

CHAPTER 12

Barnstaple Action Plan

INTRODUCTION

12.1 Barnstaple is identified as a Sub Regional Centre in the Devon Structure Plan. Its sub regional role as a centre for commercial, economic, cultural, health and social activities extends across northern Devon into parts of West Devon, North Cornwall and West Somerset.

12.2 To sustain its Sub Regional role, most new development and infrastructural investment within the District during the Plan period will be concentrated in Barnstaple. Fundamental to the continued growth of the town is the construction of the Western Bypass in conjunction with sustainable travel and transport measures supported by key strategic development sites. This package of measures has evolved as the only feasible solution to overcoming traffic congestion in Barnstaple which is hindering economic investment in North Devon and the continued growth of the town.

12.3 In addition to the problem of traffic congestion, the growth strategy of Barnstaple has been influenced by the various environmental and geographic constraints of the town: -

- ◆ *The town's landscape setting dominated by the Taw Estuary and the ridgelines to the north, east and south;*
- ◆ *The problem of flooding especially in the Bradiford area; and*
- ◆ *The need to prevent the physical coalescence of its peripheral villages including Bishops Tawton, Landkey, Fremington and Tawstock.*

12.4 In recognition of the constraints facing Barnstaple, the guiding principles in locating new development have focused on protecting its environmental assets, maximising the reuse of previously developed land and buildings, reducing the need to travel and containing urban sprawl.

ENVIRONMENT

Landscape

12.5 Barnstaple is surrounded by attractive countryside with the River Taw and its Estuary penetrating to the heart of the town. The urban form of Barnstaple is inextricably linked to the Estuary with its role as a crossing point over the River Taw. For the most part, the town's attractive backdrop of undeveloped agricultural land and its estuary setting have been safeguarded. New development along or visible from the gateways into the town will be required to protect and enhance the landscape setting in accordance with Policies DVS1 and DVS2.

12.6 The valleys of the River Yeo and Bradiford Water, to the north and east of the town, and Codden Hill to the south are formally designated as an Area of Great Landscape Value where Policy ENV6 applies.

Nature Conservation

12.7 The Barnstaple area contains four Sites of Special Scientific Interest: -

- ◆ *Taw-Torridge Estuary*
- ◆ *Fremington Claypits*
- ◆ *Fremington Quay Cliffs; and*
- ◆ *Bradiford Valley*

These sites are shown on the Inset Maps where Policy ENV10 will apply.

12.8 Barnstaple contains a wealth of locally important nature conservation sites and biodiversity networks. These include the County Wildlife Sites shown on Inset Maps 1 and 2 at Anchorwood Bank, Larkbear Plantation, Higher Gorse Claypits, the Tarka Trail, Bishops Tawton Saltmarsh, Acland Wood, Frankmarsh Wood and Shearford Lane where Policy ENV12 is applicable. To complement these sites, various biodiversity networks have been identified including those along the River Taw, Bradiford Water, River Yeo, Coney Gut and Muddlebridge to which Policy ENV8 applies. The Coney Gut and woodland through Whiddon Valley form a key network feature on the eastern side of the town. The extent of the biodiversity networks are shown in detail in the document *'Local Nature Conservation Sites and Biodiversity Networks in North Devon'* produced by Devon Wildlife Trust as Supplementary Planning Guidance.

Historic Environment

12.9 Barnstaple is one of the major historic towns in the South West. It contains a large number of listed buildings, the most important of which include the Castle Mound, the Long Bridge, St Anne's Chapel and St Peter's Church. A schedule of all listed buildings is available in the *'List of Buildings of Special Architectural or Historic Interest'* published by the Department for Culture, Media and Sport. Castle Mound is also a Scheduled Ancient Monument. The pattern of the town is Saxon or early medieval in origin. The town is unique in having two medieval suburbs at Pilton and Newport.

12.10 Barnstaple contains six Conservation Areas as shown on Inset Maps 1 and 2 and where Policy ENV16 applies. Four of these Conservation Areas lie to the north and east of the River Taw:-

- ◆ *Ebberley Lawn (adopted 1976)*
- ◆ *Pilton (revised 1992)*
- ◆ *Newport (revised 1992)*
- ◆ *The Town Centre (revised 1985)*

The remaining two Conservation Areas lie to the south and west of the River Taw:-

- ◆ *Bickington (adopted 1978)*
- ◆ *Lake (adopted 1992)*

12.11 In addition to the Conservation Areas, there are other historic areas within the town. These include the terraced Victorian and Edwardian houses on either side of Vicarage Street and Richmond Street, at Pulchrass Street, Barbican Road, Fort Street and Hills View.

12.12 Within the town centre of Barnstaple and the District Centres of Newport and Pilton, archaeological deposits are of prime importance and are generally sited close to the surface making them extremely vulnerable. It is especially important to prevent the further erosion of the ancient streets and burghage pattern within the town. Any proposals within the urban area of Barnstaple will need to be assessed against Policy ENV14 and may require an archaeological evaluation of the site prior to any development commencing.

Flooding

12.13 Parts of Barnstaple are prone to severe flooding. The Environment Agency is committed to carrying out flood defences in the vicinity of Raleigh Road and at Bradiford. To reduce the risks of further flooding, the flood storage areas of the River Taw and Bradiford Water will be protected from further development. All proposals, regardless of their location, will be assessed against Policy DVS6 and should provide sustainable urban drainage systems (SUDS) in accordance with Policy DVS7. Areas at risk of flooding based on the Environment Agency's indicative floodplain maps are shown on the Inset Maps, although these do not identify more localised problems.

HOUSING

12.14 To reflect and sustain its sub regional role, most of the new housing in the District required to the year 2011 will be concentrated in Barnstaple. As illustrated in Table 11, much of the land specifically proposed for housing utilises previously developed sites and the existing building stock. However, due to the number of new homes required in the area, greenfield land is also allocated for housing.

Table 11 : Proposed Residential Sites in Barnstaple

PREVIOUSLY DEVELOPED SITES		
Site Name	Capacity (approx.)	Affordable Housing Target (AHT)
Anchorwood Bank (BAR1a)	400	100
Mill Road (BAR1b)	100	30
Evans Transport (BAR1c)	120	30
Kirkham Tyres (BAR1d)	20	5
RGB, Rolle Street (BAR1e)	90	25
Telephone Repeater Station, Rackfield (BAR1f)	20	6
British Telecom Depot, Old Station Road (BAR1g)	50	15
Transco Site, Barbican Road (BAR1i)	40	10
St Josephs Nursing Home (BAR1l)	20	5
Queen Street/Bear Street (BAR6a)	80	20
TOTAL	940	246

GREENFIELD SITES				
Site Name	Capacity (approx)	AHT	Phase 1 (To 2006)	Phase 2 (2006-2011)
Land adj. St Josephs Nursing Home (BAR1l)	15	5	15	-
St George's Road (BAR2c)	10	-	-	10
TOTAL PLAN PERIOD	25	5	15	10

12.15 In order to prioritise the use of previously developed sites and buildings, most of the proposed greenfield land will not be released until the later phase of the Plan period following April 2006 and in accordance with Policy HSG1.

12.16 Each of the sites identified for residential development includes specific elements, which should be incorporated into any proposal. However, in addition to these elements, each proposal will also need to provide the necessary physical and social infrastructure to support the development and to comply with other requirements in accordance with the general policies contained in Section 1 of the Plan. Many of these policies are not referred to in either the proposal or accompanying reasoned justification. Particular policies that will apply are contained in the chapters on Development Standards, the Environment and Travel, Transport and Communications. Proposals involving at least 50 dwellings will be expected to include renewable energy heating and power systems to provide at least 15% of the predicted annual energy requirements in accordance with Policy ECN15. In addition, Policy HSG7 will be relevant to all sites with an affordable housing target, whilst Policy REC5, which sets out the open space requirements, will be applied to all residential proposals.

Previously Developed Sites

Anchorwood Bank (BAR1a)

12.17 In both visual and locational terms, Anchorwood Bank is of considerable importance. It is situated on the southern bank of the River Taw adjacent to both the Longbridge and the proposed Western Bypass and within close proximity to the town centre. The redevelopment of Anchorwood Bank is inextricably linked to the relocation of Shapland and Leaderflush to a modern purpose built factory in Barnstaple.

12.18 The redevelopment of Anchorwood Bank is based on its two distinct halves, which are conveniently bisected by the Western Bypass. The area nearer to the Longbridge has been used historically for employment purposes and is proposed for the following uses:-

- ◆ *About 400 dwellings consisting of a mix of accommodation types incorporating flats along the water frontage with terraced and larger properties to the rear. Part of this mix should include at least 100 affordable dwellings or 25% of the total number of units proposed to meet the housing needs of the local community; Light industrial and office uses (Use Class B1);*
- ◆ *Between 6,000 to 10,000 sq. metres gross of non-food bulky goods retailing positioned in the part of the site closest to the route of the Western Bypass to reflect its edge of town centre location;*
- ◆ *Ancillary community facilities to serve the residential element of the scheme; and*
- ◆ *Environmental enhancement along the river frontage to complement the nature conservation buffer zone and incorporating cycle and footpath links, improved public access onto the waterfront, public open spaces and, where appropriate, mooring and boat launching facilities.*

12.19 The area west of the Downstream Bridge is within the floodplain and is an important part of the town's Biodiversity Network. The area is proposed for informal recreational open space to include habitat enhancement. Both parts of Anchorwood Bank will need to be connected by footpaths with vehicular access into the informal recreational area limited to emergency vehicles only.

