

LDD6: Planning Contributions

Sustainability Appraisal Scoping Report

We want your views!

This Scoping Report has been compiled for consultation purposes. We would like your views on whether:

- All the sustainability appraisal objectives relevant to Planning Contributions SPD have been identified in Section 6
- All the key sustainability issues relating to the Planning Contributions SPD have been identified in Section 7
- All the relevant Sustainability Appraisal Objectives have been selected from the full list in Section 8.
- All relevant sustainability indicators have been identified

To comment on this report please write to the address below or e-mail sa@torbay.gov.uk. A response form is available to assist in providing a quick focused response on key issues (please see www.torbay.gov.uk/ldf and click on sustainability appraisal)

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The report can also be accessed via the internet: www.torbay.gov.uk/ldf

Contents:

1. Structure/ Purpose of this Sustainability Appraisal Scoping Report.....	5
2. Background to the Planning Contributions SPD:.....	7
3. Objectives of the Planning Contributions SPD.....	7
4. Timetable:.....	8
5. Consultees.....	9
6. Plans, policies and programmes review.....	10
7. Baseline for the Planning Contributions SPD.....	12
8. SA Framework:.....	28

Figures:

Figure 1: Components of the Sustainability Appraisal Scoping Report for the Torbay Local Development Framework.	5
Figure 2: Housing affordability in Torbay	13
Figure 3: Education and Skills Deprivation.....	15
Figure 4: Recorded Offences per '000 Resident population.....	16
Figure 5: Provision of different types of green space across Torbay.....	17
Figure 6: Key habitats in Torbay and their importance.....	24
Figure 7: Nature Conservation designations in Torbay	25

Planning Contributions SPD



1. Structure/ Purpose of this Sustainability Appraisal Scoping Report

Structure:

This document forms part of a broad Sustainability Appraisal (SA) Scoping Report for the Torbay Local Development Framework. The Scoping Report comprises two sections, Part 1 and Part 2 (see Figure 1). Part 1, as outlined below, provides the context for the sustainability appraisal process and overarching information relevant to the Local Development Framework as a whole. This document is available at www.torbay.gov.uk/ldf and should be read in conjunction with this chapter. Part 2, of which this is a chapter, comprises a detailed study of sustainability issues which relate specifically to each of the individual Local Development Documents (LDDs) within the Local Development Framework. This chapter, highlighted below, relates to the scoping for the Planning Contributions SPD. The remaining five chapters are also available at the above website.

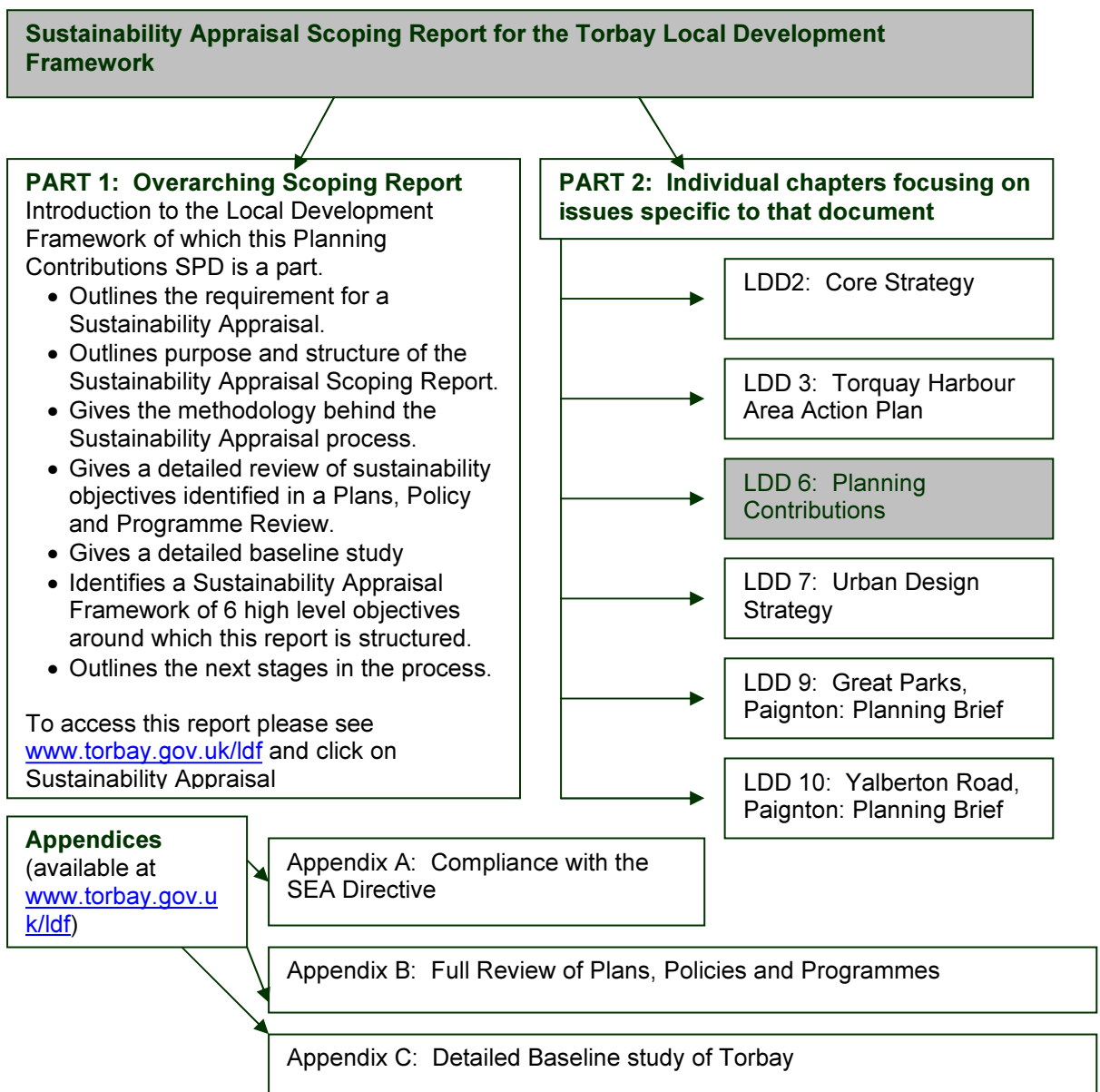


Figure 1: Components of the Sustainability Appraisal Scoping Report for the Torbay Local Development Framework. (LDD 4 (Site Specific Policies and Proposals) and LDD 5 (Generic Development Control Policies) are not included above as they will be subject to scoping report at a later stage. LDD 8, The Greenspace Strategy has a completed Scoping Report available to view at www.torbay.gov.uk/ldf).

Planning Contributions SPD

Purpose

The purpose of this sustainability appraisal is to ensure due consideration is given to the social, economic and environmental impacts of the Planning Contributions SPD. This chapter relates to the first of five stages within the appraisal process, the production of a Scoping Report specific to the Planning Contributions SPD. This chapter has a number of key functions including:

- Providing background to the Planning Contributions SPD (see section 2)
- Outlining provisional Planning Contributions SPD objectives (see section 3)
- Providing a timetable of the key Sustainability Appraisal tasks throughout plan formulation (see section 4)
- Identification of key sustainability objectives which are relevant to the Planning Contributions SPD. These are derived from a detailed study in Part 1 (see section 6)
- A baseline study which identifies key sustainability issues which may be influenced by the Planning Contributions SPD (see section 7)
- Identification of those SA objectives in Part 1 which will be relevant to test the Planning Contributions SPD for sustainability (see section 8)

For further information on the appraisal process and the subsequent stages please see Part 1 (Section 3).

Please note that this report is structured under the 6 High Level Objectives identified in the SA objectives in Section 8:

1. Improve Health
2. Support communities that meet people's need
3. Develop the economy in ways that meet people's needs
4. Provide access to meet peoples needs with least damage to communities and the environment
5. Maintain and improve environmental quality and assets
6. Minimise consumption of natural resources

2. Background to the Planning Contributions SPD:

The Planning Contributions SPD will provide guidance for developers, planning officers and other bodies and members of the public on the nature of planning contributions that will be sought from planning proposals. The document will also contain clear guidance relating to developments where no charge will be sought, the way in which such finance will be used by The Council and details on how contributions have been calculated.

