

# Local Development Framework Briefing Paper - LTP Infrastructure and Access Issues Newton Abbot



## 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.*

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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 are 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 proposed sites in the Jetty Marsh area; and, support measures to implement the action plans for air quality management areas.**
  - f) Air Quality Management Areas (AQMA) must be integrated into LDF and LTP processes**
- 2 Key Schemes for Newton Abbot – Incorporate and include proposals for the delivery of key schemes for:**
  - a) Kingskerswell Bypass: A crucial scheme for the Newton Abbot in the period to 2016, strengthen links with Torbay, reducing congestion problems at Penn Inn and through Kingskerswell, play a major part in improving the quality of public transport provision between Newton Abbot and Torbay and will be an integral feature of action plans to deal with AQMA on the A380 at Kingskerswell and in Teignmouth. (see Section 2B (a))**
  - b) Newton Abbot Bus Station: Options for improvement of the bus station are being considered. Early clarification of proposals for the Cattle Market/Sherborne Road area [including any redevelopment proposals] would assist. A new bus station should be planned as an integral part of any redevelopment and not considered separately after other land uses have been accommodated. (see Section 2B (b))**
  - c) The Proposed Urban Extension: The objective is to achieve a showcase development in transport and environmental terms. Funding for transport improvements will be required and discussion regarding viability of sites will be important to establish affordability, notwithstanding the outcome of the LDF examination on issues such as contributions to affordable housing. . (see Section 2B (c))**
  - d) Walking and Cycling Routes: The following routes should be safeguarded: Town Centre [ASDA]- Ogwell; Kingsteignton [Greenhill Way] – Brunel Industrial Estate/Town Centre via racecourse; Newton Abbot – Bovey Tracey via A38 underpass; Teign estuary National Cycle Network 2 Newton Abbot-Teignmouth. . (see Section 2B (d))**
  - e) Car Club: The strategy includes a possible car club based on the proposed urban extension. Other small parking areas will be required as collection points in residential areas. The County Council wish to work with Teignbridge to identify suitable sites. . (see Section 2B (e))**

## **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 Newton Abbot 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 Newton Abbot 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 Teignbridge officers as necessary.

## **2. DCC Policy Guidance – The Newton Abbot 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 Newton Abbot. 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 Teignbridge 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 Newton Abbot. 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 Newton Abbot 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. In particular it is hoped to develop two 'Park and Change' sites in the Jetty Marsh area in conjunction with proposed developments. Specific policies will be required in the LDF to support their implementation.
- The ongoing successful implementation of action plans for the air quality management areas must not be undermined by policies and proposals in the LDF.

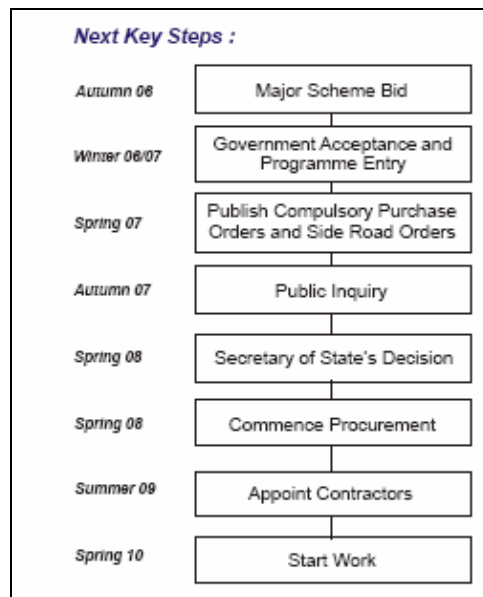
## **B Key Schemes for Newton Abbot**

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

### **a) Kingskerswell Bypass**

The Kingskerswell Bypass will be a crucial scheme for the Newton Abbot Sub-Regional Centre in the period to 2016. It will strengthen links with Torbay, Exeter and the trunk road network as well as reducing congestion problems at Penn Inn and through Kingskerswell. It will also play a major part in improving the quality of public transport provision between Newton Abbot and Torbay. It will also be an integral feature of action plans to deal with AQMAs on the A380 at Kingskerswell and in Teignmouth.

The current programme for the scheme would mean a predicted opening date of 2012/3. This is however subject to change according to DfT approval and other procedural timescales. These are currently:



It is crucial that the scheme is fully integrated into the combined land use and transport strategy being developed through the LDF, RSS and Local Transport Plan. Any changes to the current proposal for the LDF Core Strategy will need careful consideration with respect to the impact on the bypass. Similarly, the Newton Abbot Area Action Plan will need to take account of the risks and opportunities associated with changes in land use in the Kingskerswell area.