12.20 Due to its strategic importance and in order to ensure this large and complex site is comprehensively redeveloped, a development brief will be required. The development brief is based on the Urban Design Study for Anchorwood Bank. Additionally, Environmental Impact and Transport Assessments will also be required. Particular issues to be addressed include:-

- ◆ *The design, landscaping and layout of the scheme which will need to be of the very highest standards to reflect its prominent waterside location adjacent to the Taw Estuary in accordance with Policies DVS1 and DVS2 and should include noise attenuation measures along the boundary with the Western Bypass in accordance with Policy DVS3;*
- ◆ *The retention of the existing Shapland and Leaderflush buildings for light industrial, office, residential or community uses in accordance with Policy ENV18;*
- ◆ *Highway improvements to ensure satisfactory access to enable connection onto the Western Bypass in accordance with Policy TRA6;*
- ◆ *The provision of pedestrian and cycle links connecting to the town centre, Seven Brethren and the Tarka Trail to include improvements either along the Long Bridge or contributions towards a new footbridge over the River Taw and an underpass linking Seven Brethren subject to the feasibility of these projects;*
- ◆ *Measures to protect and enhance nature conservation interests including the area proposed for the informal recreation and the creation of buffer zone comprising areas of semi-natural habitat along the riverfront to reflect the site's location adjacent to a SSSI and a County Wildlife Site in accordance with Policies ENV10 and ENV12;*
- ◆ *An archaeological study in order to assess, evaluate and record any remains prior to the commencement of any development in accordance with Policy ENV14;*
- ◆ *Flood alleviation measures in accordance with the advice of the Environment Agency and Policy DVS6. The measures should incorporate the provision of a new pumping station (at least at high tide and carefully designed to reduce the risk of scour) and sustainable urban drainage systems (SUDS), such as a reed filled ditch along the river frontage which could also act as a buffer to protect the nature conservation interests in accordance with Policy DVS7;*
- ◆ *The replacement of the foul sewage pumping station, which is at capacity, with a larger one complete with odour control measures; and*
- ◆ *Measures to alleviate any contamination on the site in accordance with Policy DVS4.*

12.21 In addition to the above requirements and subject to the economic feasibility of the redevelopment of Anchorwood Bank, developer contributions may be sought towards:-

- ◆ *The provision of primary education west of the River Taw and additional places in the relevant designated secondary school within the area in accordance with the Code of Practice on Education Contributions;*
- ◆ *The provision of community facilities; and*
- ◆ *Improving bus services to the site (including bus priority measures at Sticklepath Junction to the Square and the introduction of a bus real time information system) in accordance with Policy TRA1A.*

Mill Road (BAR1b)

12.22 Mill Road and Rolle Quay comprise a mix of uses in the context of a largely residential area. An extensive area fronting the Rivers Taw and Yeo and focusing primarily on the Gliddon and Squires site and Devon County Council depot is proposed for residential development. The site should be redeveloped with about 100 dwellings incorporating a mix and range of accommodation types including flats and at least 30 affordable homes or 30% of the total number of units proposed.

12.23 The Mill Road site is relatively large and complex and is situated in an environmentally sensitive location. Environmental Impact and Transport Assessments will therefore be required. In addition, a development brief will also be required to ensure the site is comprehensively redeveloped. Particular issues to be addressed include:-

- ◆ *A high standard of design, landscaping and layout to reflect its waterside location and reinstate the wharf side character of the area in accordance with Policies DVS1 and DVS2;*
- ◆ *The provision of a new access road connecting the adjoining park and ride scheme (Proposal BAR17) and the Evans Transport site (Proposal BAR1c) in accordance with Policy TRA6;*

- ◆ *Environmental enhancement along the river frontages of both the Taw and Yeo incorporating cycle and footpath links and improved public access onto the waterfront with connections to Pilton Schools via Rolle Quay, the RGB site and Fairview car park;*
- ◆ *The replacement of the sea scouts hut;*
- ◆ *Public open space concentrated on an area adjoining the Yeo footbridge in accordance with Policy REC5;*
- ◆ *Contributions sought towards the provision of residents car parking and public open space on the allotment site adjoining Mill Road as shown on Inset Map 1;*
- ◆ *An archaeological study in accordance with Policy ENV14;*
- ◆ *The provision of a cycle and pedestrian access adjacent to the Rugby Ground connecting to the Tarka Trail;*
- ◆ *Flood alleviation measures including the provision of a new pumping station and sustainable urban drainage systems in accordance with Policy DVS7;*
- ◆ *Measures to alleviate any contamination on the site in accordance with Policy DVS4; and*
- ◆ *The protection of the major trunk sewers crossing the site.*

12.24 In addition to the above requirements and subject to the economic feasibility of the redevelopment of Mill Road, developer contributions may be sought towards:-

- ◆ *Providing additional places in the relevant designated schools within the area in accordance with the Code of Practice on Education Contributions;*
- ◆ *Improving bus services to the site in accordance with Policy TRA1A including a bus real time and priority system; and*
- ◆ *The provision of a cycle link to schools in the Pilton area and the hospital.*

12.25 Other redevelopment opportunities exist in the area for a mix of residential and employment uses. Although potential sites are not identified, particular opportunities exist on the eastern side of Mill Road and along Rolle Quay.

Evans Transport (BAR1c)

12.26 The Evans Transport site is situated adjacent to the junction of the Western Bypass on the Braunton Road. It is proposed predominantly for residential development although provision should also be made for small workshops suitable for B1 type uses. Consideration could also be given to office uses (Use Class B1) subject to demand. The residential element should be developed at a net density of no lower than 50 dwellings to the hectare and include about 120 dwellings. A mix of dwelling types should be incorporated into the scheme including flats and at least 30 affordable homes or 25% of the total number of units provided.

12.27 A Transport Assessment will be required with provision made for a new access road from Braunton Road linking to the adjoining park and ride scheme (Proposal BAR17) and the Mill Road site, together with measures to facilitate improved traffic circulation in the adjoining Two Rivers Industrial Estate. Pedestrian and cycle links will need to be provided to connect directly into the Tarka Trail. A small bus waiting facility will be required along the frontage abutting the Braunton Road. The design of the site will need to allow for the realignment of Braunton Road to accommodate a bus lane. Depending on the economic feasibility of the scheme, contributions may also be sought to further improve bus services to the site in accordance with Policy TRA1A including the introduction of a bus real time and priority system and the provision of a cycle link to schools in the Pilton area and the hospital. The scheme will need to incorporate measures to alleviate both the risk of contamination and flooding, including the use of SUDS, in accordance with Policies DVS4, DVS6 and DVS7 respectively.

12.28 Extensive landscaping and noise attenuation measures will need to be provided along the eastern and western boundaries to alleviate any environmental problems associated with the Western Bypass and the Two Rivers Industrial Estate in accordance with Policies DVS3 and DVS4. This landscaping buffer will also provide protection and enhancement to the biodiversity network in accordance with Policy ENV8.

12.29 Depending on the economic feasibility of redeveloping the site, education contributions may be sought towards providing additional places in the relevant designated schools within the area in accordance with the Code of Practice on Education Contributions. A development brief will be required to ensure that the site is comprehensively redeveloped.

Kirkham Tyres – Fair View (BAR1d)

12.30 The Kirkham tyre depot is proposed for residential development for about 20 dwellings and to include a minimum of 5 affordable homes or 25% of the total provision. The site contains two groups of mid 19th century buildings that should be retained and converted because these add to the character and streetscene of the area in accordance with Policy ENV18. An archaeological study of the site will also be required prior to its redevelopment in accordance with Policy ENV14.

12.31 Due to the proximity of Pilton Park, the provision of public open space should be kept to a minimum. However, in lieu of on site provision, contributions will be sought towards improving Pilton Park, the provision of a cycle/footbridge over the River Yeo connecting to the Park and the enhancement of the riverside walk. Depending on the economic feasibility of the scheme, contributions may also be sought towards the provision of pedestrian and cycle links to the hospital, Tarka Trail and the schools in Pilton in accordance with Policy TRA1A. Any contamination on the site will need to be remediated in accordance with Policy DVS4. A development brief will be required to ensure that the site is comprehensively redeveloped.

RGB, Rolle Street (BAR1e)

12.32 The Rawle, Gammon and Baker (RGB) site is proposed for residential development in the form of flats (particularly in the north-east part adjacent to the River Yeo) and terraced housing on the western part to reflect the character of Rolle Street. About 90 dwellings should be provided including at least 25 affordable homes or 25% of the total number of units proposed. The area forms an important backdrop to the town centre. The design of the scheme should therefore complement and enhance the existing appearance of the townscape and take advantage of its river frontage location in accordance with Policies DVS1 and ENV16. To help achieve this objective, the cottages fronting onto Rolle Street should be retained if feasible.

12.33 A Transport Assessment will be required. Vehicular access should be restricted from Rolle Street and situated as far from Mermaid Cross as possible. The existing public right of way to Fairview car park will need to be retained and enhanced. Contributions will be sought to improving pedestrian and cycle links to the town centre, Rolle Quay, Hospital, Tarka Trail and the schools in Pilton in accordance with Policy TRA1A. Depending on the economic feasibility of redeveloping the RGB site, developer contributions may also be sought towards:-

- ♦ *Improving bus services to the site including the introduction of a bus real time and priority system in accordance with Policy TRA1A; and*
- ♦ *Providing additional places in the relevant designated schools within the area in accordance with the Code of Practice on Education Contributions.*

12.34 Due to the proximity of Pilton Park, minimal public open space will be required on site. However, contributions will be sought towards improving existing facilities in the Park, the provision of a cycle/footbridge over the River Yeo and the enhancement of the riverside walk.

12.35 In view of the site's close proximity to the River Yeo, no structure or building should be erected within 7 metres of existing flood defences. The floor levels should also be raised to the flood defence level of 6.5 metres in accordance with Policy DVS6. Any contamination on the site will need to be remediated in accordance with Policy DVS4. A development brief will be required to ensure that the site is comprehensively redeveloped.

The Telephone Repeater Station, Rackfield (BAR1f)

12.36 The former telephone repeater station is proposed for residential development at a net density of at least 50 dwellings to the hectare. At least 6 affordable dwellings or 30% of the total number of units should be provided. Vehicular access into the site should be from the adjoining housing association scheme.

12.37 As the site adjoins a conservation area, the design of the scheme will need to respect its special architectural and historic character and appearance in accordance with Policy ENV16. An archaeological study of the site will also be required prior to its redevelopment in accordance with Policy ENV14.

British Telecom Depot, Old Station Road (BAR1g)

12.38 The British Telecom Depot and adjoining land is proposed for a mix of dwelling types and sizes including the provision of at least 15 affordable homes or 25% of the total number of units. The site should be developed at a net density of no less than 40 dwellings to the hectare. A development brief will be required to ensure that the site is comprehensively redeveloped.

12.39 A new or improved vehicular and pedestrian access will be required to serve the site in accordance with Policy TRA6. Access improvements onto Hollowtree Road should also be included. A Transport Assessment will be required in order to assess the effect on and improvements needed at this junction and Eastern Avenue in accordance with Policy TRA1A. A pedestrian and cycle route should be provided at the western end of the site to create a more direct link to the town centre in accordance with Policy TRA3. In addition, pedestrians and cycle links will be required connecting Old Station Road and land to the south in order to link into the existing network. Depending on the economic feasibility of redeveloping the site, developer contributions may be sought towards:-

- ◆ *The introduction of a bus real time and priority system; and*
- ◆ *The provision of a cycle route linking to the town centre (north) and employment/retail areas to the east of the site.*

12.40 Contributions may be sought towards providing additional places in the relevant designated secondary school for the area in accordance with the Code of Practice on Education Contributions. Any contamination issues will need to be resolved in accordance with Policy DVS4. Surface water disposal will need to be investigated and should incorporate sustainable urban drainage systems in accordance with Policy DVS7. Adequate flood clearance margins will need to be provided adjacent to Coney Gut in accordance with Policy DVS6. The part of the site containing trunk sewers will need protecting. A development brief will be required to ensure that the site is comprehensively redeveloped.

