

Inspector's Report of Inquiry Recommendations (Paragraph references relate to Inspector's Report of Inquiry)	Council's Decision and Statement	PROPOSED MODIFICATION (new wording in bold)
Chapter 15 – Transport and accessibility		
Attention is drawn by the Inspector to a typographical error on the 14 th line of Paragraph 15.36.	(Modify as indicated)	<u>Paragraph 15.38</u> ...the provision of adequate accessibility by foot, cycle and public transport, restraints on the level of car parking and effective Company Travel Plans.
<p>15.01 Modify policy TS, generally in line with PFCs 15/1 and 15/2, such that it reads:</p> <p>Land use transportation strategy</p> <p>A sustainable land use transportation strategy will be promoted which will:</p> <ol style="list-style-type: none"> 1. reduce the environmental impact of transport systems; 2. reduce the need to travel by private car; 3. encourage sustainable alternatives to the private car and make provision for the needs of non-car users; 4 improve road safety and ameliorate the environmental effects of traffic on communities; 	Agree	<p><u>Policy TS Land use transportation strategy</u></p> <p>A sustainable land use transportation strategy will be promoted which will :</p> <ol style="list-style-type: none"> 1. reduce the environmental impact of transport systems; 2. reduce the need to travel by private car 3. encourage sustainable alternatives to the private car and make provision for the needs of non-car users; 4. improve road safety and ameliorate the environmental effects of traffic on communities;

TORBAY LOCAL PLAN (1995-2011)

INSPECTOR'S REPORT OF INQUIRY INTO OBJECTIONS TO LOCAL PLAN - RESPONSE TO RECOMMENDATIONS AND PROPOSED MODIFICATIONS

Inspector's Report of Inquiry Recommendations (Paragraph references relate to Inspector's Report of Inquiry)	Council's Decision and Statement	PROPOSED MODIFICATION (new wording in bold)
5 improve Torbay's economic competitiveness 6 improve public transport; 7 improve service and goods access, particularly to town centres; 8 improve accessibility for all sections of the community; and 9 restrict new road construction to essential access and to schemes which can demonstrate significant environmental, safety or economic benefits.		5. improve Torbay's economic competitiveness 6. improve public transport; 7. improve service and goods access, particularly to town centres; 8. improve accessibility for all sections of the community; and 9. restrict new road construction to essential access and to schemes which can demonstrate significant environmental, safety or economic benefits.
15.02 Make no modification to policy T1.	Agree	N / A – No Modification proposed
15.03 End paragraph 15.51 after the word 'effectiveness' in line 20, and move the remaining text of that paragraph to the end of a new paragraph 15.52.	Agree	<u>Paragraph 15.51</u>transport plans may also promote safety measures and more environmentally friendly freight movements. Such commitments will be expected to be formally agreed with the Council and will be subject to periodic review for effectiveness.
15.04 Begin the new paragraph 15.52 with the following, taken from	Agree	<u>New Paragraph 15.52</u>

Inspector's Report of Inquiry Recommendations (Paragraph references relate to Inspector's Report of Inquiry)	Council's Decision and Statement	PROPOSED MODIFICATION (new wording in bold)
<p>paragraph 8.7 of the Environmental Guide:</p> <p>All major non-residential development will be required to implement Company Transport Plans. This will include all major retail units, office and industrial units over 350m² ground floor area (gfa), hotels and holiday development with more than 15 bed spaces, leisure development of more than 250m² together with any other non-residential development requiring more than 10 parking spaces. In certain critical locations, smaller commercial development may also be included in these requirements, particularly where there is concern about the cumulative impact of a large number of small sites.</p>		<p>All major non-residential development will be required to implement Company Transport Plans. This will include all major retail units, office and industrial units over 350m² ground floor area (gfa), hotels and holiday development with more than 15 bed spaces, leisure development of more than 250m² together with any other non-residential development requiring more than 10 parking spaces. In certain critical locations, smaller commercial development may also be included in these requirements, particularly where there is concern about the cumulative impact of a large number of small sites. Further details of the requirements of company transport plans may be found in the Environmental Guide (Section 8) and Draft Revised PPG13 (paras 66-69).</p>
<p>15.05 Renumber existing paragraph 15.52 accordingly.</p>	<p>Agree</p>	<p><u>Paragraph 15.53</u> Where sites are proposed which do not ... <i>(no further change to remainder of this paragraph)</i></p>
<p>15.06 Make no modifications to policy T2.</p>	<p>Agree</p>	<p>N/A – No Modification proposed</p>

