

WEST DEVON BOROUGH COUNCIL

Review of Potential Employment Sites

FINAL DRAFT

May 08



GVA Grimley LLP

3 Brindleyplace
Birmingham
B1 2JB

0870 900 8990
www.gvagrimley.co.uk

CONTENTS

1.	INTRODUCTION.....	4
2.	REVIEW OF PROPOSED DISTRIBUTION OF EMPLOYMENT SITES	5
3.	HATHERLEIGH MARKET	10
4.	NORTH TAWTON.....	35
5.	OKEHAMPTON – OPTION 1	54
6.	OKEHAMPTON – OPTION 2	76
7.	TAVISTOCK – OPTION 1	100
8.	TAVISTOCK – OPTION 2	123
9.	SUMMARY & CONCLUSIONS	145

LIST OF TABLES & FIGURES

Table 2.1 - Future Housing Targets within West Devon	8
Table 3.1 – Key Development Appraisal Assumptions	30
Table 3.2 - Hatherleigh Market Development Appraisal Summary	30
Table 4.1 – North Tawton Development Appraisal Summary	52
Table 5.1 – Okehampton Option 1 Development Appraisal Summary	74
Table 6.1 – Okehampton Option 2 Development Appraisal Summary	99
Table 7.1 – Tavistock – Option 1 Development Appraisal Summary	122
Table 8.1 – Tavistock – Option 2 Development Appraisal Summary	143
Figure 2.1 - Analysis of the Existing (2001) Density of Economically Active Residents	6
Figure 3.1 – Hatherleigh Market Site Location Plan	11
Figure 3.2 – Hatherleigh Market Buildings	12
Figure 3.3 – Hatherleigh Market Car Parking Areas	12
Figure 3.4 - Land Ownership within the Hatherleigh Market Site	15
Figure 3.5 – Areas of Search in Hatherleigh	31
Figure 3.6 - Area A, Hatherleigh	32
Figure 3.7 – Newly Constructed Access to Area B.....	33
Figure 3.8 – Area B, Hatherleigh	33
Figure 4.1 – North Tawton Site Location Plan.....	35
Figure 4.2 – North Tawton Site.....	36
Figure 4.3 - Land Ownership within the North Tawton Site.....	38

Figure 5.1 – Okehampton Site Option 1 Location Plan.....	55
Figure 5.2 – Plot ED2 (a), Okehampton.....	56
Figure 5.3 – Plots ED2 (b), A and B, Okehampton.....	57
Figure 5.4 - Land Ownership within the Okehampton (Option 1) Site	59
Figure 5.5 - Land Ownership within Plot ED2 (b) of the Okehampton (Option 1) Site	60
Figure 6.1 – Okehampton Option 2 Site Location Plan.....	77
Figure 6.2 – Plot ED2 (a), Okehampton.....	78
Figure 6.3 – Plots ED2 (b) and 2, Okehampton	79
Figure 6.4 - Plot 3, Okehampton.....	80
Figure 6.5 - Land Ownership within the Okehampton (Option 2) Site	83
Figure 7.1 – Tavistock Site Location Plan.....	101
Figure 7.2 – Plot A, Tavistock.....	101
Figure 7.3 – Plot B, Tavistock.....	102
Figure 7.4 – Plot C, Tavistock.....	102
Figure 7.5 - Land Ownership within the Tavistock (Option 1) Site	106
Figure 8.1 – Tavistock Option 2 Site Location Plan.....	124
Figure 8.2 – Plot 1, Tavistock.....	125
Figure 8.3 – Plot 3, Tavistock (background of shot)	125
Figure 8.4 - Land Ownership within the Tavistock (Option 2) Site	128

APPENDICES

Appendix A – Hatherleigh Site Location, Access and Flood Risk Plans

Appendix B - Hatherleigh Utilities Plans

Appendix C - Hatherleigh Soilscape Report

Appendix D - Hatherleigh Environmental Constraints Study

Appendix E - Assumptions Used in Development Appraisals

Appendix F - Hatherleigh Development Appraisal

Appendix G – North Tawton Site Location, Access and Flood Risk Plans

Appendix H - North Tawton Utilities Plans

Appendix I - North Tawton Soilscape Report

Appendix J - North Tawton Environmental Constraints Study

Appendix K – North Tawton Development Appraisal

Appendix L – Okehampton (Option 1) Site Location, Access and Flood Risk Plans

Appendix M - Okehampton (Option 1) Utilities Plans

Appendix N - Okehampton (Option 1) Soilscape Report

Appendix O - Okehampton (Option 1) Environmental Constraints Study

Appendix P - Okehampton (Option 1) Extract from West Devon Allocations DPD
Appendix Q - Okehampton (Option 1) Development Appraisal
Appendix R – Okehampton (Option 2) Site Location, Access and Flood Risk Plans
Appendix S - Okehampton (Option 2) Utilities Plans
Appendix T - Okehampton (Option 2) Soilscape Report
Appendix U - Okehampton (Option 2) Environmental Constraints Study
Appendix V - Okehampton (Option 2) Extract from West Devon Allocations DPD
Appendix W – Okehampton (Option 2) Development Appraisal
Appendix X – Tavistock (Option 1) Site Location, Access and Flood Risk Plans
Appendix Y - Tavistock (Option 1) Utilities Plans
Appendix Z - Tavistock (Option 1) Soilscape Report
Appendix AA - Tavistock (Option 1) Environmental Constraints Study
Appendix BB - Tavistock (Option 1) Extract from West Devon Allocations DPD
Appendix CC – Tavistock (Option 1) Development Appraisal
Appendix DD – Tavistock (Option 2) Site Location, Access and Flood Risk Plans
Appendix EE - Tavistock (Option 2) Utilities Plans
Appendix FF - Tavistock (Option 2) Soilscape Report
Appendix GG - Tavistock (Option 2) Environmental Constraints Study
Appendix HH - Tavistock (Option 2) Extract from West Devon Allocations DPD
Appendix II – Tavistock (Option 2) Development Appraisal

