



**Torbay Local Access Forum Meeting**  
**to be held in public on Tuesday, 1 April 2014**  
**6.00 pm in the Meeting Room 11, Paignton Library,**  
**Great Western Road, Paignton, TQ4 5AG**

*If you are unable to attend this meeting please inform the TLAF Secretary.*

Telephone: (01803) 207701 E-mail: [torbaylaf@torbay.gov.uk](mailto:torbaylaf@torbay.gov.uk)

The meeting will be open to the public in accordance with the provision of Regulation 7 of the LAF  
 (England) Regulations 2002  
 (under Sections 94 + 95 of the CROW Act 2000)

## Agenda

1.	Apologies - to receive any apologies for absence.	
2.	Election of Chair	
3.	Declaration of Interests - to declare any interests on matters on the agenda.	
4.	Minutes - to receive the minutes of the meeting held on 12 September 2013.	(Pages 1 - 3)
5.	<ul style="list-style-type: none"> <li>• Appointment of Vice-Chair</li> <li>• Co-ordinators</li> </ul>	
6.	Matters arising not shown on the Agenda	
7.	<p>Local Plan Consultation</p> <p>The Local Plan is a very large document and for the purposes of this meeting only the policies that would be of interest to the Local Access Forum have been included with the agenda. If you wish to read the entire local plan please refer to <a href="http://www.torbay.gov.uk/newlocalplan">www.torbay.gov.uk/newlocalplan</a>.</p>	(Pages 4 - 12)
8.	Updates from Area Co-ordinators	
9.	Local Access Forum Annual Review Form: April 2013 to March 2014	(Pages 13 - 16)
10.	Update from the Local Access Forum Regional Chair's Meeting	
11.	Any Other Business	
12.	<p>Date of Next Meeting</p> <p>4 September 2014, 6.00 pm, Paignton Library</p>	

# Agenda Item 4



## Minutes of the Local Access Forum

12 September 2013

-: Present :-

Robert Boyd, Phil Collins (Chairman), Councillor Ian Doggett, Margaret Forbes-Hamilton, Wanda Hollingworth, Mick Lear and Alan Robinson

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### 87. Apologies

Apologies were received from Bob Harvey.

### 88. Election of Chair

Phil Collins was duly elected as Chairman until the next Annual General Meeting in 2014.

### 89. Appointments

#### Vice-Chairman

Members wished to nominate John Mellor, however did not feel it was appropriate to nominate him in his absence therefore deferred the appointment until the next meeting.

#### Co-ordinators

Torquay – Margaret Forbes-Hamilton agreed to continue.

Paignton – Wanda Hollingsworth agreed to continue.

Brixham – Mick Lear and Robert Boyd agreed to continue.

### 90. Minutes

The minutes of the meeting held on 9 May 2013 were accepted and agreed as an accurate report of the meeting subject to Wars Hill being amended to Walls Hill.

### 91. Matters arising not shown on the Agenda

- Members sought an update on the right of way at Hawkins Avenue.
- Members received an update on the diversion of the coastal path at Oddicombe.

- Members were also advised that Natural England were undergoing another reorganisation.

**92. Updates from Area Co-ordinators**

Torquay Co-ordinator - Margaret Forbes-Hamilton

- Advised that planning permission for a Tesco store at Edginswell had been refused.
- Informed the Forum that a 'Friends of Abbey Meadows and Kings Garden' is being formed and that planning applications for Marina Development and Cary Green were due to be submitted.

Paignton Co-ordinator – Wanda Hollingworth

- Queried whether there would be a right of way at Clennon Valley. The Forum was advised that there was an intention to create a right of way which would circumnavigate the football pitches.

Brixham Co-ordinator – Robert Boyd

- Advised that the steps had been replaced and walkway had been raised at St Mary's Bay.

**93. Annual Report 2012-13**

Members considered the Annual Report 2012-13, Members provided comments that they wished included and agreed for the Annual Report to be submitted to Natural England.

**94. Monitor of Engagement with the Natural Environment: The national survey on people and the natural environment**

Members noted the report that set out the findings of the 'Monitor of Engagement with the Natural Environment' survey. Members were advised that an instant access tool was being developed in order to drill down to area specific data.

