



West Devon Borough Council

South and South-West of Tavistock Masterplan Supplementary Planning Document

April 2013 Committee Version – Tracked Changes



West Devon
Borough
Council

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West Devon Borough Council is committed to acknowledging the full diversity of our communities and to promoting equality of opportunity for everyone.

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1. Introduction

a. What is a masterplan?

1.1 The purpose of a masterplan is to provide guidance on proposals for development. They are usually used in relation to large or strategic sites where there is a need to establish the overall context in which a development should be delivered. Masterplans can consider a range of topics including the design of buildings, the layout of development, the types of uses to be provided, the infrastructure requirements and the timescales for delivering the development.

b. Why are we preparing a masterplan for new development in Tavistock?

1.2 The Council adopted its Core Strategy in 2011. The Core Strategy is a plan which sets out where and how development will take place in West Devon between 2011 and 2026. As part of the Core Strategy, two areas of land in the south and south-west of Tavistock were allocated for development. For ease of reference, these are described in the Core Strategy as SP23A and SP23B and are shown on the map below. This masterplan relates to the development of these two sites.

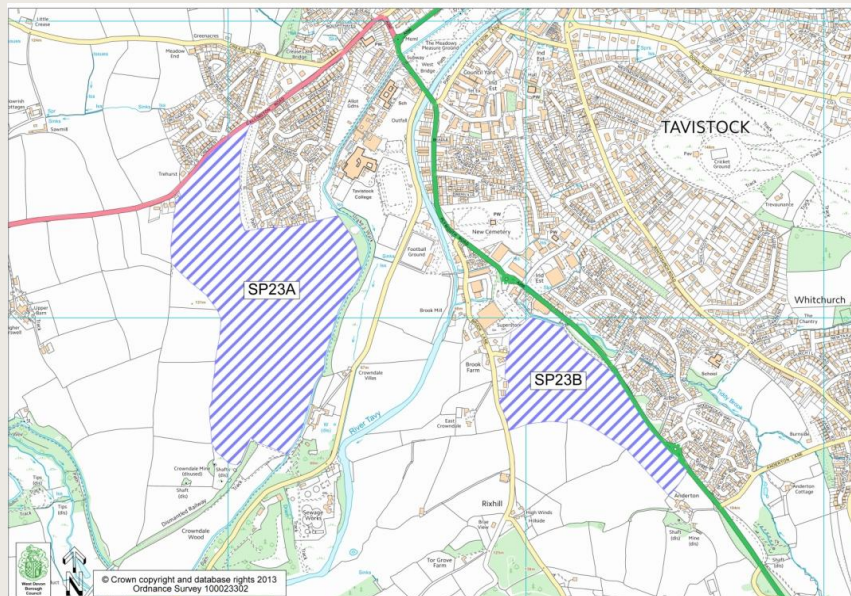


Figure 1: Location Map (SP23A and SP23B)

1.3 Along with housing land, the allocation includes provision for other uses, including employment, community facilities and the reinstatement of the railway line between Tavistock and Bere Alston. The specific requirements of the allocation are set out in [ChapterSection 4](#).

1.4 The Core Strategy explains that more detailed guidance around the design and implementation of the allocation will be set out in a 'comprehensive masterplan'.

C. What will this masterplan look at?

1.5 The overall aim of this masterplan is to set the context in which any applications for development across the sites SP23A and SP23B will be considered. The specific objectives of the masterplan are to:

- Provide detail to Strategic Policy 23 of the Core Strategy which sets out the key requirements of the development;
- Develop a vision for the new development which reflects the aspirations of the local community;
- Create a set of overarching design principles to achieve a high quality, locally distinctive and well-integrated development for Tavistock;
- Determine the main features of the development, including the major land uses to be accommodated and the associated infrastructure requirements.
- Put in place a framework to ensure a consistent approach to design and development across all aspects of the allocation. In this way, each element should contribute to the overall requirements of the development and the priorities of the town.

1.6 This masterplan establishes the context for development through the following three frameworks:

- **Land Use Framework:** Sets out the main types of development to be included within the allocation and guidance about how they should be distributed across the site.
- **Design Framework:** Sets out key design principles to guide the development of the site. This framework includes information about footpath and cycle links, building materials, development layout and landscape features. It also sets out good practice guidance for energy efficient design, sustainable construction and opportunities for low carbon and renewable energy.
- **Delivery Framework:** Sets out how the different elements of the sites will link together and the broad timescales for delivery.

1.7 These frameworks are designed to set clear principles for how the Council expects the sites to be developed and to ensure that the development is comprehensively planned across the whole site. They each contribute to the achievement of sustainable development and should be considered collectively as part of any application for development within the allocation.

1.8 Should more than one developer secure an option on land within the allocated sites, it will be vital that each application does not compromise the delivery of the vision, principles of development and infrastructure requirements for the site.

1.9 For the specific purposes of the allocated development in Tavistock, it is not considered necessary to set a rigid and prescriptive 'blueprint' for development and design. This is particularly important given the current market conditions and the high cost of infrastructure requirements associated with the allocation. It is therefore proposed that this masterplan will use the frameworks described above to set the key principles for the design and use of the site whilst allowing sufficient flexibility to enable the development to respond to other factors such as changes in housing demand, affordability of homes, building costs and infrastructure requirements etc.

d. How have we prepared the masterplan?

1.10 This masterplan has been prepared taking into account the following:

- *The South and South-West of Tavistock Design Brief*: this Design Brief has been prepared by specialist design consultants. The community was invited to be involved in this work and has helped to shape its content. The Design Brief does not set any policies but is being used as part of the evidence base supporting this SPD. It is available on the Council's website at www.westdevon.gov.uk.
- *Existing Evidence and Management Plans*: there is a range of existing evidence and information which has been useful in informing the overarching design principles for the development. These include the Tavistock Conservation Area Management Plan; the Tamar Valley Area of Outstanding Natural Beauty Management Plan; the West Devon and Cornwall Mining Landscape World Heritage Site Management Plan; and the West Devon and Tamar Valley Landscape Character Assessment.

e. What is the status of this masterplan and how should it be used?

1.11 This masterplan is being prepared as a 'Supplementary Planning Document'. Supplementary Planning Documents (SPDs) have a high level of 'weight' in the decision-making process as they must be prepared in accordance with national planning policies and have to go through a statutory consultation process. ~~Once the SPD has been adopted by the Council, it~~ will be used as a material consideration in determining applications for development.

~~1.12 Until this SPD is adopted, it will be used as emerging policy guidance to assist the Council in making decisions on proposals for new development on either SP23A or SP23B that may be submitted during this time. Any applicants who wish to submit an application during this time should be mindful of the guidance set out in this masterplan.~~

~~4.13~~ 1.12 This SPD is consistent with the National Planning Policy Framework (NPPF) and any applications will be considered alongside this as well as West Devon's Core Strategy ~~Strategic Policy 23~~.

~~4.14~~ 1.13 Any developer wishing to submit an application for development on the allocated sites within Tavistock are encouraged to commence early pre-application discussions with the Council. Information on the pre-application service offered by the Council can be found on the website www.westdevon.gov.uk

2. New Development and a Vision for the Future of Tavistock

a. About Tavistock

- 2.1 Tavistock is the largest town in West Devon with a population of around 12,450 people (Patient and Practitioner Services Agency 2012). A lively and attractive town, Tavistock is well known for its Pannier and food markets, and attracts visitors from a wide area to see these and explore the many other unique shops, restaurants and attractions the town has to offer.
- 2.2 The town is largely contained within the valley of the River Tavy and is surrounded on all sides by a distinct and valued countryside. Dartmoor National Park to the east of the town and the Tamar Valley Area of Outstanding Natural Beauty (AONB) to the south are both part of this landscape and form a dramatic backdrop to the town.
- 2.3 The local architectural and historic interest also adds to Tavistock's charm and lends itself to the town's appeal as a popular tourist destination. The built environment is characteristic of its mining past and is celebrated as a key part of the West Devon and Cornwall Mining Landscape World Heritage Site (WHS).
- 2.4 As a local market town, Tavistock plays an important role in supporting both its local residents and the communities of its surrounding rural areas. Those living and working in these places look to Tavistock for many basic and essential facilities as well as for its more diverse collection of entertainment, leisure and cultural activities.
- 2.5 The town itself, whilst being relatively self-contained, looks to Plymouth as its main economic centre. Achieving improved physical links to the city are an important part of securing a sustainable and successful future for the town. The planned re-opening of the railway line between Tavistock and Plymouth is key to this and is an integral feature of new development in the town. It has a number of benefits, including reducing congestion on the A386, providing a better choice of travel for local residents and encouraging visitors into the town and onwards to Dartmoor.
- 2.6 Over the years, Tavistock has grown with more modern influences adding interest and diversity to the area. New growth and development will continue to take place as an essential part of securing a thriving future for the market town and supporting the expanding local community. It is important that any new development respects the many special qualities of Tavistock and adds value to the already attractive and vibrant town that it is.

b. What are the local community's aspirations for new development?

- 2.7 As part of the preparation for the South and South-West of Tavistock Design Brief, the local community was invited to two community workshops to talk about their priorities for the town and how the developments could look. The key community aspirations that were recorded from these workshops have been summarised [below on the following page. Additional community priorities for the development were highlighted during](#)

further consultation on the draft masterplan and these have also been reflected in the aspirations listed below:

- Continue to promote a strong, close-knit community which is proud of its town and heritage.
- Create places of activity for all ages, particularly young people.
- ~~Design buildings which are of their time~~ Create buildings which strive to achieve the best and most imaginative design of their time but are inspired by a mix of traditional local materials and styles in the town.
- Avoid streets dominated by parked cars.
- Maintain low crime rates and the safe environment enjoyed by residents and visitors to the area.
- Support small scale employment, with opportunities for workshops, starter units and home workspace.
- Plan a 'walkable' development with safe streets and easy links to the town centre.
- Ensure a distinct and individual design which celebrates its views to the moor, protects the treeline into the Tamar Valley AONB and keeps the skyline free from development.
- Incorporate the best methods of sustainable design and create a lasting image of Tavistock as a forward thinking community.
- Maximise opportunities for a low carbon environment.
- Minimise the use of resources and promote energy efficiency within construction and operation of buildings, streets and spaces.
- Encourage self sustaining lifestyles including opportunities to grow food.

c. What do we want new development to achieve?

2.8 With much to value and protect, it is extremely important that new development maintains a sense of pride, place and identity in the local community. ~~Whilst n~~New development should achieve the best and most imaginative design ~~be~~ of its time, innovatively incorporating features within landmark buildings, the street scene and public art which are its design should be inspired by the many architectural qualities which already exist in the town, particularly those which have been influenced by the World Heritage Site and other architectural qualities of the town. ~~New~~The development should build on the already successful relationship between the built environment and the surrounding countryside, ensuring that it blends seamlessly into the landscapes of the Tamar Valley and Dartmoor National Park as the rest of the town has done through the years. Through the delivery of the railway and enhanced connections to the city of Plymouth, new development should contribute to a self-sustaining and vibrant future for the town.

Vision

~~We want~~ ~~N~~new development in Tavistock ~~will to~~ contribute to the strong sense of local community and sense of pride in the town. It will provide a range of homes, infrastructure, jobs and facilities ~~for to help build~~ a diverse stronger community. The use of modern and imaginative design will be balanced with respect for the past and be inspired by the World Heritage Site and other~~The design will draw inspiration from the~~ architectural qualities of the town. ~~and respect the World Heritage Site designation.~~ New planting will add value to ~~T~~the existing trees and hedgerows and together they will feature strongly as part of a well landscaped development, supporting local wildlife and adding interest to the development. Development should continue to build on the strong links between the built environment and the surrounding countryside, the Tamar Valley and the Dartmoor National Park. New footpaths, cycleways and bus links will connect the development to the rest of the town and, alongside the railway, will provide a range of sustainable travel options for our community. A low carbon development will be achieved ~~t~~Through the use of efficient design, renewable energy technologies and quality construction. ~~and the promotion of green travel opportunities, the development will contribute to a sustainable future for the town.~~

3. Planning Policy Context

3.1 The strategic planning policy context in which this SPD is being prepared is provided by the National Planning Policy Framework and the Council's adopted Core Strategy 2011. The relevant policies are set out below.

a. What are the national planning policies influencing development?

3.2 The National Planning Policy Framework (NPPF) 2012 sets out the framework to guide new development in England. The framework provides relevant policies which must be considered in the context of this SPD and any subsequent development of the allocation.

3.3 The key principles in relation to the development include:

- A presumption in favour of sustainable development, which means positively planning to meet the development needs of the area.
- Planning for a range of housing types, tenures and sizes that reflects local demands and that contributes to achieving sustainable, inclusive and mixed communities.
- Promote high quality design, recognising that it is “a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people”.
- Facilitate social interaction and support the development of places which achieve, amongst other things, opportunities for meeting spaces, safe and accessible environments, clear paths and cycleways and high quality public space.
- Meeting the needs of retail, leisure, office and other main town centre uses and making sure these are not compromised by limited site availability.
- Having full consideration to flood risk and water supply and ensure that development is designed and located in ways to reduce greenhouse gas emissions.
- Protect, enhance and minimise impacts on valued landscapes, geology and soil conditions, ecosystems and biodiversity.
- Encourage a positive approach to the conservation and enjoyment of the historic environment and an appreciation of the wider social, cultural, economic and environmental benefits that can arise from the conservation of the historic environment.
- Ensure sufficient flexibility is included within plans and policies to respond to changing economic circumstances and facilitate flexible working practices such as the integration of mixed uses within the same unit.
- Promote the use of sustainable transport options and the provision of viable transport infrastructure to support sustainable development.
- To encourage less use of the private car, locate new development close to key facilities, such as schools and local shops.

b. What are the local planning policies influencing development?

