our members have reservations over the provision of good quality well designed housing around the harbour. Certainly it is desirable but when some of our members have tried to let accommodation over shops in this vicinity noise from pubs, clubs and late night takeaways have driven the residential occupiers away.</p> <p><i>Aim 2 – to improve access and information in and around the harbour.</i> <i>Objective 2.a - Create a highly accessible movement network</i> We do not agree with this statement since apart from the six-week peak holiday period traffic moves well around the harbour. The harbour with its wide pavements and central reservation provides a pleasant environment for both pedestrians and motorists. Over 90% of long and short stay visitors arrive by car and coach. In fact many of our members own hotels where 100% of their guests arrive by car. Visitors expect to move freely around the three towns. Failure to provide this basic facility merely</p> | <p>No</p> <p>No</p> | <p>the THAAP is a matter for plan preparation, not the SA.</p> <p>Noted, however noise attenuation should be required for refurbishments and new build. This matter has been raised in the SA at Preferred Options. The THAAP also aims to minimise impacts on residential amenity through better management of the evening economy.</p> <p>Comment: The THAAP is not aiming to make the Harbour car-free, rather to provide viable alternatives to the car and minimise the impact of car travel in the plan and wider area.</p> |

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| | | | <p>leads to tourists either leaving the resort or not returning to Torbay. Therefore, the car will remain the dominant form of transport and must be accommodated. We therefore give formal notice of objection to this statement.</p> <p>We would suggest that the wording be amended as follows: ‘In view of the importance of the tourist industry to the local economy it is anticipated the car will remain the dominant form of transport’.</p> <p><i>Aim 3 – To protect and promote the harbour’s natural setting</i> We generally agree to the statement set out in Objectives 3a and 3b.</p> <p><i>Aim 4 – To overcome the harbour’s social and economic weaknesses.</i> We generally agree to the statements set out in Objectives 4a and 4b.</p> <p>Chapter 4 (P.9) Timetable <i>Stage D – Consulting on the preferred options of the DPD and SA Report.</i> The majority of the business community is involved in tourism either directly or indirectly. The period chosen for consultation, namely May-July 2006, coincides with the holiday season when our members are extremely busy. In order that a meaningful consultation can take place the consultation period needs to be moved to Sept/Nov 2006. We request that this change is implemented.</p> | <p>No.</p> <p>No.</p> <p>No.</p> | <p>Noted.</p> <p>Noted.</p> <p>Noted. Consultation on the aim of the THAAP is a matter for the plan preparation, not the SA. Consultation period is a matter of LDF consultation strategy.</p> |

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| | | | <p>between residential areas lying to the eastern and western sides of Torquay. In consequence it is imperative that traffic continues to flow smoothly and that the existing network is maintained in its present form. Any scheme which relocates road space to non-car use will lead to pollution and congestion.</p> <p><i>Bullet point 3 – Manage development patterns to make fullest use of public transport.</i> This is not what the majority of our visitors and residents require. The recent GVA Grimley Torbay Shopping Survey shows that in Torquay town centre 17.7% of respondents require more parking spaces, a further 13.4% want a reduction in the cost of car parking. Only 2.4% sought an improvement in public transport links. Failure to provide good access to town centres coupled with high car parking charges and an over-zealous enforcement regime has led to motorists deserting our town centres to shop at the Willows and other fringe of town outlets.</p> <p><i>Bullet point 4 – Give priority to public transport, cyclists and pedestrians over car users.</i> Contrary to the statement on page 22 of the document under the heading Public Transport bus patronage actually declined in 2002/03 and 2003/04 compared with 2001/02. Figures are 2001/02 – 6,452,000. 2002/03 – 6,412,000. 2003/04 – 6,430,000 and 2004/05 – 6,498,000. This is a miniscule increase of 46,000 compared with the 2001/02 figure. There may well be some increase</p> | <p>No.</p> <p>No.</p> <p>No.</p> | <p>attractive options.This will assist in reducing traffic in the town centre, hence assisting in overall traffic flow. Significant levels of increased development in the District (proposed in the RSS) will result in congestion of the road network unless viable alternatives are provided.</p> <p>Providing alternatives to car travel will assist in alleviating pressure on car parks in the town centre.</p> <p>Disagree with comments about public transport. It is a viable option for towns of this size and a necessity for those unable to drive or afford their own car, including the elderly.</p> <p>A reason for existing poor uptake of cycling might be lack of facilities and unsafe conditions. A more</p> |

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| | | | <p>Reliable hydroelectric turbines have been in use in the UK for decades. The cost is currently high because of the low-level of demand. As demand increases the unit cost should decrease accordingly.</p> <p>There appears to be no mention on how the Strategic Flood Risk Assessment (SFRA), which is currently being carried out by your Council, fits into the whole approach. You should say clearly that one is being carried out, and how it will affect decisions within the LDF. The SFRA will need to be reviewed every few years – this should also be mentioned.</p> <p>Specific Comments – 5 Maintain and improve environmental quality and assets Page 30 Flooding – Government policy is not to build inappropriately in undeveloped areas that are functional floodplain. If development does go ahead in flood areas flood mitigation measure will be required – close to the site if possible, if not, then a contribution to a flood management ‘pot’ (for sorting out drainage problems in Torbay) may be a solution.</p> <p>You recognise that there is a threat to the coast from climate change. Although there appears to be no mention of the longer term effects, and the need to be moving out of the flood risk areas. Sea level is predicted to rise by 1.1m by 2110. In the meantime, events similar to October 2004 will become more frequent and overtopping/flooding will happen more. Higher and higher defences are not a long-term solution, so relocation out of the flood risk areas is</p> | <p>Yes.</p> <p>Yes.</p> <p>Yes.</p> | <p>Noted- the SFRA has been an important source of evidence in undertaking the detailed SA work for the Reg 25 Draft Consultation document.</p> <p>Noted. Flooding has been given considerable attention in the SA and has influenced the SA recommendation for the Reg 25 Draft consultation document.</p> <p>Noted. Increased incidences of Coastal flooding and sea level rise have been considered in the SA of the detailed policies, with reference to the SFRA, as appropriate. Concerns raised about this issue during the iterative SA process have been addressed</p> |

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| | | | <p>managed forest.</p> <p>Table 5 – in 5.6 you could also record the number of planning applications that are approved with Sustainable Drainage Schemes (SuDS), either the number of the square metreage, which would show the area of improvement in drainage catchments. In 6.1 Installed capacity may be a better indicator that the '<i>Number of medium/large renewable energy schemes operating in Torbay</i>'</p> <p>Appendix B: Review of Plans, Programmes and Policies</p> <p>With regard to plans, programmes etc. it should be noted that we are working with staff from your Council and others to produce the South Devon Catchment Flood Management Plan (CFMP), which is due to be available by Autumn 2006. CFMPs are planning tools, through which we aim to work in partnership with other key decision-makers to explore and define long term sustainable policies for flood risk management within catchments. These complementary policies take into account the likely impacts of climate change, the effects of land use and land management, deliver benefits and contribute towards sustainable development.</p> <p>5 Maintain and improve environmental quality and assets</p> <p>page 20 Flooding – no mention is made of tidal flooding (including wave overtopping).</p> <p>6 Minimise consumption of natural resources</p> <p>As the extent and location of development determine the extent to which renewable energy can successfully be incorporated into the design of a development an assessment of the energy should</p> | <p>Yes.</p> <p>Yes.</p> <p>Yes.</p> <p>Yes.</p> <p>No.</p> | <p>Noted. Added to SA indicators table in Appendices.</p> <p>Amended.</p> <p>Noted. A detailed update of plans and programmes has been undertaken and is available at www.torbay.gov.uk/Index/environment-planning/</p> <p>Noted. The SA of the reg 25 Consultation Document has considered tidal flooding.</p> <p>This is a matter for the Core Strategy SA.</p> |

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| | | | <p>water/sewer/tidal).</p> <p>6 Minimise consumption of natural resources We welcome the consideration of wave/tidal power. Any large development should include a study to identify what resource may be there. A high profile scheme could be marketed in this area which would have potential as a tourist attraction. For example wind turbines mounted on the harbour wall. Large buildings – renovation or new build – have potential for Combined Heat and Power which is a more efficient use of natural resources as heat can be used on site and there are less transmission losses.</p> <p>Likely evolution without the THAAP Tidal flooding, due to sea level rise, will get worse unless current defences are enhanced.</p> <p>Part One – Presentation The SA report is a technical aspect of the LDF that still needs to be understood by all members of the community. In recognition of this you have made a good attempt to limit the use of jargon and this is a generally accessible document. Print size is a little small and the scoping report is significantly longer than desirable for a public document. Greater use of tables and charts could help to make the document shorter.</p> <p>Introduction You include a good explanation of the SA process and the purpose of the scoping report but perhaps overplay the role of the legislative framework. What are the benefits to Torbay of carrying out SA? Sign</p> | <p>Yes</p> <p>Yes.</p> <p>Yes.</p> <p>Yes.</p> | <p>Policy TH1 requires 10% of the energy comes from renewable sources.</p> <p>Noted and amended.</p> <p>Noted. Suggestion considered in SA of regulation 25 Consultation document.</p> <p>Comments addressed in the current SA of regulation 25 Consultation document. Information on the plan will be</p> |

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| | | LDD 2 Core Strategy | <p>posting to the appropriate section of the Torbay website for further details on the new planning system is helpful but those without internet access should be given alternative methods of finding out information.</p> <p>Consultation This needs to be in conformity with the Torbay Statement of Community Involvement.</p> <p>Methodology This section illustrates the links to the SEA directive and references guidance on SA. Further information on context setting and the methods employed in each of the sections would be helpful. This may also aid the reader in understanding the regional context which informs the SA Objectives in Section 10.</p> <p>In the final paragraph of this section you indicate that some issues can only be measured with qualitative data and are thus not included in the list of SA indicators. Focusing solely on quantified indicators as a measure of progress could lead to misrepresentation and distortion of trends therefore qualitative information will also be needed to monitor sustainability. How will Torbay DC address the lack of qualitative data? Where there are gaps in the qualitative data; what measures could be taken to address these?</p> <p>PPP Review section A more explicit link needs to be made between the objectives of the various documents and the final SA objectives. There is no need to include all the objectives of the PPP review documents; this is confusing and superfluous to requirements. We</p> | <p>No.</p> <p>Yes.</p> <p>Yes.</p> <p>No.</p> | <p>available at Consultation events and on display at Council Officers throughout the consultation.</p> <p>Noted</p> <p>Further information on methodology is provided in SA of regulation 25 Consultation Document.</p> <p>A revision of the overall monitoring strategy for the District has been undertaken by Torbay Council for the Core Strategy. Where possible, qualitative data is used, but it can be difficult to measure and compare qualitative data.</p> <p>Disagree- it is not necessary to provide detailed links between PPP objectives and the SA Framework. However a new PP review has been prepared for the</p> |

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| | | <p>LDD 3 Torquay Harbour Area Action Plan (THAAP)</p> | <p>suggest that the PPP review is presented in tabular form, listing the SA objectives and the documents which contain aims that link to each one. We support the use of Appendix B to list the documents which have been reviewed. Changes to some of the documents in this list may trigger a review of the SA framework, is it possible to highlight which documents may be particularly relevant to this?</p> <p>Baseline Data This section is very detailed, it may be more appropriate to shorten this by providing a little more detailed information in the 'Torbay Overview' and removing the rest of the data. Both the issues and baseline data sources are presented succinctly in Table 5 at the end of the document.</p> <p>Sustainability Appraisal Framework You make good use of the regional sustainability appraisal framework and make explicit the use of supplementary objectives which relate to Torbay. There is, however, a need to assess which of the regional objectives are suitable for use at the local level.</p> <p>Comments on Regional Objectives: 3.3 This could be amalgamated with 3.3 4.1 The regional objective to reduce travel by car could be modified to 'reduce the need to travel, especially by car'. This would then encompass objectives 4.3 and 4.4. 4.2 This objective is inappropriate at this local level. 4.3 This could be incorporated in a modified objective 4.1 4.4 This could be incorporated in a modified objective 4.1.</p> | <p>Yes.</p> <p>No.</p> <p>No.</p> <p>No.</p> | <p>District and respondent may wish to view this at: www.torbay.gov.uk/LDF</p> <p>Noted. A succinct presentation of baseline information is provided in Section 4 of the SA of Regulation 25 consultation document</p> <p>Noted. All of the objectives are relevant to the Torbay District and THAAP area (with perhaps the exception of reducing air travel).</p> <p>Change considered unnecessary.</p> <p>Change considered unnecessary.</p> <p>Agreed objective less relevant for THAAP but the SA Framework has been maintained for consistency. Where an objective is not relevant to the matter at hand it is noted in</p> |

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| | | <p>SA Scoping Report</p> | <p>We support your approach of tailoring the objectives for each LDD but feel that the framework for this should also be set out in this document. What will the criteria for assessing whether or not an objective is relevant to an LDD?</p> <p>There appears to be no assessment of the compatibility of the different objectives in this report. Where there is a conflict between the SA objectives, what will Torbay do? For example, you may want to consider between the SA objectives, but this would also need to be subject to consultation.</p> <p>Table 4 presents the SA framework in a clear format highlighting the objectives which relate to Torbay. The title of column two, 'detail questions: does the policy/proposal' is misleading. These are objectives grouped according to the high level objectives they address. We suggest that this column is renamed, for example, 'Objectives' and that this naming is continued in table 5. This will hep to increase the legibility of the document.</p> <p>Comments on Local Objectives:</p> <p>1.4 Support, however the bracketed statement relating to elderly residents could be incorporated with the words 'for the whole community'.</p> <p>2.7 This appears superfluous, it is addressed through other objectives, namely, 1.4, 2.2, 3.4 & 4.3.</p> <p>3.1 Support.</p> <p>3.8 & 3.9 Object. These are addressed in objective 3.1.</p> | <p>No.</p> <p>No</p> <p>No.</p> <p>Yes.</p> <p>No.</p> <p>No.</p> | <p>the appraisal matrices.</p> <p>The framework was used as part of the RSS, and has been subject to detailed analysis and consultation. It is not considered necessary to undertake further compatibility analysis of the framework- rather, where conflict between different sustainability objectives are identified they are raised in the detailed appraisals.</p> <p>Disagree. It is common in SA to ask the question 'Does the policy....'</p> <p>Disagree. An ageing community is a particular issue for Torbay.</p> <p>Amended. There is no longer an objective 2.7 Noted.</p> <p>Disagree. It is important to point out the difference between these matters.</p> |

| Organisation | Date of response | Document commenting on (Part1, Core Strategy, Torquay Harbour Area Action Plan, Executive Summary) | Comments | Action required? | Officer /Enfution comments |
|---|-------------------------------------|--|---|---|--|
| <p>Anouska Francis Planning Team Mast House Shepherds Wharf 24 Sutton Road Plymouth PL4 0HJ</p> | <p>Letter 30 March 2006</p> | | <p>5.7 Support 6.6 Support, but perhaps this would be better in Section 5 on environmental quality.</p> <p>Indicators The indicators used in this section should build on those used for annual monitoring purposes where possible in order to avoid duplication of effort. The indicators adopted are supported with the following comments.</p> <p>Comments on Individual Indicators 2.1 Choice based letting may impact on the number of people originating outside the district who are housed in affordable housing. It may be necessary to sift the data for those taking up social housing who originate within the district. 2.2 Over reliance on academic qualifications may skew this data, but you have addressed this through the sue of vocational training data. 3.6 Perhaps a more appropriate measure for this indicator would be growth in economic activity on pre-developed coastline. 4.3 This objective is cross cutting with the data for public transport. 4.4 Increase in cycle lane in km, and the number of cycle and pedestrian priority schemes may be a good indicator. Data may be collected by Sustrans. 5.3 Consultation with English Heritage will inform indicators for townscape. Work on the Devon Landscape Character Assessment could help inform landscape indicators. 5.6 Data on coastal erosion could be included here.</p> | <p>No.</p> <p>No.</p> <p>No.</p> <p>No.</p> <p>Yes.</p> <p>No.</p> <p>Yes.</p> <p>Yes.</p> <p>No.</p> | <p>Noted. However, the objective could belong to either section.</p> <p>Noted.</p> <p>Comment noted. However this is a matter for the LDF and AMR</p> <p>Noted.</p> <p>Noted. Amendment made to 3.6.</p> <p>Noted.</p> <p>Noted. Amendment made to 4.4</p> <p>Further consultation with EH should occur during the preparation of the AMR.</p> <p>Noted, however this is addressed</p> |

| Organisation | Date of response | Document commenting on (Part1, Core Strategy, Torquay Harbour Area Action Plan, Executive Summary) | Comments | Action required? | Officer /Enfusion comments |
|--------------|------------------|--|---|---------------------------|---|
| | | | <p>6.1 Could use indicative data on take up/enquiries about grants for home insulation/energy saving schemes administered by Torbay through the warm home schemes. Also RSL stock measurements will be available through monitoring for 'Decent Homes'. Perhaps data for micro-generation schemes could be included?</p> <p>Comments on Part Two Subject to the SA framework above, we generally support the indicators adopted for SA of the core Strategy and Torquay Harbour AAO as set out in this document. We understand that the SAs for the individual DPDs will generally read as stand alone documents and as such support the inclusion of baseline data in both parts one and two in this case.</p> | <p>Yes.</p> <p>Noted.</p> | <p>in section 3. Noted- however this is a matter for the entire District and should be considered as part of Core Strategy monitoring.</p> |

APPENDIX D: SA Framework and Indicators

The following table details the full list of SA objectives which will be used to test all the Local Development Framework Documents (including the Torquay Harbour Area Action Plan) for sustainability.

| High Level objectives | Sub objective (Does the Policy/ proposal...) | Explanation of the sub objective (where not obvious) | What appraisal will look for |
|---|--|---|---|
| 1. Improve Health | 1.1 Improve health and wellbeing | Access to sickness treatment services contributes, but health is more than this. | Development that contributes to positive wellbeing, through (e.g.) pleasant surroundings and living conditions, freedom from noise and pollution, and enabling lifestyles free from stress, anxiety and exhaustion. |
| | 1.2 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 (e.g.) more pollution or noise, and that give all access to leisure and recreation. |
| | 1.3 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 |
| | 1.4 Allow for adequate provision of health services (in particular to address the high proportion of elderly residents) | | <i>Allocations that accommodate premises which meet the needs of the health services. Increasing populations and high proportion of elderly, places pressure on the health service.</i> |
| 2. Support communities that meet people's needs | 2.1 Help make suitable housing available and affordable for everyone (to address a significant shortfall of affordable housing and projected increase in population) | | 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. |
| | 2.2 Give everyone access to learning, training skills and knowledge | Important both to equip people for economic success and for personal development. The skills levels of the South West is lower than the national average, particularly in the western part of the region, which can hold people back from accessing satisfying work opportunities. The shortage of affordable housing in rural areas can affect supply of rural skill, for example in farming and food workforce, building and essential services | Quality and accessibility of schools, colleges, libraries. Encouragement for a diversity of choice of employment, particularly in the more deprived parts of the region, and educational and other service provision (e.g. Centres of Excellence for Skills) as part of regeneration efforts. Affordable housing for key workers. |
| | 2.3 Reduce crime and fear of crime | | Development that designs crime out, e.g. by providing passive surveillance, avoiding 'dead' spaces and times. |
| | 2.4 Promote stronger and more vibrant communities | For example by fostering mutual trust, self help and reducing the amount of people needing 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. |
| | 2.5 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. |
| 3. Develop the economy in ways that meet people's needs | 3.1 Promote diversification of the economy to provide a range of satisfying job opportunities. | Work should provide satisfaction as well as income - consider whether jobs are ones people will WANT to do - rather than HAVE to do because there's nothing else. <i>There is a need to diversify Torbay's economy away from an over dependence on tourism in order improve economic stability and raise income levels.</i> Diversification of the economic base to reduce dependence on the tourism industry. | <i>Allocations that provide premises for a range of different employment needs</i> Availability of employment that people find attractive; whether people can make a sufficient income without having to do unattractive work; whether people who want to work outside the cash economy can do so. Promotion of more sustainable year-round tourism, particularly in coastal and market towns. |

| High objectives | Level | Sub objective (Does the Policy/ proposal...) | Explanation of the sub objective (where not obvious) | What appraisal will look for |
|--|-------|---|--|--|
| | | 3.2 Help everyone afford a comfortable standard of living | Can be improved by reducing cash costs – e.g. need to travel. High fares, high housing costs, or by fostering community self help to meet needs - as well as by increasing income. | Whether lower incomes are enough to buy a reasonable standard of living - taking account of (eg) housing and travel costs. Avoidance of kinds of economic development that (e.g.) raise housing costs or make people on lower incomes have to spend more on (e.g.) car travel or buying services commercially that used to be public or mutual. |
| | | 3.3 Reduce poverty and income inequality | Levelling up cash incomes helps; so does reducing the disadvantage caused by (e.g.) not being able to afford a car or pay for commercialised services. | |
| | | 3.4 Meet local needs locally | Contributes to resilience and community strength as well as reducing the transport and energy intensity of the economy | Maintenance and enhancement of businesses meeting local needs. Encouragement for farmers' markets and farm shops. |
| | | 3.5 Increase the circulation of wealth within the region | If businesses spend more of their income on goods and services within the region, this increases the benefits of business activities to the region and its economic security. | Promotion of local and regional markets in goods and services. Development of greater integration within key economic sectors of the region. Encouragement to local businesses, especially micro and SMEs that adopt sustainable practices. |
| | | 3.6 Harness the economic potential of the coast in a sustainable way | The coastline of the South West is one of the region's greatest, but most vulnerable, assets, particularly in the light of climate change. | 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'. |
| | | 3.7 Reduce vulnerability of the economy to climate change and harness opportunities arising | 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. South West may become more attractive to visitors and business. | Economic patterns that avoid unnecessary dependence on long distance trade and travel. Visitor and recreation developments that will encourage people to stay/visit the South West rather than go further afield. |
| | | 3.8 <i>Contribute to the regeneration and quality and diversity of the tourism industry</i> | <i>Tourism is an important component of Torbay's economy. In order to maintain it's share in the market it requires improvement and diversification.</i> | <i>Development which assists in regenerating and diversifying the tourism industry.</i> |
| | | 3.9 <i>Reduce reliance on seasonal and part time work within Torbay.</i> | <i>Torbay has a high level of part time and seasonal workers which results in low income levels and little security in income.</i> | <i>Development patterns which assist in creation of year round employment with options for fulltime positions.</i> |
| 4. Provide access to meet peoples needs with least damage to communities and the environment | | 4.1 Reduce the need/ desire to travel by car | 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. | 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 reduce parking provision and road space. Policies that encourage more efficient use of car travel (e.g. car sharing, fuel efficient cars, etc.). |
| | | 4.2 Reduce the need/ desire to travel by air | Projected increases in air travel threaten to undo the UK's 'Kyoto' achievements. This has led organisations including the Royal Commission on Environmental Pollution and the Sustainable Development Commission to advocate demand management. Increasing air travel is unsustainable. The real problem with air travel is that it goes a long way and there are lots of flights. | Develop alternatives, especially fast rail links and direct sea links to Eire, France and Spain. Any extra air capacity in the South West should be offset by reductions elsewhere e.g. Heathrow. Avoidance of development that encourages air travel. (Conflict with encouraging visitors from overseas and tourists). |

| High objectives | Level | Sub objective (Does the Policy/ proposal...) | Explanation of the sub objective (where not obvious) | What appraisal will look for |
|--|--|--|---|--|
| | | 4.3 Help everyone access basic services easily, safely and affordably (in line with projected population increase) | 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. | 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 use if all families who can, send their children elsewhere. Encourage greater use of ICT. |
| | | 4.4 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. |
| | | 4.5 Encourage a switch from transporting freight by road to rail or water | | Encouragement of local goods and services. Provision of improved port and rail facilities, including inland waterways, and interchanges that will lead to reduced road freight traffic, not more. |
| 5. Maintain and improve environmental quality and assets | | 5.1 Protect and enhance habitats and species (taking account of climate change) | | Protection not only of designated areas, but of wildlife interest everywhere. Especially strengthening of links between 'wild' areas to increase adaptation to climate change |
| | | 5.2 Promote the conservation and wise use of land | Soils are a non-renewable resource. They should be conserved where possible and appropriate to do so for future generations. Much of the region's valuable cultural and natural resources are a product of a rural way of life and require rural skills and farming/stewardship to maintain them. | 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. |
| | | 5.3 Protect and enhance landscape and townscape | The diversity of the region is one of its major strengths, perhaps best expressed in its landscapes and townscapes, although much new build pays little respect to this (e.g. modern housing estates). | Location and design of development to respect and improve character and settlement setting. |
| | | 5.4 Value and protect diversity and local distinctiveness including rural ways of life | The South West's diversity, cultural as well as environmental, is a good in itself and increases resilience to external change. | Policies should avoid 'suburbanising' the countryside. Farmers and other land workers should be enabled to live in the countryside. |
| | | 5.5 Maintain and enhance cultural and historical assets | | 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 |
| | | 5.6 Reduce vulnerability to flooding, sea level rise (taking account of climate change) | Existing settlements need to plan for increased risk. | New development and infrastructure should not be built in areas at risk. Relocation and managed retreat may be the best option. |
| | | 5.7 <i>Minimise habitat fragmentation and provide opportunities for new habitat creation or restoration</i> | | No net loss of habitats and species should be allowed |
| | 6. Minimise consumption of natural resources | | 6.1 Reduce non-renewable energy consumption and 'carbon dioxide emissions' | Renewable energy production and energy efficient technologies help. Best of all, look for ways to design out the need to use energy |
| | | 6.2 Keep water consumption within local carrying capacity limits (taking account of climate change) | | Minimise water consumption, maximise use of rainwater / grey water. |
| | | 6.3 Minimise consumption and extraction of minerals | | Greatest possible reuse of old material in new construction; provision for reuse and recycling. |

| High objectives | Level | Sub objective (Does the Policy/ proposal...) | Explanation of the sub objective (where not obvious) | What appraisal will look for |
|-----------------|-------|--|--|---|
| | | 6.4 Reduce waste not put to any use | The best way - top of the waste hierarchy - is to avoid creating waste at source. Reuse, recycling, digestion and composting are better than disposal. | Provision for composting, digestion, recycling in new development. |
| | | 6.5 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. |
| | | 6.6 <i>Maintain and enhance the quality of Torbay's beaches and coastal waters</i> | <i>The quality of Torbay's beaches is fundamental in maintaining it's market share in tourism.</i> | <i>Development that does not damage but embraces the quality of Torbay's beaches and coastal water.</i> |

Check on internal compatibility of SA objectives:

An internal compatibility of SA objectives has been carried out to identify any tensions between objectives that can not be resolved.

The matrix below indicates that overall the SA objectives are compatible with one another. There are a few potential conflicts which may, under some circumstances, require either mitigation or a trade off when considering an individual plan. The key broad conflicts are listed below:

Potential clashes between objective 5 (maintaining environmental quality and assets) and objectives 2 and 3 in relation to the need to meet requirements for housing, employment and other local service provision.

- Potential clashes between objective 6 (Minimise consumption of natural resources) and objectives 2 and 3 in relation to the need to meet infrastructure requirements for housing, employment and other local service provision.

| | | | | | | |
|---|-------------------|---|--|--|--|--|
| 1. Improve Health | | | | | ✓ | Compatible |
| 2. Support Communities that meet people's needs | ✓ | | | | × | Incompatible |
| 3. Develop the economy in ways that meet peoples needs | ✓ | ✓ | | | - | No Links |
| 4. Provide access to meet people needs with least damage to communities and the environment | ✓ | ✓ | ✓ | | | |
| 5. Maintain and improve environmental quality and assets | ✓ | ✓/× | ✓/× | ✓ | | |
| 6. Minimise consumption of natural resources | - | ✓/× | ?/× | ✓ | ✓ | |
| | 1. Improve Health | 2. Support Communities that meet people's needs | 3. Develop the economy in ways that meet peoples needs | 4. Provide access to meet peoples needs with least damage to communities and the environment | 5. Maintain and improve environmental quality and assets | 6. Minimise consumption of natural resources |

Coverage of SEA topics within the SA Framework:

When undertaking a Strategic Environmental Assessment the Directive requires that a certain number of environmental issues are covered. A compliance check of the Strategic Sustainability Assessment from which the sustainability appraisal objectives have been derived, indicates that all the SEA topics have been covered within these objectives. Coverage of all the SEA topics within the SA Framework is indicated below.

| SEA Topic | Addressed in the following SA Framework objectives |
|-------------------|--|
| Biodiversity | 5.1 |
| Population | 2.1, 2.4, 3.1 – 3.3, 5.4 |
| Human Health | 1.1 – 1.3, 2.1, 2.3 |
| Fauna | 5.1 |
| Flora | 5.1 |
| Soil | 5.2, 6.5 |
| Water | 6.5 |
| Air | 4.1 – 4.5, 6.5 |
| Climate | 3.6, 4.1 - 4.5, 5.6, 6.1 |
| Cultural heritage | 2.5, 5.4, 5.5 |
| Landscape | 5.3, 5.4 |
| Material Assets | 3.2, 3.4, 5.6, 6.1 – 6.4 |

SA Indicators:

The following table outlines the Key Sustainability Appraisal indicators which provide overarching indicators for all of the documents in the Local Development Framework. It should be noted that this is not an exhaustive list as the indicators proposed in this report are continually evolving to take on board new guidance (including additional indicators) as and when it becomes available. The indicators for the LDF will need to be aligned with the production of the Annual Monitoring Report to cut down any duplication of data collection. This may mean that the overall number of indicators is reduced to assist in managing data collection.

For each DPD and SPD a number of additional indicators may be developed to help track trends which specifically relate to that particular DPD or SPD. Suggested further indicators of particular relevance to the Torquay Harbour Area Action Plan DPD are listed below and a final detailed list will be provided in the SA submission document.

- The number of categories of deprivation within which Tormohun falls within the top 10% in England (Indices of Deprivation).
- Number of affordable housing units provided in the harbour area.
- Number of anti-social behaviour offences (alcohol-related incidents).
- Number of vacancies and seasonal closures in retail units in the harbour area.
- Number of listed buildings at risk located in the harbour area.
- Restoration of buildings in the harbour area
- Loss of buildings in the harbour area
- Extent of coverage of seagrass beds in harbour
- Loss of holiday accommodation within Torquay Harbour Area Action Plan area.
- Implementation of enhancement schemes
- Provision of new tourism facilities

APPENDICES – Sustainability Appraisal of Regulation 25 Draft Torquay Harbour Area Action Plan, Torbay Council (2009)

| High Level Objective | Sub objective | Issue | Indicators | Baseline level (date specified) | Comparator available? | Target available? | Frequency of data collection | Data source | Comments | |
|----------------------|----------------------------------|--|---|--|--|---|------------------------------------|--|---|--|
| 1. Improve Health | 1.1 Improve Health and Wellbeing | High proportion of elderly residents in Torbay compared to national averages | Percent of population over 65 years of age | 23% (Census 2001) | National average is 16% (Census 2001) | No | Quarterly | Consultation and Research Team, Torbay Council | | |
| | | Life expectancy in Torbay is above the national average | Life expectancy a) Male b) Female | 2008 a) 76.9 b) 82.8 | National: a) 77.3 b) 81.6 | No | Rolling average published annually | Consultation and Research Team, Torbay Council | | |
| | | Torbay has the highest level of mental illness in Devon | A) Rate of suicide and undetermined injury B) Number of patients being treated for depression | A) 2002-2004: 20.7 per 100,000 B) | Target for 2001/2002 was 10.74 per 100,000 for Torbay Target for 2001/2003 is 10.57 per 100,000 for Torbay compared to 8.37 for England | PCT target exists to reduce by 20% the mortality rate from suicide and undetermined by 2010 | Rolling average published annually | Primary Care Trust (PCT)/ ONS | Data to be confirmed | |
| | | | A high proportion of Torbay's population live in areas which are classified within the top 10% most living environment deprived | Number of SOAs in the top 10% for Living Environment Deprivation | In 2007 17 SOAs in top 10% for Living Environment Deprivation | No – The ranked nature of this data provides a form of comparator against other SOAs in England | No | Approximately every 4 years | Consultation and Research Team, Torbay Council (ODPM) | |
| | | | Torbay is characterised by high density development (considered due to links to living environment) | Population density (Number of residents per hectare) | Mid year estimate for 2004 indicated a density of 21.1 persons per hectare | England and Wales – 3.5 Exeter 24.5 | No | Mid year estimates available annually | Consultation and Research Team, Torbay Council | |
| | 1.2 Reduce Health inequalities | There is a significant variation in life expectancy between Torbay's wards | The difference in life expectancy between the ward with the highest and lowest life expectancy (in years) | 1998-2002 difference = 6.87 years | No | No | No | Rolling average provided annually | Consultation and Research Team, Torbay Council | |

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| High Level Objective | Sub objective | Issue | Indicators | Baseline level (date specified) | Comparator available? | Target available? | Frequency of data collection | Data source | Comments |
|----------------------|--|--|---|--|--|--|------------------------------|--------------------|---|
| | 1.3 Promote healthy lifestyles, especially routine daily exercise | Obesity is an increasing problem in Torbay | Number of patients classified as clinically obese (i.e. with a BMI of 30 or greater) | 2004-2005 – 27% had a BMI of 30 or greater based on those 15-75 year olds visiting the GP over a 15 month period | No direct comparison. A health survey for England sampled 14,000 adults nationally finding a prevalence of obesity for men of 22% and women 23%* | No | Infrequent | Primary Care Trust | *this data is not directly comparable as the national survey is all adults and the local information is only adults up to 75 New requirements for national school survey on obesity to start from summer 2005 (to be included in the framework when available) Definition to be confirmed |
| | 1.4: Allow for adequate provision of health services (in particular to address the high proportion of elderly residents) | | Proportion of patients offered an appointment to see a Primary Care Professional within 1 working day | 2004/2005 – Fully achieved – 100% | ? | Same target for 2005/2006- clarify target? | ? | Primary Care Trust | |

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| High Level Objective | Sub objective | Issue | Indicators | Baseline level (date specified) | Comparator available? | Target available? | Frequency of data collection | Data source | Comments |
|--|---|---|--|---|---|-----------------------------------|------------------------------|--|---|
| 2. Support Communities that meet people's needs | 2.1: Help make suitable housing available and affordable for everyone | Due to a combination of high house prices and low income levels Torbay has a significant problem with housing affordability | A) Torbay has an extremely high affordability ratio of house price to average earnings | A) 10 (2008) | A) England and Wales – 7.9 (3 rd quarter 2005) | A)No | A & B) Annually | Strategic Planning Group, Torbay Council | In future years it is likely that this data will be collected in the second quarter for inclusion in the Torbay Housing Land Monitor. |
| | | | B) Ratio of lower quartile house prices to average earnings | B) 8 (3 rd quarter 2005) | B) England and Wales – 4.7 (3 rd quarter 2005) | B) No | | | |
| | | | Torbay has a limited supply of social housing | Registered Social Landlord and Local Authority dwelling stock as a percentage of total dwelling stock | Torbay figure for 2004 is 8.3% | England 18.8% South West 13.6% | | | |
| | 2.2 Give everyone access to learning, training, skills and knowledge | Under the new Choice Based Letting Scheme there is concern that many affordable units provided will meet need from outside of Torbay rather than concentrating on local need. | There is an increasing number of people on the Local Authority register for social housing in Torbay | Number of households awaiting a housing association property | 6081 in housing need on the home finder and 363 on Home2own sShared Ownership 2005/2006 | 2000/01 – 981 households | None identified | Annually | Consultation and Research Team, Torbay Council |
| Torbay has a good level of GCSE/ GNVQ Achievements | | | Average GCSE/ GNVQ point score for all pupils | Torbay figures = 41.4% (2002/ 03) | Exeter = 37% (2002/2003) (lowest in Devon) Mid Devon = 44.5% (highest in Devon) | None identified | Annually | Consultation and Research Team, Torbay Council | |

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| High Level Objective | Sub objective | Issue | Indicators | Baseline level (date specified) | Comparator available? | Target available? | Frequency of data collection | Data source | Comments |
|----------------------|---|--|--|--|---|---------------------------------|---|--|----------------------|
| | | The qualification level of Torbay's workforce is low | Percentage of population with NVQ level 4+ | 2001 census- Torbay 25% (2008) | England and Wales = 20% South West = 19% | None identified | Annually | Consultation and Research Team, Torbay Council | |
| | 2.3 Reduce Crime and Fear of Crime | Fear of crime is high in Torbay | Percentage of respondents considering crime to be a very or fairly big problem in Torbay | Viewpoint survey in 2004 indicated 75% of respondents considered crime to be a very or fairly big problem in Torbay. | None identified | No | It is anticipated that this data will be collected annually | Consultation and Research Team, Torbay Council | |
| | | Crime rates are slightly above the England and Wales average in Torbay | Recorded offences per '000 residential population | Torbay 2004/2005 =108.4 recorded offences per '000 residential population | Torbay 2003/2004 =102.1 England & Wales 2004/2005 106.1 | None identified | Annually | Consultation and Research Team, Torbay Council | |
| | 2.4 Promote stronger and more vibrant communities | No indicator available at present | | | | | | | |
| | 2.5 Increase access to and participation in cultural activities | Torbay has a lack of facilities for young people and children | Number of new young people's facilities provided | ? | ? | ? | ? | Cultural services | Data to be confirmed |
| | | Some of Torbay's sporting infrastructure is in poor condition | Percentage of sporting infrastructure in poor/ very poor condition | 30% | | | | | Data to be confirmed |
| | | Amount of external funding secured for cultural activities? | | | | | | | Data to be confirmed |
| | | Level of usage of Torbay's cultural activities: | | | | | | | |
| | | A) Libraries | A) Number of physical visits per 1,000 population to public library premises (BV117) | A) Torbay figure 2004/2005 is 4,628 | A) Torbay figure 2003/2004 is 4,778 | A) Target for 2004/5 was 5,000 | A) Annually | Both figures derived from BVPI | |
| | | B) Museums | B) Number of visits/ usages of museums per 1,000 population | B) Torbay figure for 2004/2005 is 501 | B) Torbay figure for 2003/2004 was 331 | B) Target for 2004/2005 was 400 | B) Annually | | |