The SPD will address a range of considerations including affordable housing, highways and access, public transport, cycle ways and enhanced pedestrian access, public open space and recreation, education and other community contributions. Improving access to good quality affordable housing is a key corporate priority of the Council. This SPD will provide guidance to assist the delivery of such housing in Torbay and is intended to provide clarification and amplification of saved Local Plan policies relating to affordable housing provision. It will constitute an update of the existing saved Affordable Housing SPG which was adopted in 2003. The SPD is being prepared against the background of proposed central government changes to the planning contributions regime and the possible introduction of a Planning Gains Supplement.

At present, s106 agreements are currently sought for the following:

- Affordable housing. 30% of development sought over threshold of 15 units (75% of this sought as rented, 25% shared ownership)
- Education contributions are sought for 2+ bedroom dwellings (£1,575 - £1,750 per dwelling)
- Public transport contributions. Based on floor space or dwelling numbers. £2,500 per residential unit up to 10. £1,750 per unit over 10
- To alleviate infrastructure costs directly associated with a development e.g. road junction improvements
- Public open space, improvement in parks etc.
- Landscaping works
- Conservation area enhancement
- Community safety measures such as CCTV.

3. Objectives of the Planning Contributions SPD

The SPD will seek to provide a framework for ensuring that planning obligations contribute to the sustainable development goals in Torbay. In particular they should:

- a) Help deliver high quality development that provides social, economic and environmental benefits to the community as a whole, whilst making prudent use of resources.
- b) Promote the objective of a safe, clean and prosperous Torbay
- c) Contribute to the provision of affordable housing.
- d) Ensure the delivery of the facilities and infrastructure needed to accommodate new development.
- e) Help deliver the physical investment needed to secure high and stable levels of growth and productivity.
- f) Ensure that planning obligations are prioritised to meeting those needs arising that are identified as priorities in the Development Plan and Community Plan.
- g) Be transparent to stakeholders in the planning process so that everyone can see what contributions are being secured through planning obligations.
- h) Provide an effective mechanism for delivering development without causing delays.
- i) Avoid imposing onerous financial burdens on developers that will deter desirable developments.
- j) Be sufficiently flexible to reflect the circumstances of individual proposed developments.

4. Timetable:

The table below gives a provisional timescale for the development of the Planning Contributions SPD and the relevant SA work which will need to be carried out at each stage.

SPD development stage (as identified in the LDS)	Timescale (future stages estimated from LDS)	Equivalent Sustainability Appraisal Stage	SA Output
Scoping pre-production / evidence gathering	January 2005 – February 2006	Stage A: Setting context and objectives, establishing the baseline and deciding on the scope	Production of an SA Scoping Report
Stage A: Consultation on SA Scoping Report for Statutory Consultees and key stakeholders March 2006 (4-6 weeks)			
Preparation of issues and alternative options in drafting the SPD	February – April 2006	Stage B: Developing and refining options and assessing effects	Brief documentation on sustainability of each proposed SPD option under consideration. Matrix to be included in the consultation documents on alternative options.
	May – June 2006	Stage C: Preparing the Sustainability Appraisal Report	Production of a draft SA report to be published alongside the draft SPD
Stage D: Consulting on the preferred options of the DPD and SA report			
Consultation and participation on draft SPD	July- September 2006	Stage D: Consultation on the SPD and SA report	
Consideration of representations on contents	October – November 2006		Appraise any significant changes as a result of consultation
Preparation of submission of final SPD (revision of SPD)	December 2006- January 2007		
Adoption by the Council (delegated powers/ cabinet)	February 2007		Issue consultation statement summarising how the consultation responses have been taken into account and how the SA has influenced the plan making process.
	September 2008	Stage E: Monitoring the significant effects of implementing the SPD.	Inclusion of SA Indicators and relevant yearly data in the AMR.

5. Consultees

In addition to those consultees indicated in Part A (Section 6) the following additional group/organisation is being consulted on the contents of this Scoping Report:

Torbay Housing Partnership

6. Plans, policies and programmes review

As part of this scoping stage, a broad range of plans, policies and programmes were reviewed in order to identify sustainability objectives which should be considered during plan formulation. The identification of these objectives has assisted in creating a set of Sustainability Appraisal Objectives by which this plan will be tested (see Section 8). The full list of all documents reviewed is included in Appendix B and the broad overarching issues summarised in boxes in Section 7 of Part 1. Those broad overarching issues of greatest relevance to the Planning Contributions (SPD) are listed below. Where more detailed objectives exist, the subheading under which they can be found in Part 1, Section 7 are indicated in brackets below.

Improve Health:

- Tackle health inequalities and the issues which lie behind them to become more socially inclusive
- Provide infrastructure to encourage routine daily exercise

Support communities that meet people's needs:

- Ensure provision of a range of good quality, sustainably designed and affordable housing which meets the needs of range of social groups (see housing).
- Provide everyone with opportunities for education and training both within schools and through life long learning (see learning)
- Reduce crime and incorporate crime prevention measures to promote sustainable communities (see crime).
- Recognise importance of developing vibrant communities where everyone is able to be involved in decision making promoting social inclusion and ownership of local living environments (see vibrant communities).
- Promote development of a diverse range of good quality cultural activities which are accessible to all (see culture).
- Recognise the social, environmental and economic value of open spaces (see culture).
- Ensure provision of sufficient infrastructure to meet the needs of the projected increase in population (see population)

Developing the economy in ways that meets people's needs

- Assist in regeneration of disadvantaged communities providing people with tools with which to increase income levels and improve their local environment (see poverty and income inequality)
- Encourage mixed use developments which enhance vitality and viability of local and town centres and provides a good range of facilities and services (see meeting local needs locally)
- Provide the infrastructure to assist in diversifying the economy encouraging development of local businesses as well as encouraging inward investment (see range of job opportunities)

Provide access to meet people's needs with least damage to communities and the environment:

- Discourage car use (see access by car)
- Assist in locating day-to day facilities (e.g. shopping, leisure and jobs) in locations easily accessible by walking/ cycling to a variety of groups (see access by cycling/ walking)
- Manage development patterns to make fullest use of public transport (see access to public transport)
- Give priority to public transport, cyclist and pedestrians over car users
- Ensure accessibility for the disabled (see safe and affordable access to basic services)

Planning Contributions SPD

- Promote an integrated approach to transport and land use planning to increase efficiency of the transport systems
- Ensure a sufficient provision of footpaths and cycle routes within new and existing developments

Maintain and improve environmental quality and assets

- Raise awareness of, and protect biodiversity value of designated and non designated sites and their interconnectivity (see protect habitats and species)
- Protect and enhance landscape features and characteristics (see landscape and townscape)
- Ensure retention of diversity and distinctiveness in building design and development patterns (see diversity and distinctiveness)
- Protect, enhance and raise awareness of historic assets and their social, economic and environmental value in Torbay (see historic assets)
- Recognise and manage flood risks (fluvial, coastal and surface water) and plan development to minimise it (see flooding)

Minimise consumption of natural resource:

- Promote water efficiency and protect water resources (see water resources)
- Recognise the need for sufficient infrastructure to encourage and raise awareness of the need for sustainable waste management (recognition of the waste hierarchy, proximity principle and self sufficiency) (see waste)
- Minimise levels of land, air, water, light, noise pollution (see pollution)

7. Baseline for the Planning Contributions SPD

Part of the scoping process involves identifying sustainability issues in Torbay (social, economic and environmental). This has been carried out in detail in Appendix C and summarised in Section 8 of Part 1. The following baseline draws upon this information and adds greater detail to areas of particular relevance to the Planning Contributions SPD. It is likely that this baseline will be expanded during the SA process as a result of further consultation and discussion on the Planning Contributions SPD. The baseline is ordered by the 6 SA High Level Objectives outlined in Section 8. Sources of data are cited in Appendix C.

Key issues for each of the 6 High Level Objectives are summarised for ease of reference in a grey box at the end of each section.

1. Improve Health

Obesity: Obesity is an increasing problem both nationally and locally with 20% of men and women being obese (Health Survey for England)¹. In 1998 in Torbay 60% of men and nearly 75% of women were not active at the desired level. Recognised barriers to physical activities are identified by Primary Care Trust as including cost of, and distance to facilities, safety concerns, street lighting, quality of parks and open spaces, and presence or absence of cycle routes and footpaths. The provision, maintenance and accessibility to public open spaces is an important means by which to contribute towards addressing this problem. Of similar importance is the access to cycle and pedestrian routes.