3.4 Strategic Policy SP23 of the adopted West Devon Core Strategy 2011 sets out the key requirements of new development on land to the south and south-west of Tavistock. The policy is outlined on the following page:

SP23 Tavistock

1. Land to the south of Tavistock is allocated for mixed use development and will include:
 - i. Approximately 750 dwellings, predominantly within SP23A
 - ii. Approximately 13 hectares of employment land, predominantly within SP23B
 - iii. Appropriate levels of open space
 - iv. Appropriate education facilities
 - v. The enhancement of health and social care services
 - vi. The reinstatement of the railway line to Bere Alston and associated infrastructure including a station and car parking
 - vii. Provision of (or contributions to) on-site or off-site infrastructure requirements associated with the development including highway junction improvements
2. The Proposals Map shows the boundaries of the strategic allocation.
3. The development of land to the south and south west of Tavistock should be developed in accordance with a comprehensive masterplan, along with the following site specific development principles:
 - a. Create distinctive, safe, sustainable, high quality development.
 - b. Integrate new development within the landscape, minimising and mitigating landscape impacts.
 - c. Have regard to the Tamar Valley Area of Outstanding Natural Beauty, the West Devon and Cornwall Mining Landscape World Heritage Site and the Dartmoor National Park and mitigate for any impacts on these special designations.
 - d. Be well integrated with new and existing services and facilities in the town.
 - e. Increase travel choices for people to reduce their reliance on the private car.
 - f. Provide new connections for vehicles, cycles and pedestrians between the proposed development and the existing town to support and help ease traffic flows in the town.
 - g. Provide an appropriate level of affordable housing in accordance with SP9, subject to the overall viability of the development.
 - h. The provision of local and strategic green infrastructure, for public sport, recreation and play, and to include open space networks for wildlife and water management.
 - i. Provide a sustainable water strategy that includes minimising use of water, recycling grey water, has integrated sustainable drainage systems and provides flood water retentions where appropriate.
 - j. Incorporate the latest sustainable development principles available during the period of development and should maximise energy efficiency and the use of energy from renewable sources.
 - k. Include the provision of neighbourhood retailing and other facilities to meet the additional needs of the expanded community, subject to the nature and scale of development being justified by need and there being no adverse impact on the town centre.
 - l. The development should support and not prejudice the re-opening of the railway line or the provision of a new railway station.
 - m. The development should support and not prejudice the delivery of a road or highway linking Callington Road and Plymouth Road.
4. Additional reserve housing sites will be identified in the Tavistock and Southern Area DPD¹.

In accordance with this policy, a comprehensive masterplan is required to ensure a well connected, attractive and sustainable development that will contribute to the long term sustainability of Tavistock.

¹The identification of an additional reserve sites(s) will be looked at through the preparation of a subsequent development plan document and will not form part of this SPD. It should be noted that a reserve site(s) as referenced in SP23 will ~~only~~ be required in the event that the allocation cannot deliver ~~all of the housing and other development infrastructure~~ requirements identified in the Core Strategy.

4. Site Descriptions, Requirements and Constraints

a. SP23A

4.1 **Site Description:** this area of land is located on the south-western edge of Tavistock. It is accessed from Callington Road (A390) on its northern boundary. Overall, the site covers an area of approximately 37.6 hectares which is mainly in use as pastoral farmland. The site is bounded to the south by dense woodland clusters where it meets the boundary of the Tamar Valley Area of Outstanding Natural Beauty. There are two strongly defined green corridors associated with the site; one being the disused railway line which divides the site in two halves in a north-south direction and the other being the canal which borders the eastern edge of the site.

4.2 **Site Requirements:** this part of the allocation is expected to provide the majority of the 750 homes required as part of the overall allocation. It will also need to make provision for a small station facility associated with the new railway and accompanying parking arrangements. This should ideally be incorporated within a main local centre ('the Hub') which is easily accessible from all parts of the development. Other facilities and infrastructure will need to be incorporated as described later in this masterplan.

4.3 **Site Constraints:** the key constraints to development on this site have been identified in the following table and are illustrated on the above map:

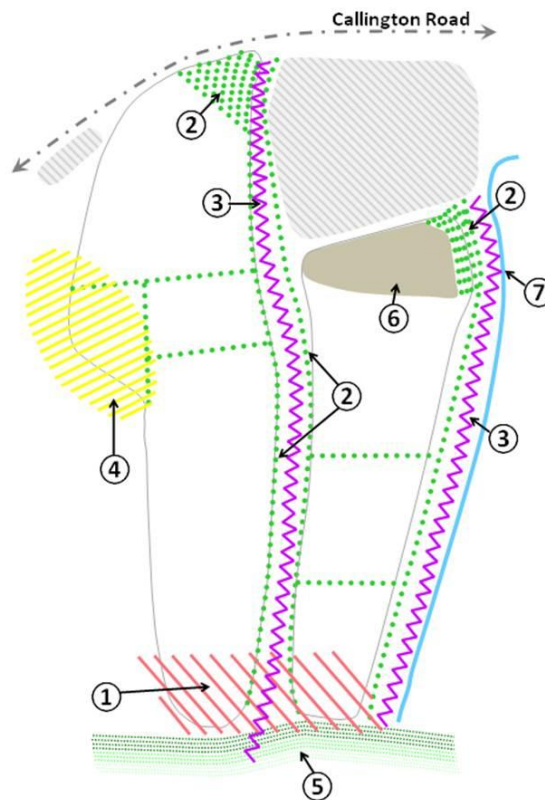


Figure 2: SP23A Constraints Map

1. Ground conditions	There has been previous mining work in the area and there is potentially an area of land to the south of the development which will need further geo-technical investigations prior to submitting an application to determine the extent of, if any, previous mining works.
2. Woodlands, hedgerows and trees	A number of well established hedgerows and granite hedgebanks are present and form clearly defined field boundaries. To the west of the site there is an established hedgerow running along the high ground and to the east a considerable tree boundary separates the development site from the World Heritage Site and canal.
3. Local heritage and archaeological assets	The West Devon and Cornwall Mining Landscape World Heritage Site borders the eastern boundary of the site, and includes the canal. The canal is an important feature relating to the industrial activity which took place in the area in the 19th century. The canal runs close to Crowndale Farm which is a listed building.

	Parts of the disused trackbed between Tavistock and Bere Alston (including the entire section within SP23A) fall within a conservation area, designated for its significance as an example of a late-Victorian railway.
4. Local high ground	The western edge of the site sits along a ridgeline and forms part of the local high ground. <u>This is particularly visible from the western edge of Dartmoor, namely Whitchurch Down. To retain this character, new development should not encroach on or over this natural ridgeline. Because of this, buildings in Tavistock generally sit below the skyline, and to retain this character new development should not encroach on or over this natural ridgeline.</u>
5. The Tamar Valley Area of Outstanding Natural Beauty (AONB)	The Tamar Valley AONB adjoins the site at its southern boundary, spanning an area of approximately 75 square miles that was designated in 1995. Development within SP23A must have regard to this important designation and reflect this accordingly within future proposals.
6. Steep topography	The entire site is generally sloping from the high ridgeline on the western boundary of the site down to the east. An area of land from the Monksmead estate rising west towards the disused railway line is steeply sloping and development may not be possible in this location.
<u>7. Tavistock Canal</u>	<u>Tavistock Canal runs along the eastern corridor of SP23A. The canal is bordered by dense woodland which provides important habitats for local biodiversity. In addition, the canal itself is an important watercourse and downstream links with the River Tamar at Morwellham Quay. This area is included within the Tamar Estuaries Special Protection Area (SPA).</u>

b. SP23B

4.4 Site description: this area of land is situated to the south of the town, next to Plymouth Road (A386). Its location means that it is the most suitable site for new employment-related uses as it benefits from the most convenient access to Plymouth and the major road network in the wider area. The site covers an area of 14.5 hectares and is currently in use mainly as pastoral farmland and paddocks. The site is generally sloping from higher ground on the south western edge of the site, down towards Plymouth Road on its eastern boundary. A narrow lane separates the allocation and is bounded either side by high Devon banks.

4.5 Site requirements: this part of the allocation is expected to provide the majority of the 13ha of employment land required by Strategic Policy 23. The focus of development will be to achieve high quality employment opportunities. It is accepted that it can be difficult in the current climate to develop land solely for employment uses and therefore the Council may consider a small proportion of higher value uses (e.g. housing or other development which has limited does not have any significant adverse impact on the town centre) to enable the cross-subsidisation of employment development. Further detail is provided in ChapterSection 5.

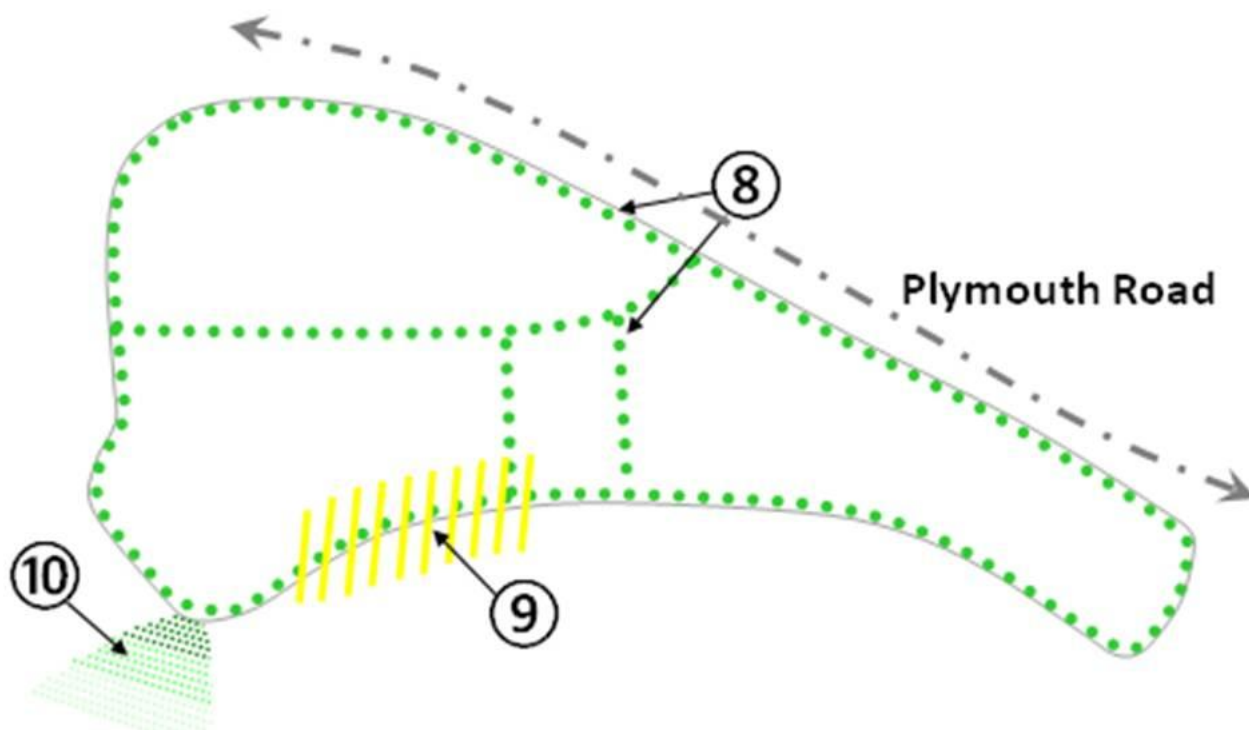


Figure 3: SP23B Constraints Map

4.6 Site constraints: the key constraints to development on this site have been identified as follows and are illustrated on the above map:

7.8. Hedgerows and granite hedgebanks	The site is bounded to the east by Plymouth Road (the main vehicle route into the town from the south). Along this boundary, well established trees and hedgerows separate the site from the main road. Clearly defined hedgerow boundaries and Devon banks are prominent on the western and southern boundaries of the site.
8.9. Local high ground	The site rises from Plymouth Road towards an area of local high ground on its south-western boundary. Buildings in Tavistock generally sit below the skyline and to retain this character new development should not encroach on or over this natural ridgeline.
9.10. The Tamar Valley Area of Outstanding Natural Beauty (AONB)	The Tamar Valley AONB adjoins the site at its southern boundary, spanning an area of approximately 75 square miles that was designated in 1995. Development within SP23A must have regard to this important designation and reflect this accordingly within future proposals.

C. Designated Sites

4.6 The Core Strategy is accompanied by a Habitats Regulation Assessment (HRA) Screening Report which assesses direct and indirect impacts on internationally and nationally designated sites. Of relevance to the Tavistock development is the Plymouth Sound and Estuaries Special Area of Conservation (SAC), the Tamar Estuaries Special Protection Area (SPA) and the Dartmoor Special Area of Conservation SAC. The HRA

has been agreed with Natural England and concludes that the allocation should not have any adverse effects on the integrity of these sites within and adjacent to its boundaries provided that the policies within the plan are implemented successfully. The principles and guidelines included within this masterplan seek to ensure that this is achieved in practice.

4.7 There are a number of Sites of Special Scientific Interest (SSSI) under 4km away from the allocated sites. These include the Grenofen Wood and West Down SSSI, the Whitchurch Down SSSI and the Tamar-Tavy Valley Estuary SSSI. It is important to note the presence of these protected sites, but given their distance away from the allocated land, it is considered that there are no direct impacts on them.

4.8 The Council has undertaken a Sustainability Appraisal/Strategic Environmental Assessment (SA/SEA) Screening Report of this SPD to establish whether or not a full SA is required. This Screening Report concludes that a separate SA/SEA is not required as the SPD does not result in any additional significant effects to those already identified in the higher level SA/SEA. This Screening Report is available alongside the masterplan.

c.d. Boundaries of the Allocation

4.4 4.10 The boundaries of the allocation are shown on the Proposals Map which accompanies the Core Strategy 2011. These boundaries define the extent to which development can take place and should be regarded as firm edges to the development unless in exceptional circumstances it can be demonstrated that a degree of flexibility would result in:

- A higher quality of design and overall development;
- Reduced impact on the landscape; and/or
- Securing requirements of the development which would not otherwise be viable.

4.2 4.11 This element of flexibility should not lead to an excess of development significantly above that set out in SP23.