Inspector's Report of Inquiry Recommendations (Paragraph references relate to Inspector's Report of Inquiry)	Council's Decision and Statement	PROPOSED MODIFICATION (new wording in bold)
<p>15.07 Delete policy T3.</p>	<p>Agree</p>	<p>Policy T3 Pedestrian routes</p> <p>New development will be expected to safeguard established pedestrian routes or provide alternative convenient routes, in addition to creating new routes where appropriate.</p> <p><u>Note:</u> Also delete explanatory text in Paragraphs 15.55 and 15.56 as a consequence of acceptance of this recommendation.</p>
<p>15.08 Modify policy T4 to read as follows:</p> <p>The needs of cyclists should be taken into account in the design and implementation of all highway and traffic management schemes; by the provision of strategic cycle routes between the main focal points of Torbay (segregated from vehicular traffic where possible); and by the provision of facilities for secure cycle parking in town centres and other principal destinations.</p>	<p>Agree</p>	<p><u>Policy T4 Cycling</u></p> <p>The needs of cyclists should be taken into account in the design and implementation of all highway and traffic management schemes; by the provision of strategic cycle routes between the main focal points of Torbay (segregated from vehicular traffic where possible); and by the provision of facilities for secure cycle parking in town centres and other principal destinations.</p>
<p>15.09 Make no modifications to Proposal T4.2, the Coastal Route.</p>	<p>Agree, subject to</p>	<p>N/A – No Modification proposed</p>

Inspector's Report of Inquiry Recommendations (Paragraph references relate to Inspector's Report of Inquiry)	Council's Decision and Statement	PROPOSED MODIFICATION (new wording in bold)
<i>(see also Recommendation 8.22 - Chapter 8: Recreation and leisure)</i>	caveat*	<i>(* see Recommendation 8.22 - Chapter 8: Recreation and leisure – recommendation to amend T4.2 in accordance with PCI 15/1 is accepted and Proposal T4.2 is proposed to be modified accordingly - see Plan attached to Appendix 2).</i>
15.10 Make no modifications to Proposal T4.4, the Cockington Circuit and link to Coastal Route.	Agree	N/A – No Modification proposed
15.11 Delete policy T5.	Agree	<p>Policy T5 Improvements of urban space for pedestrians in shopping centres</p> <p>Conditions for pedestrians within the main retail areas will be improved by increasing public pedestrian space and footways, together with a reduction in access by conflict with motor vehicles and environmental enhancements, whilst maintaining adequate access for bus and taxi services by all modes of transport as well as servicing.</p> <p><u>Note:</u> Also delete explanatory text in Paragraphs 15.56 to 15.62 as a consequence of acceptance of this recommendation.</p>

TORBAY LOCAL PLAN (1995-2011)

INSPECTOR'S REPORT OF INQUIRY INTO OBJECTIONS TO LOCAL PLAN - RESPONSE TO RECOMMENDATIONS AND PROPOSED MODIFICATIONS

<p>Inspector's Report of Inquiry Recommendations (Paragraph references relate to Inspector's Report of Inquiry)</p>	<p>Council's Decision and Statement</p>	<p>PROPOSED MODIFICATION (new wording in bold)</p>
<p>15.12 Make no modifications to policy T6.</p>	<p>Agree</p>	<p>N/A – No Modification proposed</p>
<p>15.13 Modify policy T7 by deleting the first proposal, such that the policy reads as follows:</p> <p>In Paignton town centre it is proposed to improve the environment by introducing environmental and pedestrian space enhancement schemes at:</p> <p>a) Hyde Road; b) Station Square; c) Esplanade Road; and d) The Harbour area.</p>	<p>Agree</p>	<p><u>Policy T7 Paignton Town Centre improvements</u></p> <p>In Paignton Town Centre, it is proposed to improve the environment by introducing environmental and pedestrian space enhancement schemes at:</p> <p>a) Hyde Road; b) Station Square; c) Esplanade Road; and d) the Harbour area.</p>
<p>15.14 Make no modification to policy T8.</p>	<p>Agree</p>	<p>N/A – No Modification proposed</p>
<p>15.15 Modify Proposals Map sheets 30 and 33 by adding the annotation 'T8.5' to the Torbay Trading Estate on New Road.</p>	<p>Agree</p>	<p><u>Proposals Map</u></p> <p>Modify the Proposals Map (Sheets 30 and 33) by adding the annotation 'T8.5' to the Torbay Trading Estate on New Road, Brixham, as indicated on plan attached to Appendix 2.</p>

Inspector's Report of Inquiry Recommendations (Paragraph references relate to Inspector's Report of Inquiry)	Council's Decision and Statement	PROPOSED MODIFICATION (new wording in bold)
<p>15.16 Modify policy T9 by:</p> <p>1) deleting criterion '2';</p> <p>2) adding the following wording as a new criterion '2': 'identifying and addressing difficulties with car parks, pedestrian areas, and other related infrastructure to ensure that there is no particular disadvantage incurred by this group of travellers';</p> <p>3) retaining the first sentence of explanatory paragraph 15.74, but amending the remainder of the paragraph to read: 'The Council will, through the Local Transport Plan, pursue improvement schemes such as dropped kerbs, pedestrian priority, tackle paving and the removal of highway obstructions to ensure ease of movement for people with wheel chairs, visual disabilities and other problems. The Council will also support the improvement of public transport and related facilities which will be accessible to people with physical and sensory disabilities'.</p>	<p>Agree</p>	<p><u>Policy T9 Access for People with Disabilities</u></p> <p>Access for people with physical and sensory disabilities will be enhanced in particular by :-</p> <p>1. improvement of principal pedestrian routes between focal points in the town centres where topography permits (e.g. civic buildings, main shops, community, leisure and eating areas and public transport stops) to ensure that they can be negotiated by unassisted people with disabilities;</p> <p>2. supporting the improvement of public transport and related facilities which will be accessible to people with physical and sensory disabilities; and</p> <p>2. identifying and addressing difficulties with car parks, pedestrian areas, and other related infrastructure to ensure that there is no particular disadvantage incurred by this group of travellers.</p> <p><u>Paragraph 15.74</u></p> <p>It is particularly important to recognise that many disabled and</p>