Living Environment Deprivation: More than a third of people in Torbay live in an area that is within the top 20% most deprived in England on the Rank of Living Environment Deprivation and almost 22% live in an area within the top 10% most deprived in England on the same index. Areas within the top 10% include Torquay, Paignton and Brixham town centres and Queen Elizabeth Drive in Paignton². Such areas experience one or more of the following conditions; poor social and private housing condition, poor air quality and an increased likelihood of road traffic accidents involving injury to pedestrians and cyclists. The Planning Contributions SPD has an important role to ensure that further development in these areas does not worsen the situation but where possible assists in addressing the key problems.

Key Issues:

- Recognised importance of open spaces and sustainable transport infrastructure in addressing obesity
- Recognised importance of providing sufficient infrastructure to encourage walking or cycling as a means of encouraging exercise and reducing obesity

¹ Primary Care Trust (2004) Director of Public Health - Annual Report for Torbay 2003-2004

² Research Team (2004 – Revised) 'The English Indices of Deprivation 2004 – Key findings for Torbay'

2. Support communities that meet people's needs

Housing: Housing affordability is a significant problem in Torbay with the average house price worth over ten times the average salary (see figure 2). This is a reflection of a combination of high house price inflation (house prices rose by 160% between 1998-2005) and low income rates in Torbay. The average household income level in Torbay is £18,060 compared to £21,000 regionally and £23,000 nationally.

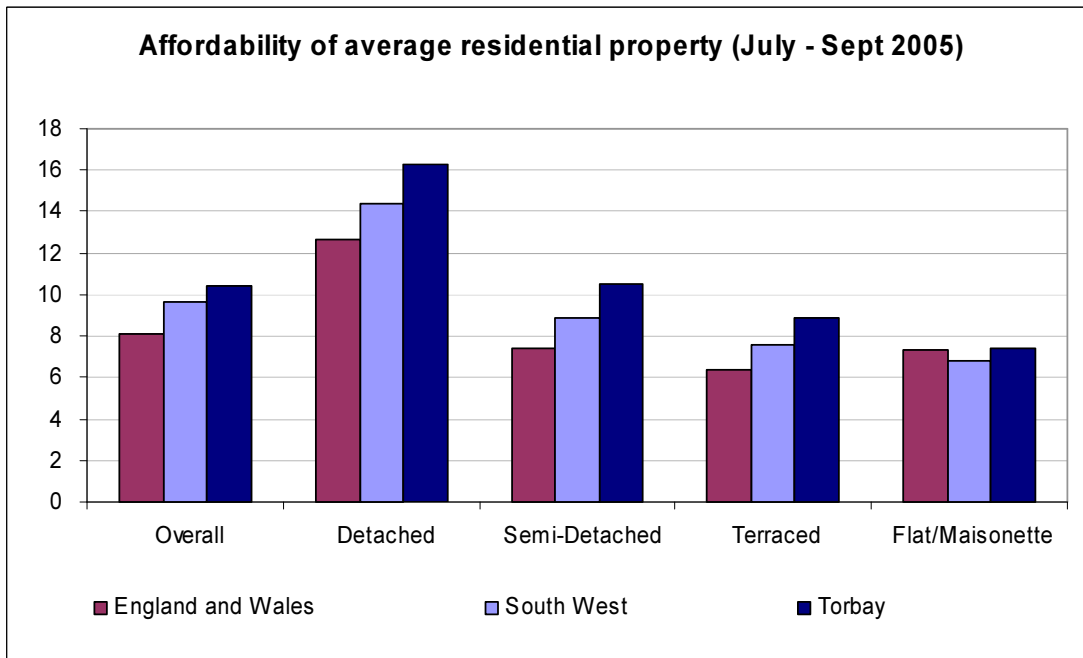


Figure 2: Housing affordability in Torbay July – September 2005.

The Housing Needs survey of 2003³ indicated that 3.1% of households in Torbay are in housing need (that is they cannot afford to buy or rent a property at prevailing market levels), compared with levels in inner London of 3.2% and the South West at 1.5%. Within this there is a marked need for several different types of affordable housing including sheltered housing for the elderly and starter units for young people.

As a result of this Torbay experiences high need for affordable housing. At present the proportion of social rented housing in Torbay stands at 7.7% compared to a national average of 24% and regional average of 17%. The housing needs survey of 2003 indicates the need to provide 1816 units of affordable housing per year over the next five years. In the case of Torbay this is four times the predicted average annual completion rate of all dwellings in the monitor. The need for the provision of affordable housing is therefore of paramount importance in order to address this shortfall.

Education: Education in Torbay is provided through 33 primary schools, 3 special schools, 3 grammar schools, a bi-lateral secondary school, an ecumenical secondary school, three comprehensive schools and a college of further education. High quality education is essential in Torbay in order to provide opportunities for high income levels and diversification and improvement to the local economy. Generally Torbay imports pupils from surrounding areas because of the quality and diversity of provision and its large rural catchment.

The standard of teaching and learning in schools is regularly assessed by Ofsted and Torbay schools have a good track record. No school is considered to have a serious weakness requiring special measures. Schools are improving in line with national progress and receive focussed support.

³ The Housing needs Survey 2003 Fordham's Research on behalf of Torbay Council

Planning Contributions SPD

Achievement levels across Torbay are generally at or above National Levels. For example in 2003 in Torbay 89% of pupils achieved 5 or more GCSEs grade A* to G, compared to 86% nationally; and in Torbay 52% of pupils achieved 5 or more GCSEs grade A* to C, compared to 53% nationally⁴.

However despite this positive feedback there remain a small number of problematic pockets of deprivation in relation to education. The 2004 Indices of Deprivation⁵ indicate that 3 Super Output Areas (SOAs) are in the top 10% in the ranking of education deprivation, skills and training and a further 7 in the top 20%. Such areas include Watcombe and Ellacombe in Torquay and Roundham with Hyde and parts of Blatchcombe in Paignton (see figure 3).

Torbay has a relatively high number of children who are not taught in mainstream schools. There is a marked need to reduce this number through an effective inclusion strategy and better provision of early intervention and support for families experiencing difficulties⁶.

Torbay is experiencing falling rolls in primary schools. Numbers have fallen since 2000 and continue to fall, in line with national trends. Forecasts indicate that across the bay there will be a drop of 700 primary aged pupils between 2000 and 2007. In order to avoid excess surplus school placements with their ensuing financial and educational problems, it may be necessary to adjust school capacity. This may mean for example removing poor quality accommodation, closing two larger schools and building a new smaller school. The Council has already reorganised primary education in Brixham and is about to consult on building a new 420 place school in Foxhole to begin this process in Paignton⁷.

In theory, widespread education provision should reduce the need to travel. Although widespread throughout Torbay, a number of areas have insufficient education provision for mainstream schooling. These include the Willows (Torquay) and Great Parks (Paignton). A lack of sixth form facilities in Brixham means that these students have to travel at least as far as Churston. The main facility for adult learning, South Devon College has relocated to the edge of Paignton.

Additionally there is a recognised need to further promote lifelong learning and help people develop the skills and knowledge necessary to improve income levels and diversify the economy. There is also a recognised need to provide high quality information and services for adults wishing to learn and increase their employability⁸ and in association with this a need to expand the number of vocational courses available. A lower than average rate of Torbay's workforce have formal qualifications. Around 1 in 5 of Torbay's workforce is qualified to NVQ4 or above compared to 1 in 4 of the Regional and National workforce. This highlights the issue of out-migration of skilled labour, which could, in part, be addressed by promotion of life long learning for Torbay's residents⁹.