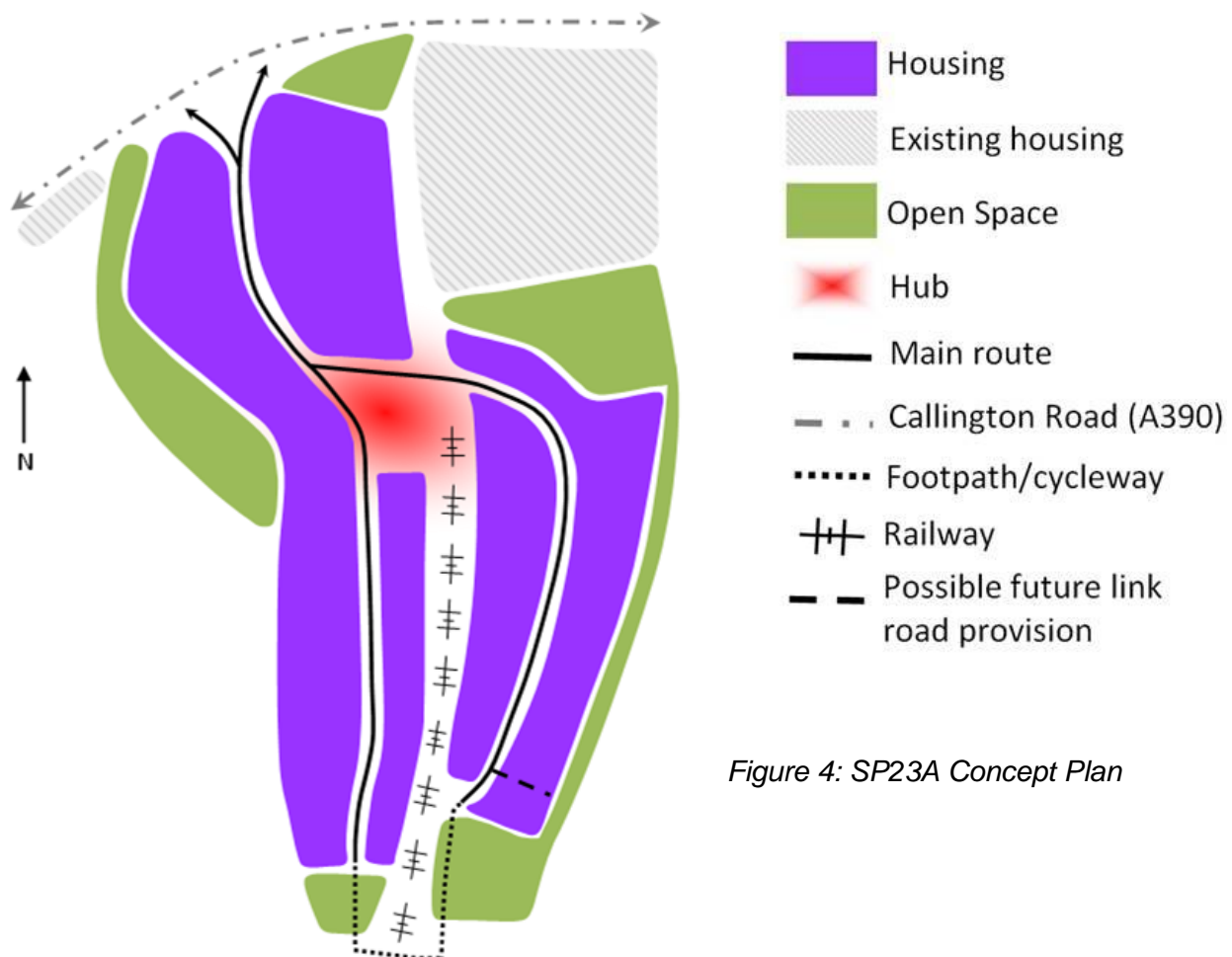
4.3 4.12 In such circumstances where an application for development extends beyond the boundaries as shown on the Proposals Map, the application will be advertised as a departure from the adopted Development Plan. This will enable those who support or oppose the application to engage in a robust decision-making process.

5. Land Use Framework

5.1 This land use framework provides guidance on the scale, type and proportion of uses that will be both required and acceptable as part of the allocation. It does not make provision for certain uses to be located in specifically identified areas but establishes the broad locations in which different types of uses will be appropriate. These are indicated on the concept maps set out below (Figures 4 and 5). These concept maps show broad outline designations which are based on the key constraints identified earlier in [ChapterSection 4](#). Within these broad locations, any applications for development should seek to deliver the main land uses, design specifications and infrastructure requirements set out in the following frameworks.

5.2 This framework takes into consideration the following:

- The policy objectives of the National Planning Policy Framework (NPPF);
- The specific requirements of Core Strategy Strategic Policy 23;
- The associated infrastructure requirements as set out in the Delivery Framework (section 7);
- The location of key existing and proposed access routes;
- Availability of funding and viability considerations; [and](#)
- Local evidence of housing needs.



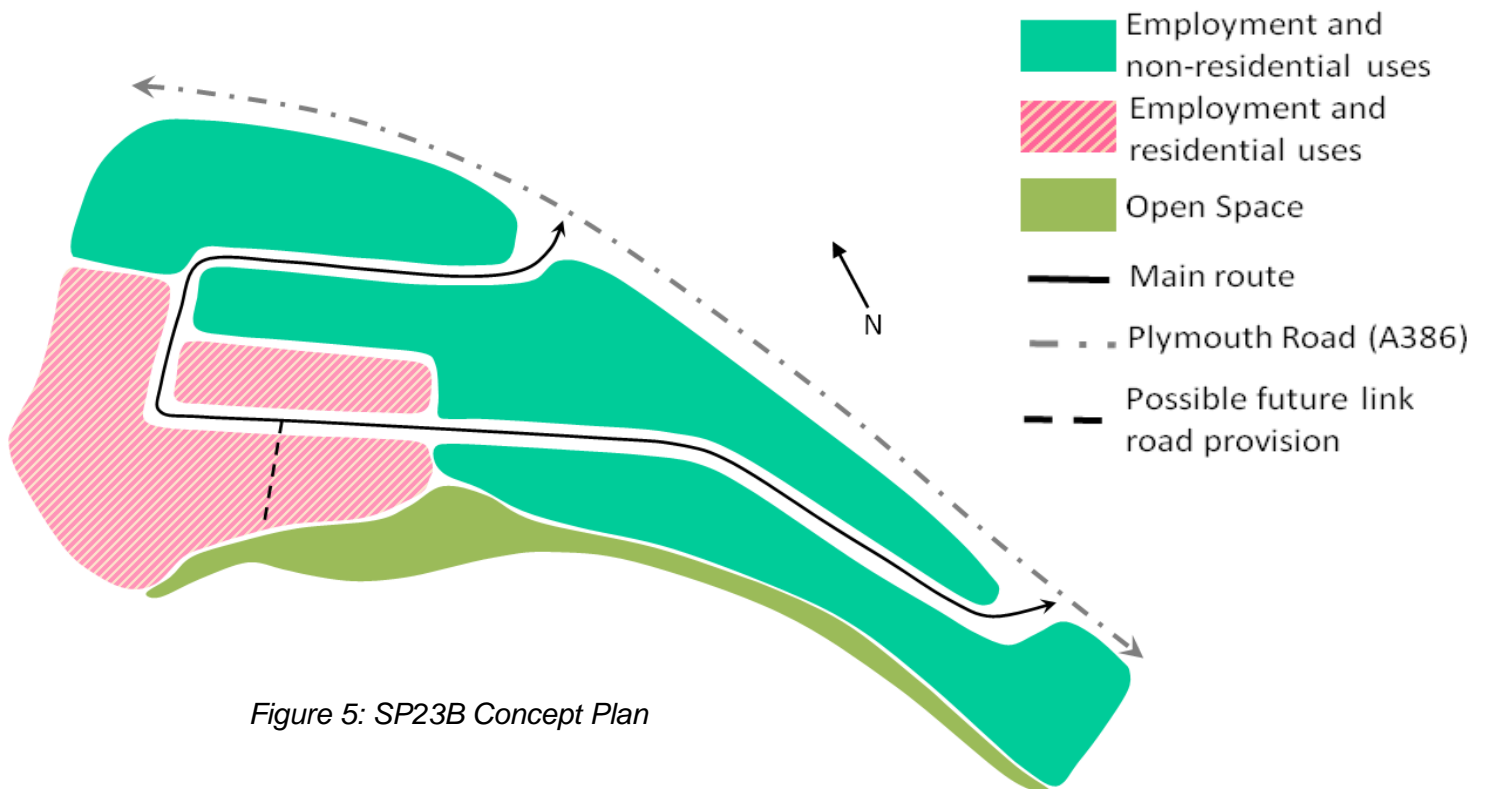


Figure 5: SP23B Concept Plan

a. Housing

Location

- 5.3 Strategic Policy 23 requires approximately 750 dwellings to be provided, predominantly within SP23A. This area is considered to be the more suitable of the two sites for residential development and contributions from new homes will be sought to fund a significant proportion of the railway.
- 5.4 A small proportion of residential development may be acceptable within SP23B and could be provided within the north-western area of the site. More information about this is provided in [section part \(d\)](#) of this [chapter section](#).

Affordable Housing

- 5.5 The Council's affordable housing policy is set out in Core Strategy Strategic Policy 9 and requires 40% of new homes on sites of 10 or more dwellings to be affordable (i.e. low cost housing available for rent or sale to meet the local needs of people who are unable to afford open market prices).
- 5.6 During the preparation of the Core Strategy, the Council commissioned an Affordable Housing Viability Assessment and a specific viability assessment relating to the proposed development in Tavistock. These are both available on the Council's website. This latter viability assessment has assessed the viability of the proposed development in Tavistock (with specific reference to SP23A). Taking into account the affordable housing target and the infrastructure costs associated with the development (in

particular the costs associated with the railway), the evidence concludes that delivering all of the affordable housing and infrastructure requirements in full is challenging.

- 5.7 Given these circumstances, the Council encourages early discussions with applicants and will aim to ensure the development achieves the highest level of affordable housing as possible whilst ensuring that the costs associated with the railway development and other critical pieces of infrastructure (see [ChapterSection 7](#)) can be met. Where it is not viable to meet the requirements of Strategic Policy 9 in full, developers should support this position with a viability assessment that substantiates this conclusion. Viability will be assessed in accordance with the Council's adopted Affordable Housing Code of Practice 2012.

Type, Size and Tenure

- 5.8 The Core Strategy requires new development to provide a mix of housing sizes and types to meet the needs of the local community. In particular, development should cater for a range of needs, including:
- Accommodation suitable for the elderly (e.g. ground floor/single-storey units). Such accommodation should be located in places which have easy access to key local facilities and public transport routes and are located in areas of least challenging topography;
 - An extra-care housing scheme providing [around-between 50 and 60](#) units is also required. As above, this should be situated in an accessible location. [It is considered that this type of use would benefit from being closely related to facilities and other residential development;](#)
 - A proportion of Lifetime Homes which are adaptable for all stages and circumstances of life;
 - Smaller (one, two and three bedroom) properties as accommodation for young people and families, enabling them to stay in the area. Tavistock is fortunate to have a significant proportion of larger bedroom properties and the provision of smaller bedroom units will help to balance existing supply for the benefit of current and future generations;
 - A mix of terraced, semi-detached and detached properties. Open market flatted properties do not typically sell well in the Tavistock area and therefore smaller bedroom terraced properties are preferable. However, a proportion of one and two bedroom apartments as part of the affordable housing provision will be considered.

b. SP23A – Other Uses

Education, neighbourhood shopping and the railway station

- 5.9 There are various uses other than residential which will need to be included within the development of SP23A. These range from a small neighbourhood shop [and open space](#) to educational facilities and a railway station. There is the potential for these to complement each other and be a focal point for community interaction by being co-located in a central location within the development. For the purposes of this masterplan, this will be known as the 'Hub'. The location of the Hub will be heavily influenced by where the railway station can be situated which has been determined by

engineering requirements. This is explained in more detail below. Co-locating these uses would enable:

- The use of shared car parking facilities;
- The concentration of main public transport links;
- An effective integration of footpaths, cycleways and roads around the development towards a central location where the key services within the development are provided;
- Dual use of facilities where appropriate.

5.10 The different types of uses that could be accommodated within the Hub are discussed in more detail below:

Railway Station

5.11 The Core Strategy includes provision for the reinstatement of the railway line between Tavistock and Bere Alston. The terminus of this line in Tavistock will be within SP23A, towards the north of the site as indicated on the concept map (Figure 4). The terminus will need to be accompanied by a station facility, and sufficient car parking, a bus stop and space for bus turning. The station facility will need to include a platform and shelter and any other ancillary uses (e.g. café, public toilets) as is appropriate and viable. Appropriate management arrangements for the maintenance and operations of the station and car park will need to be secured. Sufficient parking for around 70 – 100 spaces will need to be provided to accommodate rail passengers, as well as cycle parking. This provision of parking should be well related to other commercial uses in the area and be incorporated within the overall design of the Hub. The provision of the station will be managed by Devon County Council in connection with the reinstatement of the railway line.

5.12 The railway itself is expected to be delivered in phase with the mixed use development to the south west of the town and the intention is that new rail services will be in operation by the time the development is completed. Whilst the railway is a critical piece of infrastructure and is required to achieve the vision for the town, the residential development itself is not dependent on the railway being in place in the early stages of the plan period. The railway scheme is needed to mitigate for the impacts of new development on the A386 and any future developments in the town will be expected to contribute towards it in accordance with Core Strategy Strategic Policy 4. The delivery of the railway will be managed by Devon County Council as the Highway Authority for the area.

5.125.13 A range of studies and surveys have been undertaken which provide information and evidence to support the railway proposals. Devon County Council is continuing to gather and update information as it progresses the project to deliver the railway. These documents are available on the Council's website at www.westdevon.gov.uk and include:

- Tavistock Route Re-Opening: Option Refinement and Business Case (October 2012)
- Tavistock to Bere Alston Community Rail Project - Evidence of Deliverability (April 2009)

- [Tavistock to Plymouth Corridor – Analysis of A386 and Proposed Rail Scheme \(September 2010\)](#)
- [Affordable Housing Viability Assessment – Strategic Sites in Okehampton and Tavistock \(October 2012\)](#)

5.135.14 North of the planned railway station and access road, no further development should take place along the length of the old railway line that would restrict a possible eventual relaying of the line and rail link to Okehampton. [However it is important to note that this will be challenging to deliver and is not currently being developed as part of the on-going rail project.](#)

Neighbourhood Shopping Centre

5.145.15 The Core Strategy makes provision for some small-scale neighbourhood retailing (e.g. a small convenience shop equivalent to the town's existing Spar stores) to meet the needs of the expanded community. It is, however, important not to create a competing centre to the town and therefore the scale and type of uses promoted in this area will need to be carefully considered. The Core Strategy requires any proposals for this type of use within the development to be of an appropriate nature and scale to the development. [Any proposals for food and/or non-food retail units over the locally set threshold will need and to demonstrate that it will have no significant adverse impact on the town centre in accordance with local and national policy.](#)

Education Facilities

5.155.16 As part of the process of allocating the SP23 site for development, Devon County Council assessed the education needs arising from the new development. This assessment predicted that the development will generate approximately 188 primary pupils and 113 secondary pupils.

5.165.17 There is currently capacity within Tavistock College to accommodate the anticipated increase in secondary school pupils. However, it may be necessary to collect financial contributions from the development to cover the costs of this increased demand.

5.175.18 In terms of primary school provision, it is anticipated that the increased demand for school places cannot be met by existing provision and therefore a 1.3 hectare site for a new primary school is required to meet education needs in the later stages of the development. The location of this school should be well related to the other main community spaces and should therefore be provided within the Hub.