TORBAY LOCAL PLAN (1995-2011)

INSPECTOR'S REPORT OF INQUIRY INTO OBJECTIONS TO LOCAL PLAN - RESPONSE TO RECOMMENDATIONS AND PROPOSED MODIFICATIONS

Inspector's Report of Inquiry Recommendations (Paragraph references relate to Inspector's Report of Inquiry)	Council's Decision and Statement	PROPOSED MODIFICATION (new wording in bold)
		<p>mobility impaired people depend on using a private motor vehicles as the most convenient and sensible form of access to town centres and other public places. The Council will, through the Local Transport Plan, pursue improvement schemes such as dropped kerbs, pedestrian priority, tactile paving and the removal of highway obstructions to ensure ease of movement for people with wheel chairs, visual disabilities and other problems. The Council will also support the improvement of public transport and related facilities which will be accessible to people with physical and sensory difficulties.</p>
15.17 Make no modifications to policy T11.	Agree	N/A – No Modification proposed
15.18 Make no modifications to policy T12.	Agree	N/A – No Modification proposed
15.19 Make no modifications to policy T13.	Agree	N/A – No Modification proposed
15.20 Make no modifications to policy T14.	Agree.	N/A – No Modification proposed

Inspector's Report of Inquiry Recommendations (Paragraph references relate to Inspector's Report of Inquiry)	Council's Decision and Statement	PROPOSED MODIFICATION (new wording in bold)
<p>15.21 Make no modifications to the wording of policy T15.</p>	<p>Agree</p>	<p>N/A – No Modification proposed</p>
<p>15.22 Amend the area of search shown on the Proposals Map for the Kerswell Gardens station, following further detailed investigations, so as to define a smaller and more precise area.</p>	<p>Agree</p>	<p><u>Proposals Map</u> Modify Proposals Map (Sheet 4) by deleting western part of allocation for Proposal T15 (west of Scotts Bridge).</p> <p>In consequence, amend <u>Paragraph 15.91</u> as follows :</p> <p>On the northern fringe of Torquay, the need for a station site near Kerswell Gardens has been identified. This facility would have potential to service the Willows District Centre together with existing and proposed employment and residential areas, and Torbay Hospital. An area of search to the east of Scotts Bridge is therefore safeguarded on the Proposals Map. The precise location and layout will be determined through the Local Transport Plan following further investigation of site characteristics. This process will include consideration of access arrangements, relationship to adjoining land uses (existing and proposed) and amenity and environmental considerations. In addition, technical issues relating to track</p>

Inspector's Report of Inquiry Recommendations (Paragraph references relate to Inspector's Report of Inquiry)	Council's Decision and Statement	PROPOSED MODIFICATION (new wording in bold)
		<p>gradient and curvature will also require assessment. Furthermore, the area around Hamelin Way (to the west of Scotts Bridge) is not considered to be appropriate because of likely conflict with the proposed junction of the Kingskerswell Bypass (see Proposal T22). This station could also provide 'parkway' type services for the whole of Torbay with access from the Ring Road, subject to location. -</p>
<p>15.23 Make no modifications to policy T16. <i>(see also Recommendations 3.20 – Chapter 3: Housing; 4.21 – Chapter 4: Employment and the local economy; and 6.09 – Chapter 6: Shopping and town centres)</i></p>	<p>Agree</p>	<p>N/A – No Modification proposed</p>
<p>15.24 Make no modifications to policy T17.</p>	<p>Agree</p>	<p>N/A – No Modification proposed</p>
<p>15.25 Make no modifications to policy T18.</p>	<p>Agree</p>	<p>N/A – No Modification proposed</p>
<p>15.26 Amend the third sentence of paragraph 15.96 so that it reads:</p>	<p>Agree</p>	<p><u>Policy 15.96</u></p>

Inspector's Report of Inquiry Recommendations (Paragraph references relate to Inspector's Report of Inquiry)	Council's Decision and Statement	PROPOSED MODIFICATION (new wording in bold)
<p>Adequate provision for landing facilities in association with improved ferry services will be made as part of the Torquay Waterfront Project, the Brixham Harbour Regeneration and when considering other proposals for the redevelopment of the harbours.</p>		<p>The existing ferry services link Brixham and Torquay during the summer and provide a valuable alternative form of transport for tourists. However, the location of these ferry services, together with potential for similar services to Paignton, is consistent with Government policy for encouraging sustainable alternatives to motor vehicles and reducing congestion along the coast road. Adequate provision for landing facilities in association with improved ferry services will be made as part of the Torquay Waterfront Project, the Brixham Harbour Regeneration Scheme and when considering other proposals for the redevelopment of the harbours. The Local Transport Plan will be considering ways in which an enhanced ferry service can be provided between the three towns.</p>
<p>15.27 Make no modifications to policy T19.</p>	<p>Agree</p>	<p>N/A – No Modification proposed</p>
<p>15.28 Make no modifications to policy T21.</p>	<p>Agree</p>	<p>N/A – No Modification proposed</p>
<p>15.29 Make no modifications to policy T20.</p>	<p>Agree</p>	<p>N/A – No Modification proposed</p>