⁴ Torbay Learning and Cultural Services, 2005

⁵ Research Team (2004 – Revised) 'The English Indices of Deprivation 2004 – Key findings for Torbay'

⁶ Social Exclusion Unit (Feb 2003) 'Making the Connections: Final Report on Transport and Social Exclusion' ODPM

⁷ Torbay Council (June 2004), 'Review of Primary School Places in Torquay and Paignton,' Report to Business and Development Meeting (unpublished)

⁸ Torbay Strategic Partnership (2004) 'Torbay Community Plan'

⁹ Torbay Council (2005) 'South West Regional Spatial Strategy – Torbay Council First Detailed Proposals – Appendix 1- Technical Information and related research'

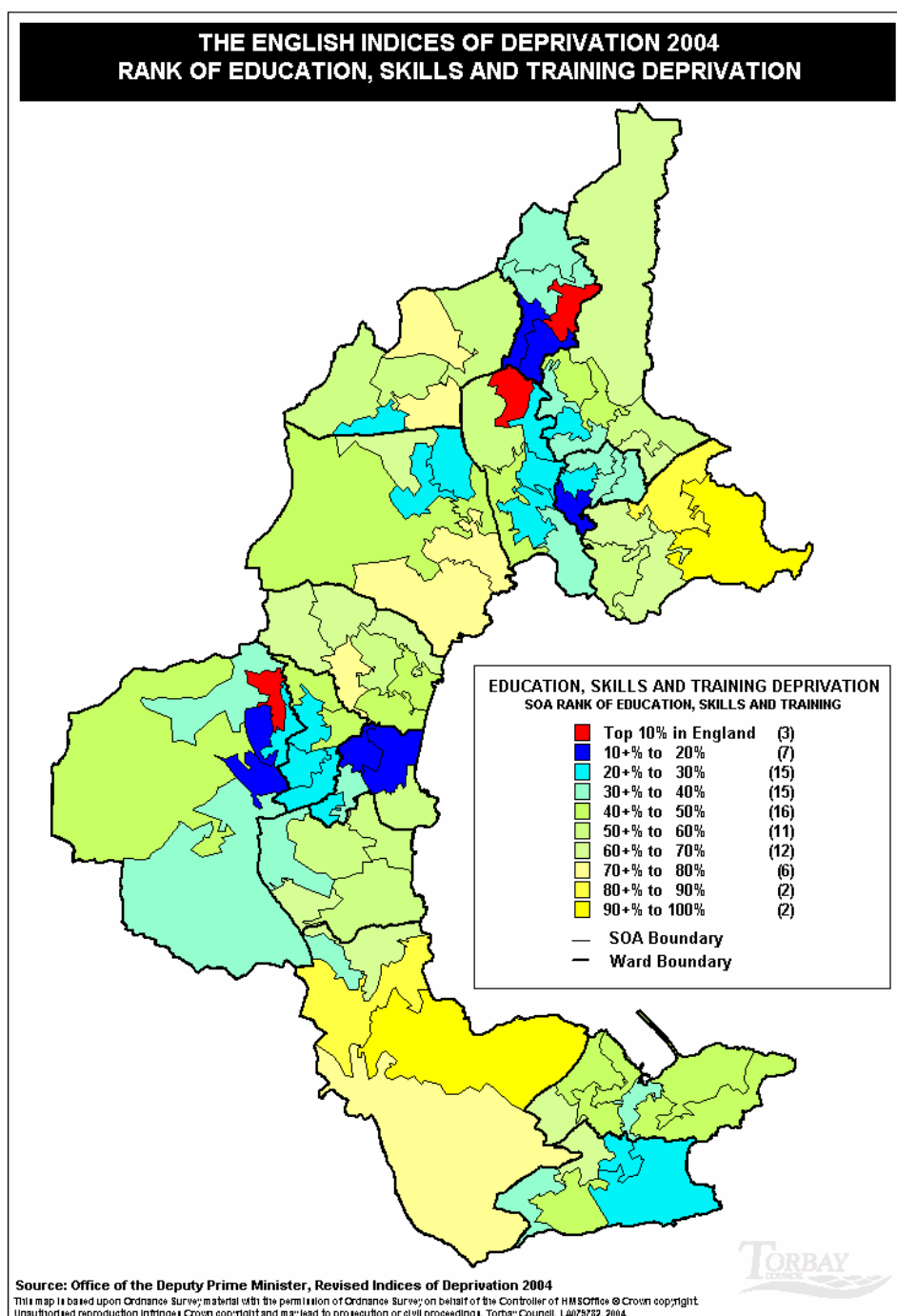


Figure 3: Education and Skills Deprivation¹⁰

¹⁰ Research Team (2004 – Revised) ‘The English Indices of Deprivation 2004 – Key findings for Torbay’

Planning Contributions SPD

Crime: Recorded offences in England and Wales fell by 6.8% over 2003/04 to 2004/2005. In Torbay this figure rose slightly over the same period from 13,405 in 2003/04 to 14,227 in 2004/05. Torbay's total number of recorded offences per 100 of the resident population is just above the England and Wales figure. However Torbay's figure is below the rates for both Plymouth and Exeter (see figure 4¹¹).

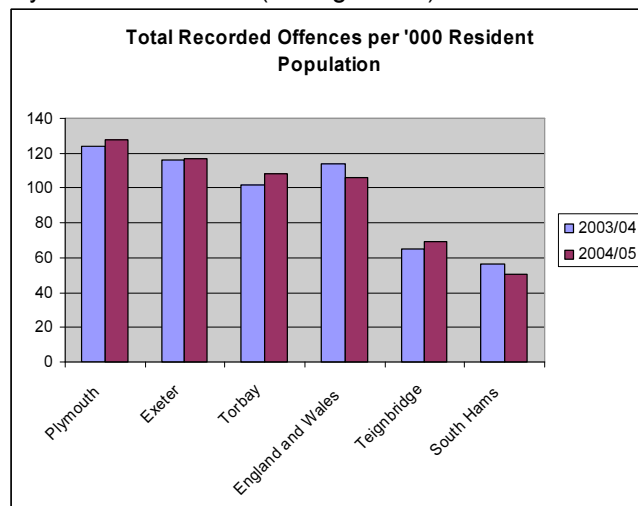


Figure 4: Recorded Offences per '000 Resident population

Fear of crime is still a significant issue in Torbay. A number of surveys and consultation exercises were carried out in 2004 and the fear of crime was identified as high with as many as 75% of respondents considering crime to be a very or fairly big problem in Torbay compared with other issues¹². Particular issues which were highlighted as of concern include speeding traffic, people being drunk/ rowdy in public places, safety of young children, rubbish lying around, vandalism and misuse of drugs. Views on safety after dark contrasted somewhat with 60% of respondents feeling safe in their own neighbourhood after dark as opposed to only 28% in Torbay as a whole. The Viewpoint 9 Survey (2004) revealed that 80.7% of respondents felt that anti-social behaviour was a serious issues in Torbay. This is likely to be linked to the expanding evening economy. This is confirmed by the Torbay Community Safety Strategy 2005-2008 2006 (2005) which states that a quarter of all criminal damage in Torquay occurs in a circle of 800metres of the main hub of the night time economy.

It is essential to address fear of crime in order to improve people's quality of life through improved personal security. The key issues therefore are to reduce antisocial behaviour on streets, improve the perception of personal safety by improved street lighting, CCTV and better design of open spaces.

Culture: A wide range of activities are included in this category. Culture in Torbay needs to meet the needs of the local population as well as giving due consideration to provision of culture to draw people into the area for tourism.

The Torbay Cultural Strategy outlines a number of issues with provision of cultural facilities in Torbay. Of particular relevance to the Planning Contributions SPD is a lack of sufficient local activities aims at young people and children, and the need to generate greater excitement and 'buzz' through higher profile events of a national/ international significance, local street theatre and public art in open spaces and town centres¹³.

Community facilities in Torbay are generally well dispersed. However there remain issues with the quality of sporting infrastructure. Surveys commissioned by Torbay Council indicate

¹¹ The Consultation and Research Team Torbay Council 2005

¹² Safer Communities Partnership Torbay (2005) 'Draft Crime and Disorder / Misuse of Drugs Audit Summary.

¹³ Torbay Council (undated) 'Chill Out: It's your life. Developing Torbay's Culture'

Planning Contributions SPD

that 30% of facilities are considered to be in poor or very poor condition. Accessibility to community facilities is also an issue due to income and employment deprivation¹⁴.

In 1994 The Council commissioned research into playing pitch provision and found that there was a shortfall of 75.3 hectares in Torbay¹⁵. The study also identified serious dissatisfaction with the quality of existing facilities, with car parking identified as one of the main problems, along with social facilities, drainage and the quality of the pitch surface.