1. INTRODUCTION

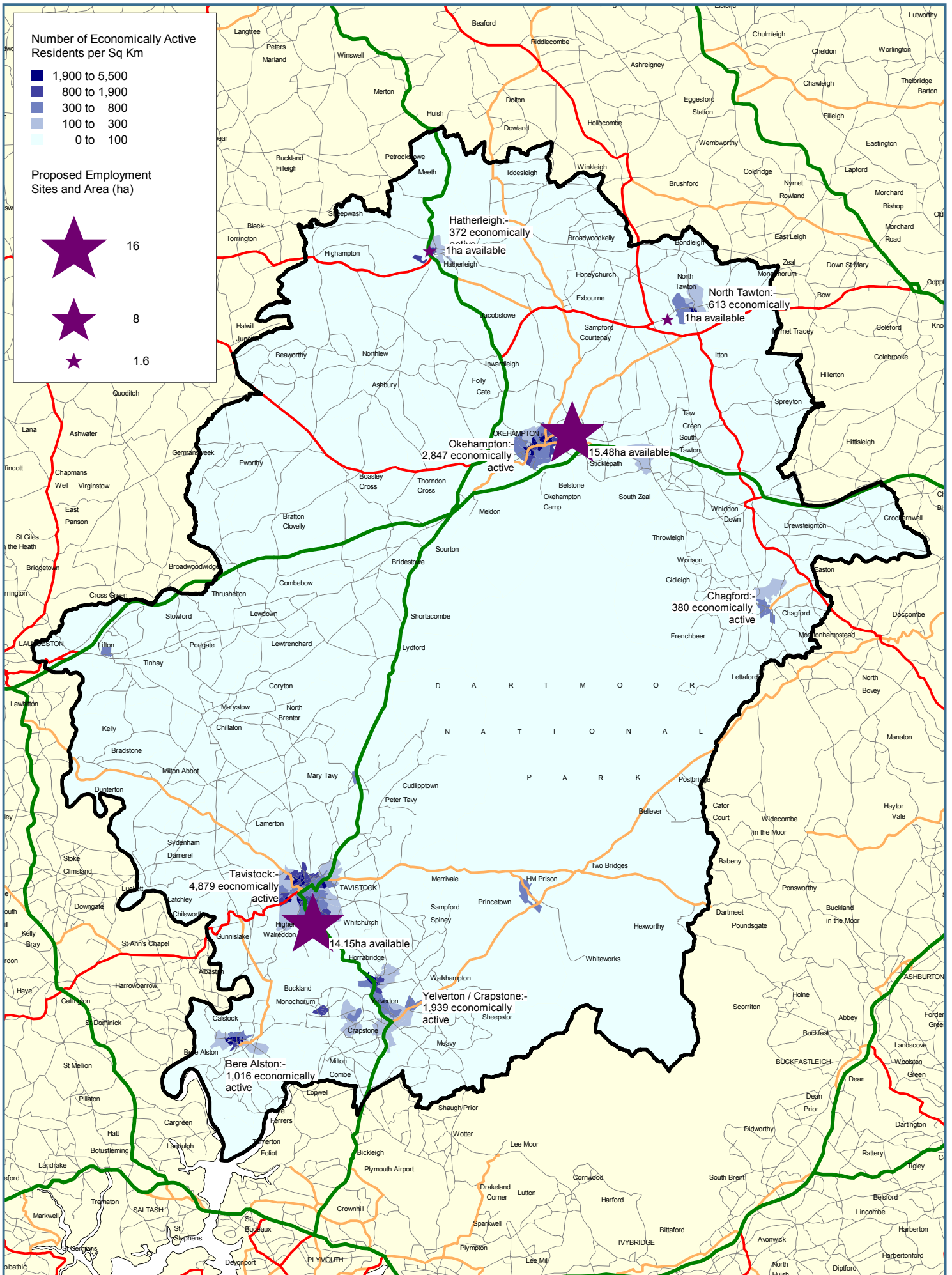
- 1.1 In October 2007 GVA Grimley, in conjunction with WSP, were appointed by West Devon Borough Council (WDBC) to undertake a detailed review of the proposed employment sites as set out in the WDBC Site Allocations Issues and Options Development Plan Document (July 2007).
- 1.2 This work forms part of a larger package of work that GVA Grimley have undertaken on behalf of WDBC. Phase I included the Employment Land Review, which ascertained the demand for and supply of employment land in the Borough. Phase II looked at the delivery of serviced employment land in the Study area and the mechanisms that the Borough Council can employ, together with recommendations for the Regional Development Agency (RDA).
- 1.3 This piece of work analyses specific sites that have identified by WDBC. We have worked together with WSP to look at the following:
 - The proposed distribution of employment outlined in the Site Allocations Issues and Options DPD – including whether this distribution across settlements is appropriate having regard to the existing and proposed distribution of population and likely preferences within the economy;
 - Individual employment site assessments which include extensive investigation of a number of planning, environmental, transport and other development related factors in order to determine the viability of development for each site. We have also recommended timescales for each site's development for employment uses.

2. REVIEW OF PROPOSED DISTRIBUTION OF EMPLOYMENT SITES

- 2.1 This chapter looks at the proposed distribution of employment sites within West Devon, comparing their location and size with the existing distribution of economically active residents in the Borough, as well as looking to 2026 and assessing the likely distribution of economically residents using housing projections from the West Devon Core Strategy and determining whether the balance of proposed employment land and predicted housing growth is correct.

Existing Distribution of Economically Active Residents

- 2.2 We have undertaken analysis of the distribution of the existing economically active population by obtaining Census data at Output Area level and mapping the density of economically active residents throughout the Borough. This shows concentrations of “demand” for employment land. We have mapped the location of proposed employment sites – identifying the “supply” to accommodate employment land demand.
- 2.3 As can be seen in Figure 2.1 below, the existing distribution of economically active residents shows that there are two main concentrations of demand – these being Tavistock and Okehampton. There are also smaller concentrations around Yelverton, Crapstone, Bere Alston, North Tawton, Hatherleigh and Chagford.
- 2.4 Also shown in Figure 2.1, are the locations of proposed employment sites (not including existing allocations), as identified in the West Devon Borough Council Allocations Development Plan Document (DPD). We have calculated the total area of these allocations (combining land allocated in both options at Okehampton and Tavistock), and mapped their location on the plan. As can be seen, there is around 14ha of land available at Tavistock, which has the highest demand for employment land at present. A further 15.5ha is available at Okehampton, 1ha at Hatherleigh and 1ha at North Tawton.



WEST DEVON EMPLOYMENT SITES

Figure 2.1 - Analysis of the Existing (2001) Density of Economically Active Residents and Distribution of Proposed Employment Sites in West Devon



- 2.5 In terms of the balance of proposed employment sites, both Okehampton and Tavistock have similar allocations of employment land, however, Tavistock has a much higher number of economically active residents (4,879 compared with 2,847) as well as significant number so economically active residents in the surrounding area at Bere Alston (1,016 economically active) and Crapstone / Yelverton (1,939 economically active). This suggests that more employment land should be sought at Tavistock due to the greater demand for employment land, though one caveat to this would be that Tavistock would be influenced by nearby Plymouth and there are significant numbers of people who will live in Tavistock and commute to Plymouth.
- 2.6 Notwithstanding this, in order to promote sustainable living and reduce out-commuting, more employment land at Tavistock would give people living in the area the opportunity to seek employment within the town, though this is obviously reliant on being able to identify suitable sites within Tavistock, whose topography is hilly and there is a dearth of developable sites. The significant concentrations of economically active residents at Bere Alston and around Yelverton and Crapstone could also provide additional demand for employment land at Tavistock, therefore making any further allocations of land even more important. The allocations of employment land at North Tawton and Hatherleigh seem adequate in relation to the existing numbers of economically active residents, although we have examined the potential for further growth of Hatherleigh (both in housing and employment terms) in Chapter 3.
- 2.7 The analysis above shows that the existing balance of economically active residents and proposed employment land is slightly skewed and that potentially more employment land should be allocated at Tavistock to ensure that those seeking employment in the area have the opportunity to work within West Devon.

Predicted Growth in Housing

- 2.8 Looking to 2026, Strategic Policy Statement 6 of the West Devon Borough Council Core Strategy (Revised Preferred Options) sets out the following future housing targets for the Borough.

Table 2.1 - Future Housing Targets within West Devon

Settlement	Total Housing Number	Allocations in LDF	Annual New Housing
Main Service Centres	2,460	2,035	125
Okehampton	1,300	1,190	65
Tavistock	1,160	845	60
Local Service Centres	440	300	22
Hatherleigh	250	200	13
North Tawton	190	100	10
Main villages	560	240	28
Other villages	390	30	20
Total	3,850	2,605	195

Source: West Devon Borough Council Core Strategy (Revised Preferred Options), 2006

Figures may not add due to rounding

- 2.9 Table 2.1 above shows that, over the 20 year period from 2006 – 2026, Okehampton will be the preferred location for housing growth, with around 1,300 new homes being created there. Tavistock will be the second centre for housing growth, with around 1,160 new homes, whilst Hatherleigh (250 new homes) and North Tawton (190 new homes) are also identified as being preferred housing growth points. The balance of the location of proposed employment land, as shown in Figure 2.1 above is broadly in line with this housing growth distribution, with slightly more land proposed at Okehampton than Tavistock. Notwithstanding this, we would not expect the overall distribution of economically active residents to significantly alter from the existing situation and therefore would recommend that more employment land will need to be allocated at Tavistock.
- 2.10 The allocations of land at Hatherleigh and North Tawton seem to be balanced around predicted growth in housing, although with around 250 new homes in Hatherleigh, this could give rise to further allocations of employment land being required. This is discussed further in Chapter 3.