Inspector's Report of Inquiry Recommendations (Paragraph references relate to Inspector's Report of Inquiry)	Council's Decision and Statement	PROPOSED MODIFICATION (new wording in bold)
<p>15.30 Modify policy T22 by adding the word 'indicative' before 'route' in the 3rd line.</p>	<p>Agree</p>	<p><u>Policy T22 Improved northern approach road</u> The route for an improved northern approach road to Torquay is proposed. The indicative route shown on the Proposals Map will be safeguarded to include the southern end of the proposed A380 Kingskerswell Bypass.</p>
<p>15.31 Modify sheet 4 of the Proposals Map in accordance with the plan attached to PFC 15/5, in order to clearly indicate the area to be safeguarded.</p>	<p>Agree</p>	<p><u>Proposals Map</u> Modify Proposals Map (Sheet 4) in order to indicate clearly the area to be safeguarded for the purposes of Policy T22, as indicated on plan attached to Appendix 2.</p>
<p>15.32 Modify policy T23 by deleting the current wording for proposal T23.1, and its annotation on the Proposals Map (Maps 18 and 20), and replacing it with the following:</p> <p>"improvements to Kings Ash Road, and the surrounding road network if necessary, to address the difficulties experienced by HGVs and coaches on this section of Ring Road.</p>	<p>Agree.</p>	<p><u>Policy T23 Western Corridor</u> Schemes are proposed to reduce traffic congestion, improve the accessibility of existing property and allow the release of new sites allocated for development along the Western Corridor route including;</p> <p>1. improvements to Kings Ash Road, and the surrounding road network, if necessary, to address the difficulties</p>

Inspector's Report of Inquiry Recommendations (Paragraph references relate to Inspector's Report of Inquiry)	Council's Decision and Statement	PROPOSED MODIFICATION (new wording in bold)
		<p>experienced by HGVs and coaches on this section of Ring Road; <i>(no change to the remainder of this Policy)</i></p>
<p>15.33 Add an annotation for the new T23.1 proposal, to Kings Ash Road.</p>	<p>Agree</p>	<p><u>Proposals Map</u> Consequential to acceptance of Recommendation 15.32 above, delete Proposal T23.1 (a new road from Churscombe Cross, Marldon to the bottom of Kings Ash Hill, via the Westerland Valley, Paignton) from the Proposals Map (Sheets 16 and 20).</p> <p>Modify Proposals Map (Sheets 16 and 20) by adding an annotation for the new T23.1 proposal, to Kings Ash Road, Paignton, as indicated on plan attached to Appendix 2.</p>
<p>15.34 Modify paragraph 15.111 of the explanatory text by deleting all text after "problem" on line 7, and replacing it with the following:</p> <p>Improvements will therefore be carried out to Kings Ash Road, and the surrounding road network if necessary, to address the particular problems experienced by HGVs and coaches.</p>	<p>Agree</p>	<p><u>Paragraph 15.111</u> The adopted strategy therefore concludes that it will not be necessary to build a new road for the purposes of providing adequate capacity to access the proposed developments along this route. However, the gradient and condition of Kings Ash Hill</p>

Inspector's Report of Inquiry Recommendations (Paragraph references relate to Inspector's Report of Inquiry)	Council's Decision and Statement	PROPOSED MODIFICATION (new wording in bold)
		<p>remains a significant problem. Improvements will therefore be carried out to Kings Ash Road, and the surrounding road network if necessary, to address the particular problems experienced by HGVs and coaches.</p> <p><i>Editorial Note</i> Delete the last part of the final sentence in Paragraph 15.107, as follows: "...the route identified in the adopted Torbay Local Plan" (i.e the 'Valley Route'. shown on the Proposals Map accompanying this Written Statement).</p>
<p>15.35 Modify paragraph 15.112 of the explanatory text by deleting the words "The remainder of" in the first line.</p>	<p>Agree</p>	<p><u>Paragraph 15.112</u> This corridor is likely to be improved through a series of improvement schemes to various sections of the road, such as junction</p> <p><i>(no change to the remainder of this Paragraph)</i></p>
<p>15.36 Make no modifications to policy T24.</p>	<p>Agree</p>	<p>N/A – No Modification proposed</p>