Open Spaces: Social inclusiveness requires recognition of the differing needs of various groups in terms of what they require from open spaces. Consideration should therefore be given to a range of groups including young children, teenagers, families, the elderly and the disabled. The Viewpoint 9 Survey (2005) indicated that in terms of provision of cultural activities, Parks and Open Spaces have received the highest level of overall satisfaction at 75.5%. However in comparison to other cultural features (e.g. sports/ libraries/ museums/ theatres) open spaces also received the highest level of dissatisfaction. This difference in opinion could be attributed to differences in quality of different open spaces or could be associated with what people perceive a good quality open space (i.e. related to varying needs). Figure 5 indicates the current provision of green spaces in Torbay.

Type of Green Space	No. of sites	Total sq.m
School green spaces	28	471,505
Cemeteries	2	166,201
Allotments	18	147,131
Pathways	-	-
Spaces for young people	8	14,421
Spaces for children	54	47,768
Playing fields	16	186,494
Outdoor facilities	29	589,607
Countrywide Areas	89	7,893,766
Parks and gardens	43	760,320
Amenity Green spaces	137	961,636
Playground areas	Not available	186,494

Figure 5: Provision of different types of green space across Torbay (Draft officer guidance note, prepared by CABE (2004))

Whilst figure 5 is useful in identifying the number of each type of green space, it is their distribution and accessibility by walking which influences social inclusion. In order to identify gaps in provision of green spaces a set of buffer zones were set up of walking distance around each of the publicly accessible green spaces (i.e. country parks, strategic green space, coastal amenity green space, town parks and community parks). A number of areas within Torbay were not covered by any one of these buffers and are listed below. However it should be noted that other types of provision may be evident in the area e.g. playing fields, other amenity green space e.g. open countryside.

Areas of under provision as identified through the above methodology include:

- The densely populated area stretching from the north west fringe across the south of Brixham town centre to St Mary's Bay to the east (Berry Head with Furzeham and St Mary's with Summercombe).
- Intersection of the wards of Blatchcombe, Preston and Clifton with Maidenway.
- St Michael's in Paignton
- White Rock Area (Churston with Galmpton)
- The bottom of Shiphay Lane (Cockington with Chelston)
- Plainmoor (St Marychurch)
- Area bounded by Edginswell and Newton Road (Shiphay with the Willows)

¹⁴ Torbay Council (2001) 'A Sports Strategy for Torbay – Consultation Draft'

¹⁵ 'Pitching it Right – Torbay Study of Pitch Demand and Provision' Bennetts Recreation Planning Research, (1995)

Planning Contributions SPD

- The north west section of the housing development at Barton (to the west of Centenary Way)

In terms of providing for Torbay's young children, analysis has indicated that playground provision is adequately located within the areas where the highest concentrations of children live. Only in a few areas were deficiencies noted:

- Either side of Newton Road at Shiphay
- Chelston Ward (although play areas are provided through adjacent Cockington Country Park)
- Wellswood which has no playground provision but a low proportion of children aged 0-16.

The maintenance of this playground equipment was surveyed as part of the Greenspace Strategy survey with the majority scoring an average of 3/5, only 1 (Cockington Country Park) scoring 5/5 for maintenance and 1 (St Michaels Recreational Ground) of poor quality scoring only 1/5. The need for better maintenance of existing play areas before provision of new was also highlighted through public consultation on the Greenspace Strategy.

In terms of teenagers there is a recognised under-provision of green spaces for youths between 8-13 years. This has been highlighted through Greenspace Strategy survey work which has identified only 7 sites (out of 96) which have scored average or above for provision of appropriately designed areas for teenagers to congregate. Public consultation highlighted the need for skate parks and outdoor activity areas for this age group.

Due to the high proportion of elderly in Torbay, it is essential that their specific needs are provided for in green spaces. Survey work carried out by the Greenspace Strategy Group indicated that as many as 75% of green spaces surveyed scored below average for provision of facilities and activities for the elderly. In relation to this a significant proportion of green spaces surveyed indicated very poor repair and location of seating, something which is fundamental to attractiveness of green spaces for the elderly.

Accessibility to green spaces should also meet the needs of the disabled community. Survey work carried out by the Greenspace Strategy Group indicated that 75% of the green spaces surveyed scored less than average in meeting the requirements of the Disability Discrimination Act.

Key Issues:

- Torbay has a very serious problem with housing affordability due to low incomes levels and house price inflation
- There is a recognised need to further promote lifelong learning in Torbay, and help people develop the skills and knowledge necessary to improve income levels and diversify the economy.
- The number of primary school places required is dropping
- Fear of crime in Torbay is high
- There is concern over the quality of greenspaces in Torbay, in particular, to meet the needs of young people, teenagers, the elderly and the disabled.
- There are concerns over deficiencies in the amount and quality of sporting infrastructure

3. Develop the economy in ways that meet people's needs

In spite of its traditional prosperous image, Torbay has some serious economic problems¹⁶. The economy of Torbay is largely dependent upon the tourism industry, sectors of which, such as long stay tourism, are in decline. This has led to a largely seasonal, low wage economy. Torbay has one of the lowest levels of income and economic output measured in Gross Value Added (GVA) per head both nationally and regionally. Unemployment although low in line with the general economy of the UK, is still above the national average, especially male unemployment¹⁷, and parts of Torbay show signs of severe deprivation¹⁸.

The relatively low value of employment class (B1/B2/B8) uses means that it is often difficult to achieve implementation of employment land proposals. Conversely it is not seen as sustainable to allow housing development without accompanying job opportunities, since this could result in a significant rise in commuting. Rigid phasing of houses with job opportunities may be impractical. Another solution could be to use planning contributions to help unlock potential employment sites or provide infrastructure that would also help small businesses.

Key Issues:

- Torbay has a low level of gross income per head when compared both nationally and regionally
- Employment in the manufacturing industry is still low compared to other centres of similar size, and there is currently a shortage of readily available sites for light industry.
- There is a lack of purpose built office accommodation and the area suffers from a poor skills base and communications.
- There is, however, a significant seasonal fluctuation in the unemployment rate due to the heavy reliance of the economy on tourism
- The South Devon Link Road scheme may have the potential to help deliver a sustainable balance of housing and jobs.
- There are concerns over the high number of charity discount shops and localised concentrations of vacancies within some local and town centres.

¹⁶ Torbay Council Torbay Employment Land Monitor 2004

¹⁷ Ibid.

¹⁸ Torbay Council (2004) Adopted Torbay Local Plan 1995-2011

4. Provide access to meet people's needs with least damage to communities and the environment

Reducing carbon emissions: Cars are a major contributing factor in carbon emissions. The reduction of this source in Torbay can be achieved through the use of alternative, greener forms of fuel (Liquid Petroleum Gas and electric powered) or by reducing car use. There are a small number of LPG suppliers in Torbay, however the take up of green fuels has not been high locally so the emphasis has been placed largely on reducing peoples need to travel by car. This can be achieved through a series of different measures including encouraging the use of car sharing, public transport, walking and cycling as alternatives to using the private car.

Sustainable transport: Travel Plans are an important factor in promoting sustainable forms of transport throughout Torbay. These act to encourage schools and businesses to provide on-site facilities and promote walking, cycling, public transport use and car sharing schemes to decrease single passenger car use. Some of these Travel Plans may have a related Section 106 Agreement attached to ensure provision of necessary infrastructure. Approximately 39% of students in Torbay are covered by school travel plans, with a further 5 new travel plans introduced in 2003-2004. An increasing number of schools are becoming involved in school travel plans including the new South Devon College. Occupation of this out-of-town site is subject to implementation of an appropriate travel plan to incorporate enhanced bus services, such as the 12A, cycle facilities and restrictions on parking.

Bus services: Bus patronage in Torbay has risen from 6,412,000 bus passenger journeys in 2002/03 to 6,498,000 in 2004/05. Further improvements are recognised as necessary in order to increase bus use. These include:

- Implementation of further bus priority schemes
- Introduction of multi-modal interchange for ease of use
- Further improvements are required to improve accessibility and quality of information

Customer satisfaction with bus services has improved since 2000, when 38% of bus users were satisfied with the service, to 58% in 2003. It is anticipated that bus services will continue to be improved through the implementation of the Torbay Bus Strategy¹⁹, designed to increase co-operation between The Council and bus operators in order to achieve higher bus patronage.

