



FEBRUARY 2018

WEST DEVON SHLAA

On behalf of our clients Barratt David Wilson, set out herein is additional information in respect of the assessment of our clients site at Callington Road. It was assessed in the SHLAA as site WD_45_74_14.

Our clients have undertaken initial master planning work on the site as well as commissioned transport and landscape work in order to feed into the initial proposals and capacity analysis. These were submitted as part of the Reg 19 submission and are attached to this submission for completeness. The following appendices are attached that formed part of the previous submission, for information purposes:

- Appendix 1: the illustrative master plan
- Appendix 2: Preliminary Transport Appraisal (including access drawing)
- Appendix 3: LVA Summary Information
- Appendix 4: Development Framework Document

Summarily the SHLAA assessed the site as not being appropriate in Landscape or Highways terms, however, the work undertaken by BDW confirms that this is not the case and we envisage that a detailed planning application could satisfactorily address remaining matters. In this regard, our clients are in the process of preparing a pre-application enquiry to the Council with a view that they would aim to submit a Full application (or outline with a voluntary period of 12 months for submission of Reserved Matters applications from permission) and would suggest a condition setting out a delivery rate per annum.

The Proposal

An illustrative master plan is attached at appendix 1, it has evolved from the Reg 19 submission version to include more buffer planting and open space. It would potentially provide up to 190 new dwellings (comprising private and affordable dwellings). In addition it would comprise:

- A primary access (roundabout) from Callington Road with pedestrian and cycle links;
- The potential for a gateway entrance feature to the town;
- On site open space and green infrastructure;
- A buffer to enhance the urban edge of Tavistock and potential habitat benefit area (if required); and
- Associated infrastructure.

BDW consider that the site is suitable and deliverable for residential dwellings and they would expect it to contribute towards the 5 year supply of land for development based on an application being submitted in Summer 2018. BDW's approach locally is to consult with the Design Review Panel in the first instance and if a full application were submitted it would be a "compliance" based application which would look to limit any pre-commencement conditions. Assuming therefore that planning permission were granted by Summer 2019, they would expect to be on site by Summer 2020 (this is in line with the lead in times for other schemes that they are involved with in the wider area).

Sustainability

It is considered that the site occupies a sustainable location with excellent links to existing footpath and cycle provision. It is within easy walking distance of a number of facilities. Bus stops are located within 250 metres of the site (against the Council's target of 400m) which provide direct and regular routes into the town centre as well as allowing for onward travel to Plymouth which is around a 50 minute bus

FEBRUARY 2018

journey. There are a number of further facilities within c.800m including convenience retail store and public house. The primary school is just over 800 m away. The Council's target is 800m.

Natural open space is within 100m (against the Council's target of 300m), the sports centre and NEAP are within 800 metres (against the Council's target of 1000m). The Town Centre includes a range of retail providers, services and other facilities including a surgery and library. In addition there are numerous employment opportunities within 2000m to 3000m walking distance.

Notwithstanding the above, it is further noted within the SHLAA that there are opportunities identified by the Council to contribute towards enhanced accessibility by walking / cycling. Indeed, with the Bovis site to the south, the site will be within even closer walking distance of facilities therein including the proposed school, community facilities, the shop and the potential railway station.

Access

The SHLAA indicates that of the three potential access points only one (via Callington Road) would be suitable and acceptable in principle if it were possible to form a suitable access. Calibro Transport consultants were appointed by BDW in order to prepare a high level transport study. As part of this, they have designed a junction that would be suitable accommodate development (this is included within appendix 2).

The SHLAA then notes that even if it were acceptable in principle from a highways safety perspective, *"it would result in an unacceptable impact on the gateway into the town due to the extensive removal of hedgebanks required."*

Whilst it is inevitable that there would be some loss of hedgerow, this is the same situation with most other locations for development (including the Bovis scheme opposite). However, importantly the master plan prepared and the landscape work undertaken indicates that there is an opportunity for replacement planting / mitigation and the creation of a strong landscaped entrance to the town which could be a considerable betterment on the existing situation. Indeed, based on the illustrative master plan prepared (appendix 1) here is potential that this could significantly enhance the entrance to the town.

The SHLAA indicates that *"Development will place further pressure on Drake's Statue"* however it notes that there is potential to mitigate for this through the railway. It further notes that *"the site is remote from the town centre and it may be difficult to achieve pedestrian access to the town centre along the former railway line. However, pedestrian links via Callington Road are available."*

Plainly through a detailed application the points raised by the Council could be satisfactorily addressed with any mitigation measures identified accordingly. Indeed, there is potential for the site to contribute towards the future rail line.

Landscape

With regards to landscape, there has been no formal landscape appraisal in the preparation of the SHLAA evidence base, which indicates that:

- The site covers a reasonably large area and development on the whole site is likely to have a significant impact on the landscape character of the area.
- This entrance into Tavistock also provides a very important 'gateway', establishing a strong landscape setting from the western approach into town.

FEBRUARY 2018

- Relatively flat site. Far reaching views from the west.

In response to this, BDW commissioned Liz Lake Associates to consider the potential landscape impact that development would have. This is included at appendix 2 (where detailed findings are set out) Summarily it notes:

- The Site is not located within or directly adjacent to any protected landscapes;
- The Site is cultivated agricultural land located on the western edge of Tavistock and whilst it displays some typical characteristics of the rural landscape, it is strongly influenced by the neighbouring residential built edge;
- The existing residential edge provides a low quality edge of settlement and detracts from the otherwise attractive rural character of the landscape;
- Whilst the Site is visible from the outer edge of the Tamar Valley AONB, visibility is limited to a few isolated locations on fast moving roads;
- The Site is not visible from any other of the designated landscapes in the vicinity;
- The Site is generally not visible from surrounding Public Rights of Way;
- Beyond the immediate Site edges, the Site is considered to have a moderate low visual prominence in the wider context;
- Views of the Site from the north are generally well screened;
- Views of the Site from the south are generally well screened;
- Public views of the Site from the east are well screened by existing dwellings on the eastern Site boundary;
- Views of the Site from the west and south west are more exposed, however there would be a limited number of visual receptors likely to experience the visual effects of potential development;
- Given the exposed nature, character and visual quality of the existing settlement edge as well as the relative visual containment of the Site from surrounding public viewpoints and protected landscapes, it is considered that the Site has a Moderate to High Capacity to accommodate change as proposed;
- There are limited constraints or issues in landscape and visual terms that would prevent the Site being considered for development; and
- There is potential to provide landscape and visual enhancements to the area by creating a new improved western residential edge to Tavistock.

Summary

It is clear from the work undertaken following the SHLAA that the main concerns of the Council can be overcome. Indeed, in transportation terms a suitable access can be formed and we would expect detailed analysis to identify any improvements that might be required to the local highways network.

In landscape terms, mitigation built in to the proposals would create landscape and visual enhancements that could create a high quality urban edge and gateway to the town from the east. Indeed, this would be in line with the existing scheme to the south. BDW confirm that the site is suitable and deliverable for residential development and they would expect it to contribute to the 5 year supply of the plan upon adoption.