5.185.19 It is acknowledged, however, that it is inherently difficult to plan for new school provision. This is because the capacity of schools is continually changing due to fluctuations in birth rates and the choices parents make in respect of where they send their children to school. As such, this situation will be monitored and should it be evident that a site for the primary school is not required towards the end stages of the development, this site will revert to [either](#) a residential or [an](#) other use. The design and layout of the development will therefore need to plan for this contingency. Developers are encouraged to engage with Devon County Council at an early stage to discuss arrangements for education provision required as part of the development.

5.195.20 Where education facilities are provided, dual use of these buildings and outdoor areas should be promoted so that they can be used by everyone in the community. This will enable an efficient use of space as well as helping to ensure the viability of such places in the long-term.

c. Employment

5.205.21 Core Strategy Strategic Policy 23 requires approximately 13 hectares of employment land to be delivered, predominantly within SP23B.

5.215.22 It is accepted that achieving the level and type of development being sought (i.e. the more traditional B1, B2 and B8 uses) will be a significant challenge due to current market conditions and the costs of funding serviced land and associated infrastructure requirements. The Core Strategy therefore states that it will adopt a flexible approach to the type of business employment uses that would be acceptable, with the focus on achieving high quality employment opportunities.

5.225.23 In addition, the NPPF does not provide a strict definition of what economic development consists of, other than to state that it includes all B class uses, public and community uses and main town centres uses (excluding housing). In general, the NPPF promotes a positive approach to all forms of development which support a strong and prosperous economy.

5.235.24 As such, the Council is keen to see a mix of employment-related uses come forward across SP23B. This could include, including small workshop spaces, live-work units, light industry, storage and office development.

d. Employment Enabling Uses

5.245.25 As stated above, it is accepted that it can be difficult in the current climate to develop land solely for employment uses and therefore the Council may consider a small proportion of higher value uses to enable the cross-subsidisation of employment development.

5.255.26 In line with the NPPF, the Council will enable a degree of flexibility as a way of helping support other businesses and economic growth, by allowing a small proportion of higher value uses within the development. Whilst the majority of SP23B should be used for employment, other uses may be acceptable where they enable the delivery of serviced employment land, increase the supply of jobs in the local area and/or contribute to local economic growth. In such circumstances, proposals for these uses should clearly demonstrate that they have met these criteria, that they have no significant adverse unacceptable impact on the town centre and that they are compatible with the surrounding employment uses. The types of employment enabling development which may be considered acceptable include:

- Residential: the majority of residential development should be located within SP23A (in accordance with Core Strategy Strategic Policy 23). However, a small amount

~~element~~ of residential development ~~may be appropriate could be provided~~ within the western area of SP23B where it would ~~help to deliver the employment land. serve to cross-subsidise an element of employment development. Any residential development will need to be appropriately planned to ensure that it does not compromise the operation of surrounding employment uses.~~ The scale of residential development acceptable will be dependent on the proportion of other uses to be accommodated on the site. ~~This will need to and should~~ be considered alongside any proposals ~~which come forward~~ on SP23A to ensure there is not a significant over supply or undersupply of the required amount of residential units ~~and so that it does not compromise the delivery of other stated objectives.~~ Any residential development in this area will be subject to the Core Strategy affordable housing requirements and will need to be otherwise acceptable in planning terms. In this area the Council would wish to encourage ~~with~~ a proportion of live-work units and artisan workspaces (including self-build opportunities for these units where appropriate).

- Retail: any proposals for food or non-food retailing could have an impact on the vitality and viability of the town centre and therefore retail uses on the site need to be carefully considered. It is not within the remit of this masterplan to determine whether or not such uses will be acceptable and therefore any proposals for retail development within this site will need to be assessed against the policies of the NPPF, Core Strategy and the emerging SPD on Assessing the Impact of New Retail Development in the West Devon. They should also have regard to the Council's approved Position Statement on New Retail Development in West Devon. Any proposals for retail use should look to locate development on the lower slopes of SP23B to minimise impact on the landscape and benefit from good access onto Plymouth Road.
- Hotels, restaurants and other commercial uses: these types of uses create jobs and where they have no ~~unacceptable significant adverse~~ impact on the town centre may be considered acceptable within the development. As for retail uses outlined above, these types of uses should ideally be located on the lower slopes of SP23B to minimise visual impact and benefit from good links to Plymouth Road.

e. Open Spaces and Play Areas

~~5.265.27~~ This includes play and recreation areas, allotments, community gardens, orchards and informal spaces.

~~5.275.28~~ The NPPF states that access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well being of communities. The Council will require an appropriate proportion and quality of play areas and open spaces to be provided to meet this national policy objective. In line with the Council's Infrastructure Delivery Plan and its local assessment of needs, a development of 750 homes would require the following public open space provision: this equates to the following requirements as part of SP23A:

- Approximately 1 hectare of open space and informal areas for general recreational use. This should be spread around the development and effectively integrated into the wider countryside. Such areas could be used as communal spaces for growing food through allotments and community orchards. There are areas within the site

which lend themselves naturally to this type of use (e.g. the sloping area of land towards Monksmead and the area of high ground on the north-western boundary of the site). Developers are also encouraged to think about how open space can be incorporated within drainage schemes and as buffers to the sensitive landscapes which the development area encroaches onto.

- Approximately 2.5 hectares of playing fields, including changing facilities where appropriate, and informal kick-about areas. Given the proximity of the playing pitches at Crowndale to the new development, it may be more suitable to seek ~~off-site~~financial contributions to maintain and enhance the existing facility. It will therefore be important to ensure that there are appropriate footpaths and cycles links to the Crowndale pitches from the site.
- Approximately 40.7 hectare of age appropriate equipped play and recreation areas. These should also be provided in various locations throughout the development with the main provision being near to, or within, the Hub.

~~5.285.29~~ More detailed guidance on the design of these areas is provided in ~~Chapter~~Section 6, ~~section~~ (gh).

~~5.295.30~~ Within SP23B, the type and amount of open space and play areas required will be dependent on what uses come forward on the site and will be determined at the detailed planning application stage.

~~5.305.31~~ The type and amount of open space to be provided in the allocated sites should be discussed with Council officers as part of the pre-application discussions to ensure that it meets locally identified needs and is complementary to existing nearby facilities.

f. Health and Social Care Facility

~~5.315.32~~ Through the preparation of the Core Strategy, the Council consulted with NHS ~~Devon-England~~ (formerly NHS Devon) and the local healthcare consortium to identify any healthcare requirements that would be needed as a result of the planned development. The local healthcare consortium confirmed through this process that there would be sufficient general practitioner services to accommodate the proposed increase in population within the existing general practice infrastructure. However, both the local healthcare consortium and NHS ~~Devon-England~~ expressed an aspiration to provide a new health and social care facility for Tavistock as a replacement for the existing hospital. Provision has been made for this to be located within SP23B and any applicants wishing to submit plans on this site should consult NHS ~~Devon-England~~ at the earliest opportunity who are responsible for leading and funding this project. An area should be made available within SP23B for this facility so that when funding becomes available it can be provided in a location which has direct access onto Plymouth Road.

~~5.325.33~~ Appropriate financial contributions will be sought across all residential parts of the development as necessary towards primary healthcare provision in the town.

6. Design Framework

- 6.1 The NPPF stresses the importance of good design and the role it plays in creating positive environments for people to live in. As such, the Council wishes to see the following design guidance reflected in applications for development. This refers specifically to SP23A and SP23B but can also be used as good practice on other developments coming forward in the town.
- 6.2 It is understood that there are viability considerations that need to be taken into account but there are many cost effective options which can be used to achieve a high quality and distinctive design across all aspects of the development. Applicants are encouraged to engage early with the Council in pre-application discussions so that viable and effective layouts and designs can be developed.
- 6.3 The design framework is made up of the following categories:

- a. a. Access (Vehicle)
- b. b. Access (Footpaths and Cycleways)
- c. c. Biodiversity
- d. d. Boundaries
- e. e. Broadband Connections
- f. f. Building Materials and Style
- g. g. Character Areas and Development Densities
- h. h. Open Space Provision
- i. i. Orientation
- j. j. Parking
- k. k. Properties and their Usability
- l. l. Public Transport
- m. m. Site Entrances
- n. n. Street Layout
- o. o. Sustainable Energy
- p. p. Sustainable Urban Drainage
- q. q. Street Furniture
- r. r. World Heritage Site

- 6.4 Each of these categories contributes to reducing carbon emissions, achieving sustainable development, promoting safe and active communities and connecting the development with the surrounding landscape. They should be considered collectively and reflected in any application for development.

a.) Access (Vehicle)

- 6.5 As part of the process of allocating the SP23 site for development, Devon County Council assessed the potential impacts of the development on the highway network and demonstrated how increased traffic can be adequately dealt with.

6.6 This is provided in the following reports which are available on the Council's website at www.westdevon.gov.uk:

- Tavistock Highway Improvements – Traffic Analysis Report (March 2010)
- Tavistock to Plymouth Corridor – Analysis of A386 & Rail Scheme (Sep 2010)

6.6 6.7 With regards to SP23A, initial assessments identified that improvements would be required to accommodate the development. A Traffic Highways Improvements Analysis Report was subsequently prepared which modelled the current use of the junctions within the western part of town and assessed the potential impact of new development in the area. This shows that local highway improvements, alongside the reinstatement of the railway line, will be required to mitigate the traffic impacts of the development. With particular reference to the highway improvements, various options to access the site were explored and the following was agreed:

- Improvements need to be made to the Drake Statue and Drake Stores roundabouts to accommodate the increase in traffic as a result of the new development. Further details about what this will involve should be discussed by applicants with County Highways at the earliest opportunity.
- The main access into the site can be achieved via Callington Road and there is sufficient capacity on these routes (subject to the above being implemented) to accommodate the entire development. No further access points are required to service the allocated development other than sufficient emergency routes as required.
- Access to the land east of the railway can be achieved from a road link across the disused railway line. Provision for future access will be required as part of any first phase of development which ensures that land to the east of the railway is not prevented from coming forward for development. and will be required as part of any first phase of development. This access will need to cross the disused line north of the final station location to ensure that it does not preclude the delivery of the railway.
- The design should not preclude a vehicle link between SP23A and SP23B should it be required beyond 2026. Such a link would need to carefully consider how it would impact on the World Heritage Site, Crowndale Farm and the Tavy Valley which lies between the two development sites.

6.7 6.8 Suitable access can be achieved to SP23B via the A386. Specific arrangements should be discussed with Devon County Council in the early stages of preparing an application to determine the location and type of access required. Options to provide two access points onto the A386 (as shown on Figure 5) should be explored. This is likely to include the use of the existing roundabout at the junction to the Tiddy Brook estate and the creation of a new junction at the entrance to the Bishopsmead estate.

b) Access (Footpaths and Cycleways)

6.8 6.9 Excellent footpath and cycle connections should be made to make it easy to move around the development, particularly between homes, play areas, key facilities, the

wider countryside and existing footpaths and cycleways. Consideration should be given to natural 'desire lines' and, where possible, the routes should be overlooked to create safe links. Paths situated to the rear of properties are actively discouraged as these have proven to generate crime. ~~Both sites have a mix of steep and gentle slopes and consideration should also be given to how people with mobility issues can effectively use these routes.~~

6.9 6.10 Both sites have a mix of steep and gentle slopes and consideration should also be given to how people with mobility issues can effectively use these routes. Options such as appropriately placed rest areas and routes which follow gentle inclines should be explored. Level footpaths and pavements should also be promoted wherever possible and unnecessary steps should be avoided. For ease of use by all types of users, cycleways and footpaths should be clearly segregated.

6.10 6.11 Specific requirements are listed below:

- From SP23A, a pedestrian and cycle link should be created which connects directly to Drakes Walk (NCN Route 27), providing access into the town centre, the canal, Tavistock Primary School, Tavistock College, the playing fields and Plymouth Road.
- All parts of the development should have safe and desirable footpaths and cycleways leading to the Hub and key open spaces.
- Developers are encouraged to provide safe and **secure** covered cycle storage as part of new development. At the Hub, appropriate safe provision should be provided for cycle storage, in connection with public transport linkages.
- In SP23B, the current Public Right of Way should be maintained to provide access into the surrounding countryside and a safe, dedicated route should be secured to link the development to NCN Route 27.
- **Disability Discrimination Act (DDA) compliant pedestrian and cycle access.**

6.11 6.12 The following plans show indicative walking and cycling routes for both SP23A and SP23B:

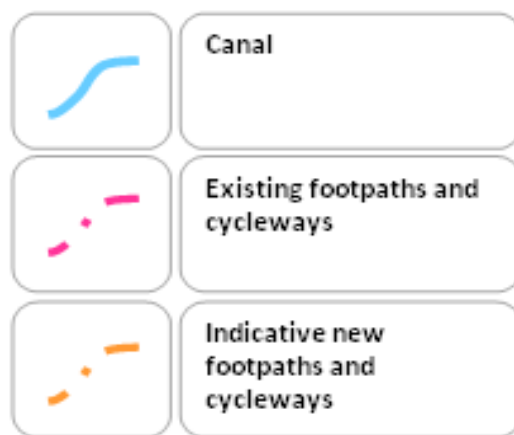
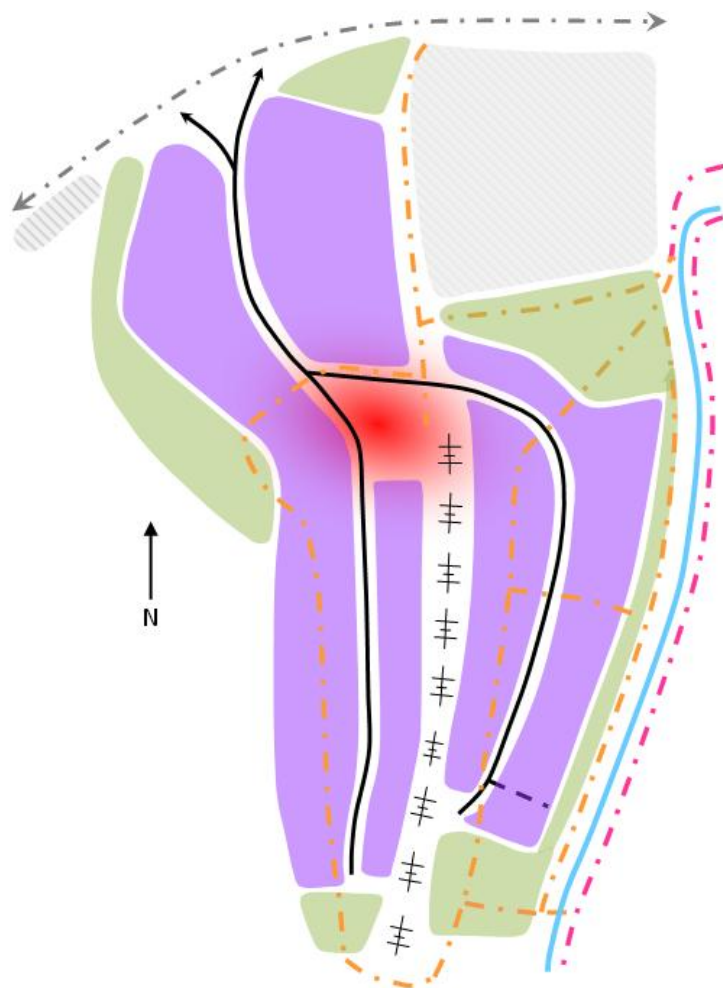