**95. Update from Regional Local Access Forum Chair's Meeting**

Phil provided an update from the South West regional meeting and explained that an action plan for the region had been agreed. The action plan set out four key areas, major planning applications and the implications of changes made to the planning regulations, extreme weather, the implementation of the coastal path and public sector cuts.

Members were also advised of the need to engage with Health and Wellbeing Boards.

**Action:** Councillor Doggett and Wanda Hollingworth to invite a representative from the Health and Wellbeing Board to the next meeting of TLAF on 14 November.

Phil circulated a letter from Natural England which was to be sent to all Section 94 Bodies, the letter set out the role and the statutory responsibility to consult with Local Access Forums.

**Action:** Lisa Antrobus to include letter on the Councillors Information Bulletin and forward a copy to the Harbour Authority.

Members noted that there wasn't any opportunity for Local Access Forums to comment on the Common Agricultural Policy Reform. However, Local Access Forums could comment on the separation of the forestry estate from the forestry commission. Members felt that the proposed separation was not a priority for Torbay and therefore declined to respond the consultation.

Members were advised that a regional conference was being organised, date to be confirmed, however it was anticipated that each Local Access Forum would be allocated places.

Phil advised Members that there were more licences available for Huddle if Members were interested in joining.

**96. Discussion - How to consider planning applications and co-ordinate responses**

At previous meetings Members had requested an opportunity to discuss and formalise an approach when considering planning applications. Members felt that due to improvements in the relationship between planning and the Local Access Forum, members no longer felt it was necessary to have such discussions.

**97. Events**

This item was discussed under minute 95.

**98. Communications**

This item was discussed under minute 95.

**99. Any Other Business**

Members were made aware of a letter that had been printed in the Herald Express regarding the lack of disabled access around Princess Gardens and the Banjo.

**Action:** Robert Boyd to visit the area and draft a response on behalf of the Local Access Forum.

**100. Date/Time/Venue of Next Meetings**

Members noted the dates and venue of the Local Access Forum.

# Agenda Item 7

Lisa,

I spoke to you earlier regarding the new Local Plan and the Local Access Forum.

The website for the current consultation can be found here – [www.torbay.gov.uk/newlocalplan](http://www.torbay.gov.uk/newlocalplan). There is a 6 week period for representations on the published Local Plan to be made – representations must be received by 9am on 7 April for them to be valid. An interactive online version of the Local Plan can be viewed or a PDF downloaded through the online consultation portal (Objective).

**Policy SS6 (Strategic Transport Improvements)** and **Policy TA1 (Transport and Accessibility)** may be of particular interest to the Local Access Forum. These can be found on pages 43 and 104 of the Local Plan.

At this stage of the process, the published Local Plan represents the Council's intended version that it proposes to submit to the Secretary of State for public examination in the Autumn. Earlier drafts have been consulted on previously, the most recent of which was the September 2012 version. The Torbay Local Access Forum made a representation on this earlier version of the Local Plan which can be seen amongst the summary of comments here - <http://www.torbay.gov.uk/newlocalplanresponsesummary.doc>

The addition of paragraph 4.3.20 (page 45, part of Policy SS6) may be of interest as this has been inserted, in part, to directly address the representation made previously by the Local Access Forum. Paragraph 4.3.20 reads:

*“Footpaths and cycle paths should be designed to be accommodate wheelchair and mobility scooters, for example, by being of sufficient width, clear of unnecessary obstructions and with appropriately designed gates. Further guidance can be obtained from the Council's Highways Team and in the NHS National Institute for Clinical Excellence 41: ‘Walking and Cycling’”.*

I have copied in Steve Turner for his information and I see that he has the Local Access Forum meeting in his diary for the 1 April (6pm @ Paignton Library).

Best regards,

Andrew Gunther  
Senior Planning Officer (Strategic Planning)

### **4.3 Aspiration 2: Achieve a better connected, accessible Torbay and essential infrastructure**

#### **Introduction**

**4.3.1** Good connections in and around the Bay, and between Torbay and national or international markets, are critical to the Bay's success. Transport has a significant role in addressing the development challenges we face now and in the future. Our quality of life depends on having convenient access to jobs, shopping, leisure facilities and services.

**4.3.2** Torbay needs a high quality and integrated infrastructure system to support a strong and prosperous economy in the Bay. With the growing importance of the internet, the provision of superfast broadband connections will be vital to an area's prosperity.

