Torbay Investment Plan 2010 – 2026

Torbay Strategic Partnership
Teaming up for Torbay's Tomorrow

working together to deliver better services for you
torbay together
council • health • police • fire & rescue services

Contents

INTRODUCTION

1. The Torbay Investment Plan is submitted by Torbay Council on behalf of its strategic partners. It has been developed to enable local, regional and national partners to understand the breath of ambition for Torbay and when agreed it is intended that this document act as a strategic overview of the jointly agreed priorities of the Homes & Communities Agency, South West of England Regional Development Agency and the Torbay Strategic Partnership. It will highlight key interventions required in Torbay and is a delivery focused document which builds on the clear evidence base in place for Torbay. It will also support the delivery of objectives sought by the Torbay Strategic Partnership in the Community Plan[1] developed in 2007.

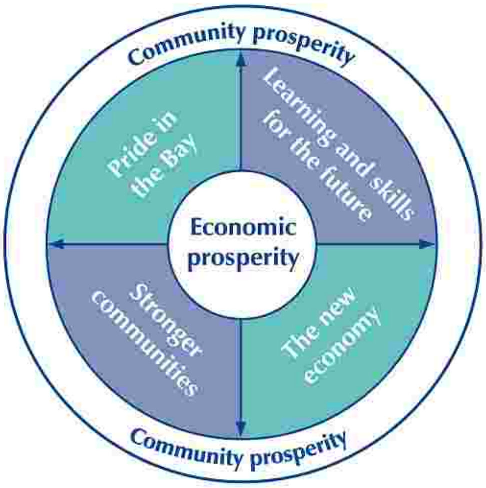
2. The Partnership recognises the extraordinary challenges that the place faces which include population growth, climate change and the issues facing the economy. The biggest of these of course is climate change. For English seaside resorts the most immediate and telling effect will be changes in sea level, predicted at anything up to 90cm by 2080 depending upon how successfully CO_2 emissions are curbed in the future. Consideration of climate change will also alter people's lifestyle patterns, the way they work, the way they live and crucially - for places whose economy is based upon tourism - the way in which individuals spend their leisure time. In responding to these challenges we must make sure that Torbay can move forward fast and be ready to exploit the next upturn in the economy, repositioning it as a prime south west location.

[1] http://www.torbay.gov.uk/communityplan.pdf

LOCAL VISION

1. Developed and prepared by the Torbay Strategic Partnership the **Community Plan 2007+ 'Turning the Tide for Torbay'** outlines the partnership's vision for Torbay over the next 20 years bringing together the views of residents as well as representatives from the business, community and voluntary sectors. It is directed by four key themes: **Pride in the Bay**, **Stronger Communities**, **Learning and Skills for the Future** and, underpinning it all, the **New Economy**.

Figure 1: Community Plan Themes



2. The plan aims to unlock Torbay's potential, driving forward economic prosperity to ensure communities with a higher quality of life and improved access to jobs for all the people of the Bay. It sets out an ambition for Torbay to be

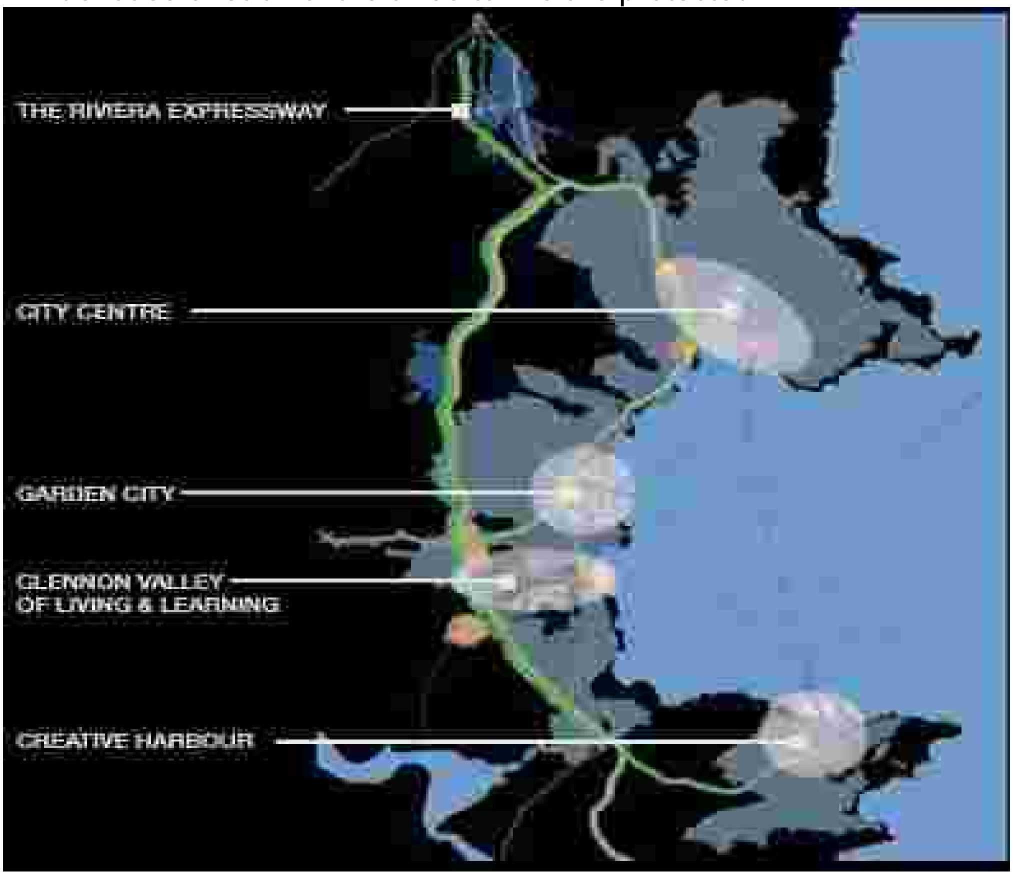
   - A prosperous area known to be a great place to live and learn and grow up in
   - An area where we compete on a world stage in our traditional industries of tourism and fishing
   - An area where communities know and support each other and enjoy some of the best services in England
   - An area that widens opportunities and provides high quality employment and retains our young people in the Bay
   - An area that celebrates the differences in the three towns, builds on the strengths of these towns and brings back the feel-good factor.

3. The Community Plan has informed the **Local Area Agreement** with the following targets
   - National Indicator 141 Percentage of vulnerable people achieving independent living
   - National Indicator 153 Working age people claiming out of work benefits in the worst performing neighbourhoods
   - National Indicator 154 Net additional homes provided

- National Indicator 155 Number of affordable homes delivered
- National Indicator 163 Working age population qualified to at least Level 2 or Higher
- National Indicator 166 Average earnings of employees in the area
- National Indicator 186 Per capita CO_2 emissions in the LA area

4. Secondly The **New English Riviera 'The Mayor's Vision for a Future Torbay'** was commissioned shortly after Torbay was awarded New Growth Point status in 2006. The aim of this project was to drive forward economic prosperity based upon the four key themes of the Community Plan.

5. The project Vision is that Torbay develops to become: *'The New English Riviera, one of the most Beautiful Seafront Cities in Europe'.* It seeks to capture the benefits of the size of Torbay while ensuring that the separate identities of each of the three towns are protected.



6. The Mayor's Vision is accompanied by an **Action Framework Plan** that identifies 23 sites which have the scope for major mixed use regeneration schemes. These would give a huge boost to regenerating Torbay. The Action Framework is a companion document to the Local Development Framework in setting out a master plan for improving the quality and commercial value of town centres and waterfront areas.

7. Both the Community Plan and the Mayor's vision are embedded in the current draft of the **Local Development Framework (LDF) Core Strategy**[2], which sets out the Council's spatial planning framework for Torbay for the period to 2026. The draft sets out that

> "The New English Riviera will become one of the most beautiful seafront cities in Europe, providing a high quality of life, an outstanding natural and built environment, and a thriving economy. This will support both the delivery of balanced, prosperous and distinctive communities for all residents in the Bay and a successful 21st century tourist destination of choice. Torbay will play a vital part of a prosperous South Devon. Alongside the cities of Plymouth and Exeter, Torbay in its new City role will provide a complementary urban focus to the primarily rural South Devon, with its own unique offer, services and attractions capable of meeting the needs of Torbay and those of the sub-region."

The Vision in Context

8. The Council was obligated to meeting the requirements of the **Regional Spatial Strategy for the South West** (RSS)[3], which proposed a particular longer term plan for growth in Torbay (Policy HMA 5) which is reflected in the draft Local Development Framework Core Strategy.

9. While the RSS has been stopped the Council recognises that planning for, and accommodating, growth and regeneration requires a careful balance between the need to meet the social and economic needs of a growing community and the need to conserve and enhance its beautiful surroundings. The draft RSS identified Torbay as a **Strategically Significant Town or City**, one of several such locations in the South West where growth and investment should be concentrated. It states that provision should be made within the Torbay HMA for growth of
   - about 10,100 jobs
   - at least 15,000 homes,

10. Torbay believes that a figure of 15,000 new homes is not achievable but a figure of 10,000 is realistic taking into account recent home completions and the availability of land. The RSS also envisaged that Torbay will regenerate its roles as a tourism, employment and service centre, tackling concentrations of multiple deprivation, by providing for: tourism development in Torquay, Paignton and Brixham; and enhancement of Torquay, Paignton and Brixham town centres for retail and other services land and premises to support diversification of the economic re-use of previously developed land and buildings.

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[2] *LDD2: Regulation 25 Consultation: Vision, objectives and options for growth in Torbay (September 200):* available at http://www.torbay.gov.uk/reg25corestrategy.pdf

[3] The implications of the Coalition Government's decision to abolish RSS need to be considered once the detail is established

11. In addition, Torbay is a designated **New Growth Point** area and the Council is committed to working in partnership with Government to deliver sustainable development and economic prosperity, the key to achieving the goals of the Community Plan.

12. The Council's New Growth Point **Programme of Development** (September 2008) identifies the necessary infrastructure funding to assist the delivery of growth that is set by the development plan system. This embraces growth commitments in the **'Saved' Adopted Torbay Local Plan** and those arising from the Local Development Framework Core Strategy.

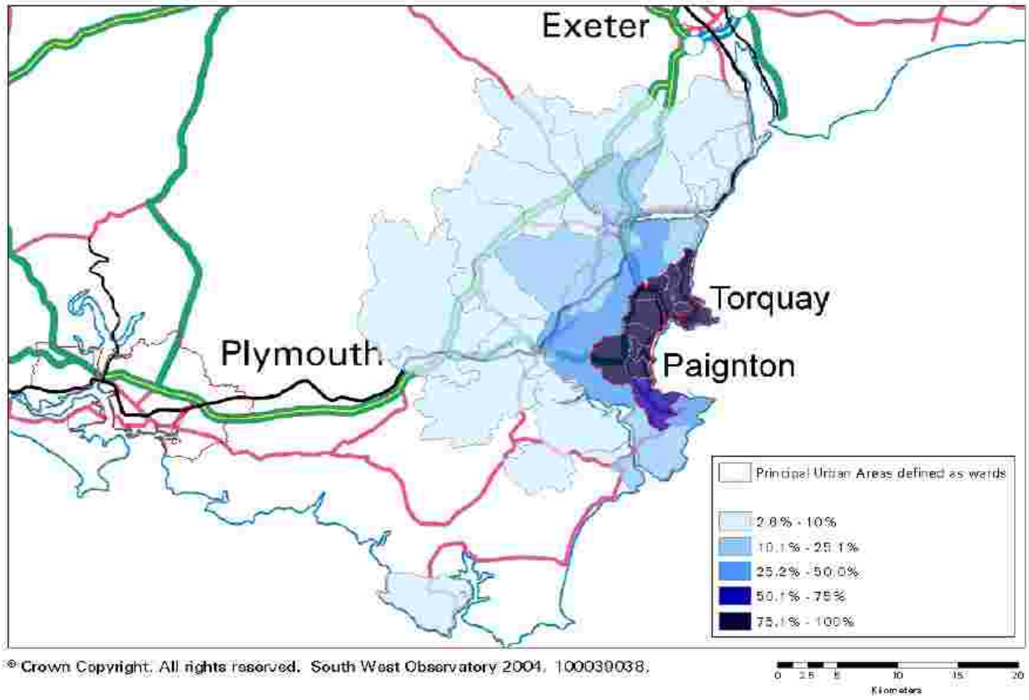
The Local Economy

13. The following section summarises the economic contact for Torbay and it is based on the interim Local Economic Assessment. This assessment contains a huge amount of data on the local economy and forms the evidence base for the Torbay economic strategy and the economic aims of broader documents such as this plan. The detailed version of the document is available from Torbay Development Agency.

14. The total population of Torbay is currently estimated to be 134,000, making it one of the larger urban economies within the South West. Torbay's economy is unusual, in that it is a largely urban space in the heart of rural South Devon. It neighbours the Districts of Teignbridge and South Hams which form part of Devon County Council's jurisdiction, and also has evidence of commuter links with the cities of Plymouth and Exeter. Given the impact of the recession, it is also important to examine Torbay's position in Devon, the wider South West, and the country as a whole with the aim of defining what challenges the economy faces from other areas. Research into the economic linkages of the South West was commissioned through the South West Observatory and is included in the Assessment document.

15. Torbay's economy supports a wider sub region. This makes it important for interventions and policies to be consistent in that sub region recognising that labour in particular is mobile with people living in different areas to where they work or run a business. Within the sub region Torbay is an important driver and influences both the economy of the South Devon area and the housing market, a situation which is likely to grow as a result of Torbay and Teignbridge being Government Growth Points. One of the challenges raised by this status though and a theme of this plan is around connectivity in particular improving the infrastructure for growth within Torbay. The sub regional role of Torbay is evidenced in the picture below.

Torbay Zone of Influence.



16. Torbay currently has the 6th lowest GVA in England, and the lowest in the South West region, partly as a result of a steady decline in productivity over the last ten years. In 2000 Torbay's GVA per head was 78% of the South West average, and 70% of the English. By 2007 this had dropped to 69% of the South West and 61% of the English. In comparison GVA for the South West as a whole has only reduced by 0.4%, from 89.5% of the English average in 2000, to 89.1% in 2007.