Figure 6: SP23A Indicative Footpaths and Cycleways

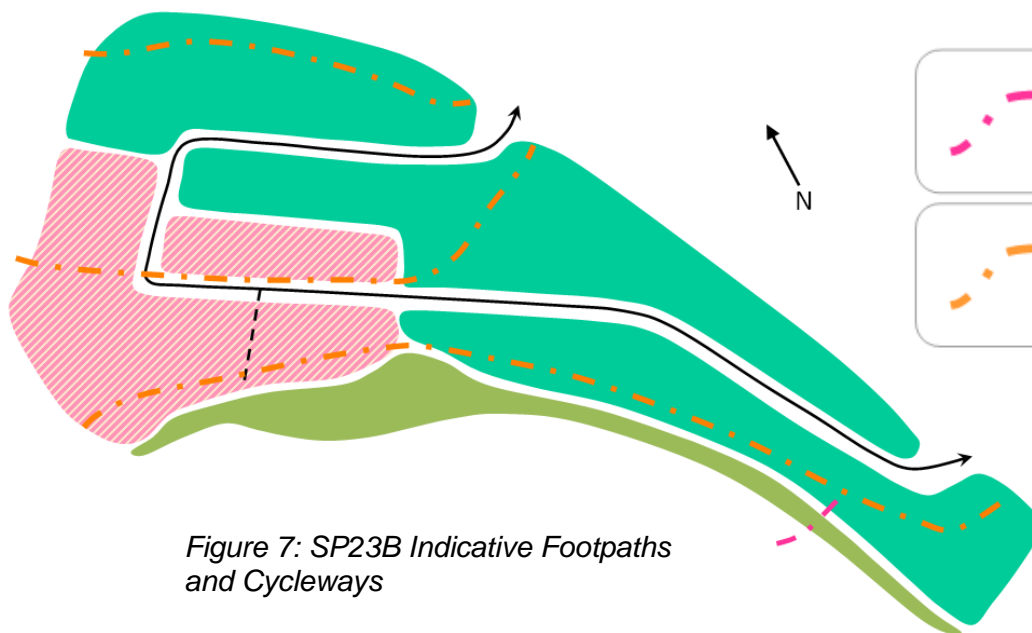


Figure 7: SP23B Indicative Footpaths and Cycleways

c) Biodiversity

6.13 Section 4 identifies the key sensitivities and constraints of both SP23A and SP23B. In particular it notes the presence of woodlands, hedgerows, trees, granite hedgebanks and watercourses which currently act as important wildlife corridors, as well as providing an important means of landscaping. In particular, applications for development will need to have regard to the following:

- a. On both sites, woodlands, hedgerows, trees, granite hedgebanks and watercourses should be retained and enhanced to provide continuous and varied open space networks for wildlife. In any circumstances where these are likely to be breached to achieve access, these should be limited in their extent and appropriate alternative corridors should be provided.
- b. There are opportunities for structural tree planting in SP23A and SP23B. This provides benefits in terms of improvements to air quality, local ecology and wildlife corridors and overall design quality. In particular, trees typical of the area should be used, notably purple beech, beech and lime.
- c. Sufficient buffering of hedgerows, hedgebanks and woodlands should be ensured for minimal disturbance of the wildlife corridors, recognising the importance of maintaining them as unlit corridors.
- d. The Tavistock Canal runs along the eastern corridor of SP23A. It is an important area for biodiversity both in terms of the water course and its surrounding woodland. Any development that occurs in the adjoining area should be mindful of its impact on this important landscape feature and take into consideration the management of surface water, drainage, ground water supplies and recreational use.
- e. Opportunities to maximise the biodiversity value of open space, footpaths, cycleways and allotments will be sought in terms of their connectivity, planting and maintenance (e.g. by including fruit and nut trees).
- f. Within the buildings themselves, opportunities will be sought to incorporate provision for bats and birds, with the provision sensibly located or grouped to support various species (e.g. located to provide easy access to linear features or wooded areas, or grouped as some bird species prefer).
- g. The presence of bats, particularly along the route of the canal, railway and hedgerows will need to be surveyed and appropriately located dark buffer zones and/or additional tree planting along these routes may need to be provided.
- h. Further assessment of the railway line will be required to determine whether there are any species along the track and alternative wildlife corridors may need to be identified to reduce adverse impacts.

6.14 In accordance with the Core Strategy, all applications will need to demonstrate any potential impact on wildlife and biodiversity value and mitigatory measures will need to be put in place as required.

d) Boundaries

- 6.12 **6.15** Boundary treatments are essential in providing clear definition to public and private spaces and can increase security for households. Well designed boundaries can contribute positively to the overall character of the development and help to strengthen the local street scene.
- 6.13 **6.16** A variety of boundary treatments are evident in Tavistock including stone walls, cast iron railings, hedges and trees. The choice of boundary treatment in the new developments should reflect local character and the different character areas within the sites, with consideration given to the materials, height, colour and maintenance required to ensure that the quality of the street scene is not compromised and is appropriate to the different uses.
- 6.14 **6.17** Boundaries are an important means of landscaping within the development and existing hedges, trees and Devon Banks should be retained and enhanced wherever possible. This also has ecological benefits by ensuring there are sufficient wildlife corridors throughout the development. Buildings should be located a suitable distance away from existing tree corridors to avoid the over-shading of nearby properties and the risk of falling mature trees.
- 6.15 **6.18** The development of both SP23A and B provides opportunities for structural tree planting. This is characteristic of existing parts of the town where there is a very strong tree presence (e.g. Watts Road, Whitchurch Road). This should include the planting of trees typical of the area, notably **P**urple **B**eech, **B**eech and **L**ime.

e) Broadband Connections

- 6.16 **6.19** Tavistock is benefiting in 2013 from fibre network connections to superfast Broadband. It is important that new development is able to use this resource and be connected to the town's network supply. The most cost-effective option is to include these fibres as part of the construction of the development rather than fit these retrospectively. Developers are strongly encouraged to include this provision within the development of both SP23A and SP23B.
- 6.17 **6.20** Developers should refer to the published Openreach developer guidance available on the BT website.

f) Building Materials and Style

- 6.18 **6.21** Colours, materials and features used on individual buildings, rooftops and surfaces are all important in helping to achieve a high quality development that is distinctive to the area and contributes to achieving a sense of place. The following should be taken into consideration:

Materials

- 6.19 6.22 In Tavistock, the design of new buildings should draw inspiration from the World Heritage Site and the buildings within the town's conservation area. Typical materials that have been used historically are Hurdwick stone, Dartmoor granite, copper, natural local slates and timber. New development should aim to incorporate these locally sourced materials in buildings, rooftops and surfaces wherever possible. The use of render on other materials has also featured on more recent 20th century developments in the town and more modern materials can be incorporated effectively into new developments where they are in keeping with the style of the area and can complement the more traditional materials.
- 6.20 6.23 It is not necessary for new development to replicate the urban form of the past but to take inspiration from the special qualities of the historic built environment. The Council will encourage developments which successfully integrate features of the past with innovative, sustainable and modern design and construction methods. The 'fabric first' principle should be applied which means that the need for energy is reduced at the outset and the use of appropriate materials is key to this. This should be supported by overall energy efficient design which incorporates high standards of insulation, glazing and ventilation.
- 6.21 6.24 The overarching aim is to achieve a high quality, locally distinctive development which embodies the enduring character of the town whilst creating a sustainable development of its time.
- 6.22 6.25 Some materials (such as some mixes of self-coloured render) which have been used on recent developments have led to premature ageing of buildings and staining and the Council is keen to avoid the continued use of such materials and techniques. The Council will actively encourage the use of materials which will weather appropriately over time and contribute to the long-term attractiveness of the development. The highest specifications of design and materials possible will be sought across the development.

Building Form

- 6.23 6.26 The provision of two storey houses is considered to be appropriate for Tavistock. ~~Around the hub, and in prominent positions, Well-proportioned three storey dwellings~~ may be considered appropriate but only in locations where they providing that they do not compromise the amenity of neighbouring properties (i.e by overlooking), have minimal impact on the landscape and contribute in a positive manner to the quality of design and local street scene.
- ~~6.24 Developers will be expected to demonstrate how the layout of the site will provide residents with a high quality living environment.~~
- 6.25 6.27 All properties should have access to a reasonable amount of private open space. Larger properties in particular should make provision for good sized gardens. Where apartments and collections of smaller properties do not have access to good levels of private open space, they should be well located so as to ensure easy access to community spaces and play areas or the creation of roof gardens should be promoted.

Roof gardens can add vital private amenity space for residents as well as help to contribute ecological value to buildings.

Colours

6.26 **6.28** There is a clear palette of colours which are distinctive to Tavistock and should be used as the basis of building and street colour design in the new development. These are shown on the below:

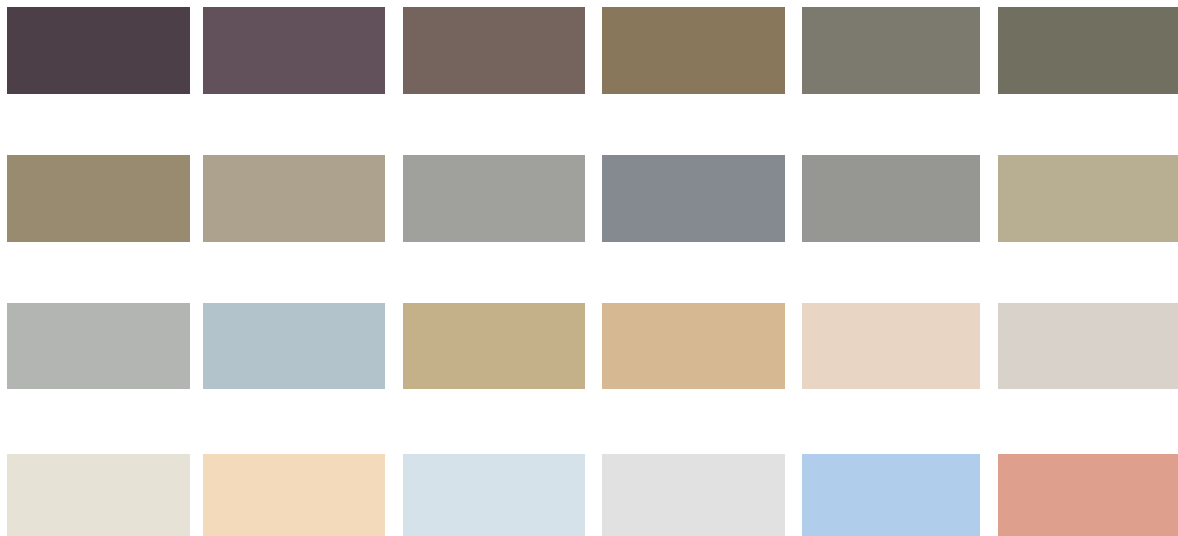


Figure 8: Tavistock Colour Palette
(Source: South and South-West of Tavistock Design Brief 2012)

Windows

6.27 **6.29** The design and placement of windows can make a strong contribution to the local character and quality of the development. They should be designed and located in ways which add significant detail and distinctiveness to buildings and maximise opportunities to overlook the street and open space.

6.28 **6.30** Across Tavistock, the types of windows that have been used on buildings vary considerably and therefore the design of windows within the new development should focus on being in keeping with the overall style that the development is keen to promote, being mindful of how they contribute to individual dwellings and the wider street scene. ~~It should be noted, however, that the positioning of windows can have significant energy efficiency benefits and they should aim to be positioned in ways which maximise passive solar gain.~~

6.31 Both the size and positioning of windows are important in maximising the provision of natural light into buildings. The use of well proportioned and well positioned windows is strongly encouraged as it reduces the requirements for artificial lighting and therefore improves the energy efficiency of the building.

6.29 **6.32** All Front elevations should ~~usually~~ contain windows that are located in a regularly patterned, well proportioned manner. Blank elevations should be avoided as windows

~~offer natural surveillance opportunities and therefore help to prevent crime and anti-social behaviour. Any buildings located on street corners should have windows on both street frontages to avoid blank walls in the street scene whilst offering opportunities for natural surveillance.~~

e. g) Character Areas and Development Densities

6.30 6.33 The purpose of identifying character areas is to ensure a variety of design and layout so that different parts of such a large development area are distinctive. These are not intended to be overly prescriptive but seek to provide guidance to inform a high quality design. The character areas have drawn on existing examples of character areas in the town, from the streets such as Watts Road and Carmel Gardens with larger plots on higher ground to the communal and higher density areas of the Bedford Cottages nearer to the valley floor; from tight-knit homes defining the boundaries of the main roads (e.g. Plymouth Road) to the industrial plots of Pixon Lane.

6.34 The Council has an adopted policy (SP6) to manage the density of housing development. This policy states that developments at less than 30 dwellings per hectare will generally be resisted but that lower densities may be acceptable where there is an existing strongly defined low density character.

6.31 6.35 There should be different character areas providing a mix of densities throughout the allocation which each provide a style of development that is appropriate to Tavistock and meets a wide range of housing, employment and development needs. A mix of styles, ~~and~~ design and density will be encouraged to provide diversity and distinctiveness to the different parts of the development and to help ensure good quality living environments. The following character areas are useful in helping to design different areas appropriately. Indicative layouts and illustrations setting out how these character areas could be interpreted are shown in Figures 9, 10, 11 and 12:

SP23A

- Larger Plot Residential Character Areas

This character area will comprise a lower density layout of predominantly semi-detached and detached properties. Situated on the higher ground, buildings should be interspersed with dense tree clusters and hedgerows so that these form the dominant features on the ridgeline, rather than the homes themselves. Skyline development will be resisted and buildings should be set down on the appropriate contour to avoid roof break across the ridgeline.

The streets in this area should be designed as subtly defined carriageways with no major strategic movement role. Their primary use should be for walking, cycling and an extension of the outdoor living environment.