**4.3.3** Infrastructure covers a range of items and facilities, including:

- Physical infrastructure, such as roads and railways, electricity, gas and water supply, flood defences, drainage, sewerage capacity, telecommunications etc.
- Social/community infrastructure such as healthcare and education facilities, community centres, libraries, emergency services etc.
- Green infrastructure, such as open spaces, landscaping, allotments, nature reserves and waterways
- Blue infrastructure such as water quality and beaches.

**4.3.4** Funding of this wide range of infrastructure is one of the most significant challenges for the Local Plan. Government funding is likely to become increasingly scarce and funding streams such as Community Infrastructure Levy (CIL) and New Homes Bonus are unlikely to meet the wide range of demands in the Bay. It will therefore be important to make best use of other regeneration opportunities.

**4.3.5** South West Water's Business Plan for 2015-2020 was submitted to Ofwat in December 2013. This is based on an assessment of capacity and likely growth of population/households in the area, as a result of ongoing consultation with Torbay Council and other partners, including the development industry.

**4.3.6** There is no restriction on development in Torbay. However, a SWW assessment shows that further modelling work will be required should growth rate accelerate and as 2020 is approached. The broad message is that there are no absolute waste water limits to growth in Torbay. Provision of new and upgraded infrastructure will require appropriate programming and costing, especially with the local sewer network.

**4.3.7** SWW are aware of concerns about the age of combined sewers. These will be dealt with through its capital maintenance programme eg. freeing up sewer collapses, deformations and fat/debris, and provision of infrastructure for new development. Consistent with the Council's continuing cooperation with the Authority, SWW will be fully engaged in the preparation of masterplans for Future Growth Areas to ensure a robust and sustainable infrastructure framework for these Areas.

**4.3.8** Green infrastructure can help encourage walking and cycling, thereby having health benefits. It can also provide wildlife habitats and help support biodiversity. Sustainable drainage measures such as wetlands can have significant wildlife benefits and reduce flood risk. There will be an increasing need for renewable energy and micro-generation as replacements for fossil fuels.

**4.3.9** The completion of the South Devon Link Road is a fundamental element of the infrastructure needed to deliver the Local Plan objective of creating a more prosperous Bay. It will provide vital improvement to the links with the sub region and beyond, increasing the accessibility of the Bay for business

travellers, freight operators and tourists whilst improving economic prosperity. In turn, this will create opportunities for business growth and for improving links for existing business and industries of the Bay.

**4.3.10** The Western Corridor is a vital connecting route for the Bay as a whole. However, existing capacity and regular delays at various points along the corridor could be exacerbated by future growth. The introduction of junction improvement schemes and the dualling of key sections will improve the capacity of the road and are essential to the function of the network. These improvements must take place ahead of or in tandem with new development, with contributions for those improvements being provided by new development.

## Policy SS6

- [Add Comments](#)
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### Strategic transport improvements

The Council will support improvements to the strategic transport system that enhance the connections between the three towns, between Torbay and the rest of the sub-region, and between Torbay and national or international markets. The Council will seek to facilitate delivery of these schemes through the safeguarding of land and/or contributions from development. The following improvements are proposed:

#### Highway Network:

1. Construction of the South Devon Link Road and related junction improvements;
2. On line improvements and traffic management schemes in the following locations:
  - (i) Torquay Gateway Corridor, Torquay
  - (ii) Western Corridor, Paignton
  - (iii) A385 Totnes Road, Paignton.

#### Walking and Cycling Network

3. Development of the strategic public rights of way and cycling network, including the extension of the National Cycle Route Network, and the maintenance and improvement of the South West Coast Path. Effective integration with public transport services and linking key residential and employment centres will be encouraged.

#### Rail Network

4. Maintenance and enhancement of the rail network serving the Bay including new or improved passenger and freight rail services to and from the Bay, a new station at Edginswell, Torquay and enhancement of existing stations.
5. Minimising the impact of development upon level crossings, and where necessary seeking developer contributions to help fund improvements to level crossings, where these are required as a result of development.

#### Ferry Service

6. Development of a frequent, all-year-round high quality ferry service and necessary land based infrastructure between Torquay and Brixham Harbours and other external ports, including use of water based transport to deliver goods.

#### Bus and other public transport services

7. Improvements to the bus and public transport networks to service new development and ensure connectivity within and between town centres, district and local centres.