Conclusion

- 2.11 Overall the balance of employment land provision seems to be slightly skewed towards Okehampton, which is the preferred location for housing growth from 2006 – 2026. However, the existing numbers of economically active residents at Tavistock, combined with significant housing growth from 2006 – 2026 (around 1,160 new homes) and existing concentrations of economically active residents at Yelverton, Crapstone and Bere Alston leads us to recommend that further employment land allocations will be required in this area. In order to

achieve this inward investment would be required. At present, Okehampton is the preferred location for this to happen, due to its location on the strategic highway network and available sites. Tavistock is focussed on the local market however; therefore it will require investment in order to deliver further allocations of employment land.

2.12 The allocations of 1ha at Hatherleigh and North Tawton would appear to be balanced to serve the existing and proposed economically active populations of these settlements.

2.13 The following chapters provide our assessments of the individual sites, including land ownership, flood risk, access, geotechnical and site servicing issues.

3. HATHERLEIGH MARKET

Site Location and Topography

Site Location

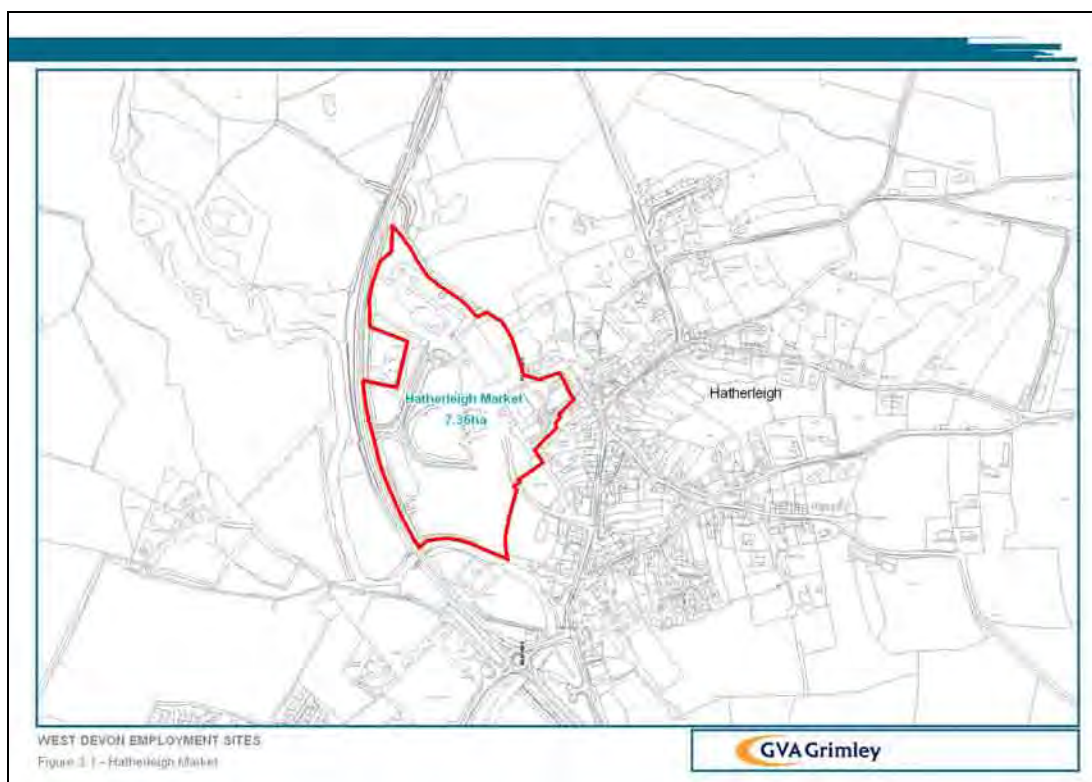
- 3.1 The Hatherleigh Market site is located on the western outskirts of Hatherleigh, Devon. The 7.36ha site is located adjacent to the A386. The A386 runs from the Manadon Roundabout junction of the A38 trunk road in Plymouth to the A39 junction North-East of Bideford. On route it passes Yelverton, Tavistock, the A30 trunk road Junction for Okehampton, Hatherleigh and Torrington.
- 3.2 The site is located nearby key local facilities; to the east on Bridge Street exists Natwest Bank Plc, Co-Op Food Stores, Hatherleigh Methodist church and an existing Wainhomes housing development. Beyond this, on South Street is Hatherleigh Primary School, while 250m east of site on High Street is Hatherleigh town centre. The local area south of site comprises a bowling green, local sewage works and the Hatchmoor Industrial Estate.
- 3.3 The remainder of the site is predominantly situated adjacent to agricultural land used for grazing. Immediately adjacent to the western site boundary runs the A386, while adjacent to the eastern boundary is the town centre public car park.

Site Uses

- 3.4 At present the site is home to Hatherleigh Market, a weekly market consisting of a number of small auction houses selling a range of food and household goods, as well as a number of independent local stalls. Adjacent to the market is an abattoir, currently occupied by West Devon Meat Ltd¹, Licensed Export Abattoir. Further associated units include; Market Cheeses, NFU Mutual and Cornish Mutual. The site can be seen in Figure 3.1 below (a separate location plan is also attached as Figure 1 in Appendix A).

¹ We were not able to visit this part of the site at the time of the site surveys

Figure 3.1 – Hatherleigh Market Site Location Plan



- 3.5 In summary the site consists of a number of existing buildings currently used as auction houses and for storage, as well as extensive gravelled areas used for car parking when the market is operating. These can be seen in Figure 3.2 and Figure 3.3 below. The Hatherleigh Market site has excellent access, with a dedicated access to the site from the A386. The site is also accessible from the town centre for both pedestrians and vehicles (though this access was gated when the site surveys were conducted preventing vehicular access). There are two areas of green land within the site, notably around the pond to the north of the access road and also to the south of the entrance to the site, where there are a number of established trees which screen the site from the A386.

Figure 3.2 – Hatherleigh Market Buildings



Figure 3.3 – Hatherleigh Market Car Parking Areas



- 3.6 Historic mapping of the site and surrounding area indicates that the site comprised undeveloped open land until circa 1906 when a pumping station and associated sewage tanks were constructed. The pumping station and sewage tanks were subsequently not identified on the maps and a cattle market was constructed prior to 1964. The cattle market building was developed further and additional buildings associated with an abattoir were constructed prior to 1995 which are currently present on site.
- 3.7 The cattle market buildings consist mostly of livestock barns with associated cattle pens and outbuildings. The abattoir was not accessible at the time of the site walkover as it is currently operational and no site contact was provided. Despite this it could be seen that it comprises of

a large factory building with smaller outbuildings and associated offices. In addition to the primary on site buildings, also identified was a cordoned off catch pit.

- 3.8 The site area primarily constitutes of concrete hardstanding; including concrete, gravel and tarmac finishes, each in varying states of repair. Other on site infrastructure includes overhead utilities, fencing, gated accesses, hedgerows and garages. The site shows only small signs of localised tipping. Any potential contamination issues will be discussed within the environmental constraints section of this report.
- 3.9 At present a settlement of gypsies exists on a raised area of ground within the central area of the site. Furthermore, the large open area to the south of the site was also used for the parking of related HGV's.