17. Low GVA levels can be attributed in part to the sectoral breakdown of the Torbay economy. Heavy reliance on low paid, seasonal work, combined with a relatively small manufacturing sector keeps both productivity and earnings significantly below the regional and national averages. Increasing over reliance on the public sector is also a concern, particularly with spending cuts imminent.

18. It is also possible to compare Torbay's productivity in a broader European context, and examine GDP per head as a percentage of the average of the 27 EU states. During the period 2003-2007, GDP for the UK as a whole remained consistently above the European average, although it did drop 5.5 percentage points in this time. Torbay, in comparison had a GDP of 73.2% in 2003, which had reduced to 71.8% by 2007, a drop of 1.4%. When compared to the EU average, Torbay has the lowest productivity rates in the South West, now falling below Cornwall, which as a Convergence area, has traditionally be seen as having the weakest economy in the South West[4]. While Torbay has seen a slower decline than the UK as a whole, a GDP of 71.8% of the EU average in 2007, compared to 106.8% for the region, and

[4] Convergence areas are eligible for greater levels of EU funding to aid their struggling economies.

116.7% nationally is clearly a sobering statistic, and an issue which must be addressed if Torbay's economy is to improve.

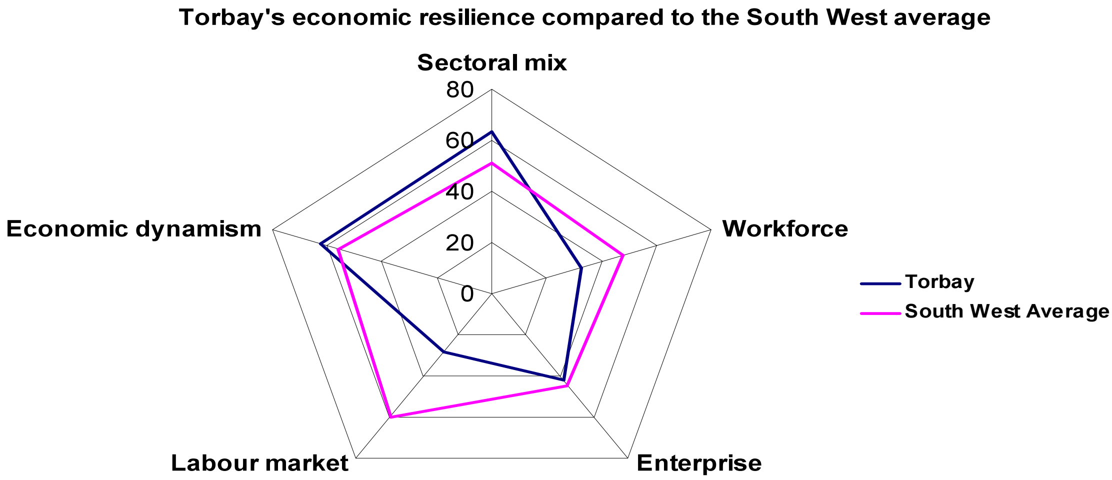
South West GDP per inhabitant as a percentage of EU average

Region (NUTS 2 and NUTS 3)	2003	2004	2005	2006	2007
City of Bristol	173.9	169.5	163.7	160.5	156.8
Bath and NE Somerset, N Somerset and S Gloucestershire	135.6	133.5	133.6	130.1	122.1
Gloucestershire	132.9	136.1	123.8	116.8	117.4
Swindon	186.1	185.5	180.8	179.8	181.4
Wiltshire CC	106.9	110.9	108.8	103	102.4
Bournemouth and Poole	114.8	113.2	120	121.4	117.4
Dorset CC	85.4	85.3	88.1	90.2	84.8
Somerset	97.8	101.5	104.5	101.6	95.5
Cornwall and Isles of Scilly	77	77.6	76.1	77.1	75.2
Devon (NUTS 2 level)	89.5	95.7	92.7	93.5	88.6
Torbay	73.2	81.8	79	76.8	71.8
Devon CC	90	96.7	93.1	94	89

Source: SWUKBO Regional GDP figures in South West England

19. On a positive note research[5] clearly shows that while the sectoral mix and levels of economic dynamism (and to a lesser extent enterprise) are all above or around average: it is in the labour market and workforce domains that Torbay lags behind. These low levels of skills in the resident workforce threaten to undermine the progress that has been made in other areas, and could hamper any recovery from economic shock, with a less flexible pool of labour available to growing businesses. This is summarised in the picture below

[5] EKOS Consulting Torbay's Economic Resilience August 2009



20. The resilience report which explains how the figure is calculated notes that on sectoral mix one of the reasons for comparative strength there is a high incidence of public sector employment in public admin, health and education. Given the pressures on public finances and the expected tightening of budgets this “strength” could prove to be a threat to Torbay.

21. Torbay is a naturally beautiful area, and this is its biggest draw for both businesses and visitors. While the visitor element of the economy already works to capitalise on this, there are opportunities which could be taken to promote the area and the lifestyle to businesses looking for an investment opportunity.

22. The low carbon economy and sustainable economic growth are key to a developing economy, and as such the government has put in place ambitious plans to reduce CO_2 emissions. Between 2005 and 2007 Torbay achieved a 7.3% reduction, higher than both regional and national averages. Per capita emissions were also significantly lower in 2007, at 5.0 tonnes per resident, compared to the South west average of 8.2 tonnes. Tellingly 44% of Torbay’s emissions come from a domestic source, and 33% from industry and commerce. Across the rest of the country industry emissions form a significantly higher percentage of emissions, providing more evidence of the lack of industry in Torbay. As the low carbon economy is a developing industry, we have tried to be forward thinking within this section, and to demonstrate how Torbay can further develop its economy and jobs in a sustainable way.

23. In terms of infrastructure, it is clear that many local businesses believe Torbay’s poor transport links are holding them back. The lack of a dual carriageway all the way in to Torbay causes heavy congestion and is a disincentive to businesses that require a large supply chain. However, the natural beauty of the area and the high quality of life means Torbay could be

an ideal location for more knowledge based industries that rely less on physical infrastructure.

24. Overall, the Torbay economy currently faces a number of problems. Low GVA and wages, high levels of deprivation and a dependence on the public sector and tourism for employment are all putting pressure on the local economy. There are steps being put in place to try and remedy this, for example the new tourism and inward investment strategies and regeneration through the Mayor's Vision projects, however there is some way to go before the economy can truly be described as competitive. More detailed economic forecasts and indicators are set out in the interim Torbay economic assessment available from the Torbay Development Agency. It is clear from the evidence base that for Torbay's economy to develop, for new opportunities to be created, for inequalities in Torbay to be addressed and for the place to feel prosperous there is a need to develop
    - A culture of entrepreneurship
    - A pro-investment business climate
    - A skilled workforce with continually improving attainment
    - Improved connectivity and infrastructure – transport links, next generation broadband and premises

People And Communities

25. The urban nature of Torbay as a local authority is in contrast to the county in which it sits. Made up of the three towns of Brixham, Paignton and Torquay, Torbay lacks the cultural and retail centres common in large urban areas, but suffers the problems of deprivation and worklessness associated with big cities. In 2009, 20.6% of the Torbay population were claiming benefits, with one in ten in receipt of incapacity benefit. This total is 5% above the national average, and 7% higher than the regional figure. Torbay has relatively high levels of deprivation and is currently ranked as the 71st most deprived area in England out of 354 by the Indices of Deprivation (IMD) 2007.

26. The IMD also identifies 10 of Torbay's lower super output areas as within the top 10% in England, and 4 within the top 10-20%. These most deprived areas are concentrated primarily within the Tormohun and Roundham with Hyde wards, and to a lesser extent within Blatchcombe, Ellacombe, Watcombe and Wellswood. Focus is needed on these areas as the next round of IMD are due shortly, and it unlikely Torbay's position will have improved.

27. Part of this deprivation stems from a reliance on predominately low paid, low skill jobs within the tourism sector which have resulted in wages in Torbay being significantly lower than the regional average. Of concern is the downward trend in median earnings for both residents and workers in Torbay as a percentage of the South West total. Between 2006 and 2009

resident earnings decreased from 90% to 81% of the regional total, and workplace earnings by 10% to 78%.

28. Although these statistics paint a challenging picture of the local economy, there is evidence to suggest that Torbay residents are relatively satisfied with the area in which they live. The Place Survey, carried out in autumn 2008, found that 82% of Torbay residents were very or fairly satisfied with their local area. That this compares favourably with the national average of 80% is most likely related to the high quality of life afforded by the natural local environment and geography.

29. Skill levels in Torbay are also below average for levels 3 and 4, something which may be another contributing factor to low earnings. Positively, however, the percentage increase in level 1, 2 and 3 qualifications have increased faster in Torbay than the national average, suggesting that this issue is being addressed.

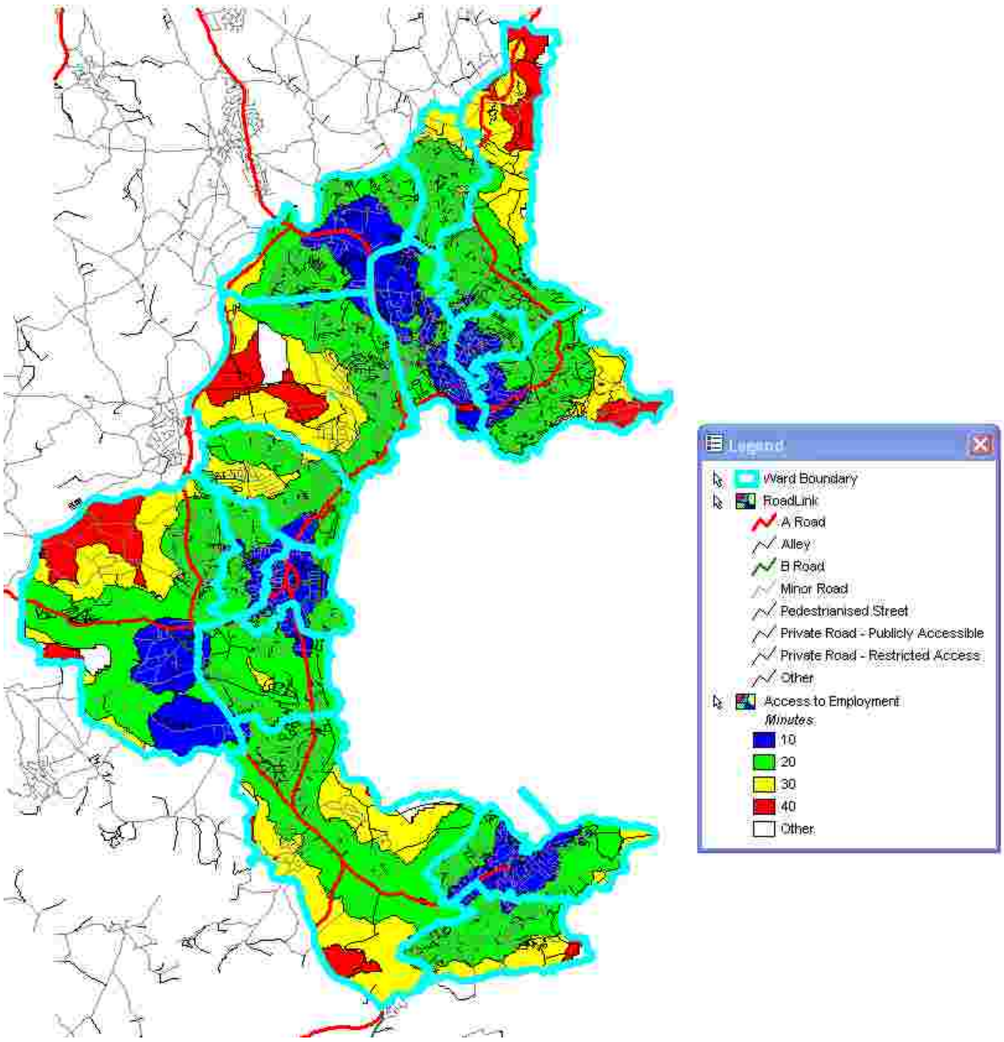
Transport

30. Since 2001 the planning, improvement and delivery of local transport has been guided by Local Transport Plans (LTP). The first round of these plans ran between 2001 and 2006 and is now coming to an end. Transport issues are still crucial to the quality of life in Torbay and there is a need for a second round of plans which will run from 2006 to 2011. Embedded in the delivery process is an extensive programme of stakeholder and public consultation together with engagement with a wide range of partners. This has taken the form of detailed discussions with those who deliver public and private services, stakeholder discussions and three rounds of public consultation.

31. This LTP has been developed with an emphasis on supporting all public services in the Torbay area. Key to this is the continuing involvement of the providers of these services with the LTP process as it develops over the next 5 years. This should ensure that the transportation strategy accords with the Torbay Community Plan and those strategies concerned with economic development, land use planning, waste management, health, tourism, education and environmental conservation. The third LTP will be developed in conjunction with Devon County to emphasise the sub regional issues and to maximise connections to Exeter and the motorway network.

32. In many respects, the implementation of the LTP directly impacts upon each aspect of the Community Plan objectives and is therefore an important factor to its success. The delivery of Learning and Skills for the Future, for example, requires people to access learning and skills through a number of different options and at a number of different locations throughout the Bay.

33. With regard to the New Economy aspect of the Community Plan, transport plays a key part in ensuring Torbay attracts sustainable businesses offering long-term permanent jobs for its residents. One of the key ways transport will affect this is by ensuring that the impact of any new development is mitigated by providing improvements to the infrastructure of the transport network. This has a number of benefits including increased accessibility, reduced congestion by encouraging modal shift to non-car modes, improved air quality road safety. Ensuring a strong connection between public transport provision, transport schemes and planned development of centres of employment will be vitally important in ensuring that people have access to employment. The picture below sets out how close people are to major centres of employment however it is not easy to discern how for instance employees and residents living in Brixham or the north of Torquay might travel to the Whiterock and Yalberton area at the west of Paignton where much of the employment land is.