#### Transport Hubs

8. Development of transport hubs in sustainable locations with good links to existing and planned residential areas, town centres and other retail centres,

healthcare facilities and radial or orbital routes to increase accessibility, in particular in the following locations:

- (i) Broomhill Way, Torquay
- (ii) Gallows Gate, Torquay
- (iii) Occombe Farm, Paignton
- (iv) Churston, Brixham

[View interactive map \(Broadband connection recommended\)](#)

#### **Explanation:**

**4.3.11** An integrated transport system provides sustainable transport choices and will facilitate sustainable travel into and around the Bay. It is also intended to ensure a smooth running and efficient road network by promoting sustainable travel and by tackling issues that result in localised congestion and regular delays.

**4.3.12** The strategic improvements identified in Policy SS6 are divided into those that improve the highway network and those that facilitate more sustainable transport. This reflects the prioritisation in the Local Transport Plan 3 (LTP3, March 2011), and associated Implementation Plan, in on-going 'Foundation Schemes', such as bus service improvements and minor congestion relief schemes, and 'Targeted Capital Interventions' focussed on small geographical areas, eg. specific junction upgrades.

#### **Strategic Transport Network**

**4.3.13** To deliver the Local Plan's aspirations and objectives, improvements are needed to ensure the Strategic Transport Network, as well as its component networks, are fit for purpose and accessible, in order to ensure free movement around the Bay and to the wider sub region and beyond. This is vital to delivering economic prosperity and also to support new development.

**4.3.14** For example, the provision of clear, legible and direct connectivity between Kerswell Gardens and Torquay Town Centre and Harbour, via Torre, is essential for the successful regeneration of Torquay Town Centre as well as the success of businesses and service providers along the route. Proposals such as junction improvements, a new rail halt, a transport hub and new cycle routes will help improve this route into Torquay and support the role of the South Devon Link Road. These will contribute directly to ensuring the success of the Strategic Delivery policies for Torquay (SDT1 etc), and delivery is intended within the next 3-5 years.

**4.3.15** Similarly, improvements to the Western Corridor are underway and scheduled for completion during the two first phases (i.e. years 1-5 and 6-10) of the Local Plan, with substantial completion intended in the next 6 years. This is critical to the delivery of development to the west of Paignton (Policy SDP3) as well as Brixham (SDB1).

**4.3.16** Improvements to the A385 Totnes Road (Torbay / South Hams border to Tweenaway Cross) will ensure better connectivity between Torbay, Totnes and national and international destinations for communities and businesses in Paignton and Brixham. A comprehensive solution to transport issues is needed to enable the longer term development in Collaton St Mary (SDP3.3), and development contributions are expected to help fund these strategic improvements.

**4.3.17** Improvements to the A385 should also alleviate congestion and reduce rat-running through Marldon/Berry Pomeroy. Improvements to the A385 will be carried out in cooperation with Devon County Council and South Hams District Council. This work is likely to take 10+ years to carry out, and therefore significant development along the Totnes Road Corridor is likely to be towards the end of the Plan period.

#### **Facilitating Sustainable Transport**

**4.3.18** The improvement and expansion of a safe pedestrian and cycle network throughout Torbay connects residential areas with employment, shops and leisure facilities and connects with the National Cycle Network. This will encourage increased use of walking and cycling for journeys to work, school and for recreational purposes. New developments will play a key role in their



expansion and improvement. Some routes are capable as acting as 'green trails' for walkers, cyclists and horse riders, thereby assisting the implementation of the Torbay Green Infrastructure Delivery Plan.

**4.3.19** In addition, footpaths such as the South West Coast Path, and the National Cycling Network, are valuable tourism and recreation assets.

**4.3.20** Footpaths and cycle paths should be designed to accommodate wheelchair and mobility scooters, for example by being of sufficient width, clear of unnecessary obstructions and with appropriately designed gates. Further guidance can be obtained from the Council's Highways Team and in the NHS National Institute for Clinical Excellence Guidance 41: "Walking and Cycling".

**4.3.21** New developments may require the creation of additional bus services or stops to be provided to ensure the standard of provision is retained or enhanced, for instance by providing new destinations or increased weekend running. All residential areas should have access to education, employment and healthcare within 45 minutes by public transport, with an aim to achieve a minimum daytime service frequency of 30 minutes wherever possible throughout Torbay. There is also a commitment to continue improvements to bus information services. In considering the extension of these services, the Council will have regard to the cost and viability of the service. It is important to ensure that public transport is as financially viable as possible, given the likely scarcity of public sector subsidy.