Topography

- 3.10 The site was levelled accordingly prior to its current development, as a result it sits at a relatively flat grade and is visibly cut into the surrounding landscape; levels remain relatively flat between site and Hatherleigh town centre. Other adjacent land and primary access route, the A386 fall from North to South, following discussions with Devon County Council it has been confirmed that the ground was surcharged before laying of the carriageway.
- 3.11 The nearest local watercourse is the River Lew. The River Lew is located immediately adjacent the southern boundary of the site, lined with trees. As the site sits relatively flat there are no ridgelines affecting development levels. Due to the site location and topography views are not offered from Dartmoor National Park.
- 3.12 The western boundary running adjacent to the A386 is lined with dense vegetation and trees, helping to obscure views from the A386. Additional trees line the northern and southern boundaries, while a hedgerow and retaining wall were observed along the eastern boundary.

Locational and Topographical Constraints

- 3.13 The site is located adjacent to the A386, on the western outskirts of Hatherleigh. With good transport links to Yelverton, Plymouth, and Okehampton this site does not inherit any locational constraints.
- 3.14 As the brownfield site sits relatively flat and does not conflict with views from Dartmoor National Park it is assumed that the site does not inherit any topographical constraints.

- 3.15 The ground conditions during the site visit were mostly dry and solid. The area of vegetation adjacent to the A386 north of the existing site access is located within a landscaped basin/pond. It is anticipated that this is used as flood compensation/storage during an extreme rainfall event. An online soilscape report suggests the site comprises freely draining floodplain soils.

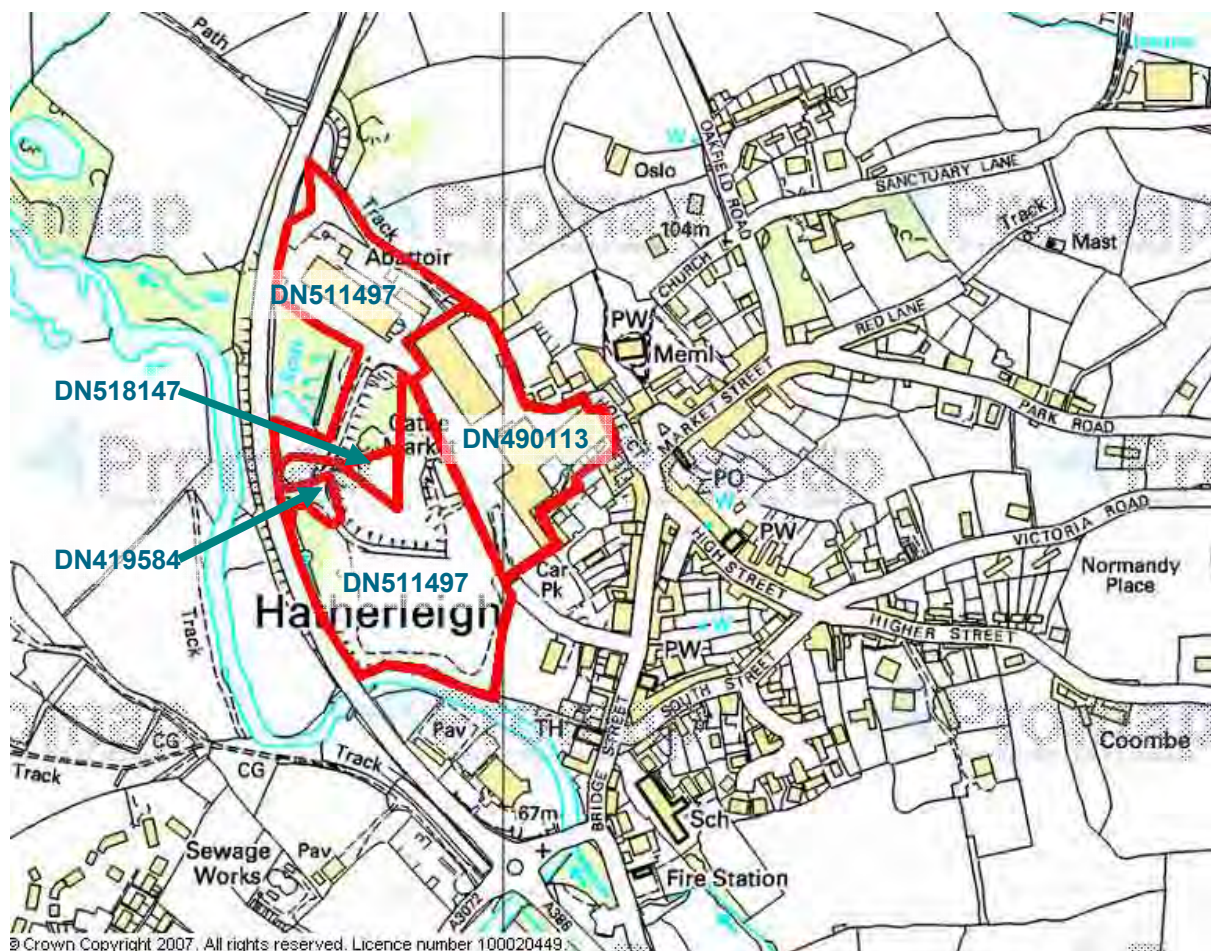
Suitability

- 3.16 The site location and topography is deemed suitable; transport links to local facilities and towns currently exist. Visibility of the site is obscured by the existing frontage from users of the A386; likewise, the site does not conflict with views from Dartmoor National Park. The site is situated on an existing brownfield site, this was levelled accordingly prior to its development and therefore provides a suitable topographical base.
- 3.17 The settlement of gypsies on site is only considered a minor constraint. However remedial measures will have to be implemented to ensure their relocation prior to the commencement of any works. The Soilscape report has indicated that the site is situated within a flood plain, the extents of this will be detailed later in the report.

Land Ownership

- 3.18 In order to establish ownership of the land in question a search of the Index Maps was undertaken by application to the Land Registry Office of West Devon.
- 3.19 Results concluded that there were a number of various land owners on the site. Figure 3.4 below divides up the plot of land by land owners.

Figure 3.4 - Land Ownership within the Hatherleigh Market Site



© Crown Copyright 2007. All rights reserved. Licence number 100020449

Source: Land Registry and GVA Grimley analysis, 2008

3.20 With reference to Figure 3.4 above, the respective Landlords are as follows:

- **Plot DN299743** – The freehold land as show above on the plan is land registered to West Devon Meat Limited (Co. Regn. No. 2564443) of Michael House, Castle Street, Exeter, Devon, and the freehold was acquired on 17 June 1991.
- **Plot DN490113** – The freehold land as show above on the plan is land registered to Vicks Hatherleigh Market LLP (LLP. Regn. No. OC303527) of Hatherleigh Market, Hatherleigh, Devon, EX20 3HT, and the freehold was acquired on 6 January 2004.
- **Plot DN518147** – The freehold land as show above on the plan is land registered to Vicks Hatherleigh Market LLP (LLP. Regn. No. OC303527) of Hatherleigh Market, Hatherleigh, Devon, EX20 3HT, and the freehold was acquired on 30 December 2005.

- **Plot DN 419584** – The freehold land as show above on the plan is land registered to Devon County Council of County Hall, Exeter, EX2 4QD.
- **Plot DN511497** – The freehold land as show above on the plan is land registered to Roger Thomas Gordon Vick of Oslo, Oakfield Road, Hatherleigh, Okehampton, Devon, EX20 3JT, and the freehold was acquired on 22 April 2005.

Highways Accessibility

Local Highway Network

- 3.21 The main access road to the site is the A386, Bowling Green Lane. The characteristics of this road are detailed briefly below:

Speed limits

- 3.22 The main access road, the A386 is a single carriageway with national speed limit of 60mph. A speed limit of 30mph is in force to the south at the roundabout junction with the A3072 and Bridge Street. There is also a speed limit of 30mph covering all roads within the site boundary.