34. Undoubtedly, transport has a key role to play in developing Stronger Communities. Encouraging more children to walk to school, for instance, increases social interaction between children and their parents and other families they meet along the way. This helps to create a stronger neighbourhood bond and one which the Council is keen to foster since it is a

foundation block to building safer communities. The transportation department has also been assisting the Safer Communities Partnership in improving its accessibility to communities in need of assistance. One of the ways of achieving this is to provide 'The Bus'1 which is a focal point for people who might require advice and assistance with community issues. The Council has also noted new ways of developing stronger communities. For instance, the introduction of free concessionary fare travel has greatly increased the number of eligible people travelling on public transport. This has created a new social network for the elderly to access which, in part, has replaced former meeting places that may be in decline, such as the Post Office or local shops.

35. Finally, transport impacts on developing Pride in the Bay. One of the ways this is achieved is by improving street scenes and ensuring maintenance is carried out in a sympathetic way to the surrounding environment. These types of works are often executed by other departments in the Council to ensure a joined up approach is taken and funding is spent effectively

36. The priorities for the Torbay LTP can be summarised as the following:
    - Accessibility -Achieving sustainable access to key services such as employment, education, health, tourism, cultural and sporting facilities and to healthy food. There is also a need to plan the location and delivery of services to make the good use of the existing transport network.
    - Air Quality -Key to this priority is improving air quality, particularly in areas where poor air quality has been identified, by reducing vehicle emissions and acknowledging the local contribution to reducing global warming.
    - Congestion - This means managing the demand on the current transport network, reducing traffic growth and encouraging the use of alternatives to the car.
    - Road Safety- This will focus on reducing the number of casualties resulting from road accidents, particularly for vulnerable road users.
    - Quality of Life -This means relieving communities of the adverse effects of transport and addressing community safety.

A Place To Live – Housing The Community

37. There were 64,153 dwellings registered on Torbay's valuation list for council tax in August 2009. The 2008 Stock Condition Survey indicates that, compared with the national average, there is a relatively high proportion of private rented homes whilst affordable housing makes up only **8.8%** of Torbay's housing stock compared to **13.5%** for the Region and **18.4%** in England.[*Table H1*][6]

[6] Figures and tables relating to housing are numbered sequentially and can be found in the *Evidence Base* to this report.

38. The draft Regional Spatial Strategy (policy HMA5) stated that provision for sustainable housing growth should comprise:
   - 7,200 new homes within the existing urban area of Torbay
   - 7,800 new homes at Area of Search 5A to the west of Torbay

39. This matches estimates in a Baker Associates study in 2008 which assessed that 6,150 new jobs would be likely to be created by 2026 if the economy grows at 2.8% p.a., requiring 15,000 new homes to avoid labour shortages (though reaching the RSS target for new jobs would imply the need for even greater provision) Similarly, the Exeter and Torbay Housing Market Assessment (ORS, 2007) identified a requirement for 817 dwellings a year over the period 2007-12. The study estimated that half of all new housing should be social rented and an additional 12% intermediate housing. [*Figure H4, Table H5*]

40. The 2008-11 **Local Area Agreement** (LAA) set targets to increase housing provision from a baseline of **460** new dwellings in 2007-08 to around **510** in each of the following 3 years. But given recent shortfalls in supply, meeting RSS targets would require the rate of provision to jump massively to around **800** per annum. The Strategic Housing Land Availability Assessment notes the essential link between Torbay's economic needs and its housing needs, stating that "*investment will be required to target housing growth with a particular aim to attract and retain economically active residents, to grow the economy and to secure the appropriate land, premises and infrastructure required for job growth outsides of B-Class uses."* To achieve the economic outcomes desired by Torbay there is a need to ensure that housing growth is appropriate. There is a strong argument for the provision of **key worker housing**, especially to help off-set the 'brain drain' of the most productive young people. It may also be a way of sustaining low paid workers in the tourism and fishing industries, who would be unlikely to obtain social rented housing.

41. Compared with the national average, there are significantly higher percentages of the population in all age-bands over 50 [*Figure H2*] Taken with future demographic trends, this indicates the vital role of **adequate housing provision for older people** in Torbay in coming decades. Extra care provision can be expected to be of particular importance given the disproportionate increase in frail elderly people over the age of 85. With other needs groups, the emphasis is around creating effective, streamlined and responsive services rather than new housing options: priorities are described in *Table H17* of the *Evidence Base* under *Theme 3.*

42. The Strategic Housing Market Assessment identifies a preponderant need for smaller dwellings, reflecting shrinking household sizes. [*Table H10*] However, "need" must be distinguished from "demand": the majority of households aspiring to home ownership want larger homes than they need according to strict social housing criteria. Many prefer to wait until they can afford a home that matches their aspirations. Thus many housing associations have experienced difficulties selling smaller "intermediate

housing" units such as shared-ownership one-bed flats even though there is theoretically a massive under-supply of such units.

43. The "affordability profiles" given at the end of the Torbay Strategic Housing Market Assessment for the three main settlements in Torbay [*Figures H6-H8*] showed that the stock of social rented housing is, in principle, sufficient to meet the projected needs of those on low incomes: but there is a dramatic undersupply of intermediate housing for those able to afford more than social rented housing but not able to afford market housing.   There are only limited levers to encourage households to move from cheaper social rented homes to more expensive housing, so that future need for social rented housing is likely to need to be met by new supply. There is more scope to increase the supply of intermediate housing through targeted investment egg to develop more key-worker homes.

44. Housing Strategy Statistical Appendix figures for 2008 show that Torbay has the fourth highest absolute number of private sector empty homes in the South West (after Bournemouth, Plymouth and Bristol) and probably the highest rate as a percentage of the private sector dwelling stock. In the context of long-term housing demand, the contribution that can be made by empty homes is limited: nevertheless, the Council's Empty Homes Strategy is currently being refreshed. Further work is required to establish the profile of long-term empty homes.

45. The Torbay Housing Market Assessment found a substantial number of households living in homes larger than they need (= under-occupation)[*Table H9*]. The key figure here is the **3,726** households who consider that they have more rooms than they need. Suitable alternative provision for such households (most of whom will be among the older sections of the population) would allow a more sustainable use of the dwelling stock.

46. Torbay's Housing Stock Condition Survey 2008 concluded that "*Torbay's private sector housing stock has a higher level of non decency than that found nationally, with all of the criteria besides lacking modern facilities being higher than their national comparators*."   A quarter were estimated to have a "Category 1 hazard" (which the Council has a duty to address) and a quarter suffered from poor thermal efficiency [*Tables H11-H12*]. **41% of vulnerable households** continue to live in non-Decent housing.[*Table H13*]. The study estimates that it would cost **over £100million** to bring all Torbay's homes up to the Decent Homes standard.[*Table H6*]

47. Torbay has conducted a Strategic Housing Land Availability Assessment. The results were evaluated to produce the options in *Vision, objectives and options for growth in Torbay*. All the options considered assume that **8,300** dwellings can be produced via known sites within the built-up area plus windfalls (after 2018 only). The 5 options presented for consultation address how the balance of 6,700 dwellings could be produced. Of the 5 options, the consultation suggested that only 2 were realistic: these are illustrated by Maps *H19* and *H20* of the *Evidence Base.*

48. In the short to medium term, known sites within the existing built-up area provide ample scope for housing investment: there is no need to wait for the final outcome of the Core Strategy option selection process. It will however be necessary to resolve questions about the extent of high-rise development before development of some of the mixed-used sites in the Mayor's Action Framework can begin in earnest.

49. The Mayor's Vision paints a picture of where Torbay would like to be in 2026:

"Housing provision within the Bay has become more balanced and inclusive. The existing housing stock has been comprehensively updated to make it energy and water efficient. It has been complemented by a range of new developments of varying size, type and tenure, including a significant proportion of affordable and key worker dwellings. This has led to a large proportion of residents being able to meet their housing needs locally. The provision of mixed tenures and types of housing has created more balanced communities that are reaping the reward of good planning over the last 20 years."

50. These issues are reflected in **Strategic Objective 20** in *Vision, objectives and options for growth* from which key policies of Core Strategy will be derived.

Local Development Framework Strategic Objective 20: MEETING EVERYONE'S HOUSING NEEDS

To provide for an appropriate range of high quality housing types and tenures, including market and affordable housing, to meet the requirements of everyone including key workers, in order to ensure everyone has the opportunity of a decent home. To ensure that all new dwellings are sustainably designed and constructed, to minimise the use of energy and natural resources and built to a high quality that meets CABE Building For Life Criteria.

51. The housing downturn has had the following impacts:
   - Developers have been unable to progress sites as previously intended either because of lack of finance or concerns about sales potential
   - The number of total housing completions peaked in 07/08 with 809 but dramatically dipped in 08/09 with only 450, almost half the amount of the previous year (Table H).
   - Affordable housing completions have dropped to 119 in 08/09 with the figure for 09/10 projected at 60 (table H)
   - Developers are much more risk averse: this is of particular concern for mixed-use schemes involving flats, where demand is perceived to have reduced and lenders are very cautious
   - Some flat conversions may no longer be viable.

52. Most analysts suggest that both developers and their financial backers (banks etc) are trying to avoid crystallizing losses against current book values of land. This means holding back development as much as possible – consistent with survival – until house prices improve. There is also a perception that prices are being buoyed by the extreme shortage of housing supply which does little to encourage greater supply. Assuming this analysis is correct, supply from private developers will remain at low levels in the medium-term.

53. The Torbay Housing Partnership is addressing current issues with housing supply by:
   - Being flexible in negotiations with developers by considering viability issues and relaxing policy on the quantum of affordable housing if absolutely essential or, out of preference, levering in sufficient grant to make schemes viable
   - Continuing to insist on a good balance of social rented, intermediate and market housing to ensure long-term sustainability
   - Maintaining quality standards
   - Engaging stakeholders and managing expectations
   - Maintaining sufficient capacity to deal with opportunities that do arise
   - Monitoring the local housing and land markets carefully
   - It is also recognising opportunities to compensate for a diminished supply of new dwellings on private developments by
   - Ramping up work on down-sizing – encouraging a more efficient use of social housing stock
   - Re-invigorating Torbay's Empty Homes Strategy.
   - Focusing on development on publicly owned land e.g. Council-owned sites
   - Purchasing development land
   - Seeking opportunities to broker joint ventures with the HCA e.g. securing forward funding for infrastructure
   - Seeking opportunities to promote and enable the full spectrum of HCA initiatives such as Kickstart, the National Affordable Housing Programme,

SUSTAINABILITY – BUILDING FOR THE LONG-TERM

54. Sustainability is a cross-cutting theme that informs all elements of Torbay's long-term aims and aspirations. Climate change is a particular factor for a seaside town: rises in sea-level pose a potential threat; but Torbay's sunny climate offers scope to make effective use of solar energy and warmer weather has the potential to boost tourism.

55. But equally important are the social and human dimensions of sustainability: creating balanced and mixed communities with adequate provision for both young and old, minorities, and those with disabilities.

56. Resulting from the need to move towards a low carbon economy and adapt to a changing climate, five key issues have been identified which look set to become priority areas. These have predominantly been identified as critical areas of focus for Torbay, relating particularly to its reliance upon tourism and its own unique geography.

The Low Carbon Economy

57. An increasing demand from consumers for good and services which support the 'low carbon economy' will be seen in the future. This will be wide ranging, from home insulation services, to micro-renewable technologies to local renewable energy supply chains, etc.

58. There is limited intelligence/information on the number and type of companies within the Environmental Technologies sector currently operating within Torbay, nor an estimation of those companies which could be persuaded to inwardly invest in the area. The allocation of resources to support low carbon businesses (both the demand and supply side) could have a positive effect on the economy of the Bay, and further specific support for the low carbon technology sector could help create a wider economic base in Torbay.

59. As well as opportunities to create and retain businesses within the environmental technologies sector, there are also a number of ways in which all businesses can be encouraged to become more environmentally efficient. Studies show that this helps improve productivity and competitiveness, and has a direct impact on a businesses bottom-line (e.g. reduced 'fixed costs' such as energy, water and wastes). This is particularly true for SME's. There are a number of National and regional organisations (e.g. Carbon Trust, Business Link etc) which can help businesses access a range of specialist advice and support services on resource efficiency including:

    - reducing energy and water bills
    - reducing, re-using and/or recycling waste
    - seeking opportunities to partner other organisations to make better use of resources
    - carbon management
    - working with supply chains to improve environmental performance

60. Torbay Council and the Torbay Development Agency (Economic Development Company) can play an important role in helping the Bays' business community to make best use of these services and improve their competitiveness and productivity.

61. By 2016 all new homes must be built to zero-carbon standards. By 2019, all other buildings must follow suit. A set of increasingly stricter measures regarding carbon emissions from development (such as through the Code for Sustainable Homes) will be employed up to the zero-carbon dates.

62. Zero-carbon development can be defined as a building whose carbon dioxide emissions are zero or negative across the year. This includes energy regulated by Building Regulations and other energy used in the building.

63. In ensuring that prospective developers are able to meet the zero-carbon targets for new buildings in the future, it may be important to prepare a stream of funding to support initiatives such as community scale combined heat and power networks which will help developers achieve zero-carbon standards. This will ensure that Torbay is seen as an attractive prospect for potential developers to invest into compared to other areas. Section 106 agreements could potentially be one source of funding.

Adverse Weather Affecting Road And Rail Access

64. Torbay is susceptible to rail link disruption, with the Western England main line being closed at Dawlish on several occasions in recent years. Additionally there has been localised pluvial flooding to important road links within Torbay, negatively affecting business continuity.

65. There may be some limits as to the extent Torbay Council can carry out local action to mitigate the potential impact on road and rail infrastructure networks. In some cases the concerted support of agencies such as Network Rail and other authorities will be required.

Rising Sea Level Affecting Torbay's Beaches

66. Under a medium emissions scenario we can expect sea level rises of 20cm by 2040 and 40cm by 2080. The frequency of stormy weather and storm-surge events is also expected to rise by a significant degree.

67. As identified in "A Climate Change Strategy for Torbay" and the Internal Audit Report: Climate Change, problems from sea level rise and increased storm surge including coastal erosion of the sea walls and the recession of its beaches will be an issue which Torbay will need to address. Considering the value of the beaches to Torbay as a tourist resort, Torbay may be at particular risk economically from the potential loss of valued areas of beach.