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| High Level Objective | Sub objective | Issue | Indicators | Baseline level (date specified) | Comparator available? | Target available? | Frequency of data collection | Data source | Comments |
|--|---|---|---|---|--|--------------------------------|------------------------------|--|--|
| 3. Develop the economy in ways that meet people's needs | | Access to green spaces | 1. That no person should live more than 300m from their nearest area of natural green space of at least 2 ha in size 2. Provision of least 1 ha of Local Nature Reserve per 1,000 population by 2010 | Data not currently collected | No. | As prescribed in the indicator | Every 3 years | Greenspace Strategy and LBAP | It is anticipated that this data will be collected as part of the Local Biodiversity Action Plan and the Greenspace Strategy |
| | 2.6 Provide the required infrastructure and services in line with the rate of population increase | Torbay is experiencing a growth in population | Population of Torbay | 133,200 (2008) | Torbay 2003 population = 131,300 (Mid year estimates) | No | Annually | Consultation and Research Team, Torbay Council | |
| | 3.1 Promote diversification of the economy to provide a range of satisfying job opportunities | Torbay suffers very low income levels | Mean annual gross pay for all employees in Torbay | 2007 – Torbay figure was £15,446 | England and Wales figure for 2005 = £23,916 | No | Annually | Consultation and Research Team, Torbay Council | |
| | | The proportion of employees working in the manufacturing sector is low compared to England and Wales averages | Proportion of employees in manufacturing | Torbay figure for 2003 is 8% | England and Wales comparator for 2003 is 12.8% | No | Annually | Consultation and Research Team, Torbay Council (Annual Business Inquiry) | |
| | | Torbay requires diversification of it's economy to reduce reliance on tourism | Proportion of people in: a) distribution, hotels and restaurants b) Public administration, education and health c) manufacturing d) construction e) transport and communication f) banking finance and insurance g) agriculture and fishing h) other services | 2008 data: a) 35.2% b) 32.6% c) 6.3% d) 4.2% e) 3.0% f) 13.3% g) 0.4% h) 5.0% | England and Wales figures indicate: A) 20.0% B) 12.8% C) 4.4% D) 5.1% E) 6.1% F) 0.6% G) 0.8% | No | Annually | Consultation and Research Team (Annual Business Inquiry) | |

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| High Level Objective | Sub objective | Issue | Indicators | Baseline level (date specified) | Comparator available? | Target available? | Frequency of data collection | Data source | Comments |
|----------------------|---|---|---|--|---|-------------------|------------------------------|---|----------|
| | 3.2 Help everyone afford a comfortable standard of living | No indicators identified | | | | | | | |
| | 3.3 Reduce poverty and income inequality | A large proportion of Torbay's population live in areas which are employment deprived | Number of SOA in the top 10% for employment deprivation in England ¹ | 2007 figures indicate 12 SOA in the top 10% for employment deprivation | No – The ranked nature of this data provides a form of comparator against other SOAs in England | No | Approximately every 4 years | Consultation and Research Team, Torbay Council (ODPM) | |
| | | A number of areas in Torbay suffer from education deprivation | Number of SOAs in the top 10% for education deprivation in England ² | 2007 figures indicate 4 SOAs in the top 10% for education deprivation | No – The ranked nature of this data provides a form of comparator against other SOAs in England | No | Approximately every 4 years | Consultation and research Team, Torbay Council | |
| | | Recognised need to increase the number of people benefiting from life long learning. | Number of people enrolled in adult education classes in Torbay. Degrees / diplomas awarded by SDC / University of Exeter / University of Plymouth / Open University to mature students. | Number of people on adult learning courses – check data availability | | | | | |
| | 3.4 Meet local needs locally | No indicators identified | | | | | | | |
| | 3.5 Increase the circulation of wealth within the region | Torbay has a good rate of business start ups | Net change in number of VAT registrations | 2008 data: Torbay figure for 2003 found a net gain of 75 units (400 registration and 325 de-registrations) | South West +2% England +2.1 | No | Annually | Consultation and Research Team, Torbay Council (Small Business Service) | |

¹ Covers unemployment claimant count, incapacity benefit, severe disablement allowance, New deal for 18-24, New Deal for 25+, New Deal for Lone parents over18

² Considers point score for key stage 2, 3, 4, proportion of young people not staying at school, secondary school absence rate, proportion of those under 21 not entering High Education

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| High Level Objective | Sub objective | Issue | Indicators | Baseline level (date specified) | Comparator available? | Target available? | Frequency of data collection | Data source | Comments |
|--|---|--|---|---|---|--|------------------------------|---|--|
| 4. Provide access to meet people's needs with least damage to communities and the environment | 3.6 Harness the economic potential of the coast in a sustainable way | Coastal erosion is evident along Torbay's coastline | Rate of coastal erosion | 0.2m a year on undefended coastlines | None identified | None identified | To be confirmed | DEFRA | South West Regional Coastal Monitor will start on April 2006. Data on erosion rates likely to be available from 2007 |
| | 3.7 Reduce vulnerability of the economy to climate change and harness opportunities arising | Increased temperatures associated with climate change could extend the tourist season and increase the number of domestic holidays | Number of visitors received in Torbay each year | 2003 figures indicate the number of visitors in Torbay at peak of season is 55,400 | Number of visitors in peak of 2003 season is 56,050 | No | Annual | Consultation and Research Team, Torbay Council (Devon County Council) | |
| | 3.8 Contribute to the regeneration and quality and diversity of the tourism industry | A high proportion of Torbay's population are employed in the tourism industry | Proportion of employees in distribution, hotels and restaurants | Torbay figure for 2008 was 35.2% | England and Wales comparator for 2003 was 24.8% | No | Annually | Consultation and Research Team (Annual Business Inquiry) | |
| | 3.9 Reduce reliance on seasonal and part time work within Torbay | Torbay has a high number of people in part time work | Percentage of workers/ employees aged 16+ in part time employment | Torbay figure in 2008: 31% | England and Wales figure for June 2004 to May 2005 is 25.9% | No | Annually | Consultation and Research Team (Nomis Labour Force Survey) | |
| | 4.1 Reduce the need/ desire to travel by car | Car use is high in Torbay | A) Trips to work by car B) Trips to school by car | A) Torbay figure for 2004/2005 is 63% B) 43% of school children being driven to school | Torbay figure for 2003/2004 was 34.8% A) Torbay figure for 1999 was 63% B) In 2000 46% of children being driven to school | A) Target for 2010 is 60% B) No target identified | Annually | Strategic Transportation Team (Torbay Council) Local Transport Plan (2) | |

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| High Level Objective | Sub objective | Issue | Indicators | Baseline level (date specified) | Comparator available? | Target available? | Frequency of data collection | Data source | Comments |
|----------------------|---|--|--|--|--|--|------------------------------|--|--|
| | | The proportion of residents in Torbay who do not have access to a car is in line with the national average | Proportion of residents who do not own a vehicle | Torbay figure for 2001 (census) is 26.79% | National percentage is 26.79 % | No | To be determined | | Data entered is from the 2001 census. It is anticipated that data will be collected annually in future through a Viewpoint survey although this is yet to be confirmed |
| | 4.2 Reduce the need/ desire to travel by air | No data/ trends identified at a local level | Number of passengers travelling by air in the South West | 2004 data indicated that 6.4 million passengers | 1994 data indicated 1.9 million passengers | No | Annually | Regional Transport Statistics. | |
| | 4.3 Help everyone access basic services easily, safely and affordably | Torbay is experiencing a falling number of people killed or seriously injured in road accidents | Number of road accident casualties – All Killed/ seriously injured | 2006/2007 figure is 41 | No | Target for 2010 is 27 | Annually | Strategic Transportation Team, Torbay council (BVPI/ LTP2) | |
| | 4.4 Make Public transport, cycling and walking easier and more attractive | Torbay is experiencing increase level of bus patronage | Public transport patronage (BVPI104) | Data for Torbay 2004/2005 indicates 6,498,046 journeys | Data for Torbay 2003/2004 indicates 6,430,466 journeys | Target for 2010/11 is 8,035,000 | Annually | Strategic Transportation Team, Torbay council (BVPI/ LTP2) | |
| | | Torbay has a small but increasing number of people cycling as a mode of transport | Annualised index of cycling trips | 146 annualised index value | | Target (2010/2011): 174 annualised index value | Annually | Strategic Transportation Team, Torbay council (BVPI/ LTP2) (2007/08) | |

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| High Level Objective | Sub objective | Issue | Indicators | Baseline level (date specified) | Comparator available? | Target available? | Frequency of data collection | Data source | Comments |
|---|---|--|---|---|---|---|------------------------------|--|--|
| | 4.5 Encourage a switch from transporting freight by road to rail or water | The majority of freight is transported in/ out of Torbay by road | Number of freight vehicles coming in/ out of Torbay per day | 2005 figures outbound 855, inbound 853. | No | No | Annually | Strategic Transportation Team, Torbay council | Figures are based on the first week of May which is considered a neutral month (i.e. not heavily influenced by tourism). Includes Kerswell Gardens and Totnes Road which are the main transport links in and out of Torbay |
| 5. Maintain and improve environmental quality and assets | 5.1 Protect and enhance habitats and species | Torbay's SSSIs are in good condition | A)% area of SSSIs in favourable condition B) % area unfavourable recovering | Torbay figures (2006): A) 83.19% B) 8.69% | South West Figures 2004: A) 73.42% B) 20.28 | The Government's Public Service Agreement target is for 95% of SSSI land to be in 'favourable' or 'recovering' condition by 2010. | Unknown | English Nature Website (http://www.english-nature.org.uk/spacial/ssi/report.cfm?category=R_RF) | |
| | 5.2 Promote conservation and wise use of land | Housing development patterns in Torbay are characterised by high densities | Average density of new developments (dwelling per hectare) in Torbay on A) Large sites B) Small sites C) Redevelopment sites | Baseline data for 2008 in Torbay: A) 62 B) 47 C) 129 | Data for 2003/2004 in Torbay: A) 22 B) 74 C) 113 | PPG3 considers housing developments of less than 30 dwellings per hectare inefficient | Annually | The Nature Conservation of Torbay 2006-2016 Strategic Planning Group, Torbay Council (Housing Land Monitor) | |

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| High Level Objective | Sub objective | Issue | Indicators | Baseline level (date specified) | Comparator available? | Target available? | Frequency of data collection | Data source | Comments |
|----------------------|---|---|--|---|--|--|------------------------------|--|---|
| | | Torbay has a high level of development on Brownfield sites | Proportion of new dwellings built on Brownfield land | Torbay figures for 2008: 91% net gain | Torbay figures for 2003/2004: 78% net gain | PPG3 target of 60% new houses on Brownfield land | Annually | Strategic Planning Group (Housing Land Monitor) (BVPI 106) | |
| | 5.3 Protect and enhance landscape and townscape | No indicators identified | Number of parks and green space managed to green flag standard | Three parks: 1. Sherwell park 2. Tessier Park 3. Cockington Country Park | | | Annually | Communication Team Torbay Council (2008) | |
| | 5.4 Value and Protect diversity and local distinctiveness | Consideration of urban design in new development | Number of planning applications with an Urban Design Statement? | 2005- 0 Urban Design Statements received with a planning application | No | No | Annually | Conservation and Design Team, Torbay Council | Although this doesn't necessarily indicate the quality of design it does indicate level of awareness of urban design issues. Data to be confirmed |
| | 5.5 Maintain and enhance cultural and historical assets | Number of listed buildings in Torbay considered to be 'At risk' | Number of Listed Buildings (Grade I and II): On the At Risk register; | 32 of which 10 are in category I | | | | Torbay Council, Buildings at Risk (BAR) survey (2004) | |
| | 5.6 Reduce vulnerability to flooding, sea level rise | Torbay has a history of flash flooding | Number of properties flooded in a given year | 2005 – 76 properties | 2004- 44 properties | No | Annual | Highways and Drainage, Torbay Council | |

APPENDICES – Sustainability Appraisal of Regulation 25 Draft Torquay Harbour Area Action Plan, Torbay Council (2009)

| High Level Objective | Sub objective | Issue | Indicators | Baseline level (date specified) | Comparator available? | Target available? | Frequency of data collection | Data source | Comments |
|----------------------|--|---|---|---------------------------------|-----------------------|--------------------------------------|------------------------------|---|--|
| | | | Number of planning applications approved contrary to Environment Agency advice | No data available at present | No | None identified | Annually | Planning and Development Services, Torbay Council | Data is likely to be available from 2006 due to requirements within the Annual Monitoring Report |
| | 5.7 Minimise habitat fragmentation and provide opportunities for new habitat creation or restoration | No data available at present. Development of BAP will address this. This could provide indicators on farmland bird species, status of BAP priority species and habitats and populations of coastal and sea birds. | The number of planning applications that are approved with Sustainable Drainage Schemes (SuDS). | | | No net loss of habitats and species. | | | |

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| High Level Objective | Sub objective | Issue | Indicators | Baseline level (date specified) | Comparator available? | Target available? | Frequency of data collection | Data source | Comments |
|--|--|---|--|---|--|---|------------------------------|--|---|
| 6. Minimise and improve environmental quality and assets | 6.1 Reduce energy consumption and 'greenhouse' emission | There are a limited number of renewable energy schemes operating in Torbay | a) Number of medium/large renewable energy schemes operating in Torbay b) Capacity of renewable electricity in Torbay | a) 5 projects b) 0.015 MW | No | No | | 2008 survey of renewable electricity and heat projects in the South West | Based on an annually survey carried out by Regen SW to identify new medium/large scale schemes. The survey went out to developers/installers/Councils/County Champions of renewable energy. Small schemes e.g. solar panels are not included as this data is difficult to obtain. |
| | | The need to reduce energy consumption will become increasingly important in light of climate change | Reduction in GJ/ga joules of Energy | 1999- 5,106,278 (kWh/m ² /annum) | Financial 2005/6 – 4,653,816 (kWh/m ² /annum) | Reduce home energy consumption by 30% by 2007 (from a baseline of 1999) | Annually | Key Performance Indicator (SSH7 - SPAR) | |
| | 6.2 Keep water consumption within local carrying capacity limits | Data available for water availability at Roadford | | | | | | | Data to be confirmed |

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| High Level Objective | Sub objective | Issue | Indicators | Baseline level (date specified) | Comparator available? | Target available? | Frequency of data collection | Data source | Comments |
|----------------------|---|--|--|--|---|---|------------------------------|--|---|
| | 6.3 Minimise consumption and extraction of minerals | No quantified data available | | | | | | | |
| | 6.4 Reduce waste not put to any use | Torbay has a good history of recycling although increases in population and amount of waste produced per person is likely to make it difficult to meet recycling targets in the future | Percentage of Torbay's household waste a) Recycled b) Composted c) Landfilled | a) 21.10% b) 6.99% c) 71.91% (2007/08) | 2003/2004 Torbay recycling figure = 20.7% | household waste recycled or composted 2009/10: 40% 22214/15: 45% 20019/20: 50% | Annually | Municipal Waste Management Strategy for Torbay 2007 - 2025 and National Waste Strategy 2007 Environmental Health, Torbay Council | Data relates to BVPI 82a and b and includes recycled and composted materials. |
| | 6.5 Minimise land, water, air, light, noise and genetic pollution | Air quality in Torbay is good with only one Air Quality Management Area designated | Number of Air Quality Management Areas Designated | 1007/08 – 2 Air Quality Management Area Designated | No | Yes – 0 AQMAs (2010/11) | Annually | | |
| | 6.6 Maintain and enhance the quality of Torbay's beaches and coastal waters | Marine bathing water quality is high in Torbay | Number of beaches in Torbay managed to blue flag C)Poor | 7 beaches | 2004: A) 8 B) 7 C) 0 | None identified | Annually | Torbay Council website (2008) | |

APPENDIX E: Detailed SA of Saved Policies

The saved policy to which this DPD is related has not been subject to full SA/SEA, therefore to ensure that a thorough approach has been taken to the assessment of the DPD; it has been deemed prudent to undertake a basic appraisal of the relevant local plan policy to ensure compatibility with the SA Framework objectives. The most significant policy is that relating to the Harbourside and waterfront regeneration.

Key:

| | | | |
|----|-------------------|----|-----------------------------|
| ++ | Clear benefits | -- | Clear negative impacts |
| + | Minor benefits | - | Minor negative impacts |
| ~ | No obvious impact | ? | Impact cannot be determined |

DRAFT SA of Saved Policy TU1

TU1 Harbourside and waterfront regeneration

The **regeneration and enhancement of** harbourside and adjoining waterfront areas in Torquay (TU1.1) and Brixham (TU1.2) is proposed through the following measures:-

1. the protection of the **economic, maritime, tourism and retail roles** of the areas and the maintenance of their **attractiveness for visitors and shoppers**;
2. the **resistance to changes of use** which detract from the **special qualities of the areas** and in particular the **special character of the Torquay Harbour** and Brixham Town Conservation Areas;
3. support for the introduction of **appropriate new development** which contributes to the enhancement of the areas as locations for **all year round tourism and retailing**;
4. the **refurbishment of existing premises and frontages** surrounding the harbour to a **high standard of design**;
5. the introduction of **landscaping and streetscaping works** to enhance the **visual attractiveness of the harbourside** and waterfront settings; and
6. **appropriate traffic management** measures which maintain a **satisfactory amount of offstreet car parking**, in accordance with the operative parking standards (set out in Policy T25), **improve levels of accessibility to the areas and enhance conditions for pedestrians**.

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|---|--|---|---|--|---|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| 1. Improve Health | 1.1 Improve health and wellbeing | + | The policy will have a minor positive impact on health and wellbeing through enhanced conditions for pedestrians and the promotion of a more attractive environment. | | Future policies could have a stronger emphasis on encouraging non-car modes of transport. |
| | 1.2 Reduce health inequalities | ~ | | | |
| | 1.3 Promote healthy lifestyles, especially routine daily exercise | + | | | |
| | 1.4 Allow for adequate provision of health services (in particular to address the high proportion of elderly residents) | ~ | | | |
| 2. Support communities that meet people's needs | 2.1 Help make suitable housing available and affordable for everyone (to address a significant shortfall of affordable housing and projected increase in population) | ~ | The policy will have minor positive impact on the reduction of crime and anti-social behaviour through high quality design and an increase in the vitality of the area. These factors will also contribute to positive impacts on the strength and vibrancy of the community. | | |
| | 2.2 Give everyone access to learning, training skills and knowledge | ~ | | | |
| | 2.3 Reduce crime and fear of crime | + | | | |
| | 2.4 Promote stronger and more vibrant communities | + | | | |
| | 2.5 Increase access to and participation in cultural activities | ? | | | |
| 3. Develop the economy in ways that meet people's needs | 3.1 Promote diversification of the economy to provide a range of satisfying job opportunities. | + | The policy will have long-term positive impacts on the regeneration of the tourism industry through the protection of existing businesses and the promotion of appropriate new developments that contribute to the enhancement of the areas as locations for year round tourism and retail. This also leads to long-term positive impacts on the diversification of the economy and the reduction of seasonal employment in the area. | | |
| | 3.2 Help everyone afford a comfortable standard of living | ~ | | | |
| | 3.3 Reduce poverty and income inequality | ~ | | | |
| | 3.4 Meet local needs locally | + | | | |
| | 3.5 Increase the circulation of wealth within the region | + | | | |
| | 3.6 Harness the economic potential of the coast in a sustainable way | ? | | | |
| | 3.7 Reduce vulnerability of the economy to climate change and harness opportunities arising | ? | | | |
| | 3.8 Contribute to the regeneration and quality and diversity of the tourism industry | ++ | | | |
| | 3.9 Reduce reliance on seasonal and part time work within Torbay. | ++ | | | |
| 4. Provide access to meet peoples needs with least damage to communities and the environment | 4.1 Reduce the need/ desire to travel by car | ? | The policy seeks to enhance conditions for pedestrians which will have a positive effect on making public transport, cycling and walking easier and more attractive. | | Future Core Strategy policies could have a stronger focus on reducing car travel and reducing the visual dominance of the car (particularly |
| | 4.2 Reduce the need/ desire to travel by air | ~ | | | |
| | 4.3 Help everyone access basic services easily, safely and affordably (in line with projected population increase) | ~ | | | |
| | 4.4 Make public transport, cycling and walking easier and more attractive | + | | | |
| | 4.5 Encourage a switch from transporting freight by road to rail or water | ~ | | | |

| | | | | | |
|---|--|----|--|--|---|
| | | | | | the A379). This would have a more positive influence on the communities objectives. |
| 5. Maintain and improve environmental quality and assets | 5.1 Protect and enhance habitats and species (taking account of climate change) | ? | The policy will have a long-term positive impact on landscape and townscape through maintaining the attractiveness and special character of the harbour. The introduction of landscaping and streetscaping and the improvement of frontages will also have a positive impact on the character of the area. Policy also ensures the protection of the conservation areas within the harbour. | | |
| | 5.2 Promote the conservation and wise use of land | ? | | | |
| | 5.3 Protect and enhance landscape and townscape | ++ | | | |
| | 5.4 Value and protect diversity and local distinctiveness including rural ways of life | + | | | |
| | 5.5 Maintain and enhance cultural and historical assets | + | | | |
| | 5.6 Reduce vulnerability to flooding, sea level rise (taking account of climate change) | ? | | | |
| | 5.7 Minimise habitat fragmentation and provide opportunities for new habitat creation or restoration | ? | | | |
| 6. Minimise consumption of natural resources | 6.1 Reduce non-renewable energy consumption and carbon dioxide emissions | - | In isolation, the policy does not encourage sustainable design and construction, which would support the meeting of this objective. However, there are other policies in the saved Local Plan (e.g. EP 1- Energy efficient design) that seek to achieve this. A stronger focus on public transport would achieve a higher rating for sub-objective 6.1. | | Future policies should have a stronger focus on sustainable design and construction, incorporating matters relating to energy, water consumption and waste reduction. |
| | 6.2 Keep water consumption within local carrying capacity limits (taking account of climate change) | ~ | | | |
| | 6.3 Minimise consumption and extraction of minerals | ~ | | | |
| | 6.4 Reduce waste not put to any use | ~ | | | |
| | 6.5 Minimise land, water, air, light, noise and genetic pollution | ? | | | |
| | 6.6 Maintain and enhance the quality of Torbay's beaches and coastal waters | ? | | | |
| <p>Summary: The saved policy performs reasonably well against the majority of objectives, especially those relating to health, the economy and the character of the area. The policy will have a minor positive impact on health and wellbeing through enhanced conditions for pedestrians and the promotion of a more attractive landscaped environment. It will also have a minor positive impact on the reduction of crime and anti-social behaviour through high quality design and an increase in the vitality of the area. Conservation areas within the harbour will also be protected from development proposals that detract from the special qualities of these areas. These factors will also contribute to positive impacts on the strength and vibrancy of the community.</p> <p>The policy will have long-term positive impacts on the regeneration of the tourism industry through the protection of existing businesses and the promotion of appropriate new developments that contribute to the enhancement of the areas as locations for year round tourism and retail. However, since the policy was adopted, there has been an increased focus on the importance of sustainable design and construction in reducing environmental impacts, and sustainable development is now central to the planning system. Any future Core Strategy policies on the Harbour, and the Torquay Harbour Area Action Plan itself should therefore have a stronger emphasis on sustainable design and construction and should contribute to a reduction on car use across the District.</p> | | | | | |

APPENDIX F: Detailed SA of Preferred Options 2007

Vision and Objectives (2007)

The THAAP Vision and Objectives were tested for compatibility against the sustainability appraisal framework outlined in the SA Scoping Report

Compatibility Analysis Key:

| | | | |
|----|------------------------|----|--|
| ++ | Positive Compatible | -- | Incompatible |
| + | Compatible | - | Potential Conflict |
| ~ | Neutral / Not relevant | ? | Uncertain, dependent on other factors or further details |

| | | STRATEGIC VISION |
|--------------------------|---|---|
| SA Objectives | | <p>Torbay and its partners will seek to secure the sustainable regeneration of Torquay Harbour and surrounding area to enable it to fulfill its potential as:</p> <ul style="list-style-type: none"> • The heart of the English Riviera, providing the focus for a thriving tourism/leisure industry and a vibrant cultural sector, attracting visitors throughout the year; and • An integral part of Torquay town centre, offering a range of year-round employment opportunities, shops and services for the local community; <p>All set within a high-quality, safe and distinctive environment of international stature, which can be conveniently accessed via a choice of transport modes.</p> |
| 1. Improve Health | 1.1 Improve health and wellbeing | ++ |
| | 1.2 Reduce health inequalities | + |
| | 1.3 Promote healthy lifestyles, especially routine daily exercise | + |

| | | |
|---|--|----|
| | 1.4 Allow for adequate provision of health services (in particular to address the high proportion of elderly residents) | ~ |
| 2. Support communities that meet people's needs | 2.1 Help make suitable housing available and affordable for everyone (to address a significant shortfall of affordable housing and projected increase in population) | ? |
| | 2.2 Give everyone access to learning, training skills and knowledge | ~ |
| | 2.3 Reduce crime and fear of crime | ++ |
| | 2.4 Promote stronger and more vibrant communities | ++ |
| | 2.5 Increase access to and participation in cultural activities | ++ |
| 3. Develop the economy in ways that meet people's needs | 3.1 Promote diversification of the economy to provide a range of satisfying job opportunities. | ++ |
| | 3.2 Help everyone afford a comfortable standard of living | ? |
| | 3.3 Reduce poverty and income inequality | + |
| | 3.4 Meet local needs locally | + |
| | 3.5 Increase the circulation of wealth within the region | + |
| | 3.6 Harness the economic potential of the coast in a sustainable way | ? |
| | 3.7 Reduce vulnerability of the economy to climate change and harness opportunities arising | ? |
| | 3.8 Contribute to the regeneration and quality and diversity of the tourism industry | ++ |
| | 3.9 Reduce reliance on seasonal and part time work within Torbay. | ++ |
| 4. Provide access to meet peoples needs with least damage to communities and the environment | 4.1 Reduce the need/ desire to travel by car | + |
| | 4.2 Reduce the need/ desire to travel by air | ~ |
| | 4.3 Help everyone access basic services easily, safely and affordably (in line with projected population increase) | + |

| | | |
|---|--|---|
| | 4.4 Make public transport , cycling and walking easier and more attractive | + |
| | 4.5 Encourage a switch from transporting freight by road to rail or water | ? |
| 5. Maintain and improve environmental quality and assets | 5.1 Protect and enhance habitats and species (taking account of climate change) | ? |
| | 5.2 Promote the conservation and wise use of land | ? |
| | 5.3 Protect and enhance landscape and townscape | + |
| | 5.4 Value and protect diversity and local distinctiveness including rural ways of life | ? |
| | 5.5 Maintain and enhance cultural and historical assets | + |
| | 5.6 Reduce vulnerability to flooding, sea level rise (taking account of climate change) | ? |
| | 5.7 Minimise habitat fragmentation and provide opportunities for new habitat creation or restoration | ? |
| 6. Minimise consumption of natural resources | 6.1 Reduce non-renewable energy consumption and carbon dioxide emissions | ? |
| | 6.2 Keep water consumption within local carrying capacity limits (taking account of climate change) | ? |
| | 6.3 Minimise consumption and extraction of minerals | ? |
| | 6.4 Reduce waste not put to any use | ? |
| | 6.5 Minimise land, water, air, light, noise and genetic pollution | ? |
| | 6.6 Maintain and enhance the quality of Torbay's beaches and coastal waters | ? |
| <p>Summary: The Strategic Vision was found to be compatible with the SA objectives, especially against the high level objectives relating to health, communities and the economy. The Vision of the harbour as an area with a thriving tourism/leisure industry, a range of year-round employment and a safe environment are all positively compatible with the promotion of strong, vibrant, safe and healthy communities. The promotion of a range of year-round employment will help to reduce the reliance of seasonal employment and promoting the area as the heart of the English Riviera will positively affect the regeneration of the tourism industry. The promotion of a choice of transport modes is positive in seeking to reduce the need/desire to travel by car.</p> <p>The compatibility of the vision in relation to habitats and natural resources is uncertain, as achieving these objectives would be dependent on further details that would be contained in specific policies and development proposals within the different character areas of the harbour. It is recommended that the Vision and/or objectives for the overall Core Strategy for Torbay address these matters given the central importance of sustainable development to the entire Council area.</p> | | |

| | | Strategic Aims & Objectives | | | | | | | |
|--------------------------|--|--|---|---|--|--|--|--|--|
| | | Aim 1: To Improve the Physical Quality of the Harbour Area | | Aim 2: To improve Access and Information in and Around the Harbour Area | | Aim 3: To Protect and Promote the Natural Environment of the Harbour Area | | Aim 4: To Overcome the Harbour Area's Social and Economic Weaknesses | |
| | | Objectives | | Objectives | | Objectives | | Objectives | |
| SA Objectives | | 1A: Raise the quality and attractiveness of the built environment – to provide a high-quality environment with a unique identity that will encourage visitors to the harbour area and allow the local community to have pride in their surroundings. | 1B: Create a better mix of high quality land and marine uses – to offer a variety of activities and facilities in order to bring an enhanced sense of safety and vibrancy to the harbour throughout the day and night, on a year-round basis. | 2A: Create a highly-accessible movement network – to improve access in and around the harbour area. | 2B: Improve information and interpretation – to enhance the public's awareness of their surroundings and their understanding of its significance | 3A: Protect and promote the natural setting and biodiversity – to ensure that new development does not cause harm to any aspect of the natural environment or undermine its aesthetic, community or nature conservation value. | 3B: Minimise potential environmental hazards – to ensure that new development does not result in an increased risk of flooding or impact on the water table etc. | 4A: Improve public and business confidence – to encourage investment and a wider range of people to visit the harbour area at any time without concern for their safety. | 4B: Seek to overcome deprivation – to improve the social and economic performance of the harbour area. |
| 1. Improve Health | 1.1 Improve health and wellbeing | + | + | + | + | + | ++ | ++ | + |
| | 1.2 Reduce health inequalities | ~ | ~ | ~ | ~ | ~ | + | + | + |
| | 1.3 Promote healthy lifestyles, especially routine daily exercise | ~ | ~ | ++ | ++ | ~ | ~ | ~ | ~ |
| | 1.4 Allow for adequate provision of health services (in particular | ~ | ~ | ~ | ~ | ~ | ~ | ~ | ~ |

| | | | | | | | | | |
|--|--|----|----|---|---|---|----|----|----|
| | to address the high proportion of elderly residents) | | | | | | | | |
| 2. Support communities that meet people's needs | 2.1 Help make suitable housing available and affordable for everyone (to address a significant shortfall of affordable housing and projected increase in population) | ~ | ~ | ~ | ~ | ~ | ~ | ~ | ~ |
| | 2.2 Give everyone access to learning, training skills and knowledge | ~ | ~ | ~ | ~ | ~ | ~ | ~ | ~ |
| | 2.3 Reduce crime and fear of crime | + | ++ | ~ | ~ | ~ | ~ | ++ | ++ |
| | 2.4 Promote stronger and more vibrant communities | ++ | + | ~ | ~ | ~ | ~ | + | ++ |
| | 2.5 Increase access to and participation in cultural activities | ~ | ~ | + | + | ~ | ~ | ~ | ~ |
| 3. Develop the economy in ways that meet people's needs | 3.1 Promote diversification of the economy to provide a range of satisfying job opportunities. | ? | + | ~ | ~ | ~ | ~ | + | ~ |
| | 3.2 Help everyone afford a comfortable standard of living | ~ | ~ | ~ | ~ | ~ | ~ | ~ | ++ |
| | 3.3 Reduce poverty and income inequality | ~ | ~ | ~ | ~ | ~ | ~ | ~ | ++ |
| | 3.4 Meet local needs locally | + | + | ~ | ~ | ~ | ~ | ~ | ~ |
| | 3.5 Increase the circulation of wealth within the region | + | + | ~ | ~ | ~ | ~ | + | ~ |
| | 3.6 Harness the economic potential of the coast in a sustainable way | ~ | ~ | ~ | ~ | ~ | ~ | ~ | ~ |
| | 3.7 Reduce vulnerability of the economy to climate | ~ | ~ | ~ | ~ | ~ | ++ | ~ | ~ |

| | | | | | | | | | |
|---|--|----|----|----|----|----|---|---|---|
| | change and harness opportunities arising | | | | | | | | |
| | 3.8 Contribute to the regeneration and quality and diversity of the tourism industry | ++ | ++ | + | + | ~ | ~ | + | ~ |
| | 3.9 Reduce reliance on seasonal and part time work within Torbay. | ? | + | ~ | ~ | ~ | ~ | + | ~ |
| 4. Provide access to meet peoples needs with least damage to communities and the environment | 4.1 Reduce the need/desire to travel by car | ~ | ~ | ++ | + | ~ | ~ | ~ | ~ |
| | 4.2 Reduce the need/desire to travel by air | ~ | ~ | ~ | ~ | ~ | ~ | ~ | ~ |
| | 4.3 Help everyone access basic services easily, safely and affordably (in line with projected population increase) | ~ | ~ | + | ~ | ~ | ~ | ~ | ~ |
| | 4.4 Make public transport , cycling and walking easier and more attractive | ~ | ~ | ++ | ++ | ~ | ~ | ~ | ~ |
| | 4.5 Encourage a switch from transporting freight by road to rail or water | ~ | ~ | ~ | ~ | ~ | ~ | ~ | ~ |
| 5. Maintain and improve environmental quality and assets | 5.1 Protect and enhance habitats and species (taking account of climate change) | ~ | ~ | ~ | ~ | ++ | + | ~ | ~ |
| | 5.2 Promote the conservation and wise use of land | ~ | ~ | ~ | ~ | ++ | + | ~ | ~ |
| | 5.3 Protect and enhance landscape and townscape | ++ | ? | ~ | + | + | ~ | ~ | ~ |

| | | | | | | | | | |
|---|--|---|---|---|---|----|----|---|---|
| | 5.4 Value and protect diversity and local distinctiveness including rural ways of life | + | ~ | ~ | + | ~ | ~ | ~ | ~ |
| | 5.5 Maintain and enhance cultural and historical assets | + | ? | ~ | + | ~ | ~ | ~ | ~ |
| | 5.6 Reduce vulnerability to flooding, sea level rise (taking account of climate change) | ? | ? | ~ | ~ | ~ | ++ | ~ | ~ |
| | 5.7 Minimise habitat fragmentation and provide opportunities for new habitat creation or restoration | ~ | ~ | ~ | ~ | ++ | ~ | ~ | ~ |
| 6. Minimise consumption of natural resources | 6.1 Reduce non-renewable energy consumption and carbon dioxide emissions | ? | ? | + | ~ | ~ | ~ | ? | ~ |
| | 6.2 Keep water consumption within local carrying capacity limits (taking account of climate change) | ? | ? | ~ | ~ | ~ | ~ | ? | ~ |
| | 6.3 Minimise consumption and extraction of minerals | ? | ? | ~ | ~ | ~ | ~ | ? | ~ |
| | 6.4 Reduce waste not put to any use | ? | ? | ~ | ~ | ~ | ~ | ? | ~ |
| | 6.5 Minimise land, water, air, light, noise and genetic pollution | ? | ? | ? | ~ | ++ | ++ | ? | ~ |
| | 6.6 Maintain and enhance the quality of Torbay's beaches and coastal waters | ? | ? | ~ | ~ | ++ | ++ | ? | ~ |

Summary:

Broadly speaking the Strategic Objectives were found to be compatible with the SA framework. The majority performed well against the SA objectives relating to health and communities as they seek to minimise potential environmental hazards, promote a safe environment and improve access and information. All these factors will have long-term positive impacts on community health and wellbeing through the promotion of healthier lifestyles and the provision of a safe environment.

Objectives 3A and 3B were found to be positively compatible with the minimisation of pollution and the maintenance and enhancement of Torbay's beaches and coastal waters. Objective 3A would have long-term positive impacts for the habitats and species in the harbour, whereas objective 3B seeks to ensure minimal potential environmental hazards that could have adverse effects on flooding, the water table, habitats and species.

Objective 4A and 4B seek to address the harbour area's social and economic weaknesses through reducing deprivation and improving public and business confidence. The result of this is that both objectives are strongly compatible with health and wellbeing of local communities, with positive long-term effects on the reduction of poverty and crime.

Ideally, the full range of SA objectives should be represented in the AAP objectives- ensuring that the high level objectives of the plan reflect the particular sustainability issues and problems of the area. As the SA Framework was developed for the whole of Torbay District, there are some sub-objectives that are not relevant (for example 1.4 Allow for adequate provision of health services and 4.2 Reduce the need/desire to travel by air). However, it is considered that the objectives could better represent Objective 6: Minimise consumption of natural resources, in particular through encouraging sustainable and energy efficient design.

The AAP objectives could also usefully refer to mixed-use development and the role that the Harbour can play in meeting housing needs in Torbay, in order to better address sub-objective 2.1.