Visibility

- 3.23 The existing western access into site provides good visibility of the A386; likewise the A386 achieves good forward visibility on approach to site from either direction.

Road width

- 3.24 The A386 Bowling Green Lane varies in width between approximately 8-10m; this is due to a right turn lane to serve the site, after which the road narrows. On site roads also average approximately 8m.

Road alignment

- 3.25 The adjacent length of A386 follows a slight curvature past the site boundary and into Hatherleigh town. The primary site road connects to the A386 and runs east past the southern open space to the cattle market buildings. An additional road connects to this and runs north, following a straight alignment to the abattoir plot. A secondary access also exists to the east of the site; this follows a curved alignment to Bridge Street.

Parking restrictions

- 3.26 The section of A386 that runs adjacent to the site boundary has no demand for parking due to there being no frontage development. Despite this, there are on site parking arrangements to serve the existing businesses, consisting of hardstanding areas of various repair. It was noted during the site walkover that the secondary site access road located to the east was also being used for public parking. There is additional parking availability located to the east of the site within a pay and display public car park.
- 3.27 'The Devon Design Guide - Provision of Parking' states that adequate parking should be provided for all vehicles likely to visit a property within its curtilage; this includes employees', delivery and visitors' vehicles.
- 3.28 The roads within a commercial estate are for the passage of vehicles and are not provided or maintained for parking, the latter being outside the Highway Authority's role. If insufficient vehicle parking facilities are provided for a commercial unit parking spills out onto the highway.
- 3.29 Therefore full on-site parking facilities should be provided and maintained for that purpose. Where there is likely to be some demand for on-street parking, this is to be accommodated by the provision of parking lay-bys along both sides of the road.

Local traffic conditions

- 3.30 The A386 provides the main transport link from Torridge to the A30 (T). As a result it carries a significant number of vehicles with a high proportion of HGV's. Despite this, the roads remained free from congestion at peak times during a mid-week site visit.
- 3.31 The site comprises of two existing vehicular access points, the primary access is offered from the A386 and provides substantial links to both the cattle market and also the abattoir. The secondary access is offered via a link road from Bridge Street into the eastern section of the site adjacent the cattle market buildings.
- 3.32 The primary route (A386 Bowling Green Lane) runs from the Manadon Roundabout junction of the A38 in Plymouth to the A39 junction North-East of Bideford. On route it passes Yelverton, Tavistock, and the A30 Junction for Okehampton, Hatherleigh and Torrington. It currently serves as a main transport link for existing towns; as a result it is believed that access to the primary network is satisfactory.

Non Car Accessibility

- 3.33 The site does not benefit from any existing footway links. The most local footway network is located to the east of the site, on Bridge Street. A separate footpath system should be considered in order to comply with the recommendations of Planning Policy Guidance Note 13 (PPG13), so that walking is seen as a real alternative to driving. 'The Devon Design Guide' states that these routes should penetrate the development and conveniently link with the surrounding areas; footpaths should follow pedestrian desire lines, by linking features that generate or attract pedestrian traffic. Where the footpath crosses major roads the crossing points must be safe and convenient and will normally be at traffic calming features and at junctions. Considering this, new access arrangements for the site are essential, with considerations made towards safe crossing points for pedestrians.
- 3.34 The nearest cycle route exists on Bridge Street to the east of the site as part of the National Cycle Network as an on-road route, this route runs north through Hatherleigh before crossing the A386 via an underpass and running west adjacent to the River Torridge towards Sheepwash and Black Torrington. Following the route east, it continues past Hatherleigh as an on-road route providing links to Monkokehampton and Jacobstowe; these can be seen on Figure 2 in Appendix A.
- 3.35 It can also be seen that a future proposed route is indicated adjacent the eastern site boundary. A separate cycleway system should be considered for the development in order to comply with the recommendations of Planning Policy Guidance Note 13 (PPG13), so that cycling is seen as a real alternative to driving. It may be necessary to provide a cycleway either parallel to the footway, or combined with the footway. The degree of segregation will depend on anticipated pedestrian and cycle flows. Future cycleway connections to the National Cycle Network should be considered.
- 3.36 First Group currently operate two bus services within Hatherleigh; the 83 and 86 services. Likewise, Stagecoach operate three bus services; the 50, 51 and 315 service. The site could be serviced by an existing bus stop situated adjacent the eastern site access road; suitable arrangements for these stops may be required, including adequate footway links and crossing details. Alternatively, negotiations with the service provider could include rerouting of existing services into the site or include for section 106 contributions for the existing public transport network. The existing services currently provide links to Plymouth, Tavistock, Okehampton, Exeter, Crediton, Newton St Cyres, North Tawton and Barnstaple.

- 3.37 The nearest rail station is located 16.5 miles east in Coplestone; a link from this station to Hatherleigh exists via the A3072, B3286 and A386.

Site Access

- 3.38 It is recommended that both existing vehicular accesses are retained for any future development.
- 3.39 As the development site is smaller than 12ha, the provision of a Type C2 Commercial Access Road is required; guidance recommends that this should either loop within the site or link with adjacent infrastructure. The existing scenario satisfies the latter requirement.
- 3.40 Pedestrian/cycle access points should be provided; they should follow desire lines by linking features that generate or attract pedestrian/cycle traffic. Where they cross major roads the crossing points must be safe and convenient and will normally be at traffic calming features and at junctions.
- 3.41 Considering this, it will be necessary to extend existing footways so that they service the site effectively. Safe crossing points will need to be identified and implemented. It may be necessary to provide a cycleway either parallel to the footway, or combined with the footway. Implementation of a cycleway running east on the existing access road would provide a direct link to National Cycle Network on-road routes #3 and #27.
- 3.42 The existing bus routes that service Bridge Street, Hatherleigh have an allocated stop almost immediately adjacent the eastern site boundary. There is a strong potential that this could accommodate the site, however improvements for pedestrian access to the bus stops may be required, in turn this would require the acquisition of additional land for new footways; alternatively discussions could be made with the service providers in a bid to divert the existing bus services inside the site to provide a more accessible development, although this would be likely to be very costly and the operator may not wish to incur the time penalty on the services for the diversion.

Highways Constraints

- 3.43 The existing highway arrangements are free flowing. Retaining the existing site accesses will incur a minimal affect to existing conditions; as a result no highway capacity constraints have been identified.

- 3.44 Pedestrian, cycle and bus accesses do not currently exist on site. It is felt that such facilities could be provided as an extension of existing infrastructure to site, it is also anticipated that such infrastructure will be extended to the under construction Wainhomes housing development immediately adjacent the site prior to commencement of works, as a result this may ease the works required for provision to site.

Suitability

- 3.45 The site is deemed suitable for development in respect of highway accessibility. The existing infrastructure can be utilised to provide two suitable vehicular accesses to the west of site via the A386 and to the east of site via Hatherleigh town centre.
- 3.46 Due to this, there is no requirement for the acquisition of 3rd party land. Pedestrian footway and cycleway links can be provided by the extension of local existing infrastructure.

Site Services

Foul Sewerage

- 3.47 A public combined sewer is currently located within the site boundary, as shown in Appendix B, supplied by South West Water.
- 3.48 Following discussions with South West Water we can confirm that foul drainage capacity is available within the on site public sewer.

Surface Water Sewerage

- 3.49 A public combined sewer is currently located within the site boundary, as shown in Appendix B, supplied by South West Water.
- 3.50 Following discussions with South West Water we can confirm that surface water will need to be dealt with either on site or taken to an appropriate discharge point and not connected to the public combined sewer. Further to this an inspection of the internet based Soilscape Database indicates that the site comprises of freely draining floodplain soils; this can be seen on the Soilscape print out attached in Appendix C.