Transco Site, Barbican Road (BAR1i)

12.43 The Transco site is adjacent to the Barbican Industrial Estate, although the surrounding area is predominantly residential and characterised by Edwardian and Victorian terraced housing. The site is proposed for residential development and should be developed at a net density of about 45 dwellings to the hectare to reflect the character of the area. The scheme should incorporate at least 25% of the total provision as affordable dwellings in accordance with Policy HSG7.

12.44 Three points of access into the site have been considered:-

- ◆ *An access off Victoria Road through the lock-up garages;*
- ◆ *An existing access off Barbican Close, through the industrial site;*
- ◆ *A new access off Barbican road directly into the site.*

The preferred option will depend on further investigation at the planning application stage.. Whichever access is utilised, pedestrian and cycle links will be required from both Barbican Close, to connect to the town centre, and Victoria Road, to connect into the existing network leading to the St John's retail centre, in accordance with Policy TRA1A. Depending on the economic feasibility of redeveloping the site, developer contributions may be sought towards:-

- ◆ *The provision of a pedestrian and cycle route to link to existing routes to the town centre and employment /retail areas to the east;*
- ◆ *Providing additional places in the designated schools within the area in accordance with the Code of Practice on Education Contributions.*

12.45 As this is the site of the former gasworks, it will need to be cleared of contamination to an acceptable standard before development commences in accordance with Policy DVS4. A development brief will be required to ensure that the site is comprehensively redeveloped.

St Josephs Nursing Home, Landkey Road (BAR1I)

12.47A The former St Josephs Nursing Home and adjoining land is proposed for about 35 dwellings at a net density of 35 units or more to the hectare. The proposal should include a mix of house types and sizes including at least 10 affordable homes or 30% of the total provision to reflect the site's mix of previously developed and greenfield land. The historic building, including its original significant internal features, must be protected in accordance with Policy ENV18.

12.47B The western part of the site must be protected from development to ensure the scheme provides public open space to reflect Policy REC5 and that the residential amenities of neighbouring properties are protected. In view of its proximity to the Barnstaple Bypass, the proposal should include extensive landscaping along its southern boundary to alleviate any noise problems and ensure the development is well screened to comply with Policies DVS2 and DVS3. The site also contains mature trees and hedgerows which should be retained including the hedgerow along Cherry Grove, the semi-mature trees along the Landkey Road and the mature trees in the northern-most part of the site.

12.47C Contributions may be sought towards providing additional places in the relevant designated schools for the area in accordance with the Code of Practice. Depending on the economic feasibility of redeveloping the site, developer contributions may be sought towards improving bus services to the site including the introduction of a bus real time and priority system in accordance with Policy TRA1A. A footpath/cycleway must also be provided through the site linking to the cycle network to the north of Landkey Road. A development brief will be required to ensure that the site is comprehensively redeveloped.

PROPOSAL BAR1 (RESIDENTIAL DEVELOPMENT ON PREVIOUSLY DEVELOPED SITES)

1. THE FOLLOWING SITES, AS SHOWN ON INSET MAPS 1 AND 2, ARE ALLOCATED FOR RESIDENTIAL DEVELOPMENT PROVIDED THE ELEMENTS IDENTIFIED FOR EACH SITE ARE PROPOSED:-

ANCHORWOOD BANK (BAR1a)

- A) ABOUT 400 DWELLINGS AT A NET DENSITY OF 50 OR MORE UNITS PER HECTARE AND INCORPORATING A MIX OF ACCOMMODATION TYPES AND SIZES AND AT LEAST 100 AFFORDABLE HOMES;
- B) OFFICE AND LIGHT INDUSTRY (B1 USES), BETWEEN 6,000 TO 10,000 SQ. METRES OF NON-FOOD BULKY GOODS RETAILING (A1 USES), COMMUNITY FACILITIES AND INFORMAL RECREATIONAL OPEN SPACE;
- C) MEASURES TO PROTECT AND ENHANCE NATURE CONSERVATION INTERESTS INCLUDING ENVIRONMENTAL ENHANCEMENT ALONG THE RIVER FRONTAGE;
- D) PEDESTRIAN AND CYCLE LINKS ALONG THE RIVER FRONTAGE AND CONNECTING TO SEVEN BROTHERS, THE TARKA TRAIL AND THE TOWN CENTRE;
- E) THE RETENTION OF THE SHAPLAND AND LEADERFLUSH BUILDINGS;
- F) FLOOD ALLEVIATION MEASURES INCLUDING A NEW PUMPING STATION AND SUSTAINABLE URBAN DRAINAGE SYSTEMS (SUDS);
- G) THE PROVISION OF A FOUL SEWAGE PUMPING STATION;
- H) THE PREPARATION OF A DEVELOPMENT BRIEF; AND
- I) IN ADDITION TO THE ABOVE ELEMENTS, CONTRIBUTIONS WILL BE SOUGHT TOWARDS:-
 - ◆ PROVIDING ADDITIONAL SCHOOL PLACES; AND
 - ◆ IMPROVING PUBLIC TRANSPORT TO THE SITE.

MILL ROAD (BAR1b)

- A) ABOUT 100 DWELLINGS AT A NET DENSITY OF 50 OR MORE UNITS PER HECTARE AND INCORPORATING A MIX OF ACCOMMODATION TYPES AND SIZES AND AT LEAST 30 AFFORDABLE HOMES;
- B) PROVISION FOR A NEW ACCESS ROAD CONNECTING TO THE EVANS TRANSPORT SITE AND JUNCTION IMPROVEMENTS AT MILL ROAD;
- C) ENVIRONMENTAL ENHANCEMENT ALONG THE WATER FRONTAGES INCORPORATING PUBLIC OPEN SPACE AND A NEW SCOUTS HUT;
- D) PEDESTRIAN AND CYCLE ROUTES LINKING TO THE TARKA TRAIL, PILTON SCHOOLS VIA ROLLE QUAY, THE RGB SITE AND FAIRVIEW CAR PARK;
- E) FLOOD ALLEVIATION MEASURES INCLUDING A NEW PUMPING STATION AND SUDS;
- F) THE PREPARATION OF A DEVELOPMENT BRIEF; AND
- G) IN ADDITION TO THE ABOVE ELEMENTS, CONTRIBUTIONS WILL BE SOUGHT TOWARDS:-
 - ◆ PROVIDING ADDITIONAL SCHOOL PLACES;
 - ◆ THE PROVISION OF PUBLIC OPEN SPACE AND RESIDENTS CAR PARKING ON THE ALLOTMENT SITE;
 - ◆ IMPROVING PUBLIC TRANSPORT TO THE SITE; AND
 - ◆ THE PROVISION OF CYCLE LINKS TO THE PILTON SCHOOLS AND THE HOSPITAL.

EVANS TRANSPORT (BAR1c)

- A) ABOUT 120 DWELLINGS AT A NET DENSITY OF 50 UNITS OR MORE PER HECTARE AND INCORPORATING A MIX OF ACCOMMODATION TYPES AND SIZES AND AT LEAST 30 AFFORDABLE HOMES;
- B) A MINIMUM OF 1,500 SQ METRES OF WORKSHOP UNITS FOR B1 USES;
- C) EXTENSIVE LANDSCAPING AND NOISE ATTENUATION MEASURES ALONG ITS EASTERN AND WESTERN BOUNDARIES;
- D) A NEW ACCESS ROAD FROM BRAUNTON ROAD CONNECTING TO MILL ROAD AND INCORPORATING IMPROVEMENTS TO THE TRAFFIC CIRCULATION IN THE TWO RIVERS INDUSTRIAL ESTATE;
- E) PEDESTRIAN AND CYCLE LINKS ONTO THE TARKA TRAIL;
- F) FLOOD ALLEVIATION MEASURES INCLUDING SUDS;

- G) A BUS WAITING FACILITY ALONG THE BRAUNTON ROAD;
 H) THE PREPARATION OF A DEVELOPMENT BRIEF; AND
 I) IN ADDITION TO THE ABOVE ELEMENTS, CONTRIBUTIONS WILL BE SOUGHT TOWARDS PROVIDING ADDITIONAL SCHOOL PLACES, IMPROVING PUBLIC TRANSPORT TO THE SITE AND THE PROVISION OF CYCLE LINKS TO THE PILTON SCHOOLS AND THE HOSPITAL.

KIRKHAM TYRES, FAIRVIEW (BAR1d)

- A) ABOUT 20 DWELLINGS AND AT LEAST 5 AFFORDABLE HOMES;
 B) THE RETENTION OF THE TRADITIONAL BUILDINGS;
 C) THE PREPARATION OF A DEVELOPMENT BRIEF; AND
 D) IN ADDITION TO THE ABOVE ELEMENTS, CONTRIBUTIONS WILL BE SOUGHT TOWARDS:-
 ♦ THE PROVISION OF A CYCLE/FOOTBRIDGE OVER THE RIVER YEO CONNECTING TO PILTON PARK AND THE ENHANCEMENT OF THE RIVERSIDE WALK; AND
 ♦ PROVIDING PEDESTRIAN AND CYCLE LINKS TO THE HOSPITAL, TARKA TRAIL AND PILTON SCHOOLS.

RGB, ROLLE STREET (BAR1e)

- A) ABOUT 90 DWELLINGS AT A NET DENSITY OF 50 OR MORE UNITS PER HECTARE AND INCORPORATING A MIX OF ACCOMMODATION TYPES AND SIZES AND AT LEAST 25 AFFORDABLE HOMES;
 B) FOOTPATH AND CYCLE ROUTES LINKING FAIRVIEW CAR PARK, ROLLE QUAY, THE TOWN CENTRE AND THE TARKA TRAIL;
 C) IMPROVEMENTS TO THE EXISTING ACCESS;
 D) THE PREPARATION OF A DEVELOPMENT BRIEF; AND
 E) IN ADDITION TO THE ABOVE ELEMENTS, CONTRIBUTIONS WILL BE SOUGHT TOWARDS:-
 ♦ THE PROVISION OF A FOOTBRIDGE OVER THE RIVER YEO AND ENHANCEMENT OF THE RIVERSIDE WALK;
 ♦ PROVIDING ADDITIONAL SCHOOL PLACES;
 ♦ IMPROVING PUBLIC TRANSPORT TO THE SITE; AND
 ♦ PROVIDING PEDESTRIAN AND CYCLE ROUTES TO THE PILTON SCHOOLS AND THE HOSPITAL.