Inspector's Report of Inquiry Recommendations (Paragraph references relate to Inspector's Report of Inquiry)	Council's Decision and Statement	PROPOSED MODIFICATION (new wording in bold)
<p>15.37 Modify policy T25 to read as follows:</p> <p>'Traffic Restraint Zones will be implemented in the areas shown on the Proposals Map, in the interests of safety and amenity. Within these zones measures will be introduced to reduce the speed of traffic, reduce unnecessary use of local roads and achieve safer routes to schools, shops and other local services. New development within or adjacent to these zones will be required to make appropriate contributions to these works.'</p> <p><u>Editorial change not subject to Inspector's Recommendation</u> Incorrect terminology used for title and subject matter of Policy T25</p>	<p>Agree</p> <p>(Modify as indicated)</p>	<p><u>Policy T25 Traffic Restraint Zones</u> Traffic Restraint Zones will be implemented in the areas shown on the Proposals Map, in the interests of safety and amenity. Within these zones measures will be introduced to reduce the speed of traffic, reduce unnecessary use of local roads and achieve safer routes to schools, shops and other local services. New development within or adjacent to these zones will be required to make appropriate contributions to these works.</p> <p>Amend <u>Policy T25</u> by deleting all references to 'Traffic Restraint Zones' and replace with the phrase '<u>Traffic Management Zones</u>'.</p>
<p>15.38 Modify the Proposals Map as necessary to show those areas already identified for such measures, in accordance with the Capital Programme set out in the Local Transport Plan.</p>	<p>Agree</p>	<p><u>Proposals Map</u> Modify the Proposals Map to show those areas already identified as Traffic Management Zones (Ellacombe, Torquay; Hele/Watcombe/Barton, Torquay; St.Marychurch, Torquay; Mount Pleasant, Brixham), as indicated on plans attached to Appendix 2.</p>

Inspector's Report of Inquiry Recommendations (Paragraph references relate to Inspector's Report of Inquiry)	Council's Decision and Statement	PROPOSED MODIFICATION (new wording in bold)
<p>15.39 Make no modification to the text of policy T26.</p>	<p>Agree</p>	<p>N/A – No Modification proposed</p>
<p>15.40 Modify the Schedule of Maximum Car Parking Standards attached to policy T26 by the following:</p> <ul style="list-style-type: none"> • (A) For 'a) Dwelling Houses', add the following text to the 'Estimated Requirement' column, after 'to be served': 'In locations such as town centres where services are readily accessible by walking, cycling or public transport this standard may be lowered to 1 garage/parking space per dwelling'; and add the following text to the 'Notes' column: 'Developers should have regard to the need to keep average car parking provision to no greater than 1.5 off-street spaces per dwelling, in line with the advice in PPG 3'. • (B) Replace the 'Estimated Requirement' for the sections on shops, places of entertainment and assembly, offices and industry and higher and further education with the standards in Annex D to PPG13, together with the 4 notes given in Annex D. • (C) Add a new category to the 'Type of Development' column entitled 	<p>(A) Agree</p> <p>(B) Agree / partly disagree</p> <p>(C) Agree</p>	<p><u>Policy T26 Car parking in new development</u> Modify schedule of maximum car parking standards (P252 - 253 of Revised Deposit Version) in line with Inspector's Recommendations - see modified version of Schedule of Maximum Car Parking Standards in Appendix 3.</p> <p>See reference above to Appendix 3.</p> <p>See Statement of Reasons in Appendix 1.</p> <p>See reference above to Appendix 3</p>

<p>Inspector's Report of Inquiry Recommendations (Paragraph references relate to Inspector's Report of Inquiry)</p>	<p>Council's Decision and Statement</p>	<p>PROPOSED MODIFICATION (new wording in bold)</p>
<p>'Shared Use Of Parking'; add the following to the related 'Estimated Requirement' column: 'Shared use of parking, particularly in town centres and as part of some mixed use proposals, will be sought, especially where peak parking levels from the different uses do not coincide and there is good access by public transport'; and add the following to the related 'Notes' column: 'This standard applied to all developments where there is a realistic potential for shared parking'.</p> <p>INSPECTOR'S NOTES:</p> <ul style="list-style-type: none"> The Council should consider re-introducing 'Storage/Distribution Uses as described in Class B8 of the Town and Country Planning (Use Classes) Order 1987' into the Schedule, with a standard of 1 car space for every 200m² of gross floor area. The Council should give consideration to setting out disabled parking standards within the schedule, both in terms of the size of parking bays and the quantum of spaces, so that potential developers clearly understand their obligations in this regard. There are 2 typographical errors in the explanatory text to this policy. In 	<p>Agree</p> <p>Agree</p> <p>Disagree</p>	<p><u>Policy T26 Car parking in new development</u> Re-introduce 'Storage/Distribution Uses as described in Class B8 of the Town and Country Planning (Use Classes) Order 1987' into the Schedule, with a standard of 1 car space for every 200m² of gross floor area – see Appendix 3.</p> <p><u>Policy T26 Car parking in new development</u> Add reference to disabled parking standards and Storage / Distribution uses in Schedule of Maximum Car Parking Standards - see Appendix 3.</p> <p><u>Paragraph 15.118</u></p>

Inspector's Report of Inquiry Recommendations (Paragraph references relate to Inspector's Report of Inquiry)	Council's Decision and Statement	PROPOSED MODIFICATION (new wording in bold)
<p>the 10th line of paragraph 15.118 'advantage' should read 'disadvantage'. And in the first line of paragraph 15.120 'thought' should read 'through'.</p>	<p>Agree</p>	<p>'advantage' is correct and is <u>not</u> a misprint, ie no modification is proposed and sentence to remain unchanged, as follows:</p> <p>In less central areas, higher provision of parking than indicated above will not be permitted where this would unduly advantage out of town centre development. In order that.....</p> <p><u>Paragraph 15.120</u> The Council, through the policies being pursued in the Local Transport Plan, will seek to ensure that the <i>(no change to the remainder of this Paragraph)</i></p>
<p>15.41 Make no modifications to policy T27.</p>	<p>Agree</p>	<p>N/A – No Modification proposed</p>
<p>15.42 Make no modification to the Plan in terms of re-introducing DV policy T4.</p>	<p>Agree</p>	<p>N/A – No Modification proposed</p>
<p>15.43 Re-introduce DV policy T15 to the Plan, reworded as follows:</p>	<p>Agree</p>	<p><u>Re-introduce former Deposit Version Policy T15 Bus Network</u></p>

