

Local Development Framework Briefing Paper - LTP Infrastructure and Access Issues: Barnstaple Area



Devon County Council's advice to Local Planning Authorities.

This is one of a series of briefing papers prepared by Devon County Council to assist the preparation of Local Development Documents. To view this, and other briefing papers, see <http://www.devon.gov.uk/ldf-briefing-papers>
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Local Planning Authorities are requested to take the following matters into account in preparing their Local Development Frameworks and other documents:

1. **Key Principles to be addressed** (see Section 2A)
 - a) ***Incorporate proposals of the LTP transport and set out how the LDF will help meet LTP targets;***
 - b) ***Enable highway improvements or new routes identified in the strategy;***
 - c) ***Capture developer contributions to support LTP investment;***
 - d) ***Include policies to ensure sites and permeable and provide high quality walking and cycling routes;***
 - e) ***Promote a clear approach to management of parking based on the emerging joint strategy, including the role of a car club for the town as a whole.***
2. **Specific Issues and Key Schemes for Barnstaple** (see Section 2B)
 - ***Larkbear - An early indication of whether it will be included in options for the LDF is needed to assess the impact on the transportation strategy***
 - ***Seven Bretheren/Anchorwood: A revised design brief is required to test transportation options. Key infrastructure that may be required includes – Link to Western Bypass (over railway); pedestrian/cycle bridge over the River Taw; Brian Ford Link; improvements to bus services; facilities for car club.***
 - ***North Devon College Site: If the college is relocated a design brief will be required. Development would contribute to the pedestrian /cycle bridge over the river and improvements to the bus services. A residential travel plan would be required including facilities for a car club, The development should include a home zone designed and laid out***
 - ***Roundswell Business Park and Ride: A new park and ride site is currently proposed in the Roundswell area. Further work is required on access requirements when the business park is extended and to accommodate any proposals for the North Devon College site***
 - ***Evans Transport / Pottington Park and Ride: The option of relocating the park and ride site part of Evans Transport site adjacent to Braunton Road should be considered as an alternative to current allocations. The remainder of the site and the DCC land to the riverside could be allocated for housing and planned alongside the Mill Road Development.***
 - ***North Devon Hospital: DCC welcomes early discussions regarding any changes in land use.***
 - ***Cycle Routes: Detailed routes need to be agreed in the Pilton area. See also proposals for the new pedestrian/cycle link across the Taw, which is expected to link Taw Vale and Seven Bretheren***
 - ***Car Park Strategy: A strategy needs developing in detail, to take account of development proposals and design briefs***
 - ***Mermaid Cross Area: need to look at enhancement / traffic reduction opportunities***
 - ***Victoria Road Roundabout/SWEB Site: Need to look at traffic management issues in conjunction with changes in land use, includes need to provide new walking and cycling links.***

Partnership Working

Devon County Council wishes to work in partnership with District Councils, in further developing the above policy areas with colleagues and other organisations and would wish to be fully involved in any discussion relating to them.

1. Introduction

The County Council as the Transport Authority for Devon, is responsible for the preparation of the Local Transport Plan [LTP] 2006-2011. This briefing paper sets out LTP matters relating to the transport strategy for Barnstaple which the County Council requests Teignbridge District to address in the preparation of its Local Development Framework [LDF].

This paper should be read in conjunction with associated papers covering the Local Transport Plan, and countywide issues such as development control and travel plans. It will concentrate on matters specific to Barnstaple and the surrounding areas where relevant. The paper should not be seen as exhaustive and detailed issues such as the precise alignment of cycle routes etc. will be clarified directly with officers as necessary.

2. DCC Policy Guidance – The Barnstaple Transport Strategy

The Local Development Framework should address the following issues related to the Newton Abbot Transport strategy.

A. Principles and Key Issues to be addressed

The Devon Local Transport Plan (LTP) sets out the transport strategy for Barnstaple. The strategy is however subject to more detailed development, particularly with regard to the impact of the LDF options. Officers of Devon County Council wish to work alongside North Devon District Council in the assessment of options and their transport impacts.