Preferred Options (2007)

Each Preferred Option was appraised against the framework by using the following symbols to indicate levels of impact. Where an option poses both positive and negative impacts a combination of these symbols is used.

| | | | |
|----|-------------------|----|-----------------------------|
| ++ | Clear benefits | -- | Clear negative impacts |
| + | Minor benefits | - | Minor negative impacts |
| ~ | No obvious impact | ? | Impact cannot be determined |

Policy THAAP1: Strategic Policy for development within the Torquay Harbour area

The sustainable regeneration and enhancement of the Torquay Harbour area is proposed to attract visitors to the area on a year round basis and to meet the needs of the local community. Support will be given to development proposals which demonstrate that they will contribute to the strategic aims and objectives for the area, in particular those proposals that achieve the following:

1. Introduce new uses and retain existing uses which **preserve the character of the area**, are **compatible with nearby uses** and **enhance the harbour's attractiveness and vitality**
2. Raise the quality and attractiveness of the built environment by providing a **high standard of design** that is well related to its surroundings in terms of its **scale, massing and external appearance**, **preserves or enhances the distinctive characteristics of the harbour streetscene/area and its setting**, and has respect for any **important historic or architectural features** that contribute to its sense of place
3. **Improve access** into and around the harbour by establishing where possible improved access to the harbour by **water-borne transport**, better links to the rest of the town centre by a choice of sustainable transport modes and enhanced conditions for pedestrians within the harbour area by **reducing the dominance of the car** and **improving the public realm**
4. Enhance people's awareness of their surroundings and their understanding of its significance by improving **access to important historic buildings/spaces, cultural events and the natural terrestrial and marine environments** and where relevant through the incorporation of carefully designed and sited signage or information boards
5. **Protect and enhance the natural environment**, ensuring that no harm is caused in terms of any reduction in biodiversity, damage to or disturbance of protected species or destruction of important habitats
6. Ensure there is **no increased risk of flooding or impact on the water table** by incorporating appropriate mitigation measures and evidence that the proposed development will **not create a need for further coastal protection or sea defence works**
7. Reduce recorded incidences of crime and anti-social behaviour by encompassing measures such as **Designing Out Crime**

8. Minimise direct and indirect energy consumption and impacts on climate change by incorporating **energy saving features** into its design and layout and the introduction of on-site energy generation where possible
 9. **Safeguard the functions of the working harbour**

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|--|--|---|---|---|--|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| 1. Improve Health | 1.1 Improve health and wellbeing | + | | The provision of a choice of sustainable transport options and enhanced conditions for pedestrians will encourage walking and cycling in and around the area. This will not only benefit health through increased physical activity but will also improve air quality in the area as congestion levels are reduced. | THAAP supporting documentation Volume C |
| | 1.2 Reduce health inequalities | + | | | |
| | 1.3 Promote healthy lifestyles, especially routine daily exercise | + | | | |
| | 1.4 Allow for adequate provision of health services (in particular to address the high proportion of elderly residents) | ~ | | | |
| 2. Support communities that meet people's needs | 2.1 Help make suitable housing available and affordable for everyone (to address a significant shortfall of affordable housing and projected increase in population) | ~ | | The policy, whilst encouraging new uses, does not refer to introducing more housing in the THAAP (although this is addressed in other policies). The introduction of new uses and improved access in the harbour area will allow people to meet their own needs within the local community. Improved access and signage will increase levels of participation in cultural activities. The reduction of crime levels and anti-social behaviour will also help to promote stronger and more vibrant communities. | Policy could usefully refer to meeting housing need. Whilst the policy preamble suggests that regeneration should meet the needs of the local community, this could be strengthened in the policy. E.g. safeguarding useful retail, such as corner stores, supermarkets, newsagents etc. |
| | 2.2 Give everyone access to learning, training skills and knowledge | + | | | |
| | 2.3 Reduce crime and fear of crime | ++ | | | |
| | 2.4 Promote stronger and more vibrant communities | - | + | | |
| | 2.5 Increase access to and participation in cultural activities | + | | | |
| 3. Develop the | 3.1 Promote diversification of the economy to provide a range of satisfying job opportunities. | ++ | | The introduction of new uses, the | As above, there |

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|---|--|---|---|---|---|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| economy in ways that meet people's needs | 3.2 Help everyone afford a comfortable standard of living | + | | improvement of the quality and attractiveness of the built environment and improved access could all lead to increased investment which could provide a greater mix of employment opportunities in the area. This will allow a greater proportion of the population to secure regular employment therefore reducing poverty and income inequality in one of the most deprived areas in Torbay. Improvement of the harbour's attractiveness and vitality, improvements to the built environment, improved access and reduction in crime will all aid in regenerating and diversifying the tourism industry in the area. | could be a stronger focus on meeting local needs. |
| | 3.3 Reduce poverty and income inequality | + | | | |
| | 3.4 Meet local needs locally | - | + | | |
| | 3.5 Increase the circulation of wealth within the region | + | | | |
| | 3.6 Harness the economic potential of the coast in a sustainable way | + | | | |
| | 3.7 Reduce vulnerability of the economy to climate change and harness opportunities arising | + | | | |
| | 3.8 Contribute to the regeneration and quality and diversity of the tourism industry | ++ | | | |
| | 3.9 Reduce reliance on seasonal and part time work within Torbay. | + | | | |
| 4. Provide access to meet peoples needs with least damage to communities and the environment | 4.1 Reduce the need/ desire to travel by car | ++ | | Improving access into and around the harbour through the provision of more sustainable transport modes and enhanced conditions for pedestrians will cause a reduction in car numbers and make walking, cycling and public transport more attractive to the public. | |
| | 4.2 Reduce the need/ desire to travel by air | + | | | |
| | 4.3 Help everyone access basic services easily, safely and affordably (in line with projected population increase) | ~ | | | |
| | 4.4 Make public transport, cycling and walking easier and more attractive | ++ | | | |
| | 4.5 Encourage a switch from transporting freight by road to rail or water | + | | | |
| 5. Maintain and improve environmental quality and assets | 5.1 Protect and enhance habitats and species (taking account of climate change) | ++ | | Policy aims to ensure that there is no damage or disturbance of protected species or destruction of important habitats. The policy safeguards the functions of the working harbour, preserving the local distinctiveness of the area. | |
| | 5.2 Promote the conservation and wise use of land | + | | | |
| | 5.3 Protect and enhance landscape and townscape | + | | | |
| | 5.4 Value and protect diversity and local distinctiveness including rural ways of life | + | | | |
| | 5.5 Maintain and enhance cultural and historical assets | + | | | |
| | 5.6 Reduce vulnerability to flooding, sea level rise (taking | ++ | | | |

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|---|--|---|---|---|---|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| | account of climate change) 5.7 Minimise habitat fragmentation and provide opportunities for new habitat creation or restoration | ~ | Policy aims to ensure that there is no increased risk of flooding from new developments by incorporating appropriate mitigation measures. | | |
| 6. Minimise consumption of natural resources | 6.1 Reduce non-renewable energy consumption and carbon dioxide emissions | ++ | The incorporation of energy saving features into design and layout and the introduction of on-site energy generation where possible will help to reduce energy consumption and reduce impacts of climate change. Encouraging walking and public-transport may help in minimising localised air pollution. However the policy could go further in requiring a reduction in waste (given that this is highlighted as an issue in the THAAP), and minimizing consumption and water-use through sustainable construction. | Chapter 7, Section 6, SA Scoping Report LDD3 Torquay Harbour Area Action Plan | An additional policy (elsewhere in the THAAP, or perhaps as part of this policy) should require a high standard of sustainable construction for all development in the town centre) |
| | 6.2 Keep water consumption within local carrying capacity limits (taking account of climate change) | ? | | | |
| | 6.3 Minimise consumption and extraction of minerals | - | | | |
| | 6.4 Reduce waste not put to any use | - | | | |
| | 6.5 Minimise land, water, air, light, noise and genetic pollution | ? | | | |
| | 6.6 Maintain and enhance the quality of Torbay's beaches and coastal waters | + | | | |

Summary:

The policy performs particularly well against the SA framework objectives, seeking to enhance the harbour's attractiveness and vitality, which will help to increase investment in the area and boost visitor numbers. As a result of increased uses and investment, a greater mix of employment is likely to occur. This could result in the local economy being less vulnerable to seasonality. This is not only beneficial to the economy but has a positive impact on community health and wellbeing due to improved access to full-time employment-reducing poverty and providing a better standard of living.

The policy will also have a positive impact on crime and anti-social behaviour by encompassing measures such as Designing-Out Crime. Families and older visitors would be encouraged through the promotion of an enhanced sense of community safety, and this is also likely to encourage potential investors.

Improved access through provision of a range of sustainable transport modes is likely to contribute to reduced traffic congestion and emissions. The policy's approach to protecting valuable species and habitats is also supported. The potential impacts of climate change have also been considered in the policy, as appropriate mitigation measures are required for any new developments to ensure there is no increased risk of flooding.

Sustainable construction (incorporating a broader range of issues, including water conservation and waste management, is highlighted as an issue that could be better addressed, either by this policy, or through the inclusion of a new policy on sustainable construction. Whilst this may be a matter for the Core Strategy, at this stage the THAAP is preceding that document, so should include this as a key matter for consideration. Another area that could be considered is how the preamble's words 'sustainable regeneration and enhancement... *to meet the needs of the local community*', could be further addressed in the policy wording, for example though encouraging the retention of shops and services that meet local needs.

Policy CA1: Inner Harbour Character Area

Development proposals within the Inner Harbour Character Area should **enhance the built environment and public realm** in this Character Area, by **minimising the impact of traffic**, upgrading the **quality of materials** used, incorporating **mature tree planting and public art**, respecting the **special qualities of the historic environment**, and where appropriate, providing **new pedestrian connections** and **additional crossing places**.

Suitable uses within this Character Area will be:

1. **New tourism/leisure facilities, holiday accommodation** and spaces or venues for cultural activities where the proposal preserves or enhances the attractiveness, competitiveness and vitality of the area and **does not conflict with nearby uses in terms of unacceptable noise or other disturbance**;
2. **'Niche' retail uses** where this is of an appropriate scale that will not harm the vitality and viability of other shopping areas within the town centre; and
3. **Residential and office uses on upper floors where they would not be subject to unacceptable noise or disturbance from nearby uses** and can provide **safe access and egress in times of flooding in the terms expressed in PPS25**.

New development will not be acceptable where it increases the risk of flooding within the catchment area or the rates of surface water runoff.

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|--|--|---|--|--|---|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| 1. Improve Health | 1.1 Improve health and wellbeing | + | Policy likely to have minor positive impact through enhancing the built environment and public realm. Providing additional pedestrian connections and additional crossing places will assist in encouraging walking in the area. | Torbay Urban Design Guide-Regulation 17 draft. Torbay Streetscape Guidelines 2004-2007. | |
| | 1.2 Reduce health inequalities | ? | | | |
| | 1.3 Promote healthy lifestyles, especially routine daily exercise | ? | | | |
| | 1.4 Allow for adequate provision of health services (in particular to address the high proportion of elderly residents) | ~ | | | |
| 2. Support communities that meet people's needs | 2.1 Help make suitable housing available and affordable for everyone (to address a significant shortfall of affordable housing and projected increase in population) | ~ | Policy will provide increased opportunities to participate in cultural activities through encouraging new spaces and venues for cultural activities to take place. | Torbay Community Plan 2007: Turning the tide for Torbay. | |
| | 2.2 Give everyone access to learning, training skills and knowledge | ~ | | | |
| | 2.3 Reduce crime and fear of crime | ~ | | | |
| | 2.4 Promote stronger and more vibrant communities | ? | | | |
| | 2.5 Increase access to and participation in cultural activities | + | | | |
| 3. Develop the | 3.1 Promote diversification of the economy to provide a | + | The enhancement of the built | DCMS: Culture at | |

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|---|--|---|---|--|--|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| economy in ways that meet people's needs | range of satisfying job opportunities. | | environment and encouragement of new cultural and leisure facilities will have a positive long-term effect in diversifying the economy and improving employment opportunities. | the heart of regeneration. | |
| | 3.2 Help everyone afford a comfortable standard of living | ~ | | | |
| | 3.3 Reduce poverty and income inequality | ~ | | | |
| | 3.4 Meet local needs locally | ? | | | |
| | 3.5 Increase the circulation of wealth within the region | + | | | |
| | 3.6 Harness the economic potential of the coast in a sustainable way | ~ | | | |
| | 3.7 Reduce vulnerability of the economy to climate change and harness opportunities arising | + | | | |
| | 3.8 Contribute to the regeneration and quality and diversity of the tourism industry | ++ | | | |
| | 3.9 Reduce reliance on seasonal and part time work within Torbay. | ? | | | |
| 4. Provide access to meet peoples needs with least damage to communities and the environment | 4.1 Reduce the need/ desire to travel by car | + | Providing new pedestrian connections and additional crossing places will make walking and cycling easier and more attractive to the public. Minor positive impact. | | |
| | 4.2 Reduce the need/ desire to travel by air | ~ | | | |
| | 4.3 Help everyone access basic services easily, safely and affordably (in line with projected population increase) | ~ | | | |
| | 4.4 Make public transport, cycling and walking easier and more attractive | + | | | |
| | 4.5 Encourage a switch from transporting freight by road to rail or water | ~ | | | |
| 5. Maintain and improve environmental quality and assets | 5.1 Protect and enhance habitats and species (taking account of climate change) | - | Long-term positive effects by requiring that new development does not increase the risk of flooding or the rates of surface water runoff. However this could be further improved by an enhanced approach, seeking to increase permeable surfaces and landscaping and ensuring new development is flood-proofed. Positive effect also achieved through seeking to enhance the environment of the inner harbour area by respecting the historic environment and carrying out landscape planting. This could be | | There is opportunity to further enhance the policy by actively encouraging measures to reduce flooding. E.g.: Development could seek to reduce surface run-off through increasing permeable area (e.g. through using permeable pavement, green |
| | 5.2 Promote the conservation and wise use of land | ~ | | | |
| | 5.3 Protect and enhance landscape and townscape | + | | | |
| | 5.4 Value and protect diversity and local distinctiveness including rural ways of life | ~ | | | |
| | 5.5 Maintain and enhance cultural and historical assets | + | | | |
| | 5.6 Reduce vulnerability to flooding, sea level rise (taking account of climate change) | + | | | |
| | 5.7 Minimise habitat fragmentation and provide opportunities for new habitat creation or restoration | ~ | | | |

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|---|---|---|--|--|---|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| | | | further developed by encouraging the planting of locally-distinctive species. | | roofs etc). Flood-resistant development could also be encouraged. Locally-distinctive plant species could also be encouraged. |
| 6. Minimise consumption of natural resources | 6.1 Reduce non-renewable energy consumption and carbon dioxide emissions | ? | Policy addresses noise pollution, through seeking to mitigate conflicts caused by conflicting land uses. | | |
| | 6.2 Keep water consumption within local carrying capacity limits (taking account of climate change) | ? | | | |
| | 6.3 Minimise consumption and extraction of minerals | ? | | | |
| | 6.4 Reduce waste not put to any use | ? | | | |
| | 6.5 Minimise land, water, air, light, noise and genetic pollution | + | | | |
| | 6.6 Maintain and enhance the quality of Torbay's beaches and coastal waters | ? | | | |
| Summary: | | | | | |
| <p>This policy is likely to have an overall positive impact, with particular benefits for the local economy and employment through encouraging new development including cultural and leisure facilities. Other benefits include encouraging walking and public transport and minimising noise-related issues relating to conflicting land uses.</p> <p>Whilst the policy will bring long-term positive effects through requiring that new development does not increase the risk of flooding or the rates of surface water runoff, it could be improved by seeking to increase permeable surfaces and landscaping and ensuring new development is flood-proofed. The policy could also have an enhance impact on local biodiversity and local character through encouraging the planting of locally-distinctive species.</p> | | | | | |

Proposal CA1.1: The A379 Coast Road (Suggested Wording)

Within the THAAP area, it is proposed to improve the A379 Coast Road through:

1. The reorganisation of the carriageway space;
2. The provision of additional pedestrian space and crossing facilities, which must be of improved quality and appearance; and
3. The provision of additional space for public transport and associated waiting facilities on the carriageway from Strand to Cary Parade where necessary.

These should be undertaken in an integrated manner taking account the character of the surroundings and the nature of proposals on adjacent sites, as well as the operational needs of the businesses located along it.

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|--|--|---|--|--|---|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| 1. Improve Health | 1.1 Improve health and wellbeing | ++ | Proposal will have a positive long-term effect, through enhancing the street environment, improving community safety. Will promote healthier lifestyles through making walking and cycling easier in the town centre and harbour area. | THAAP supporting documentation Volume C | |
| | 1.2 Reduce health inequalities | ++ | | | |
| | 1.3 Promote healthy lifestyles, especially routine daily exercise | ++ | | | |
| | 1.4 Allow for adequate provision of health services (in particular to address the high proportion of elderly residents) | ~ | | | |
| 2. Support communities that meet people's needs | 2.1 Help make suitable housing available and affordable for everyone (to address a significant shortfall of affordable housing and projected increase in population) | ~ | Minor positive effect in reducing crime/fear of crime through enhancing the street environment and therefore activity levels in the area. | www.securedbydesign.com | |
| | 2.2 Give everyone access to learning, training skills and knowledge | ~ | | | |
| | 2.3 Reduce crime and fear of crime | + | | | |
| | 2.4 Promote stronger and more vibrant communities | + | | | |
| | 2.5 Increase access to and participation in cultural activities | ~ | | | |
| 3. Develop the economy in ways that meet people's needs | 3.1 Promote diversification of the economy to provide a range of satisfying job opportunities. | ~ | The A379 is currently a physical barrier between the harbour and town centre proposals will help break this down and enhance access to town centre and harbour businesses. | THAAP supporting documentation Volume C | |
| | 3.2 Help everyone afford a comfortable standard of living | ~ | | | |
| | 3.3 Reduce poverty and income inequality | ~ | | | |
| | 3.4 Meet local needs locally | + | | | |

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|---|--|---|---|---|--|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| | 3.5 Increase the circulation of wealth within the region | ~ | | | |
| | 3.6 Harness the economic potential of the coast in a sustainable way | ~ | | | |
| | 3.7 Reduce vulnerability of the economy to climate change and harness opportunities arising | ~ | | | |
| | 3.8 Contribute to the regeneration and quality and diversity of the tourism industry | + | | | |
| | 3.9 Reduce reliance on seasonal and part time work within Torbay. | ~ | | | |
| 4. Provide access to meet peoples needs with least damage to communities and the environment | 4.1 Reduce the need/ desire to travel by car | ++ | Will assist in reducing the need to travel by car and improve conditions for walking and cycling. Likely to assist in reducing parking provision hence encouraging other modes of travel. | Chapter 7, Section 4, SA Scoping Report LDD3 Torquay Harbour Area Action Plan | |
| | 4.2 Reduce the need/ desire to travel by air | ~ | | | |
| | 4.3 Help everyone access basic services easily, safely and affordably (in line with projected population increase) | + | Will make bus travel, walking and cycling easier and safer, including improving conditions for patrons awaiting buses on the Strand Parade. | | |
| | 4.4 Make public transport, cycling and walking easier and more attractive | ++ | | | |
| | 4.5 Encourage a switch from transporting freight by road to rail or water | ~ | | | |
| 5. Maintain and improve environmental quality and assets | 5.1 Protect and enhance habitats and species (taking account of climate change) | ~ | Positive long-term effect through enhancing the landscape and setting of the harbour area. | | Opportunities to further enhance performance of policy through encouraging appropriate landscaping along the A379. |
| | 5.2 Promote the conservation and wise use of land | ~ | | | |
| | 5.3 Protect and enhance landscape and townscape | + | | | |
| | 5.4 Value and protect diversity and local distinctiveness including rural ways of life | ~ | | | |
| | 5.5 Maintain and enhance cultural and historical assets | + | | | |
| | 5.6 Reduce vulnerability to flooding, sea level rise (taking account of climate change) | ~ | | | |
| | 5.7 Minimise habitat fragmentation and provide opportunities for new habitat creation or restoration | ~ | | | |
| 6. Minimise consumption of natural resources | 6.1 Reduce non-renewable energy consumption and carbon dioxide emissions | + | Minor positive and cumulative effect. Will assist in reducing carbon dioxide emissions and enhancing local air quality through relieving congestion and discouraging car travel. | UK Sustainable Development Indicators 2005 | |
| | 6.2 Keep water consumption within local carrying capacity limits (taking account of climate change) | ~ | | | |
| | 6.3 Minimise consumption and extraction of minerals | ~ | | | |
| | 6.4 Reduce waste not put to any use | ~ | | | |

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|---|---|---|---|--|---|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| | 6.5 Minimise land, water, air, light, noise and genetic pollution | | + | | |
| | 6.6 Maintain and enhance the quality of Torbay's beaches and coastal waters | | ~ | | |
| <p>Summary:</p> <p>The proposal performs well against a number of SA objectives, particularly those relating to health and accessibility. The improvement of the A379 will assist in reducing and slowing car traffic through the town centre/harbour area. This will have positive secondary effects including enhancing the street environment and pedestrian safety whilst encouraging healthier lifestyles. It will also assist in reducing localised pollution and in the long-term, a reduction in carbon dioxide emissions. The proposal also provides opportunities for landscape planting to enhance the character and setting of the harbour area.</p> | | | | | |

Proposal CA1.2: Cary Green/Cary Parade area (Suggested Wording)

In order to improve the public realm and appearance of the Cary Parade area the following works are proposed:

1. The positive enhancement of Cary Green through appropriate re-landscaping to create a flexible space;
2. Improvements to taxi picking up/dropping off arrangements, subject to the findings of the detailed ‘unmet demand study’; and
3. The redevelopment of the amusements site to provide a well-designed building; this site offers potential for approximately 9250m² of new floor space, of which approximately 7400m² would be suitable for a mix of tourism, leisure and cultural uses, with an element of residential accommodation (approx 15-20 units) also being acceptable, provided that satisfactory amenity and outlook can be provided.

These proposals should be designed to take account of their wider context in terms of scale, density, massing, height, landscaping, layout and access and the promotion of safety and security.

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|--|--|---|--|--|---|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| 1. Improve Health | 1.1 Improve health and wellbeing | + | Likely to have a minor positive effect through improving public realm appearance of the Cary Parade area. | THAAP supporting documentation Volume C | |
| | 1.2 Reduce health inequalities | ~ | | | |
| | 1.3 Promote healthy lifestyles, especially routine daily exercise | ~ | | | |
| | 1.4 Allow for adequate provision of health services (in particular to address the high proportion of elderly residents) | ~ | | | |
| 2. Support communities that meet people’s needs | 2.1 Help make suitable housing available and affordable for everyone (to address a significant shortfall of affordable housing and projected increase in population) | ? | May have a minor positive effect through some requirement for affordable housing. | | |
| | 2.2 Give everyone access to learning, training skills and knowledge | ~ | Positive effect on reducing crime through encouraging safer design and improving the appearance of Cary Green. | | |
| | 2.3 Reduce crime and fear of crime | + | | | |
| | 2.4 Promote stronger and more vibrant communities | ~ | | | |
| | 2.5 Increase access to and participation in cultural activities | + | Proposal seeks to encourage cultural uses. | | |
| 3. Develop the | 3.1 Promote diversification of the economy to provide a range of satisfying job opportunities. | + | Proposal likely to have minor positive | SA Scoping Report | |

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|---|--|---|---|--|--|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| economy in ways that meet people's needs | 3.2 Help everyone afford a comfortable standard of living | ~ | effect on local economy through providing increased job opportunities in tourism/leisure/cultural industries. However uncertain effect on seasonal nature of employment – dependent on detailed development proposal. | | |
| | 3.3 Reduce poverty and income inequality | ~ | | | |
| | 3.4 Meet local needs locally | ? | | | |
| | 3.5 Increase the circulation of wealth within the region | + | | | |
| | 3.6 Harness the economic potential of the coast in a sustainable way | ~ | | | |
| | 3.7 Reduce vulnerability of the economy to climate change and harness opportunities arising | ~ | | | |
| | 3.8 Contribute to the regeneration and quality and diversity of the tourism industry | + | | | |
| | 3.9 Reduce reliance on seasonal and part time work within Torbay. | ? | | | |
| 4. Provide access to meet peoples needs with least damage to communities and the environment | 4.1 Reduce the need/ desire to travel by car | + | Location of leisure/cultural uses at this site is supported as it provides these services close to existing populations. | | |
| | 4.2 Reduce the need/ desire to travel by air | ~ | | | |
| | 4.3 Help everyone access basic services easily, safely and affordably (in line with projected population increase) | ~ | | | |
| | 4.4 Make public transport , cycling and walking easier and more attractive | ~ | | | |
| | 4.5 Encourage a switch from transporting freight by road to rail or water | ~ | | | |
| 5. Maintain and improve environmental quality and assets | 5.1 Protect and enhance habitats and species (taking account of climate change) | ~ | A well designed building on this site will have a positive effect on the surrounding townscape. | | |
| | 5.2 Promote the conservation and wise use of land | ~ | | | |
| | 5.3 Protect and enhance landscape and townscape | + | | | |
| | 5.4 Value and protect diversity and local distinctiveness including rural ways of life | ~ | | | |
| | 5.5 Maintain and enhance cultural and historical assets | ~ | | | |
| | 5.6 Reduce vulnerability to flooding, sea level rise (taking account of climate change) | ~ | | | |
| | 5.7 Minimise habitat fragmentation and provide opportunities for new habitat creation or restoration | ~ | | | |
| 6. Minimise consumption of natural resources | 6.1 Reduce non-renewable energy consumption and carbon dioxide emissions | ? | Uncertain effect. Impact on consumption of resources would depend on detailed design of building; however this could be mitigated by an | | An additional policy should require a high standard of sustainable |
| | 6.2 Keep water consumption within local carrying capacity limits (taking account of climate change) | ? | | | |
| | 6.3 Minimise consumption and extraction of minerals | ? | | | |

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|--|---|---|--------------------|--|--|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| | 6.4 Reduce waste not put to any use | ? | additional policy. | | construction for all development in the town centre) |
| | 6.5 Minimise land, water, air, light, noise and genetic pollution | ? | | | |
| | 6.6 Maintain and enhance the quality of Torbay's beaches and coastal waters | ~ | | | |
| <p>Summary:</p> <p>Overall the proposal will have a positive minor effect through improving safety and perceptions of safety in the Cary Green/Cary Parade area. The Proposal is likely to have a minor positive effect on local economy through providing increased job opportunities in the tourism/leisure/cultural industries (although this may be seasonal employment). The principal of establishing a leisure or cultural use at the site is encouraged due to its good public transport accessibility and opportunities to improve surveillance.</p> | | | | | |

Proposal CA1.3: Vaughan Parade (Suggested Wording)

Development proposals within this area should **maximise the use and vitality of Vaughan Parade** and encourage the **circulation of pedestrians** around the Inner Harbour by maintaining an appropriate range of uses and improving the public realm. Appropriate uses for the Vaughan Parade areas would be:

1. Mixed **shopping, service and leisure/entertainment uses** at ground floor level where these are of an **appropriate scale**; Changes of use from retail will only be permitted where it meets the criteria in adopted Local Plan Policy S4-Secondary Shopping Frontages (and any emerging LDF policy that replaces it);
2. Appropriate new office and residential use in the under-used **upper floors** in order to make more **efficient use of the buildings**.

Developments that adversely affect the character of the **listed buildings or their setting** will not be permitted.

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|--|--|---|--|--|---|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| 1. Improve Health | 1.1 Improve health and wellbeing | ~ | | | |
| | 1.2 Reduce health inequalities | ~ | | | |
| | 1.3 Promote healthy lifestyles, especially routine daily exercise | ~ | | | |
| | 1.4 Allow for adequate provision of health services (in particular to address the high proportion of elderly residents) | ~ | | | |
| 2. Support communities that meet people's needs | 2.1 Help make suitable housing available and affordable for everyone (to address a significant shortfall of affordable housing and projected increase in population) | ? | May assist in increasing availability of affordable housing. | | |
| | 2.2 Give everyone access to learning, training skills and knowledge | ~ | Proposal promotes mixed use development which will assist in increasing activity levels and surveillance. | | |
| | 2.3 Reduce crime and fear of crime | ++ | | | |
| | 2.4 Promote stronger and more vibrant communities | + | | | |
| | 2.5 Increase access to and participation in cultural activities | ~ | Likely to assist in promoting local business through encouraging use of upper floors for office space. | | |
| 3. Develop the economy in ways that meet people's needs | 3.1 Promote diversification of the economy to provide a range of satisfying job opportunities. | + | Policy likely to have a minor positive effect on the meeting of economic objectives. In particular, the policy will encourage the economic use of upper floors of buildings, with minor benefits to local employment. A more vibrant | | |
| | 3.2 Help everyone afford a comfortable standard of living | ~ | | | |
| | 3.3 Reduce poverty and income inequality | ~ | | | |
| | 3.4 Meet local needs locally | + | | | |
| | 3.5 Increase the circulation of wealth within the region | + | | | |

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|---|--|---|--|--|---|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| | 3.6 Harness the economic potential of the coast in a sustainable way | ~ | streetscape will also contribute towards economic regeneration. | | |
| | 3.7 Reduce vulnerability of the economy to climate change and harness opportunities arising | ~ | | | |
| | 3.8 Contribute to the regeneration and quality and diversity of the tourism industry | + | | | |
| | 3.9 Reduce reliance on seasonal and part time work within Torbay. | ~ | | | |
| 4. Provide access to meet peoples needs with least damage to communities and the environment | 4.1 Reduce the need/ desire to travel by car | + | Minor positive effect through increasing vitality of area and enhancing conditions for pedestrians. | | |
| | 4.2 Reduce the need/ desire to travel by air | ~ | | | |
| | 4.3 Help everyone access basic services easily, safely and affordably (in line with projected population increase) | ~ | | | |
| | 4.4 Make public transport , cycling and walking easier and more attractive | + | | | |
| | 4.5 Encourage a switch from transporting freight by road to rail or water | ~ | | | |
| 5. Maintain and improve environmental quality and assets | 5.1 Protect and enhance habitats and species (taking account of climate change) | ~ | Policy seeks to ensure there will be no adverse impacts on the character and setting of the historic terrace. | | |
| | 5.2 Promote the conservation and wise use of land | ~ | | | |
| | 5.3 Protect and enhance landscape and townscape | ++ | | | |
| | 5.4 Value and protect diversity and local distinctiveness including rural ways of life | ~ | | | |
| | 5.5 Maintain and enhance cultural and historical assets | ++ | | | |
| | 5.6 Reduce vulnerability to flooding, sea level rise (taking account of climate change) | ? | | | |
| | 5.7 Minimise habitat fragmentation and provide opportunities for new habitat creation or restoration | ~ | | | |
| 6. Minimise consumption of natural resources | 6.1 Reduce non-renewable energy consumption and carbon dioxide emissions | ? | There is a potential for increased noise-related conflict, if residential use is encouraged in the upper floors. Whilst residential uses would have a positive impact through encouraging activity and surveillance, it may be difficult to mitigate noise (e.g. through double glazing) in a listed building. Increased takeaway food/cafe premises | | An additional policy should require a high standard of sustainable construction for all development in the town centre) |
| | 6.2 Keep water consumption within local carrying capacity limits (taking account of climate change) | ? | | | |
| | 6.3 Minimise consumption and extraction of minerals | ? | | | |
| | 6.4 Reduce waste not put to any use | ~ | | | |
| | 6.5 Minimise land, water, air, light, noise and genetic pollution | ? | | | |
| | 6.6 Maintain and enhance the quality of Torbay's beaches and coastal waters | ~ | | | |

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|---|---|---|--|--|---|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| | | | in this location may increase littering, and this would also need to be managed. | | |
| <p>Summary:</p> <p>Generally this policy will have a positive impact through assisting in the economic regeneration of the harbour area and increasing vitality. It may also assist in meeting housing needs, although this would have a minor impact. However, care should be taken in proposing housing in this location, as the listed building status may preclude noise mitigation measures. Commercial activities and holiday accommodation may be more appropriate in this setting.</p> | | | | | |

Proposal CA1.4: The Inner Harbour and surrounding Quays (Suggested Wording)

In order to increase the **use and vitality** of the Inner Harbour and **to provide clear and high quality pedestrian routes around it**, the following is proposed:

1. The introduction of **additional leisure use on the waterspace of the Inner Harbour**; and
2. **Public Realm improvements on North Quay, Fish Quay and South Pier.**

Development proposals that **undermine the harbour’s sensitive environment** or the **activities of other users including the working harbour will not be permitted.**

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|--|--|---|---|--|---|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| 1. Improve Health | 1.1 Improve health and wellbeing | + | Policy seeks to increase the vitality of the inner harbour, which will contribute to positive wellbeing through pleasant surroundings and therefore have a minor positive impact. | | |
| | 1.2 Reduce health inequalities | ~ | | | |
| | 1.3 Promote healthy lifestyles, especially routine daily exercise | + | | | |
| | 1.4 Allow for adequate provision of health services (in particular to address the high proportion of elderly residents) | ~ | | | |
| 2. Support communities that meet people’s needs | 2.1 Help make suitable housing available and affordable for everyone (to address a significant shortfall of affordable housing and projected increase in population) | ~ | | | |
| | 2.2 Give everyone access to learning, training skills and knowledge | ~ | | | |
| | 2.3 Reduce crime and fear of crime | ~ | | | |
| | 2.4 Promote stronger and more vibrant communities | ~ | | | |
| | 2.5 Increase access to and participation in cultural activities | ~ | | | |
| 3. Develop the economy in ways that meet people’s needs | 3.1 Promote diversification of the economy to provide a range of satisfying job opportunities. | + | Minor positive impacts through the additional leisure uses that could aid in the regeneration of the tourist economy. | | |
| | 3.2 Help everyone afford a comfortable standard of living | ~ | | | |
| | 3.3 Reduce poverty and income inequality | ~ | | | |
| | 3.4 Meet local needs locally | ~ | | | |
| | 3.5 Increase the circulation of wealth within the region | ~ | | | |
| | 3.6 Harness the economic potential of the coast in a sustainable way | ? | | | |
| | 3.7 Reduce vulnerability of the economy to climate change | ~ | | | |

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|---|--|---|--|--|--|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| | and harness opportunities arising | | | | |
| | 3.8 Contribute to the regeneration and quality and diversity of the tourism industry | + | | | |
| | 3.9 Reduce reliance on seasonal and part time work within Torbay. | ~ | | | |
| 4. Provide access to meet peoples needs with least damage to communities and the environment | 4.1 Reduce the need/ desire to travel by car | ~ | The provision of clear and high quality pedestrian routes around the inner harbour will have a long-term positive impact on the ease and attractiveness of walking and cycling in the area. | | |
| | 4.2 Reduce the need/ desire to travel by air | ~ | | | |
| | 4.3 Help everyone access basic services easily, safely and affordably (in line with projected population increase) | ~ | | | |
| | 4.4 Make public transport, cycling and walking easier and more attractive | + | | | |
| | 4.5 Encourage a switch from transporting freight by road to rail or water | ~ | | | |
| 5. Maintain and improve environmental quality and assets | 5.1 Protect and enhance habitats and species (taking account of climate change) | ~ | The impact of this policy on the surrounding townscape would be dependent on the nature of the development proposed. A floating restaurant, for example could have a positive effect through enhancing the maritime character of the area. | | Policy could be worded more clearly to clarify the meaning of 'additional leisure uses'. |
| | 5.2 Promote the conservation and wise use of land | ~ | | | |
| | 5.3 Protect and enhance landscape and townscape | ? | | | |
| | 5.4 Value and protect diversity and local distinctiveness including rural ways of life | ~ | | | |
| | 5.5 Maintain and enhance cultural and historical assets | ~ | | | |
| | 5.6 Reduce vulnerability to flooding, sea level rise (taking account of climate change) | - | | | |
| | 5.7 Minimise habitat fragmentation and provide opportunities for new habitat creation or restoration | ~ | | | |
| 6. Minimise consumption of natural resources | 6.1 Reduce non-renewable energy consumption and carbon dioxide emissions | ? | The impact of this policy would be dependent on the nature of development proposed. | | An additional policy should require a high standard of sustainable construction for all development in the town centre). |
| | 6.2 Keep water consumption within local carrying capacity limits (taking account of climate change) | ? | | | |
| | 6.3 Minimise consumption and extraction of minerals | ? | | | |
| | 6.4 Reduce waste not put to any use | ? | | | |
| | 6.5 Minimise land, water, air, light, noise and genetic pollution | ? | | | |
| | 6.6 Maintain and enhance the quality of Torbay's beaches and coastal waters | ? | | | |

Summary:

The impact of this policy on sustainability is dependent on the nature of development proposed. The policy could usefully provide further information on the type of leisure use that is considered acceptable for the inner harbour area. In principle, an increase of leisure activity in this area would have a positive effect through increasing vitality and levels of surveillance

Proposal CA1.5: Victoria Parade and the Clock Tower (Suggested Wording)

Proposals will be supported for the **improvement of conditions for pedestrians in Victoria Parade** through **redesigning and realigning the carriageway**, incorporating:

1. The **removal of the taxi ranks, on-street car parking and harbourside planting**;
2. The introduction of appropriate **traffic calming**, a flexible **'shared' roadspace** and **low level sensitively designed buildings** sited on the waterside **(subject to a Flood Risk Assessment)**; and
3. Enhanced **landscape** treatment arranged around the Clock Tower memorial.

Development proposals (see Proposal CA5.4) should not restrict access for large **vehicles** required in connection with the **working harbour**.