Rail: Torbay is part of the mainline National Rail Network with services running via Newton Abbot. Torbay has three railway stations at Torre, Torquay and Paignton. This line has a vital role in sustainable transport for Paignton and Torquay bringing employees, school children and holidaymakers into the area. The service is especially busy in the summer months when it takes additional holiday makers. Reliability of the train services has improved over the three years from 91.1% in 2001/2002 to 98%²⁰ in 2003/4 with Wessex Trains meeting their service reliability targets.

Each of the stations have historic value (Grade II listed) but are in need of serious renovation. Torquay station in particular has been recognised as a potential location for a local transport interchange as part of a re-arrangement of layout at the station, and introduction of small business units. A step towards this interchange has been made through the provision of cycle parking facilities at Torquay Station, with further plans to introduce the same at Torre and Paignton within the financial year 2005-06. It is hoped that this will facilitate easier linked trips.

¹⁹ Torbay Council , Revised Torbay Bus Strategy 2005

²⁰ Torbay Council (2004) Torbay Local Transport Plan: Annual Progress Report 2004

Planning Contributions SPD

Cycling: The levels of cycling in Torbay are increasing, and new indicators being developed to measure this over time at key locations. Torbay Council was awarded 'Most Improved South West Authority' by the English Regions Cycling Development Team in 2004.

However it is recognised that further work is required to increase funding for cycle infrastructure, further develop sections of the National Cycle Network, and promote cycling through for example schools and bike weeks. This will help to address the relatively low proportion of the working population who cycle to work (1.7% as of the 2001 census).

There are a number of physical barriers to cycle use in Torbay, the majority of which are common to many authorities. Such factors include the lack of cycle infrastructure (e.g. racks and dedicated cycle lanes), poor lighting, adverse weather and Torbay's naturally hilly topography. In addition to this, there are a number of psychological barriers, including fears of safety, security of cycle racks and danger from traffic. The majority of these physical and psychological barriers are common to a large number of authorities and reflect general problems with cycling as a whole. They are documented here as general points that will need to be addressed through the plan making process in order to increase cyclist numbers.

Walking: Although many walk for pleasure, there is a recognised need to increase the number of people walking as an alternative to using the private car for short journeys. For example, parents driving children to school and those using the car for short journeys to work are significant generators of traffic and congestion. Such issues are being addressed through school travel plans and travel to work plans which encourage alternative means of transport, such as walking. At the time of the 2001 census, approximately 16% of Torbay's working population (53,547) walked to work.

Private Cars: The average number of cars per household is lower in Torbay than the national and regional average. This could influence the significantly higher proportion of working residents who travel less than 2km to work,²¹ when compared both regionally and nationally. The private car, however, still remains a popular mode of transport in Torbay. In 2003/2004 63% of trips to work in Torbay were by car²². The 'Hands Up Survey' 2005 shows that 43% of school children are driven to school²³. This has created pockets of congestion which are worsened during the tourist season. Areas of particular concern include Windy Corner, Tweenaway Cross, Riviera Way (Kerswell Gardens, Scott's Bridge, Brown's Bridge, Lawe's Bridge) and the seafront (during peak periods). Other localised pockets are evident around schools and large employers at peak times. Rising traffic levels are placing increased pressure on existing networks, requiring further promotion of alternative modes of transport through traffic restraint measures and travel plans.

Key Issues:

- Torbay has an increasing number of school children and employees covered by a travel plan.
- The number of bus passengers is increasing
- Torbay's rail links are essential for employees, school children and holiday makers but the stations are in need of upgrading to protect their heritage value and to improve their interconnectivity with other forms of sustainable transport.
- Further improvements are recognised as necessary in order to increase bus use.
- Torbay has a significantly higher proportion of working residents who travel less than 2km to work, when compared both regionally and nationally.

²¹ ONS 2001 Census

²² Torbay Council (July 2005) Provisional Local Transport Plan 2006 – 2011

²³ Transport Team (2005) 'Hands Up Survey 2005' Torbay Council

5. Maintain and improve environmental quality and assets

Consideration is given below of the current situation in regard to some key area, of nature conservation value in Torbay. This has relevance to the Planning Contributions SPD where a development causes harm to or impacts upon (i.e. through more intensive use) any site of environmental value.

Designated sites: Torbay has an extremely high nature conservation value as reflected by the high number of designated sites. For example:

- 4 Local Nature Reserves (LNRs)
- Candidate Special Area of Conservation (including presence of Annex 1 habitats and Annex II species) (cSAC)
- National Nature Reserve (NNR)
- Area of Special Protection (ASP)
- Sensitive Marine Area

Non-Designated Sites: Torbay also has a number of areas which are not designated but still hold high nature conservation value and should be protected, for example:

- Calcareous grasslands
- Seacliff and cliff tops
- Heathland
- Farmland and hedgerows
- Woodland
- Urban habitats

It is essential that both designated and non designated sites are not adversely affected by development proposals. It is not only the sites themselves that need protecting but also the linkages between the sites. Fragmentation of habitats by development is an increasing concern, in particular with regard to removal of hedgerows and interruption of green corridors. This reduces potential for movement for flora and fauna, refuge and opportunities for recolonisation.

There are a number of issues that have been identified in regard to management of various habitats and designations in Torbay. These are included in figure 6 and 7.

Landscape Character: At present Torbay is classified at county level as falling within the Character Area 'Tourist Riviera'²⁴. Much of this description relates to tourist waterfront areas however an important element includes small scale, dissected hilly landscape. The area surrounding Torbay is characterised by a mix of small farms, orchards, a number of caravan sites, industrial estates and seasonal tourist markets. It is noted that this is perhaps the most vulnerable area in this character zone. The conservation and strengthening of existing features such as hedgerow networks could aid in maintaining the integrity of this area.

Further work on Character Areas of Torbay is in preparation to identify a number of smaller units as sub-units of the 'Tourist Riviera' as identified above. This work will be done in collaboration with other districts in the county to ensure consistency with approaches across authority boundaries. Development impacting upon these areas should take account of the need to maintain local distinctiveness through for example, appropriate landscaping.

Streetscapes: The main problems for streetscape involve the condition of the paving surfaces (poor) and the state of the street furniture and the condition and cleaning of litterbins (unsatisfactory)²⁵. English Heritage has highlighted the damaging effect of inappropriately located and designed transport infrastructure on the character of the wider landscape and public realm.²⁶

²⁴ Devon County Council (2002) 'The Devon Landscape'

²⁵ Local Environmental Quality Survey of England, ENCAMS (Tidy Britain), September 2002.

²⁶ Streets for all South West, English Heritage, 2005.

Planning Contributions SPD

The Torbay Streetscape Guidelines 2004 – 2007 outline the following problems:

1. There is a lack of an overall, co-ordinated strategy for Torbay's streets;
2. Government guidance has favoured the car over pedestrians;
3. There has been a gradual degradation of the streetscape;
4. There is limited funding available for improvements;
5. Clutter
6. Damage to streets by poorly reinstated utility works;
7. A low standard of maintenance;
8. Under –investment in the urban fabric and inappropriate advertising and signage

Torbay's urban area is also bounded by a Countryside Zone which has been allocated in order to prevent merging of urban areas and settlements and protect the special character of the towns and villages within Torbay's overall landscape setting. The countryside is an important element of Torbay's amenities and economic well being.

Trees: Trees are an important element of the urban environment. As well as being aesthetically pleasing they can soften development, improve environmental quality of the streets and provide an important means by which to bind together elements of the landscape. The stock of trees in Torbay is declining as few new saplings are planted. Additional data is required to assess the condition of the tree stock in Torbay.

Conservation Areas: There are a total of 24 conservation areas in Torbay²⁷, which have been designated due to their special architectural or historic character and which should be preserved or enhanced. It is recognised that buildings in some of these areas, often of low density, are becoming subject to inappropriate development including extensions, changes in boundary features and building design. This has been exacerbated by the need for housing which has placed additional pressures for development.