Potable Water

- 3.51 The position of local water mains within the site boundary and adjacent area can be seen in Appendix B, supplied by South West Water.

- 3.52 Following discussions with South West Water we can confirm that water supplies can be made available from the existing water main in Bridge Street.

Gas

- 3.53 Following the exchange of information with Wales & West utilities we can conclude that they have no apparatus within the area of the site. Due to the locality of commercial and residential dwellings it is believed that current services exist; as a result it is required that further enquiries are undertaken in order to ascertain the current provider(s).

Electricity

- 3.54 The position of local plant within the vicinity of the site can be seen in Appendix B, supplied by Western Power Distribution. It can be seen that existing 11kV underground utilities are provided for connection of on site buildings, some apparatus also pass through the site for connection of properties/businesses to the west.
- 3.55 Until such time as an approximation of required capacity can be provided we are unable to receive direct confirmation from Western Power Distribution as to whether future connection can be afforded or whether there will be a requirement for diversion and/or new installation of utilities. Furthermore, Western Power Distribution are unable to give details of spare capacity without conducting an on site survey and being provided with the required loadings from the site proposals. Following an on site survey an initial quotation could be provided, however a 2-4 week turn around should be expected.

Telecoms

- 3.56 The position of local plant within the vicinity of the site can be seen in Appendix B, supplied by BT Openreach. It can be seen that existing overhead plant exists within the site boundary, providing connections to the on site buildings.
- 3.57 Until such time as an approximation of site layout and requirements can be provided we are unable to receive direction confirmation from BT Openreach as to whether future connection can be afforded or whether there will be a requirement for diversion and/or new installation of utilities.
- 3.58 A large number of broadband services are available locally.
- 3.59 Good mobile phone coverage is available from five major service providers.

Services Constraints

- 3.60 We can confirm there are no utilities that currently sterilise the site. Furthermore, overhead cables would be diverted underground and laid to follow a suitable route through the development.
- 3.61 Until such time as an approximation of utility requirements can be provided we are unable to receive direct quotations from utility providers for the installation of new plant or connection to/diversion of existing plant.
- 3.62 With the exception of Wales & West utilities each of the above service providers contain services within the site. As the site is currently operational we must assume an alternative gas provider contains plant within the boundary and as a result we can confirm that site remoteness from utilities is not a constraint.
- 3.63 As essential utilities exist within the site there is little potential for significant abnormal reinforcement costs. However, it is important to consider that this is largely dependant upon the potential site layout and the likelihood that the existing services running through the site (Telecoms, Electric and possible private gas/drainage) will need diverting.

Suitability

- 3.64 The above listed utilities exist within the local area of the site. Discussions have been made with operators and although extents of installations, connections or diversions are not available at present we can confirm that no significant constraints have been identified.
- 3.65 On site overhead BT apparatus exists on site, this will require diverting underground. The number of units on site will influence the likelihood that connection to existing utilities can be achieved, if existing capacities can not afford the additional servicing of on-site units, additional costs will be incurred. BT advise they are unable to provide costs or estimates for service works without definite commencement of the development.

Flood Risk Issues

Hydrology

- 3.66 The nearest local watercourse is the River Lew. The River Lew is situated immediately adjacent the southern boundary of the site; flowing west it crosses the A386 and meanders in

a north westerly direction before joining the River Torridge approximately 1 mile to the north of the site.

Topography

- 3.67 The site was levelled accordingly prior to its current development, as a result it sits at a relatively flat grade and is visibly cut into the surrounding landscape.

Geology

- 3.68 An inspection of the internet based Soilscape Database indicates that the site comprises freely draining floodplain soils; this can be seen on the Soilscape print out attached in Appendix C.

Flood Risk

- 3.69 The Environment Agency's (EA) "Policy and Practice for the Protection of Flood Plains" (1997) provides guidance to local authorities on the control of development. In addition, the EA have published Indicative Flood Plain Maps (IFMs) which show areas potentially at risk from flood events of a 1% annual probability for rivers and 0.5% annual probability for tidal/coastal areas. The site has been identified from the Environment Agency's indicative flood maps as being partly in flood risk Zone 1 – low risk area and partly in flood risk Zone 2 – medium risk area. A copy of the Environment Agency's indicative flood map is attached as Figure 3 in Appendix A.

Vulnerability

- 3.70 In accordance with table D2 of PPS25 commercial developments are considered to be 'Less Vulnerable' and therefore can be situated within flood risk Zone 2 (medium risk).
- 3.71 In accordance with table D2 of PPS25 residential developments are considered to be 'More Vulnerable' and therefore can not normally be situated within flood risk Zone 2 (medium risk). There may however be scope for residential accommodation on the upper levels of buildings.

Surface Water Management Plan

- 3.72 Following discussions with South West Water we can confirm that surface water will need to be dealt with either on site or taken to an appropriate discharge point and not connected to the public combined sewer.

- 3.73 It is anticipated that rainwater currently falling on the site is collected by existing infrastructure and discharged locally to the on site pond prior to conveyance and discharge into the River Lew. A fundamental principle of sustainable development in terms of flood defence is the reduction of surface water runoff from new developments; the proposed surface water drainage strategy will endeavour to replicate the site's existing hydrology. Changes in the volume and rate of surface water runoff from the development could increase the risk of flooding downstream, unless sufficient steps are taken within the proposed development to prevent this happening.
- 3.74 The future strategy would be to collect all rainwater in suitable infrastructure and direct it into a surface water drainage system, before discharging into the River Lew at rates no greater than the predevelopment runoff.
- 3.75 To ensure that the future runoff does not exceed the current situation, an attenuation feature would be installed, if required. This attenuation feature would be finalised at the detailed design stage, but could be made up of ponds/wetlands, detention basins, porous car parking, oversized sewer pipes or underground cellular storage.
- 3.76 Sustainable Drainage Systems (SuDS) can be used to reduce the amount of rainfall collected at source and where appropriate, SuDS can be used to improve water quality. The EA have also confirmed that the use of SuDS as a means of reducing surface water runoff is a sustainable and cost effective solution. It is therefore proposed that SuDS systems be used throughout the development wherever ground conditions permit.

Flood Risk Constraints

- 3.77 The site has been identified as being unsuitable for residential development on the Environment Agency's indicative flood maps being in flood risk Zone 2 – medium risk area.
- 3.78 A surface water management plan will need to be prepared for this development and this may restrict the amount of land that is available due to requirement to use SuDS features.
- 3.79 Percolation tests of the proposed development area have not been undertaken; should the site prove suitable for soakage then this would become the preferred method of surface water disposal. If this is the case, the amount of above ground storage could be reduced.
- 3.80 It is likely that the flood levels will need to be determined and from this proposed finished floor levels established.

- 3.81 It is possible that ground levels may need to be raised and therefore flood compensation may need to be offered.

Suitability

- 3.82 In accordance with Section 5.5 'Vulnerability', Table D2 of PPS25 concludes that the site is suitable for commercial development.
- 3.83 It is concluded that a surface water management plan can be developed for the proposed development.
- 3.84 The fact that part of the site falls within flood risk Zone 2 may impose some constraints on the way that the site can be developed.