TELEPHONE REPEATER STATION, RACKFIELD (BAR1f)

- A) ABOUT 20 DWELLINGS AT A NET DENSITY OF 50 UNITS PER HECTARE AND INCORPORATING AT LEAST 6 AFFORDABLE HOMES;
 B) IMPROVEMENTS TO THE EXISTING ACCESS FROM RACKFIELD; AND
 C) CONTRIBUTIONS TOWARDS PROVIDING ADDITIONAL SCHOOL PLACES, AS REQUIRED.

BT DEPOT, OLD STATION ROAD (BAR1g)

- A) ABOUT 50 DWELLINGS AT A NET DENSITY OF 40 UNITS OR MORE TO THE HECTARE AND INCORPORATING AT LEAST 15 AFFORDABLE HOMES;
 B) A NEW OR IMPROVED ACCESS WITH JUNCTION IMPROVEMENTS ONTO HOLLOWTREE ROAD AND EASTERN AVENUE;
 C) PEDESTRIAN AND CYCLE LINKS TO THE TOWN CENTRE AND EXISTING NETWORK;
 D) THE PREPARATION OF A DEVELOPMENT BRIEF; AND
 E) IN ADDITION TO THE ABOVE ELEMENTS, CONTRIBUTIONS WILL BE SOUGHT TOWARDS PROVIDING ADDITIONAL SCHOOL PLACES.

TRANSCO, BARBICAN ROAD (BAR1i)

- A) RESIDENTIAL DEVELOPMENT AT A NET DENSITY OF 45 UNITS PER HECTARE WITH AT LEAST 25% OF THE TOTAL PROVISION AS AFFORDABLE HOMES;
 B) A SATISFACTORY VEHICULAR ACCESS BEING PROVIDED;
 C) MEASURES TO ALLEVIATE ANY CONTAMINATION TO AN ACCEPTABLE STANDARD;
 D) CONTRIBUTIONS WILL BE SOUGHT TOWARDS:-
 ♦ THE PROVISION OF PEDESTRIAN AND CYCLE LINKS TO THE TOWN CENTRE AND EMPLOYMENT/RETAIL SITES;
 ♦ PROVIDING ADDITIONAL SCHOOL PLACES IF REQUIRED.

ST JOSEPHS NURSING HOME, LANDKEY ROAD (BAR1j)

- A) ABOUT 35 DWELLINGS AT A NET DENSITY OF 35 UNITS OR MORE PER HECTARE, AND INCLUDING AT LEAST 10 AFFORDABLE HOMES;
 B) THE PROVISION OF PUBLIC OPEN SPACE CONCENTRATED ON THE WESTERN END OF THE SITE;
 C) EXTENSIVE LANDSCAPING AND NOISE ATTENUATION MEASURES ALONG ITS

- BOUNDARY WITH THE BARNSTAPLE BYPASS;**
- D) THE PROVISION OF NEW OR ENHANCED PEDESTRIAN AND CYCLE LINKS BETWEEN RUMSAM GARDENS AND LANDKEY ROAD; AND**
- E) IN ADDITION TO THE ABOVE ELEMENTS, CONTRIBUTIONS WILL BE SOUGHT TOWARDS PROVIDING ADDITIONAL SCHOOL PLACES AND TO IMPROVE PUBLIC TRANSPORT TO THE SITE.**

2. A PLANNING OBLIGATION OR CONDITION WILL BE USED TO SECURE ANY CONTRIBUTIONS PROVIDED.

Other Housing Options On Previously Developed Sites

12.48 Table 12 sets out a schedule of sites within the urban area of Barnstaple, which could be redeveloped for housing subject to the relocation of their current uses. As there is no guarantee that they will become available during the Plan period, they are not specifically proposed for housing.

12.49 One possible redevelopment site that may come forward for residential redevelopment is the school at Yeo Valley and the adjoining Teacher's Centre. The present school site is severely cramped and provides no opportunities for further expansion. In addition, the playing fields used by the school are inconveniently located some 150 metres away on the opposite side of Derby Road. Consequently, the school may be relocated to a more suitable site using vacant land at St George's Road and the adjoining playing fields. Although the vacant land at St George's Road is proposed for housing, it will only be developed for such purposes if replacing the school proves unviable.

12.50 If the Yeo Valley School and Teacher's Centre does come forward for redevelopment, it should be redeveloped for housing at a relatively high density of at least 45 dwellings to the hectare to reflect the character of the surrounding area. Only a limited amount of affordable housing will be required due to the amount of existing provision in the area. However, a variety of public open spaces and community facilities should be incorporated into the scheme to help meet existing deficiencies in the area. Contributions will also be sought towards improving public transport to the site and providing the community centre at Raleigh. The traditional school building should be retained and converted.

Table 12 : Previously Developed Sites In Barnstaple with Potential for Residential Redevelopment

Sites	Potential Capacity
Ace Motors, Abbey Road	10
Health Authority, Litchdon Street	10
Higher Maudlin Street Car Park and Health Centre	25
SWEB Depot, Eastern Avenue	35
Wessex Dairies and Gaydon Street Motors, Gaydon Street	20
Yeo Valley Primary School	55
TOTAL	155

Greenfield Land

Land at St George's Road (BAR2c)

12.56 Land at St George's Road is proposed for housing providing it is not required for the relocation of Yeo Valley School. Given its former use as a land fill site, any contamination will need to be cleared before any development commences in accordance with Policy DVS4. A Transport Assessment will be required. Adequate measures will need to be taken to control the rate of surface water run off and prevent the risk of flooding along the River Yeo with the use of sustainable urban drainage systems in accordance with Policies DVS6 and DVS7. A pedestrian and cycle route should be provided through the site to the playing fields. Revenue contributions will be sought towards improving bus services to the site in accordance with Policy TRA1A. Contributions will also be sought towards providing additional places in the relevant designated schools for the area in accordance with the Code of Practice on Education Contributions.

PROPOSAL BAR2 (RESIDENTIAL DEVELOPMENT ON GREENFIELD LAND)

1. THE FOLLOWING SITE, AS SHOWN ON INSET MAP 1, IS ALLOCATED FOR RESIDENTIAL DEVELOPMENT PROVIDED THE ELEMENTS IDENTIFIED ARE PROPOSED:-

ST GEORGES ROAD (BAR2c)

- A) A MINIMUM OF 10 DWELLINGS AT A NET DENSITY OF 35 OR MORE UNITS PER HECTARE PROVIDING THE SITE IS NOT REQUIRED FOR THE RELOCATION OF THE YEO VALLEY SCHOOL;**
- B) THE SITE IS NOT DEVELOPED BEFORE APRIL 2006 AT THE EARLIEST;**
- C) FLOOD ALLEVIATION MEASURES INCLUDING SUDS;**
- D) THE PROVISION OF A PEDESTRIAN AND CYCLE ROUTE INTO THE PLAYING FIELDS;
AND**
- E) IN ADDITION TO THE ABOVE ELEMENTS, CONTRIBUTIONS WILL BE SOUGHT TOWARDS PROVIDING ADDITIONAL SCHOOL PLACES.**

2. A PLANNING OBLIGATION OR CONDITION WILL BE USED TO SECURE ANY CONTRIBUTIONS PROVIDED.

EMPLOYMENT

12.57 Employment within Barnstaple is concentrated at Roundswell, Whiddon Valley and Pottington with other significant estates located at Seven Brethren, Coney Gut, Derby Road, Barbican Road and Aviemore. Smaller pockets of employment premises are located in Mill Road, Princess Street and Fair View. Proposals to redevelop these sites will be assessed against Policy ECN2.

12.58 Some of the existing employment estates require environmental improvements, particularly those that have a negative visual impact upon the River Taw or on surrounding residential areas. Environmental improvements will be sought as part of any development at Pottington, Seven Brethren, Derby Road, Princess Street, Barbican Road and Aviemore.

Roundswell Strategic Employment Site

12.59 Most of the existing estates have some capacity for additional employment uses. However, to meet Structure Plan requirements and provide alternative sites for firms seeking to relocate from other parts of the town and in recognition of its strategic importance to the economy of the area, a significant amount of employment land is proposed at Roundswell between the Old Bideford Road and the A39 and to the east of the Old Torrington Road adjacent to the Crematorium. This additional land is considered to be a logical extension to the Roundswell Business Park.

12.60 Access to the proposed employment land at Roundswell should be through the existing Business Park only. Land to the east of the Old Torrington Road should also be accessed from the existing business park via Gratton Way. Beyond this point, access along the Old Torrington Road will be restricted to buses only to prevent traffic associated with the employment site penetrating residential areas. Contributions may be required to improve the highway capacity at the adjacent roundabouts along Gratton Way including that on the A39. All proposals should include measures to improve access by public transport, walking and cycling throughout the employment estate with links to the residential and retail areas and the proposed park and ride scheme in the Roundswell area in accordance with Policy TRA1A. Depending on the scale of a proposal, a Travel Plan may also be required. Where possible, communal parking for both cars and lorries should be included in preference to the provision of separate parking areas in order to maximise the use of land. Land west of Brynsworthy Lane should be accessed through the existing business park.

12.61 As the employment land is located close to residential development, it is considered suitable for light industrial and office uses (Class B1 of the Use Classes Order). General industrial and storage and distribution uses (Classes B2 and B8) may also be appropriate providing they do not harm the residential amenities of neighbouring properties or nature conservation interests in accordance with Policies DVS3, ENV8 and ENV12. Where appropriate, conditions may be used to restrict the scale, timing and nature of operations to resolve any problems. Extensive landscaping with indigenous planting will also be required on the southern, western and northern frontages in accordance with Policy DVS2, together with pollution control measures where appropriate in accordance with Policy DVS4. Sustainable urban drainage systems should be used to control surface water in accordance with Policy DVS7. Contributions towards the provision of public open space may be sought in accordance with Policy REC5 and the Code of Practice.