- Terraced Residential Character Areas

This character area does not simply mean rows of terraced properties but refers instead to a strong building line facing onto the main vehicle routes within the development. Pedestrian footpaths should be provided along the building line so that

the homes do not directly front the street. Along this building line, there should be an appropriate mixture of terraced town houses and semi-detached properties which have direct access onto the street. This should be interspersed by green frontages of hedges and/or trees to reflect the developments location on the fringes of the town. The main open spaces and community areas within the development should form part of this character area, benefiting from being easily accessible and overlooked by these homes. Higher densities of development can be accommodated within this character area, including opportunities for some flatted developments around the central 'hub'.

- **Shared Space Residential Character Areas**

This character area should be found on the lower slopes of development and where there are opportunities for residential development to flow seamlessly into the surrounding countryside. They should be located on the peripheries of the allocation and have a dominant character of quiet spaces in a safe and social environment where pedestrians and cyclists are given priority over the private car. To encourage this, no through traffic should be permitted within this character area.

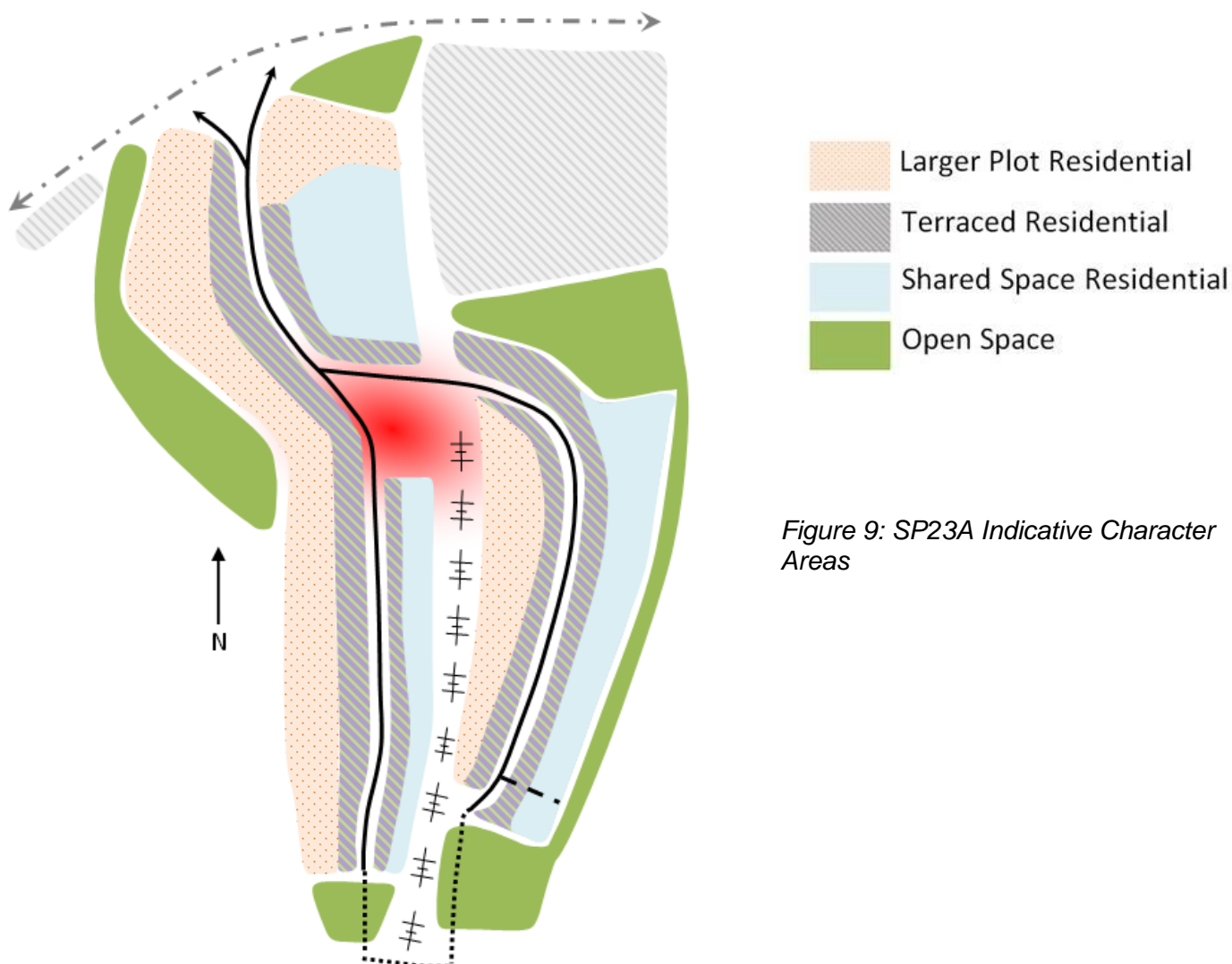


Figure 9: SP23A Indicative Character Areas



Figure 10: SP23A Indicative Character Area Structure
(Source: South and South West of Tavistock Design Brief 2012)

SP23B

- Workshop Clusters and Residential Character Area
Within these areas, the types of uses that should be promoted could be incorporated include live/work units, artisan/craft workspaces, and smaller specialised workshop spaces and residential units. In a similar way to the Larger Plot Character Areas, these buildings should be positioned on the higher ground in a way which allows substantial tree groups and hedgerows to take visual prominence between units, enabling a green skyline to be maintained and sensitivity to the AONB. Away from the higher ground, buildings could be designed using a mix of the terraced and shared space residential character areas as set out above. To promote a tight-knit,

enterprising community, these types of units should be set within easily accessible clusters.

- Light Industry/Employment Character Area**
 This character area comprises units for specialised medium-sized manufacturers, light industry, storage at a range of scales and office space. These buildings should be in the form of small to medium sized units along the middle slopes of SP23B and fronting the narrow lane which divides the site in two.
- Larger-Scale Non-Residential Character Area**
 This character area defines spaces for buildings for commercial purposes where they are appropriate for the town and acceptable in other planning terms. The types of uses that sit within this character area include retail, a health and social care facility, hotel and restaurant. This character area broadly covers the lower areas of land within SP23B, allowing opportunities for larger floorspaces and reducing the chances of visual prominence in the wider landscape. This would follow the trend of similar larger units in the town along these lower levels. The architectural form of these buildings and the associated landscape must contribute to the important strategic route into Tavistock along the A386.

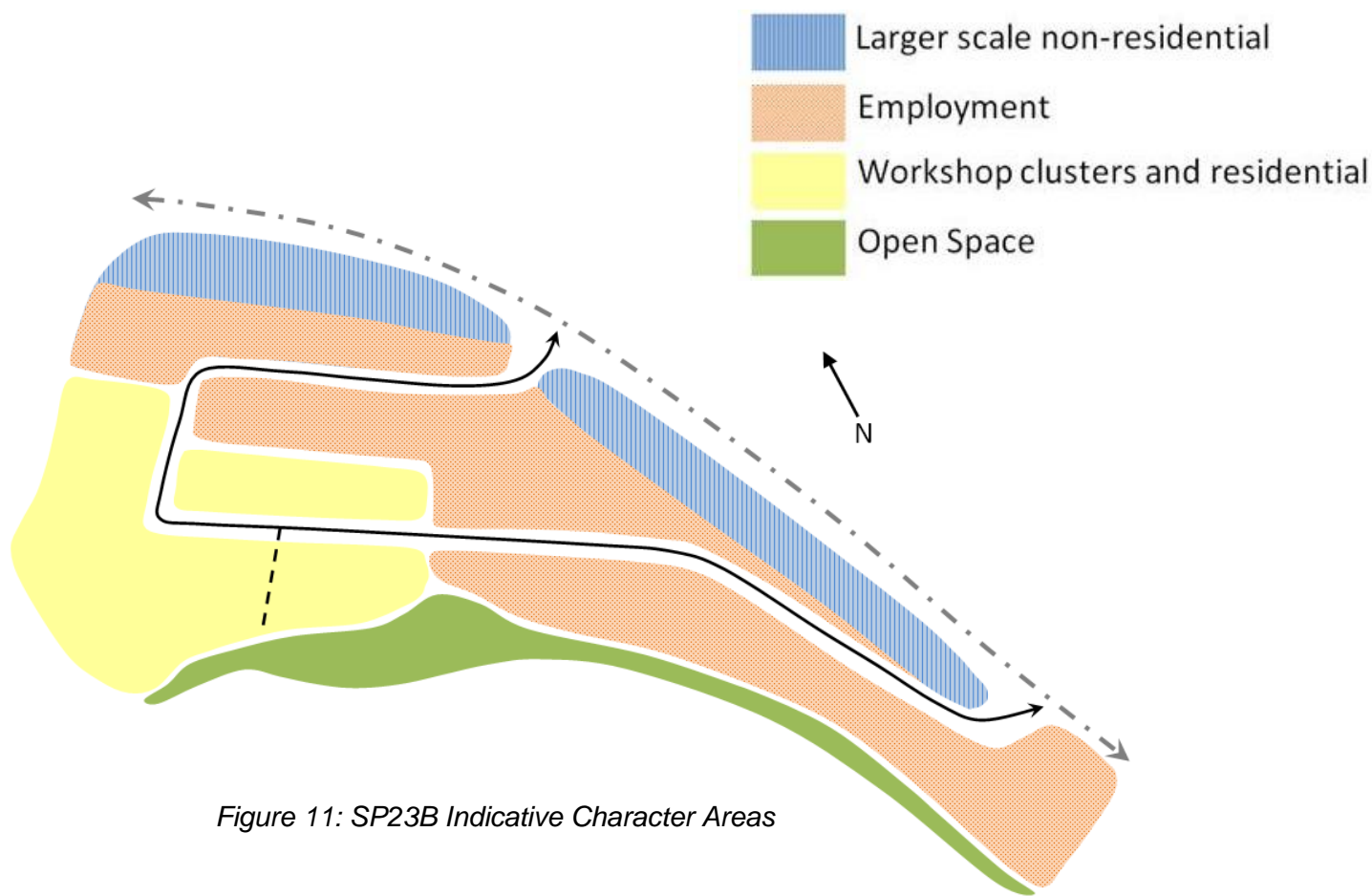


Figure 11: SP23B Indicative Character Areas



Figure 12: SP23B Indicative Building Designs
(Source: South and South-West of Tavistock Design Brief 2012)

6.316.32 **6.36** Service areas, storage areas, parking and turning will need to be developed in detail within any planning application that is submitted. The amount and layout of these will be dependent on the operational requirements of the different units and employment types.

6.326.33 **6.37** Traditionally within employment areas structural green landscaping tends to be on the edges of the development due to the operational needs of businesses for access, storage, servicing etc. These operational requirements will be equally important on SP23B but consideration should also be given to opportunities for meaningful landscaping to be incorporated within individual employment plots to enhance the attractiveness of the overall development and minimise visual intrusion into the surrounding landscape of the AONB.

f. h) Open Space Provision

6.34 6.38 Open space and recreation facilities are important to the quality of life of people who live, work and visit the area. Within the new developments, there is a requirement to provide easy and safe access to good quality, recreational space. The nature and scale of these open spaces should be appropriate to the location, topography and character of the area and discussed with Officers at the pre-application stage.

6.35 6.39 The location and siting of open spaces should be integral to the development. They should be and well related to the residential nearby development to provide natural surveillance and help to create a safe and secure environments which do not attract nuisance behaviour. It is expected that there should be a mix of formal and informal spaces across the site to provide a variety of opportunities for the local community to enjoy.

6.40 The town benefits from a centrally located park (the Meadows) which includes play facilities, teenage recreational areas (e.g. the BMX and skate parks) and a large area of open space. Wherever possible, the provision of new play and recreation areas, open spaces and footpath and cycle links should complement the facilities already provided in the Meadows and encourage the movement of people to the area. This will help to build community cohesion, fulfilling a key aim of the masterplan which is to integrate new development effectively with the existing town.

6.36 6.41 Where allotments, community gardens and orchards are proposed, these should be easily accessible and well connected to footpaths and cycle ways and, where possible, formal public transport routes. The location of allotments should have regard to the topography, orientation and local soil conditions so as to maximise the opportunities for community food production.

6.37 6.42 Applications for residential developments within SP23A and B should be accompanied by an open space strategy. This will need to address the layout and function of public open spaces and make appropriate arrangements for their long-term management and maintenance. Appropriate management of open spaces will need to be secured to ensure the long-term future of such facilities. This should be identified at the planning application stage and necessary arrangements put in place.

g. i) Orientation

6.38 6.43 Buildings should be orientated in a manner which takes into consideration the following:

- Local topography and contours: the topography of both sites, particularly SP23A, is challenging and this will have a significant influence on the design of the development. As such, a this will have a significant influence on the street layout is promoted which should reflects how Tavistock has been developed in the past, through a layering effect up the valley sides. This will help to reflect the traditional urban form in Tavistock which has seen development take place in a layering effect up the valley sides, with lower density properties further up the slope and

higher densities towards the valley floor. The north-western parcels of both SP23A and B are visually exposed and therefore suited to a lower density of development that makes best use of passive solar gain.

- Opportunities to maximise solar gain: facing the most frequently occupied rooms towards south will make maximum use of the sun's heat
- Well related to street layout: providing an active frontage and natural surveillance
- Focal points: local focal points should be located where they attract the attention and encourage people to move through the development, provide visual interest and positively contribute to the quality and interest of public spaces and streets.
- Responds to external views: in particular, the outward views towards Whitchurch Down, Crowndale Farm and the Church of St Mary Magdalen on Calington Road should be a primary consideration in establishing the layout of streets, buildings and open space.

h. i Parking

6.39 6.44 Within the rural area of West Devon, it is acknowledged that there remains a high dependency on the private car. As such, it is important to ensure that adequate car parking is included within the scheme without compromising the overall design quality and layout.

6.40 6.45 The layout and location of parking areas is a key feature that can affect the overall quality of the development. It will be important to ensure that parking does not dominate the street scene and that an appropriate balance is reached between incorporating sufficient parking spaces to serve the new development whilst reflecting the character of the area. Parking provision should be considered as an integral part of the design and layout of new development.

6.41 6.46 The Council would wish to see as much on-plot parking as is compatible with the design and layout. This should be provided in close and convenient proximity to the buildings and dwellings which it serves for people going about their daily business.

6.42 6.47 Elsewhere, the Council would wish to see a mix of parking arrangements appropriate to the use of the sites and the different character areas envisaged by this masterplan:

- Courtyard parking should only be considered where it can be demonstrated that is an efficient use of space and is overlooked by surrounding properties. Courtyards should be well related to residential units with easy and safe footpath access to properties. Spaces should be clearly demarcated to avoid confusion for residents and visitors about parking arrangements.
- Provision for disabled parking. Manual for Streets recommends that 5% of parking spaces are designated for disabled people and this should be considered as best practice within the development.
- Adequate provision for public use car parking (e.g. visitors, care providers, delivery vehicles, car club etc.).