Flooding: Surface water flooding is problematic in Torbay which has a history of flash floods. In the past flooding has been related to an inability of the sewer system to keep up with development rates in Torbay, but has been exacerbated recently by increasing areas of hard surfaces including roads/ buildings and increased popularity of patios and decking. It is likely that these flash floods will become more frequent and will extend to winter months due to increased frequency of winter depressions. The public sewers system and existing culverts are currently at capacity so any further development should employ where suitable, a SuDS system which lessens, or at worst equals the pre-development rate of runoff from that area of land.

A report to the Development Control Committee on the Review of Flooding in Torbay highlighted the need to consider the increasing risk of flooding from expanding housing developments and increasing number of hard surfaces created.

Key Issues:

- Torbay has an important resource of woodland, some of which is under threat from over-intensive use.
- There is concern over the loss of County and Local Wildlife Sites due to the deteriorating quality of the areas for nature conservation.
- SSSIs are in good condition which should be maintained in recognition of their importance
- Torbay's landscape setting is important and its local character retained
- Torbay has a declining stock of trees as few new saplings are planted
- Torbay has a history of flash flooding largely linked to surface water flooding as a result of increased development.

²⁷ Torbay Council (2004) Adopted Local Plan 1995-2011

Planning Contributions SPD

Habitat	Importance of habitat	Where found	Problems	Management requirements
Calcareous grasslands	The most extensive stands of calcareous grasslands in Devon stretching from Sharkham Point to north of Watcombe	The most extensive areas are noted in particular at Walls Hill and Berry Head, both of which are protected by SSSIs.	Species which characterise calcareous grasslands can tolerate very low nutrient levels so are particularly vulnerable to boost of nutrients by, for example dog fouling which has, in addition to trampling caused degradation in areas such as Walls Hill.	<ul style="list-style-type: none"> Maintain and enhance resources of species-rich grasslands plants and invertebrate communities through appropriate management and development control (English Nature (1998) South Devon Natural Areas)
Seacliff and cliff tops	Varied geology and mild climate results in a number of coastal plant and animal communities with Mediterranean affinities. One of England's most natural habitats. Home to one of the highest concentrations of breeding sea birds in the South Devon Natural Area.	Berry Head (Area of Special Protection)	Recreational pressures and loss of habitat to development Disturbance of the Guillemot colony at Berry Head during the breeding season (ASP designation)	<ul style="list-style-type: none"> Encourage the restoration of degraded or neglected sites to their former glory
Heathland	One patch of heathland in Torbay of exceptional nature conservation value.	Berry Head	Considered to be in unfavourable condition and contracting in size due to gorse invasion	<ul style="list-style-type: none"> Scrub clearance and recreation of open heathland
Farmland and hedgerows	Ancient hedgerows and green lanes provide important links for flora and fauna, refuge and opportunity for recolonisation	Network across Torbay	National trends towards loss of hedgerows for agricultural or development purposes.	<ul style="list-style-type: none"> Retention of hedgerows/ banks wherever possible Encourage management of arable margins to benefit rare plants and declining farmland birds Achieve favourable management of all species- rich hedgebanks through publicity and provision of advice Foster public understanding and enjoyment of farmland wildlife
Woodland	All woodland hold a unique value for recreation. Torbay has 40 Ha of ancient woodland of the highest ecological value. Torbay also has an unusual woodland which is exceptional to Devon of ash/maple woodlands growing on limestone soil.	Ancient woodlands are found in Clennon Valley, Occombe Woods, Lupton Park and the Grove	Degraded condition has arisen through invasion of alien species, encroachment from neighbouring developments and intensive recreational use	<ul style="list-style-type: none"> Maintain and enhance areas of ancient woodlands through appropriate management Encourage the expansion and linking together of woodlands through the planting of new areas, where this does not damage the existing habitat of nature conservation importance Retain veteran trees and ensure the long term continuity of this habitats
Urban Habitats	Allotments, pockets of woodland, gardens, pond and dwellings provide important ecological value	All allotments, gardens, ponds and woodland	Intensive use of pesticides has reduce the value of gardens and number of species feeding on invertebrates. Intensive recreational pressures, fragmentation and over-intensive management of public open spaces and highways and the development of open spaces	<ul style="list-style-type: none"> Ensure no further loss of semi-natural habitats in urban areas and that new development allows for areas of green space of value to wildlife Enhance quality of existing urban wildlife habitats Encourage creation of new wildlife habitats, including wildlife corridors within urban areas <p>Improve opportunities for the public to enjoy and appreciate the natural world within urban areas</p>

Figure 6: Key habitats in Torbay and their importance

Planning Contributions SPD

Designation	Function	Where	Issues effecting these sites
Local Wildlife Sites and County Wildlife Sites	Retains green open space of high nature conservation value. Provides public with opportunities to have access to and learn about wildlife	45 LWS and 28 CWS -Dispersed across Torbay	Many sites requiring some form of scrub clearance
Local Reserves	Provides opportunities for people to study, learn and enjoy areas of local wildlife and geological features	Occombe Valley Woods, Occombe Farm, Scadson Woods and Saltern Cove	Loss and reduction in size of sites as a result of development pressure No issues identified
Regionally Important Geological Sites (RIGS)	Sites designated for their geological interest	6 sites Quarry Woods Quarry (Cockington), Chapel Hill (Torre), Goodrington Quarry and Road Cutting in Goodrington, Barcombe Mews Quarry (Shorton), Breakwater Quarry (Brixham) and Brokenbury Quarry (Churston Ferrers).	No issues identified
Sites of Special Scientific Interest	Designated under Section 218 of the Wildlife and Countryside Act 1981 by English Nature as being of interest be reason of their flora, fauna, geological or physiological features	12 SSSIs across Torbay	Sites in good condition compared to Devon and the South West. Some areas in need of scrub clearance
Special Area of Conservation	Designed under European Habitats Directive. Presence of Annex 1 habitat (European dry heath and semi-natural grasslands and scrubland facies). Largest UK population of Greater Horehoe bat	Berry Head	Important to provide feeding habitats for the colony through provision of traditional cattle grazed pasture and hedgerows in the close vicinity
Area of Special Protection	Set up to protect seabird colonies from disturbance by sea craft during breeding season	Berry Head	No issues identified
National Reserve	Importance in wildlife habitat and geological formations	Berry Head	No issues identified

Figure 7: Nature conservation designations in Torbay

6. Minimise consumption of natural resources

Waste: During 2003/04, 86,475 tonnes of municipal waste were produced within Torbay. 62,504 tonnes of this was household waste, 8,812 of which was recycled and 4,122 composted. This produces Torbay's household recycling/composting rate of 20.7 %. The remaining 79.3% of household waste went to landfill without energy recovery, fuel manufacture or incineration²⁸.

During 2003/04, Torbay was ahead of the statutory target for household recycling prescribed by the Government in the Waste Strategy 2000²⁹. The 30% target set for 2005/06 is a challenge for Torbay, and in order to achieve this kerbside collections will need to be extended to more households through bag and box schemes.³⁰ The difficulties of meeting recycling targets are compounded by the trend for waste production which is up in the long term. This is the result of changing lifestyles producing more waste per head and a growing population.

Water availability: As a result of climate change it is anticipated that water availability will become severely reduced in summer months as summers become hotter and drier. This will require increased efforts for water conservation such as the installation of low water use fittings, rainwater harvesting and grey water recycling. It is important that new developments make provision for these requirements at the design stage to ensure that they become an integral part of development.

Key Issues:

- Although Torbay has a successful record at meeting recycling targets it currently faces difficulties associated with an increasing population and increasing generation of waste per head.
- As a result of climate change it is anticipated that water availability will become reduced in summer months as summers become hotter and drier.

Evolution without the Planning Contributions SPD:

The SEA Directive requires consideration of the likely evolution of relevant aspects of the current state of the environment without plan implementation. In relation to the Planning Contributions SPD, it is difficult to determine future trends, as many trends are influenced by factors outside the scope of this plan.

Without the Planning Contributions SPD, development would progress with little compensation for social, economic or environmental loss incurred as a result of the development. The consequences of this might include:


- Lack of provision of additional open spaces within new housing developments
- Continued increased pressure on existing open spaces in urban areas as densities increase with no additional funding to maintain and enhance these areas.
- Continued poor stock of affordable housing in Torbay
- Reduction in additional income to support provision of educational facilities
- Insufficient sustainable transport infrastructure (bus provision, cycle ways and infrastructure, walkways), provision associated with large scale developments will result in increase reliance on the private car.