PROPOSAL BAR3 (ROUNDSWELL STRATEGIC EMPLOYMENT SITE)

LAND AT ROUNDSWELL, AS SHOWN ON INSET MAP 2, IS ALLOCATED FOR EMPLOYMENT DEVELOPMENT IN USE CLASSES B1, B2 AND B8 PROVIDING THE FOLLOWING ELEMENTS ARE PROPOSED:-

- A) LANDSCAPING IS PROVIDED ON THE SOUTHERN, WESTERN AND NORTHERN BOUNDARIES WITH EXISTING NATURAL FEATURES RETAINED AND A 5 METRE LANDSCAPED BUFFER IS PROVIDED AROUND 'BRYNHYFRYD' ON OLD TORRINGTON ROAD;**
- B) ACCESS FROM THE ROUNDSWELL BUSINESS PARK WITH THE LAND EAST OF THE OLD TORRINGTON ROAD SERVED FROM GRATTON WAY ONLY;**
- C) THE PROVISION OF, OR CONTRIBUTIONS SOUGHT TOWARDS, PEDESTRIAN AND CYCLE LINKS AND PUBLIC TRANSPORT IMPROVEMENTS.**

Herton Technology Park

12.61A In addition to the strategic employment site at Roundswell, land between North Devon College and the Western Bypass has been identified for a high quality technology park. A technology park will enhance the Sub Regional status of Barnstaple and complement North Devon College. The technology park should be restricted to high value research, design and knowledge based businesses. Subject to demand and insufficient space on the North Devon College site, student accommodation may also be permitted as part of the technology park. A specific area of land has not been identified on Inset Map 2 as the land requirements or demand for a technology park cannot be predicted with certainty. Access must be directly from the Western Bypass, connect into the proposed extension to North Devon College (see Proposal BAR13) and facilitate the link into Seven Brethren. The technology park should provide a high quality environment. The site should therefore be subject to an extensive and quality landscaping scheme, incorporating measures to enhance biodiversity with all buildings designed to a high standard in accordance with Policies DVS1, DVS2 and ENV8. To ensure the site is comprehensively developed, creates a high quality environment and is properly integrated into the existing urban fabric, a development brief will be required in addition to Environmental Impact and Transport Assessments.

PROPOSAL BAR3A (HERTON TECHNOLOGY PARK)

A PROPOSAL FOR A TECHNOLOGY PARK INCORPORATING RESEARCH, DESIGN AND KNOWLEDGE BASED BUSINESSES IN USE CLASS B1 WILL BE PERMITTED ON LAND BETWEEN THE WESTERN BYPASS AND NORTH DEVON COLLEGE WHERE:-

- A) THE DEVELOPMENT IS OF A HIGH QUALITY DESIGN AND INCLUDES A COMPREHENSIVE LANDSCAPING SCHEME INCORPORATING INFORMAL AND FORMAL PUBLIC OPEN SPACE, MEASURES TO ENHANCE BIODIVERSITY AND PUBLIC ART;**
- B) A DIRECT LINK FROM THE WESTERN BYPASS AND A NEW ACCESS TO SERVE NORTH DEVON COLLEGE IS PROVIDED;**
- C) A RANGE OF SUSTAINABLE TRAVEL MEASURES ARE PROVIDED INCORPORATING EXTENSIVE PEDESTRIAN, CYCLE AND PUBLIC TRANSPORT ROUTES LINKING TO ROUNDSWELL, PHILIP AVENUE, NORTH DEVON COLLEGE AND SEVEN BRETHREN;**
- D) FLOOD ALLEVIATION MEASURES INCLUDING SUDS ARE PROVIDED; AND**
- E) A DEVELOPMENT BRIEF IS PREPARED.**

Town Centre and Retailing

12.62 Barnstaple is the principal shopping centre within North Devon. Improved transportation linkages have increased its accessibility in recent years to a much wider population.

12.63 In addition to a thriving town centre, there are important local shopping facilities at Pilton and Newport and well established retail locations at Roundswell, St Johns and Seven Brethren. Indeed most of the food provision in Barnstaple has decentralised to these out of centre locations that also serve as retail warehouse parks. The Local Plan seeks to reverse this trend with a greater emphasis on town centre sites through the adoption of a sequential approach to new development as set out in Policy COM1.

The Town Centre

12.64 The town centre shopping area is contained within Boutport Street, North Walk, Castle Street, The Strand and parts of Bear Street and Queen Street. Within this area, the shopping streets retain their medieval street pattern. Apart from Queen Street, the whole of the shopping area, which is identified on Inset Map 1, falls within the Town Centre Conservation Area and contains many buildings which are either listed or are of local historic importance.

12.65 The shopping centre comprises a mix of national multiple and local independent retailers. In quantitative terms, the centre has a strong and above national average provision of comparison floor space. Qualitatively, it also has good representation in all sectors of comparison shopping. In contrast, convenience retailers equate to only about 8% of all shopping units within the town centre.

Table 13 : Barnstaple Shopping Centre - Composition Summary

Business Type	July 2000	
	Number	Percentage
Convenience	35	8.1
Comparison	230	53.2
Service	129	29.9
Vacant	38	8.8
TOTAL	432	100

Source : North Devon Retail Study (July 2000)

Primary and Secondary Shopping Areas

12.66 As shown on Inset Map 1, the town centre is divided into primary and secondary shopping areas following the recommendations of the Retail Study for North Devon. The focus of the primary shopping area is centred on the High Street, Gammon Walk, Holland Walk, Butchers Row, Joy Street (up to the junction with Market Street) and Cross Street (up to the junction with Paiges Lane) and the Green Lanes Shopping Centre. The remainder of the town centre is defined as secondary shopping areas.

12.67 Only shops in Use Class A1 of the Use Classes Order will be permitted on the ground floor in the primary shopping areas of Barnstaple in order to retain its attractiveness to shoppers. Within the secondary shopping frontages, financial and professional services (Use Class A2), restaurants and cafes (Use Class A3), drinking establishments (Use Class A4), hot food takeaways (Use Class A5), education and health (Use Class D1) and leisure (Use Class D2) will be permitted at ground floor level in addition to shops. Other uses such as those serving the needs of the community, including youth centres or meeting places, may also be permitted at ground floor level with the secondary area providing they do not harm the vitality and viability of the town centre.

POLICY BAR4 (PRIMARY SHOPPING AREAS)

WITHIN THE PRIMARY SHOPPING AREA, AS DEFINED ON INSET MAP 1, PROPOSALS TO CHANGE THE USE OF GROUND FLOOR PREMISES TO NON SHOPPING USES WILL NOT BE PERMITTED.

POLICY BAR5 (SECONDARY SHOPPING AREAS)

WITHIN THE SECONDARY SHOPPING AREA AS DEFINED ON INSET MAP 1, ONLY SHOPS (USE CLASS A1), FINANCIAL AND PROFESSIONAL SERVICES (USE CLASS A2), RESTAURANTS AND CAFES (USE CLASS A3), DRINKING ESTABLISHMENTS (USE CLASS A4), HOT FOOD TAKEAWAYS (USE CLASS A5), LEISURE (USE CLASS D2), OR ANY OTHER USE THAT WILL ADD TO THE VITALITY AND VIABILITY OF THE TOWN CENTRE WILL BE PERMITTED AT GROUND FLOOR LEVEL.

The Reuse of Upper Floors

12.68 In order to maximise the use of the existing building stock, support will be given to utilising empty space above the ground floor level in town centre properties for a variety of uses including flats. Making use of vacant space will add to the vitality and viability of the town centre, provide additional security and income for the property owner and help maintain the building. No use restrictions apply to the upper floors of properties both within the primary and secondary shopping areas provided there is no conflict with other policies contained in the Plan.

Town Centre Expansion

12.69 The North Devon Retail Study has concluded that there is no substantial quantitative capacity for additional food provision in Barnstaple up to 2011. However, in qualitative terms, the Study concludes that the town centre would benefit from a modern supermarket of modest proportions up to 1,000 sq metre net floorspace. This Study also recommends that such a supermarket should form part of a major mixed retail scheme. Conversely, the Retail Study concludes that there is a substantial emerging capacity for comparison goods as indicated in Table 14.

Table 14 : Estimated Capacity for Comparison Goods in North Devon

	2001	2006	2011
Comparison Capacity £	6.2m	41.1m	85m

Source : North Devon Retail Study (July 2000)

12.70 To maintain its competitive retail position, additional comparison floorspace is required in Barnstaple Town Centre. Specifically, the Retail Study recommends some 18,000 to 20,000 square metres gross of additional retail floorspace including a modest supermarket and department store. In addition, the Retail Study identifies a capacity potential of £17.6m at 2011 for bulky goods floorspace. This capacity represents a requirement for about 10,000 square metres gross floorspace over the Plan period. Although the capacity is for the District as a whole, most of this provision should be located in Barnstaple to reflect the town's Sub Regional role. Where possible, all retail proposals should be directed to the town centre in accordance with Policy COM1, PPG6 and PPG13. However, in the absence of any suitable town centre sites, bulky goods retailing could be directed to Seven Brethren or Anchorwood Bank (see Proposals BAR1a and BAR14) in accordance with the sequential approach provided such proposals complement rather than compete with the town centre.

12.71 The Retail Study emphasises that the capacity for retail warehousing does not become significant until the latter years of the Plan period. The key emphasis in the early part of the Plan period will therefore be on securing additional town centre retail space unless retail warehousing is considered essential to achieving other redevelopment objectives.

12.72 In order to help meet a significant amount of the retail capacity, three major redevelopment areas have been identified to extend the town centre. These sites are located at Queen Street/Bear Street, the Cattle Market and land to the rear of lower Boutport Street and Silver Street. Redevelopment opportunities within the town centre include land to the rear of existing properties between the Strand, Cross Street, Boutport Street and the High Street focusing on Theatre Lane and a small area in the vicinity of Church Lane to the rear of the cinema.