**4.3.22** The rail network provides a vital connection not just throughout the Bay but to the sub-region and beyond. The rail network south of Paignton to Kingswear is operated by the Dartmouth Steam Railway. An integrated transport system must include new and additional train services to and from the Bay. Securing additional main line inter-city routes between Torbay, London and Birmingham is vital to provide fast and efficient long distance travel. Demand for local services between Torbay, Newton Abbot and Exeter is strong and future measures, such as the Devon Metro scheme, are proposed to increase the capacity and frequency of services, with new stations serving expanding, mixed use communities such as at Torquay Gateway, and halts outside Torbay, specifically Kingskerwell. The Council will support measures to expand rail services past Paignton, subject to other Policies in the Local Plan and the Local Transport Plan.

**4.3.23** Water transport also provides a valuable form of transport for commuters and tourists. A new regular all year round ferry service is proposed from Brixham to Torquay. This will help to reduce the reliance on the road network to access Brixham, whilst also reducing the Bay's carbon footprint and total number of car trips on the highway. There could also be ferry connections from Torbay to other external destinations along the South Coast and beyond. New ferry services do not require planning permission per se. However, harbourside and on-shore facilities and improvement will be supported subject to the other Policies of this Plan.

**4.3.24** The development of well located, high quality transport hubs can help to reduce town centre congestion and pollution, reduce car journey length and improve the accessibility of urban centres. A number of these are proposed in the Local Plan, in locations that will help deliver the transportation objectives set out in TA1 and TA2.

## 6.2.1 Transport and accessibility

### Policy TA1

- [Add Comments](#)
- [View Comments \(0\)](#)

#### Transport and accessibility

The Council is seeking to develop a sustainable and high quality transportation system which makes sustainable travel the first choice when travelling, thereby meeting the accessibility needs of everyone and promoting Torbay's economic competitiveness, whilst reducing the need to travel and the environmental impact of travel.

This will be achieved through:

1. Promoting development in locations that are easily accessible and safely reached by foot, cycle, public transport, sustainable transport or car;
2. Ensuring that the most sustainable and environmentally acceptable modes of transport are promoted as an integral part of developments, having regard to the following hierarchy of sustainability:

- (i) walking;
- (ii) cycling;
- (iii) public transport;
- (iv) car sharing;
- (v) low/ultra low emission vehicles; and
- (vi) private (high emission) transport.

3. Improving road safety, quality of life and equality of access for all, minimising conflict between road users and prioritising the transport hierarchy.

4. Ensuring that development is designed so that the use of cars is reduced wherever possible and residents have adequate access to employment, retail and community facilities within safe walking and cycling distance and via close proximity to bus stops, served by frequent bus services. Layouts should contribute to a connected network of footpaths, cycle routes and green infrastructure identified in the Green Infrastructure Delivery Plan. Employment proposals should seek to maximise the opportunities for sustainable transport of freight.

5. Incorporating, in new development, appropriate levels of car and cycle parking (see Policy TA3) that is well designed, integrates with other public space uses and does not dominate the built environment;

6. Reducing the impact of signage and transport infrastructure within the street scene, to avoid proliferation of unnecessary clutter or harm to the historic features.

7. Minimising the effect of development upon Air Quality Management Areas (AQMAs).

[View interactive map \(Broadband connection recommended\)](#)

## Explanation:

### 6.2.1.1



The Council is committed to sustaining and enhancing the transport system across the Bay, prioritising the most sustainable modes of transport, ensuring the free flow of movement on the highway network and encouraging a modal shift away from the private car. Active travel, specifically walking and cycling, has significant health as well as environmental benefits. The transport hierarchy ensures that as much emphasis as possible is given to the most sustainable modes of transport, but also to ensuring there is a choice of transport options for all. There is also a need to acknowledge that car ownership is likely to remain high, and therefore the implementation of policies to encourage walking, cycling and public transport is not intended to penalise car ownership.

**6.2.1.2** Accessibility is vital to creating sustainable communities where services, employment and facilities are provided within easy walking distance of homes. Equally important is the need for good transport connections within the Bay and the wider sub-region.