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|--|--|---|--|--|---|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| 1. Improve Health | 1.1 Improve health and wellbeing | + | Minor positive effect. Likely to enhance pedestrian accessibility and contribute in the long term to healthier lifestyles- less dependent on car travel. | | |
| | 1.2 Reduce health inequalities | ~ | | | |
| | 1.3 Promote healthy lifestyles, especially routine daily exercise | + | | | |
| | 1.4 Allow for adequate provision of health services (in particular to address the high proportion of elderly residents) | ~ | | | |
| 2. Support communities that meet people's needs | 2.1 Help make suitable housing available and affordable for everyone (to address a significant shortfall of affordable housing and projected increase in population) | ~ | Positive long-term effect through improving safety in this area of the harbour. The policy seeks to enhance pedestrian activity through promoting a shared road space and new waterside activities. The removal of existing landscaping (which is of a height that reduces visibility) will also will contribute to real and perceived safety. | | |
| | 2.2 Give everyone access to learning, training skills and knowledge | ~ | | | |
| | 2.3 Reduce crime and fear of crime | ++ | | | |
| | 2.4 Promote stronger and more vibrant communities | + | | | |
| | 2.5 Increase access to and participation in cultural activities | ~ | | | |
| 3. Develop the economy in ways that meet people's needs | 3.1 Promote diversification of the economy to provide a range of satisfying job opportunities. | + | May have a minor positive effect on employment and meeting local business needs through introduction of new commercial operations adjacent to the waterside. | | |
| | 3.2 Help everyone afford a comfortable standard of living | ~ | | | |
| | 3.3 Reduce poverty and income inequality | ~ | | | |
| | 3.4 Meet local needs locally | + | | | |

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|---|--|---|---|--|--|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| | 3.5 Increase the circulation of wealth within the region | ~ | Also likely to have a positive effect on regeneration and local tourist industry through overall contribution to the attractiveness and function of the harbour. | | |
| | 3.6 Harness the economic potential of the coast in a sustainable way | ~ | | | |
| | 3.7 Reduce vulnerability of the economy to climate change and harness opportunities arising | ~ | | | |
| | 3.8 Contribute to the regeneration and quality and diversity of the tourism industry | ++ | | | |
| | 3.9 Reduce reliance on seasonal and part time work within Torbay. | ~ | | | |
| 4. Provide access to meet peoples needs with least damage to communities and the environment | 4.1 Reduce the need/ desire to travel by car | ++ | The policy will assist in creating a more pedestrian-friendly town centre/ harbour area, and through encouraging shared road space, reduced the dominance of the car. However, there is no specific mention of cycling facilities. | | As noted elsewhere, consideration should be given to incorporating better cycle facilities. |
| | 4.2 Reduce the need/ desire to travel by air | ~ | | | |
| | 4.3 Help everyone access basic services easily, safely and affordably (in line with projected population increase) | ~ | | | |
| | 4.4 Make public transport, cycling and walking easier and more attractive | +/- | | | |
| | 4.5 Encourage a switch from transporting freight by road to rail or water | ~ | | | |
| 5. Maintain and improve environmental quality and assets | 5.1 Protect and enhance habitats and species (taking account of climate change) | ~ | Positive long term effect on townscapes and cultural and historical assets through enhancing the setting and status of the clock tower memorial. The approach to allowing development subject to a flood-risk assessment is supported. | | |
| | 5.2 Promote the conservation and wise use of land | ~ | | | |
| | 5.3 Protect and enhance landscape and townscape | ++ | | | |
| | 5.4 Value and protect diversity and local distinctiveness including rural ways of life | ~ | | | |
| | 5.5 Maintain and enhance cultural and historical assets | ++ | | | |
| | 5.6 Reduce vulnerability to flooding, sea level rise (taking account of climate change) | ? | | | |
| | 5.7 Minimise habitat fragmentation and provide opportunities for new habitat creation or restoration | ~ | | | |
| 6. Minimise consumption of natural resources | 6.1 Reduce non-renewable energy consumption and carbon dioxide emissions | ? | Minor potential negative effect. This policy has the potential to increase pollution (littering) in the lower harbour as a result of increased commercial activities (i.e. food and drink sellers) along the harbour. This can be minimised by ensuring appropriate | | As stated, previously, an overarching policy should be prepared that requires a high standard of sustainable |
| | 6.2 Keep water consumption within local carrying capacity limits (taking account of climate change) | ? | | | |
| | 6.3 Minimise consumption and extraction of minerals | ? | | | |
| | 6.4 Reduce waste not put to any use | ? | | | |
| | 6.5 Minimise land, water, air, light, noise and genetic pollution | - | | | |

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|---|---|---|---|--|--|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| | 6.6 Maintain and enhance the quality of Torbay's beaches and coastal waters | - | waste collection facilities are provided. | | construction for all development in the town centre. |
| <p>Summary:</p> <p>Overall, this policy will have a positive effect through contributing to the attractiveness of the Harbour area. Victoria Parade is a key waterfront site that is currently underutilised and severed from the waterfront. The policy will open up the parade to the Harbour, improving sight-lines, and the introduction of a shared road space will increase activity levels in the vicinity. The proposal to improve the clock tower and its setting will have a positive effect on the objectives relating to heritage and conservation. When landscaping the area, appropriate waste management facilities should be provided to reduce littering into the harbour (which may increase with an increase of food and drink sellers along the waterfront. As stated elsewhere, there is opportunity to improve facilities for cyclists in this area.</p> | | | | | |

Policy CA2: Tourism/Leisure/Culture Character Area

Within this Character Area the mix of tourism, leisure and cultural uses should be maintained and improved through:

1. The retention of existing attractions and tourist accommodation; the change of use or redevelopment of existing tourism/leisure/cultural facilities and holiday accommodation within this Character Area will not be permitted where its loss would undermine the character or the vitality and viability of the harbour area.
2. Investment in new tourism/leisure facilities, holiday accommodation and spaces or venues for cultural activities where the proposal preserves/enhances the attractiveness, competitiveness and vitality of the area and does not harm residential amenity or the natural environment, or conflict with nearby uses in terms of unacceptable noise or other disturbance.

Small-scale retail and residential accommodation will also be acceptable in suitable locations.

New development should be well designed and take account of flood risk. Adequate car parking shall be retained to meet the needs of visitors and the Marina.

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|--------------------------|---|---|---|--|--|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| 1. Improve Health | 1.1 Improve health and wellbeing | + | The policy seeks to retain and enhance the attractiveness and vitality of the area which will have a minor positive impact on health and wellbeing. It also ensures that new development does not produce unacceptable levels or noise or other disturbances which would have an adverse impact. The provision of adequate car parking facilities to meet the needs of visitors and the Marina will allow sections of the public to access these areas that perhaps could not use public transport or walk to their destination. | | Improving access for pedestrians and public transport users is contained within the policy framework but not within the actual policy. Including it in the policy wording would give it more weight in the consideration of new development proposals. |
| | 1.2 Reduce health inequalities | ~ | | | |
| | 1.3 Promote healthy lifestyles, especially routine daily exercise | ~ | | | |
| | 1.4 Allow for adequate provision of health services (in particular to address the high proportion of elderly residents) | ~ | | | |

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures | |
|--|--|---|---|--|---|---|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | | |
| 2. Support communities that meet people's needs | 2.1 Help make suitable housing available and affordable for everyone (to address a significant shortfall of affordable housing and projected increase in population) | + | Provision of small-scale residential accommodation could have a minor positive impact on meeting housing need, although unlikely to meet affordable housing threshold. | | | |
| | 2.2 Give everyone access to learning, training skills and knowledge | ~ | | | | |
| | 2.3 Reduce crime and fear of crime | ? | Policy provides a mix of employment that will allow for a greater proportion of the local community to secure stable full-time employment and therefore reduce peoples need to travel to work outside the area. | | | |
| | 2.4 Promote stronger and more vibrant communities | + | | | | |
| | 2.5 Increase access to and participation in cultural activities | + | | | | Policy will have long-term positive effects on cultural activities in the harbour by ensuring that investment in new cultural activities preserves/enhances the attractiveness, competitiveness and vitality of the area. |
| 3. Develop the economy in ways that meet people's needs | 3.1 Promote diversification of the economy to provide a range of satisfying job opportunities. | + | By maintaining and improving the Character Area mix of tourism, leisure and cultural uses the policy is contributing to and enhancing the mix of employment in the area. This will help one of the most deprived areas in Torbay to be less reliant on a seasonal economy and will therefore have long-term positive impacts. | | | |
| | 3.2 Help everyone afford a comfortable standard of living | + | | | | |
| | 3.3 Reduce poverty and income inequality | ~ | | | | |
| | 3.4 Meet local needs locally | + | | | | |
| | 3.5 Increase the circulation of wealth within the region | + | | | | |
| | 3.6 Harness the economic potential of the coast in a sustainable way | ~ | | | | |
| | 3.7 Reduce vulnerability of the economy to climate change and harness opportunities arising | + | | | | |
| | 3.8 Contribute to the regeneration and quality and diversity of the tourism industry | ++ | | | | Policy seeks to maintain and improve tourism in the character area, with provisions for new investment in the tourism industry, which will have long-term positive impacts. |
| | 3.9 Reduce reliance on seasonal and part time work within Torbay. | ++ | | | | |
| 4. Provide | 4.1 Reduce the need/ desire to travel by car | - | Policy seeks to ensure the provision of | | Switching from | |

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|--|--|---|--|--|--|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| access to meet peoples needs with least damage to communities and the environment | 4.2 Reduce the need/ desire to travel by air | ~ | adequate car parking to meet visitors needs which may encourage use of the private vehicle in the area and could have long-term negative impacts. | | transporting freight by road to water is contained within the commentary relating to the policy framework and could possibly be added to the policy to give more weight to this issue. Policy could usefully refer to pedestrian facilities. |
| | 4.3 Help everyone access basic services easily, safely and affordably (in line with projected population increase) | ~ | | | |
| | 4.4 Make public transport, cycling and walking easier and more attractive | ? | Policy framework includes a preferred option of improved pedestrian access, but this is not included in the policy wording. | | |
| | 4.5 Encourage a switch from transporting freight by road to rail or water | ? | | | |
| 5. Maintain and improve environmental quality and assets | 5.1 Protect and enhance habitats and species (taking account of climate change) | ? | Policy will have long-term positive impacts on the harbour area townscape. | Torbay Council Strategic Flood Risk Assessment, Draft Report 2007. | Policy briefly states that investment in new developments must not harm the natural environment- could be strengthened to state 'habitats and species', which may assist in preserving seagrass beds in the harbour area. |
| | 5.2 Promote the conservation and wise use of land | ~ | | | |
| | 5.3 Protect and enhance landscape and townscape | + | Policy also ensures that any new development should be well designed and take account of flood risk, which will have long-term positive impacts for an area particularly susceptible to the adverse impacts of climate change. | | |
| | 5.4 Value and protect diversity and local distinctiveness including rural ways of life | ~ | | | |
| | 5.5 Maintain and enhance cultural and historical assets | + | | | |
| | 5.6 Reduce vulnerability to flooding, sea level rise (taking account of climate change) | + | | | |
| | 5.7 Minimise habitat fragmentation and provide opportunities for new habitat creation or restoration | ~ | | | |
| 6. Minimise consumption of natural resources | 6.1 Reduce non-renewable energy consumption and carbon dioxide emissions | ? | Policy suggests that all new development should be designed in accordance with the Urban Design Guide SPD. | Urban Design Guide SPD, 2007. | Policy should contain specific wording in relation to minimising other forms of pollution in relation to proposed developments. As stated, previously, an overarching policy |
| | 6.2 Keep water consumption within local carrying capacity limits (taking account of climate change) | ? | | | |
| | 6.3 Minimise consumption and extraction of minerals | ~ | There will be minor positive impacts through the consideration of noise pollution of different uses in the area, although no reference is made to any other forms of pollution such as light and water. | | |
| | 6.4 Reduce waste not put to any use | ? | | | |
| | 6.5 Minimise land, water, air, light, noise and genetic pollution | + | | | |
| | 6.6 Maintain and enhance the quality of Torbay's beaches and coastal waters | ? | | | |

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|--|---|---|--|--|--|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| | | | | | should be prepared that requires a high standard of sustainable construction for all development in the town centre. |
| <p>Summary:</p> <p>The policy performs well against the majority of SA objectives, especially against the high level objectives relating to health, communities and the economy. By maintaining and improving the Character Area mix of tourism, leisure and cultural uses, the policy is contributing to and enhancing the mix of employment in the area. This will help one of the most deprived areas in Torbay to be less reliant on a seasonal economy and will therefore have long-term positive impacts. The policy will have long-term positive effects on cultural activities in the harbour through ensuring that investment in new cultural activities preserves/enhances the attractiveness, competitiveness and vitality of the area.</p> <p>The assessment has highlighted a need for specific reference to improved access for pedestrians and public transport users. This issue is currently mentioned within the commentary relating to the policy framework but could be used in the policy to give more weight. The Policy also seeks to ensure that there is adequate car parking to meet visitor’s needs. This could encourage use of the private vehicle in the area and could have long-term negative impacts, although the importance of access to the harbour is recognised. These issues become even more prominent when considering Torbay’s future housing growth. The increase of an additional 5,000 homes by 2016 could lead to a large increase in vehicles and pedestrians in the area, increasing pressure on road networks and public transport.</p> <p>The policy states that development proposals must ensure that no harm comes to the natural environment. To strengthen the policy in respect to the natural environment specific wording should be included in relation to the enhancement, protection and conservation of the Harbour’s distinctive and important habitats.</p> | | | | | |

Proposal CA2.1: Imperial Hotel complex (Suggested Wording)

This site should be retained for hotel use. Proposals for the extension and enhancement of the Imperial Hotel to strengthen its status internationally would be supported, provided that the design takes account of its wider context in terms of scale, massing and height. Improvements to the Hotel's setting, access and parking arrangements would be sought as part of such a proposal, together with improvements to the current alignment of the coastal footpath.

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures | |
|--|--|---|---|--|--|---|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | | |
| 1. Improve Health | 1.1 Improve health and wellbeing | ~ | Proposal could have a minor positive impact on promoting healthy lifestyles with improvements to the current alignment of the coastal footpath. | | | |
| | 1.2 Reduce health inequalities | ~ | | | | |
| | 1.3 Promote healthy lifestyles, especially routine daily exercise | + | | | | |
| | 1.4 Allow for adequate provision of health services (in particular to address the high proportion of elderly residents) | ~ | | | | |
| 2. Support communities that meet people's needs | 2.1 Help make suitable housing available and affordable for everyone (to address a significant shortfall of affordable housing and projected increase in population) | ~ | The presence of a large hotel of international status in the Harbour Area is likely to support training an education in the hospitality industry. | | | |
| | 2.2 Give everyone access to learning, training skills and knowledge | + | | | | |
| | 2.3 Reduce crime and fear of crime | ~ | | | | |
| | 2.4 Promote stronger and more vibrant communities | ~ | | | | |
| | 2.5 Increase access to and participation in cultural activities | ~ | | | | |
| 3. Develop the economy in ways that meet people's needs | 3.1 Promote diversification of the economy to provide a range of satisfying job opportunities. | + | May have positive secondary impacts by attracting new high quality businesses to the area, thereby diversifying the economy. | | Any proposals for waterfront recreation should be carefully assessed for environmental impact on the marine/coastal environment. | |
| | 3.2 Help everyone afford a comfortable standard of living | ~ | | | | |
| | 3.3 Reduce poverty and income inequality | ~ | | | | |
| | 3.4 Meet local needs locally | ~ | Extending and enhancing the Imperial Hotel Complex will have long-term positive effects on the regeneration and quality of the tourism industry. | | | |
| | 3.5 Increase the circulation of wealth within the region | + | | | | |
| | 3.6 Harness the economic potential of the coast in a sustainable way | ? | | | | |
| | 3.7 Reduce vulnerability of the economy to climate change and harness opportunities arising | + | | | | |
| | 3.8 Contribute to the regeneration and quality and diversity of the tourism industry | ++ | | | | Caution must be exercised as the commentary accompanying the proposal suggests considering options for waterfront recreation, which could |
| | 3.9 Reduce reliance on seasonal and part time work within Torbay. | - | | | | |

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|---|--|---|---|--|---|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| | | | lead to adverse impacts on the coastal environment and increase the risk of flooding. | | |
| 4. Provide access to meet peoples needs with least damage to communities and the environment | 4.1 Reduce the need/ desire to travel by car | - | Extending and improving the hotel's capacity and parking facilities could lead to an increase in vehicles, causing additional pressure on the local road network, which would have a long-term negative impact. | | Proposal could include wording relating to the improvement of public transport to and from the hotel complex. |
| | 4.2 Reduce the need/ desire to travel by air | + | | | |
| | 4.3 Help everyone access basic services easily, safely and affordably (in line with projected population increase) | ~ | | | |
| | 4.4 Make public transport, cycling and walking easier and more attractive | ~ | | | |
| | 4.5 Encourage a switch from transporting freight by road to rail or water | ~ | | | |
| 5. Maintain and improve environmental quality and assets | 5.1 Protect and enhance habitats and species (taking account of climate change) | ? | Proposal does not consider the impact that expanding and improving the hotel complex may have on the flood risk of the harbour area. | Torbay Council Strategic Flood Risk Assessment, Draft Report 2007. | Proposal should contain specific reference to flood risk and possible mitigation measures associated with this. |
| | 5.2 Promote the conservation and wise use of land | ~ | | | |
| | 5.3 Protect and enhance landscape and townscape | ~ | Improvements to the current alignment of the coastal footpath could have negative impacts on the surrounding habitats and species. | | |
| | 5.4 Value and protect diversity and local distinctiveness including rural ways of life | ~ | | | |
| | 5.5 Maintain and enhance cultural and historical assets | ~ | | | |
| | 5.6 Reduce vulnerability to flooding, sea level rise (taking account of climate change) | - | | | |
| | 5.7 Minimise habitat fragmentation and provide opportunities for new habitat creation or restoration | ? | | | |
| 6. Minimise consumption of natural resources | 6.1 Reduce non-renewable energy consumption and carbon dioxide emissions | ? | Improving and expanding the hotel complex could have negative short-term impacts on the surrounding community. Suitable mitigation measures would need to be in place to reduce the amount of noise, light and air pollution generated by the proposal. | Urban Design Guide SPD, 2007. | An overarching policy should be prepared that requires a high standard of sustainable construction for all development in the town centre. All proposals for recreational uses on the harbour should be assessed |
| | 6.2 Keep water consumption within local carrying capacity limits (taking account of climate change) | ? | | | |
| | 6.3 Minimise consumption and extraction of minerals | ? | | | |
| | 6.4 Reduce waste not put to any use | ? | | | |
| | 6.5 Minimise land, water, air, light, noise and genetic pollution | ? | | | |
| | 6.6 Maintain and enhance the quality of Torbay's beaches and coastal waters | - | Proposal recommends better use of the waterfront for recreation, which if not properly mitigated against could lead to negative impacts on the areas coastal waters. | | |

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|---|---|---|--|--|---|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| | | | | | according to their environmental impact. |
| <p>Summary:</p> <p>The proposal performs well against the objectives relating to the economy, having a long-term positive impact on the regeneration and quality of the tourism industry. This could lead to positive secondary impacts, attracting new high quality businesses to the area, thereby diversifying the economy.</p> <p>Improving and expanding the hotel complex could have negative short-term impacts on the surrounding community. Suitable mitigation measures would need to be put in place to reduce the amount of noise, light and air pollution generated by the proposal. Extending and improving the hotel's capacity and parking facilities could lead to an increase in vehicles, causing additional pressure on the local road network. Caution must be exercised as the commentary accompanying the proposal suggests considering options for waterfront recreation, which if not properly mitigated could lead to adverse impacts on the coastal environment and increased risk of flooding.</p> | | | | | |

Proposal CA2.2: Beacon Cove (Suggested Wording)

Beacon Cove offers potential for approximately 2850m² of new floorspace suitable for a mixed-use development, comprising approximately 570m² for new units for water-based recreation and associated facilities at beach level, with approximately 15-20 residential units plus approximately 570m² of private car parking above. New public open space on top of the building should also be provided as part of the redevelopment scheme.

The development should be designed in a way that:

1. Helps improve the structural stability of the cliffs behind the Cove;
2. Promotes and improves public access to the beach;
3. Takes account of its sensitive location and wider context in terms of scale, density, massing, height, landscaping, layout and access & the promotion of safety and security; &
4. Ensures that flood risk is fully considered through the submission of a Flood Risk Assessment containing appropriate mitigation measures.

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|--|--|---|---|--|--|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| 1. Improve Health | 1.1 Improve health and wellbeing | + | Proposal will increase water-based recreation and associated facilities, which will have a positive impact on promoting healthy lifestyles. | | |
| | 1.2 Reduce health inequalities | ~ | | | |
| | 1.3 Promote healthy lifestyles, especially routine daily exercise | + | | | |
| | 1.4 Allow for adequate provision of health services (in particular to address the high proportion of elderly residents) | ~ | The proposal will ensure improved public access to the beach making walking and cycling easier and more attractive. This will have long-term positive impacts for health. | | |
| 2. Support communities that meet people's needs | 2.1 Help make suitable housing available and affordable for everyone (to address a significant shortfall of affordable housing and projected increase in population) | ++ | Proposal will have a positive impact on affordable housing through the provision of approximately 15 – 20 residential units. On the basis of Torbay's high level of housing need, 30% affordable housing will be sought | Planning Contributions and Affordable Housing SPD, 2007. | This site is of sufficient size to support affordable housing, and should ensure 'between 15-20 units' are |
| | 2.2 Give everyone access to learning, training skills and knowledge | ~ | | | |
| | 2.3 Reduce crime and fear of crime | + | | | |
| | 2.4 Promote stronger and more vibrant communities | ~ | | | |

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|---|--|---|--|--|--|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| | 2.5 Increase access to and participation in cultural activities | ~ | on all developments of 10 or more dwellings. Mixed use development will facilitate 'passive' surveillance – may help to reduce the amount of anti-social behaviour in the area. This will have a long-term positive effect. | | provided, to ensure the affordable housing threshold is reached. |
| 3. Develop the economy in ways that meet people's needs | 3.1 Promote diversification of the economy to provide a range of satisfying job opportunities. | + | The provision of mixed used development proposed will lead to a minor positive impact on the diversity and seasonality of the jobs available in the harbour area. | | |
| | 3.2 Help everyone afford a comfortable standard of living | ~ | | | |
| | 3.3 Reduce poverty and income inequality | ~ | | | |
| | 3.4 Meet local needs locally | ~ | | | |
| | 3.5 Increase the circulation of wealth within the region | ~ | | | |
| | 3.6 Harness the economic potential of the coast in a sustainable way | ? | | | |
| | 3.7 Reduce vulnerability of the economy to climate change and harness opportunities arising | + | | | |
| | 3.8 Contribute to the regeneration and quality and diversity of the tourism industry | + | | | |
| | 3.9 Reduce reliance on seasonal and part time work within Torbay. | + | | | |
| 4. Provide access to meet peoples needs with least damage to communities and the environment | 4.1 Reduce the need/ desire to travel by car | - | Proposal includes the provision of approximately 570m ² of private car parking, which is likely to have long-term negative impacts on the number of vehicles on the road. The proposal will ensure improved public access to the beach making walking and cycling easier and more attractive. This will have long-term positive impacts. | | |
| | 4.2 Reduce the need/ desire to travel by air | + | | | |
| | 4.3 Help everyone access basic services easily, safely and affordably (in line with projected population increase) | ~ | | | |
| | 4.4 Make public transport, cycling and walking easier and more attractive | + | | | |
| | 4.5 Encourage a switch from transporting freight by road to rail or water | ~ | | | |
| 5. Maintain and improve | 5.1 Protect and enhance habitats and species (taking account of climate change) | ? | In the commentary accompanying the proposal it is recognised that Beacon | | Proposal should contain specific |
| | 5.2 Promote the conservation and wise use of land | ~ | | | |

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|---|--|---|--|--|--|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| environmental quality and assets | 5.3 Protect and enhance landscape and townscape | ~ | Cove is a sensitive site in environmental terms. Within the proposal it states that no disruption shall be caused to the natural environment, no specific species and habitats in the area. Encouraging water based recreation in close proximity to eelgrass beds, could have serious adverse impacts for the habitat. The proposal requires that a Flood Risk Assessment is submitted, which will contain appropriate mitigation measures, ensuring that this issue is taken into account when considering new development. | | reference to habitats and species as it is recognised as an environmentally sensitive site. Consideration should be given to the type of water based recreation appropriate. |
| | 5.4 Value and protect diversity and local distinctiveness including rural ways of life | ~ | | | |
| | 5.5 Maintain and enhance cultural and historical assets | ~ | | | |
| | 5.6 Reduce vulnerability to flooding, sea level rise (taking account of climate change) | ? | | | |
| | 5.7 Minimise habitat fragmentation and provide opportunities for new habitat creation or restoration | ? | | | |
| 6. Minimise consumption of natural resources | 6.1 Reduce non-renewable energy consumption and carbon dioxide emissions | ? | Care must be taken to ensure that the proposed development does not have adverse impacts on the quality of the beach and coastal water. If pollution of the water or beach were to occur it would have serious consequences for not only the species and habitats in the area but for the economic viability of the developments as visitors will stop coming. | Urban Design Guide SPD, 2007. | Proposal should attempt to incorporate wording relating to the minimisation of all forms of pollution in the area. An overarching policy should be prepared that requires a high standard of sustainable construction for all development in the town centre. |
| | 6.2 Keep water consumption within local carrying capacity limits (taking account of climate change) | ? | | | |
| | 6.3 Minimise consumption and extraction of minerals | ? | | | |
| | 6.4 Reduce waste not put to any use | ? | | | |
| | 6.5 Minimise land, water, air, light, noise and genetic pollution | ? | | | |
| | 6.6 Maintain and enhance the quality of Torbay's beaches and coastal waters | ? | | | |

Summary:

The proposal performs well against the objectives relating to health, crime and the economy. The proposal will ensure improved public access to the beach making walking and cycling easier and more attractive, which will have long-term positive impacts for health.

The provision of late-night 'passive' surveillance brought about through the mixed-use development proposed will reduce the amount of anti-social behaviour in the area and make Beacon Cove a more attractive destination to visit for local residents and visitors. The mixed used development is also likely to lead to a minor positive impact on the diversity and seasonality of the jobs available in the harbour area.

In the commentary accompanying the proposal it is recognised that Beacon Cove is a sensitive site in environmental terms. Within the proposal it states that no disruption shall be caused to the natural environment, however it could be improved by making specific reference to the various species and habitats in the area.

The proposal requires that a Flood Risk Assessment is submitted, which is supported- ensuring that this issue is taken into account when considering new development. Care must be taken to ensure that the proposed development does not have any adverse impacts on the quality of the beach and coastal water.

Whilst development of the site is supported in principle, it must be very well planned and designed to account for the sensitivities of the site, and further detailed investigations should be carried out such that Council is satisfied that the development will not have adverse affects on stability, flood risk and pollution of the water environment. Only best-practice sustainable design and construction should be accepted by Council in this location. This could incorporate a minimal approach to car-parking, which would assist in educing the overall impacts of development.

Proposal CA2.3: The South West Coast Path National Trail (Suggested Wording)

Proposals for the maintenance, improvement and re-siting of the South West Coast Path National Trail will be permitted where they take account of their wider context in terms of access, landscaping and the promotion of safety and security. Close attention to surfacing and signage must be maintained over its length to ensure consistency and to reinforce links within the coastline and harbour area.

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|--|--|---|--|--|---|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| 1. Improve Health | 1.1 Improve health and wellbeing | + | Proposal will have a long-term positive effect on the health of the local community and visitors through making walking an easier and more attractive method of transport. | | |
| | 1.2 Reduce health inequalities | ~ | | | |
| | 1.3 Promote healthy lifestyles, especially routine daily exercise | + | | | |
| | 1.4 Allow for adequate provision of health services (in particular to address the high proportion of elderly residents) | ~ | | | |
| 2. Support communities that meet people's needs | 2.1 Help make suitable housing available and affordable for everyone (to address a significant shortfall of affordable housing and projected increase in population) | ~ | Proposal could increase access and therefore the number of people visiting attractions such as the Living Coast, which will have long-term positive impacts. | | |
| | 2.2 Give everyone access to learning, training skills and knowledge | ~ | | | |
| | 2.3 Reduce crime and fear of crime | ~ | | | |
| | 2.4 Promote stronger and more vibrant communities | ~ | | | |
| | 2.5 Increase access to and participation in cultural activities | + | | | |
| 3. Develop the economy in ways that meet people's needs | 3.1 Promote diversification of the economy to provide a range of satisfying job opportunities. | ~ | Proposal will have a minor positive impact on regenerating the tourism industry through enhancing walking and cycling access to the harbour area. | | |
| | 3.2 Help everyone afford a comfortable standard of living | ~ | | | |
| | 3.3 Reduce poverty and income inequality | ~ | | | |
| | 3.4 Meet local needs locally | ~ | | | |
| | 3.5 Increase the circulation of wealth within the region | ~ | | | |
| | 3.6 Harness the economic potential of the coast in a sustainable way | ~ | | | |
| | 3.7 Reduce vulnerability of the economy to climate change and harness opportunities arising | ~ | | | |
| | 3.8 Contribute to the regeneration and quality and diversity of the tourism industry | + | | | |
| | 3.9 Reduce reliance on seasonal and part time work within Torbay. | ~ | | | |
| 4. Provide | 4.1 Reduce the need/ desire to travel by car | + | As previously mentioned, the proposal | | |

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|--|--|---|--|--|--|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| access to meet peoples needs with least damage to communities and the environment | 4.2 Reduce the need/ desire to travel by air | ~ | will enhance walking access to the harbour and will therefore have a minor positive impact on the reduction of vehicles in the harbour area. | | |
| | 4.3 Help everyone access basic services easily, safely and affordably (in line with projected population increase) | ~ | | | |
| | 4.4 Make public transport, cycling and walking easier and more attractive | + | | | |
| | 4.5 Encourage a switch from transporting freight by road to rail or water | ~ | | | |
| | | | | | |
| 5. Maintain and improve environmental quality and assets | 5.1 Protect and enhance habitats and species (taking account of climate change) | - | Proposal has the potential to adversely effect the various habitats and species present along the cliff top. No reference is made to the protection of habitats and species within the proposal. The proposal also has the potential to weaken the stability of the cliff, which would have adverse impacts on health and safety. | | Proposal should contain specific wording relating to habitats and species. |
| | 5.2 Promote the conservation and wise use of land | ? | | | |
| | 5.3 Protect and enhance landscape and townscape | ~ | | | |
| | 5.4 Value and protect diversity and local distinctiveness including rural ways of life | ~ | | | |
| | 5.5 Maintain and enhance cultural and historical assets | ~ | | | |
| | 5.6 Reduce vulnerability to flooding, sea level rise (taking account of climate change) | ? | | | |
| | 5.7 Minimise habitat fragmentation and provide opportunities for new habitat creation or restoration | ? | | | |
| 6. Minimise consumption of natural resources | 6.1 Reduce non-renewable energy consumption and carbon dioxide emissions | ~ | There are possible adverse impacts associated with discarded waste generated by pedestrians utilising the path, which could affect the coastal environment. | | |
| | 6.2 Keep water consumption within local carrying capacity limits (taking account of climate change) | ~ | | | |
| | 6.3 Minimise consumption and extraction of minerals | ~ | | | |
| | 6.4 Reduce waste not put to any use | ~ | | | |
| | 6.5 Minimise land, water, air, light, noise and genetic pollution | ? | | | |
| | 6.6 Maintain and enhance the quality of Torbay's beaches and coastal waters | ? | | | |

Summary:

The proposal performs well against objectives relating to health, communities and access. It will have a long-term positive effect on the health of the local community and visitors by making walking and cycling an easier and more attractive routine method of transport. The proposal could therefore increase access and the number of people visiting attractions such as the Living Coast and Beacon Cove.

The proposal has the potential to adversely effect the various habitats and species present along the cliff top. The proposal should contain specific wording relating to the protection and enhancement of habitats and species present along the cliff top. There is also the potential for the proposal to weaken the stability of the cliff, which could have adverse impacts on health and safety.

There is the potential for a negative impact to arise from the discarded waste generated from walkers and cyclists using the path. This could be mitigated against by providing waste bins along the path to discourage littering.

Proposal CA2.4: Beacon Hill area (Suggested Wording)

The Beacon Hill area should be promoted for leisure and tourism use; existing facilities such as the Royal Torbay Yacht Club and the Hotel Regina should be retained and enhanced and suitable new leisure and tourism uses will be acceptable where they meet the requirements of Policy CA2. Development proposals that adversely affect the character of the listed buildings or their setting will not be permitted.

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|--|--|---|--|--|---|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| 1. Improve Health | 1.1 Improve health and wellbeing | + | Proposal ensures that existing uses such as the Royal Torbay Yacht Club are retained and enhanced, which will have long-term positive impacts on health and well-being through the provision of recreational and leisure facilities. | | |
| | 1.2 Reduce health inequalities | ~ | | | |
| | 1.3 Promote healthy lifestyles, especially routine daily exercise | + | | | |
| | 1.4 Allow for adequate provision of health services (in particular to address the high proportion of elderly residents) | ~ | | | |
| 2. Support communities that meet people's needs | 2.1 Help make suitable housing available and affordable for everyone (to address a significant shortfall of affordable housing and projected increase in population) | + | The policy allows for the provision of a small amount of residential space above commercial premises. This is likely to contribute to meeting housing needs, though unlikely to reach the threshold required to build affordable housing. Promoting mixed use schemes has the potential to support and create a minor positive effect on community interaction and reduces the need to travel by placing accommodation near other services. | | |
| | 2.2 Give everyone access to learning, training skills and knowledge | ~ | | | |
| | 2.3 Reduce crime and fear of crime | ~ | | | |
| | 2.4 Promote stronger and more vibrant communities | + | | | |
| | 2.5 Increase access to and participation in cultural activities | ~ | | | |
| 3. Develop the economy in ways that meet people's needs | 3.1 Promote diversification of the economy to provide a range of satisfying job opportunities. | + | Proposal will have long-term positive impacts on the diversification of the economy through the provision of leisure uses and the opportunity for office space on upper floors. This will therefore have a positive impact on the | | |
| | 3.2 Help everyone afford a comfortable standard of living | ~ | | | |
| | 3.3 Reduce poverty and income inequality | ~ | | | |
| | 3.4 Meet local needs locally | + | | | |
| | 3.5 Increase the circulation of wealth within the region | ~ | | | |

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|---|--|---|--|--|--|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| | 3.6 Harness the economic potential of the coast in a sustainable way | ~ | reduction of seasonal employment in the area. The retention and enhancement of the Hotel Regina will have long-term positive impacts on the regeneration of the tourism industry of the harbour. | | |
| | 3.7 Reduce vulnerability of the economy to climate change and harness opportunities arising | ~ | | | |
| | 3.8 Contribute to the regeneration and quality and diversity of the tourism industry | + | | | |
| | 3.9 Reduce reliance on seasonal and part time work within Torbay. | + | | | |
| 4. Provide access to meet peoples needs with least damage to communities and the environment | 4.1 Reduce the need/ desire to travel by car | ~ | | | |
| | 4.2 Reduce the need/ desire to travel by air | ~ | | | |
| | 4.3 Help everyone access basic services easily, safely and affordably (in line with projected population increase) | ~ | | | |
| | 4.4 Make public transport , cycling and walking easier and more attractive | ~ | | | |
| | 4.5 Encourage a switch from transporting freight by road to rail or water | ~ | | | |
| 5. Maintain and improve environmental quality and assets | 5.1 Protect and enhance habitats and species (taking account of climate change) | ~ | Proposal ensures that development proposals will not be permitted if they adversely affect the character of the listed buildings. This will have a long-term positive impact on maintaining historical assets and protecting the townscape. Ensuring that new development proposals meet the requirements of Policy CA2 means that that their design will take flood risk into account. | | |
| | 5.2 Promote the conservation and wise use of land | ~ | | | |
| | 5.3 Protect and enhance landscape and townscape | + | | | |
| | 5.4 Value and protect diversity and local distinctiveness including rural ways of life | ~ | | | |
| | 5.5 Maintain and enhance cultural and historical assets | ++ | | | |
| | 5.6 Reduce vulnerability to flooding, sea level rise (taking account of climate change) | ? | | | |
| | 5.7 Minimise habitat fragmentation and provide opportunities for new habitat creation or restoration | ~ | | | |
| 6. Minimise consumption of natural resources | 6.1 Reduce non-renewable energy consumption and carbon dioxide emissions | ? | The proposal recognises that restrictions must be placed on the type of leisure use allowed, as nightclubs would generate noise pollution, which would affect the surrounding residential uses. | Urban Design Guide SPD, 2007. | As stated, previously, an overarching policy should be prepared that requires a high standard of sustainable |
| | 6.2 Keep water consumption within local carrying capacity limits (taking account of climate change) | ? | | | |
| | 6.3 Minimise consumption and extraction of minerals | ? | | | |
| | 6.4 Reduce waste not put to any use | ? | | | |
| | 6.5 Minimise land, water, air, light, noise and genetic pollution | + | | | |

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|---|---|---|--|--|--|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| | 6.6 Maintain and enhance the quality of Torbay's beaches and coastal waters | ~ | | | construction for all development in the town centre. |
| <p>Summary:</p> <p>The proposal performs well against the majority of SA objectives. It protects and enhances leisure uses in the area, which are beneficial for health and wellbeing. Promotion of mixed use schemes has the potential to support and create a minor positive effect on community interaction and reduces the need to travel by placing accommodation near wider services. It will also have long-term positive impacts on the diversification of the economy, through the provision of leisure uses and the opportunity for office space on upper floors.</p> <p>The retention and enhancement of the Hotel Regina will have long-term positive impacts on the regeneration of the tourism industry of the harbour. The Proposal also ensures that development proposals will not be permitted if they adversely affect the character of the listed buildings. This will have a long-term positive impact on maintaining historical assets and protecting the townscape of the area.</p> <p>The proposal recognises that restrictions must be placed on the type of leisure use allowed, as nightclubs would generate noise pollution and anti social behaviour, which would negatively impact the surrounding residential uses.</p> | | | | | |

Proposal CA2.5: The Outer Harbour (Suggested Wording)

Development proposals which improve the offer and use of the Outer Harbour will be supported, subject to suitable access, servicing, parking, amenity and environmental safeguards. The following actions are proposed:

1. The introduction of additional mooring facilities;
2. Improvements to local ferry services, including additional routes, increased frequency and better on-shore facilities; and
3. Repair work to the harbour's deteriorating structures, prioritising work to Princess Pier and Haldon Pier.