Geotechnical and Contamination Issues

Contamination

- 3.85 The nearest active Industrial Use recorded on the Contemporary Trade Directory is listed as the West Devon Meat Ltd which operates the abattoir located on site.
- 3.86 There are sixteen recorded substantiated pollution incidents within 500m of the site. The closest incident was a category 3 (minor incident) which occurred 10m to the north west of the site and comprised the release of an unidentified pollutant into a fresh water stream / river in April 1995. Of the remaining fifteen recorded incidents, two comprise of category 2 (significant incidents) and thirteen comprise category 3 incidents, all of which occurred between 1992 and 1995.
- 3.87 There are no registered landfill facilities within 1km of the site. However, historical OS mapping and site walkover data indicates that land filling may have occurred across the site. Further details are outlined in Appendix D – 'Environmental Constraints Survey'.

Geotechnical

- 3.88 The geology beneath the site is recorded on the BGS sheet 324 (Okehampton 1:50,000 series) solid and drift geology map, and is described as comprising river deposits with Pliocene gravels and clays which are underlain by Permian Bow Conglomerates and Carboniferous shale and sandstone from the upper namurian crackington formation.

- 3.89 EA Groundwater Vulnerability Sheet 41 North West Devon, 1:100,000, classifies the underlying soils as a minor aquifer with overlying soils of varied permeability and a high leaching potential, i.e. soils which can readily transmit a wide range of pollutants due to their rapid drainage and low attenuation potential.
- 3.90 The Envirocheck data indicates that there are no Groundwater Source Protection Zones located within 1km of the site. Further details are outlined in Appendix D – ‘Environmental Constraints Survey’.

Conclusions

Development Potential

- 3.91 The site is currently proposed for mixed use development and we would anticipate that of the 7.36ha (gross) available around 6ha of this would be available for development (net area). Of this 6ha, we would expect around 4 – 4.5ha to be given to residential, with 1.5ha being for employment. Assuming a standard residential development we would expect the site to achieve around 40dph on the site, thereby giving around 160 - 180 dwellings. In terms of the provision of employment floorspace we would expect the site to achieve around 4,000 sq. m per net hectare therefore giving around 4,000 – 6,000 sq. m. This would roughly translate into around 130 – 200 jobs assuming an average employee density of 30 sq. m per employee. Considering its location, size, access and service provision, we consider this to be an excellent brownfield opportunity site that could provide valuable housing and employment towards the targets set in the Regional Spatial Strategy. In terms of the configuration of the site, we would recommend that employment uses are focussed in the south western corner, with residential on the rest of the site. This would keep any potential “bad neighbour” uses separate and would also mean that the employment would be located adjacent to the main road.

Topographic Issues

- 3.92 The brownfield site was levelled prior to its current development; as a result it sits at a relatively level grade and does not indicate any topographical constraints.

Highways and Access Issues

- 3.93 The existing highway arrangements provide free movement of traffic. Retaining the existing site accesses will result in a minimal affect to existing conditions, as a result no highway capacity constraints have been identified.

- 3.94 Dedicated pedestrian, cycle and bus accesses do not currently exist on site. These facilities could be provided as an extension to the existing infrastructure.

Services Issues

- 3.95 Until such time as an estimate of utility loads can be provided we are unable to obtain quotations from utility providers for the installation of new plant or connection to/diversion of existing plant.
- 3.96 It is important to consider that the potential for significant abnormal reinforcement costs is largely dependant upon the proposed site layout and the extents by which existing services running through the site will need diverting.
- 3.97 The number and size of units on site will determine whether adequate connection to existing utilities can be achieved. If existing capacities can not accommodate the additional units, additional costs for off site reinforcement, which could be significant, will be incurred.
- 3.98 Utility companies advise they are unable to quote costs or estimates for service works without being provided with proposed loadings and/or conducting any required site surveys.

Flood Risk Issues

- 3.99 The site has been identified as being unsuitable for residential development on the Environment Agency's indicative flood maps being in flood risk Zone 2 – medium risk area.
- 3.100 If during the detailed design stage percolation tests find that the sites permeability does not warrant the use of SuDS then a conventional system will be implemented with restricted discharge into the River Lew.
- 3.101 It is likely that the flood levels will need to be determined and from this proposed finished floor levels established.
- 3.102 It is possible that ground levels may need to be raised and therefore flood compensation may need to be offered.
- 3.103 The fact that part of the site falls within flood risk Zone 2 may impose some constraints on the way that the site can be developed.

Geotechnical and Contamination Issues

- 3.104 Based on currently available information it is considered that potential existing and historical sources of contamination may be present on site (i.e. unknown fill materials, above ground storage tanks). No statutory designated sites have been identified on or within 500m of the site. The site has potential to support a number of protected species. The site has long and fairly well documented history; it is therefore considered that archaeological potential exists.

Additional Work Required

- 3.105 At the detailed design stage, percolation tests will be carried out as part of the general geotechnical assessment. This may confirm that soakaways are feasible for this development, which if this is the case, soakage will become the preferred method of surface water disposal for the development.
- 3.106 It is recommended that a flood risk assessment is undertaken. Following this a study of the relationship between predicted flood levels and local contour plans will establish an accurate flood plain area,
- 3.107 It is recommended that a combined desk based and intrusive site investigation is undertaken to adequately identify potential existing and historical sources of contamination. It is worth noting that archaeological assessments could be combined with the intrusive investigative works in order to reduce the total cost.
- 3.108 A pollution control strategy during both construction and operation of the site will need to be drawn up for this site to ensure potential pollutants during these phases do not reach the surrounding sensitive receptors.
- 3.109 It is recommended that an extended Phase 1 habitat survey and desk study is undertaken on this site in the first instance. The results of this survey would then be used to further inform specialised protected species work and further habitat assessments where necessary.

Site Suitability

- 3.110 With regard to its location and local topography the site is deemed suitable for development.
- 3.111 With regard to highway accessibility the site is considered suitable for development. Pedestrian, cycle and bus facilities do not currently exist on site however these could be provided as an extension of existing infrastructure from the eastern vehicular access into Hatherleigh town centre.

- 3.112 The site is deemed suitable for development with regard to utilities and the information received. Discussions with operators identify no significant constraints. It is anticipated that future connections could be made to existing on site apparatus or adjacent developments. On site utilities comprise overhead telecom apparatus which may need diverting. On the basis that there is capacity for the proposed number and size of units the offsite reinforcement costs will be minimal.
- 3.113 The site is located in flood risk Zone 2 – medium risk area. The desktop Soilscape report indicates freely draining flood plain soils. In accordance with table D2 of PPS25 it is therefore suitable for commercial development. It is anticipated that the flood levels will need to be determined and from this proposed finished floor levels established which would represent a cost of development. In addition there may be a need to lose part of the site as compensatory flood plain, potentially reducing the total developable area.
- 3.114 With regard to contamination the suitability of the Hatherleigh Cattle Market site is dependant upon the results of a combined desk based and intrusive site investigation as recommended above. Historical OS mapping and site walkover data indicates that land filling may have occurred across the site, such activity could reduce the suitability of the site.
- 3.115 With regard to geotechnical information the Hatherleigh Cattle Market site is deemed suitable for development. There are no statutory environmental designations recorded within the site boundary. The nearest statutory environmental designation to the site is Hatherleigh Moor Registered Common Land located approximately 800m to the east of the site. In addition, Hannaborough Quarry Site of Special Scientific Interest (SSSI), which covers an area of 0.74ha, is located approximately 2km to the south of the site.

Development Appraisal

- 3.116 We have undertaken a brief development appraisal of the site, assuming the mix of uses as detailed in paragraph 3.91 above. Other assumptions used in the appraisal have been developed through discussions with our Agency colleagues in the South West and are presented in detail at Appendix E.
- 3.117 For Hatherleigh, which is a brownfield site, we have also made assumptions about the number of jobs existing on the site, based on an approximate measure of existing building coverage, and a standard employee density. A summary of the key assumptions used in the development appraisals is given in Table 3.1 below.