**6.2.1.3** It is important that future development makes an appropriate contribution to delivering these transportation goals, minimises the scale of impact on the highway network and contributes to improved accessibility and a healthy living environment. Where development does not include proposals for encouraging sustainable modes of transport, this may indicate that the proposal is unacceptable.

**6.2.1.4** Air Quality Management Areas (AQMAs) have been designated in Hele, Torquay and Brixham Town Centre and are shown on the Policies Map. These areas are characterised by high levels of nitrogen dioxide caused by emissions from road transport, due to low vehicle speeds arising from localised congestion. Action Plans will be prepared by the Council for both AQMAs.

## Policy TA2

- [Add Comments](#)
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### Development access

All development proposals should make appropriate provision for works and/or contributions, to ensure an adequate level of accessibility and safety, and to satisfy the transport needs of the development. Consideration will be given to the hierarchy of sustainable transport and the need to create a connected network of green infrastructure identified in the Green Infrastructure Delivery Plan. All such works shall seek to maintain or enhance the physical features that contribute to the character of the area.

#### Accessing the highway network:

Schemes which require new access to/from the highway network will be supported where they:

1. Provide vehicular and pedestrian access to a safe standard, including a satisfactory standard of visibility;
2. Maintain an acceptable network capacity or provide suitable mitigation for any negative impact on capacity;

3. Contain high quality provision for non-car modes of transport, proportional to the scale and type of development;
4. Enhance public and/or community transport, cycling and pedestrian infrastructure, proportional to the scale and type of development;
5. Are essential to access the schemes and can demonstrate significant environmental, safety or economic benefits; and
6. Do not impact on the wider network, by causing / adding to congestion for example, and
7. Provide for safe turning / manoeuvring of vehicles within the site, particularly for commercial development.

In particular, new access points to the Major Road Network and the District Distributor Road Network (shown on the Policies Map) will not be permitted where there is an unacceptable impact on road safety, and on the function and operational efficiency of the Networks.

**For major developments:**

A good standard of access for walking, cycling, public and private transport should be provided in major development schemes. This will include measures for emergency service vehicles, waste collection vehicles and public transport vehicles to access the site in a way that would not disrupt the service they provide. Additionally, secure covered bicycle parking and changing facilities (e.g. in commercial developments) should always be included. Consideration must be given to the need to make appropriate provision of facilities for disabled persons (levels, signage, parking bays etc).

A Travel Plan is required for all major developments likely to have significant transport implications, setting out how at least 30% of the potential users can gain access by foot, cycle or public transport, and how this will be monitored.

[View interactive map \(Broadband connection recommended\)](#)

**Explanation:**

**6.2.1.5** It is an important principle that new development should integrate with the surrounding area in terms of its connectivity and should be accessible by a wide range of means, including (but not exclusively) the private car.

Development should ensure that people wishing to gain access to the site can do so by a choice of sustainable travel modes, ensuring that potential users can either walk or cycle safely and conveniently to and from the site. Safe, free flowing and well maintained vehicular access throughout development is a vital element of a high quality development.

**6.2.1.6** Development proposals that require new access provision, and are likely to have an impact on the major road network, will be permitted where the proposal does not significantly reduce capacity on the road network or impose delays to essential services. Where development proposals are likely to have an impact on the distributor road network, they will be permitted where the development does not unacceptably increase traffic congestion or create difficulties for public transport, cyclists and pedestrians, or where public transport or highway improvements can be made to accommodate any impact.

Fleet Walk, Torquay; Victoria Street, Paignton and Fore Street, Brixham are subject to pedestrian priority measures. However they are also form important town centre routes with service and access requirements and their status in the highway network will be kept under review.

**6.2.1.7** It is important that new developments provide a satisfactory standard of access to the wider highway network. For the majority of the network, visibility should accord with national guidance, for example the Manual for Streets and Design Manual for Roads and Bridges. Developments which have direct access to principal roads and high speed roads should accord with national standards, unless agreed otherwise. Schemes should protect or replicate features of landscape importance such as hedgerows, trees and townscape where this is compatible with the technical requirements noted above. Any additional cost of providing replacement features should be included at the outset of the proposal.