Effects On The Elderly – Protecting The Vulnerable

68. Torbay has a high number of elderly people in its population, significantly higher than the national average. Additionally the proportion of the population that are classed as 'very elderly' is particularly high. The trend is for the population in Torbay to become increasingly elderly into the future.

69. The elderly population are far more likely to be adversely affected by cold winter weather and extreme heat in the summer. An increased burden on the local health service could occur without positive action. Decreasing

levels of fuel poverty (NI187) in Torbay will have positive effects on the carbon footprint of Torbay (NI186).

Identifying Potential Impacts

70. The Torbay Climate Change Strategy adopted in summer 2008 includes an encompassing acknowledgment of the impacts and opportunities of future climate change (listed in full in Appendix 1) which are broken down by sector and outline the main impacts to be expected and planned for.

Industry and Commerce

71. With hotter and drier summers, tourism is likely to increase in Torbay with opportunities for a longer, more reliable summer season and an extended night-time *al fresco* economy. Furthermore, the attractive climate also has the potential to attract business to the area, principally important in transforming to a Low Carbon Economy as detailed later.

72. Whilst the climate will generally improve, extreme weather events are likely to increase in frequency which poses a difficult challenge of protecting business and tourism from damaging and potentially harmful weather events.

Buildings and Planning

73. Milder temperatures throughout the year will decrease heating demand and accordingly lower GHG emissions, however in contrast, buildings will need to be adapted to withstand increasing heat and intense storms and rainfall.

Natural World

74. A changing climate provides the opportunity for a host of new varieties of flora and fauna to be introduced to the area with potential economic and aesthetic benefits, however a challenge is also posed to existing established species. Due to warming occurring at a rate faster than the speed at which the natural world is able to adapt, certain ecosystems will be threatened and potentially lost, while agriculture and landscape management will be required to change their practices in response to shifting growing seasons and drought.

Health

75. While research by the Department of Health suggests that a milder climate is likely to reduce the number of cold-related deaths in the UK, heat-related deaths are predicted to rise. As an area with a relatively large elderly population, Torbay is particularly susceptible to such incidents and will need to implement crucial measures to protect potentially vulnerable people. Furthermore, heat stress amongst the tourist populations is also likely to be an area of importance.

Utilities and Infrastructure

76. Increasing winter rainfall will benefit surface water storage reservoirs, which supply 90%of Devon's water meaning more reliable water supply throughout the winter, however lower summer rainfall may correspondingly lead to shortages in the summer, creating a challenge of balancing this discrepancy. Coastal defences and storm drainage will require enhancing and upgrading in response to increasing extreme weather events, while rail and road closures could potentially pose a significant obstacle to beneficial development in the region as flash flooding, breaching of sea walls and summer heat stress affect transport infrastructure.

Children & Young People

77. Improving the outcomes for all children and families underpins our overall aim to improve the Bay's economic prosperity and key issues include the following.
    - Torbay's demographic base has a significantly lower proportion of young people; this proportion is projected to decrease slightly over the next five years despite a slight increase in overall numbers.
    - In 2001, around 12% of dependent children in Torbay lived within a household without central heating. This is significantly higher than the national average.
    - Over a quarter of all dependent children in the bay lived in a lone parent family (2001); this figure was highest in Tormohun with over a third of dependent children living in a lone parent family.
    - The rate of children looked after per 10,000 is significantly higher in Torbay, at 67 per 10,000, compared to the national 54 per 10,000.
    - Fewer children per 10,000 became subject to a child protection plan

78. One analysis of the current position is that attainment at GCSE is improving and the gap between Torbay and the national average is now closing. Attainment at A-level is very good, but many of the young people who go on to HE do not return to the Bay due to a lack of graduate level employment opportunities and there is a general "brain drain" issue. This is being tackled by e.g. supporting the development of HE courses at South Devon College, the skills centre at Torbay Hospital and the TDA innovation centres (though I don't know if young entrepreneurs are prioritised).

79. Among students who do not enter HE and FE, there is a general concern that this is because of a lack of ambition and so a number of projects are aimed at raising the aspirations of YP. These include the 14-19 curriculum reforms, where Torbay is ahead of the curve, baywide partnership working between schools, employers and training providers, capital investment in vocational educational provision and the promotion of enterprise.

80. It has also been recognised that there is a cycle of pupils with low aspirations becoming the parents and passing on a low aspirations culture

to their children. This is being addressed through surestart and children's centre programmes.

- Promoting a culture of life -long learning
- Encouraging continuous improvement in achievement
- Raising aspirations for all
- Better links between education and training and businesses
- Narrowing the gap between the most and least advantaged children
- Supporting a range of life long learning opportunities for adults and older people.

81. There have been informal discussions between neighbouring districts and Devon County and Torbay to advance a common understanding of the issues that the two areas are dealing with around growth. It seems likely that there will be a number of areas where joint working may be beneficial these would include;
    - Improvement of passenger information on key bus routes
    - Improvements to shared cycleways
    - Improved rail frequency
    - Stimulating demand for next generation broadband
    - Skills agenda
    - Business sites & premises
    - Low carbon housing i.e. around renewable energy and district heating

STRATEGIC OBJECTIVES

Strategic Objective 1 - Affordable Housing

1. House prices are roughly at the national average but low wages mean that in summer 2008 average house prices in Torbay were 9.4 times median earnings and 14.1 times lower quartile earnings, compared with the comparable national ratios of 7.3 times average earnings and 12 times lower quartile earnings. Not surprisingly there is a pressing need for affordable housing, with over **6,300** households on the waiting list in April 2009. The Strategic Housing Market Assessment estimated that **49%** of all new homes should be social rented and a further **12%** intermediate homes [*Table H5*], equating to 500 new affordable homes per annum – more than total housing delivery in recent years. It is for these reasons that ensuring that there is a steady supply of housing and in particular affordable housing is crucial and it is a top priority for the investment plan.

2. 2008-11 LAA targets for new affordable housing provision, starting from a baseline of 114 in 2007-08, average **155 per annum**. The same study estimated that **9,562** households were unsuitably housed [*Figure H3]. The* Economic Development Company will strengthen the existing Torbay Housing Partnership which has a well-established structure and governance arrangements. [*Figure H18*]. The **Housing Delivery Team** will be responsible for monitoring and enabling delivery, operating against a detailed housing trajectory. Monitoring will cover:

    - Housing starts commissioned
    - Housing starts on site
    - Housing practical completion
    - Housing Occupation
    - The housing trajectory and milestones for key sites are shown in *Results and Impacts* below.
    - The broader set of housing priorities (e.g. including improvements to private sector housing and support services) is outlined in *The Future of Housing in Torbay 2008-11 [Table H??]*.

3. Under the Affordable Housing objective specific schemes which are important include
    - Hayes Road & Totnes Rd Housing
    - Land acquisition for housing delivery
    - Albert Court Housing
    - Langridge Rd Housing
    - Prince Charles Court
    - Smallcombe Road Housing Scheme
    - Southview Road Housing
    - Extracare & Area renewal developments

Strategic Objective 2 - Infrastructure and Growth

4. This objective will support the delivery of critical infrastructure to improve connectivity to the sub-region and national network. Key projects include
    - South Devon Link Road (to improve connectivity with the South West region and beyond)
    - Western Corridor (access to the bulk of Torbay's industrial space south of Paignton and Brixham and specific schemes include Tweenaway, Windy Corner & King Ash Hill). This priority will support the delivery of strategic employment land, managed workspace and housing growth. Freeing up the Western Corridor is vital for the delivery of development south of Torbay, including Great Parks, Paignton and any urban extension to the west of Torbay.
    - Support for alternative modes of transport i.e. fast ferry docking
    - ICT infrastructure – working with the business community to increase the demand for and take-up of ICT.

5. To facilitate movement across the whole area, highway infrastructure is a key consideration and the capacity of the existing road network to accommodate additional growth a potentially significant constraint. The Councils New Growth Points Programme of Development (September 2007) highlights congestion on the Western Corridor as the main constraint to development. Overall 80% of economically active population currently work within Torbay. However, outward flows of commuters are still very significant. Traffic Flow data gathered in support of the South Devon Link Road (SDLR) indicates that the following activity is currently being experienced on the main roads servicing Torbay:

    - • A379 – 13,689 vehicles per day (2-way)
    - • A380 – 34,407 vehicles per day (2-way)
    - • A385 – 13,155 vehicles per day (2-way)
    - • Side Roads – 18,593 vehicles per day (2-way)

South Devon Link Road – Major Scheme

The South Devon Link Road is the key infrastructure requirement for Torbay and the business community in Torbay believes that the Link Road is the most important single scheme that would improve their competitiveness in that it would improve access to markets and reduce transport costs. It would also improve traffic flow and perception of Torbay and South Devon traffic connections.

- The initial investigations into the wider economic benefits of the proposed scheme carried out by SQW concluded that:
- The proposal fitted within the strategic context and would contribute to the regeneration priorities (and need) of Torbay
- Major improvements to the A380 would lead to significant new job creation or significantly increased local or national GDP
- These wider benefits are also expected:
- That the scheme could be expected to contribute to the development of local businesses, retail and tourism activity as well as opening up the potential for investment that, together, could create an additional (net) 7,960 jobs
- That 750 of these jobs could be created in the tourism industry and
- Around 3,500 of these jobs will be in the Torbay area

6. South of the Marldon Roundabout the A380/A3022 Ring Road becomes single carriageway and there are a number of constraints to the network and its overall capacity to accommodate additional journeys. Kings Ash Hill is currently operating at capacity, as is the Tweenaways Cross junction. Any additional traffic on this section of road will cause potential queuing. Online alterations to Kings Ash Hill are also difficult due to development having been constructed close to the highway.

7. To the south, there are further constraints at Windy Corner, where the coast road meets the ring road. Additional traffic on this part of the network is not advisable, unless mitigation measures were in place to reduce the dependence on the car.

8. The two key bottlenecks at Tweenaway Cross /Kings Ash Hill and Windy Corner are currently the subject of proposed improvement schemes.
   - **Windy Corner** junction improvement, this has authority to progress subject to negotiations over the utilisation of Common Land. This junction links the A3022 Coast Road with A380 Ring Road South or Paignton.

   - **Tweenaways Cross** Improvement Scheme – will see the junction improved over the next 18 months improving the capacity of the junction and reduce the time that traffic is held at the junction.

9. Discussions with the main utilities companies for the area were undertaken as part of the assessment process. This included Wales & West Utilities which is the main Gas transporter, Western Power Distribution which

manages the 11kva and 33Kva networks and South West Water, responsible for water supply and sewerage.

10. Overall the view was that there are no absolute constraints to development for the levels anticipated and there are no particular geographic differences between the provision of services.

11. The gas supply network currently has sufficient capacity to accommodate growth though this could be impacted if one or more very significant users of gas for industrial purposes were to relocate to the area. However, generally the system has capacity and there are unlikely to be requirements to reinforce the high pressure system to accommodate growth. The costs of development in various locations across the bay will depend on the size of the mains infrastructure in the vicinity.

12. The foul drainage network is amongst the oldest in the south west. However, the system has the capacity to accommodate growth but upgrading of the existing sewage treatment plant would be required. Costs for achieving this are not currently available but the location of the plant south of Paignton, means that development in the south of the area is relatively cheaper than that at greater distance from the facility. Discussions with the representatives of Western Power indicated that there is sufficient capacity within the 33KVA system to provide for an increase in housing indicated by the Panel Report.

13. Torbay is currently exploring the potential for ADSL2 (next generation ADSL) offering speeds up to 20Mbps over existing copper circuits. Some exchanges are currently being made ready. It is looking at the potential for Ethernet where there are nodes rolling out. Can provide Ethernet links up to 25kms from the node and offer speeds of 10Mbps to 100Mbps. Finally, and likely to offer a significant improvement is Superfast (Fibre to Cabinet/Premises) – fibre and copper links to and from cabinets or 100Mbps fibre links direct from exchange to business. Currently all SW activity in Bristol pending another announcement early in the new year and the investment plan could support any push for Torbay to be involved in wider rollout. Specifically with regard to ICT infrastructure Torbay perceives benefits from:
    - increased inward and foreign direct investment
    - new firm creation
    - increased productivity
    - increased accessibility/legibility
    - continued support and formation of new industry clusters (eg media and other high tech businesses)
    - promotion of new ways of working/collaborating (including private/public sector collaboration)
    - encouraging innovation through enhanced research, development and commercialisation of new products and services

14. Specific actions which are a priority in the Infrastructure and Growth objective and which facilitate the delivery of housing and employment land include the following

- Western Corridor - Great Parks access
- Western Corridor - Tweenaway Cross
- Western Corridor - Windy Corner junction improvements
- Support to disadvantaged neighbourhoods
- Harbour protection & coastal infrastructure
- Prevention: Energy / Fuel Poverty(medium - long). Hard to heat housing, rural exclusion from energy supplier, community sustainability. Focus to be on residential Park Homes (7 in total)
- Western Corridor - Sth Tweenaway Lane Improvements
- Business space

Strategic Objective 3 - Mayoral Vision delivery

15. Torbay's Mayoral Vision[7] sets out an ambitious set of concepts for 19 key sites and areas across Torbay the regeneration of which would be transformational. Typically the schemes that are being proposed are mixed use and seek to restore the faded charm of Torbay, make better connections and vary the mix of uses. The Vision in the document is set out above and seeks to reinvigorate the English Riviera by establishing a strong identity based upon its built and natural heritage. The New English Riviera sends out a very clear message about the new economy and sustainable development. Future prosperity is based upon a new found confidence which in turn is built upon the strong assertion that Torbay is genuinely one of the most beautiful seaside cities in Europe. The Mayor's Vision Schemes are:
    - Torquay Central Station Gateway, Torre
    - Brunswick Square, Torquay
    - Civic Hub, Torquay
    - Union Street Retail, Torquay
    - The Harbourside (Terrace Car Park and site of Royal Garage), Torquay
    - Princess and Royal Terrace Gardens, Pavilion and car park, Cary Green and Strand, Torquay.
    - Victoria Parade, Torquay
    - Crossways Shopping Centre, Paignton
    - Station Lane, Paignton
    - Victoria Shopping Centre and Multi Storey Car Park, Paignton
    - Paignton Coastal Park
    - Paignton Harbour fish works and multi storey car park
    - Quay West / Goodrington, Paignton
    - Clennon Valley Health and Sports Facilities, Paignton
    - Brixham Town Centre mixed use and creative industries hub
    - Fish Market, Brixham

[7] www.torbay.gov.uk/mayoralvision.htm

- Freshwater and Oxen Cove Development, Brixham
- Brixham Northern Arm, Brixham
- Breakwater Hard Development, Brixham

Mayoral Vision – Impacts

ERS were commissioned to carry out an economic impact assessment of the Mayoral Vision Schemes in 2009. The findings of that report demonstrate the need for the type of intervention set out in the Vision as it will stimulate demand for;

Commercial office space – an additional 9.3% of new space which will support the growth in business and professional services sector.