Proposals will not be permitted if they undermine the commercial activities of the working harbour.

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|--|--|---|--|--|---|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| 1. Improve Health | 1.1 Improve health and wellbeing | + | Repairing the harbour's deteriorating structures will allow for an increased area for recreational activities. The policy will have long-term positive impacts on the health and safety of people visiting the harbour. | | |
| | 1.2 Reduce health inequalities | ~ | | | |
| | 1.3 Promote healthy lifestyles, especially routine daily exercise | + | | | |
| | 1.4 Allow for adequate provision of health services (in particular to address the high proportion of elderly residents) | ~ | | | |
| 2. Support communities that meet people's needs | 2.1 Help make suitable housing available and affordable for everyone (to address a significant shortfall of affordable housing and projected increase in population) | ~ | The replacement of deteriorating harbour structures will improve community safety and perceptions of safety. | | |
| | 2.2 Give everyone access to learning, training skills and knowledge | ~ | | | |
| | 2.3 Reduce crime and fear of crime | ++ | | | |
| | 2.4 Promote stronger and more vibrant communities | + | | | |
| | 2.5 Increase access to and participation in cultural activities | ~ | | | |
| 3. Develop the economy in ways that meet people's needs | 3.1 Promote diversification of the economy to provide a range of satisfying job opportunities. | ~ | Proposal will positively impact the regeneration of the tourism industry through improvement of local ferry services and the repair of the harbour's deteriorating structures. The proposal also seeks to retain the current commercial activities of the | | |
| | 3.2 Help everyone afford a comfortable standard of living | ~ | | | |
| | 3.3 Reduce poverty and income inequality | ~ | | | |
| | 3.4 Meet local needs locally | ~ | | | |
| | 3.5 Increase the circulation of wealth within the region | + | | | |
| | 3.6 Harness the economic potential of the coast in a sustainable way | ? | | | |

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|---|--|---|---|--|--|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| | 3.7 Reduce vulnerability of the economy to climate change and harness opportunities arising | ~ | | working harbour, an important source of income for the area. | |
| | 3.8 Contribute to the regeneration and quality and diversity of the tourism industry | ++ | | | |
| | 3.9 Reduce reliance on seasonal and part time work within Torbay. | ~ | | | |
| 4. Provide access to meet peoples needs with least damage to communities and the environment | 4.1 Reduce the need/ desire to travel by car | ~ | | Proposal ensures that there will be improvements to local ferry services through the provision of additional routes, increased frequency of trips and better on-shore facilities. Long-term positive impacts on the availability and attractiveness of public transport. | Potential for proposal to promote a switch from transporting freight by road to water. |
| | 4.2 Reduce the need/ desire to travel by air | ~ | | | |
| | 4.3 Help everyone access basic services easily, safely and affordably (in line with projected population increase) | ~ | | | |
| | 4.4 Make public transport, cycling and walking easier and more attractive | ++ | | | |
| | 4.5 Encourage a switch from transporting freight by road to rail or water | ? | | | |
| 5. Maintain and improve environmental quality and assets | 5.1 Protect and enhance habitats and species (taking account of climate change) | - | ? | Proposal states that new development proposals will be subject to suitable environmental safeguards. The nature of the impact of these developments on habitats and species will be unknown until further detail is known about the location and scale. Caution will need to be exercised when undertaking repairs to the piers in the harbour as the walls and pilings of Princes Pier have a rich aggregation of sublittoral species. | THAAP, Sustainability Appraisal, Scoping Report, 2006. |
| | 5.2 Promote the conservation and wise use of land | ~ | | | |
| | 5.3 Protect and enhance landscape and townscape | ? | | | |
| | 5.4 Value and protect diversity and local distinctiveness including rural ways of life | ? | | | |
| | 5.5 Maintain and enhance cultural and historical assets | ~ | | | |
| | 5.6 Reduce vulnerability to flooding, sea level rise (taking account of climate change) | ? | | | |
| | 5.7 Minimise habitat fragmentation and provide opportunities for new habitat creation or restoration | ? | | | |
| 6. Minimise consumption of natural resources | 6.1 Reduce non-renewable energy consumption and carbon dioxide emissions | ? | | Additional mooring facilities and ferry services has the potential to increase pollution (including water pollution and littering) a management strategy could seek to reduce any impacts. | The policy doesn't elaborate on the size or location of any additional mooring facilities; |
| | 6.2 Keep water consumption within local carrying capacity limits (taking account of climate change) | ? | | | |
| | 6.3 Minimise consumption and extraction of minerals | ? | | | |
| | 6.4 Reduce waste not put to any use | ? | | | |

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|--|---|---|--|--|--|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| | 6.5 Minimise land, water, air, light, noise and genetic pollution | ? | | | therefore it is difficult to predict impacts. Detailed environmental impact assessment would need to be undertaken of proposals to determine impacts. An should be prepared that requires a high standard of sustainable construction for all development in the town centre. |
| | 6.6 Maintain and enhance the quality of Torbay's beaches and coastal waters | ? | | | |
| <p>Summary:</p> <p>The proposal performs well against the objectives relating to health, access and the economy. The proposal seeks to carry out repair work to the harbour's deteriorating structures, which will have a long-term positive effect on the health and safety of the public using the area. Care must be used when undertaking repairs as the walls and pilings of Princes Pier have a rich aggregation of sublittoral species.</p> <p>The proposal also ensures that there will be improvements to local ferry services through the provision of additional routes, increased frequency of trips and better on-shore facilities. There will be long-term positive impacts on the availability and attractiveness of public transport.</p> <p>However, the environmental impacts of additional mooring facilities and ferry services are difficult to predict without further detailed information, and further environmental assessment would need to be undertaken on detailed proposals in order to determine their sustainability.</p> | | | | | |

Proposal CA2.6: Abbey Crescent (Suggested Wording)

Abbey Crescent offers potential for approximately 15,560m² of new floorspace. The site would be suitable for a mixed use redevelopment scheme comprising approximately 6280m² of holiday accommodation, approximately 30 residential units and 6280m² of leisure-related uses, including the possibility of replacement café/bar accommodation. A Casino of up to approximately 1500m² would be appropriate on this site, subject to licensing arrangements and to suitable provision being made for secure car parking and public safety.

Particular attention should be given to improving the legibility of the area and to high-quality design which should take account of the wider context in terms of scale, density, massing, height, layout and access.

A Flood Risk Assessment containing appropriate mitigation measures will also be required to ensure that any risk of flooding is fully considered, and financial contributions will be required from developers to help enhance sea defences in the area.

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|--|--|---|--|--|---|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| 1. Improve Health | 1.1 Improve health and wellbeing | ? | Proposal seeks to enhance the attractiveness and vitality of the area which will have a minor positive impact on health and wellbeing. The provision of a casino could lead to long-term negative social impacts such as gambling addiction. | | |
| | 1.2 Reduce health inequalities | ~ | | | |
| | 1.3 Promote healthy lifestyles, especially routine daily exercise | ~ | | | |
| | 1.4 Allow for adequate provision of health services (in particular to address the high proportion of elderly residents) | ~ | | | |
| 2. Support communities that meet people's needs | 2.1 Help make suitable housing available and affordable for everyone (to address a significant shortfall of affordable housing and projected increase in population) | ++ | The proposal allows for the provision of 30 residential units. This would meet affordable housing threshold requirements, having a positive long term effect. Promoting mixed use schemes has the potential to support and create a minor positive effect on community interaction and reduces the need to travel by placing accommodation near wider services. | | Any proposals for Casinos should be required to include a crime reduction/safety strategy, including consideration of crime prevention through design and a strategy for dealing with problem gambling. Consultation with |
| | 2.2 Give everyone access to learning, training skills and knowledge | ~ | | | |
| | 2.3 Reduce crime and fear of crime | - | | | |
| | 2.4 Promote stronger and more vibrant communities | - | | | |
| | 2.5 Increase access to and participation in cultural activities | + | | | |

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|---|--|---|--|--|---|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| | | | The introduction of a casino into one of the most deprived areas in Torbay could exacerbate the current issue of crime and anti-social behaviour. There are also potential social problems associated with gambling addiction. | | the local constabulary and interested local organisations is essential in minimising negative social effects. |
| 3. Develop the economy in ways that meet people's needs | 3.1 Promote diversification of the economy to provide a range of satisfying job opportunities. | ++ | | Promoting mixed use schemes has the potential to increase the diversity and reduce seasonality of employment in the area, which will have long-term positive impacts. The redevelopment of Abbey Crescent will contribute positively to the regeneration of the tourism industry in the harbour through the introduction of new leisure related sites, holiday accommodation and potentially a small casino, with long-term positive effects. However there is also the potential for negative social effects. Casinos can cause significant social effects through problem gambling, particularly in deprived areas. This must be carefully monitored and proactively managed. | The impacts of problem gambling would need to be carefully monitored and proactively managed. |
| | 3.2 Help everyone afford a comfortable standard of living | ~ | | | |
| | 3.3 Reduce poverty and income inequality | -- | ++ | | |
| | 3.4 Meet local needs locally | + | | | |
| | 3.5 Increase the circulation of wealth within the region | + | | | |
| | 3.6 Harness the economic potential of the coast in a sustainable way | ? | | | |
| | 3.7 Reduce vulnerability of the economy to climate change and harness opportunities arising | ? | | | |
| | 3.8 Contribute to the regeneration and quality and diversity of the tourism industry | + | | | |
| | 3.9 Reduce reliance on seasonal and part time work within Torbay. | ++ | | | |
| 4. Provide access to meet peoples needs with least damage to communities and the environment | 4.1 Reduce the need/ desire to travel by car | - | | THAAP, Sustainability Appraisal, Scoping Report, 2006. | Potential for the policy to enhance access to the waterfront through improvements to pedestrian crossings on the A379. Proposals for the |
| | 4.2 Reduce the need/ desire to travel by air | ~ | | | |
| | 4.3 Help everyone access basic services easily, safely and affordably (in line with projected population increase) | ~ | | | |
| | 4.4 Make public transport, cycling and walking easier and more attractive | ? | | | |
| | 4.5 Encourage a switch from transporting freight by road to rail or water | ~ | | | |

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|---|--|---|---|---|---|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| | | | pedestrian access to Shedden Hill car park. This again promotes the use of the private vehicle on a site adjacent to the already highly congested A379 coast road. | | site should be encouraged to minimise private transport and maximise travel by public transport and walking. |
| 5. Maintain and improve environmental quality and assets | 5.1 Protect and enhance habitats and species (taking account of climate change) | ? | <p>Proposal seeks to enhance the attractiveness and vitality of the area; however the impact would be dependent on the design of the redevelopment. Given the strategic position of the site, exceptional design quality should be required.</p> <p>The proposal ensures that flood risk assessments would be carried out in relation to any new development on the site. It also requires financial contributions from developers to help enhance sea defences in the area. There are likely to be significant problems associated with any development below ground Further detailed assessment and feasibility studies would be required for any redevelopment of the site to be acceptable.</p> | Torbay Council Strategic Flood Risk Assessment, 2007. | <p>Only an exceptional design should be accepted for this site, which is a key gateway site.</p> <p>Further detail and investigation required to consider flooding/sea-level rise factors. Raised floor levels could be required.</p> |
| | 5.2 Promote the conservation and wise use of land | ~ | | | |
| | 5.3 Protect and enhance landscape and townscape | ? | | | |
| | 5.4 Value and protect diversity and local distinctiveness including rural ways of life | ~ | | | |
| | 5.5 Maintain and enhance cultural and historical assets | ~ | | | |
| | 5.6 Reduce vulnerability to flooding, sea level rise (taking account of climate change) | ? | | | |
| | 5.7 Minimise habitat fragmentation and provide opportunities for new habitat creation or restoration | ~ | | | |
| 6. Minimise consumption of natural resources | 6.1 Reduce non-renewable energy consumption and carbon dioxide emissions | ? | <p>The development of a casino is likely to create noise pollution, particularly late at night. Once closed the casino could have the same effect as an emptying pub or nightclub causing noise pollution to the adjacent holiday accommodation and safety issues with the busy A379</p> | Urban Design Guide SPD, 2007. | <p>There is potential for the proposal to reinforce sustainable design and construction- may be better addressed through</p> |
| | 6.2 Keep water consumption within local carrying capacity limits (taking account of climate change) | ? | | | |
| | 6.3 Minimise consumption and extraction of minerals | ? | | | |
| | 6.4 Reduce waste not put to any use | ? | | | |
| | 6.5 Minimise land, water, air, light, noise and genetic pollution | - | | | |

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|-----------------------|---|---|--------------------------------|--|--|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| | 6.6 Maintain and enhance the quality of Torbay's beaches and coastal waters | ? | coast road in close proximity. | | <p>a separated policy on sustainable design.</p> <p>Restricting the opening hours of the casino could help to control noise pollution.</p> <p>The creation of additional pedestrian crossings would provide safer access to the casino and would aid in reducing the speed of traffic.</p> |

Summary:

The policy is likely to enhance the attractiveness and vitality of the area, creating a more pleasant environment to live and visit. Promoting mixed use schemes has the potential to increase the diversity and reduce seasonality of employment in the area, which will have long-term positive impacts. The redevelopment of Abbey Crescent is likely to contribute positively to the regeneration of the tourism industry in the harbour through the introduction of new leisure related sites, holiday accommodation and a small casino. The proposal requires that flood risk assessments are carried out in relation to any new development on the site, and further detailed assessment would determine the acceptability of any proposed design. It also requires financial contributions from developers to enhance sea defences in the area, which will have a long-term positive effect on an area at risk from flooding.

The assessment highlights potential conflicts in relation to crime, access and noise pollution. The commentary accompanying the proposal puts forward the creation of a direct pedestrian access to Shedden Hill car park. This along with a requirement for secured parking at the casino encourages the use of the private vehicle on a site adjacent to the already congested A379 coast road.

The introduction of a casino into one of the most deprived areas in Torbay could exacerbate crime and anti-social behaviour, as well as social problems

(particularly problem gambling) - therefore the design, management of the casino and monitoring of impacts is of key importance.

Once closed the casino could have the same effect as an emptying pub or nightclub causing noise pollution to the adjacent holiday accommodation and safety issues with the busy A379 coast road in close proximity. Restricting the opening hours of the casino would need to be considered. The creation of additional pedestrian crossings would provide safer access to the casino and would aid in reducing the speed of traffic on the road.

Proposal CA2.7: Princess and Royal Terrace Gardens (Suggested Wording)

The following work will be supported within the Registered Princess and Royal Terrace Gardens:

1. A historic garden regeneration scheme to maintain the integrity of the Rock Walk area of the Royal Terrace Gardens and to improve its stability and safety; and
2. The enhancement of Princess Gardens through re-landscaping and the provision of a flexible multi-purpose space for a range of cultural and leisure activities.

Development will only be permitted within the Registered Gardens where it is sensitively designed to take account of their character and setting, and fully considers potential flood risk through a FRA. No development shall commence until the necessary structural improvement works have been undertaken in the Gardens and seafront.

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|--------------------------|---|---|--|--|---|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| 1. Improve Health | 1.1 Improve health and wellbeing | ? | Proposal seeks to implement a historic garden regeneration scheme to improve the stability and safety of the Rock Walk area. This will have long-term positive impacts on health and recreational exercise. The enhancement of the Princes Gardens may also have a positive effect, however the policy allows development in this area, and this could result in a loss of public space, with negative effects. The proposal ensures that no development would take place until structural improvement works have been undertaken in the Gardens and seafront, therefore positively affecting public safety. | | |
| | 1.2 Reduce health inequalities | ~ | | | |
| | 1.3 Promote healthy lifestyles, especially routine daily exercise | ? | | | |
| | 1.4 Allow for adequate provision of health services (in particular to address the high proportion of elderly residents) | ~ | | | |

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|--|--|---|---|--|--|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| 2. Support communities that meet people's needs | 2.1 Help make suitable housing available and affordable for everyone (to address a significant shortfall of affordable housing and projected increase in population) | ~ | <p>The enhancement of Princes Gardens will provide flexible space for a range of cultural and leisure activities, giving community members the chance to interact in a pleasant environment. Allowing development in the gardens could have a negative effect, particularly if this were a private tourism development, such as a hotel.</p> <p>Improved lighting along the Rock Walk and clearly marked entrance and exit points will have a minor positive impact on the levels of crime.</p> | | <p>Any development at this key site should be provide maximum benefit to the local community in addition to tourists. Given the prominence of the site and prime location along the sea-front, it should not only be sensitively designed, but open to all members of the public. A use such as a small gallery, café or community space may be appropriate.</p> |
| | 2.2 Give everyone access to learning, training skills and knowledge | ? | | | |
| | 2.3 Reduce crime and fear of crime | + | | | |
| | 2.4 Promote stronger and more vibrant communities | ? | | | |
| | 2.5 Increase access to and participation in cultural activities | ? | | | |
| 3. Develop the economy in ways that meet people's needs | 3.1 Promote diversification of the economy to provide a range of satisfying job opportunities. | ? | <p>Likely to have long-term positive effects on the regeneration of the tourism industry. The Princess and Royal Terrace Gardens will be a more attractive, lively and safe environment to visit, however care should be taken to ensure any development is small in scale, open to the public and appropriate, given the sensitive location.</p> | | |
| | 3.2 Help everyone afford a comfortable standard of living | ~ | | | |
| | 3.3 Reduce poverty and income inequality | ~ | | | |
| | 3.4 Meet local needs locally | ~ | | | |
| | 3.5 Increase the circulation of wealth within the region | ~ | | | |
| | 3.6 Harness the economic potential of the coast in a sustainable way | ~ | | | |
| | 3.7 Reduce vulnerability of the economy to climate change and harness opportunities arising | ~ | | | |
| | 3.8 Contribute to the regeneration and quality and diversity of the tourism industry | + | | | |
| | 3.9 Reduce reliance on seasonal and part time work within Torbay. | ~ | | | |
| 4. Provide | 4.1 Reduce the need/ desire to travel by car | + | Proposal intends to maintain and | | |

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures | |
|--|--|---|---|---|--|----|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | | |
| access to meet peoples needs with least damage to communities and the environment | 4.2 Reduce the need/ desire to travel by air | ~ | improve the integrity of the Rock Walk, which will provide a scenic route into the harbour by foot and will therefore have a minor positive impact on reducing the desire to travel by car. The improvements will also have a long-term positive impact on making walking easier and more attractive to the public. | | | |
| | 4.3 Help everyone access basic services easily, safely and affordably (in line with projected population increase) | ~ | | | | |
| | 4.4 Make public transport, cycling and walking easier and more attractive | + | | | | |
| | 4.5 Encourage a switch from transporting freight by road to rail or water | ~ | | | | |
| 5. Maintain and improve environmental quality and assets | 5.1 Protect and enhance habitats and species (taking account of climate change) | ? | <p>Proposal seeks to regenerate and enhance the historic gardens, which would have a long-term positive impact, however, allowing development in the Registered gardens may compromise this.</p> <p>The proposal ensures that a flood risk assessment is carried out for any development proposals in the gardens. Contributions will also be sought from developers to fund structural improvement works and enhanced sea defences in an area that is at risk from tidal flooding.</p> <p>Care must be exercised while carrying out repairs to Princess Promenade and the sea wall to ensure that there are no adverse impacts on habitats or species.</p> | Torbay Council Strategic Flood Risk Assessment, 2007. | <p>Any loss of the registered garden would need to be justified in terms of maximising community benefits and offsetting the loss of open space through improving the quality of the space or provision elsewhere.</p> <p>It is recommended that the policy further clarifies the type of development considered appropriate at this site. Use of the wording 'small-scale' development could be considered, as well as specifying the type of land use considered</p> | |
| | 5.2 Promote the conservation and wise use of land | ? | | | | |
| | 5.3 Protect and enhance landscape and townscape | ? | | | | |
| | 5.4 Value and protect diversity and local distinctiveness including rural ways of life | ~ | | | | |
| | 5.5 Maintain and enhance cultural and historical assets | + | | | | -- |
| | 5.6 Reduce vulnerability to flooding, sea level rise (taking account of climate change) | ? | | | | |
| | 5.7 Minimise habitat fragmentation and provide opportunities for new habitat creation or restoration | ? | | | | |

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|--|---|---|--|--|--|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| | | | | | appropriate. Development below ground level is unlikely to be acceptable due to environmental and structural constraints. Flood risk may be a key consideration. |
| 6. Minimise consumption of natural resources | 6.1 Reduce non-renewable energy consumption and carbon dioxide emissions | ? | Dependent on any development proposed for the area. Care must be exercised while carrying out repairs to Princess Promenade and the sea wall to avoid water pollution. | | An overarching policy should be prepared that requires a high standard of sustainable construction for all development in the town centre. |
| | 6.2 Keep water consumption within local carrying capacity limits (taking account of climate change) | ? | | | |
| | 6.3 Minimise consumption and extraction of minerals | ? | | | |
| | 6.4 Reduce waste not put to any use | ? | | | |
| | 6.5 Minimise land, water, air, light, noise and genetic pollution | ? | | | |
| | 6.6 Maintain and enhance the quality of Torbay's beaches and coastal waters | ? | | | |
| Summary: | | | | | |
| <p>The SA has identified a number of uncertainties in relation to this policy. The improvement of the rock walk and Royal Terrace will have positive effects on health and wellbeing, as will improvements to Princes Gardens. The repair and stabilisation of the gardens and sea wall are a priority for Council, and this is supported by this policy (although this could be prioritised and more strongly promoted).</p> <p>The enhancement of Princes Gardens will give community members the chance to interact in a pleasant environment, through the provision of flexible spaces for a range of cultural and leisure activities. There will also be long-term positive impacts on the regeneration of the tourism industry as the area will be a more attractive, lively and safe environment to visit.</p> <p>However, the policy does flag the possibility of further development in the registered Gardens, which are in a key strategic and sensitive harbour-side location and will involve loss of public space. Given its prominence and sensitivity it is recommended that the policy contain stronger wording to contain the scale, landuse/nature and design of any such development. Any development would need to provide maximum benefit to the local community and should be open to the public- for example, a small gallery, café or community space may be appropriate. Any such development should be sensitively designed, and of a</p> | | | | | |

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|-----------------------|---|---|--|--|
| | | | | <p>high architectural quality. Development below ground level is unlikely to be acceptable due to environmental and structural constraints and flood risk may be a key consideration in design and use type. It is recommended that the policy further clarify acceptable development, including the use of the wording 'small-scale', and 'of community benefit'.</p> <p>The proposal ensures that a flood risk assessment is carried out for any development proposals in the gardens, with contributions sought from developers to fund structural improvement works and enhanced sea defences in an area that is at risk from tidal flooding- this is supported.</p> <p>Care must be exercised while carrying out repairs to Princess Promenade and the sea wall to ensure that there are no adverse impacts on water quality, habitats and species.</p> |

Proposal CA2.8: The Princess Theatre (Suggested Wording)

In order to sustain and promote this valuable cultural resource, the theatre use shall be retained within this location and further extension and improvements will be supported provided that:

1. All development is considered in the context of the structural works required to Princess Promenade and the Princess Gardens;
2. The extension is sensitively designed to take account of their wider context in terms of scale, density, massing, height, landscaping, layout and access; and
3. Appropriate servicing facilities can be provided as part of the scheme.

Redevelopment of the site to provide a new Theatre as part of a new cultural/entertainment complex will be considered under the criteria of Proposal CA2.7 and in association with proposals CA2.9 (The Pavilion) and CA2.10 (The Pavilion Car Park and North Quay).

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|--|--|---|---|--|--|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| 1. Improve Health | 1.1 Improve health and wellbeing | + | - | Policy may have negative impact on health through reducing garden space, however this would be minor. Positive impact on wellbeing due to expanded cultural offer. | |
| | 1.2 Reduce health inequalities | ~ | | | |
| | 1.3 Promote healthy lifestyles, especially routine daily exercise | - | | | |
| | 1.4 Allow for adequate provision of health services (in particular to address the high proportion of elderly residents) | ~ | | | |
| 2. Support communities that meet people's needs | 2.1 Help make suitable housing available and affordable for everyone (to address a significant shortfall of affordable housing and projected increase in population) | ~ | | The provision of cultural activities in the evening will have a positive effect on reducing crime and anti-social behaviour, increasing night-time activity. Potential for safety issues due to increased lorry movements with expanded theatre space. Proposal will have long-term positive impacts on the participation of cultural activities in the harbour area. | Traffic Impact assessment should be carried out to determine impacts of increased HGV/lorry traffic. |
| | 2.2 Give everyone access to learning, training skills and knowledge | ~ | | | |
| | 2.3 Reduce crime and fear of crime | + | | | |
| | 2.4 Promote stronger and more vibrant communities | + | | | |
| | 2.5 Increase access to and participation in cultural activities | ++ | | | |
| 3. Develop the economy in ways that meet people's needs | 3.1 Promote diversification of the economy to provide a range of satisfying job opportunities. | ~ | | Proposal will have long-term positive effects on the tourism industry through the provision of 'West End' productions which will attract visitors to the harbour and the other businesses it contains. | |
| | 3.2 Help everyone afford a comfortable standard of living | ~ | | | |
| | 3.3 Reduce poverty and income inequality | ~ | | | |
| | 3.4 Meet local needs locally | + | | | |

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures | |
|---|--|---|---|--|---|----|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | | |
| | 3.5 Increase the circulation of wealth within the region | + | The provision of these shows will allow the local community to participate in these activities without the need to travel to a larger urban centre. The theatre is currently open all year round but the extension or new theatre would mean that a higher number of full-time employees could be hired having a minor positive impact on the seasonality of employment. | | | |
| | 3.6 Harness the economic potential of the coast in a sustainable way | ~ | | | | |
| | 3.7 Reduce vulnerability of the economy to climate change and harness opportunities arising | ~ | | | | |
| | 3.8 Contribute to the regeneration and quality and diversity of the tourism industry | + | | | | |
| | 3.9 Reduce reliance on seasonal and part time work within Torbay. | + | | | | |
| 4. Provide access to meet peoples needs with least damage to communities and the environment | 4.1 Reduce the need/ desire to travel by car | + | Minor positive impact, reducing the need for local residents to travel further afield for theatre. Considered to be a sustainable location for a theatre/cultural activity, with good transport connections. | | | |
| | 4.2 Reduce the need/ desire to travel by air | ~ | | | | |
| | 4.3 Help everyone access basic services easily, safely and affordably (in line with projected population increase) | ~ | | | | |
| | 4.4 Make public transport, cycling and walking easier and more attractive | ~ | | | | |
| | 4.5 Encourage a switch from transporting freight by road to rail or water | ~ | | | | |
| 5. Maintain and improve environmental quality and assets | 5.1 Protect and enhance habitats and species (taking account of climate change) | ~ | The proposal will have positive and negative impacts on culture/heritage: positive impacts through expanding an important cultural facility, and negative impacts through losing part of the registered Princess Gardens. Large lorries are required when putting on larger 'West End' shows and these would require access to the theatre, with potential impacts on the gardens. | | Any loss of the registered garden would need to be justified in terms of maximising community benefits and offsetting the loss of open space through improving the quality of the space or provision elsewhere. High quality design must be insisted upon and design | |
| | 5.2 Promote the conservation and wise use of land | ~ | | | | |
| | 5.3 Protect and enhance landscape and townscape | ? | | | | |
| | 5.4 Value and protect diversity and local distinctiveness including rural ways of life | ~ | | | | |
| | 5.5 Maintain and enhance cultural and historical assets | ++ | | | | -- |
| | 5.6 Reduce vulnerability to flooding, sea level rise (taking account of climate change) | ? | | | | |
| | 5.7 Minimise habitat fragmentation and provide opportunities for new habitat creation or restoration | ~ | | | | |

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|---|---|---|--|--|---|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| | | | | | must be sensitive to the site. |
| 6. Minimise consumption of natural resources | 6.1 Reduce non-renewable energy consumption and carbon dioxide emissions | ? | Increased theatre traffic (including lorries and service vehicles) has the potential to create noise pollution in an area that the public use for leisure and recreation activities. | Urban Design Guide SPD, 2007. | Potential for the policy (or an additional overarching policy) to encourage sustainable design and construction. |
| | 6.2 Keep water consumption within local carrying capacity limits (taking account of climate change) | ? | | | |
| | 6.3 Minimise consumption and extraction of minerals | ~ | | | |
| | 6.4 Reduce waste not put to any use | ? | | | |
| | 6.5 Minimise land, water, air, light, noise and genetic pollution | ? | | | |
| | 6.6 Maintain and enhance the quality of Torbay's beaches and coastal waters | ~ | | | |
| | | | | | Restrictions on servicing may help to reduce access for the lorries would contain the noise pollution to when there are less people in the gardens. |

Summary:

The policy raises a conflict between providing improved cultural facilities for the community on the one hand, whilst decreasing available public space, and intruding on the registered Princes Gardens on the other. Any loss of the registered garden would therefore need to be strongly justified in terms of maximising community benefits. The lost open space could feasibly be offset through improving the quality of the existing space or provision elsewhere. If Council proceeded with an extension to the theatre, then high quality design must be insisted upon and design must be sensitive to the site to minimise impacts on the gardens and seafront.

Despite this conflict, the policy performs well against the SA objectives relating to communities, cultural activities and the economy. It will have long-term positive impacts on the participation of cultural activities in the harbour area. The provision of cultural activities in the evening will have a positive effect on reducing crime and anti-social behaviour through increasing activity, particularly at night-time.

The proposal will have long-term positive effects on the tourism industry through the provision of 'West End' productions which will attract visitors to the harbour and its other businesses. The provision of these shows will allow the local community to participate in these activities without the need to travel to a

larger urban centre. The theatre is currently open all year round but the extension or building of a new theatre would allow a higher number of full-time employees to be hired, which would have a minor positive impact on the seasonality of employment.

Servicing the site (in particular the lorries required to service West End shows, is likely to cause some difficulties- particularly in relation to public safety , noise pollution and traffic congestion and disruption, and this will need to be carefully considered.

Proposal CA2.9: The Pavilion (Suggested Wording)

The existing Pavilion building would be an acceptable location for 3380m² of floorspace (not including any possible extension) for other leisure and related uses, including niche retail. The leisure floorspace may include a Casino of up to approximately 1500m² (possibly in association with adjoining site(s) – see CA2.10), subject to licensing arrangements and to suitable provision being made for secure car parking, public safety, flooding and the maintenance of public access to the historic building.

Financial contributions will be required from developers to help fund repairs to the Pavilion, Princess Gardens and the sea defences (see Proposal CA2.7).

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|--|--|---|---|--|--|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| 1. Improve Health | 1.1 Improve health and wellbeing | ? | The conservation and enhancement of the pavilion through the introduction of high quality leisure/entertainment uses would have a minor positive impact on health and wellbeing. The provision of a casino could lead to long-term negative social impacts such as gambling addiction. | | |
| | 1.2 Reduce health inequalities | ~ | | | |
| | 1.3 Promote healthy lifestyles, especially routine daily exercise | ~ | | | |
| | 1.4 Allow for adequate provision of health services (in particular to address the high proportion of elderly residents) | ~ | | | |
| 2. Support communities that meet people's needs | 2.1 Help make suitable housing available and affordable for everyone (to address a significant shortfall of affordable housing and projected increase in population) | ~ | The introduction of a casino into one of the most deprived areas in Torbay could exacerbate the current issue of crime and anti-social behaviour. There are also potential social problems associated with gambling addiction. Loss of existing retailers likely to have social impacts (loss of livelihoods, employment)- relocation may be an option. | | Any proposals for Casinos should be required to include a crime reduction/ safety strategy, including consideration of crime prevention through design and a strategy for dealing with problem gambling. Consultation with the local constabulary and interested local organisations is essential in |
| | 2.2 Give everyone access to learning, training skills and knowledge | ~ | | | |
| | 2.3 Reduce crime and fear of crime | - | | | |
| | 2.4 Promote stronger and more vibrant communities | - | | | |
| | 2.5 Increase access to and participation in cultural activities | ~ | | | |

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|---|--|---|----|--|---|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| | | | | | minimising negative social effects. |
| 3. Develop the economy in ways that meet people's needs | 3.1 Promote diversification of the economy to provide a range of satisfying job opportunities. | | + | The redevelopment of the Pavillion will contribute positively to the regeneration of the tourism industry in the harbour through the introduction of new leisure/ entertainment uses with long-term positive effects. However loss of existing retailers likely to have economic impacts (loss of livelihoods, employment)- relocation may be an option. The policy will have a long-term positive impact on the reduction of seasonal employment through the introduction of a casino, 'niche' retail and leisure and entertainment uses. However there is also the potential for negative social effects. Casinos can cause significant social effects through problem gambling, particularly in deprived areas. This must be carefully monitored and proactively managed. | |
| | 3.2 Help everyone afford a comfortable standard of living | | ~ | | |
| | 3.3 Reduce poverty and income inequality | -- | ++ | | |
| | 3.4 Meet local needs locally | | ~ | | |
| | 3.5 Increase the circulation of wealth within the region | | + | | |
| | 3.6 Harness the economic potential of the coast in a sustainable way | | ? | | |
| | 3.7 Reduce vulnerability of the economy to climate change and harness opportunities arising | | ? | | |
| | 3.8 Contribute to the regeneration and quality and diversity of the tourism industry | | + | | |
| | 3.9 Reduce reliance on seasonal and part time work within Torbay. | | ++ | | |
| 4. Provide access to meet peoples needs with least damage to communities and the environment | 4.1 Reduce the need/ desire to travel by car | | - | Provision of parking spaces will accompany the casino proposal which have the potential to encourage use of the private vehicle. The maintenance of public access is briefly touched upon within the proposal. The proposal does however ensure that financial contributions are sought from developers to be used not only to fund repairs to the Pavilion but | |
| | 4.2 Reduce the need/ desire to travel by air | | ~ | | |
| | 4.3 Help everyone access basic services easily, safely and affordably (in line with projected population increase) | | ~ | | |
| | 4.4 Make public transport , cycling and walking easier and more attractive | | + | | |
| | 4.5 Encourage a switch from transporting freight by road to rail or water | | ~ | | |

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|---|--|---|--|--|--|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| | | | also the structural stability work in Princess Gardens. This could have a positive impact on the availability and attractiveness of the harbour for walking and cycling. | | |
| 5. Maintain and improve environmental quality and assets | 5.1 Protect and enhance habitats and species (taking account of climate change) | ? | The repair and maintenance of the Pavilion would have a positive effect on the townscape and landscape of the area. Providing new purpose-built lower levels to accommodate the casino facilitates could have adverse impacts in relation to flooding and may not be acceptable in terms of flood risk. | | Any new development should be subject to a flood risk assessment. |
| | 5.2 Promote the conservation and wise use of land | ~ | | | |
| | 5.3 Protect and enhance landscape and townscape | + | | | |
| | 5.4 Value and protect diversity and local distinctiveness including rural ways of life | ~ | | | |
| | 5.5 Maintain and enhance cultural and historical assets | + | | | |
| | 5.6 Reduce vulnerability to flooding, sea level rise (taking account of climate change) | -- | | | |
| | 5.7 Minimise habitat fragmentation and provide opportunities for new habitat creation or restoration | ? | | | |
| 6. Minimise consumption of natural resources | 6.1 Reduce non-renewable energy consumption and carbon dioxide emissions | ? | Uncertain effect on these objectives- largely dependent on scale and design of any redevelopment of the site. | | Potential for the policy to encourage sustainable design and construction. |
| | 6.2 Keep water consumption within local carrying capacity limits (taking account of climate change) | ? | | | |
| | 6.3 Minimise consumption and extraction of minerals | ? | | | |
| | 6.4 Reduce waste not put to any use | ? | | | |
| | 6.5 Minimise land, water, air, light, noise and genetic pollution | ? | | | |
| | 6.6 Maintain and enhance the quality of Torbay's beaches and coastal waters | ~ | | | |

Summary:

The proposal performed reasonably well against SA objectives relating to the economy, as it promotes the regeneration of the tourism industry and a reduction in seasonal employment through the introduction of a casino, 'niche' retail and leisure and entertainment uses. However, there are potential impacts on existing retailers in the building (due to loss of livelihood). The proposal ensures that financial contributions are sought from developers to be used not only to fund repairs to the Pavilion but also the structural stability work in Princess Gardens and the seafront. This would have a number of positive impacts on the regeneration of the harbour.

A number of sustainability constraints were highlighted and these mainly related to the introduction of a casino into the area (although it is noted that approval for a small casino in Torquay has been gained from the government, so the project is likely to go ahead in this or another location). The introduction of a casino into one of the most deprived areas in Torbay could exacerbate the current issue of crime and anti-social behaviour, while there are also potential social problems associated with gambling addiction. This must be carefully monitored and proactively managed.

Given the harbourfront location, significant attention must be given to potential flooding issues and it is unlikely that lower floor/basement development would be acceptable at this site. Any increase in impermeable areas could also exacerbate flooding.

Proposal CA2.10: The Pavilion Car Park and North Quay (Suggested Wording)

Provided that sufficient car parking (approx 3000m²) can be retained to serve the needs of the Marina, the Pavilion Car Park has been identified as a redevelopment opportunity. This site offers potential for approximately 15-20 residential units and approximately 3000m² of floorspace for a mix of tourism/leisure uses. Particular attention should also be given to the provision of an improved frontage onto North Quay through the introduction of up to approximately 330m² of small café/retail units.