12.73 Due to the strategic importance and the complexity in comprehensively redeveloping the three major sites identified, a development brief will need to be prepared for each. An Urban Design Study has been produced which will aid in the preparation of the development briefs for the Queen Street/Bear Street site and the Cattle Market. In addition a Transport Assessment and Archaeological Study will also be required in accordance with Policies TRA1 and ENV14 respectively. Particular issues to be addressed will include:-

- ◆ *The nature, mix and character of the uses proposed on all floors including the layout and built form associated with particular types of uses;*
- ◆ *The overall design concept of the scheme in accordance with Policies DVS1, DVS2 and ENV16 to ensure any development is properly integrated into the town centre and reflects its locally distinct qualities. The design concept should also incorporate measures to reduce crime, hard and soft landscaping and the provision of public art in accordance with Policy REC8;*
- ◆ *Car, coach and secure cycle parking and servicing arrangements;*
- ◆ *Pedestrian and cycle links through the sites; and*
- ◆ *The expected phasing and implementation timetable.*

12.74 The specific requirements for each of the three sites are set out in more detail below.

Queen Street/Bear Street

12.75 The site bordering Queen Street, Bear Street and Alexandra Road incorporates a large area of surface and multi storey car parking and the post office sorting depot. This site provides the main opportunity for new retail, commercial, community and leisure development in the town centre. It is considered particularly suitable for a supermarket of up to 1,000 sq metre net sales as part of a mixed retail, commercial and leisure scheme. New public toilets should also be incorporated into the retailing units due to the lack of facilities in the town. There is also scope for residential development above the ground floor level in the form of flats, particularly along the frontage of Alexandra Road. Any

redevelopment scheme must also incorporate a range of quality parking provision that could be underground, decked or a combination of both. Access arrangements onto the site will need to incorporate a bus route. Contributions may also be sought towards providing a bus real time information system.

The Cattle Market

12.76 The former Cattle Market abuts the edge of the primary shopping frontage. This site is particularly sensitive because of the historic setting of Castle Mound, which is a scheduled ancient monument. In order to protect and enhance its integrity and setting, no new buildings should rise above the Mound, disrupt long distance views or encroach on any surrounding archaeological deposits in accordance with Policy ENV13. The design of the scheme will also need to reflect the conservation area in accordance with Policy ENV16. In view of the importance of car parking for shoppers in the area, any redevelopment scheme should retain some provision unless alternative spaces are created elsewhere in close proximity to the town centre. Provision for cycle parking should be included in accordance with Policy TRA1A. Any proposal should also incorporate new public toilets due to the lack of facilities in the town.

12.77 The redevelopment of the Cattle Market provides an opportunity to create a civic open space focusing around Castle Mound and comprising a high quality of hard landscaping and incorporating public art. This area of public open space could provide a focus for occasional events, festivals, concerts and farmers' markets.

Land to the Rear of Lower Boutport Street and Silver Street

12.78 This site is suitable for a range of medium to small units with enhanced pedestrian links to Boutport Street and provision for rear servicing. The design of any redevelopment scheme will need to be of the highest standard to reflect its location within the conservation area in accordance with Policy ENV16.

PROPOSAL BAR6 (TOWN CENTRE EXPANSION)

1. THE FOLLOWING SITES, AS SHOWN ON INSET MAP 1, ARE ALLOCATED FOR THE EXPANSION OF THE TOWN CENTRE PROVIDED THE ELEMENTS IDENTIFIED FOR EACH SITE ARE PROPOSED:-

QUEEN STREET/BEAR STREET (BAR6a)

- A) A MIX OF RETAILING UNITS UP TO 16,000 SQ METRES GROSS FLOORSPACE INCORPORATING A FOODSTORE OF ABOUT 1000 SQ METRES NET SALES, PUBLIC TOILETS, AND AT LEAST 80 RESIDENTIAL UNITS AND, SUBJECT TO DEMAND, LEISURE, COMMUNITY AND COMMERCIAL USES;**
- B) A SIGNIFICANT AMOUNT OF QUALITY CAR PARKING; AND**
- C) THE PROVISION OF PEDESTRIAN AND CYCLE LINKS THROUGH THE SITE TO THE EXISTING SHOPPING FRONTAGES.**

THE CATTLE MARKET (BAR6b)

- A) RETAILING UNITS INCORPORATING PUBLIC TOILETS;**
- B) A SIGNIFICANT AMOUNT AND QUALITY OF CAR PARKING UNLESS ALTERNATIVE PROVISION CAN BE MADE ELSEWHERE WITHIN OR ON THE EDGE OF THE TOWN CENTRE;**
- C) THE CREATION OF A CIVIC OPEN SPACE AROUND THE CASTLE MOUND; AND**
- D) PEDESTRIAN AND CYCLE LINKS THROUGH THE SITE TO THE EXISTING SHOPPING FRONTAGES.**

LAND TO THE REAR OF LOWER BOUTPORT STREET AND SILVER STREET (BAR6c)

- A) A MIX OF RETAILING UNITS WITH RESIDENTIAL, COMMUNITY OR LEISURE USES ABOVE GROUND FLOOR LEVEL; AND**
- B) PEDESTRIAN AND CYCLE LINKS TO THE EXISTING FRONTAGES.**

12.79 The three town centre sites should meet all or most of the anticipated retail capacity for the town centre identified in the Retail Study for the Plan period. However, additional sites on the edge of the town centre may be required to meet any outstanding retail capacity for bulky goods. Where it is demonstrated that no suitable town centre sites exist, major new retail proposals involving bulky comparison goods should be directed towards Anchorwood Bank and Seven Brethren in accordance with the sequential approach of Policy COM1 and Policies BAR1a and BAR14. Other significant retailing developments on other sites outside the town centre will be discouraged with any such proposal assessed against Policy COM1.

The Evening Economy

12.80 Encouragement will be given to promoting a diverse ‘evening economy’ to cater for all ages and tastes throughout the town centre. Food, drink and leisure activities will be permitted in the town centre subject to their impact upon residential amenities and the conservation area in accordance with Policies DVS3 and ENV16 respectively. Amusement Centres are not considered appropriate within most parts of the town centre as they can detract from the attractiveness of the shopping streets. To further enhance the evening economy, a cultural quarter focusing on the Queen’s Theatre is being promoted incorporating Boutport Street, Butchers Row, Church Walk, Market Street, Queens Street with links to key areas of the town centre and the Riverfront.

Environmental Enhancement and Traffic Management

12.81 Although the environmental quality of the town centre is generally high, localised improvements are required to increase its attractiveness to shoppers as highlighted in the Retail Study. Specific areas requiring environmental improvements include the High Street (south of Butchers Row), Cross Street, The Strand, Butchers Row, Queen Street, Bear Street, Joy Street, Market Street and the lower part of Boutport Street from its junction with Queen Street and leading down to the Square.

12.82 In order to retain and enhance the environmental quality of the town centre, which is designated as a Conservation Area, consideration will be given to the removal of certain permitted development rights through the use of an Article 4 Direction. This action could be used to control the use of modern materials such as plastic windows and novel coloured paints, all of which can harm the character and appearance of the town centre. Encouragement will also be given to removing overhead service wires wherever possible so they are placed underground to further enhance the environmental quality of the town. Further guidance and consideration of these issues will be incorporated into the Conservation Area Character Statement produced for the town centre.

12.83 To further enhance the shopping environment, additional pedestrian priority areas will be implemented in the town centre including Boutport Street, which is also a bus priority route, Cross Street, Joy Street, Butchers Row and the remaining part of the High Street. Particular attention will be given to improving access for the mobility impaired. In order to implement pedestrian priority measures and overcome servicing and unloading problems to ensure the viability of businesses are not harmed, a site at Bull Court off Green Lane has been identified for a transhipment facility to incorporate parking for a small number of lorries and transit size vans. Additional transhipment facilities may be required at the Cattle Market, and along the High Street or Boutport Street. Such facilities could include a porter style service.

PROPOSAL BAR6D (TRANSHIPMENT FACILITY)

A TRANSHIPMENT FACILITY IS PROPOSED AT BULL COURT, GREEN LANE, AS SHOWN ON INSET MAP 1.

12.83A In addition to the need for environmental improvements, there is a general lack of public art, cycle parking and public toilets in the town centre. The existing public toilets will be replaced by new public toilets, which will be incorporated into the redevelopment schemes proposed for Queen Street and Bear Street and the Cattle Market in accordance with Proposal BAR6. Contributions will be sought from new development towards the costs of implementing any environmental improvements or facilities planned or required for the town centre.

Local Shopping Centres

12.84 Local shopping centres exist in Newport and Pilton whilst Bear Street provides important shopping facilities for the local community. The extent of these shopping areas is shown on Inset Map 1. To reflect their importance in meeting the shopping needs of the local communities, proposals for new retail facilities will be supported. The introduction of non-retail uses, particularly residential, could undermine the role of the District Centres of Pilton and Newport by reducing their range of shopping facilities for local people. The change of use of existing premises at ground floor level will therefore only be permitted where such proposals do not harm the vitality and viability of both these District Centres. The vitality and viability of Bear Street will be protected through the application of Policy BAR5.

POLICY BAR7 (LOCAL SHOPPING CENTRES)

WITHIN THE LOCAL SHOPPING CENTRES AT PILTON AND NEWPORT, AS DEFINED ON INSET MAP 1, THE CHANGE OF USE OF EXISTING GROUND FLOOR RETAIL USES (USE CLASSES A1 TO A5) WILL NOT BE PERMITTED WHERE VITALITY AND VIABILITY ARE HARMED.

COMMUNITY FACILITIES

Sport and Recreation

12.85 The main indoor sports provision within Barnstaple is focused at Seven Brethren and includes a large multi use leisure centre and tennis centre. Indoor sports halls and all weather pitches also exist at Park and Pilton Community Schools. Private clubs throughout Barnstaple also offer a range of sporting facilities.

Public Open Space

12.86 Existing public open spaces, including sports pitches are identified on Inset Maps 1 and 2. The Open Space Strategy undertaken for the District has identified the following deficiencies within Barnstaple :-

- ◆ *Additional adult and youth football pitches*
- ◆ *At least 2 floodlit multi use games areas*
- ◆ *Equipped children's play areas*
- ◆ *Facilities for young people*
- ◆ *Improved links along the River Taw*
- ◆ *Informal open space*
- ◆ *Urban park to the west of the River Taw*
- ◆ *Community Woodlands.*

12.87 In view of the existing deficiencies identified by the Public Open Space Strategy, all existing and planned provision including school playing fields, cemeteries and allotments, will be protected from other forms of development in accordance with Policy REC6. To help overcome open space deficiencies in Barnstaple, it is proposed to extend Rock Park up to Park Community School as shown on Inset Map 1.

Playing Pitches

12.88 Formal playing pitches currently exist at Pottington, Rock Park, Seven Brethren and Raleigh, in addition to those at Park and Pilton Schools, which include all weather pitches. In order to complement the existing provision, overcome present deficiencies and meet the future needs of the population, further sports pitches are proposed west of Tews Lane at Roundswell and at Lovers Lane as part of the extension to Rock Park. It is also proposed to upgrade the all weather pitches, especially those at Pilton Community College which require improved drainage and resurfacing, and to provide a multi use games area at Forches primary school.