Targets have been developed for the Devon LTP. The majority, such as increasing the level of cycling, are applicable to Barnstaple. It is important that the land use strategy set out in the LDF complements, and does not work against, the Local Transport Plan and the Barnstaple strategy. LDFs should set out how they will help to meet LTP targets and other measures, as set out below:

- The LTP contains a number of targets relating to issues such as walking, cycling, congestion and travel to school. It is important that the LDF directly acknowledges these as well as the strategy itself and identifies the policies and proposals that will most affect them.
- Enabling specific highway improvements or new routes as identified through the strategy
- Capturing sufficient developer contributions to support LTP investment. Highway contributions should be sought in a consistent way as set out in the briefing paper on development control. It is felt that a system of tariffs based on the number of dwellings or square footage would be an appropriate means of achieving the necessary certainty and levels of funding. Further discussions would be required on the appropriate tariff levels. A different approach may be required for the urban extension.
- Development Control policies should ensure that sites are permeable and provide high quality walking and cycling routes. The need to design out crime is acknowledged but must not be at the expense of the transport strategy.
- A clear approach to the management of parking based on the emerging joint strategy.

B Key Schemes for Barnstaple

The emerging transport strategy for Barnstaple contains a number of key schemes. The LDF should incorporate and include proposals for the delivery of the following schemes.

a) Larkbear

It would be helpful to have an early indication as to whether residential development at Larkbear is likely to be required in the period up to 2021 as it will have an important impact on the transport strategy.

b) Seven Brethren / Anchorwood

It is critical that a revised design brief is produced for both these areas as soon as possible. DCC is aware that a number of alternative land uses are being considered but it is essential that these are tested against transport accessibility issues and particularly the cost implications of these. It should not be necessary to change in the short term.

Key infrastructure that may be required depending on the level of travel generation include:

- Link road to Western Bypass (over railway)
- Pedestrian / cycle bridge over the Taw – updated proposals for Seven Brethren suggest that the optimum location for this link may be in the region of the current Leisure Centre. It is likely that this bridge will be essential to enable significant levels of development at Seven Brethren and Anchorwood.
- Brian Ford link
- Improvements to bus services
- Facilities for a car club

c) North Devon College Site

If the college is relocated a design brief will be required as soon as possible. It is anticipated that this development would contribute towards the pedestrian / cycle bridge over the Taw and improvements to bus services. A residential travel plan will be required including facilities for a car club. The development should incorporate a Home Zone design and layout.

d) Roundswell Business Park / Park and Ride Site

Further work needs to be done on future access requirements when the business park is extended. It is currently proposed that a new Park and Ride site is constructed on the south side of the A39 adjacent to, and accessed from, the Torrington Road. This is subject to further development of the North Devon College proposal.

e) Queen Street / Bear Street

The access issues will need to be revisited in the light of recent discussions. DCC and NDDC will need to examine how the development fits in with any potential improvements to Boutport Street and Bear Street and the level of funding required from the development.

f) Evans Transport / Pottington Park and Ride

It is recommended that alternative options to the current land allocations are examined. One option is the relocation of the Park and Ride site to part of the Evans Transport side adjacent to Braunton Road. The remainder of this site and the DCC land to the riverside could be allocated for housing and planned in conjunction with the Mill Road redevelopment.

g) North Devon Hospital

There should be early discussions on any proposed changes in land use.

h) Cycle Routes

Detailed routes need to be agreed in the Pilton Park area.

A new pedestrian / cycle bridge crossing the river Taw is proposed with funding from redevelopment including Anchorwood and Seven Brethren. It is expected that this will link Taw Vale with Seven Brethren. Further details and a detailed location will be discussed with officers.

i) Car Park Strategy

The action plan for the car parking strategy needs to be developed in detail. It will need to take account of changes in development proposals and design briefs.

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