Development proposals should be sensitively designed to take account of their wider context in terms of scale, density, massing, height, layout and access and must demonstrate that they will not increase the risk of flooding through a Flood Risk Assessment.

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|--|--|---|--|--|---|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| 1. Improve Health | 1.1 Improve health and wellbeing | + | The proposal seeks to provide the introduction of up to approximately 330m ² of small café/retail units to improve the frontage on the North Quay, which will have a positive impact on the aesthetics and vitality of the area. This will have a positive long-term effect on health and wellbeing. | | |
| | 1.2 Reduce health inequalities | ~ | | | |
| | 1.3 Promote healthy lifestyles, especially routine daily exercise | ? | | | |
| | 1.4 Allow for adequate provision of health services (in particular to address the high proportion of elderly residents) | ~ | | | |
| 2. Support communities that meet people's needs | 2.1 Help make suitable housing available and affordable for everyone (to address a significant shortfall of affordable housing and projected increase in population) | + | Proposal will have a positive impact on affordable housing through the provision of approximately 15 – 20 residential units. This will meet the affordable housing threshold. | Planning Contributions and Affordable Housing SPD, 2007. | |
| | 2.2 Give everyone access to learning, training skills and knowledge | ~ | | | |
| | 2.3 Reduce crime and fear of crime | + | Mixed use development will facilitate 'passive' surveillance – may help to reduce the amount of anti-social behaviour in the area. This will have a long-term positive effect. Promoting mixed use schemes has the potential to support and create a minor positive effect on community interaction and reduces the need to travel by | | |
| | 2.4 Promote stronger and more vibrant communities | + | | | |
| | 2.5 Increase access to and participation in cultural activities | ~ | | | |

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|---|--|---|--|--|--|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| | | | placing accommodation near wider services. | | |
| 3. Develop the economy in ways that meet people's needs | 3.1 Promote diversification of the economy to provide a range of satisfying job opportunities. | ++ | The provision of a mixed use scheme will have positive long-term impact on the diversification of employment in the area. This will therefore also have a long-term positive effect on the reduction of seasonal employment. The proposal will positively progress the regeneration of the tourism industry through the introduction of a mix of tourism/leisure facilities and by improvements to the attractiveness and vitality of the area. | | |
| | 3.2 Help everyone afford a comfortable standard of living | ~ | | | |
| | 3.3 Reduce poverty and income inequality | ~ | | | |
| | 3.4 Meet local needs locally | + | | | |
| | 3.5 Increase the circulation of wealth within the region | + | | | |
| | 3.6 Harness the economic potential of the coast in a sustainable way | ~ | | | |
| | 3.7 Reduce vulnerability of the economy to climate change and harness opportunities arising | ~ | | | |
| | 3.8 Contribute to the regeneration and quality and diversity of the tourism industry | + | | | |
| | 3.9 Reduce reliance on seasonal and part time work within Torbay. | ++ | | | |
| 4. Provide access to meet peoples needs with least damage to communities and the environment | 4.1 Reduce the need/ desire to travel by car | ? | The proposal will remove the public parking to make way for the mixed use development. This should be accompanied by public transport improvements. | | There is potential for the proposal to enhance public access to the marina. Improvements could be made to the cycle path running past Cary Green and to public transport along the coastal road. |
| | 4.2 Reduce the need/ desire to travel by air | ~ | | | |
| | 4.3 Help everyone access basic services easily, safely and affordably (in line with projected population increase) | ~ | | | |
| | 4.4 Make public transport, cycling and walking easier and more attractive | - | | | |
| | 4.5 Encourage a switch from transporting freight by road to rail or water | ~ | | | |
| 5. Maintain and improve environmental quality and assets | 5.1 Protect and enhance habitats and species (taking account of climate change) | ~ | The proposal seeks to improve the attractiveness and vitality of the area through the introduction of a mixed use development and small amount of residential units. This has the potential to improve the character of the area and have a long-term positive impact on the townscape of the area (provided it is | | Policy could usefully provide more detail on the height or scale of development considered appropriate. |
| | 5.2 Promote the conservation and wise use of land | ~ | | | |
| | 5.3 Protect and enhance landscape and townscape | ++ | | | |
| | 5.4 Value and protect diversity and local distinctiveness including rural ways of life | ~ | | | |
| | 5.5 Maintain and enhance cultural and historical assets | ~ | | | |
| | 5.6 Reduce vulnerability to flooding, sea level rise (taking | -- | | | |

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|---|--|---|--|--|---|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| | account of climate change) 5.7 Minimise habitat fragmentation and provide opportunities for new habitat creation or restoration | ~ | appropriately designed). The proposal requires proposals to not increase the risk of flooding, however, given the location, a Flood Risk Assessment should be undertaken. There could be problems associated with basement levels (which may be required for economic feasibility), but may not be acceptable on a flood risk basis. Any proposal on this site should be required to contribute towards the Princes Pier restoration, as development would be dependent on the stability and longevity if this seafront defence. | | A flood risk assessment should be undertaken early in any planning for this site to determine the feasibility of development. Policy should require proposals to include a financial contribution towards Princess Pier/seawall defence. |
| 6. Minimise consumption of natural resources | 6.1 Reduce non-renewable energy consumption and carbon dioxide emissions | ? | Uncertain effects- dependent on scale and nature of design. | Urban Design Guide SPD, 2007. | Potential for policy to encourage sustainable design and construction. |
| | 6.2 Keep water consumption within local carrying capacity limits (taking account of climate change) | ? | | | |
| | 6.3 Minimise consumption and extraction of minerals | ? | | | |
| | 6.4 Reduce waste not put to any use | ? | | | |
| | 6.5 Minimise land, water, air, light, noise and genetic pollution | ? | | | |
| | 6.6 Maintain and enhance the quality of Torbay's beaches and coastal waters | ? | | | |

Summary:

The proposal performs well against the majority of SA objectives, such as the economy, health and communities. The introduction of up to approximately 330m² of small café/retail units to improve the frontage on the North Quay will have a positive impact on the aesthetics and vitality of the area, which will facilitate a positive long-term effect on health and wellbeing. The proposal will also have a minor positive impact on affordable housing through the provision of approximately 15 – 20 residential units. A mixed use development will facilitate 'passive' surveillance – may help to reduce the amount of anti-social behaviour in the area having long-term positive impacts. It also has the potential to support and create a minor positive effect on community interaction and

reduces the need to travel by placing accommodation near wider services.

The proposal will positively progress the regeneration of the tourism industry through the introduction of a mix of tourism/leisure facilities and by improvements to the attractiveness and vitality of the area. The provision of a mixed use scheme will have positive long-term impact on the diversification of employment in the area, therefore having a long-term positive effect on the reduction of seasonal employment. These factors will help to improve the character of the area and have a long-term positive impact on the townscape of the area.

However, development of this site would be contingent on a Flood Risk Assessment being undertaken, as there are potentially significant risks associated with new development (particularly residential development) so close to the sea walls. The policy should require development at this site to contribute to the restoration of the Princess Pier/seawall defence. Further degradation or damage to this structure has significant implication for any future development in this location.

Proposal CA2.11: The Torbay Hotel (Suggested Wording)

This site should be retained for hotel use. Proposals for the extension and enhancement of the Torbay Hotel to improve standards of accommodation and related facilities would be supported, provided that they are sensitively designed to take into account their wider context and do not adversely affect the operation of the hotel.

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|--|--|---|--|--|---|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| 1. Improve Health | 1.1 Improve health and wellbeing | + | The proposal seeks to retain and enhance the Torbay Hotel, which will continue to attract a range of tourists into the harbour and positively impact the vitality of the area. | | |
| | 1.2 Reduce health inequalities | ~ | | | |
| | 1.3 Promote healthy lifestyles, especially routine daily exercise | ~ | | | |
| | 1.4 Allow for adequate provision of health services (in particular to address the high proportion of elderly residents) | ~ | | | |
| 2. Support communities that meet people's needs | 2.1 Help make suitable housing available and affordable for everyone (to address a significant shortfall of affordable housing and projected increase in population) | ~ | | | |
| | 2.2 Give everyone access to learning, training skills and knowledge | ~ | | | |
| | 2.3 Reduce crime and fear of crime | ~ | | | |
| | 2.4 Promote stronger and more vibrant communities | ~ | | | |
| | 2.5 Increase access to and participation in cultural activities | ~ | | | |
| 3. Develop the economy in ways that meet people's needs | 3.1 Promote diversification of the economy to provide a range of satisfying job opportunities. | ~ | The proposal will positively progress the objective relating to the regeneration of the tourist industry through the retention and enhancement of the Torbay Hotel. | | |
| | 3.2 Help everyone afford a comfortable standard of living | ~ | | | |
| | 3.3 Reduce poverty and income inequality | ~ | | | |
| | 3.4 Meet local needs locally | ~ | | | |
| | 3.5 Increase the circulation of wealth within the region | + | | | |
| | 3.6 Harness the economic potential of the coast in a sustainable way | ~ | | | |
| | 3.7 Reduce vulnerability of the economy to climate change and harness opportunities arising | ~ | | | |
| | 3.8 Contribute to the regeneration and quality and diversity of the tourism industry | ++ | | | |
| | 3.9 Reduce reliance on seasonal and part time work within Torbay. | - | | | |
| 4. Provide | 4.1 Reduce the need/ desire to travel by car | ? | Likely to maintain the current level of | | There is potential |

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|--|--|---|--|--|---|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| access to meet peoples needs with least damage to communities and the environment | 4.2 Reduce the need/ desire to travel by air | ~ | use of the private vehicle. The proposal will be carried out in conjunction with CA1.1, which aims to improve the A379 Coast Road. | | for any proposals to enhance surrounding public access networks such as the Rock Walk, which runs beside the hotel. |
| | 4.3 Help everyone access basic services easily, safely and affordably (in line with projected population increase) | ~ | | | |
| | 4.4 Make public transport, cycling and walking easier and more attractive | ? | | | |
| | 4.5 Encourage a switch from transporting freight by road to rail or water | ~ | | | |
| 5. Maintain and improve environmental quality and assets | 5.1 Protect and enhance habitats and species (taking account of climate change) | ~ | The enhancement of the Torbay Hotel will have a positive impact on the character and settlement setting. There is no reference made to flooding. | | |
| | 5.2 Promote the conservation and wise use of land | ~ | | | |
| | 5.3 Protect and enhance landscape and townscape | + | | | |
| | 5.4 Value and protect diversity and local distinctiveness including rural ways of life | ~ | | | |
| | 5.5 Maintain and enhance cultural and historical assets | ~ | | | |
| | 5.6 Reduce vulnerability to flooding, sea level rise (taking account of climate change) | ? | | | |
| | 5.7 Minimise habitat fragmentation and provide opportunities for new habitat creation or restoration | ~ | | | |
| 6. Minimise consumption of natural resources | 6.1 Reduce non-renewable energy consumption and carbon dioxide emissions | ? | Unlikely to have a major impact. Possibility for improvements in waste management and sustainability through renovation/redevelopment, but more appropriately addressed through a separate overarching policy. | Urban Design Guide SPD, 2007. | |
| | 6.2 Keep water consumption within local carrying capacity limits (taking account of climate change) | ? | | | |
| | 6.3 Minimise consumption and extraction of minerals | ? | | | |
| | 6.4 Reduce waste not put to any use | ? | | | |
| | 6.5 Minimise land, water, air, light, noise and genetic pollution | ? | | | |
| | 6.6 Maintain and enhance the quality of Torbay's beaches and coastal waters | ~ | | | |

Summary:

The proposal performs well against the majority of SA objectives and as it principally promotes the retention and enhancement of the Torbay Hotel there are a number of objectives that were found to have no impact. The retention and enhancement of the hotel will continue to attract a range of tourists into the harbour, which will have positive effects on the vitality of the area. Through the enhancement of the Torbay Hotel there will also be a positive impact on the character and settlement setting of the area.

There is potential for any proposals to enhance surrounding public access networks such as the Rock Walk, which runs beside the hotel.

Policy CA3: Retail Character Area

Accessible shopping facilities to **meet the needs of the community and surrounding areas**, including visitors and tourists, should be made available within this Character Area.

Existing retail facilities should be consolidated and **improved**; **change of use of significant ground floor retail premises will be resisted** where the loss of the unit would **undermine the competitiveness and character of the harbour area** or **harm its vitality and viability** by causing unacceptable fragmentation of those facilities that remain.

Suitable new uses within this area would include:

1. New retail units where these are of an **appropriate scale** and **would not harm the vitality and viability of the remainder of the town centre**; and
2. **Tourism, leisure, cultural and residential uses** introduced in the **upper floors of buildings** in order to make more efficient use of the buildings within this Character Area.

New development should be well designed, take **account of flood risk** and, wherever possible, make provision for **improved pedestrian access** in the harbour area.

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|--------------------------|---|---|--|--|--|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| 1. Improve Health | 1.1 Improve health and wellbeing | ~ | Whilst development in upper floors of buildings is encouraged for economic reasons, this may have equalities impacts (not providing access for the mobility-impaired). Policy encourages improved pedestrian access- secondary positive effect for public health. | | Council should further consider impacts of this policy on equalities. Is it possible to provide wheelchair access in upper floors of existing buildings? |
| | 1.2 Reduce health inequalities | - | | | |
| | 1.3 Promote healthy lifestyles, especially routine daily exercise | + | | | |
| | 1.4 Allow for adequate provision of health services (in particular to address the high proportion of elderly residents) | ~ | | | |
| 2. Support | 2.1 Help make suitable housing available and affordable for | + | Encouragement of residential uses in | | |

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|---|--|---|--|--|---|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| communities that meet people's needs | everyone (to address a significant shortfall of affordable housing and projected increase in population) | | upper floors of buildings may have a positive effect on affordable housing provision. Positive effect on crime through encouraging activity 24/7, therefore increasing surveillance of streets and spaces. Likely to have a positive effect on communities, encouraging the meeting of local needs, and may increase participation in cultural activities, however there may be problems with a accessing upper floors (as per comment on objective 1, above). | | |
| | 2.2 Give everyone access to learning, training skills and knowledge | ~ | | | |
| | 2.3 Reduce crime and fear of crime | + | | | |
| | 2.4 Promote stronger and more vibrant communities | ++ | | | |
| | 2.5 Increase access to and participation in cultural activities | +/? | | | |
| 3. Develop the economy in ways that meet people's needs | 3.1 Promote diversification of the economy to provide a range of satisfying job opportunities. | ++ | Positive long-term effect on economic objectives. Policy supports the retail role of the town centre whilst recognising there are opportunities for some additional retail in the harbour area. The retention of retail will assist in ensuring local needs are met, and will have positive benefits for employment and wealth generation. | | |
| | 3.2 Help everyone afford a comfortable standard of living | ~ | | | |
| | 3.3 Reduce poverty and income inequality | + | | | |
| | 3.4 Meet local needs locally | ++ | | | |
| | 3.5 Increase the circulation of wealth within the region | ++ | | | |
| | 3.6 Harness the economic potential of the coast in a sustainable way | ~ | | | |
| | 3.7 Reduce vulnerability of the economy to climate change and harness opportunities arising | ~ | | | |
| | 3.8 Contribute to the regeneration and quality and diversity of the tourism industry | ++ | | | |
| | 3.9 Reduce reliance on seasonal and part time work within Torbay. | ++ | | | |
| 4. Provide access to meet peoples needs with least damage to communities | 4.1 Reduce the need/ desire to travel by car | ++ | The policy supports the retail role of the town centre, therefore supporting services within sustainable locations, accessible to public transport. Enhanced retail facilities are likely to be required to accommodate the estimated | South West Regional Spatial Strategy | |
| | 4.2 Reduce the need/ desire to travel by air | ~ | | | |
| | 4.3 Help everyone access basic services easily, safely and affordably (in line with projected population increase) | ++ | | | |
| | 4.4 Make public transport, cycling and walking easier and more attractive | ~ | | | |

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|--|--|---|--|--|---|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| and the environment | 4.5 Encourage a switch from transporting freight by road to rail or water | ~ | 5,000 new homes in the district over the next 20 years. | | |
| 5. Maintain and improve environmental quality and assets | 5.1 Protect and enhance habitats and species (taking account of climate change) | ~ | Policy could have a stronger focus on preserving the character of the area, particularly the historic character. For example, there are examples of new shop fronts in the area that subtract from the historic character. | | The policy could be strengthened to further define and enhance the character of the area, particularly any buildings of heritage value. |
| | 5.2 Promote the conservation and wise use of land | ~ | | | |
| | 5.3 Protect and enhance landscape and townscape | - | | | |
| | 5.4 Value and protect diversity and local distinctiveness including rural ways of life | ~ | | | |
| | 5.5 Maintain and enhance cultural and historical assets | - | | | |
| | 5.6 Reduce vulnerability to flooding, sea level rise (taking account of climate change) | + | | | |
| | 5.7 Minimise habitat fragmentation and provide opportunities for new habitat creation or restoration | ~ | | | |
| 6. Minimise consumption of natural resources | 6.1 Reduce non-renewable energy consumption and carbon dioxide emissions | + | Minor positive secondary effect, mixed-use development is encouraged in this policy, which helps to reduce the need to travel and may assist in improving local air quality. | | |
| | 6.2 Keep water consumption within local carrying capacity limits (taking account of climate change) | ~ | | | |
| | 6.3 Minimise consumption and extraction of minerals | ~ | | | |
| | 6.4 Reduce waste not put to any use | ~ | | | |
| | 6.5 Minimise land, water, air, light, noise and genetic pollution | + | | | |
| | 6.6 Maintain and enhance the quality of Torbay's beaches and coastal waters | ~ | | | |
| Summary: | | | | | |
| <p>The proposed policy for Character Area 3 is supported by the Sustainability Appraisal, performing particularly well on the objectives relating to the economy. It supports the retail role of the town centre, whilst recognising the potential for a mix of active uses in the Harbour area that will support regeneration and community safety. The policy could be strengthened to further the conservation of the areas' historic and architectural character, requiring high quality sympathetic design. Of particular note is the benefit to local communities through consolidating and supporting existing retail services, rather than allowing their fragmentation to other uses.</p> | | | | | |

Proposal CA3.1: The Strand (Suggested Wording)

To improve the **appearance and functioning of the Strand** the following will be supported:

- Repairs and improvements to the built fabric, including the removal of any unsympathetic additions;** and
- Redevelopment of the site to the rear of number 10 the Strand**, which offers potential for approximately 215m2 of new floorspace for **retail/office** accommodation, with up to **approximately 5 residential units**.

Proposals should be designed to take account of the wider context on terms of **scale, density, massing height, landscaping, layout and access**.

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|--|--|---|---|--|---|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| 1. Improve Health | 1.1 Improve health and wellbeing | ~ | | | |
| | 1.2 Reduce health inequalities | ~ | | | |
| | 1.3 Promote healthy lifestyles, especially routine daily exercise | ~ | | | |
| | 1.4 Allow for adequate provision of health services (in particular to address the high proportion of elderly residents) | ~ | | | |
| 2. Support communities that meet people's needs | 2.1 Help make suitable housing available and affordable for everyone (to address a significant shortfall of affordable housing and projected increase in population) | + | The inclusion of up to 5 homes may assist in the provision of housing need, but will not meet the affordable housing requirement threshold. | | |
| | 2.2 Give everyone access to learning, training skills and knowledge | ~ | | | |
| | 2.3 Reduce crime and fear of crime | ++ | Positive effect in creating an enhanced and more active streetscape- this will contribute to increased safety and perceptions of safety, Principle of mixed use development will also support this. | | |
| | 2.4 Promote stronger and more vibrant communities | + | | | |
| | 2.5 Increase access to and participation in cultural activities | ~ | | | |
| 3. Develop the economy in ways that meet people's needs | 3.1 Promote diversification of the economy to provide a range of satisfying job opportunities. | ++ | Promotion of mixed-use development, including office space, will assist in the objective of diversifying the economy. Minor positive effects on other | | |
| | 3.2 Help everyone afford a comfortable standard of living | + | | | |
| | 3.3 Reduce poverty and income inequality | + | | | |

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|---|--|---|---|--|--|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| | 3.4 Meet local needs locally | ++ | economic objectives through assisting in meeting local needs for retail, office accommodation and housing and increasing economic potential of the area through the more economic use of this area. The increase in commercial/office space may also assist in diversifying local employment opportunities. | | |
| | 3.5 Increase the circulation of wealth within the region | + | | | |
| | 3.6 Harness the economic potential of the coast in a sustainable way | ~ | | | |
| | 3.7 Reduce vulnerability of the economy to climate change and harness opportunities arising | ~ | | | |
| | 3.8 Contribute to the regeneration and quality and diversity of the tourism industry | ++ | | | |
| | 3.9 Reduce reliance on seasonal and part time work within Torbay. | ++ | | | |
| 4. Provide access to meet peoples needs with least damage to communities and the environment | 4.1 Reduce the need/ desire to travel by car | + | The promotion of mixed-use development assists in reducing trips required to be made by private car. It will also assist in retaining facilities within access of the local population. However, the policy could have a stronger focus on ensuring a more pedestrian-friendly and cycle friendly public realm. | | The policy could be strengthened to incorporate a more pedestrian and cycle-friendly public realm. |
| | 4.2 Reduce the need/ desire to travel by air | ~ | | | |
| | 4.3 Help everyone access basic services easily, safely and affordably (in line with projected population increase) | + | | | |
| | 4.4 Make public transport, cycling and walking easier and more attractive | - | | | |
| | 4.5 Encourage a switch from transporting freight by road to rail or water | ~ | | | |
| 5. Maintain and improve environmental quality and assets | 5.1 Protect and enhance habitats and species (taking account of climate change) | ~ | Whilst the removal of unsympathetic extensions is supported, the policy could have a stronger focus on supporting development in keeping with the character and style of the area. The policy should further consider the effects of flooding, particularly where new development is proposed to the rear of the Strand. | | The policy could be strengthened to require new development to be in keeping with the character of the area. Further consideration should be given to flooding potential in the design of new development. |
| | 5.2 Promote the conservation and wise use of land | ~ | | | |
| | 5.3 Protect and enhance landscape and townscape | ?/- | | | |
| | 5.4 Value and protect diversity and local distinctiveness including rural ways of life | ~ | | | |
| | 5.5 Maintain and enhance cultural and historical assets | ?/- | | | |
| | 5.6 Reduce vulnerability to flooding, sea level rise (taking account of climate change) | ?/- | | | |
| | 5.7 Minimise habitat fragmentation and provide opportunities for new habitat creation or restoration | ~ | | | |
| 6. Minimise consumption of natural resources | 6.1 Reduce non-renewable energy consumption and carbon dioxide emissions | + | Minor positive benefit in reducing greenhouse gas emissions and improving local air quality through encouraging mixed use development. | | |
| | 6.2 Keep water consumption within local carrying capacity limits (taking account of climate change) | ~ | | | |
| | 6.3 Minimise consumption and extraction of minerals | ~ | | | |

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|-----------------------|---|---|--|--|---|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| | 6.4 Reduce waste not put to any use | ~ | | | |
| | 6.5 Minimise land, water, air, light, noise and genetic pollution | + | | | |
| | 6.6 Maintain and enhance the quality of Torbay's beaches and coastal waters | ~ | | | |

Summary:

This policy is likely to have a minor positive effect on sustainability, performing particularly well against the economic objectives. The policy promotes mixed-use development, which is well-supported in principle as it is known to have a positive effect in encouraging less car travel. Cumulatively, such policies will assist in creating a more sustainable district.

It is considered that the policy could be strengthened to ensure that new development and extensions are sympathetic to the style and character of the area, and there may be a further need to consider flood management in relation to new development to the rear of the existing buildings.

Proposal CA3.2: Site of the former Royal Garage, Torwood Street (Suggested Wording)

This site is proposed for a **mixed use redevelopment scheme** of approximately 8310m² of **new commercial floorspace**, comprising approximately 5540m² of retail use on the lower floors, with approximately 2770m² above for a **mix of tourism (including new hotel accommodation), leisure and office space**.

Particular attention should be given to **improving the legibility of the area** and to **high-quality design** which should take account of the **wider context** in terms of **scale, density, massing, height, layout and access**.

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|--|--|---|---|--|---|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| 1. Improve Health | 1.1 Improve health and wellbeing | ~ | | | |
| | 1.2 Reduce health inequalities | ~ | | | |
| | 1.3 Promote healthy lifestyles, especially routine daily exercise | ~ | | | |
| | 1.4 Allow for adequate provision of health services (in particular to address the high proportion of elderly residents) | ~ | | | |
| 2. Support communities that meet people's needs | 2.1 Help make suitable housing available and affordable for everyone (to address a significant shortfall of affordable housing and projected increase in population) | ~ | Likely to have a positive effect through enhancing the safety of the existing site and providing opportunities for better pedestrian links (although the policy could be strengthened to require a pedestrian link to Torwood street.) | | |
| | 2.2 Give everyone access to learning, training skills and knowledge | ~ | | | |
| | 2.3 Reduce crime and fear of crime | + | | | |
| | 2.4 Promote stronger and more vibrant communities | + | | | |
| | 2.5 Increase access to and participation in cultural activities | ~ | | | |
| 3. Develop the economy in ways that meet people's needs | 3.1 Promote diversification of the economy to provide a range of satisfying job opportunities. | ++ | A mixed use redevelopment scheme on this site is likely to have positive impacts on the local economy, through increasing economic and employment opportunities. A new hotel will assist in meeting local business need and regenerating the economy. | | |
| | 3.2 Help everyone afford a comfortable standard of living | ~ | | | |
| | 3.3 Reduce poverty and income inequality | ~ | | | |
| | 3.4 Meet local needs locally | + | | | |
| | 3.5 Increase the circulation of wealth within the region | + | | | |
| | 3.6 Harness the economic potential of the coast in a sustainable way | ~ | | | |
| | 3.7 Reduce vulnerability of the economy to climate change and harness opportunities arising | ~ | | | |
| | 3.8 Contribute to the regeneration and quality and diversity | ++ | | | |

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|---|--|---|--|--|---|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| | of the tourism industry | | | | |
| | 3.9 Reduce reliance on seasonal and part time work within Torbay. | ++ | | | |
| 4. Provide access to meet peoples needs with least damage to communities and the environment | 4.1 Reduce the need/ desire to travel by car | + | Minor positive effect. Mixed use development assists in reducing trips required to be made by private car. It will also assist in retaining facilities within access of the local population | | |
| | 4.2 Reduce the need/ desire to travel by air | ~ | | | |
| | 4.3 Help everyone access basic services easily, safely and affordably (in line with projected population increase) | + | | | |
| | 4.4 Make public transport, cycling and walking easier and more attractive | ~ | | | |
| | 4.5 Encourage a switch from transporting freight by road to rail or water | ~ | | | |
| 5. Maintain and improve environmental quality and assets | 5.1 Protect and enhance habitats and species (taking account of climate change) | ~ | The policy could also further consider the character of the area. | | |
| | 5.2 Promote the conservation and wise use of land | ~ | | | |
| | 5.3 Protect and enhance landscape and townscape | - | | | |
| | 5.4 Value and protect diversity and local distinctiveness including rural ways of life | ~ | | | |
| | 5.5 Maintain and enhance cultural and historical assets | ~ | | | |
| | 5.6 Reduce vulnerability to flooding, sea level rise (taking account of climate change) | ~ | | | |
| | 5.7 Minimise habitat fragmentation and provide opportunities for new habitat creation or restoration | ~ | | | |
| 6. Minimise consumption of natural resources | 6.1 Reduce non-renewable energy consumption and carbon dioxide emissions | + | Minor positive benefit in reducing greenhouse gas emissions and improving local air quality through encouraging mixed use development. | | |
| | 6.2 Keep water consumption within local carrying capacity limits (taking account of climate change) | ~ | | | |
| | 6.3 Minimise consumption and extraction of minerals | ~ | | | |
| | 6.4 Reduce waste not put to any use | ~ | | | |
| | 6.5 Minimise land, water, air, light, noise and genetic pollution | + | | | |
| | 6.6 Maintain and enhance the quality of Torbay's beaches and coastal waters | ~ | | | |

Summary:

As for policy CA 3.1, the policy is likely to have a minor positive effect through encouraging economic regeneration and in promoting mixed-use development on the site. There is opportunity to provide better pedestrian access between Torwood Street and the Harbour, and this should be further exploited in the policy wording. The policy could also consider the character of the area alongside the other concerns raised.

Policy CA4: Commercial Character Area

Within the Commercial Character Area existing commercial office use will be consolidated and improved; Change of use of commercial premises to other uses will be resisted where the loss of the unit would undermine the competitiveness and character of the area.

A small-scale element of residential accommodation may be permitted above ground floor level as part of mixed use schemes where the site remains predominantly in office use and the proposal does not undermine The Terrace's commercial function.

Development that adversely affects the character of the listed buildings or their setting will not be permitted.

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|--|--|---|---|--|--|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| 1. Improve Health | 1.1 Improve health and wellbeing | ~ | This policy focuses on development of existing commercial space within the Terrace. Maintaining and preserving the historic character of this area provides for pleasant surroundings which contribute to an environment that supports positive well being for the resident/ working population. | | |
| | 1.2 Reduce health inequalities | ~ | | | |
| | 1.3 Promote healthy lifestyles, especially routine daily exercise | ~ | | | |
| | 1.4 Allow for adequate provision of health services (in particular to address the high proportion of elderly residents) | ~ | | | |
| 2. Support communities that meet people's needs | 2.1 Help make suitable housing available and affordable for everyone (to address a significant shortfall of affordable housing and projected increase in population) | + | The policy allows for the provision of a small amount of residential space above commercial premises, although unlikely to meet threshold required for affordable housing. of access issues when placing accommodation above street level. Promoting mixed use schemes has the potential to support and create a minor positive effect on community interaction and reduces the need to travel by placing accommodation near wider | | Potential for small-scale element of residential housing in policy to include commitment to affordable/ starter homes & to equality of access. Important to ensure that mixed use does not result in conflicts e.g. |
| | 2.2 Give everyone access to learning, training skills and knowledge | ~ | | | |
| | 2.3 Reduce crime and fear of crime | ~ | | | |
| | 2.4 Promote stronger and more vibrant communities | + | | | |
| | 2.5 Increase access to and participation in cultural activities | ~ | | | |

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|---|--|---|--|--|---|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| | | | services. | | unacceptable noise/ disturbance. |
| 3. Develop the economy in ways that meet people's needs | 3.1 Promote diversification of the economy to provide a range of satisfying job opportunities. | ++ | Clear positive benefits from the policy's aim to support and promote the existing commercial base and function of the Terrace. | | |
| | 3.2 Help everyone afford a comfortable standard of living | + | | | |
| | 3.3 Reduce poverty and income inequality | ~ | | | |
| | 3.4 Meet local needs locally | ++ | Ensuring that commercial premises are protected against change of use has long term benefits for the local economy by ensuring that businesses have security of tenure/ location. | | |
| | 3.5 Increase the circulation of wealth within the region | + | | | |
| | 3.6 Harness the economic potential of the coast in a sustainable way | ~ | Maintaining a strong commercial centre as proposed by the policy, supports business to business interaction and potentially reduces the need to travel - supporting wider environmental and climate change objectives. | | |
| | 3.7 Reduce vulnerability of the economy to climate change and harness opportunities arising | + | | | |
| | 3.8 Contribute to the regeneration and quality and diversity of the tourism industry | ~ | | | |
| | 3.9 Reduce reliance on seasonal and part time work within Torbay. | + | Financial and professional service businesses located in the terrace area support year round employment and growth in this sector has the potential to bring positive benefits for sustained employment. | | |
| 4. Provide access to meet peoples needs with least damage to communities and the environment | 4.1 Reduce the need/ desire to travel by car | ++ | The policy provides support for mixed use schemes where this does not undermine the commercial character of the area. | | |
| | 4.2 Reduce the need/ desire to travel by air | ~ | | | |
| | 4.3 Help everyone access basic services easily, safely and affordably (in line with projected population increase) | ~ | The combination of residential and commercial space provides clear benefits for sustainability objectives that seek to ensure that people can live closer to work. | | |
| | 4.4 Make public transport, cycling and walking easier and more attractive | ~ | | | |
| | 4.5 Encourage a switch from transporting freight by road to rail or water | ~ | | | |

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|---|--|---|---|--|---|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| 5. Maintain and improve environmental quality and assets | 5.1 Protect and enhance habitats and species (taking account of climate change) | ~ | The policy makes clear provision for protecting the character of listed buildings and their setting which provides clear long term benefits for the maintenance and enhancement of cultural assets. | | |
| | 5.2 Promote the conservation and wise use of land | ~ | | | |
| | 5.3 Protect and enhance landscape and townscape | + | | | |
| | 5.4 Value and protect diversity and local distinctiveness including rural ways of life | ~ | Ensuring that change of use does not negatively impact the character of the area also ensures minor benefits for the townscape. | | |
| | 5.5 Maintain and enhance cultural and historical assets | ++ | | | |
| | 5.6 Reduce vulnerability to flooding, sea level rise (taking account of climate change) | ~ | | | |
| | 5.7 Minimise habitat fragmentation and provide opportunities for new habitat creation or restoration | ~ | | | |
| 6. Minimise consumption of natural resources | 6.1 Reduce non-renewable energy consumption and carbon dioxide emissions | ~ | Reuse of existing buildings will have a positive minor effect on minimising the use of resources. | | |
| | 6.2 Keep water consumption within local carrying capacity limits (taking account of climate change) | ~ | | | |
| | 6.3 Minimise consumption and extraction of minerals | + | | | |
| | 6.4 Reduce waste not put to any use | ~ | | | |
| | 6.5 Minimise land, water, air, light, noise and genetic pollution | ~ | | | |
| | 6.6 Maintain and enhance the quality of Torbay's beaches and coastal waters | ~ | | | |
| <p>Summary: The specific focus of this policy on commercial development in the Commercial Character Area means that it has a neutral impact on a number of wider sustainability objectives such as access to health facilities and direct impacts on the natural environment.</p> <p>The policy provides clear benefits for key sustainability objectives in relation to economic development, community integration and the protection & promotion of the historic and cultural environment. Specifically, the policy recognises the core role that the character of this area plays in Torquay's public realm/aesthetic. The policy also has potential benefits for housing, although affordable housing thresholds are unlikely to be met on most sites. There is potential for the introduction of a new policy that includes commitments to sustainable design and building practices where conversion/redevelopment takes place. This will support sustainability objectives to minimise consumption.</p> | | | | | |

Policy CA5: Mixed-Use Character Area

A suitable mix of uses will be promoted within the Mixed-Use Character Area in order to attract visitors at all times and to meet the needs of the community:

1. Existing retail provision will be consolidated and improved through the retention of existing premises that contribute to the shopping character of the area and the introduction of suitable small-scale units where this will not harm the vitality and visibility of other shopping areas within the town centre;
2. New and improved tourism/leisure facilities, holiday accommodation and spaces or venues for cultural activities will be acceptable where the proposal preserves or enhances the attractiveness, competitiveness and vitality of the area and does not result in a concentration of uses likely to conflict with nearby uses in terms of unacceptable noise or other disturbance; and
3. Residential and office uses on upper floors or as part of mixed use schemes will be permitted where they would not be subject to unacceptable noise or disturbance from nearby uses and can provide safe access and egress from flooding in the terms expressed in PPS25.

New development should be well designed and take account of flood risk. Adequate car parking shall be retained to serve the THAAP area.