PROPOSAL BAR8 (FORMAL PLAYING PITCHES)

LAND WEST OF TEWS LANE AND AT LOVERS LANE, AS SHOWN ON THE INSET MAPS 1 AND 2, ARE PROPOSED FOR PLAYING PITCHES WHERE ANY ASSOCIATED BUILDINGS AND STRUCTURES ARE KEPT TO A MINIMUM AND DESIGNED, SITED AND LANDSCAPED TO REDUCE THEIR VISUAL IMPACT.

Community Parks and Woodlands

12.90 Working in partnership with South West Forest, two community parks and woodlands are proposed at Frankmarsh/Silver Leat and Waytown/Maidenford to address public open space deficiencies east of the River Taw. As recognised in the South West Forest Development Plan, provide a valuable local resource for recreation, promote biodiversity and help engender community pride and purpose. These community woodlands are shown indicatively on Inset Map 1. The extent of the woodland will need to be carefully planned in consultation with the community to ensure public safety and security issues are adequately addressed and the amenities of residential properties are not harmed. Additional guidance on community woodlands is set out at paragraph 10.10A.

12.92 Extensive new tree planting will be required at Waytown and Maidenford whilst the existing woodland at Frankmarsh will need to be carefully managed to enhance their wildlife value in accordance with Policies ENV8 and ENV12. It is proposed to link the community parks and woodlands east of the River Taw by a network of pedestrian routes and recreational areas, connecting from the main residential areas from Whiddon Valley to Raleigh stretching across Maidenford.

PROPOSAL BAR9 (COMMUNITY PARKS AND WOODLANDS)

COMMUNITY PARKS AND WOODLANDS ARE PROPOSED IN THE AREAS OF FRANKMARSH/SILVER LEAT AND WAYTOWN/MAIDENFORD, AS INDICATED ON INSET MAP 1.

Portmore

12.93 To complement the golf course and to make use of its existing facilities, potential exists at Portmore for outdoor recreational activities. Due to the area's visual prominence from within the town itself and along the Link Road, any proposal, including any associated lighting, will need to be carefully designed, sited and landscaped to reduce its visual impact in accordance with Policies DVS1, DVS2 and ENV1 and to ensure the amenities of local residents are not harmed in accordance with Policy DVS3. To further reduce the visual impact of a proposal, particularly from the North Devon Link Road and Landkey Road, any buildings or structures required to complement the recreation activity should be kept to an absolute minimum and, where possible, share or improve the existing facilities associated with Portmore golf course.

12.94 Depending on the scale of the proposal, Environmental Impact and Transport Assessments may be required. Any proposal will need to incorporate measures to improve both the highway network and its accessibility to a range of transport modes. Specific travel and transport policies that may apply include TRA1A and TRA6.

POLICY BAR10 (RECREATIONAL ACTIVITIES AT PORTMORE)

LAND AT PORTMORE IS PROPOSED FOR OUTDOOR RECREATION DEVELOPMENT, AS SHOWN ON INSET MAP 1, WHERE THE LANDSCAPE SETTING OF BARNSTAPLE AND THE AMENITIES OF LOCAL RESIDENTS ARE NOT HARMED.

Intensive Indoor Leisure Activities

12.95 Intensive forms of indoor leisure activities such as cinemas, sporting facilities including climbing walls and fitness centres, skating rinks or bowling alleys should be directed to either the town or edge of the town centre, or at Seven Brethren, in accordance with Policies COM1 and BAR14. Within the town centre, such uses should be located in Bear Street, Boutport Street and along The Strand as a means of promoting the evening economy.

Education

12.96 Barnstaple has two secondary schools; Pilton Community College to the north and Park Community School to the south. The town also contains a range of primary schools and one infant and junior school.

Developer Contributions

12.97 To help meet the costs of increasing the capacity of an existing school or the construction of a new school within a particular designated area, developer contributions may be sought from residential schemes incorporating family type housing of 5 or more dwellings. Further guidance is contained within the Code of Practice on Education Contributions to be adopted as Supplementary Planning Guidance.

Secondary Schools

12.98 Given the anticipated growth in the town and the capacity of the two existing secondary schools, which can accommodate up to about 1,500 pupils each, a new school may be required during the Plan period. At this stage it is not possible to determine the size or location of a new secondary school due in part to the lack of information relating to its potential impact upon other schools both within and outside the District, including Torrington and Bideford. However, the preferred location for the new secondary school will be to the south or west of the River Taw given that most of the recent growth in Barnstaple has been in this area.

Pilton Community College

12.99 Pilton Community College lacks sufficient car parking in particular to cope with its community education role. A lack of adequate car parking has resulted in congestion along a number of residential streets including Chaddiford Lane, Abbey Road and Northfield Lane. This congestion has led to access problems not only for the College but also the nearby schools of Pathfields and Bluecoat. To resolve these problems and enable the continued expansion of the College, additional parking for cars and buses is proposed on land to the rear of the Clarks and Ayres and Grimshaw Factories directly off the Braunton Road. This facility should also be used as a park and walk scheme for commuters and shoppers using the town centre (see Proposal BAR17). Pedestrian and cycle links should be provided to connect the college and schools in the vicinity in accordance with Policy TRA1A. In order to protect and enhance the Biodiversity Network in the vicinity, a buffer area along the stream will be required to include appropriate

mitigation and enhancement measures in consultation with Devon Wildlife Trust in accordance with Policy ENV8. To reduce any risk of flooding, sustainable drainage systems should be incorporated into any parking scheme on the site to meet the requirements of Policy DVS7.

PROPOSAL BAR11 (PARKING FOR PILTON SCHOOLS)

LAND TO THE REAR OF THE CLARKS AND AYRES AND GRIMSHAW FACTORIES, BRAUNTON ROAD, IS PROPOSED FOR CAR AND BUS PARKING IN CONNECTION WITH PILTON COMMUNITY COLLEGE, AS SHOWN ON INSET MAP 1.

Park Community School

12.100 Phase 2 of the Park and Ride scheme proposed at Park Community School by Policy BAR17 will result in the loss of a playing field. However, until Phase 2 is implemented, this land will be available to be used as a playing pitch. A small hall for use as a gym is proposed for the school.

Primary Schools

12.101 A new primary school for both infants and juniors will be required at Roundswell to cater in particular for the redevelopment of Anchorwood Bank. Although the school is not identified in Devon County Council's capital programme, it is their intention to build it once pupil numbers justify its need and there is sufficient funding. Given the open space deficiencies that exist in this part of the town, the playing field that will be associated with the primary school should be available for general use by the local community. Vehicular access will be solely from the Old Bideford Road although bus, pedestrian and cycle links should also connect onto the Old Torrington Road.

PROPOSAL BAR12 (ROUNDSWELL SCHOOL)

LAND AT ROUNDSWELL IS PROPOSED FOR A NEW PRIMARY SCHOOL AS SHOWN ON INSET MAP 2.

12.102 The Education Authority have highlighted the inadequacies of the Yeo Valley Primary School and have suggested that the school is relocated to an alternative site adjacent to St George's Road (see Proposal BAR2c). However, at present this scheme is not identified in the capital programme. If the school is relocated, in order to help fund its implementation, the present site could be redeveloped for housing in conjunction with the adjoining teachers centre also in the ownership of Devon County Council (see paragraphs 12.49 and 12.50).

North Devon College

12.103 Further education for the sub region is provided at North Devon College along Sticklepath Hill. Besides further education for the 16 plus age group, the College provides a wide range of courses to meet the needs of local businesses and the community. The College anticipates that the demand for courses will continue to grow with a resultant increase in traffic. In order to resolve current traffic problems, a new access is required by way of a direct link to the Western Bypass. This access should be provided in conjunction with the development of a technology park in accordance with Proposal BAR3A. Additional land is proposed to enable the College to expand and improve its car parking and recreational provision and facilities for buses. This additional land will create opportunities within the existing College site for further development including student accommodation. Given the prominent position of the College, any expansion should be accompanied by an extensive landscaping scheme to reduce its overall visual impact on the town and surrounding countryside in accordance with Policy DVS2.

PROPOSAL BAR13 (NORTH DEVON COLLEGE)

LAND AT NORTH DEVON COLLEGE IS PROPOSED FOR ITS EXPANSION, AS SHOWN ON INSET MAP 2, WHERE:-

- A) A NEW ACCESS IS PROVIDED CONNECTING TO THE WESTERN BYPASS;**
- B) LANDSCAPING IS PROVIDED TO REDUCE THE OVERALL VISUAL IMPACT OF THE COLLEGE;**
- AND**
- C) ANY NEW BUILDINGS ARE SITED, DESIGNED AND LANDSCAPED TO MINIMISE ANY VISUAL IMPACT.**

Healthcare

12.104 The North Devon District Hospital provides primary healthcare for the sub region. More localised healthcare is provided at group practice surgeries on the Landkey Road, Litchdon Street, Boutport Street and Queen Street. Other health, dental and optical care facilities are provided by surgeries and businesses throughout the area. No new healthcare facilities are specifically identified for Barnstaple as the location and timing for such proposals is difficult to predict. Proposals for additional healthcare facilities will be assessed against Policy COM4.

Cultural Facilities

12.105 The range and quality of cultural facilities in Barnstaple has improved over the last decade, particularly with the refurbishment of the Queen's Theatre. In recognition of the sub regional importance of the Queen's Theatre, a cultural quarter has been identified incorporating the Riverfront, Cross Street, Church Walk, Butchers Row, Joy Street and Boutport Street. Its purpose will be to promote more cultural activities and facilities in the area to complement the expansion of the Queen's Theatre. Extending pedestrian priority areas in the town centre together with the provision of the civic open space proposed as part of the redevelopment of the Cattle Market in accordance with Proposal BAR6b, will provide further opportunities for cultural events to be hosted. Elsewhere, proposals for new cultural facilities, including public art in accordance with Policy REC8, will be supported to improve the quality and range of the existing provision and better reflect its sub regional role. Particular support will be given to those facilities identified in the Cultural Strategy including proposals for:-

- ◆ *An extension to the Queen's Theatre;*
- ◆ *The provision of a Library to the west of the River Taw in connection with an educational or community facility;*
- ◆ *A new dance and drama centre at North Devon College; and*
- ◆ *Outdoor and indoor venues for arts and cultural events including North Devon Festival.*

Other Community Facilities

12.106 Barnstaple contains a good range of community facilities. However, there will be a need for new community facilities throughout the Plan period, which will be assessed against Policy COM4.