A strategy will need to be developed for the A380 corridor as a whole including the side roads which are currently heavily used to avoid delays on the A380 itself. It will focus on the need to protect the benefits the bypass brings both for the communities currently affected and pedestrians, cyclists and buses. This is likely to include:

- a) Measures to reduce the attractiveness of minor roads to motor vehicles - options include speed reduction and traffic restrictions
- b) A remodelling of the highway layout of the current A380 through Kingskerswell village to:
  - Give priority to pedestrians, cyclists and buses
  - Improve the quality of public space by reducing the dominance of highway and associated clutter
  - Maintain improvements to air quality
  - Enable the provision of a high quality NCN28 link to Torbay. It will be important to agree a full route for this between Newton Abbot and the Torbay boundary.

It will be important that any land use proposals are tied into this strategy.

Options will be considered for the provision of a Park and Change site in the vicinity of the proposed Aller junction to provide a better choice of travel options to Newton Abbot, Torbay and Exeter including:

- Park and Cycle
- Park and Share
- Park and Bus

#### **b) Newton Abbot Bus Station**

The improvement of the bus station is essential to the successful implementation of the strategy and the integration of the proposed urban extension. The current site has a number of problems including:

- A lack of capacity due to the constricted nature of the site. This will severely restrict its ability to meet the relevant bus targets and serve the proposed urban extension;
- A poor passenger environment that gives a similarly poor first impression of the town to visitors. People's confidence in, and impression of, the bus network is strongly influenced by the quality of the town centre interchange;
- Delays to bus services caused by the need to use Halcyon Road to turn around

The County Council has undertaken some initial work to scope the potential improvement options. Three options have been considered:

- The use of Queen Street as an on-road bus station with two way movements and access restricted to buses and other essential access. This option has been rejected due to a lack of suitable width in Queen Street and the impact on pavements;
- The improvement and extension of the existing bus station on Sherborne Road. This would require significant changes to the current car park access arrangements at Sherborne Road, the multi-storey and cattle market.
- The creation of a new off-road bus station on the site of the current Sherborne Road or Cattle Market car parks. No detailed design work has been undertaken at this stage but early indications suggest this would be the most practical and cost effective option. This may still involve changes to car park access as outlined above.

The County Council would like to see early clarification on the future of the Cattle Market / Sherborne Road area and in particular any redevelopment proposals. The creation of a new bus station would clearly be much simpler as part of a comprehensive redevelopment. However it should be stressed that the outcome should be a high quality bus station that is at the forefront of any redevelopment and not fitted in after other uses.

#### **c) LDF Urban Extension**

The County Council is keen to work with Teignbridge DC to develop this as a showcase in transport and environmental terms. It is acknowledged that detailed discussions will be taking place on this subject over the coming months. However, the County Council will want to ensure at an early stage that funding for transport improvements will not be compromised by the demands of other requirements such as affordable housing, open space etc. Therefore early discussions with the developers on financial affordability will be important notwithstanding the outcome of the LDF inquiry on issues such as the level of affordable housing.

#### **d) Walking and Cycling Routes**

Further details will be supplied as they become available but the key routes outside the LDF urban extension include:

- Town centre (ASDA) – Ogwell
- Kingsteignton (Greenhill Way) – Brunel Industrial Estate / Town Centre via racecourse
- Newton Abbot – Bovey Tracey via A38 underpass
- Teign Estuary National Cycle Network 2 Newton Abbot – Teignmouth. It is suggested that this is linked with the Bovey Tracey route above to create an attractive corridor from the estuary to the Bovey Basin with a further extension to Moretonhampstead and the Dartmoor cycle network. This would be particularly effective as part of the tourism strategy for the area. The proposed urban extension could play an important part in providing the core section of the route and there is potential to maximise opportunities in the racecourse area.

#### **e) Car Club**

The County Council's strategy for Newton Abbot includes the possibility of a car club based on the proposed urban extension. However it will also be important to identify small parking areas for locally based collection points in both residential and employment areas. Further information will be provided to help identify suitable sites.

#### **Supplementary Planning Documents / Best Practice Guidance**

It is anticipated that SPDs or best practice guidance may be developed by the County Council to cover emerging areas of policy such as Travel Plans. Further advice will be given on this.

### **3. 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 involved in any discussion relating to them.