**6.2.1.8** A Travel Plan is a key way to assist the management of the transport needs of an organisation or major development. It requires clear (SMART)

targets for the use of the various travel options, with deadlines by when these will be achieved. Provision must reflect the transport hierarchy and be made to encourage the use of walking, cycling, public transport, and car sharing; and to reduce the level of traffic generation with appropriate provision for disabled users. Educational establishments will need additionally to consider the requirements for pupil/student and parent access.

## Policy TA3

- [Add Comments](#)
- [View Comments \(0\)](#)

### Parking requirements

The Council will require appropriate provision of car and cycle parking spaces in all new development. The loss of on-street or public parking provision will be a material consideration in planning applications, with additional weight being given to loss of provision in those areas where there is congestion and/or heavy use of public or on-street spaces.

Extensions to, or sub-division of, houses or flats must not result in the net loss of parking provision to below the standards set out below, **unless in town centre locations with good travel infrastructure, where alternatives may be considered.**

Development proposals will be expected to meet the guideline requirements as set out in Appendix G.

[View interactive map \(Broadband connection recommended\)](#)

#### Explanation:

**6.2.1.9** Greater flexibility on levels of provision has been provided in town centres, where there is more opportunity to make journeys through walking and cycling. Changes of use will be particularly scrutinised to ensure they do not result in localised parking problems or harm an area's character, or undermine economic viability. Restrictions on the provision of car parking are sometimes used as a demand management tool. High traffic generating uses, particularly out of town developments requiring a Travel Plan, will need to examine how parking provision can affect the way people choose to travel. Levels of car parking provision should also take into account peak and seasonal effects, particularly the additional tourist demand during summer months. The layout and design of car parks should reflect the scale and character of the area; they should be accessible and safe with careful consideration to the pattern an scale of buildings and open spaces in the vicinity. They should positively contribute to the urban environment with appropriate hard and soft landscaping, surface materials and street furniture.

**6.2.1.10** The standards reflect a balance between ensuring that the levels of car parking generated by any type of development are met on-site and therefore overspill and the proliferation of on-street parking is limited, with the need to ensure that the consideration of sustainable transport is fully embedded into the design for new developments. The Local Plan recognises that many people will own motor vehicles and seeks to provide alternatives to car use rather than seeking to inconvenience ownership. The Plan therefore requires residential development to provide adequate on-site parking where possible, but these requirements should not dominate the site's appearance. Whilst courtyard parking may be acceptable, consideration will be given to the likelihood of its use. In broad terms, the provision of adequate and appropriate residential parking should be safe, convenient and discrete so that vehicles do not obstruct the highway or dominate the street scene.

**6.2.1.11** Torbay Council will take a site-specific approach taking into account the above considerations. Where minimum requirements are expressed, significant deviations above these minimums will need to be fully justified to ensure this does not lead to an unacceptable reliance on car based travel and or harmful social or environmental impacts.

# Agenda Item 9

Local Access Forum (LAF) Annual Review Form: April 2013 to March 2014

Name of LAF: Torbay Local Access Forum

Name of LAF Chair: Phil Collins

Name of LAF Secretary: Lisa Antrobus

Number of LAF members: 9

Number of LAF vacancies: 1

## 1 - Involvement and Representation

What interests does your current membership cover? Walking, access for disabled, land owner, recreation and health.

What skills, sectors, interest groups, experience are missing? None

Describe any difficulties you had recruiting members from particular sectors: We do not have many landowners in Torbay so it can sometimes be difficult to recruit to this sector.

## 2 - Operation of LAF

What procedures (e.g. expense claims, new applications, monitoring of Huddle etc) do you follow that help you work effectively? Are these effective? Torbay Local Access Forum Terms of Reference

How do you ensure that your members are able to work as a team? Please see page 3 of Torbay Local Access Forum Terms of Reference.

In what ways do you reach consensus? Please see page 3 of Torbay Local Access Forum Terms of Reference.

How do you ensure proper conduct and/or resolve any conflicts? Please see page 3 of Torbay Local Access Forum Terms of Reference.

Give up to 3 examples of where you have encountered operational difficulties (e.g. lack of resources); explain what mechanisms could be put in place to alleviate such issues:

1 - Staff resource has become pressured within the Governance Support Team and in order to alleviate the issue meetings have been reduced to two a year with a focused and themed work plan having been developed which covers the next two years.

2 -

3 -

## 3 - Partnership and Progress

Do you work well with the access authority? If not, why not? Yes, good relationships have been built with the several departments whose actions may impact upon access and open space such as the planning and estates departments.