- Adequate parking (approximately 70-100 spaces) should be provided around the railway station, alongside safe bicycle storage. Additional parking spaces should be provided as required for other uses at the Hub.
- At appropriate locations in the development, particularly at the Hub and station, provision should be made for electric car charging points. It should be possible to incorporate such facilities within individual residential units in the future and this should be considered at the design stage.
- Options for integrated on-street parking should also be explored and designed so as not to dominate the street scene whilst ensuring safe pedestrian access along the building line.
- Flats are not expected to make up a significant proportion of the housing stock but where they are used should be in keeping with the local character of the surrounding properties. Flats over garages (FOGs) can contribute to the mix of housing within a scheme as well as providing parking for neighbouring-its accompanying properties. It may be appropriate in some situations to provide access to courtyard parking beneath these units, offering natural surveillance. Consideration to the suitability of this type of property within the scheme and how the parking arrangements for the site can be delivered, should form a key part of the design and layout.
- Ad-hoc street parking should be discouraged through subtle design and landscape features.

i. k Properties and their Usability

6.43 6.48 The following should be considered within the overall design of development:

- Ensuring appropriate provision of indoor or outdoor drying areas;
- Providing adequately sized and integrated garages where appropriate;
- Providing facilities and space for general storage, e.g. dedicated storage areas or attic areas;
- Provision of recycling and refuse storage in locations where they do not dominate the street scene;
- Arrangements for waste collections and street cleaning (see Council guidance at www.westdevon.gov.uk).

j. l Public Transport

6.44 6.49 It will be important that the new developments are served by public transport to provide access to the town centre and offer sustainable travel options for the new development. Within SP23A it will be particularly important to ensure that the bus service serves the Hub and links to the railway station. Consideration should be given from the outset to the design of roads that are able to accommodate bus movement and turning.

6.45 6.50 The Council encourages developers to engage with Devon County Council at the early stages of the design preparation to discuss the provision of a bus service for the new development. These discussions should look at how the service can link into

existing operational routes, agree details of routes and understand appropriate highway specifications and turning facilities.

- 6.46 6.51 All parts of the development should be accessed by easy, safe and attractive walking routes, ideally within 400m of a bus stop which is appropriately sited within the development. The most convenient location for a bus stop is often at a road junction so that it is able to connect to a number of pedestrian routes and well related to appropriate pedestrian crossings. Bus stops and the railway station should be easily accessible to take account of the mobility needs of all individuals. This should be encouraged wherever possible.

m) Site Entrances

6.52 Both sites are situated along main routes entering the outskirts of the town. Currently, these sites form part of the rural landscape and, as they are developed, the nature of these approaches will change to a more urban setting. It is therefore important that however these sites are developed, the entrances need to be safe, attractive and sensitive to neighbouring properties, uses and landscapes.

6.53 In particular, these site entrances should be developed in accordance with the following principles:

- Where buildings are located directly adjacent to the roads of the A390 or A386 they should provide a cohesive street scene and acknowledge the scale and character of neighbouring properties and the transition from the countryside to the town.
- On SP23A, buildings along the A390 and further into the development on higher ground should be no more than two storeys in height and avoid the ridgeline to protect the residential amenity of nearby properties and lessen the visual impact of the development.
- On both sites, the entrances should act as a transition between the rural and urban landscapes by being fully interspersed with a strong landscaped frontage.
- On SP23B, it may be necessary due to the nature of some commercial uses proposed for buildings to have suitable amounts of visibility from the main road. In these instances, the Council would expect the buildings to be of a design that complements the site's rural setting and incorporates suitable landscaping.

k. n) Street Layout

- 6.47 6.54 The historic urban pattern of Tavistock shows how streets have largely followed the contours of the land creating a layering effect as development climbs up the valley sides. This has enabled an efficient use of land, creating homes and buildings with uninterrupted views across the valley and provides clear legible routes around the town. Wherever possible the typical street pattern found in the town should be reflected in new development.

- 6.48 [6.55](#) The development will require a mix of both main routes and more minor streets to make the development serviceable whilst also creating opportunities for safer, quieter areas. The broad locations for these routes should mirror the character areas as outlined in section [26 \(gf\)](#).
- 6.49 [6.56](#) On both main routes and minor streets, natural traffic calming solutions should be used instead of winding road networks which promote a less efficient use of space and are uncharacteristic of the historical urban pattern of Tavistock. Options such as using pinch points, different road materials, pedestrian crossing points, on-street parking and landscaping should be explored to promote this.
- 6.50 [6.57](#) The following requirements for the development should be incorporated within detailed planning applications for the sites and specific advice in relation to this should be sought from relevant highway officers:

Main Routes

- In SP23A, a main route should extend from ~~an access~~ [off point\(s\) at](#) Callington Road, continuing to the central 'hub' and beyond to access the entire stretches of land to both the east and west of the disused railway line. [Appropriate routes for emergency access will need to be provided as required by the highways authority.](#) Opportunities for a circular route linking the development via crossings at both the northern and southern sections of the development should be explored. The circular connection is important in promoting a more accessible and viable public transport route as well as creating an important secondary access in case of emergency.
- In SP23B, a main route should link the site north to south with two access points onto Plymouth Road, crossing the green lane and providing connectivity throughout all parts of the site.
- Main routes should link easily to the main play areas and other key community spaces within the development.
- Main routes should be built to a standard that is suitable for all types of vehicles required to serve the facilities within the development. This will include cars, buses, recycling and refuse vans and emergency vehicles. This list is not exhaustive and the main route will need to ensure that it is accessible for all other types of vehicles which require access to the development at the detailed planning application stage.
- Spaces for buses turning and appropriate bus stops/shelters should be incorporated along this main route.
- Clearly designated cycle lanes should be provided as well as safe and generous pedestrian pavements.
- Consideration should be given to the nature and siting of appropriate, safe pedestrian crossings on main routes that follow natural desire lines, link to footpaths and are well located in relation to services and facilities.

Minor Streets

- 6.51 [6.58](#) From the main route, a network of streets should be provided which feed naturally into the exterior areas of the development. Particularly within residential areas, a significant proportion of these streets should be designed as 'shared streets' where

walking and cycling is given priority over the private car. Developers are encouraged to refer to the Manual for Streets guidance as an example of best practice.

6.52 **6.59** In most cases within the minor street network, cul-de-sacs should be avoided as they do not help to achieve continual movement and connectivity throughout the development.

f. o) Sustainable Energy

6.53 **6.60** Core Strategy Strategic Policy 2 requires all new developments above 10 dwellings or 1,000 sq m of non-residential development to generate at least 10% of its energy from decentralised and renewable or low carbon sources.

6.54 **6.61** The Council is mindful of the progression of building regulations towards zero carbon development and would expect high levels of energy efficient and sustainable design so far as is compatible with the overall viability of the site.

6.55 **6.62** As referenced in **Section part (f)** of this **chapter section**, the 'fabric first' principle to energy efficiency should be applied.

6.56 **6.63** The orientation, design and layout should facilitate use of renewable micro-generation, such as installation of solar pv and solar thermal panels. Where the viability of the development does not permit this, 'future proofing' should ensure that roof structures, wiring and hot water tanks can accommodate technologies at a later date.

6.57 **6.64** The indicative total of 750 homes and proposed community and employment uses provides scope to investigate the feasibility of decentralised distributed energy networks and their viability. It is recognised that the allocated sites will be built out in a phased manner and it is therefore important that early phases of development do not preclude the later development or extension of distribution networks.

6.58 **6.65** The following aspects of delivery should be fully explored:

- Where development is occurring concurrently, or where the developer interests are known, a collaborative approach will be expected so that the cost of installing distribution networks and generating technology is spread evenly across the phases.
- In cases (for example because of market conditions, detailed site viability) where it is not possible to deliver low carbon energy supplies, infrastructure to enable the retrofitting of low carbon energy supplies will be expected – for example, installation of pipe work. This will enable properties to connect to a decentralised network even if it is not operational until later phases.
- Solutions that can be delivered for groups of buildings or at the whole site level.
- The degree to which distribution networks can be retrofitted into nearby development.
- The impact of the technologies on the amenity of the site and surroundings.
- Arrangements for the longer term management of the technology and energy supplies.

m. p) Sustainable Urban Drainage

~~6.59 Sustainable Urban Drainage systems (SUDs) should be used to reduce the rate and volume of surface water run-off. Options such as swales and filter drains for surface water conveyance and detention basins, permeable paving or soakaways for surface water attenuation and/or infiltration should be explored. SUDs can also offer benefits for the local environment and biodiversity of the development, alongside improved flood management. There are opportunities to integrate SUDs with wider landscaping and open space provision and this should be considered at the early stages of design.~~

6.66 Infiltration and ground investigations should be undertaken early on in the planning process to understand the drainage issues of the development sites. For each phase of development, the Environment Agency encourages a Sustainable Urban Drainage systems (SUDs) masterplan to be prepared to demonstrate how it will address surface water conveyance and storage.

6.67 SUDs will need to be used to reduce the rate and volume of surface water run-off as a result of the development. Options such as swales, open drainage features and filter drains for surface water conveyance are encouraged and detention basins, permeable paving or soakaways for surface water attenuation and/or infiltration should be explored. These will need to be capable of accommodating storm water and made with robust features which are able to cope with drainage system blockages and other unforeseen circumstances.

6.68 SUDs can also offer benefits for the local environment and biodiversity of the development, alongside improved flood management. There are opportunities to integrate SUDs with wider landscaping and open space provision and this should be considered at the early stages of design.

n. q) Street furniture

~~6.60~~ 6.69 Street furniture includes features such as signage, lighting, benches, bollards, public art, bus and railway shelters, waste bins and any other pieces of equipment which are situated on streets and within open spaces.

~~6.64~~ 6.70 In line with Government guidance, the Council is keen that there is not an over dominance of street furniture and that the overall design pays careful consideration to a clean and clutter-free street scene. The following principles should be taken into consideration:

- A bespoke approach using local materials and styles
- Signs should only be used where they serve a clear function.
- The positioning and style of street furniture should be considered as part of the overall design of the development and where used should be attractively located around the development. Opportunities to mimic the styles of the WHS and conservation area design (e.g. white writing on black backgrounds) should be explored.

- Where possible, street furniture should be incorporated within the actual building design (e.g. signs erected on buildings or boundary walls).
- Street furniture should be appropriately located so that it does not encourage inappropriate behaviour, thus affecting the quality of life of local residents.
- Street lighting should be used only in so far as it is essential for road safety and security. This should be in the form of low level lighting with downward firing to ensure that limited light escapes into the sky. Opportunities for a 'dark skies' element should be explored, to reflect the local presence of the World Heritage Site and respect local ecology. Applicants are referred to the County Council's policy for Street Lighting for Carbon Reduction which is available on their website – www.devon.gov.uk.

6. r) World Heritage Site

6.62 6.71 SP23A lies within close proximity to the West Devon and Cornwall Mining Landscape World Heritage Site (WHS). The designation borders the eastern boundary of the site and includes the Tavistock Canal. Features of the World Heritage Site are present all around this area, including most notably the listed building of Crowndale Farm and the disused railway line which forms part of Tavistock's conservation area. It is important that the design and layout of the proposed development has regard to its impact on the WHS and its wider setting and an appropriate buffer between the development and canal should be in place. Opportunities to enhance appropriate access to the WHS through the design of the development and options to do this should be explored. In particular, both sides of the canal should be opened up for public use.

6.63 6.72 With this in mind, applications for development within SP23A should demonstrate the following:

- Direct impacts on the WHS (Tavistock Canal) and its setting (Crowndale Mine Sett);
- Visual impacts on the WHS (Tavistock Canal) and its setting (Crowndale Mine Sett);
- Impacts on the disused railway line (conservation area);
- Impacts on earlier archaeological remains; and
- Opportunities to enhance access to, and understanding of, the WHS.

6.73 Applicants should have regard to the Tavistock Conservation Area Management Plan and the West Devon and Cornwall Mining Landscape World Heritage Site Management Plan when demonstrating the above.

7. Delivery Framework

- 7.1 This masterplan seeks to achieve an ambitious and exciting development for Tavistock which involves the delivery of a railway link into Plymouth alongside new homes and local employment opportunities.
- 7.2 As mentioned earlier in the document, the cost of delivering this development scheme is projected to be high and there needs to be an appropriate delivery and phasing plan in place which helps to ensure that funding from the new homes is available at necessary intervals to bring forward the infrastructure required.
- 7.3 This chapter sets out the key infrastructure requirements that are associated with the development of SP23A and B and the broad phases in which development is expected to come forward.

a. Infrastructure Requirements

- 7.4 Infrastructure planning is an essential part of the plan-making process. It enables the Council to ensure that any new development which takes place is supported by the right level of infrastructure at the right time and that new development contributes positively towards this.
- 7.5 The specific infrastructure requirements associated with the development of SP23A and B are set out in Table 1 on the following page. This updates the Tavistock section of the “2010 WDBC Infrastructure Delivery Plan”. This information will be regularly monitored throughout the development of the allocation to ensure that the required infrastructure is being delivered and that all infrastructure requirements are up to date. Any updates will be made as necessary through regular monitoring reports that the Council prepares. Any applications for development across the allocation should refer to the most up to date version of this information.
- 7.6 The Council works alongside key providers to identify the full extent of infrastructure requirements associated with new development.
- 7.7 For the purposes of this masterplan, the infrastructure requirements have been categorised as follows:
- **Servicing and Utilities:** all types of infrastructure required to make the development accessible and useable. This includes roads, technological connections and utilities.
 - **Critical:** infrastructure which is needed to enable the development to take place and without which there would be an overburden on existing resources. These items of infrastructure are required to ensure a sustainable development can be achieved. These are not listed in any order of priority in order to ensure there is flexibility when negotiating planning obligations.

- Desirable: all other infrastructure requirements which would have benefits for the community but which are not needed to support the new development, e.g. library provision, youth facilities etc. It is important the items of desirable infrastructure are recorded in the Infrastructure Delivery Plan so that they can be delivered if funding becomes available. Contributions will only be sought where it is viable to do so and where the infrastructure is needed to support the sustainable growth of the community.

7.8 Affordable housing is not included within any of the above categories. It should be provided as part of the development in accordance with Core Strategy Strategic Policy 9.