Inspector's Report of Inquiry Recommendations (Paragraph references relate to Inspector's Report of Inquiry)	Council's Decision and Statement	PROPOSED MODIFICATION (new wording in bold)
<p>"The Council will implement measures to give buses priority where congestion occurs in order to improve the efficiency and frequency of services. Locations at which such measures will be introduced will include:</p> <p>Tweenaways Cross junction, Paignton; Windy Corner junction, Paignton; The A379 Dartmouth Road/A3022 New Road junction, Churston."</p>		<p><u>Measures</u></p> <p>The Council will implement measures to give buses priority where congestion occurs in order to improve the efficiency and frequency of services. Locations at which such measures will be introduced will include:</p> <ol style="list-style-type: none"> 1. Tweenaways Cross junction, Paignton; 2. Windy Corner junction, Paignton; 3. The A379 Dartmouth Road/A3022 New Road junction, Churston. <p><u>Proposals Map</u></p> <p>Modify the Proposals Map (Sheets 23 and 28) to include annotations for the above bus priority locations, as indicated on plans attached to Appendix 2.</p>
<p>15.44 Make no modification to the Plan in terms of the suggested introduction of a specific policy reference to light rail, tramway or trolley bus systems.</p>	<p>Agree</p>	<p>N/A – No Modification proposed</p>
<p>15.45 Make no modification to the Plan in terms of the suggested introduction</p>	<p>Agree</p>	<p>N/A – No Modification proposed</p>

TORBAY LOCAL PLAN (1995-2011)

INSPECTOR'S REPORT OF INQUIRY INTO OBJECTIONS TO LOCAL PLAN - RESPONSE TO RECOMMENDATIONS AND PROPOSED MODIFICATIONS

Inspector's Report of Inquiry Recommendations (Paragraph references relate to Inspector's Report of Inquiry)	Council's Decision and Statement	PROPOSED MODIFICATION (new wording in bold)
of a General Aviation policy.		

Statement of Council's Reasons for Disagreeing with Inspector's Recommendations

CHAPTER 15 – TRANSPORT AND ACCESSIBILITY

Statement of Council's reasons for disagreeing with Inspector's Recommendation 15.40:

The Council accept the Inspector's recommendations, which have been agreed by the Council in PFC 15/6. However, the Council does not consider that it is appropriate to contain a parking standard for stadia, since such a proposal will occur extremely infrequently and could be dealt with on the basis of PPG13 Appendix D. Footnote 1 of PPG13 is intended to be incorporated into the description of students (i.e. numbers visiting, not full-time equivalents).

Schedule of Proposed Modifications to Proposals Map

CHAPTER 15 - TRANSPORT AND ACCESSIBILITY

Recommendation	Proposal Number	Proposed Modification
15.15	T8 Brixham Town Centre improvements (T8.5 Torbay Trading Estate, Brixham)	Modify the Proposals Map (Sheets 30 and 33) by adding the annotation 'T8.5' to the Torbay Trading Estate on New Road, Brixham
15.22	T15 New railway stations	Modify Proposals Map (Sheet 4) by deleting western part of allocation for Proposal T15 (west of Scotts Bridge), to show a smaller and more precise location of Kerswell Gardens Station.
15.31	T22 Improved northern approach road	Modify Proposals Map (Sheet 4) in order to indicate clearly the area to be safeguarded for the purposes of Policy T22
15.33	T23 Western Corridor (T23.1)	<p>a). Consequential to acceptance of Recommendation 15.32 , delete Proposal T23.1 (a new road from Churscombe Cross, Marldon to the bottom of Kings Ash Hill, via the Westerland Valley, Paignton) from the Proposals Map (Sheets 16 and 20).</p> <p>b). Modify Proposals Map (Sheets 16 and 20) by adding an annotation for the new T23.1 proposal, to Kings Ash Road, Paignton.</p>

(Appendix 2 continued)

15.38	T25 Traffic Management Zones	Modify the Proposals Map to show those areas already identified as Traffic Management Zones (Ellacombe, Torquay; Hele / Watcombe / Barton, Torquay; St.Marychurch, Torquay; Mount Pleasant, Brixham).
15.43	Re-introduce former Deposit Version Policy T15 Bus Network	Modify the Proposals Map (Sheets 23 and 28) to include annotations for identified bus priority locations (Brixham Road, Paignton; Dartmouth Road, Brixham).