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|--|--|---|--|--|--|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| 1. Improve Health | 1.1 Improve health and wellbeing | + | The policy seeks to improve tourism and leisure facilities which will benefit sustainability objectives for more active/ healthy lifestyles. | | |
| | 1.2 Reduce health inequalities | ~ | | | |
| | 1.3 Promote healthy lifestyles, especially routine daily exercise | - | | | |
| | 1.4 Allow for adequate provision of health services (in particular to address the high proportion of elderly residents) | ~ | | | |
| 2. Support communities that meet people's needs | 2.1 Help make suitable housing available and affordable for everyone (to address a significant shortfall of affordable housing and projected increase in population) | + | Positive long term benefits for the community are provided by the policy commitments. | | Ensure policy commitments for residential provision to be accessible to all. |
| | 2.2 Give everyone access to learning, training skills and knowledge | + | The policy allows for increased residential development and improved cultural and leisure activities. Potential equality of access issues where residential provision primarily on upper floors. | | |
| | 2.3 Reduce crime and fear of crime | + | | | |
| | 2.4 Promote stronger and more vibrant communities | + | | | |
| | 2.5 Increase access to and participation in cultural activities | ++ | | | |
| | | | The aim to ensure that uses do not conflict with or exacerbate anti-social | | |

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|---|--|---|---|--|--|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| | | | behaviour issues should provide minor benefits for objectives on crime. | | |
| 3. Develop the economy in ways that meet people's needs | 3.1 Promote diversification of the economy to provide a range of satisfying job opportunities. | ++ | The policy's aims to improve existing premises. Tourism and leisure, cultural activities and mixed use schemes all have positive effects for sustainability objectives to diversify the economy and support wide ranging regeneration. A stronger retail base will additionally assist in improving identified issues relating to seasonality of employment. | | |
| | 3.2 Help everyone afford a comfortable standard of living | + | | | |
| | 3.3 Reduce poverty and income inequality | ~ | | | |
| | 3.4 Meet local needs locally | ? | | | |
| | 3.5 Increase the circulation of wealth within the region | + | | | |
| | 3.6 Harness the economic potential of the coast in a sustainable way | + | | | |
| | 3.7 Reduce vulnerability of the economy to climate change and harness opportunities arising | + | | | |
| | 3.8 Contribute to the regeneration and quality and diversity of the tourism industry | + | | | |
| | 3.9 Reduce reliance on seasonal and part time work within Torbay. | + | | | |
| 4. Provide access to meet peoples needs with least damage to communities and the environment | 4.1 Reduce the need/ desire to travel by car | - | The policy's intention to provide car parking rather than promote/ make provision for more sustainable forms of transport/ access has negative environmental impacts for the THAAP in the long term. The promotion of reasonable alternatives should be core to the policy. In particular the policy should seek to support sustainability objectives to make public transport, cycling and walking easier and more attractive. | | Policy promotes the retention of car parking space to support viability but could be substantially enhanced by commitments to improved public transport/ pedestrian/ cycling access as part of an integrated transport approach. |
| | 4.2 Reduce the need/ desire to travel by air | ~ | | | |
| | 4.3 Help everyone access basic services easily, safely and affordably (in line with projected population increase) | ~ | | | |
| | 4.4 Make public transport, cycling and walking easier and more attractive | - | | | |
| | 4.5 Encourage a switch from transporting freight by road to rail or water | ~ | | | |
| 5. Maintain and improve environmental quality and assets | 5.1 Protect and enhance habitats and species (taking account of climate change) | ~ | There is no explicit statement in the policy that will ensure historic buildings and townscape of note is protected enhanced – therefore there is some uncertainty against this sustainability | Urban Design Guide SPD | |
| | 5.2 Promote the conservation and wise use of land | ~ | | | |
| | 5.3 Protect and enhance landscape and townscape | ? | | | |
| | 5.4 Value and protect diversity and local distinctiveness including rural ways of life | ~ | | | |

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|--|--|---|--|--|---|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| | 5.5 Maintain and enhance cultural and historical assets | + | objective. Positive benefits should be realised from the promotion of cultural activities and attractions. Torquay Town Centre is subject to sewer flooding and the policy's commitment to ensuring that new development should take account of flood risk should ensure benefits against sustainability objectives to reduce vulnerabilities to flooding. | South West Regional Flood Appraisal (Feb 2007) | |
| | 5.6 Reduce vulnerability to flooding, sea level rise (taking account of climate change) | + | | | |
| | 5.7 Minimise habitat fragmentation and provide opportunities for new habitat creation or restoration | ~ | | | |
| 6. Minimise consumption of natural resources | 6.1 Reduce non-renewable energy consumption and carbon dioxide emissions | - | The policy does not make provision for sustainable design and construction methods (beyond accommodating flood risk). | Torbay SFRA | Potential improvement by including a separate policy with a commitment to sustainable design. |
| | 6.2 Keep water consumption within local carrying capacity limits (taking account of climate change) | ? | | | |
| | 6.3 Minimise consumption and extraction of minerals | ? | | | |
| | 6.4 Reduce waste not put to any use | ? | | | |
| | 6.5 Minimise land, water, air, light, noise and genetic pollution | ? | | | |
| | 6.6 Maintain and enhance the quality of Torbay's beaches and coastal waters | ~ | | | |
| <p>Summary: This policy performs well against sustainability objectives for the economy of community – its aims of promoting regeneration and diversity across the retail, cultural and leisure sector have the potential to provide long term benefits.</p> <p>The policy commitments rely on maintaining and improving car parking, with a presumption that car travel/ access will predominate. This is issue that can be addressed by clear policy commitments to ensuring affordable, reliable public transport provision and safe accessible routes for walking and cycling. Similarly the wider environmental and resource impacts of new develop remain uncertain without clear commitments to ensure sustainable design and development that accords with key standards (BREEAM/ Eco-Homes etc).</p> | | | | | |

Proposal CA5.1: The Harbourside (Terrace) Car Park (Suggested Wording)

The redevelopment of the Terrace Car Park site is proposed for approximately 18,960m² of new floorspace for a mix of office and leisure use and up to approximately 95 residential units, provided that:

1. An appropriate number of replacement long-stay public car parking spaces are provided as part of the development, to ensure adequate provision for uses in the harbour area;
2. The proposed uses do not conflict with nearby uses in terms of noise or disturbance; and
3. The development is designed to take account of its wider context in terms of scale, density, massing, height, landscaping, layout and access and the promotion of safety and security.

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|-------------------------------|--|---|---|--|---|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| 1. Improve Health | 1.1 Improve health and wellbeing | - | This policy focuses on the redevelopment of a car parking facility (including wider mixed uses). City centre car parking generates traffic causing noise, pollution and congestion. This form of development has clear negative impacts for health and wellbeing and does not support cycling and walking as the favoured modes of transport. Tormohun ward is currently the most deprived ward in Torbay and increased traffic will also expose the poorest people to more pollution and noise. The policy provides for improved leisure and accommodation which has potential long term health benefits by placing residential and recreational facilities in an accessible location. | THAAP Preferred Options (2007) | Linking car parking provision to public transport routes. Favourable space availability/ rates for hybrid & low emission vehicles, care share clubs. |
| | 1.2 Reduce health inequalities | ? | | | |
| | 1.3 Promote healthy lifestyles, especially routine daily exercise | - | | | |
| | 1.4 Allow for adequate provision of health services (in particular to address the high proportion of elderly residents) | ~ | | | |
| 2. Support communities | 2.1 Help make suitable housing available and affordable for everyone (to address a significant shortfall of affordable housing and projected increase in population) | ++ | The policy includes a commitment to mixed use development and the | Torquay Licensing Policy 2004. | |

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|---|--|---|--|--|---|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| that meet people's needs | 2.2 Give everyone access to learning, training skills and knowledge | ~ | provision of 95 residential units will bring benefits to a ward where more [affordable] housing is required. The development of leisure facilities will also place facilities near communities reducing the need to travel and providing greater support for local businesses, however there are potential problems relating to increased leisure use, particularly bars and pubs. | | |
| | 2.3 Reduce crime and fear of crime | ? | | | |
| | 2.4 Promote stronger and more vibrant communities | + | | | |
| | 2.5 Increase access to and participation in cultural activities | ~ | | | |
| 3. Develop the economy in ways that meet people's needs | 3.1 Promote diversification of the economy to provide a range of satisfying job opportunities. | + | Providing car parking near the Town Centre is beneficial for businesses. Placing additional accommodation near retail and leisure facilities benefits objectives that allow local people to meet their needs locally. Providing recreation leisure facilities within the Harbour area has the potential to encourage people to stay within the area providing benefits from reduced travel overall. A mixed use development could bring employment benefits with the potential to reduce reliance on seasonal work. | | |
| | 3.2 Help everyone afford a comfortable standard of living | + | | | |
| | 3.3 Reduce poverty and income inequality | ~ | | | |
| | 3.4 Meet local needs locally | ~ | | | |
| | 3.5 Increase the circulation of wealth within the region | ~ | | | |
| | 3.6 Harness the economic potential of the coast in a sustainable way | ~ | | | |
| | 3.7 Reduce vulnerability of the economy to climate change and harness opportunities arising | + | | | |
| | 3.8 Contribute to the regeneration and quality and diversity of the tourism industry | ~ | | | |
| | 3.9 Reduce reliance on seasonal and part time work within Torbay. | + | | | |
| 4. Provide access to meet peoples needs with least damage to communities and the environment | 4.1 Reduce the need/ desire to travel by car | - | The provision of car parking at current level maintains a car based transport system and has negative impacts for the sustainability objectives aimed at reducing the desire/ need to travel by car. Providing services/ retail outlets and | Local Transport Plan (LTP2) | Linking car parking provision to public transport routes. Favourable space availability/ rates for hybrid & low emission vehicles, |
| | 4.2 Reduce the need/ desire to travel by air | ~ | | | |
| | 4.3 Help everyone access basic services easily, safely and affordably (in line with projected population increase) | ~ | | | |
| | 4.4 Make public transport, cycling and walking easier and more attractive | ? | | | |
| | 4.5 Encourage a switch from transporting freight by road to | ~ | | | |

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|---|--|---|---|--|---|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| | rail or water | | employment near car parking can reduce the overall need to travel, however a car based transport network does not make cycling and walking easier. Some uncertainty against the sustainability objectives. | | care share clubs. |
| 5. Maintain and improve environmental quality and assets | 5.1 Protect and enhance habitats and species (taking account of climate change) | ~ | Redevelopment of the Terrace Car Park has the potential to bring minor benefits by enhancing the townscape, including through improved access and signage. Further detail would be required to determine the impact on flooding. | | |
| | 5.2 Promote the conservation and wise use of land | ~ | | | |
| | 5.3 Protect and enhance landscape and townscape | + | | | |
| | 5.4 Value and protect diversity and local distinctiveness including rural ways of life | ~ | | | |
| | 5.5 Maintain and enhance cultural and historical assets | ~ | | | |
| | 5.6 Reduce vulnerability to flooding, sea level rise (taking account of climate change) | ? | | | |
| | 5.7 Minimise habitat fragmentation and provide opportunities for new habitat creation or restoration | ~ | | | |
| 6. Minimise consumption of natural resources | 6.1 Reduce non-renewable energy consumption and carbon dioxide emissions | ? | Uncertain impact- could be addressed through separate policy. Car parking provision has implied negative impacts for objectives to reduce traffic emissions. | Urban Design Guide (2006) | |
| | 6.2 Keep water consumption within local carrying capacity limits (taking account of climate change) | ? | | | |
| | 6.3 Minimise consumption and extraction of minerals | ? | | | |
| | 6.4 Reduce waste not put to any use | ? | | | |
| | 6.5 Minimise land, water, air, light, noise and genetic pollution | - | | | |
| | 6.6 Maintain and enhance the quality of Torbay's beaches and coastal waters | ? | | | |

Summary:

The policy is focused on ensuring that car parking provision is maintained to provide adequate provision for uses in the Harbour area. Local businesses and facilities rely on being accessible to the local population and tourists and therefore parking provision is necessary and supports economic and elements of community objectives bringing positive benefits. This policy also supports sustainability objectives to meet local need for facilities and accommodation in a local context.

The policy performs less well against sustainability objectives aimed at reducing reliance on car travel and improving environmental conditions (for people and the natural environment).

Specifically, long term reliance on car transportation is inherently unsustainable and policies should aim to reduce the preference for car travel by making alternatives (public transport) more accessible and attractive. In addition, policies can encourage more sustainable car use in the short and medium term e.g. by providing preferential access parking for low emission vehicles, car share arrangements etc.

Proposal CA5.2: Torwood Street (Suggested Wording)

In order to improve the functioning and appearance of Torwood Street the following will be supported:

1. Proposals for the restoration and improvement of buildings;
2. Public realm improvements that improve safety and reinforce connections with the harbour; and
3. The retention of an appropriate mix of uses, taking account of the criteria in CA5 and the Torbay Licensing Policy.

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|--|--|---|--|--|---|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| 1. Improve Health | 1.1 Improve health and wellbeing | + | The policy is likely to have positive impacts/ benefits for the population by improving the street environment conditions. | Torbay Community Plan. Turning the Tide for Today. | |
| | 1.2 Reduce health inequalities | + | | | |
| | 1.3 Promote healthy lifestyles, especially routine daily exercise | + | The policy also supports aims to make the streetscape an attractive and to provide a safe environment. | | |
| | 1.4 Allow for adequate provision of health services (in particular to address the high proportion of elderly residents) | ~ | | | |
| 2. Support communities that meet people's needs | 2.1 Help make suitable housing available and affordable for everyone (to address a significant shortfall of affordable housing and projected increase in population) | ~ | The policy encourages restoration of the built environment and public realm, in particular focusing on safety and reinforcing connections with the Harbour. This approach has positive impacts for community sustainability objectives in the long term. | Torbay Licensing Policy | |
| | 2.2 Give everyone access to learning, training skills and knowledge | ~ | | | |
| | 2.3 Reduce crime and fear of crime | + | | | |
| | 2.4 Promote stronger and more vibrant communities | + | | | |
| | 2.5 Increase access to and participation in cultural activities | ? | Minor benefits will also be realised against objectives to reduce crime by ensuring that development takes account of criteria in CA5 and the Torbay Licensing Policy. | | |
| 3. Develop the economy in ways that meet people's needs | 3.1 Promote diversification of the economy to provide a range of satisfying job opportunities. | + | The policy supports a continuation of mixed uses in Torwood Street and this has benefits for sustainability objectives seeking to promote a diverse economy and ensure that local needs are met in | | |
| | 3.2 Help everyone afford a comfortable standard of living | ~ | | | |
| | 3.3 Reduce poverty and income inequality | ~ | | | |
| | 3.4 Meet local needs locally | + | | | |

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|---|--|---|---|---|---|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| | 3.5 Increase the circulation of wealth within the region | + | the Harbour area. Policy direction that allows local needs to be met has positive impacts for climate change issues by preventing unnecessary travel. | | |
| | 3.6 Harness the economic potential of the coast in a sustainable way | ~ | | | |
| | 3.7 Reduce vulnerability of the economy to climate change and harness opportunities arising | + | | | |
| | 3.8 Contribute to the regeneration and quality and diversity of the tourism industry | + | | | |
| | 3.9 Reduce reliance on seasonal and part time work within Torbay. | + | | | |
| 4. Provide access to meet peoples needs with least damage to communities and the environment | 4.1 Reduce the need/ desire to travel by car | + | The retention of mixed use and the improvement of the public realm as encouraged by the policy, has minor benefits for sustainability objectives to reduce car usage and encourage an improved pedestrian/ sustainable transport culture. | | |
| | 4.2 Reduce the need/ desire to travel by air | ~ | | | |
| | 4.3 Help everyone access basic services easily, safely and affordably (in line with projected population increase) | ~ | | | |
| | 4.4 Make public transport , cycling and walking easier and more attractive | + | | | |
| | 4.5 Encourage a switch from transporting freight by road to rail or water | ~ | | | |
| 5. Maintain and improve environmental quality and assets | 5.1 Protect and enhance habitats and species (taking account of climate change) | ~ | The policy provides clear support and benefits to sustainability objectives aimed at enhancing the townscape and historical assets of the Torwood Street area. | 'Our Heritage' A Five Year Plan for Torbay Council's Heritage Assets. | |
| | 5.2 Promote the conservation and wise use of land | ~ | | | |
| | 5.3 Protect and enhance landscape and townscape | + | | | |
| | 5.4 Value and protect diversity and local distinctiveness including rural ways of life | ~ | | | |
| | 5.5 Maintain and enhance cultural and historical assets | ++ | | | |
| | 5.6 Reduce vulnerability to flooding, sea level rise (taking account of climate change) | ~ | | | |
| | 5.7 Minimise habitat fragmentation and provide opportunities for new habitat creation or restoration | ~ | | | |
| 6. Minimise consumption of natural resources | 6.1 Reduce non-renewable energy consumption and carbon dioxide emissions | ~ | Policy support for restoration has clear benefits for minimising resources and ensuring that materials are recycled. | | |
| | 6.2 Keep water consumption within local carrying capacity limits (taking account of climate change) | ~ | | | |
| | 6.3 Minimise consumption and extraction of minerals | + | | | |
| | 6.4 Reduce waste not put to any use | ~ | | | |
| | 6.5 Minimise land, water, air, light, noise and genetic pollution | ~ | | | |

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|--|---|---|--|--|---|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| | 6.6 Maintain and enhance the quality of Torbay's beaches and coastal waters | ~ | | | |
| <p>Summary:</p> <p>This policy generates limited impacts against the SA Framework objectives. It's key influences are assessed as being largely positive, in some cases with clear benefits for townscape, for the community and in supporting wider aspirations for a more healthy and vibrant Harbour Area. Additional benefits are also likely in relation to safety/ crime and fear of crime issues through predicted improvements in streetscape and the promotion of a mixed use business environment.</p> <p>Potential improvements to the policy - which could be part of an overarching policy framework include - ensuring that public realm improvements support pedestrian access/ sustainable modes of travel and requiring that restoration and improvements works support sustainable design and consumption criteria.</p> | | | | | |

Proposal CA5.3: The Former Bus Depot (Suggested Wording)

The Former Bus Depot site, which appears to offer potential for approximately 10,470m² of new floorspace, has been identified as a long-term opportunity for a high density mixed-use redevelopment for leisure and related uses. The design should improve the attractiveness of the area and be designed to take account of the wider context in terms of scale, density, massing, height, landscaping, layout and access.

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|--|--|---|--|--|---|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| 1. Improve Health | 1.1 Improve health and wellbeing | + | The policy to redevelop this central/ prominent site (for leisure and related uses) would have positive impacts for health and wellbeing providing facilities in an easily accessible location for all. | | |
| | 1.2 Reduce health inequalities | + | | | |
| | 1.3 Promote healthy lifestyles, especially routine daily exercise | ~ | | | |
| | 1.4 Allow for adequate provision of health services (in particular to address the high proportion of elderly residents) | ~ | | | |
| 2. Support communities that meet people's needs | 2.1 Help make suitable housing available and affordable for everyone (to address a significant shortfall of affordable housing and projected increase in population) | ~ | Redevelopment at this site could bring positive impacts as new leisure facilities are likely to allow more people to meet their [leisure] needs within the existing Harbour Area. | | |
| | 2.2 Give everyone access to learning, training skills and knowledge | ~ | | | |
| | 2.3 Reduce crime and fear of crime | ? | | | |
| | 2.4 Promote stronger and more vibrant communities | + | The policy has minor benefits for supporting the development of more vibrant communities. Uncertainty exists as to how development may impact the observed negative issues associated with the evening economy. | | |
| | 2.5 Increase access to and participation in cultural activities | ? | | | |
| 3. Develop the economy in ways that meet people's needs | 3.1 Promote diversification of the economy to provide a range of satisfying job opportunities. | + | Redevelopment of the Bus Depot site would provide for a range of different employment needs providing positive impacts. Providing space for local business would also support sustainability objectives to meet local | | |
| | 3.2 Help everyone afford a comfortable standard of living | ? | | | |
| | 3.3 Reduce poverty and income inequality | ~ | | | |
| | 3.4 Meet local needs locally | + | | | |
| | 3.5 Increase the circulation of wealth within the region | ? | | | |

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|---|--|---|---|--|--|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| | 3.6 Harness the economic potential of the coast in a sustainable way | ~ | needs within the Harbour Area. | | |
| | 3.7 Reduce vulnerability of the economy to climate change and harness opportunities arising | ~ | The policy has clear benefits for regeneration and providing attractions that support the tourist industry, whilst delivering a mixed use development that provides greater year round working opportunities. | | |
| | 3.8 Contribute to the regeneration and quality and diversity of the tourism industry | + | | | |
| | 3.9 Reduce reliance on seasonal and part time work within Torbay. | + | | | |
| 4. Provide access to meet peoples needs with least damage to communities and the environment | 4.1 Reduce the need/ desire to travel by car | ? | May generate road traffic if leisure complex – and increased parking provision. | | Ensure that requirements for sustainable travel is accommodated in new developments (bus stops/ cycle lane/ secure storage/ good pedestrian access etc). |
| | 4.2 Reduce the need/ desire to travel by air | ~ | | | |
| | 4.3 Help everyone access basic services easily, safely and affordably (in line with projected population increase) | ~ | | | |
| | 4.4 Make public transport, cycling and walking easier and more attractive | + | | | |
| | 4.5 Encourage a switch from transporting freight by road to rail or water | ~ | | | |
| 5. Maintain and improve environmental quality and assets | 5.1 Protect and enhance habitats and species (taking account of climate change) | ~ | Redevelopment of the former Depot site and the policy's focus on enhancing the townscape and delivering development that respects the character of the Harbour Area has clear benefits for sustainability. | | Ensure potential flood issues are addressed. |
| | 5.2 Promote the conservation and wise use of land | ~ | | | |
| | 5.3 Protect and enhance landscape and townscape | ++ | | | |
| | 5.4 Value and protect diversity and local distinctiveness including rural ways of life | ~ | Policy direction for development to take account of contextual [historic] assets also supports sustainability objectives. | | |
| | 5.5 Maintain and enhance cultural and historical assets | + | | | |
| | 5.6 Reduce vulnerability to flooding, sea level rise (taking account of climate change) | - | | | |
| | 5.7 Minimise habitat fragmentation and provide opportunities for new habitat creation or restoration | ~ | | | |
| 6. Minimise | 6.1 Reduce non-renewable energy consumption and carbon dioxide emissions | ? | Impacts of the current policy on these | Urban Design | |

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|--|---|---|--|--|---|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| consumption of natural resources | 6.2 Keep water consumption within local carrying capacity limits (taking account of climate change) | ? | sustainability criteria cannot be determined- separate policy recommended. | Guide SPD | |
| | 6.3 Minimise consumption and extraction of minerals | ? | | | |
| | 6.4 Reduce waste not put to any use | ? | | | |
| | 6.5 Minimise land, water, air, light, noise and genetic pollution | ? | | | |
| | 6.6 Maintain and enhance the quality of Torbay's beaches and coastal waters | ? | | | |
| Summary: | | | | | |
| <p>This policy is well supported by the sustainability appraisal. The policy aims to improve and regenerate the site, whilst respecting the character and local needs of the area are strongly resonant with sustainability issues. Development guided by this policy should provide economic regeneration opportunities and make substantial improvements to the townscape and aesthetic of the part of the Harbour Area.</p> <p>Potential areas for improvement, include ensuring that the development reflect aspirations for a less car dependant, more sustainable transport system [i.e. assessing the need for parking as part of any redevelopment].</p> | | | | | |

Proposal CA5.4: Victoria Parade (Suggested Wording)

In order to improve the functioning and appearance of Victoria Parade, in addition to the public realm improvements proposed in Proposal CA1.5, the following will be supported:

1. The retention of an appropriate mix of uses taking account the criteria in Policy CA5 and the Torbay Licensing Policy;
2. Proposals for the restoration/improvement of prominent buildings that contribute to the character of the area; and
3. Redevelopment proposals that are well-designed and suitable for a mix of uses taking account the criteria in Policy CA5, with a particular preference for 'niche retailing'. Where appropriate, proposals should respect the original building plot.

The redevelopment of land to the rear of properties in Victoria Parade will be supported where development can be integrated satisfactorily with the proposals set out above.

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|--|--|---|---|---|---|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| 1. Improve Health | 1.1 Improve health and wellbeing | + | The policy guides redevelopment of key waterfront shopping/ mixed use street where improvements will provide positive benefits for wellbeing by enhancing the surroundings. | Torbay Licensing Policy | |
| | 1.2 Reduce health inequalities | ~ | | | |
| | 1.3 Promote healthy lifestyles, especially routine daily exercise | ~ | | | |
| | 1.4 Allow for adequate provision of health services (in particular to address the high proportion of elderly residents) | ~ | | | |
| 2. Support communities that meet people's needs | 2.1 Help make suitable housing available and affordable for everyone (to address a significant shortfall of affordable housing and projected increase in population) | ~ | The policy is encouraging a range of businesses that support the needs of local communities by improving the retail offer and potentially employment opportunities. Positive long term benefit. | | |
| | 2.2 Give everyone access to learning, training skills and knowledge | ~ | | | |
| | 2.3 Reduce crime and fear of crime | +/? | | | |
| | 2.4 Promote stronger and more vibrant communities | + | | | |
| | 2.5 Increase access to and participation in cultural activities | + | | | |
| 3. Develop the economy in ways that meet people's needs | 3.1 Promote diversification of the economy to provide a range of satisfying job opportunities. | ++ | The policy provides direct support for sustainability objectives aimed at providing premises for a range of different employment needs. Clear long term benefits. Support for niche retailing also | Torbay Community Plan Turning the Tide for Torbay | |
| | 3.2 Help everyone afford a comfortable standard of living | ? | | | |
| | 3.3 Reduce poverty and income inequality | ~ | | | |
| | 3.4 Meet local needs locally | + | | | |
| | 3.5 Increase the circulation of wealth within the region | ++ | | | |
| | 3.6 Harness the economic potential of the coast in a | + | | | |

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|---|--|---|---|---|---|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| | sustainable way | | | | |
| | 3.7 Reduce vulnerability of the economy to climate change and harness opportunities arising | + | potentially promotes regional and local markets supporting sustainability objectives to increase wealth circulation within the region. | | |
| | 3.8 Contribute to the regeneration and quality and diversity of the tourism industry | + | | | |
| | 3.9 Reduce reliance on seasonal and part time work within Torbay. | + | | | |
| 4. Provide access to meet peoples needs with least damage to communities and the environment | 4.1 Reduce the need/ desire to travel by car | + | Policy support for a mixed use retail area has potential benefits for reduced car usage – where needs can be served within one area. | | |
| | 4.2 Reduce the need/ desire to travel by air | ~ | | | |
| | 4.3 Help everyone access basic services easily, safely and affordably (in line with projected population increase) | ~ | No obvious impacts for transport issues arising from this policy. | | |
| | 4.4 Make public transport, cycling and walking easier and more attractive | ~ | | | |
| | 4.5 Encourage a switch from transporting freight by road to rail or water | ~ | | | |
| 5. Maintain and improve environmental quality and assets | 5.1 Protect and enhance habitats and species (taking account of climate change) | ~ | The policy provides clear direction that regeneration/ redevelopment activity should improve the character and presentation of the building and streetscape leading to clear benefits in the long term for the townscape. | Torbay Cultural Strategy | Ensure potential flood issues are addressed. |
| | 5.2 Promote the conservation and wise use of land | ~ | | | |
| | 5.3 Protect and enhance landscape and townscape | ++ | | | |
| | 5.4 Value and protect diversity and local distinctiveness including rural ways of life | ~ | Potential negative impacts from flood issues at this location – should be considered as part of development proposals. | Torquay Harbour Conservation Area Management Plan | |
| | 5.5 Maintain and enhance cultural and historical assets | +/? | | | |
| | 5.6 Reduce vulnerability to flooding, sea level rise (taking account of climate change) | - | | | |
| | 5.7 Minimise habitat fragmentation and provide opportunities for new habitat creation or restoration | ~ | | | |
| 6. Minimise consumption of natural resources | 6.1 Reduce non-renewable energy consumption and carbon dioxide emissions | +/? | There are potentially positive impacts in relation to materials reuse and energy consumption from developments that follow design codes and criteria. | Urban Design SPD | |
| | 6.2 Keep water consumption within local carrying capacity limits (taking account of climate change) | ? | | | |
| | 6.3 Minimise consumption and extraction of minerals | + | | | |
| | 6.4 Reduce waste not put to any use | ? | Impacts on wider issues of water consumption, waste management and pollution cannot be determined at this stage and are largely dependant on design/ build criteria. | | |
| | 6.5 Minimise land, water, air, light, noise and genetic pollution | ? | | | |
| | 6.6 Maintain and enhance the quality of Torbay's beaches and coastal waters | +/? | | | |

Summary:

This policy performs well against the key issues of economy, community and health. The policy intent clearly supports sustainability objectives for an improved environment that respects historic assets, great economic diversity that is more sustainable in the long term - and that provides for the needs of local people (in relation to employment and tourist economy).

CA6: Residential Character Area

The **residential use of this Character Area should be safeguarded. Permission will not be granted** for the introduction of uses that would cause significant **adverse harm to the residential character** of the area or to the **amenities** of nearby residents.

Any proposals for improvement works to buildings within the Character Area will be supported where they **preserve or enhance the important historic character of the area.**

The current **road layout will be maintained and traffic flow managed**, unless it can be demonstrated that alterations will not harm the amenities of nearby residents.

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|--|--|---|---|--|---|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| 1. Improve Health | 1.1 Improve health and wellbeing | ++ | The policy safeguards the residential use of this character area, and preserves the amenity and aesthetic value of the area, therefore positive effect on wellbeing. | | |
| | 1.2 Reduce health inequalities | ~ | | | |
| | 1.3 Promote healthy lifestyles, especially routine daily exercise | ~ | | | |
| | 1.4 Allow for adequate provision of health services (in particular to address the high proportion of elderly residents) | ~ | | | |
| 2. Support communities that meet people's needs | 2.1 Help make suitable housing available and affordable for everyone (to address a significant shortfall of affordable housing and projected increase in population) | ? | The policy will help to promote stronger communities through the restriction of development ensuring that it will preserve or enhance the important historic and residential character of the area. Residential areas also promote passive surveillance of streets, enhancing safety. | | |
| | 2.2 Give everyone access to learning, training skills and knowledge | ~ | | | |
| | 2.3 Reduce crime and fear of crime | + | | | |
| | 2.4 Promote stronger and more vibrant communities | + | | | |
| | 2.5 Increase access to and participation in cultural activities | ~ | | | |
| 3. Develop the economy in ways that meet people's needs | 3.1 Promote diversification of the economy to provide a range of satisfying job opportunities. | ~ | Minor positive effect on the economy as regeneration dependent on a residential population. | | |
| | 3.2 Help everyone afford a comfortable standard of living | + | | | |
| | 3.3 Reduce poverty and income inequality | ~ | | | |

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|---|--|---|---|--|---|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| | 3.4 Meet local needs locally | ~ | | | |
| | 3.5 Increase the circulation of wealth within the region | ~ | | | |
| | 3.6 Harness the economic potential of the coast in a sustainable way | ~ | | | |
| | 3.7 Reduce vulnerability of the economy to climate change and harness opportunities arising | ~ | | | |
| | 3.8 Contribute to the regeneration and quality and diversity of the tourism industry | ~ | | | |
| | 3.9 Reduce reliance on seasonal and part time work within Torbay. | ~ | | | |
| 4. Provide access to meet peoples needs with least damage to communities and the environment | 4.1 Reduce the need/ desire to travel by car | ~ | | | |
| | 4.2 Reduce the need/ desire to travel by air | ~ | | | |
| | 4.3 Help everyone access basic services easily, safely and affordably (in line with projected population increase) | ~ | | | |
| | 4.4 Make public transport , cycling and walking easier and more attractive | ~ | | | |
| | 4.5 Encourage a switch from transporting freight by road to rail or water | ~ | | | |
| 5. Maintain and improve environmental quality and assets | 5.1 Protect and enhance habitats and species (taking account of climate change) | ~ | The policy ensures that the residential character of the area is safeguarded and therefore has a long-term-positive impact on the townscape of the area. The policy will have long-term positive impacts through the restriction of development to ensure that any developments will preserve or enhance the historic character of the area. | | |
| | 5.2 Promote the conservation and wise use of land | ~ | | | |
| | 5.3 Protect and enhance landscape and townscape | ++ | | | |
| | 5.4 Value and protect diversity and local distinctiveness including rural ways of life | ~ | | | |
| | 5.5 Maintain and enhance cultural and historical assets | ++ | | | |
| | 5.6 Reduce vulnerability to flooding, sea level rise (taking account of climate change) | ~ | | | |
| | 5.7 Minimise habitat fragmentation and provide opportunities for new habitat creation or restoration | ~ | | | |
| 6. Minimise consumption of natural resources | 6.1 Reduce non-renewable energy consumption and carbon dioxide emissions | ~ | No obvious impact. | | |
| | 6.2 Keep water consumption within local carrying capacity limits (taking account of climate change) | ~ | | | |
| | 6.3 Minimise consumption and extraction of minerals | ~ | | | |
| | 6.4 Reduce waste not put to any use | ~ | | | |
| | 6.5 Minimise land, water, air, light, noise and genetic | ~ | | | |

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|--|---|---|--|--|---|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| | pollution | | | | |
| | 6.6 Maintain and enhance the quality of Torbay's beaches and coastal waters | ~ | | | |
| <p>Summary:</p> <p>The policy performs well against the objectives relating to health, townscape and historic assets. The policy safeguards the residential use of this character area, ensuring that no adverse harm will come to the residential character of the area or to the amenities of nearby residents. This will have long-term positive impacts for the wellbeing of the inhabitants of the character area. It also ensures that the residential character of the area is safeguarded and therefore has a long-term-positive impact on the townscape of the area. The policy will have long-term positive impacts through the restriction of development to ensure that any developments will preserve or enhance the important historic and residential character of the area.</p> | | | | | |

Policy THAAP2: The Working Harbour

The existing **working harbour functions** should be **safeguarded and allowed a degree of flexibility**, in order for the **harbour to be able to adapt** in a **sustainable** manner to changing circumstances.

Proposals that allow **the growth of Torquay Harbour and its commercial activities will be supported**, subject to related policies in the Area Action Plan.

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|--|--|---|---|--|---|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| 1. Improve Health | 1.1 Improve health and wellbeing | + | The protection of the working harbour functions has long-term positive impacts for the wellbeing and health of the people employed in these activities. | | |
| | 1.2 Reduce health inequalities | ~ | | | |
| | 1.3 Promote healthy lifestyles, especially routine daily exercise | ~ | | | |
| | 1.4 Allow for adequate provision of health services (in particular to address the high proportion of elderly residents) | ~ | | | |
| 2. Support communities that meet people's needs | 2.1 Help make suitable housing available and affordable for everyone (to address a significant shortfall of affordable housing and projected increase in population) | ~ | | | |
| | 2.2 Give everyone access to learning, training skills and knowledge | ~ | | | |
| | 2.3 Reduce crime and fear of crime | ~ | | | |
| | 2.4 Promote stronger and more vibrant communities | ~ | | | |
| | 2.5 Increase access to and participation in cultural activities | ~ | | | |
| 3. Develop the economy in ways that meet people's needs | 3.1 Promote diversification of the economy to provide a range of satisfying job opportunities. | ++ | The protection of the existing working harbour functions has positive economic effects through retaining employment and supporting the local fishing industry. The working harbour also encompasses activities surrounding the tourist industry. Therefore the retention of the working function will have long term positive regenerative effects. | | |
| | 3.2 Help everyone afford a comfortable standard of living | + | | | |
| | 3.3 Reduce poverty and income inequality | + | | | |
| | 3.4 Meet local needs locally | ++ | | | |
| | 3.5 Increase the circulation of wealth within the region | ++ | | | |
| | 3.6 Harness the economic potential of the coast in a sustainable way | + | | | |
| | 3.7 Reduce vulnerability of the economy to climate change and harness opportunities arising | ~ | | | |
| | 3.8 Contribute to the regeneration and quality and diversity | ++ | | | |

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|---|--|---|--|--|---|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| | of the tourism industry | | | | |
| | 3.9 Reduce reliance on seasonal and part time work within Torbay. | + | | | |
| 4. Provide access to meet peoples needs with least damage to communities and the environment | 4.1 Reduce the need/ desire to travel by car | ~ | | | |
| | 4.2 Reduce the need/ desire to travel by air | ~ | | | |
| | 4.3 Help everyone access basic services easily, safely and affordably (in line with projected population increase) | ~ | | | |
| | 4.4 Make public transport, cycling and walking easier and more attractive | ~ | | | |
| | 4.5 Encourage a switch from transporting freight by road to rail or water | ~ | | | |
| 5. Maintain and improve environmental quality and assets | 5.1 Protect and enhance habitats and species (taking account of climate change) | ~ | The policy ensures the retention of the working harbour which will help to retain local seascapes and the local distinctiveness of the area. | | |
| | 5.2 Promote the conservation and wise use of land | ~ | | | |
| | 5.3 Protect and enhance landscape and townscape | ++ | | | |
| | 5.4 Value and protect diversity and local distinctiveness including rural ways of life | + | | | |
| | 5.5 Maintain and enhance cultural and historical assets | ~ | | | |
| | 5.6 Reduce vulnerability to flooding, sea level rise (taking account of climate change) | ~ | | | |
| | 5.7 Minimise habitat fragmentation and provide opportunities for new habitat creation or restoration | ~ | | | |
| 6. Minimise consumption of natural resources | 6.1 Reduce non-renewable energy consumption and carbon dioxide emissions | ~ | | | |
| | 6.2 Keep water consumption within local carrying capacity limits (taking account of climate change) | ~ | | | |
| | 6.3 Minimise consumption and extraction of minerals | ~ | | | |
| | 6.4 Reduce waste not put to any use | ~ | | | |
| | 6.5 Minimise land, water, air, light, noise and genetic pollution | ~ | | | |
| | 6.6 Maintain and enhance the quality of Torbay's beaches and coastal waters | ~ | | | |

Summary:

The policy seeks to ensure the retention of the working harbour and does not propose any new development proposals, as a result the majority of the objectives are found not to be relevant in relation to this policy. The policy did however perform well against objectives relating to health, tourism and the character of the area.

The protection of the working harbour functions will have a long-term positive economic impact through retaining employment and supporting the local fishing and tourism industries.

APPENDIX G: SA of Draft Consultation Document (Regulation 25) 2009

SA of THAAP Vision & Objectives (2009)

The THAAP's Vision contains similar aspirations to that of its predecessor which includes fulfilling the Harbour's potential as a place of a high quality that is used by both the local community and visitors. The previous Strategic Vision was found to be compatible with the SA objectives, especially against the high level objectives relating to health, communities and the economy; this is all still applicable. A thriving tourism/leisure industry, a range of year-round employment and a safe environment are all required to achieve a place of exceptional quality that is used by both the local community and visitors.

The THAAP objectives have evolved since they were previously assessed for compatibility against the SA objectives. They have been amended to now indicate the types of development and actions necessary to deliver the THAAP's Vision. The findings of the previous compatibility analysis are still relevant as the old objectives outlined the potential outcomes of the current objectives. For example, delivering new quality employment opportunities (Current Obj 3) could help to improve the social and economic performance of the Harbour area (previous Obj 4B). The amended THAAP objectives are therefore considered to be compatible with the SA objectives.

Detailed SA of Strategic Harbour Policies THS to TH3

Key:

| | | | |
|----|-------------------|----|-----------------------------|
| ++ | Clear benefits | -- | Clear negative impacts |
| + | Minor benefits | - | Minor negative impacts |
| ~ | No obvious impact | ? | Impact cannot be determined |

Policy THS A Sustainable Harbour area

The Council will require development to be sustainable.
New development in the Harbour area will be required to:

- a) Contribute to a balanced mixture of uses, in particular those that support the area’s revitalisation, social fabric, quality of life and assist economic diversity and choice;
- b) Allow for the continued day-to-day operation of the ‘working harbour’;
- c) Be of a high quality design which is fit for purpose and creates an attractive, usable, safe and accessible place with a strong sense of local identity;
- d) Make the best use of land by achieving a level of development appropriate to its Conservation Area status and urban character;
- e) Ensure a healthy environment for the users of all new development;
- f) Conserve the natural environment, avoiding harmful impacts on Tor Bay;
- g) Provide and promote alternatives to the private car to make the Harbour accessible to all and be acceptable in terms of any additional traffic which is generated and on-site car parking provision.