7.9 Table 1 below sets out the items of infrastructure that will be required as part of the development. It refers to both SP23A and B but is also relevant to other development coming forward in the town and appropriate provision should be made in accordance with Core Strategy Strategic Policy 4. Where the requirements are different between the two sites, this is specified. This table should not be seen as an exhaustive list of requirements and will be monitored and updated during the plan period to ensure that the full infrastructure requirements of the site are being met.

Table 1: Infrastructure Requirements

Infrastructure Item	On-Site <u>Provision</u> / <u>Off-Site Financial Contributions</u>	Required Developer Contributions	Lead Delivery Organisation
Servicing and Utilities Infrastructure			
Sewage treatment and water resource facilities	<u>Applicant of residential sites to undertake and fund (as directed by SWW) an assessment of the foul sewerage capacity.</u> On-site connections to sewerage and water distribution networks <u>Off-site Financial</u> contributions to Sewage Treatment Works	All parts of development in SP23A and B expected to contribute.	South West Water
Energy supply	On-site provision of cables and/or pipework connections to local energy supply	All parts of development in SP23A and B expected to contribute.	Western Power Distribution Wales and West Utilities

			Other Energy Supply Companies as required
Telecommunications connections (High Speed Broadband and Telephone)	On-site provision of fibres and connections to local interchange	All parts of development in SP23A and B expected to contribute.	BT Openreach
Provision for waste disposal and recycling facilities	On-site	All parts of development in SP23A and B expected to contribute.	WDBC / DCC
Sustainable Urban Drainage systems	On-site	All parts of development in SP23A and B expected to contribute.	WDBC
Localised highway improvements on the A390 / A386 corridor	Off-site <u>contributions provision</u>	First phase of residential development within SP23A	DCC
<u>Highways infrastructure</u>	<u>On-site</u>	<u>All</u>	<u>Developer DCC</u>
Walking and cycling routes	On-site	All parts of development in SP23A and B expected to contribute	Developer
Landscaping and informal open space provision	On-site	All parts of development in SP23A and B expected to contribute	Developer
Critical Infrastructure			
Reinstatement of railway line between Tavistock and Bere Alston	<u>Off-site Financial contributions</u>	All parts of residential development within SP23A (and SP23B as appropriate)	DCC
Education Provision	On-site provision	SP23A	DCC
<ul style="list-style-type: none"> 1.3 hectare site for primary school within SP23A Enhancements/ extensions to Primary School provision 	<ul style="list-style-type: none"> <u>Off-site Financial contributions</u> 	All residential properties in SP23A and B.	DCC Contributions will be sought in accordance with

<ul style="list-style-type: none"> Enhancements/ extensions to Secondary School provision 	<u>Off-site</u> Financial contributions	All residential properties in SP23A and B.	DCC standard requirements and WDBC adopted <i>Infrastructure and Community Facilities to Support New Development SPD.</i>
Primary healthcare provision (to meet the needs of the increase in local residents)	<u>Off-site</u> Financial contributions	All residential properties in SP23A and B.	NHS <u>Devon</u> England (formerly NHS Devon)
Age appropriate equipped play and recreation areas	On-site	All residential properties in SP23A and B.	Developer
Extension of town bus service to serve new development	<u>Off-site</u> Financial contributions On-site provision of bus stops (and circular route if feasible).	All parts of development expected to contribute	DCC Bus Operator
Playing pitches	<u>Off-site</u> Financial contributions	All residential properties in SP23A and B.	Developer
Desirable Infrastructure			
Enhancement of Tavistock youth facilities	<u>Off-site</u> Financial contributions	All parts of development, where viable.	DCC
Enhancements to Tavistock Library	<u>Off-site</u> Financial contributions	All parts of development, where viable.	DCC
Town centre enhancements	<u>Off-site</u> Financial contributions	All parts of development, where viable.	WDBC Town organisations
Health and Social Care Facility	<u>Off-site</u> Financial contributions	All parts of development, where viable.	NHS <u>Devon</u> England (formerly NHS Devon)

7.10 Infrastructure should be provided in accordance with Core Strategy Strategic Policy 4 and the following principles:

- All servicing and utilities infrastructure should be integrated into the design of the development. Each phase should not preclude the onward development or extension of supply distribution networks or highways infrastructure.
- Infrastructure should be delivered broadly in accordance with the phasing requirements set out in Table 2.
- Applicants should engage at an early stage with the lead delivery organisation(s) as listed in Table 1 to ensure that the appropriate infrastructure can be accommodated to the required standard as part of the development.
- Developments on all parts of the site should contribute proportionally to the key elements of infrastructure required as part of the allocation where the infrastructure concerned benefits the site as a whole.
- Infrastructure that is required to accommodate all parts of the development should be considered in the initial design so that all new development is adequately served in the event that another part of the allocation fails to come forward either at all or within a reasonable timescale.

b. Phasing

7.11 The indicative phasing of development has been assessed based upon the best knowledge available at present. However, this will be subject to review as time goes on and more of the variables about market conditions and infrastructure costs become more certain.

7.12 The allocated sites in Tavistock are available and applications for development could come forward at any time. Following the development of the Manor and Tiddy Brook sites, residential development in Tavistock has fallen slightly over the last couple of years. The Council is therefore keen to see development commence on the allocated sites so that the local supply of housing is maintained. It is the Council's aspiration that development works on SP23A will commence by 2014. Depending on market circumstances, it is estimated that the entire site of SP23A will be delivered within 9 to 12 years. The broad phases for development are set out in the table below and illustrated in Figure 13. The requirements are not listed in any order of priority.

7.13 This information is based on best knowledge available at the time the document was adopted. As with Table 1, this will be monitored and updated as necessary through regular monitoring reports. This list should not be seen as exhaustive and each phase will be subject to discussion with relevant infrastructure providers in pre-application stages.

SP23A

Table 2: Indicative Phasing for SP23A

Phase	Key building and infrastructure requirements	Anticipated start date	Anticipated completion date
<p>Phase 1A: Land west of the railway – northern parcel</p>	<ul style="list-style-type: none"> • Approximately 200-300 homes*. • Off-site<u>Financial</u> contributions to the railway line • Affordable housing. • Serviced area providing land for Hub facilities (1.3 ha site for education facilities; station; neighbourhood shopping centre). • Off-site<u>Financial</u> contributions to primary and secondary school provision. • Off-site<u>Financial</u> contributions to primary healthcare provision. • Approximately 0.4 hectares of open space and informal areas**. • Approximately 0.3<u>4</u> hectares of age appropriate equipped play and recreation areas**. • <u>A</u> proportion of walking and cycling routes, including key links to the Hub. • <u>Financial contributions to town bus services and on-site provision of bus stops and routes.</u> • On-site provision of all necessary servicing and utilities infrastructure requirements. • On-site provision of bus stops/routes. • Off-site contributions to provision of A390/A386 highway improvements. • <u>Provision for future Primary</u> access route to land east of the railway. • Broadband fibre networks. 	<p>2014</p>	<p>2017</p>
<p>Phase 1B: Land east of the railway</p>	<ul style="list-style-type: none"> • Approximately 200-250 homes*. • Off-site<u>Financial</u> contributions to the railway line. • Affordable housing. • Off-site<u>Financial</u> contributions to primary and secondary school provision. • Off-site<u>Financial</u> contributions to primary healthcare provision. • Approximately 0.3 hectares of open space and informal areas**. • Approximately 0.2<u>3</u> hectares of age appropriate equipped play and recreation areas**. • Off-site<u>Financial</u> contributions to playing pitches**. • On-site provision of all necessary servicing and utilities infrastructure requirements. 	<p>2017-20***</p>	<p>2020-23***</p>

	<ul style="list-style-type: none"> • Off-site<u>Financial</u> contributions to extension of town bus service and on-site provision of bus stops/routes. • Walking and cycling links connecting the area to footpaths and cycleways at the Hub, and land west of the railway, <u>the canal and Tavistock College</u>. • Provision within the main route for future access across the valley to link with SP23B. • Broadband fibre networks. 		
<p>Phase 1C: Land west of the railway – southern parcel</p>	<ul style="list-style-type: none"> • Approximately 200-250 homes*. • Off-site<u>Financial</u> contributions to the railway line. • Affordable housing. • Off-site<u>Financial</u> contributions to primary and secondary school provision. • Off-site<u>Financial</u> contributions to primary healthcare provision. • Approximately 0.3 hectares of open space and informal areas**. • Approximately 0.23 hectares of age appropriate equipped play and recreation areas**. • Off-site<u>Financial</u> contributions to playing pitches**. • On-site provision of all necessary physical infrastructure requirements. • Off-site<u>Financial</u> contributions to extension of town bus service and on-site provision of bus stops/routes. • Walking and cycling links connecting the area to footpaths and cycleways at the Hub and land east of the railway. • Broadband fibre networks. 	2017-20***	2020-23***

** Each phase is expected to deliver the minimum number of units specified and should also have regard to the quantities of development delivered in other phases in order to ensure that there is no significant oversupply of development. The maximum levels of development proposed will only be supported where they help to secure requirements of the development which would not otherwise be viable.*

***Open space, play area and pitch requirements have been calculated using Local Plan policy H26 and are based on an average occupancy rate of 2.3 persons per household. These requirements should be used as a guide but developers are encouraged to liaise with the relevant Council department during early application discussions to consider the most appropriate type, quantity and distribution of provision.*

**** There is some flexibility regarding the development of phases 1B and 1C and it is anticipated that market conditions and the number of developers operating on the site will determine the rate of delivery. Phase 1A will be required to ensure that an access is provided across the line of the disused railway so that the continuation of development in 1B and 1C can be achieved either simultaneously or one after the other.*

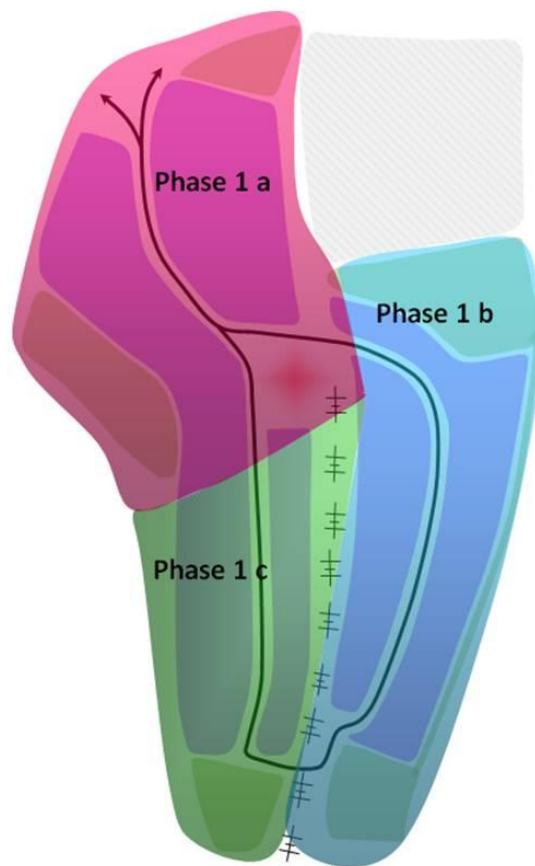


Figure 13: SP23A Phasing Plan

SP23B

7.13 **7.14** The timescales for the delivery of SP23B are more difficult to forecast due to the nature of development uses proposed, although it is envisaged that development of the site will be completed by 2026. This will be monitored and any updates will be provided in the Council's monitoring reports. Should any residential development come forward on this area of land it will be expected to contribute towards all necessary on-site and off-site provisions listed in Table 1. Developers are encouraged to engage with the Council in early pre-application discussions to understand the full infrastructure requirements that will be made necessary by the development.

7.14 **7.15** In particular, the Council will require the following on SP23B:

- All servicing and utilities infrastructure to be provided as required.
- Suitable access into the site via the A386. Specific arrangements should be discussed with Devon County Council in the early stages of preparing an application to determine the location and type of access required.
- Walking, cycling and public transport routes to serve each part of the development.
- High speed Broadband connections.
- Any higher value uses to directly enable the provision of serviced employment land and/or business development.

- Any residential development to contribute proportionally to the infrastructure requirements listed in Table 1.
- Affordable housing to be provided in accordance with Core Strategy Strategic Policy 9.
- Provision within the main route through the development for a vehicle link between SP23A and SP23B should it be required beyond 2026.

c. Managing Viability-~~Considerations~~

~~7.15~~ 7.16 The Council recognises that viability is a material consideration and is keen to create the right conditions in which a viable development can be achieved. To this end, the Council welcomes an open book dialogue with prospective applicants and encourages early pre-application discussions.

7.17 With regards to SP23A in particular, the Council acknowledges that there is a range of competing infrastructure requirements and that these will need to be managed sensitively to ensure that both the long term aspiration of delivering the railway and some of the more immediate infrastructure and affordable housing needs are met. The consultation on the draft masterplan highlighted this as a key concern within the community and it is therefore important that the Council is able to secure those infrastructure needs that it considers to be most pressing at the time an application is submitted without compromising the long term railway project to which it is committed.

~~7.16~~ 7.18 In the event that issues of viability can be demonstrated and is preventing the scheme from proceeding, the Council reserves the right to negotiate planning obligations through Section 106 agreements.

Glossary

Affordable housing	Housing provided for those whose incomes do not allow them to compete in the open market or for whom private sector rents are too high.
Core Strategy	The Core Strategy is a plan for the Borough that sets out how much development will take place and where it should be located. It contains policies to manage the development and use of land in West Devon. It covers the period 2006 – 2026.
Decentralised or distributed energy	This refers to a range of low carbon technologies that do not rely directly on the national grid to deliver energy or heat and instead use a local distribution network.
Infrastructure	Services and facilities which support communities. These include education, energy and power, flood defences, healthcare, roads and transport, sport and recreation facilities, telecommunications, waste, water and sewage.
Lifetime Homes	These are buildings which are built in accordance with sixteen design criteria intended to make homes more easily adaptable for lifetime use.
Renewable energy	Types of energy which occur naturally and repeatedly in the environment (i.e wind, water, sun and biomass).
Section 106/financial contributions	Legal agreements between a planning authority and a developer, or undertakings offered unilaterally by a developer, that ensure that certain extra works related to a development are undertaken.
Supplementary Planning Document	Documents which provide further detail to policies in the Local Plan or Core Strategy.
Sustainable Development	Development which meets the needs of the present without compromising the ability of future generations to meet their own needs.
Sustainable Urban Drainage System	Management practices and control structures designed to drain surface water in a sustainable manner.
Viability	A development will be held to be viable when the gross value of the finished scheme is sufficient to cover all reasonable costs of the development, including agreed planning obligations, infrastructure contributions and appropriate returns to both landowners and developers.