Other matters relating to Proposed Modifications

CHAPTER 15 - TRANSPORT AND ACCESSIBILITY

SCHEDULE OF MAXIMUM CAR PARKING STANDARDS

Type of Development	Estimated Requirement	Notes (see Schedule)
<u>RESIDENTIAL</u>		
a) Dwelling Houses	2 garages/car parking spaces per dwelling unit within the curtilage or 1 car parking space per dwelling plus 1 visitor's space per 2 dwellings located within reasonable walking distance of the units to be served. In locations such as town centres where services are readily accessible by walking, cycling or public transport this standard may be lowered to 1 garage/parking space per dwelling.	See Notes 9, 10 and 11. Developers should have regard to the need to keep the average car parking provision to no greater than 1.5 off-street spaces per dwelling, in line with the advice in PPG3. This standard would apply to the provision of all or part of the parking in communal areas.
b) Flats	1 garage / parking space per unit plus 2 space per 2 units for visitors.	Where the levels of the site permit, it may be appropriate that residents' parking spaces will be provided within the building on new development. See Notes 9, 10 and 11.
c) Elderly Persons' Sheltered Flats / Dwellings	1 space per 2 units	See Notes 11 and 12.
d) Homes for the elderly and people in need of care	1 space per 8 residents	
<u>HOLIDAY DEVELOPMENTS</u>		
a) Hotels and Guest Houses	1 space per letting bedroom, plus 1 coach space per 15 bedrooms.	See Note 13

TORBAY LOCAL PLAN (1995-2011)

INSPECTOR'S REPORT OF INQUIRY INTO OBJECTIONS TO LOCAL PLAN – RESPONSE TO RECOMMENDATIONS AND PROPOSED MODIFICATIONS

<p>b) Holiday Flats</p> <p>c) Caravans (static holiday)</p> <p>d) Holiday Chalets</p>	<p>1 garage/parking space per unit.</p> <p>1 parking space per unit.</p> <p>1 parking space per unit.</p>	<p>See Note 14 <i>(Appendix 3 continued)</i></p>
<p><u>SHOPS</u></p>		
<p>a) Food retail above threshold of 1,000m².</p>	<p>1 car space per every 14m² of gross floorspace.</p>	<p>This standard will not apply in town and district centres, where the Local Planning Authority will be looking to secure better use of existing off-street parking, and achieving more short-term parking for shoppers and tourists at the expense of long-term parking for commuters.</p>
<p>c) Large Non-Food Stores above threshold of 1,000m².</p> <p>d)Garden Centres</p>	<p>1 car space for every 20m² gross floorspace.</p> <p>1 space for every 30m² of display area to which the public has access.</p>	<p>See Note 7</p> <p>See Note 7</p>
<p><u>HIGHER AND FURTHER EDUCATION</u></p>		
<p><u>HOSTELS AND INSTITUTIONS</u> (including educational establishments not noted above)</p>	<p>1 space per 2 staff, plus 1 space per 15 students attending the establishment.</p> <p>Special evaluation required according to type.</p>	<p>Relates to total number of students visiting the establishment, rather than full-time equivalent figures.</p>
<p><u>RESTAURANT / FAST FOOD TAKE AWAY</u></p> <p><u>PUBLIC HOUSES /</u> } <u>LICENSED CLUBS</u> }</p>	<p>Special evaluation required according to location. }</p>	<p>Should be located to use public parking wherever possible.</p>
<p><u>PLACES OF ENTERTAINMENT AND ASSEMBLY</u></p>		
<p>Cinemas and conference facilities above threshold of</p>	<p>1 space per 5 seats.</p>	

TORBAY LOCAL PLAN (1995-2011)

INSPECTOR'S REPORT OF INQUIRY INTO OBJECTIONS TO LOCAL PLAN – RESPONSE TO RECOMMENDATIONS AND PROPOSED MODIFICATIONS

<p>1000m² of gross floorspace.</p> <p>Class D2 (Assembly and leisure other than cinemas, conference facilities and stadia), above threshold of 1,000m²</p> <p><u>OFFICES AND INDUSTRY</u></p> <p>B1 Including offices above threshold of 2,500m² of gross floorspace.</p> <p>B2 General industry.</p> <p>B8 Storage and Distribution uses as described in Class B8 of the Town and Country Planning Use Classes Order 1987.</p> <p><u>MOTOR REPAIR GARAGE/SERVICE STATIONS</u></p> <p><u>SQUASH COURTS</u></p> <p><u>SWIMMING POOLS</u></p> <p><u>ANY OTHER LEISURE AND RECREATION FACILITIES NOT COVERED BY ABOVE</u></p> <p><u>MARINAS</u></p> <p>SHARED USE OF PARKING</p>	<p>1 space per 22m² of gross floorspace.</p> <p>1 space per 30m²</p> <p>1 space per 35m²</p> <p>1 space per 200m² of gross floorspace.</p> <p>1 visitor's car space for every 10 cars displayed for sale, 3 car spaces for each vehicle service bay.</p> <p>1 car space per court plus 1 additional space for every 10 spectator seats.</p> <p>1 car space per 10m² of water space.</p> <p>1 car space per 25m²</p> <p>2 car spaces for every 10 berths.</p> <p>Shared use of parking, particularly in town centres and as part of some mixed use proposals, will be sought, especially where peak parking levels from the different uses do not coincide and there is good access by public transport.</p>	<p style="text-align: right;"><i>(Appendix 3 continued)</i></p> <p>See Note 8.</p> <p>See Note 8.</p> <p>This standard will be applied to all developments where there is a realistic potential for shared parking. See Note 7.</p>
--	---	--