Seven Brethren

12.107 Seven Brethren is a key strategic location on the edge of the River Taw, within 400 metres of the town centre. Its strategic significance will increase when a direct public transport, pedestrian and cycle link is provided in connection with the Western Bypass, which will improve Seven Brethren's role as an important transport hub and interchange. Specific transport measures proposed for the area include a new link road joining Seven Brethren Bank with Station Road, a bus and rail interchange and pedestrian and cycle routes incorporating, if feasible, an underpass by the Long Bridge connecting to various parts of the town. Contributions may be required from new development in the area including the proposed Herton Technology Park and the redevelopment of Anchorwood Bank to implement these initiatives.

12.108 Seven Brethren currently accommodates a variety of public uses including the main leisure centre, a tennis centre, playing pitches, a retail developments, car, coach and lorry parking and a waste recycling centre. Although new development and enhanced landscaping has improved the overall environment of the area, it still has a run down appearance with the visual quality of the river frontage especially poor. For these reasons, and given the area's proximity to the town centre, Seven Brethren has considerable redevelopment opportunities based on the consolidation and enhancement of existing uses. Generally the area needs to retain a significant element of car, coach and lorry parking, not least to accommodate the annual fair. To ensure that Seven Brethren is redeveloped in a comprehensive and co-ordinated manner a Development Brief has been prepared for the area to guide new development. Uses proposed for the area are summarised below:-

- ◆ *Indoor leisure activities including subject to demand, the provision of a major facility such as a, skating rink or bowling alley;*
- ◆ *Additional retail warehousing to meet the future shopping needs of Barnstaple and North Devon;*
- ◆ *Improved public transport interchange facilities;*
- ◆ *Recreational facilities which may include a BMX and skateboard park;*
- ◆ *An improved civic amenity recycling centre;*
- ◆ *Environmental enhancement of the River frontage and throughout Seven Brethren, including improved provision for pedestrians and cyclists and, subject to its feasibility, the provision of a bridge linking both banks of the River Taw.*

12.109 Due to the visual importance of the site, new buildings should be of a high quality design and incorporate extensive landscaping, particularly along the River frontage and where prominent in views from the Western Bypass, in accordance with Policies DVS1 and DVS2. Much of the site is also contaminated with methane, reflecting its former use as a refuse tip. All proposals will therefore be required to ensure that any contamination issues are properly addressed in accordance with Policy DVS4.

PROPOSAL BAR14 (SEVEN BRETHERN REGENERATION)

LAND AT SEVEN BRETHERN IS PROPOSED FOR RETAIL WAREHOUSING AND LEISURE FACILITIES, TOGETHER WITH A BUS AND RAIL INTERCHANGE, CAR, COACH AND LORRY PARK AND IMPROVED CIVIC AMENITY RECYCLING CENTRE, AS IDENTIFIED ON INSET MAP 2, PROVIDING THE FOLLOWING ELEMENTS ARE INCLUDED:

- A) THE ENVIRONMENTAL ENHANCEMENT AND IMPROVED USE OF THE RIVER FRONTAGE INCLUDING THE PROVISION OF PEDESTRIAN AND CYCLE LINKS AND MOORING AND BOAT LAUNCHING FACILITIES;**
- B) HARD AND SOFT LANDSCAPING; AND**
- C) WHERE APPROPRIATE, THE PROVISION OF OR CONTRIBUTIONS SOUGHT TOWARDS A ROAD LINK BETWEEN STATION APPROACH AND SEVEN BRETHERN BANK AND THE IMPROVEMENT OF PUBLIC TRANSPORT, CYCLE AND PEDESTRIAN ROUTES CONNECTING TO THE TOWN CENTRE, TARKA TRAIL, ROCK PARK AND ANCHORWOOD BANK, INCLUDING AN UNDERPASS UNDER THE LONGBRIDGE.**

TRAVEL AND TRANSPORT

Traffic Management

12.110 Traffic management measures and general improvements to the pedestrian, cycling and public transport network aim to make Barnstaple one of the most accessible towns in the South West to all sections of the community. The key travel and transport measures proposed for Barnstaple, as contained in the Devon Local Transport Plan (2001-2006), are illustrated in Diagram 3 on page 118. Specific measures proposed include:-

- ◆ *Encouraging people to walk from the edge of centre car parks to the town centre thereby reducing the number of cars in the town centre itself;*
- ◆ *Encouraging visitors and shoppers to spend longer and explore further in the town centre by making casual walking more attractive;*
- ◆ *Encouraging walking from the interchanges at the bus and rail stations; and*
- ◆ *Providing more attractive and safer pedestrian routes to schools, employment areas and community facilities from residential area.*

The Western Bypass

12.111 The Travel and Transport Strategy for Barnstaple is set out in the Local Transport Plan. The proposed Western Bypass and Downstream Bridge, which is scheduled to open in 2007, provides the catalyst for the Travel and Transport Strategy for Barnstaple particularly in terms of improving the pedestrian, cycle and public transport network. The proposed Western Bypass is the key transport scheme for the county. It will improve the strategic road pattern in North Devon and specifically relieve traffic congestion in Barnstaple, enable the implementation of sustainable travel and transport initiatives and help the economy of Northern Devon. The route of the Western Bypass is shown on Inset Maps 1 and 2 and will be protected from any development proposals likely to prejudice its implementation.

POLICY BAR15 (PROTECTING THE WESTERN BYPASS)

THE ROUTE OF THE WESTERN BYPASS, AS SHOWN ON INSET MAPS 1 AND 2, WILL BE PROTECTED AGAINST ANY DEVELOPMENT THAT WOULD PREJUDICE ITS IMPLEMENTATION.

The Pedestrian and Cycle Network

12.112 Significant progress has already been made in creating and enhancing the cycle network in Barnstaple, particularly to the east of the River. The completion of the proposed Western Bypass will enable traffic management and improvements to be made to the walking, cycling and public transport networks both within the northern and southern parts of the town as a result of reduced traffic levels.

12.113 In addition, the network in Barnstaple will be significantly enhanced by the upgrading of existing routes and the completion of gaps in the current network in conjunction with new development particularly at Anchorwood Bank, Seven Brethren, RGB, Mill Road and Evans Transport. New routes have been identified in the Pilton area, as shown on Inset Map 1, to link the local schools, Hospital and Pilton Park to the town centre and Tarka Trail.

12.114 New pedestrian and cycle routes are proposed along the banks of the River Taw connecting to Bishops Tawton and along Victoria Road and Rock Park, Eastern Avenue, the Coney Gut in Whiddon Valley and at Bickington and Sticklepath to improve links onto the Tarka Trail. All these proposals will be implemented by the County Council in partnership with the District Council. More extensive recreational routes are proposed along the former railway lines. These routes will be safeguarded in accordance with Policy REC4.

PROPOSAL BAR16 (PEDESTRIAN AND CYCLE ROUTES)

NEW PEDESTRIAN AND CYCLE ROUTES ARE PROPOSED AS SHOWN ON INSET MAPS 1, 2 AND 9.

Public Transport

12.115 Following the completion of the Western Bypass, bus priority measures will be implemented throughout the town. These measures will take advantage of the increased road capacity which will significantly reduce delays and operating costs whilst improving reliability and punctuality. Priority will be given to improving the network of bus routes that link residential areas to key destinations including the railway station, town centre and the hospital.

12.116 Specific bus priority measures are proposed at Sticklepath Hill, the Old Torrington Road, Longbridge, Braunton Road, Rolle Street, The Square, Boutport Street and Lower Boutport Street. Public transport interchange facilities, bus stops and turning areas should also be incorporated into major development schemes. Contributions may also be sought to help fund new or recently established routes and the introduction of an Intelligent Transport System (ITS) for the town in accordance with Policy TRA1A. ITS is a Department of Transport initiative that is designed to improve the quality, safety and efficiency of transport networks using a number of technology based approaches. Such initiatives could include travel information such as a bus real time system, bus priority measures where traffic signals are changed to reduce the journey time and the implementation of a fare structure through, for example, the use of a Smartcard.

12.117 To further promote the use of public transport, reduce congestion and improve the accessibility to the town centre, it is planned to extend the existing park and ride scheme at Park Community School, Newport. In addition, park, ride and walk schemes are proposed at the Clarks and Ayres and Grimshaw Factories and adjacent to the Evans Transport site, both off the Braunton Road. New park and ride schemes will also be required at Roundswell and along the routes of Eastern Avenue, the Braunton Road and the A39, although no specific sites have been identified.

12.118 To facilitate the use of the proposed park, ride and walk schemes, bus priority lanes should be created enabling direct linkage to the town centre. The new park, ride and walk schemes should be sensitively landscaped in order to minimise their impact on countryside, townscape and nature conservation interests. Facilities such as shelters and security features including lighting and CCTV cameras should also be provided. Further information on the creation and operation of park and ride schemes is available in the booklet '*Bus Based Park and Ride – A Good Practice Guide*' (English Historic Towns Forum, May 2000).

PROPOSAL BAR17 (PARK AND RIDE SCHEMES)

PARK, RIDE AND WALK SCHEMES ARE PROPOSED AT PARK COMMUNITY SCHOOL, ON LAND ADJACENT TO EVANS TRANSPORT AND CLARKS FACTORY, AS SHOWN ON INSET MAPS 1 AND 2, AT ROUNDSWELL AND ALONG THE EASTERN AVENUE, THE A39 AND THE BRAUNTON ROAD.

12.119 An upgrading of the rail station interchange facility at Seven Brethren is proposed as part of its redevelopment. This will provide an opportunity to enhance walking, cycling and public transport networks west of the River including bus services from areas such as Bideford. An inter-modal freight terminal is also proposed following the construction of the Western Bypass and in conjunction with the direct link into Seven Brethren.

Car Parking

12.120 As set out in Policy TRA8, the level of car parking in residential schemes should be related to the intended occupants and its location within one of the three Parking Zone Areas defined for Barnstaple (see paragraph 6.40). The intention of Policy TRA8 is generally to minimise the amount of car parking in new residential schemes. However, some of the older parts of the town suffer from a lack of residents car parking. This situation has led to congested roads in some areas as a result of on street parking. Residential schemes in close proximity to these congested areas should include a level of car parking sufficient to help address the problem. In partnership with Devon County Council, the District Council will promote on street parking schemes for residents in those areas experiencing such problems, to complement those parts of the town already covered by such measures.

DIAGRAM 3 : TRANSPORT IN BARNSTAPLE – THE PROGRAMME FOR THE FUTURE