Retail space – An additional 4.3% of new space and importantly space configured better for the requirements of the modern retail sector.

Housing - According to the latest receipts of council tax there are almost 63,000 residential dwellings in Torbay. The cumulative proposals for new residential units amount to 1151 houses, representing a 1.8% growth in the existing housing stock.

Gross and net additional employment associated with priority projects

	Gross	Net
Office	870	103
Retail	779	621
Leisure	454	374
Total	2103	1098

16. Delivery of the Mayoral Vision plans is important to the growth and regeneration of Torbay and in injecting higher quality into key sites in Torbay. The Vision will be delivered by a combination of site specific delivery and a joint venture which will see the Council investing its assets alongside private sector cash to bring about delivery. The Council will begin the selection process for the partner in May 2010. The partner will be introduced to undertake other development opportunities introduced over the life of the vehicle and to work with the Council to make strategic and opportunistic acquisitions as they emerge, in particular interventions that support development of an improved retail offer. The partner will also support the council in pursuit of its wider objectives by identifying and helping deliver favourable solutions that balance financial, economic and social returns including:

    - enhancing the quality of design in Torbay and ensuring the council has an influence in place-shaping the town;
    - ensuring that these sites are developed for the most appropriate use to meet our key objectives
    - producing high-quality buildings that enhance the built environment.
    - The first tranche of identified development opportunities comprises six council owned sites in good locations with an anticipated gross development value of £300m. The chosen private sector partner will share in the council's vision and ambitions and demonstrate its long term commitment to the sustainable physical and economic development of Torbay.

17. Specific Mayoral Vision projects where early intervention would generate significant benefits for the Investment Plan include;

    - Torquay Town Centre
    - Paignton Town Centre regeneration
    - Innovation Centre Phase

Delivery of the Strategic Objectives

18. To ensure that Torbay has the delivery capacity **the key intervention will be the establishment of a Torbay Economic Development Company supported by the asset backed joint venture referred to above**. The Economic Development Company will be responsible for functions including marketing & promotion of the place as a business location, delivery of local business support in line with Business Support Simplification Programme and Mayoral Vision delivery. There will also be a Housing and Planning delivery team focused on physical delivery of a number of the key sites for Torbay which brings in complementary skills to the Company The outcomes will include an increase in the number of projects delivered, greater private sector participation in the delivery and funding of key projects and increased growth for wealth and employment locally.

19. The strategic direction for Torbay will also require further consideration of the respective roles of Exeter and Torbay as the South Devon Link Road and transport schemes within the City of Exeter will reduce journey times between the two. Torbay will be looking for opportunities to collaborate with Exeter on growth and economy development issues which might include work around the expansion of the airport and University. Torbay wishes to see the footprint of higher education institutions grow within Torbay and this might be directly through growth of HE provision at South Devon College but may also be achieved by working with Universities in Exeter and Plymouth and other institutions like Peninsula Medical School. This plan notes above that Torbay's economic zone of influence extends beyond the administrative boundaries of the Borough. Torbay welcomes the moves in the Sub National Review to establish Economic Prosperity Boards Local Enterprise Partnerships and encourage cross local authority boundary working. We will, over the course of this plan, work with our partners to explore the appetite for the establishment of a board for South Devon.

20. Successful delivery of this investment plan will also require a number of dependencies to be addressed in order to ensure that growth is rounded and sustainable.

    - Strategic marketing - Recognising that Torbay needs to raise its profile more widely than simply as a tourism destination one of the specific pieces of work for the EDC will be for the creation of a strategic marketing plan. This will be holistic and will encompass tourism (including the Geopark), retail and wider business offer and ensure that inward investment opportunities of all sizes are exploited better. Work under this priority will explicitly target footloose investment representing higher value employment to the local economy.

- Enterprise and Growth – Torbay recognises the need to increase the number of full time jobs and increase average earnings. Through the TDA and its business support partners there is a clear focus on strengthening business support, encourage enterprise and develop skills. Delivery of the Strategic Investment Framework (EU Competitiveness Programme) is the key deliverable under this priority. It is also vital for Torbay's growth that sufficient land for economic development is made available. This land needs to be of the right quality and in the locations that recognise the requirements of businesses and investors. In this regard Phase 3 of the Torbay Innovation Centre is a key project in developing a broader economy.

Torbay & Inward Investment

The area can point to some significant success stories in knowledge based sectors and a unique geographical setting with a high quality of life. To win investment in the face of the challenges of competition and perception Torbay must :

- Focus on those sectors where Torbay has a specific asset or success which can be built upon.
- Support the development of sectors which capitalise on Torbay's unique geography particularly the Bay.
- Promote an image of Torbay as a business friendly location recognised for its commitment to business growth through its sector business networking , business advice programmes , aftercare support for investors, etc.
- Understand the competitive position of neighbours but also identify opportunities for collaboration with Exeter , Plymouth, Teignmouth etc to position Torbay as a key player in a strong sub regional cluster.
- Develop and market clear, persuasive value propositions which present Torbay's advantages and successes in key sectors.
- Promote Torbay as a 'first choice' destination for business supported by a wider campaign to promote the area for tourism , retail, culture etc.
- Build better relationships with South West Regional Development Agency and UK trade and Investment to ensure the Torbay 'offer' is promoted by the regional and national team.
- Ensure the maximum conversion from enquiry to investment

- Economic Participation & Skills - The Torbay & South Devon Employment & Skills Board was established in 2009. The ESB will prioritise the development of particular skills amongst the workforce, namely:

- To raise the level of leadership and management, customer care and enterprise skills
- To increase the number of apprenticeships in the workforce and the number of new apprenticeship places
- Raising levels of basic literacy and numeracy skills
- Encouraging partners to offer skills programmes that are relevant and are delivered at a time, and cost to encourage employers to use them
- Encouraging partners to help employers sharpen their business skills, to help them prepare for the upturn
- Working with partners to help young people and the unemployed develop the skills sought by employers
- Within Torbay the Board will also work closely with the Children's Trust to ensure that the 14-19 agenda is integrated ahead of the abolition of the Learning & Skills Council and the creation of the Skills Funding Agency in 2010.

- Dealing with inequalities – Torbay has been identified in the Audit Commission Comprehensive Area Assessment as needing to do more to help the worst off in Torbay, the Index of Deprivation data set out earlier demonstrates the extent of the challenge in Torbay. In particular while there is a recognition of good building blocks being place there is a challenge that the public sector partners do not share clearly defined aims of what we hope to achieve and the responsibilities of each partner Delivery of the Investment Plan and the homes and jobs that are envisaged must be set against that context and avoid unintentionally widening these inequalities.

Programme Oversight

21. This plan will be developed with Torbay strategic partnership members so that the wider public sector including the Police, Care Trust and others can understand and support the breadth of activity but more importantly so that those organisations may also use this to shape their own investment decisions.

22. To support the development of the Investment Plan the Council, and its economic development company, the Torbay Development Agency has developed the draft evidence base and project plan and it now needs to share this with partners to ensure that it represents a comprehensive plan for Torbay. To do that a **steering group** comprised of the following has been convened
    - Deputy Mayor
    - TSP representative

- Housing Association representative
- Commissioning partnership representatives (one per group)
- Officer groups representatives (two)

Managing Delivery

Strategic Direction

Lead - Torbay Strategic Partnership
Support – Torbay Council, TDA, SWRDA, HCA, private sector
Delivery method –Development of evidence base which can be shared and used by the public sector in Torbay

Strategic Marketing

Lead – Torbay Economic Development Company
Support – Torbay Council, Torbay Town Centres Company, Private sector
Delivery method – Programme of activity using public private interface to develop consistent marketing messages and involvement of key influencers who will help make an impact

Strategic Infrastructure

Lead – Torbay Council or Economic Development Company depending on project
Support – Council, EDC, SWRDA, GOSW, HCA,
Delivery method – Public private investments in the key infrastructure identified

Mayoral Vision Delivery

Lead – Torbay Economic Development Company
Support – Council, SWRDA, HCA, Private sector
Delivery method – Local asset backed vehicle, direct development, facilitation

Enterprise Growth

Lead – Torbay Economic Development Company
Support – Torbay & Sth Devon Employment & Skills Board, Torbay Council, SWRDA, Business Link, Learning & Skills Council, Jobcentre Plus
Delivery method – Through the EU programme Strategic Investment Framework

Economic Participation & Skills

Lead – Torbay Economic Development Company and the Torbay & Sth Devon Employment & Skills Board
Support – Torbay Council, SWRDA, Business Link, Learning & Skills Council, Jobcentre Plus
Delivery method – Series of activities funded through public (& private) sources to promote the priorities of the skills and inclusion agendas within Torbay.

Housing the Community

Lead – Torbay Economic Development Company – Housing Delivery Team
Support – Torbay Council, HCA, Torbay Housing Partnership, private developers
Delivery method – Asset-backed vehicle plus delivery via enabling and planning policy.

RESULTS AND IMPACT:

TO FOLLOW BUT WILL INCLUDE

Housing Units - An indication of how many jobs we expect the plan to create/enable including affordable

Jobs – An indication of how many jobs we expect the plan to create/enable

Earnings – what might the impact be in earnings and employment rate in Torbay

RISK

	Likelihood	Impact	Rating
There is a need to ensure that broad cross party political support as the period which the investment plan covers spends the 2011 local elections and the investments set out here are part of a long term regeneration programme for Torbay. The Economic Development Company when established will have a critical role here in engaging and influencing partners to lend their support.	2	3	6
Current delivery structure is not optimised. The creation of the EDC and the inclusion of housing and planning talent will improve the skills and capacity of one of the main delivery vehicles	2	2	4
Public sector funding is insufficient for the priority projects and in particular given the predicted tighter public sector funding rounds. In this case further prioritisation work may be required while the Investment Plan partners should also commit to looking at taking advantage of new powers and flexibilities that may be introduced by Government.	3	3	9
Weak market conditions and private funding insufficient to deliver priority projects.	2	4	8
Climate change	2	3	6
Growth in household numbers	3	2	6
Congestion and a premium for accessible development	3	2	6
Reducing property values reduce potential for Section 106 contributions	2	3	6

SUPPORTING INFORMATION

The following key local strategy documents have been used to develop this report

- Torbay Care Trust - Joint Strategic Needs Assessment
- Torbay Council - Strategic Housing Land Availability Assessment
- Torbay Strategic Partnership - Torbay Community Plan
- Torbay Council – Housing Strategy
- Torbay Council – draft Core Development Strategy
- Torbay Development Agency - Torbay Interim Economic Assessment
- Torbay Development Agency – Torbay Economic Strategy

Project Long List

Summary sheet

Theme/ Place	**Project**
Learning & Skills for the Future	14-19 curriculum reform investment projects at St Cuthbert Mayne, Paignton College, Torquay Boys Grammar School and Westlands
Learning & Skills for the Future	Building Schools for the Future
Learning & Skills for the Future	Renewal of Foxhole Community Centre
Learning & Skills for the Future	SDC - Improved road access
Learning & Skills for the Future	SDC - Training Hotel
Learning & Skills for the Future	Sth Devon College - Entry 2 Employment Centre (Torre)
Learning & Skills for the Future	Vocational skills centre for construction trades at Combe Pafford School
Learning & Skills for the Future	Wave 3 children's centre in Torquay

New Economy	Affordable Housing delivery
New Economy	Albert Court Housing
New Economy	Business space
New Economy	Delivery of employment & skills board action
New Economy	Hayes Road & Totnes Rd Housing
New Economy	High speed broadband
New Economy	Innovation Centre Phase 3
New Economy	Land acquisition for housing delivery
New Economy	Langridge Rd Housing
New Economy	Local Housing Company
New Economy	Northern Arm Breakwater
New Economy	Opening up employment land
New Economy	Paignton Harbour
New Economy	Paignton Town Centre regeneration
New Economy	Prince Charles Court
New Economy	Smallcombe Road Housing Scheme
New Economy	South Devon Link Road
New Economy	Southview Road Housing
New Economy	Torquay Town Centre
New Economy	Torre Station

New Economy	Western Corrdior - Sth Tweenaway Lane Improvements
New Economy	Western Corridor - Great Parks access
New Economy	Western Corridor - Tweenaway Cross
New Economy	Western Corridor - Windy Corner junction improvements
Pride in the Bay	Brixham Regeneration - Pedestrian Harbour Bridge
Pride in the Bay	Fast Ferry Pontoons
Pride in the Bay	Harbour protection & coastal infrastructure
Pride in the Bay	Rail stop at Hospital to service hospital, willows, shiphay & edginswell
Pride in the Bay	Ring road park and ride
Pride in the Bay	Rock Walk public realm
Pride in the Bay	Strategic Cycleways
Pride in the Bay	THI & public realm for Brixham and Paignton
Stronger Communities	Adaptations /Move on. Family sustainment Conversion grants a) attic b) extensions - regional housing need
Stronger Communities	Area based renewal / Empty Homes (Short Term) to target empty properties for conversion, refurbishment and redesign to provide more units focussing on commercial units over shops
Stronger Communities	Brixham Hospital
Stronger Communities	Clennon Healthy Living Centre
Stronger Communities	Community Resource Centres
Stronger Communities	Crematorium investment
Stronger Communities	Development of a Gypsey & Traveller site