SCHEDULE NOTES

(Appendix 3 continued)

For the purposes of interpretation, the following guidance applies :-

1. Gross floor space means the total floor area of the building contained within the external walls. Allowance has been made for the unproductive elements of the building, e.g. lift shafts or boiler rooms, etc. in the schedule.
2. The standards shown in the schedule are a maximum that will be permitted should suitable justification be forthcoming. However, in many cases, the number of permitted parking places will be reduced in accordance with the level of accessibility assessed for the site and the targets for car-based access set out in the Company Transport Plan.
3. A car parking space is generally accepted as measuring 4.8 (16 feet) by 2.4 metres (8 feet) if manoeuvring space is to be provided in front or behind it. Dimensions of 6.1 (20 feet) by 2.4 (8 feet) metres may be needed if spaces are formed end to end. The Local Planning Authority will normally require safe access to places with sufficient manoeuvring space and will expect individual cars to be capable of being parked or moved without adjoining vehicles also having to move. Some relaxation in the size of spaces may be given in the interest of keeping the environmental impact of parking to a minimum. The car park design should ensure that parking can be maintained in a self-enforcing way so that vehicles are not blocked in or vehicles are encouraged to park in landscaping areas or other operations space.
4. **Parking for disabled people should be provided in addition to the maximum parking standards. Development proposals should provide adequate parking for disabled motorists in terms of numbers and design, which should comply with Traffic Advice Leaflet 5/95, Parking for Disabled People. Off-street parking bays should be a minimum of 4800mm long by 2400mm wide, with an additional space of 1800mm where bays are parallel to the access aisle or 1200mm where bays are perpendicular to the access aisle. Where bays are perpendicular to the access aisle, there should be an additional 1200mm safety zone at the vehicle access end of each bay to provide boot access or for use of a rear hoist. Such spaces shall be level and pedestrian routes to and from them shall be free of steps, bollards, steep slopes and other obstacles which disabled people may find difficult to negotiate. Further guidance is provided in Traffic Advice Leaflet 5/95.**
5. All sites should include provision of secure, convenience cycle parking spaces at a rate of 10% of the employees, visitors or students likely to occupy the premises.
6. When determining planning applications for a change of use of a property, the Local Planning Authority will take into account the existing situation including how well the site is served with public transport. In the event of it being anticipated that the proposed use will not generate any additional demand on existing parking, additional provision will not be required.
7. In the case of extensions to existing buildings, the requirements will be applied only to the areas of extension. Any shortfall in the existing situation will not normally be a reasonable for refusing planning permission for the extension.
~~7. Where development involves multiple use, the maximum parking provision may be assessed for each separate use less will be reduced by a factor for combined use (usually 20%).~~
NOTE: Note 7 above has been deleted as an editorial matter as a consequence of revisions incorporated in the final version of PPG13.
8. **For mixed use development, the gross floorspace given over to each use should be used to calculate the overall total maximum parking figure. For land uses not covered in these standards, the most stringent regional or local standards should apply.**
9. In residential development, parking spaces on driveways should normally be at a minimum length of 6.12 metres (20 feet) to permit opening garage doors and avoid obstruction to the public highway. Where the visitor's parking space is sited alongside the garage, the latter should be sited not less than 2.4 metres (8 feet) from the highway to satisfy pedestrians' visibility.

SCHEDULE NOTES (continued)

- 10.** Whilst the Local Planning Authority urge planning applications and developers to consider the environmental advantages and the benefits to householders of having a garage as opposed to an open space, regard will be had to the advice contained in PPG1.
- 11.** In connection with residential developments listed in the schedule, the Local Planning Authority will have regard to government advice on schemes financed by public expenditure where there is complete control of occupancy and management. Accordingly, the specified requirements may be deferred, although layouts should allow sufficient flexibility to meet ultimate provisions. When dealing with planning applications from the private sector for developments intended exclusively for old people, the Local Planning Authority may require a Section 106 Agreement to be entered into as a prerequisite of planning permission to ensure that control over occupancy is maintained.
- 12.** The Local Planning Authority will not insist on additional car parking to serve a proposed 'granny flat'. This type of unit should be occupied exclusively by elderly relatives and should be designed so as to form part of the house. It should then be capable of being used as an extension to the property when no longer required by the old people. The authority may limit occupancy by appropriate conditions or a Section 106 Agreement if permission for such a use is given.
- 13.** In determining the requirement for parking to serve hotel guests, the Local Planning Authority will have regard to the location of the hotel and its setting and will limit the parking available where public spaces are available. On-site provision for setting down and picking up guests by car or coach is desirable, but will depend on the particular circumstances.
- 14.** Parking to serve static caravans may be acceptable on spaces between vans, although this should first be agreed with the Environmental Health Officer regarding Site Licence provisions.
- 15.** Large retail or employment sites must make adequate provision for penetration by local bus services and the provision of bus stops / shelters close to the entrance to these buildings.