Do you work well with your planning authorities? If not, why not? The Secretary is copied into planning consultations where there may be public access issues these are then circulated to the Members of the LAF to see if they wish to make a statutory response or are considered at the LAF meetings.

Have you established a clear role for the LAF in the local area? They are a statutory consultee on issues relating to land access, open space and rights of way.

## Local Access Forum (LAF) Annual Review Form: April 2013 to March 2014

**Main or notable achievements?** The LAF responded to consultation on the draft Torbay Local Plan resulting in an amendment to Policy SS6.

### 4 - Profile and Direction

**Has anything changed over the last year?** Frequency of meetings have reduced.

**What changes / barriers can you see ahead?** Potential funding and resource issues, with supporting officers having to take on additional duties and responsibilities.

**What are your priorities for the year ahead (list up to 3)?**

- 1 - Continue engagement with the maintenance and funding of the coastal paths
- 2 - To comment upon and be aware of the Neighbourhood Plans
- 3 - LAF to comment

**What support or training do you need to deliver your priorities?** LAF to comment

### 5 - Section 94 Bodies

**Give up to 3 examples of advice given by your LAF to section 94 bodies:**

- 1 - Consultation regarding the proposed disposal of three areas of Council Land:

Land adj. 4 Plym Close, Torquay;

Land adj. 45 Stanley Gardens, Paignton; and

Land off Alpine Road, disused playground, Torquay.

This letter constitutes formal advice from Torbay Local Access Forum. Torbay Council is required, in accordance with section 94(5) of the Countryside and Rights of Way Act 2000, to have regard to relevant advice from this forum in carrying out its functions.

In considering the three areas for disposal, Members noted that there did not appear to be any explicit access issues but welcomed the retention of the steps and path at Land off Alpine Road, disused playground, Torquay. Therefore the Members of Torbay Local Access Forum have no objection to the proposed disposal of the three areas set out above.

- 2 - Lease of Old Maids Perch

3 -

### 6 - Open Access Work

**How many Restriction Cases have you been consulted on?** 0

**How many cases have you responded to?** 0

**Detail any informal involvement with Open Access Restriction cases:** 0

## Local Access Forum (LAF) Annual Review Form: April 2013 to March 2014

**7 - Number of consultations, meetings and initiatives your LAF has been involved with over the year. Please add numbers into the boxes below and only count specific consultations once even if advice has been given on them a number of times. If a consultation covers more than one subject area, please count them separately as appropriate.**

Public meetings (e.g. LAF meetings)	2	Working groups	0
Training days	0	Definitive map modification orders	0
Highway orders	0	Green Infrastructure strategies	0
Gating orders	0	Local transport plans and traffic management schemes	0
Cycle projects	0	Disabled access	1
Dog exclusion/on leads/fouling orders	0	Housing development schemes	0
Planning applications	6	PROW network and projects	0
ROWIP planning and objectives	0	Local development frameworks and planning strategies	1
Local Nature Partnerships	0	Recording of paths and promoting use	0
Expiring permissive agreements under Higher Level Stewardship schemes - assessing the value and future of and liaison with landowners to improve access	0	Flood defence works - Environment Agency consultations and planning applications regarding	0
Slipways and landing stages - public access to	0	Improvement of access through the Paths for Communities (P4C) scheme	0
Disposal and development of land owned by the Council	4	Parish Council or local improvement grant schemes	0
Shoreline management plans	0	Rail freight interchange strategic development	0
Network rail and rail crossing closures	0	Access and nature conservation	0
Horse routes and equestrian provision	0	Multi user routes	0



## Local Access Forum (LAF) Annual Review Form: April 2013 to March 2014

National Parks	0	Coastal access	0
Motorised vehicle access	0	Access to MOD land	0
New town & village green registration government consultation	0	Natural England consultations	0
Defra consultations	0	Commons grazing proposals	0
Highways Agency consultations	0	Department for Transport consultations	0
Other (please specify):			

**8 - Final comments from Appointing Authority:** The LAF continues to act as the voice for the local people of Torbay on access issues. A work programme has been developed to enable themed discussions and presentations at each meeting to enable the LAF to focus on strategic issues as well as give feedback from the ground.

**9 - Final comments from LAF Chair:**