²⁸Torbay Council (May 2005) Municipal Waste Management Strategy for Torbay (Consultation Draft) 2005 - 2025, Environmental Policy

²⁹ DETR (2000), 'Waste Strategy 2000' The Stationery Office

³⁰ Torbay Council (May 2005) Municipal Waste Management Strategy for Torbay (Consultation Draft) 2005 - 2025, Environmental Policy

Planning Contributions SPD

- Possible deterioration of sites of biodiversity value where development places additional pressure on them.
 - Possible worsening of existing flooding problems where insufficient provision of sustainable drainage exists.
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8. SA Framework:

Objectives:

This Planning Contributions SPD will be tested against the Sustainability Appraisal objectives outlined in the SA framework in Part 1 (Section 10) of this Scoping Report. It is recognised that there are a significant number of sub-objectives (37) to test against and that not all will be relevant to the Planning Contributions SPD. For purposes of manageability, the number of objectives has been narrowed down to 28 including only those most relevant to this DPD.

Indication is given as to the relevance of the objective to the Planning Contributions SPD. At a later stage, as the direction of the Planning Contributions SPD becomes clearer, some objectives identified below as irrelevant may become relevant and will be included when the full appraisal is carried out in the final SA Report.

High Level objectives	Detailed Questions: does the policy/proposal...	Relevant to Planning Contributions SPD?	Relevance to the Planning Contribution SPD
1. Improve Health	1.1 Improve health and wellbeing	Yes	Links to living conditions and pleasant surroundings.
	1.2 Reduce health inequalities	No	No direct link identified
	1.3 Promote healthy lifestyles, especially routine daily exercise	Yes	Links to provision of cycle ways, pedestrian access, open space and recreation
	1.4 Allow for adequate provision of health services (in particular to address the high proportion of elderly residents)	No	It is unlikely that planning contributions will cover provision of health services
2. Support communities that meet people's need	2.1 Help make suitable housing available and affordable for everyone (to address a significant shortfall of affordable housing)	Yes	Direct links to provision of affordable housing.
	2.2 Give everyone access to learning, skills and knowledge	Yes	Direct links to education contributions
	2.3 Reduce crime and fear of crime	Yes	Links to provision of infrastructure on community safety
	2.4 Promote stronger and more vibrant communities	Yes	Facilities and infrastructure provided through planning contributions for local areas have a direct impact on the community
	2.5 Increase access to and participation in cultural activities	Yes	Links to recreational provision / public art
	2.6 Provide the required infrastructure and services in line with the rate of population increase	Yes	Clear links to increased needs for affordable housing, education, open space and transport
3. Develop the economy in ways that meet people's needs.	3.1 Promote diversification of the economy to provide a range of satisfying job opportunities.	Yes	Links to the need to offset potential job losses arising from non-employment development on employment sites
	3.2 Help everyone afford a comfortable standard of living	Yes	Links to availability of affordable housing, education, low cost transport (e.g. pedestrian ways, cycleways and public transport) and recreation
	3.3 Reduce poverty and income inequality	Yes	Particularly relevant to the provision of education to encourage life long learning and improve job opportunities. Provision of safe non-car alternatives to travel

Planning Contributions SPD

	3.4 Meet local needs locally	Yes	Direct links to local provision of education, housing, sustainable transport and recreation
	3.5 Increase the circulation of wealth within the region	Yes	Links to better accessibility to employment opportunities. Planning Contributions are not currently levied as a redistributive tax on development. However the Governments Planning Gain Supplement proposals of introduce a tax on land betterment.
	3.6 Harness the economic potential of the coast in a sustainable way	No	No direct links identified
	3.7 Reduce vulnerability of the economy to climate change and harness opportunities arising	No	No direct links identified
	3.8 Contribute to the regeneration, quality and diversity of the tourism industry	Yes	Possible knock on effect of provision of recreation / leisure facilities for local people
	3.9 Reduce reliance on seasonal and part time work within Torbay.	Yes	Links to planning contributions and improving employment opportunities.
4. Provide access to meet peoples needs with least damage to communities and the environment	4.1 Reduce the need/ desire to travel by car	Yes	Direct links to sustainable transport provision
	4.2 Reduce the need/ desire to travel by air	No	No direct links identified
	4.3 Help everyone access basic services easily, safely and affordably	Yes	Direct links to provision of non-car infrastructure (e.g. cycling, walkways)
	4.4 Make public transport , cycling and walking easier and more attractive	Yes	Direct links to provision of non-car infrastructure (e.g. cycling, walkways)
	4.5 Encourage a switch from transporting freight by road to rail or water	No	No direct links identified
5. Maintain and improve environmental quality and assets	5.1 Protect and enhance habitats and species (taking account of climate change)	Yes	Consideration required of the nature conservation implications of the infrastructure proposed as part of the planning contributions.
	5.2 Promote the conservation and wise use of land	Yes	The land use implications of infrastructure proposed as part of the planning contributions will have implications for the promotion and conservation of land
	5.3 Protect and enhance landscape and townscape	Yes	Infrastructure proposed as a result of planning contributions will have implications for townscapes and landscape.
	5.4 Value and protect diversity and local distinctiveness	Yes	Infrastructure proposed as a result of planning contributions will have an impact on diversity and local distinctiveness
	5.5 Maintain and enhance cultural and historical assets	Yes	Potential for contributions be involved in provision of funding for culture or historic assets
	5.6 Reduce vulnerability to flooding, sea level rise (taking account of climate change)	Yes	Potential for flood mitigation works
	5.7 Minimise habitat fragmentation and provide opportunities for new habitat creation or restoration	Yes	Potential for planning contributions to be used for biodiversity improvements

Planning Contributions SPD

6. Minimise consumption of natural resources	6.1 Reduce non-renewable energy consumption and 'greenhouse' emissions	Yes	Links to provision of sustainable transport infrastructure
	6.2 Keep water consumption within local carrying capacity limits (taking account of climate change)	No	No direct links identified
	6.3 Minimise consumption and extraction of minerals	No	No direct links identified
	6.4 Reduce waste not put to any use	Yes	Planning contributions may be sought for provision of recycling or other similar facilities.
	6.5 Minimise land, water, air, light, noise and genetic pollution	Yes	Links between air quality and public transport, open space and light pollution.
	6.6 Maintain and enhance the quality of Torbay's beaches and coastal waters	No	No direct links identified

Sustainability Appraisal Indicators:

A full list of indicators covering broad sustainability issues in Torbay is included in Part 1. Within this list there are a number of indicators which are relevant to the Planning Contributions SPD for example:

- Number of SOAs in the top 10% for Living Environment Deprivation
- Affordability ratio of house price to average earnings
- Ratio of lower quartile house price to average earnings
- Registered Social Landlord Stock and Local Authority dwelling stock as a percentage of total dwelling stock
- Number of households awaiting housing association property
- Population in Torbay
- Trips to work/school by car
- Public transport patronage

It is notable that whilst these indicators do relate in some way to the Planning Contributions SPD, the links are indirect and the data derived will be influenced by issues and areas outside of the remit of the Planning Contributions SPD.

Data Gaps

Perhaps an obvious means of testing the effectiveness of the Planning Contributions SPD would be to total up the amount of contributions collected for different purposes (e.g. affordable housing, open spaces etc). However whilst this may indicate the extent to which planning contributions are being requested it does not indicate to what use they have been put locally. It is this qualitative data which is most relevant to sustainability appraisals but most difficult to obtain (for example effectiveness of landscaping).

It is anticipated that over time it will be easier to access a more detailed breakdown of the uses of the planning contribution funds. When the necessary mechanisms are in place it may be possible to analyse the following:

- Area of land acquired by s106 finance for the provision of affordable housing.
- Number of affordable housing units acquired by s106 finance
- Quantity of open space provided by s106 finance
- Number of new buses provided by s106 finance
- Length of cycle lanes provided through s106 finance

As the appraisal and the SPD itself develops, indicators may be identified as a result of new work undertaken in association with the SPD. Where this is the case these will be included within the final full sustainability appraisal.

Those indicators listed in Part 1 will be measured annually in the Annual Monitoring Report (AMR). Any additional indicators developed for this specific SPD will also be monitored in the AMR.