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|--|--|---|---|--|---|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| 1. Improve Health | 1.1 Improve health and wellbeing | ++ | The policy ensures a healthy environment for the users of all new development in the Harbour; this will have long-term positive impacts on health of the residents and visitors. Making the Harbour accessible to all through the provision and promotion of alternatives to the private car will have in-direct positive impacts on health by encouraging walking and cycling in the area. | The Community Plan 2007. Turning the Tide for Today. | |
| | 1.2 Reduce health inequalities | + | | | |
| | 1.3 Promote healthy lifestyles, especially routine daily exercise | + | | | |
| | 1.4 Allow for adequate provision of health services (in particular to address the high proportion of elderly residents) | ~ | | | |
| 2. Support communities that meet people’s needs | 2.1 Help make suitable housing available and affordable for everyone (to address a significant shortfall of affordable housing and projected increase in population) | + | The policy encourages new development to contribute to a balanced mix of uses that will support revitalisation, the social fabric and | | |

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|--|--|---|---|---|---|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| | 2.2 Give everyone access to learning, training skills and knowledge | ~ | <p>quality of life. The policy itself does not propose the development of any particular uses as these are covered in subsequent policies. It does however; promote the provision of development that will lead to a balanced mix of uses, which will have a positive impact on the SA sub-objectives that relate to the provision of housing and facilities.</p> <p>Requiring new development to be of high quality design to create a safe place with a strong sense of local identity will have positive impacts on the reduction and fear of crime. This along with the revitalisation of the Harbour area through development that contributes to the social fabric and quality of life will help to create a stronger and more vibrant community.</p> | www.securedbydesign.com | |
| | 2.3 Reduce crime and fear of crime | + | | | |
| | 2.4 Promote stronger and more vibrant communities | ++ | | | |
| | 2.5 Increase access to and participation in cultural activities | + | | | |
| 3. Develop the economy in ways that meet people's needs | 3.1 Promote diversification of the economy to provide a range of satisfying job opportunities. | ++ | <p>New development will contribute to a balanced mix of uses, assisting economic diversity and choice and improving the built environment. This has the potential to lead to increased investment, which could provide a greater mix of employment opportunities in the area. This will allow a greater proportion of the population to secure regular employment, therefore reducing poverty and income inequality in one of the most deprived areas in Torbay.</p> <p>Improvement of the Harbour's</p> | Towards Torbay's New Economy - Economic Regeneration Strategy 2006-2016 | |
| | 3.2 Help everyone afford a comfortable standard of living | + | | | |
| | 3.3 Reduce poverty and income inequality | + | | | |
| | 3.4 Meet local needs locally | + | | | |
| | 3.5 Increase the circulation of wealth within the region | + | | | |
| | 3.6 Harness the economic potential of the coast in a sustainable way | + | | | |
| | 3.7 Reduce vulnerability of the economy to climate change and harness opportunities arising | + | | | |
| | 3.8 Contribute to the regeneration and quality and diversity of the tourism industry | ++ | | | |
| | 3.9 Reduce reliance on seasonal and part time work within Torbay. | + | | | |

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|---|--|---|---|---|---|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| | | | attractiveness and vitality, along with improvements to the built environment will all aid in regenerating and diversifying the tourism industry in the area. | | |
| 4. Provide access to meet peoples needs with least damage to communities and the environment | 4.1 Reduce the need/ desire to travel by car | ++ | The policy requires that all new development provides and promotes alternatives to the private car in order to make the Harbour accessible to all. This has the potential to improve walking and cycling access into the Harbour and therefore reduce then need to travel by car. The policy also ensures that new development will allow the continued day-to-day operation of the working Harbour, which provides the opportunity for freight to be transported by water rather than road. | | |
| | 4.2 Reduce the need/ desire to travel by air | ? | | | |
| | 4.3 Help everyone access basic services easily, safely and affordably (in line with projected population increase) | ~ | | | |
| | 4.4 Make public transport , cycling and walking easier and more attractive | + | | | |
| | 4.5 Encourage a switch from transporting freight by road to rail or water | + | | | |
| 5. Maintain and improve environmental quality and assets | 5.1 Protect and enhance habitats and species (taking account of climate change) | ++ | The policy requires that new development will conserve the natural environment, avoiding harmful impacts on Tor Bay which will have positive impacts on the protection of habitats and species. It also requires that development makes the best use of land to ensure that it is appropriate to its Conservation Area status, which will have a positive impact on the protection of historical assets in the Harbour area. | 'Our Heritage' A Five Year Plan for Torbay Council's Heritage Assets. | |
| | 5.2 Promote the conservation and wise use of land | ++ | | | |
| | 5.3 Protect and enhance landscape and townscape | + | | | |
| | 5.4 Value and protect diversity and local distinctiveness including rural ways of life | + | | | |
| | 5.5 Maintain and enhance cultural and historical assets | ++ | | | |
| | 5.6 Reduce vulnerability to flooding, sea level rise (taking account of climate change) | ~ | | | |
| | 5.7 Minimise habitat fragmentation and provide opportunities for new habitat creation or restoration | ~ | | | |

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|---|---|---|--|--|---|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| 6. Minimise consumption of natural resources | 6.1 Reduce non-renewable energy consumption and carbon dioxide emissions | + | The policy requires that all new development provides and promotes alternatives to the private car, which could reduce the need to travel by car and therefore has the potential to reduce emissions. It also requires that new development will conserve the natural environment, avoiding harmful impacts on Tor Bay which will have positive impacts on Torbay's beaches and coastal waters. The policy itself does not identify specific measures to minimise consumption of natural resources as these are covered in subsequent policies. | | |
| | 6.2 Keep water consumption within local carrying capacity limits (taking account of climate change) | ? | | | |
| | 6.3 Minimise consumption and extraction of minerals | ? | | | |
| | 6.4 Reduce waste not put to any use | ? | | | |
| | 6.5 Minimise land, water, air, light, noise and genetic pollution | ? | | | |
| | 6.6 Maintain and enhance the quality of Torbay's beaches and coastal waters | + | | | |
| Summary: | | | | | |
| <p>The policy was appraised as having positive impacts on all the SA high level objectives, particularly against SA objectives relating to health, social inclusion, the economy and environmental quality. It will have long-term positive impacts on the vitality of the Harbour by ensuring that development contributes to a balanced mix of uses, which will assist the regeneration of the economy and therefore reduce poverty through an increased range of employment opportunities and income inequality in one of the most deprived areas in Torbay. Requiring high quality design for all new development and improving access to the Harbour could regenerate and diversify the tourism industry in the area through increasing the attractiveness of the Harbour.</p> <p>The previously mentioned benefits to the economy along with an improved built environment will assist in reducing crime and improving social inclusion, which will help to create a stronger and more vibrant community. There will also be positive impacts on the health of residents and visitors as the policy ensures a healthy environment for all users of all new development in the Harbour. Making the Harbour accessible to all through the provision and promotion of alternatives to the private car will have in-direct positive impacts on health by encouraging walking and cycling in the area.</p> <p>The policy requires that new development will conserve the natural environment, avoiding harmful impacts on Tor Bay which will have positive impacts on the protection of habitats and species and have indirect positive effects on the quality of Torbay's beaches and coastal waters.</p> | | | | | |

Policy TH1 Sustainable construction and design

Recognising the significance of Torquay Harbour as a centrepiece for the Bay’s regeneration, it is important that sustainable construction and design are embedded in new development as an exemplar for the Bay. New developments will be required to:

- Show that energy consumption, carbon emissions and the use of materials during the lifetime of the building have been minimised through effective design and appropriate construction methods;
- Be suitable for the current climate and adaptable to the predicted effects of future climate change;
- Demonstrate that 10% of the energy that will be used comes from renewable or low carbon and local energy sources, unless it can be argued this is harmful to the development’s setting, local amenity or viability;
- Provide evidence that the Development Management Sustainability Checklist has been adhered to during the development process.

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|--|--|---|--|--|---|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| 1. Improve Health | 1.1 Improve health and wellbeing | + | There is the potential for indirect positive effects on health and wellbeing through minimising the consumption of natural resources. The policy also requires that new developments are adaptable to the predicted effects of future climate change, such as increased flooding, which can have negative impacts on the health of the population. | | |
| | 1.2 Reduce health inequalities | ~ | | | |
| | 1.3 Promote healthy lifestyles, especially routine daily exercise | ~ | | | |
| | 1.4 Allow for adequate provision of health services (in particular to address the high proportion of elderly residents) | ~ | | | |
| 2. Support communities that meet people’s needs | 2.1 Help make suitable housing available and affordable for everyone (to address a significant shortfall of affordable housing and projected increase in population) | - | Requiring high levels of sustainable design and construction could have implications for deliverability of lower cost market housing, e.g. for first time buyers due to the associated costs. The sustainable design of new developments also has the potential to | | |
| | 2.2 Give everyone access to learning, training skills and knowledge | ~ | | | |
| | 2.3 Reduce crime and fear of crime | + | | | |
| | 2.4 Promote stronger and more vibrant communities | + | | | |

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|---|--|---|--|--|---|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| | 2.5 Increase access to and participation in cultural activities | ~ | reduce crime and the fear of crime, therefore having positive impacts on the Harbour community. | | |
| 3. Develop the economy in ways that meet people's needs | 3.1 Promote diversification of the economy to provide a range of satisfying job opportunities. | ~ | The policy will have positive impacts by reducing the vulnerability of the economy to climate change through requiring new developments to be adaptable to the predicted effects of climate change. Sustainable construction leads to lower running costs - important for those on lower incomes. High quality sustainable commercial development may also attract inward investment. | | |
| | 3.2 Help everyone afford a comfortable standard of living | + | | | |
| | 3.3 Reduce poverty and income inequality | + | | | |
| | 3.4 Meet local needs locally | ~ | | | |
| | 3.5 Increase the circulation of wealth within the region | ~ | | | |
| | 3.6 Harness the economic potential of the coast in a sustainable way | ~ | | | |
| | 3.7 Reduce vulnerability of the economy to climate change and harness opportunities arising | + | | | |
| | 3.8 Contribute to the regeneration and quality and diversity of the tourism industry | + | | | |
| | 3.9 Reduce reliance on seasonal and part time work within Torbay. | ~ | | | |
| 4. Provide access to meet peoples needs with least damage to communities and the environment | 4.1 Reduce the need/ desire to travel by car | + | The sustainable design of new developments should ensure that opportunities for walking and cycling are incorporated in site layouts. | | |
| | 4.2 Reduce the need/ desire to travel by air | ~ | | | |
| | 4.3 Help everyone access basic services easily, safely and affordably (in line with projected population increase) | ~ | | | |
| | 4.4 Make public transport, cycling and walking easier and more attractive | + | | | |
| | 4.5 Encourage a switch from transporting freight by road to rail or water | ~ | | | |
| 5. Maintain and improve environmental quality and assets | 5.1 Protect and enhance habitats and species (taking account of climate change) | + | The policy will have indirect positive effects on habitats and species through reduced emissions and water consumption, which could lead to improvements in the environmental quality of the Harbour. | | |
| | 5.2 Promote the conservation and wise use of land | + | | | |
| | 5.3 Protect and enhance landscape and townscape | + | | | |
| | 5.4 Value and protect diversity and local distinctiveness including rural ways of life | + | | | |
| | 5.5 Maintain and enhance cultural and historical assets | ~ | | | |

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|--|--|---|--|---|---|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| | 5.6 Reduce vulnerability to flooding, sea level rise (taking account of climate change) | + | The policy requires that new developments are adaptable to the predicted effects of future climate change, which includes increased flooding. | | |
| | 5.7 Minimise habitat fragmentation and provide opportunities for new habitat creation or restoration | ? | | | |
| 6. Minimise consumption of natural resources | 6.1 Reduce non-renewable energy consumption and carbon dioxide emissions | ++ | The policy will have long-term positive effects on reducing the consumption of natural resources within the Harbour area. New developments are required to show that energy consumption, carbon emissions and the use of materials are minimised during the lifetime of the building through sustainable construction and design. Sustainable construction and design will also ensure that new developments incorporate water efficiency measures, which will assist in keeping water consumption within local carrying capacity limits. | A Climate Change Strategy for Torbay 2008-2013. | |
| | 6.2 Keep water consumption within local carrying capacity limits (taking account of climate change) | ++ | | | |
| | 6.3 Minimise consumption and extraction of minerals | ++ | | | |
| | 6.4 Reduce waste not put to any use | ++ | | | |
| | 6.5 Minimise land, water, air, light, noise and genetic pollution | + | | | |
| | 6.6 Maintain and enhance the quality of Torbay's beaches and coastal waters | + | | | |
| Summary: | | | | | |
| <p>The SA assessed that the policy has the potential to have long-term positive impacts on reducing the consumption of natural resources through requiring that new development incorporate sustainable construction and design. New developments will be required to show that energy consumption, carbon emissions and the use of materials are minimised during the lifetime of the building. This will have indirect positive impacts on habitats and species through reduced emissions, water consumption and pollution incidents, which could lead to improvements in the environmental quality of the Harbour. This will also have associated benefits for the health of the community.</p> <p>The policy also requires that new developments are adaptable to the predicted effects of future climate change, such as increased flooding. The policy therefore has the potential to reduce the risk of flooding, which could reduce the vulnerability of the economy to climate change and improve the health of the population.</p> <p>The appraisal also identified that requiring high levels of sustainable design and construction could have implications for deliverability of lower cost market housing, e.g. the first time buyers due to the associated costs.</p> | | | | | |

Policy TH2 Flooding and coastal management

There is a significant risk of flooding in the Harbour area. New developments will be required to:

- Take account of current and future flood issues and reduce the risk of all forms of flooding both to and from the development;
- In flood risk areas, provide appropriate flood risk management measures;
- Prepare a Flood Risk Assessment showing how the risk of all forms of flooding have been minimised over the development’s lifetime, taking the impact of future climate change into account;
- Be compatible with the strategic objectives of the “Shoreline Management Plan” for managing the risk to people, property and the natural environment.

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|--|--|---|---|--|---|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| 1. Improve Health | 1.1 Improve health and wellbeing | + | The policy could have indirect positive effects on health and wellbeing through reduced flood risk. | | |
| | 1.2 Reduce health inequalities | ~ | | | |
| | 1.3 Promote healthy lifestyles, especially routine daily exercise | ~ | | | |
| | 1.4 Allow for adequate provision of health services (in particular to address the high proportion of elderly residents) | ~ | | | |
| 2. Support communities that meet people’s needs | 2.1 Help make suitable housing available and affordable for everyone (to address a significant shortfall of affordable housing and projected increase in population) | ~ | No significant impact. | | |
| | 2.2 Give everyone access to learning, training skills and knowledge | ~ | | | |
| | 2.3 Reduce crime and fear of crime | ~ | | | |

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|---|--|---|---|--|---|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| | 2.4 Promote stronger and more vibrant communities | ~ | | | |
| | 2.5 Increase access to and participation in cultural activities | ~ | | | |
| 3. Develop the economy in ways that meet people's needs | 3.1 Promote diversification of the economy to provide a range of satisfying job opportunities. | ~ | The policy will have positive impacts by reducing the vulnerability of the economy to climate change through requiring new developments to prepare FRAs and reduce the risk of all forms of flooding. | PPS 25: Development and Flood Risk | |
| | 3.2 Help everyone afford a comfortable standard of living | ~ | | | |
| | 3.3 Reduce poverty and income inequality | ~ | | | |
| | 3.4 Meet local needs locally | ~ | | | |
| | 3.5 Increase the circulation of wealth within the region | ~ | | | |
| | 3.6 Harness the economic potential of the coast in a sustainable way | ~ | | | |
| | 3.7 Reduce vulnerability of the economy to climate change and harness opportunities arising | + | | | |
| | 3.8 Contribute to the regeneration and quality and diversity of the tourism industry | ~ | | | |
| | 3.9 Reduce reliance on seasonal and part time work within Torbay. | ~ | | | |
| 4. Provide access to meet peoples needs with least damage to communities and the environment | 4.1 Reduce the need/ desire to travel by car | ~ | No significant impact. | | |
| | 4.2 Reduce the need/ desire to travel by air | ~ | | | |
| | 4.3 Help everyone access basic services easily, safely and affordably (in line with projected population increase) | ~ | | | |
| | 4.4 Make public transport , cycling and walking easier and more attractive | ~ | | | |
| | 4.5 Encourage a switch from transporting freight by road to rail or water | ~ | | | |
| 5. Maintain and improve environmental quality and assets | 5.1 Protect and enhance habitats and species (taking account of climate change) | ~ | The policy will have long-term positive effects on reducing flood risk through requiring new developments to prepare FRAs and reduce the risk of all forms of flooding. The policy also ensures that | Torbay Strategic Flood Risk Assessment 2007. | |
| | 5.2 Promote the conservation and wise use of land | ~ | | | |
| | 5.3 Protect and enhance landscape and townscape | - | | | |
| | 5.4 Value and protect diversity and local distinctiveness | ~ | | | |

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|---|--|---|--|--|---|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| | including rural ways of life | | | | |
| | 5.5 Maintain and enhance cultural and historical assets | ~ | | | |
| | 5.6 Reduce vulnerability to flooding, sea level rise (taking account of climate change) | ++ | future flood issues are taken into account and that the risk of all forms of flooding are minimised throughout the development's lifetime. | | |
| | 5.7 Minimise habitat fragmentation and provide opportunities for new habitat creation or restoration | ~ | There is the potential for negative impacts on landscape and townscape through an increase in flood defences. | | |
| 6. Minimise consumption of natural resources | 6.1 Reduce non-renewable energy consumption and carbon dioxide emissions | ~ | Flooding can have a significant adverse impact on the quality of beaches and coastal waters. The policy seeks to reduce the risk of flooding and could therefore have indirect positive effects on the quality of Torbay's beaches and coastal waters. | | |
| | 6.2 Keep water consumption within local carrying capacity limits (taking account of climate change) | ~ | | | |
| | 6.3 Minimise consumption and extraction of minerals | ~ | | | |
| | 6.4 Reduce waste not put to any use | ~ | | | |
| | 6.5 Minimise land, water, air, light, noise and genetic pollution | ~ | | | |
| | 6.6 Maintain and enhance the quality of Torbay's beaches and coastal waters | + | | | |
| Summary: | | | | | |
| <p>The policy seeks to reduce the risk of flooding in the Harbour Area by requiring new developments to take account of current and future flood issues, through the production of FRA, which will ensure that all forms of flooding are minimised over the development's lifetime. The policy will have long-term positive impacts on flood risk in the Harbour area. Taking account of future flooding issues will also help to reduce the vulnerability of the economy to climate change. There will also be associated indirect positive impacts on the quality of Torbay's beaches and coastal waters as flooding can have significant adverse impacts on their quality.</p> | | | | | |

Policy TH3 Transport and access

Where appropriate, new development will be required to contribute towards the following proposals to provide improved opportunities for access and sustainable modes of transport within the Harbour area:

1. Upgrading of walking routes through the Harbour area at Rock Walk/Royal Terrace Gardens, Princess Gardens, the Strand, the (Princess) promenade, Torbay Road and Cary Green;
2. Improved connectivity between the Harbour and the rest of the town centre and enhanced pedestrian crossing at the Clock Tower;
3. Introduction of the full pedestrianisation of Victoria Parade;
4. Provision of a new dedicated cycle route to the Harbour;
5. Establishment of an all year round fast ferry service, with associated land based facilities, between Torquay and Brixham;
6. Improvement of bus and taxi passenger waiting facilities in the Strand with 'Real Time' information services;
7. Provision of dedicated bus and taxi running lanes in the Strand and Cary Parade to reduce conflicting movements;
8. Permanent reallocation of highway space in Torbay Road to allow a single lane running in each direction;
9. Improved provision of dropping-off space for coaches;
10. Introduction of speed cushions to slow traffic speeds.

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|-------------------------------|--|---|--|--|---|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| 1. Improve Health | 1.1 Improve health and wellbeing | + | The provision of a choice of sustainable transport options and enhanced conditions for pedestrians will encourage walking and cycling in and around the area. This will not only benefit health through increased physical activity but will also improve air quality in the area as congestion levels are reduced. The slowing down of traffic will also have positive effects on the health of the population. | | |
| | 1.2 Reduce health inequalities | + | | | |
| | 1.3 Promote healthy lifestyles, especially routine daily exercise | + | | | |
| | 1.4 Allow for adequate provision of health services (in particular to address the high proportion of elderly residents) | ~ | | | |
| 2. Support communities | 2.1 Help make suitable housing available and affordable for everyone (to address a significant shortfall of affordable housing and projected increase in population) | ~ | Improved access in the Harbour area will increase levels of participation in | | |

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|---|--|---|--|---|---|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| that meet people's needs | 2.2 Give everyone access to learning, training skills and knowledge | ~ | cultural activities. | | |
| | 2.3 Reduce crime and fear of crime | ~ | | | |
| | 2.4 Promote stronger and more vibrant communities | + | | | |
| | 2.5 Increase access to and participation in cultural activities | + | | | |
| 3. Develop the economy in ways that meet people's needs | 3.1 Promote diversification of the economy to provide a range of satisfying job opportunities. | + | Improved access to the Harbour could lead to increased investment which could provide a greater mix of employment opportunities in the area. This will allow a greater proportion of the population to secure regular employment therefore reducing poverty and income inequality in one of the most deprived areas in Torbay. Improved access would also have associated positive impacts for the Tourism industry. | Tourism in Torbay - Tourism Strategy 2005-2015. | |
| | 3.2 Help everyone afford a comfortable standard of living | + | | | |
| | 3.3 Reduce poverty and income inequality | + | | | |
| | 3.4 Meet local needs locally | + | | | |
| | 3.5 Increase the circulation of wealth within the region | + | | | |
| | 3.6 Harness the economic potential of the coast in a sustainable way | + | | | |
| | 3.7 Reduce vulnerability of the economy to climate change and harness opportunities arising | ~ | | | |
| | 3.8 Contribute to the regeneration and quality and diversity of the tourism industry | + | | | |
| | 3.9 Reduce reliance on seasonal and part time work within Torbay. | + | | | |
| 4. Provide access to meet peoples needs with least damage to communities and the environment | 4.1 Reduce the need/ desire to travel by car | ++ | Improving access into and around the Harbour through the provision of more sustainable transport modes and enhanced conditions for pedestrians and cyclists could cause a reduction in car numbers and make walking, cycling and public transport more attractive to the public. | | |
| | 4.2 Reduce the need/ desire to travel by air | ~ | | | |
| | 4.3 Help everyone access basic services easily, safely and affordably (in line with projected population increase) | ~ | | | |
| | 4.4 Make public transport, cycling and walking easier and more attractive | ++ | | | |
| | 4.5 Encourage a switch from transporting freight by road to rail or water | ? | | | |
| 5. Maintain and improve | 5.1 Protect and enhance habitats and species (taking account of climate change) | ? | Improving access into and around the Harbour through the provision of more | | |
| | 5.2 Promote the conservation and wise use of land | ~ | | | |

| High Level Objectives | Sub-objective <i>Does the policy/ proposal...</i> | Assessment of Effects | | Evidence and Reference (where available) | Suggested Mitigation and Enhancement Measures |
|---|--|---|---|--|---|
| | | Nature of the sustainability effect (positive/negative, short/medium/long term, cumulative, scale, reversibility, likelihood) | | | |
| environmental quality and assets | 5.3 Protect and enhance landscape and townscape | + | sustainable transport modes and enhanced conditions for pedestrians and cyclists could cause a reduction in car numbers and therefore emissions. This could have indirect positive effects on the built environment, historical assets and possibly habitats and species. | | |
| | 5.4 Value and protect diversity and local distinctiveness including rural ways of life | ~ | | | |
| | 5.5 Maintain and enhance cultural and historical assets | + | | | |
| | 5.6 Reduce vulnerability to flooding, sea level rise (taking account of climate change) | ~ | | | |
| | 5.7 Minimise habitat fragmentation and provide opportunities for new habitat creation or restoration | ~ | | | |
| 6. Minimise consumption of natural resources | 6.1 Reduce non-renewable energy consumption and carbon dioxide emissions | + | The provision of a choice of sustainable transport options and enhanced conditions for pedestrians will encourage walking and cycling in and around the area. This has the potential to reduce car numbers and therefore emissions. | | |
| | 6.2 Keep water consumption within local carrying capacity limits (taking account of climate change) | ~ | | | |
| | 6.3 Minimise consumption and extraction of minerals | ~ | | | |
| | 6.4 Reduce waste not put to any use | ~ | | | |
| | 6.5 Minimise land, water, air, light, noise and genetic pollution | + | | | |
| | 6.6 Maintain and enhance the quality of Torbay's beaches and coastal waters | ~ | | | |
| Summary: | | | | | |
| <p>The provision of a choice of sustainable transport options and enhanced conditions for pedestrians will encourage walking and cycling in and around the area. This will not only benefits to health through increased physical activity but will also improve air quality in the area as the number of cars are reduced. There are also potential indirect positive effects on the economy through improved access in the Harbour.</p> | | | | | |

SA OF SITE ALLOCATION POLICIES TH4 to TH14

Policy TH4: North Quay, the Pavilion and Princess Gardens

The policy supports the development of range of uses in the area of North Quay and the seaward side of the Pavilion. Development in these areas was previously proposed in policies CA2.7, CA2.9 and CA2.10. Policy TH4 makes reference to flood risk in the supporting text but does not specifically identify it within the policy as previously done by policies CA2.7, CA2.9 and CA2.10, as this issue is now addressed in Strategic Harbour Policy TH2. Policy TH4 no longer supports the building of a casino, as in policy CA2.9, which was previously appraised as having the potential to exacerbate social problems, such as gambling addiction, crime and anti-social behaviour.

As identified previously in the detailed SA of policies CA2.7, CA2.9 and CA2.10, the restoration and regeneration of the North Quay, Pavilion and Princess Gardens has the potential to improve the aesthetics and vitality of the area. This could assist in the regeneration of the tourism industry and give community members the chance to interact in a pleasant environment, through the provision of flexible spaces for a range of cultural and leisure activities. There is the potential for long-term positive effects on SA objectives relating to the economy, health and communities. Permitting housing on the upper floors is positive for SA objectives relating to housing and crime prevention through natural surveillance.

The policy responds to the SA Preferred options recommendation through providing greater clarity regarding land-uses that would be considered “small-scale”, and the types of development that would be considered appropriate in terms of community benefit. The SA also recommended further detail on an acceptable scale and design, which is now included in the policy and a potential developable area has been identified to confine development to the marginal fringes of the garden, in response to concerns raised about the impact of development on the registered gardens. The supporting text states development should be confined to the more marginal fringes of the Garden; the majority of the Gardens would be retained and restored. New buildings within the “potential developable area” would be expected to enhance the setting of the Pavilion and enhance its setting. The SA recommends that any development in this key strategic and sensitive Harbour-side location minimise the loss of public space and provide maximum benefit to the local community. Any such development should be sensitively designed and of a high architectural quality and should be open to the public - for example, a small gallery, café or community centre.

Policy TH5: Princess Theatre

The policy contains the same development as previously proposed in policy CA2.8, which involves the extension and protection of the Princess Theatre. Therefore the detailed SA carried out for Policy CA2.8 is still relevant. The summary of the detailed SA identified that a conflict existed between providing improved cultural facilities for the community on the one hand, whilst decreasing available public space, and intruding on the registered Princess Gardens on the other. Despite this conflict, the policy performs well against the SA objectives relating to communities, cultural activities and the economy. It has the potential to have long-term positive impacts on the participation of cultural activities in the Harbour area. The provision of cultural activities in the evening will have a positive effect on reducing crime and anti-social behaviour through increasing activity at this location, particularly at night-time.

As identified for policy TH4, any loss of the registered garden would therefore need to be strongly justified in terms of maximising community benefits. The lost open space could feasibly be offset through improving the quality of the existing space or provision elsewhere. If Council proceeded with an extension to the theatre, then high quality design must be insisted upon and design must be sensitive to the site to minimise impacts on the gardens and seafront.

Policy TH6: Cary Parade amusement arcades

The policy supports the redevelopment of the Cary Parade amusement arcades, which was previously contained within policy CA1.2. Policy TH6 no longer promotes the enhancement of Cary Green and improvements to taxi picking up/ dropping off points as these are now covered in policies TH3 and TH13. The detailed SA carried out for Policy CA2.8 assessed that the redevelopment of Cary Parade amusement arcades could have minor positive effect through improving safety and perceptions of safety in the Cary Parade area. The proposal is likely to have a minor positive effect on local economy through providing increased job opportunities in the tourism/ leisure/ cultural industries (although this may be seasonal employment).

Policy TH6 also contains criteria relating to the consideration of the provision of access routes to be used in the event of flooding and the relationship of the development with the public footpath at the rear of the site and the neighboring Fleet Walk car park and shopping centre, which could have positive impacts on access and health.

Policy TH7: Victoria Parade (various buildings)

The policy supports the redevelopment of various buildings and their associated backland in Victoria Parade. This was previously proposed in policy CA5.4, which was assessed by the SA as having the potential for a positive effect by contributing to the attractiveness of a key waterfront site that is currently underutilised. Policy TH7 contains a greater range of detailed criteria for new developments to accord with, which includes the requirement that new development should protect and enhance the identity special historic interest and character of Victoria Parade. The policy supports the best use of available land but also ensures development will not have an adverse effect.

Policy TH8: The Terrace Car Park

The policy supports the redevelopment of the Terrace Car Park with a mix of residential and office use, including the provision of new car parking. This was previously proposed in policy CA5.1, the main difference now being that policy TH8 does not support the provision of leisure uses and contains additional criteria for potential new developments. The provision of a mix use development will have positive effects on the economy through an increase in employment opportunities and reduced reliance on seasonal work. The accompanying text refers to 'start up' business units but does not specify a use class. Low cost workshop units can be visually intrusive. Providing car parking near the Town Centre is also beneficial for local businesses and facilities as they rely on being accessible to the local population and tourists and therefore parking provision is necessary and supports economic and elements of community objectives bringing positive benefits.

Specifically, long term reliance on car transportation is inherently unsustainable and policies should aim to reduce the preference for car travel by making alternatives (public transport) more accessible and attractive. In addition, policies can encourage more sustainable car use in the short and medium term, e.g. by providing preferential access parking for low emission vehicles, car share arrangements etc.

Policy TH9: Former Royal Garage site, Torwood Street

The policy supports the provision of a mixed use development on the Former Royal Garage site. This was previously proposed in policy CA3.2, the main difference now being that policy TH9 supports the provision of residential uses which improves the policy's performance against housing objectives. It also contains additional detailed criteria for potential new developments, relating to, and recognising the characteristics of the site. The policy has the potential to have positive impacts on the local economy by increasing economic and employment opportunities.

Policy TH10: Abbey Crescent (including Palm Court Hotel)

The policy supports the redevelopment of Abbey Crescent with a mix of uses. This was previously proposed in policy CA2.6, the main difference now being that policy TH10 does not support the provision of a casino, which was previously appraised as having the potential to exacerbate social problems, such as gambling addiction, crime and anti-social behaviour. The provision of a mixed use development on Abbey Crescent has the potential to enhance the attractiveness and vitality of the area, creating a more pleasant environment to live in and visit. It also has the potential to increase the diversity and reduce seasonality of employment in the area and regenerate the tourism industry in the Harbour, which will have long-term positive impacts.

Policy TH11: The Imperial Hotel

The policy essentially contains the same development as previously proposed in policy CA2.1, which involves the expansion and improvement of the facilities at the Imperial Hotel. As identified within the detailed SA carried out for Policy CA2.8, Policy TH11 has the potential to have positive impacts on the economy through the regeneration of the tourism industry. This could lead to positive secondary impacts, attracting new high quality businesses to the area, thereby diversifying the economy. Conversely extending and improving the hotel's capacity and parking facilities could lead to an increase in vehicles, causing additional pressure on the local road network with subsequent negative effects on air quality and climate change.

Policy TH12: Beacon Cove

The policy seeks to protect Beacon Cove as a leisure/ tourist facility, while also maintaining and enhancing the area to reduce the incidences of anti-social behaviour. Policy CA2.2 provided much more detail with regard to the provision of a mixed use development at Beacon Cove. Policy TH12 does not specifically identify a level of development, nor is it as supportive for the provision of new development within the cove. Therefore the positive impacts previously identified by the SA in relation to the provision of late-night 'passive' surveillance brought about through mixed use development will not be as pertinent. However, reducing the level of proposed development will have positive impacts on biodiversity, as Beacon Cove is a sensitive site in environmental terms.

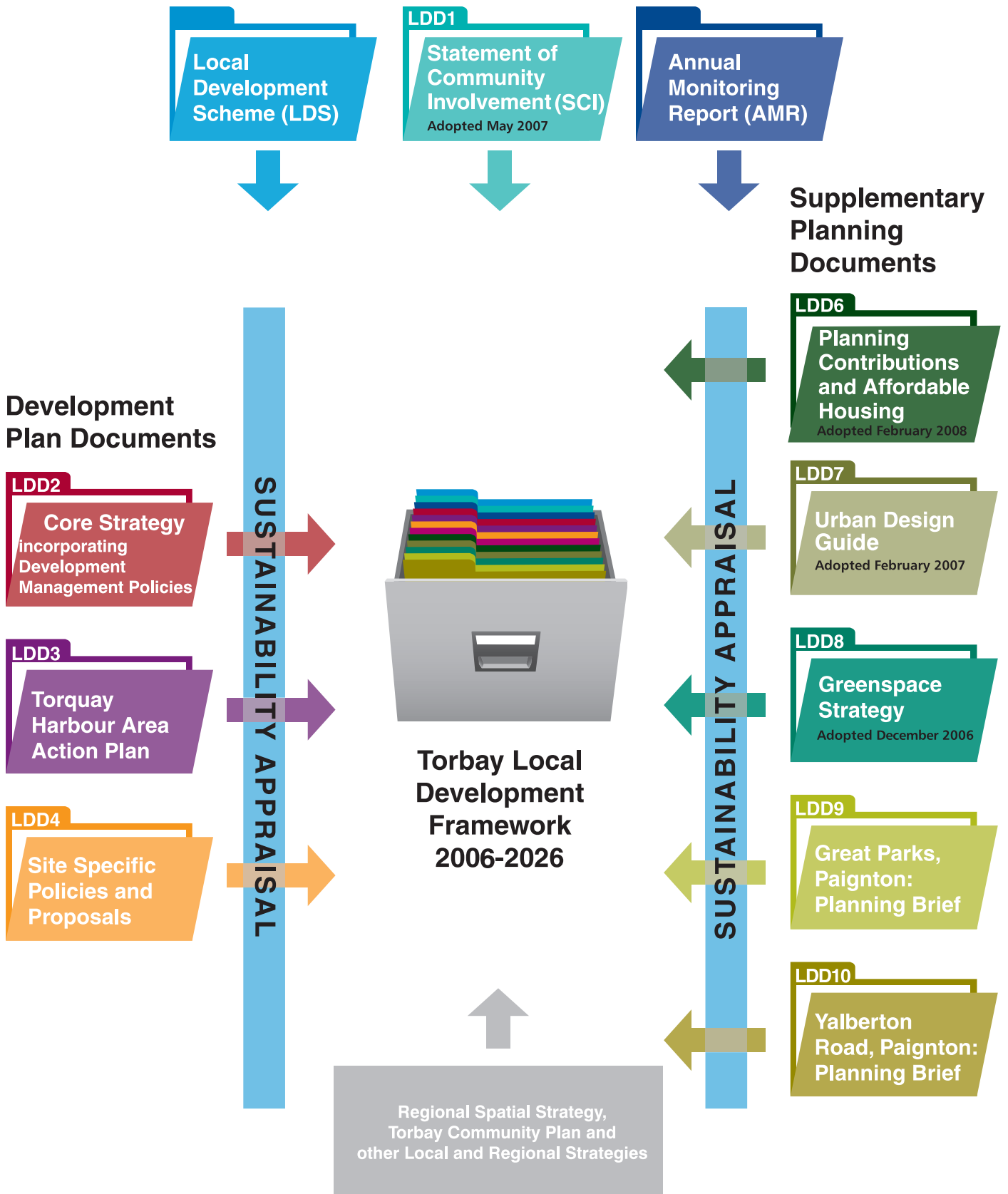
Policy TH13: Cary Green and Strand public realm improvements

The policy seeks to improve the public realm of Cary Green and Strand to act as multifunctional areas throughout the year. Public realm improvements to Cary Green were previously proposed in policy CA1.2 and have the potential to improve the aesthetics of the area. This could have a minor positive effect on health and the economy.

Policy TH14: The Inner Harbour

The policy supports the introduction of additional pontoons in the Inner Harbour in an attempt to enhance the range of boating facilities and increase the vibrancy of the area. The provision of additional leisure uses in the Inner Harbour was previously contained within policy CA1.4. The detailed SA identified that there is the potential for minor positive impacts through the additional leisure uses that could aid in the regeneration of the tourist economy. In principle, an increase of leisure activity in this area would have a positive effect on the tourism industry and therefore the economy.

The structure of the Local Development Framework



Note: The status of certain Local Development Documents identified in earlier versions of the Torbay Local Development Scheme has changed as follows: LDD5 Generic Development Control Policies - now included in LDD2 Core Strategy. LDD10 Yalberton Road Paignton: Planning Brief - now deferred pending progression of LDD2.