Stronger Communities	Extra Care Facility – Dunboyne
Stronger Communities	Extra care Housing
Stronger Communities	Extracare & Area renewal developments
Stronger Communities	Prevention: Energy / Fuel Poverty(medium - long). Hard to heat housing, rural exclusion from energy supplier, community sustainability. Focus to be on residential Park Homes (7 in total)
Stronger Communities	Support to disadvantaged neighbourhoods
Stronger Communities	Torbay Hospital
Stronger Communities	Torquay North Health Centre
Stronger Communities	Under-Occupancy / inappropriate accomodation - occupiers to enable movement to downsize or move to more appropriate housing. Assistance a) move - removals, legal assistance b) basics, curtains carets white goods c) support

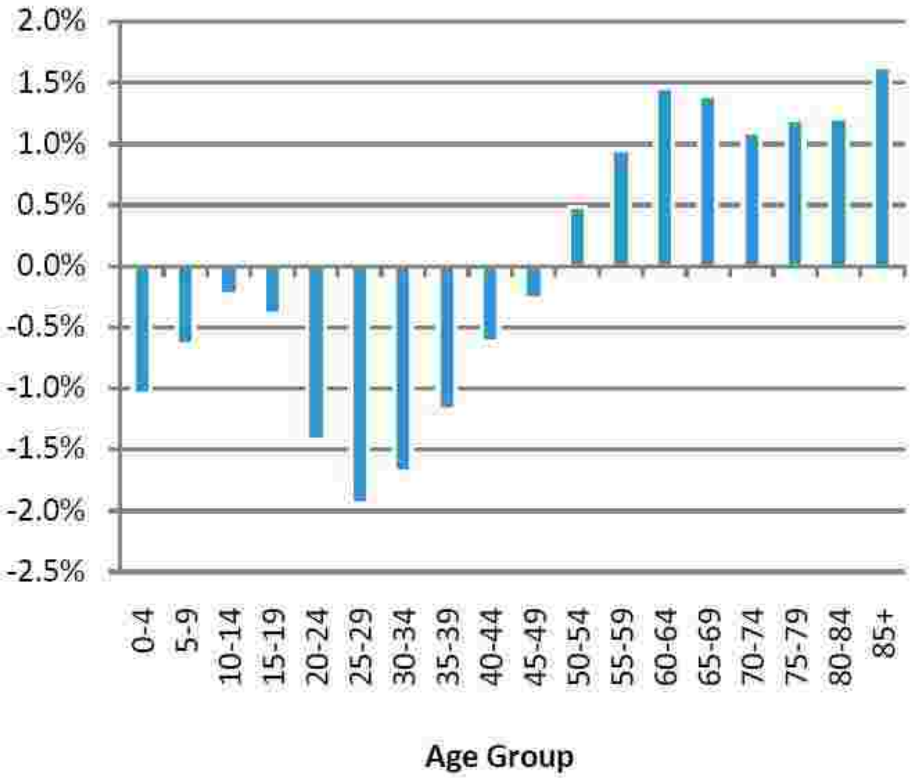
Housing

Table H1: Torbay Dwelling Stock Tenure Split

Tenure	Dwellings	Percent	Torbay 2006	EHCS 2006
Owner occupied	45,360	71.8%	72.0%	70%
Privately Rented	12,300	19.5%	19.7%	12%
Housing Association (RSL)	5,540	8.8%	8.3%	8%
Local Authority*	0	0.0%	0.0%	10%
Total	**63,200**	**100%**	**100%**	**100%**

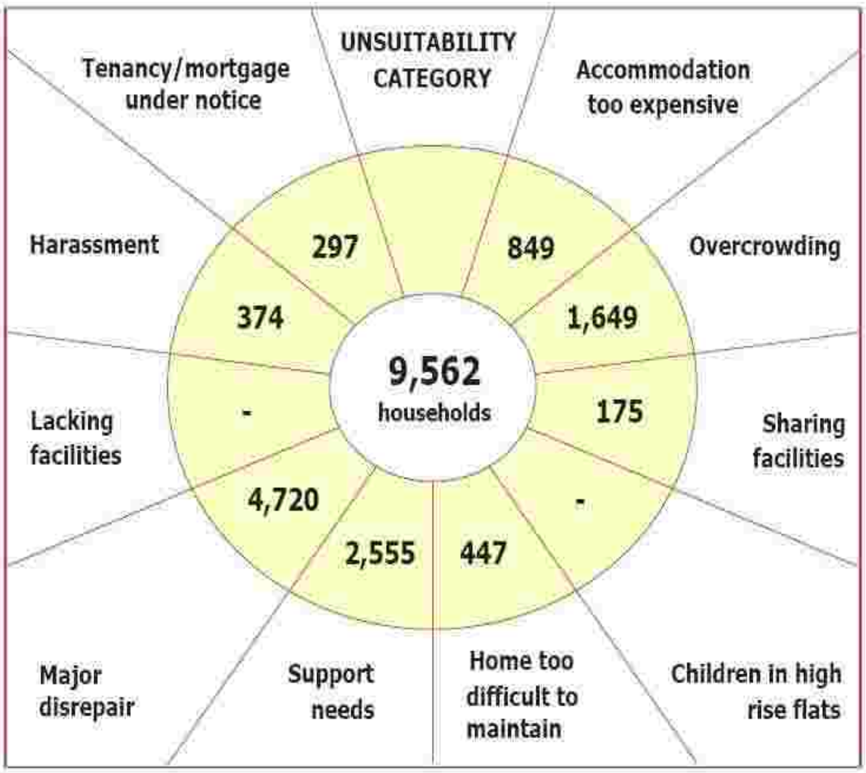
Source: *Private Sector House Condition Survey 2008 FINAL REPORT* (May 2009)

Figure H2: Age Profile for Torbay Compared with England and Wales:2005



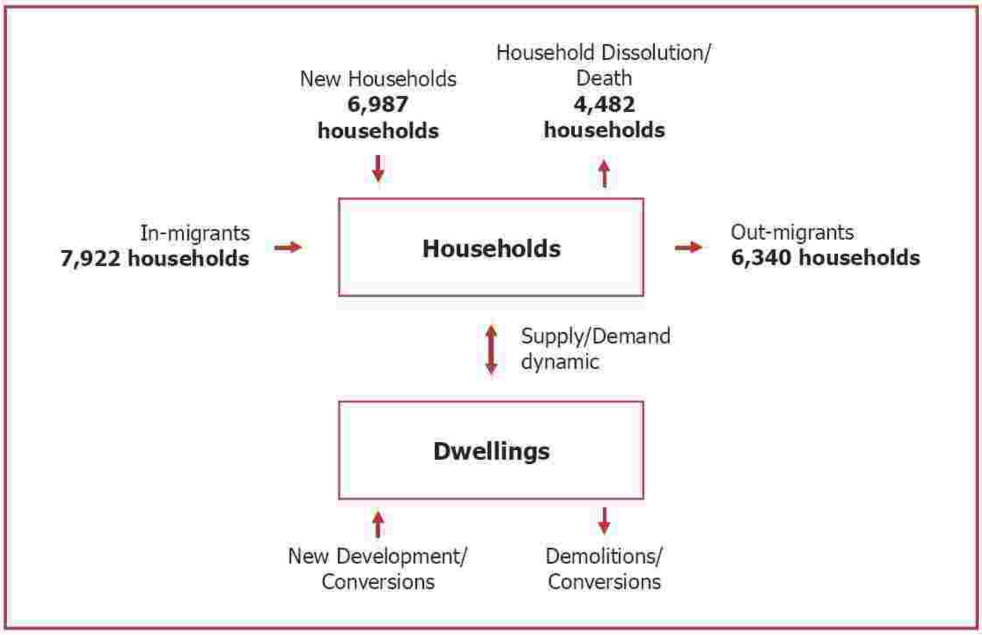
Source*: Exeter and Torbay Housing Market Assessment 2007 – Local Area Report for Torbay Unitary Authority, Figure 7*, (ONS December 2007)

Figure H3: Established Households Living in Unsuitable Accommodation



Source: *Exeter and Torbay Housing Market Assessment 2007 – Local Area Report for Torbay Unitary Authority, Figure 43*, (ONS December 2007)

Figure H4: Supply / Flow Analysis



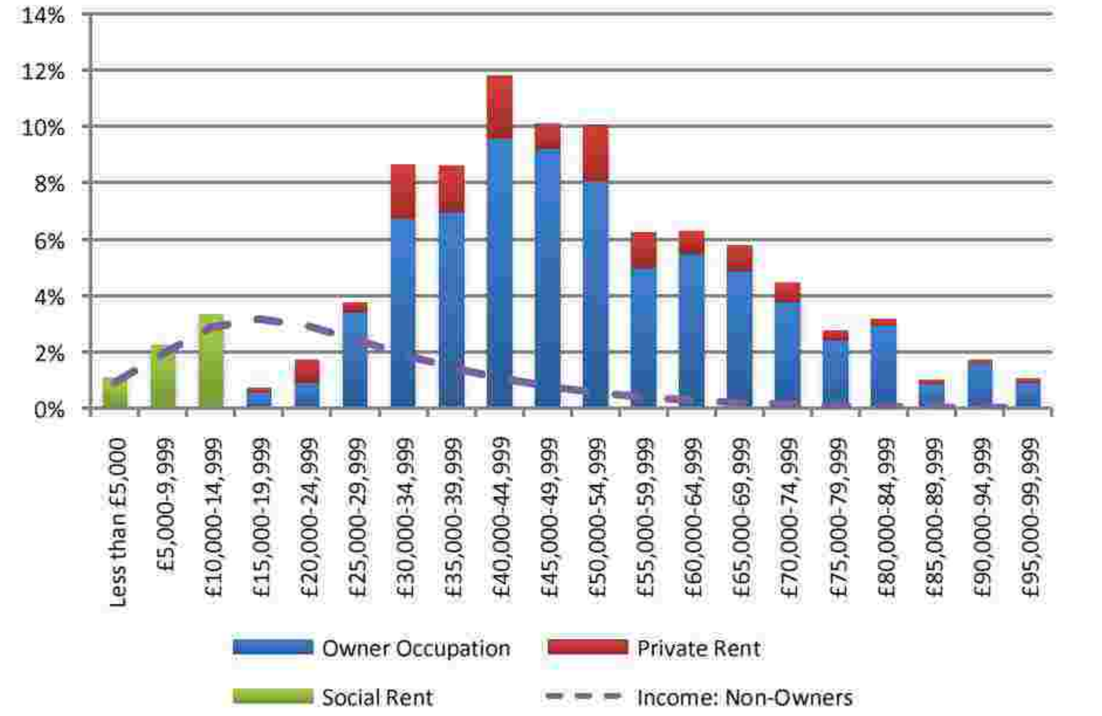
Source: *Exeter and Torbay Housing Market Assessment 2007 – Local Area Report for Torbay Unitary Authority, Figure 49*, (ONS December 2007)

Table H5: Summary of 5yr and annual housing requirements by tenure

Housing Type	Gross Housing Requirement	Housing Supply	Net Housing Requirement (Surplus)	
			N	%
5-Year Requirement				
Market Housing	22,608	21,019	1,589	38.9%
Intermediate Housing	3,237	2,759	478	11.7%
Social Rented Housing	7,421	5,401	2,020	49.4%
Total	33,266	29,179	4,087	100.0%
Annual Requirement				
Market Housing	4,522	4,204	318	38.9%
Intermediate Housing	647	552	96	11.7%
Social Rented Housing	1,484	1,080	404	49.4%
Total	6,653	5,836	817	100.0%

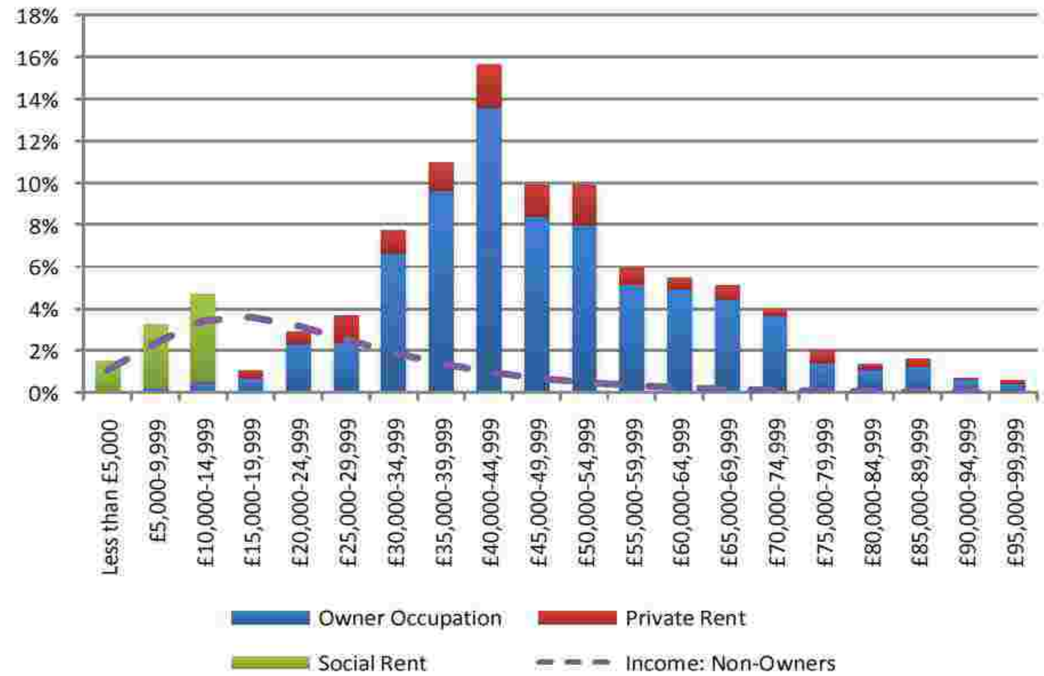
Source: *Exeter and Torbay Housing Market Assessment 2007 – Local Area Report for Torbay Unitary Authority, Figure 51*, (ONS December 2007)

Figure H6: Affordability Profile for Brixham



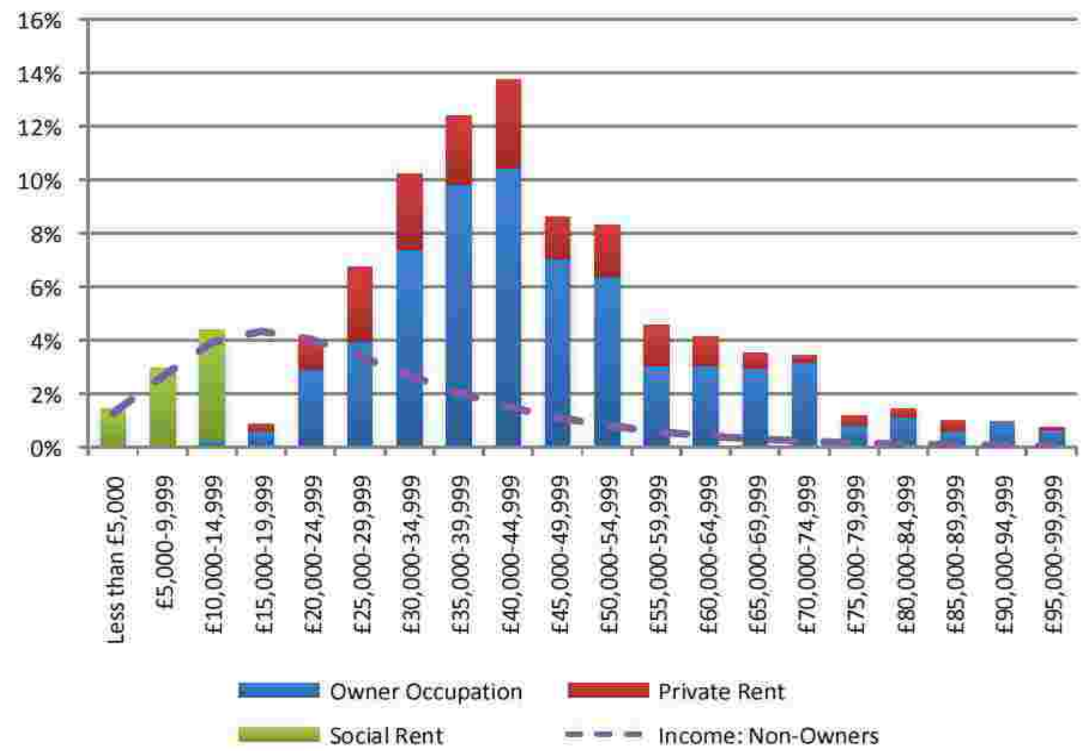
Source*: Exeter and Torbay Housing Market Assessment 2007 – Local Area Report for Torbay Unitary Authority (no pagenumber)*, (ONS December 2007)

Figure H7: Affordability Profile for Paignton



Source*: Exeter and Torbay Housing Market Assessment 2007 – Local Area Report for Torbay Unitary Authority (no pagenumber)*, (ONS December 2007)

Figure H8: Affordability Profile for Torquay



Source: *Exeter and Torbay Housing Market Assessment 2007 – Local Area Report for Torbay Unitary Authority (no pagenumber)*, (ONS December 2007)

Figure H9: Perceived Size Problems versus Overcrowding

Occupancy Level	Household Perception			Total
	Too Many Rooms	About Right	Too Few Rooms	
2 bedrooms too few	-	-	-	-
1 bedroom too few	-	688	961	1,649
Correct number of bedrooms	173	11,010	4,553	15,736
1 bedroom too many	661	20,449	2,040	23,150
2 bedrooms too many	1,223	12,120	342	13,685
3+ bedrooms too many	1,670	2,545	207	4,422
Total	3,726	46,812	8,103	58,641

Source: *Exeter and Torbay Housing Market Assessment 2007 – Local Area Report for Torbay Unitary Authority, Figure 30*, (ONS December 2007)

Table H10: Need For New Dwellings by No. of Bedrooms and Tenure

Housing Requirement	Type of Housing		
	Market Housing	Intermediate Housing	Social Rented Housing
Net Requirement			
1 bedroom	34.2%	67.4%	19.1%
2 bedrooms	29.8%	32.2%	69.3%
3 bedrooms	3.3%	0.3%	3.0%
4+ bedrooms	32.8%	-	8.5%
Total	100.0%	100.0%	100.0%

Source*: Exeter and Torbay Housing Market Assessment 2007 – Local Area Report for Torbay Unitary Authority, Figure 52*, (ONS December 2007)

Table H11: Non-Decent Homes Compared Against National Figures

	Private Sector and RSL Non Decent	% Private Sector & RSL Non Decent	England % Non decent (EHCS 2006)
Torbay	**24,400**	**38.6%**	**35.3%**

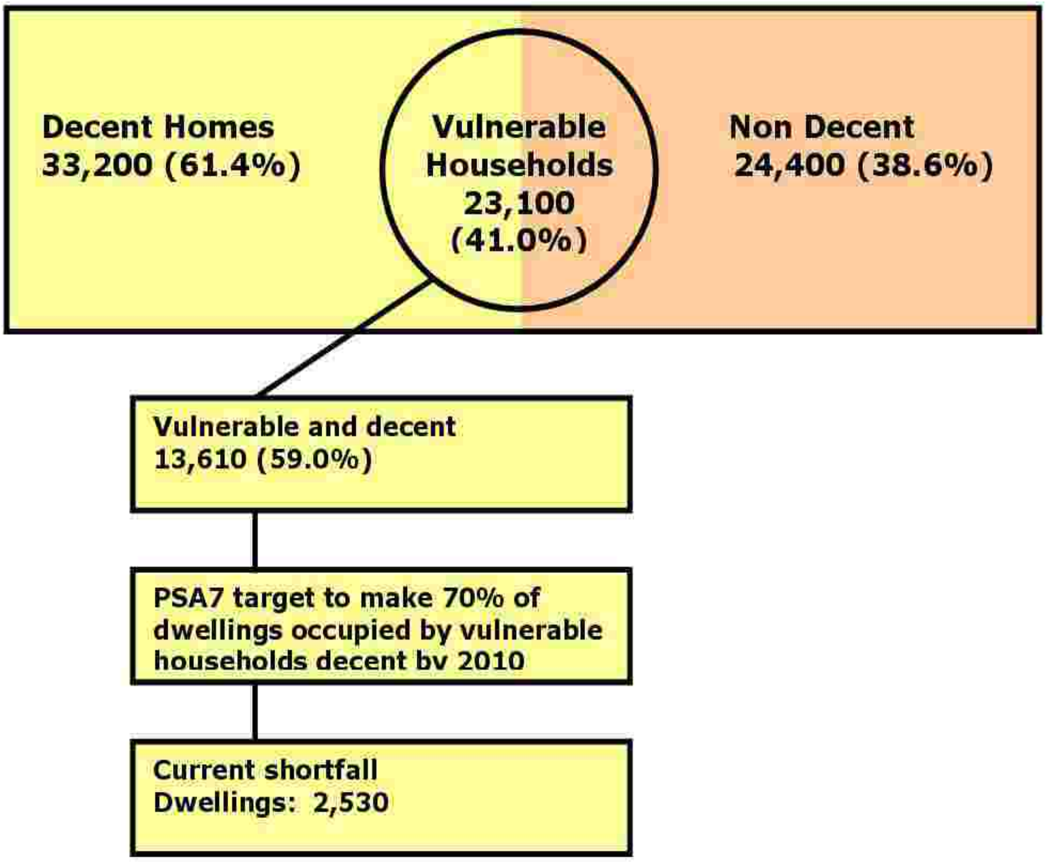
Source: *Torbay Private Sector House Condition Survey 2008 FINAL REPORT* (May 2009)

Table H12: Reasons for Non-Decency (as a percentage of all dwellings)

Reason	Dwellings	Torbay 2008	Torbay 2006	EHCS 2006
Category 1 hazard dwellings	15,980	25.3%	12.1%	22.4%
In need of repair	6,030	9.5%	10.6%	7.9%
Lacking modern facilities	530	0.8%	3.4%	2.2%
Poor degree of thermal comfort	16,040	25.4%	27.3%	16.7%

Source: *Torbay Private Sector House Condition Survey 2008 FINAL REPORT* (May 2009)
(NB: one dwelling may fall into more than one category)

Figure H13: Decent Homes and Vulnerable Households



Source: *Torbay Private Sector House Condition Survey 2008 FINAL REPORT* (May 2009)

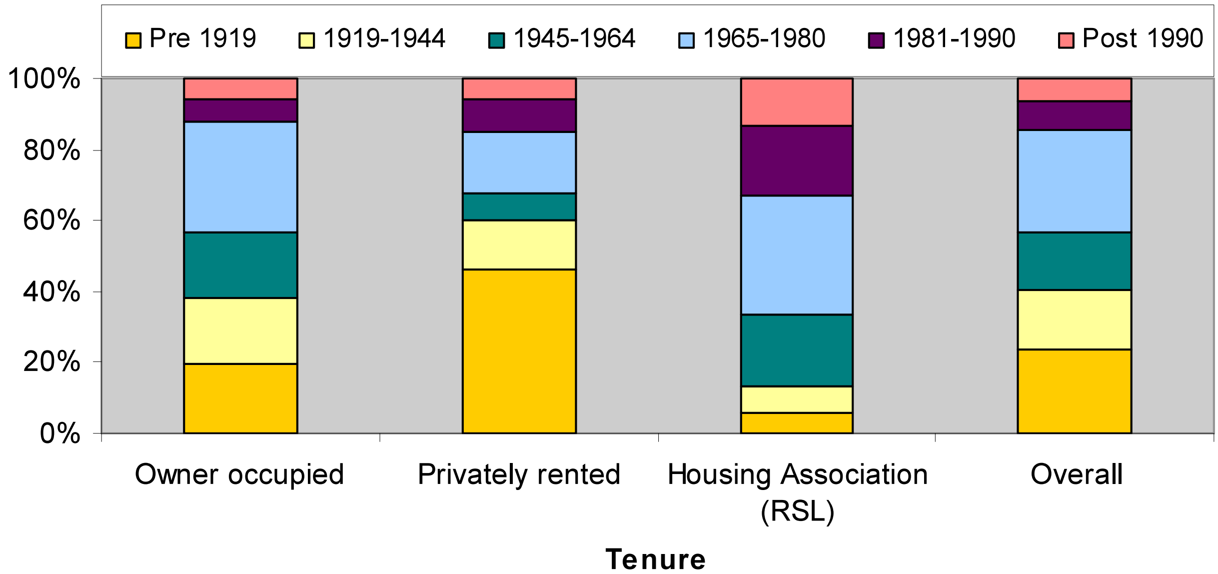
Table H14: Ages of Dwellings

Construction date	Torbay HCS 2006	Torbay HCS 2008	English HCS 2006
Pre 1919	24.1%	23.5%	23.5%
1919-1944	17.6%	16.9%	18.4%

1945-1964	17.0%	16.3%	17.8%
1965-1980	28.9%	29.0%	20.8%
1981-1990	7.8%	8.0%	8.7%
Post 1990	4.6%	6.4%	10.8%
Total	**100%**	**100%**	**100%**

Source: *Torbay Private Sector House Condition Survey 2008 FINAL REPORT* (May 2009)

Table H15: Ages of Dwellings by Tenure



Source: *Torbay Private Sector House Condition Survey 2008 FINAL REPORT* (May 2009)

Table H16: Cost of Remedying Non-Decency in Torbay Dwellings

Reason	Total Cost (£ million)	Cost per dwelling (£)
Category 1 Hazard	£60.0	£3,800
Repair	£7.8	£4,600
Amenities	£2.5	£8,800
Thermal comfort	£30.7	£1,800
Total	**£100.9**	**£4,100**

Source: *Torbay Private Sector House Condition Survey 2008 FINAL REPORT* (May 2009)

Table H17 Housing Strategy Priorities

Theme 1- Improving accessibility and quality of private sector housing

We will

Offer assistance to tackle fuel poverty in 2000 homes by 2011, for vulnerable people

Improve the standard of Houses in Multiple Occupation (HMOs) by inspecting a minimum of 30 properties per annum

Help reduce the waiting time for grants to ensure older and disabled people can live independently in their own homes

Tackle concentrations of poor property conditions in Central Torquay, Brixham and residential caravan parks by targeting available funds and taking selective enforcement action where required

Reduce the number of empty homes by 25 per annum

Improve the standard of privately rented accommodation by accrediting 100 properties per annum

Theme 2 - Developing sustainable neighbourhoods and preventing homelessness

We will

Offer education and awareness of homelessness for Young People by establishing closer working links with children services, probation, health and the voluntary sector

Reduce the number of Young People becoming Homeless by 25% by 2011

Provide appropriate accommodation and support for young people

Provide a vocational qualification leading to work/employment opportunities for a total of 48 individuals

Increase the number of people supported in private sector homes to at least 18% of all those referred for support by 2010

Offer access to financial support, and advice – to prevent the loss of homes due to debt arrears leading to evictions and repossessions

Provide access to larger households by ensuring that 5% of all new affordable homes built have at least 4 bedrooms

Listen to the people at a neighbourhood level to ensure they influence the delivery of services across agencies

Table H17 Housing Strategy Priorities (continued)

Theme 3 - Assisting Independent Living

We will

Make sure service development and review is led by the people who use services by:

Recruiting a community engagement officer by January 2009

Putting in place an advocacy service by March 2009

Providing training to support people to review their services by September 2009

Make sure all services deliver positive outcomes for people increasing choice and control with:

5 people purchasing their own services by September 2009

Improved information sharing between organisations and common assessment processes in place by 2011

Improve access to and move on from support service to increase independence of vulnerable people by:

Increasing the rate of planned move-on into independent living options from short term housing support to 78% by 2011.

Improve quality and value for money by taking forward plans to design and buy services for people with different needs by:

Putting in place a network of services to help prevent homelessness, re-offending, drug and alcohol misuse & domestic abuse linked to employment and training by April 2009

Re-designing services for people with poor mental health so they link to pathways of recovery by March 2010

Developing a supported lodgings scheme for young people by November 2008 and jointly commission a mediation service with Checkpoint and Housing Services by April 2009

Providing 39 additional units of extra care housing for older people by 2010

Developing and funding community based services for older people and people with physical disabilities and brain injury by 2010

Improving the range of services for people with learning disabilities by 2010

Table H17 Housing Strategy Priorities

Theme 4 - Increase the number and choice of good quality affordable homes

We will

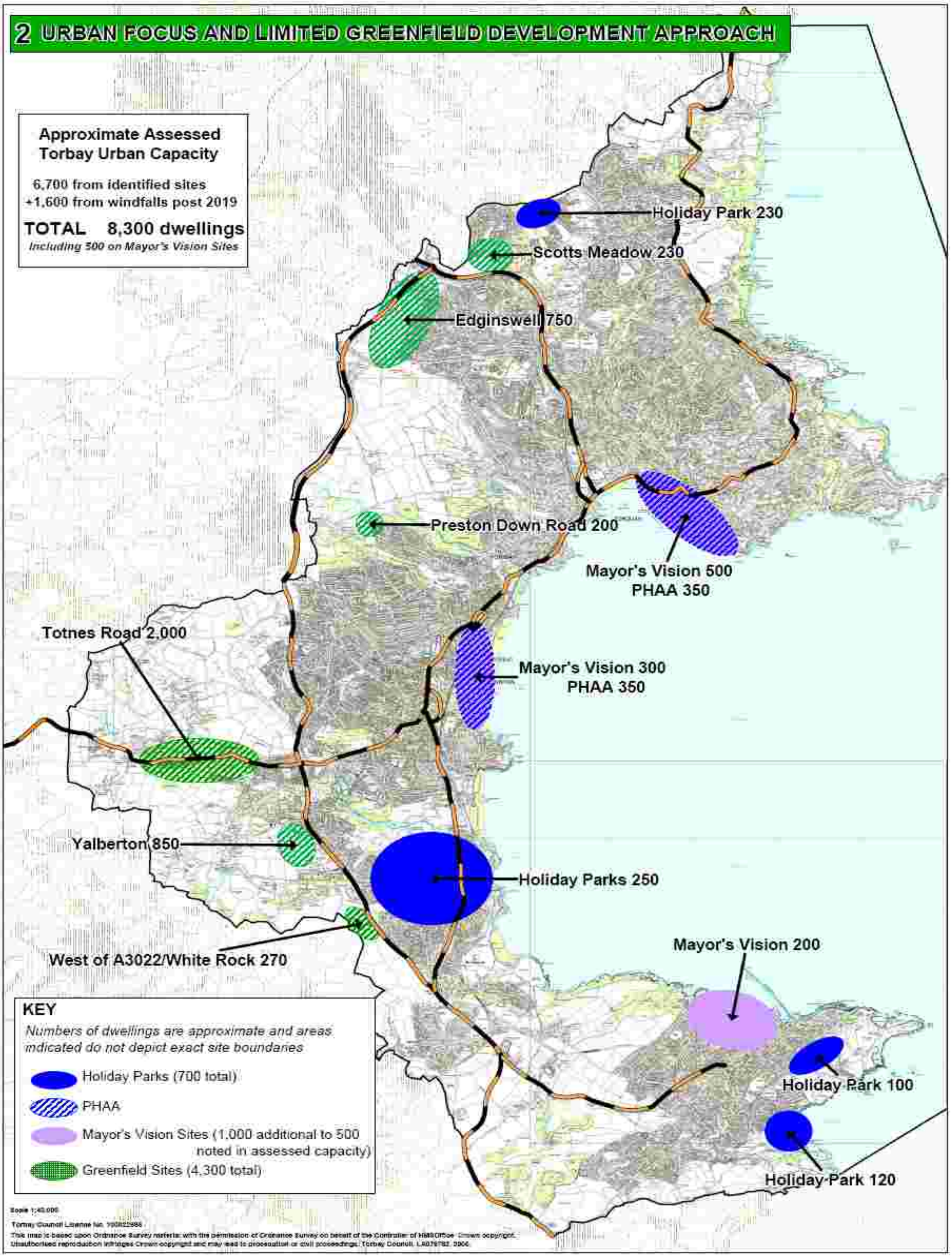
- Provide 465 new affordable homes over three years
- Improve the standard of new affordable housing to ensure homes cost less to heat, maintain and minimise the impact on the environment
- Provide a mix of house types to match the need e.g. sheltered/ supported, and 5% larger family accommodation (4 plus bedrooms).
- 5% of all new affordable homes will be fully adapted for wheelchair use
- Ensure 75% of new affordable homes will be to rent
- 25% of new affordable homes will be available for low cost home ownership

Source: *The Future of Housing in Torbay 2008-11*

Figure H18: Housing Delivery Framework – the Torbay Housing Partnership

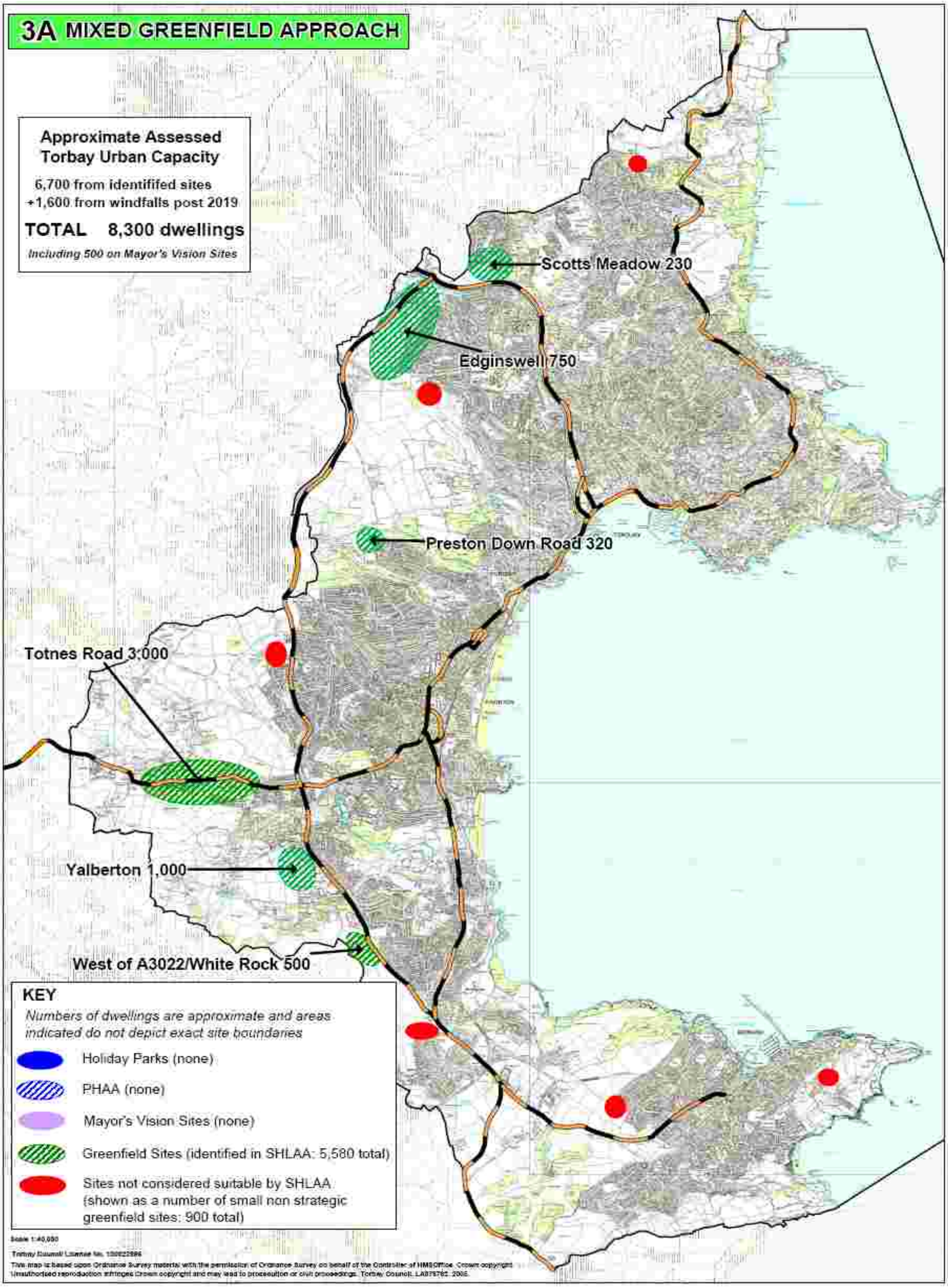
Source: Torbay Housing Strategy 2008

Map H19: Realistic Development Options – Core Strategy Consultation



Source: Core Strategy Development Plan Document (LDD2) Regulation 25 Consultation: Vision, objectives and options for growth in Torbay

Map H20: Realistic Development Options



Assessment of the Mixed Greenfield Approach

Pride in the Bay – Environment

The mixed greenfield approach results in the development of a large amount of greenfield land. It would take all of the sites identified in the SHLAA and require a relatively modest amount of land not recommended for inclusion by the SHLAA. This will have a significant landscape impact. There is likely to be some impact on the Area of Outstanding Natural Beauty (AONB) although the most sensitive areas could be avoided.

There would be an impact on wildlife, in particular since some of the greenfield sites are possible locations of curl bunting activity. It is not clear how far this impact could be mitigated.

Conversely the approach would minimise the need to develop urban green spaces or densify conservation areas, which will have landscape, wildlife and historic environment benefits in the built up area.

Learning for the future - Social issues

It is likely that a new school would be needed to serve new greenfield housing development. Some of the larger sites could accommodate a new school. However, the dispersed nature of the development area suggests that the need to travel to school may increase, compared to a more comprehensive review of education provision that may be achievable if a single urban extension were developed.

It appears unlikely that this approach would provide sufficient demand to maintain the current level of school places in the built up area, which is likely to result in the closure of some urban schools.

Safer and Stronger Communities – Social issues

This approach allows the creation of a significant amount of family housing and for the creation of mixed communities. Because there is no single large "new community", there is a danger that new housing would simply be created as new housing estates. However, in principle this could be overcome through careful planning and phasing of development.

There is still a focus on urban regeneration, however it will be important to ensure that brownfield development does occur. A significant danger is that out of town residential, employment and retail development develop as middle income areas, leaving urban deprivation affecting people in central areas.

The New Economy – Economic Prosperity

This approach would allow the retention of existing employment sites and may allow the creation of some mixed use areas which incorporate an element of employment use.

There is still a focus on delivering regeneration on Mayor's Vision sites, although there is no imperative to create high rise development to achieve housing numbers.

The approach would allow appropriate retail and leisure development. There is likely to be demand for such development, even in the current harsh economic climate. However there is a significant danger that this would harm the vitality and viability of the town centres and Mayor's Vision sites.

Deliverability

Because this option provides a wide range of sites, including greenfield sites, problems with any particular site is unlikely to undermine the overall strategy. It will be important to ensure that brownfield sites are developed, rather that just the cheaper and easier greenfield sites.

The approach provides a high level of family houses and out of town retail, which are likely to be more profitable sectors. The danger is that these will be at the expense of urban regeneration.

The SATURN traffic modelling carried out by Parsons Brinckerhoff has indicated significant congestion at Tweenaway Cross. The option relies on significant development south of Tweenaways Cross, and would therefore require major accessibility improvements along the Western Corridor

Source: Core Strategy Development Plan Document (LDD2) Regulation 25 Consultation: Vision, objectives and options for growth in Torbay

How will Climate Change Affect Torbay' as identified in A Climate Change Strategy for Torbay

Industry and Commerce

Opportunities	Challenges
Business and tourism in Torbay may increase as coastal cities become more attractive places to visit due to the cooling sea breeze, access to the coast and the realisation that it's no longer necessary to travel abroad to experience fine weather. Warmer temperatures may bring opportunities for a longer, more reliable, summer season and extended night time economy including al fresco cafes, restaurants and bars. There are currently 400,000 people employed in the environmental technologies sector in the UK. The Treasury has estimated that a further 100,000 jobs could be created over the next 10 years.	More intense storms may increase demand for indoor leisure and tourism activities. Insurance costs will increase due to a rise in claims for drought, subsidence, flood and storm damage. Adverse weather could affect retail supply chains. Torbay is particularly susceptible to closure of transport infrastructure due to its limited road and rail access. Rising sea levels could eliminate some of the beaches in Torbay upon which the tourism sector relies.

Buildings and Planning

Opportunities	Challenges
Reduced heating demand in winter means lower utility bills and lower GHG emissions. Due to increased demand, the price of 'sustainable' building materials and renewable technologies will decline.	Buildings will need to be adapted to withstand heat (without the use of energy intensive air conditioning), intense rainfall and persistent storms, especially those buildings along the seafronts of Torbay. New builds will have to be designed with energy and thermal efficiency as a high priority to reduce GHG emissions

	from space heating and cooling.

Natural World

Opportunities	Challenges
Reduced frost damage results in less risk of losing bedding plants early in season. Potential for new varieties of flora and fauna in municipal parks.	Warming is occurring at rates much faster than the speed at which the natural world is able to adapt. Certain ecosystems will be threatened and perhaps lost entirely. Habitats will experience increased soil erosion and structural damage from more frequent intense storms and coastal inundation as well as destruction by wildfire. Agriculture and landscape management will be subject to drought and shifting growing seasons; its practices will have to change accordingly.

Health

Opportunities	Challenges
A reduction in cold related deaths of 20,000 per year by 2050.	Cases of skin cancer, cataracts and drowning are likely to rise. Heat related deaths are predicted to rise by 2,000 per year by 2050. An increase in temperature will be

	accompanied by an additional 10,000 food poisoning incidents annually and a rise in respiratory conditions such as asthma due to higher air pollution levels. Under current climate change scenarios malaria carrying mosquitoes could return to southern England by 2050. This should not pose too great a threat to health if precautions are taken by the public.

Utilities and Infrastructure

Opportunities	Challenges
Increased winter rainfall will benefit surface water storage reservoirs, which supply 90% of Devon's water.	Decreased summer rainfall could produce water shortages in late summer due to an annual reduction in rainfall by 14% by 2080. The stability of buildings and transport infrastructure could be affected by wetter soils in winter and drier soils in summer causing subsidence. Existing coastal defences will require enhancing, where appropriate, and vulnerable infrastructure will need to be moved to lower risk land. Storm drainage will have to be upgraded to cope with increased capacity and coastal outfalls relocated.

	Rail and road closures will occur more frequently due to flash flooding, breaching of sea walls and summer heat stress.