Table 3.1 – Key Development Appraisal Assumptions

Existing Employment Density	80 m ² per employee
Demolition Costs	£25 per m ²
Reclamation Costs (for resi uses)	£280,000 per hectare
Reclamation Costs (for emp uses)	£150,000 per hectare
Flood Mitigation Measures	£50,000 per site
Access Improvements	£100,000 per site

Source: GVA Grimley, 2008

- 3.118 The detailed development appraisal for the Hatherleigh Market site is shown at Appendix F. A summary of the appraisal is shown in Table 3.2 below.

Table 3.2 - Hatherleigh Market Development Appraisal Summary

Gross Development Value	£26,662,895
Costs	£2,528,800
Build Costs	£12,244,655
Other Costs	£6,932,353
Total Costs	£21,705,808
Residual Value	£4,957,087
Existing Use Value	£3,974,400
Overall Viability	£982,687

Assumed Existing Employment	184
New Employment	387

Source: GVA Grimley, 2008

- 3.119 As can be seen in Table 3.2 above the development appraisal of the Hatherleigh site shows that redevelopment of the site would be viable assuming the mix of uses outlined in paragraph 3.91 above. In addition, the number of jobs created through such a development would yield approximately 200 more jobs than presently exist on the site, as well as more modern premises suited to present day business requirements, and a range of residential dwellings to contribute to future housing growth targets.

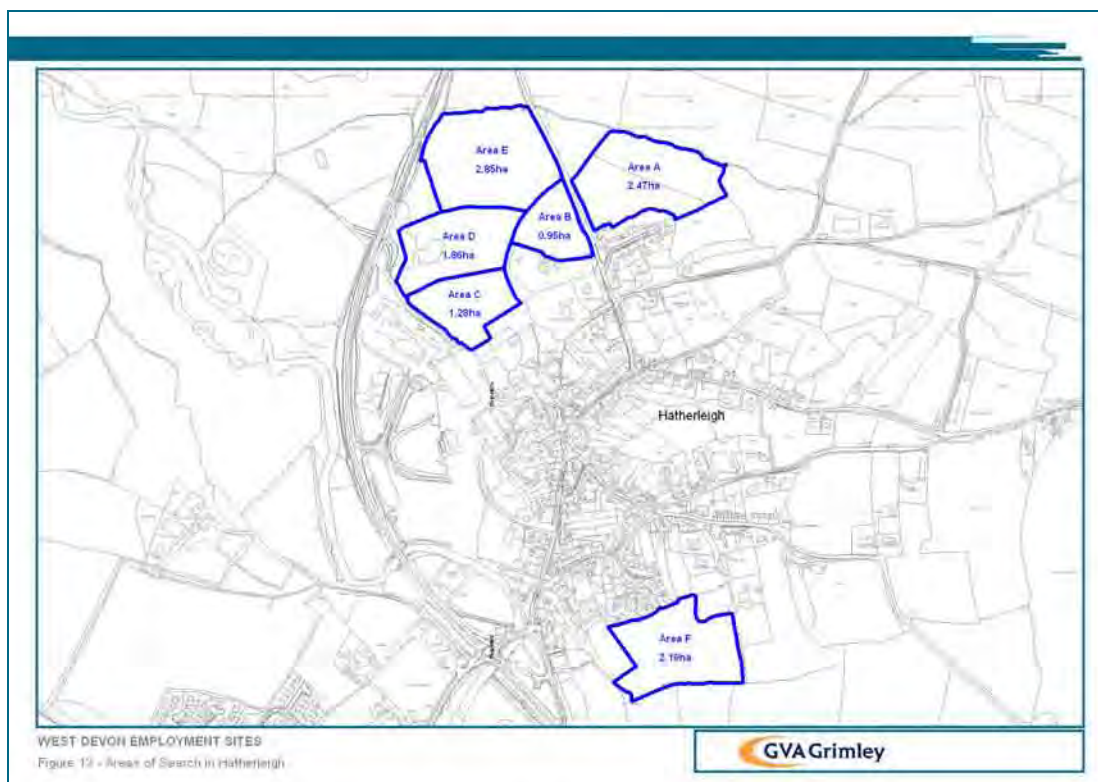
Further Allocations of Land

- 3.120 GVA Grimley were asked to consider the potential for further housing allocation(s) in Hatherleigh to give a total number of additional dwellings in the region of 280. Assuming that around 160 of these dwellings could be accommodated on the Hatherleigh Market site, we estimated that additional land would need to be identified to accommodate around 120

dwellings. Assuming the same housing density as made before, this equates to 3ha of land. In addition, would we expect that a further allocation of around 1ha of employment land would need to be identified in order to maintain the ratio between population and employment.

3.121 Looking at the town of Hatherleigh (as shown in Figure 3.1) it is constrained on the western edge by the A386, with any development to the west of this road being severed from the town. We therefore concluded to focus the search within the existing settlement. The areas to the north of the town centre (and adjacent to the north eastern corner of the Hatherleigh Market site) seemed to provide the most potential for additional housing sites, being located both to the town centre and with good access to the A386 via Oakfield Road. There was also a potential site to the south of the town, close to the roundabout with the A386. These areas are shown at Figure 3.5 below.

Figure 3.5 – Areas of Search in Hatherleigh



3.122 A total of six areas were identified as being potential additional housing sites within Hatherleigh. Five of these sites (labelled A – E in Figure 3.5 above) are located to the north of the town centre, with just one (Area F) to the south.

3.123 **Area A** is located to the east of Oakfield Road, which connects Hatherleigh town centre with the northern junction of the A386. This site is already under construction for residential

development of 41 unit, made up of a mix of two, three and four bedroom dwellings, including 19 affordable homes. Area A is shown in Figure 3.6 below.

Figure 3.6 - Area A, Hatherleigh



- 3.124 As can be seen above a new access has been constructed from Oakfield Road to service the allocate site. The site is approximately 2.47ha in area (though it could be smaller depending on the depth of the site). We understand it is being developed for a total of 41 residential units, comprising a mix of two, three and four bedroom houses with a total of 19 units being affordable homes.

On the opposite side of Oakfield Road to the allocated site is Area B, which is approximately 0.95ha in area and is allocated in the local plan for a total of 12 dwellings. The site is currently subject to a planning application for the development of 12 dwellings, comprising four and five bedroom homes. There is a newly constructed access to this site off Oakfield Road, as can be seen in Figure 3.7 below. Area B itself can be seen in

- 3.125 Figure 3.8.

Figure 3.7 – Newly Constructed Access to Area B



Figure 3.8 – Area B, Hatherleigh



- 3.126 As can be seen from Figure 3.8 above, Area B is a relatively flat site, currently being used for grazing. If this site were to be redeveloped for residential uses we would expect it to be able to deliver around 30 – 35 dwellings.
- 3.127 **Areas C, D and E** lie to the north of the abattoir that is located in the Hatherleigh Market site and stretch from the site's northern boundary to the A386 on the outskirts of Hatherleigh. Restrictions on access to these areas meant that we were unable to gain entry to the exact areas themselves, however we were able to make observations from the road.

- 3.128 **Area C** lies adjacent to the north eastern boundary of the Hatherleigh Market site and is currently used for grazing. The site is relatively flat and comprises around 1.28ha, therefore if this area were developed for housing we would expect it to yield around 45 – 50 dwellings. If this area were redeveloped for employment, it could be expected to yield around 3,500sq m of employment floorspace (assuming 70% gross to net and 4,000sq m per net hectare).
- 3.129 **Area D** is located north of Area C, and therefore lies between Hatherleigh Market and the A386. This area slopes quite steeply downwards in a northerly direction and also has a number of established trees. At the time of the survey, this area was being used for grazing. Due to the slope of the site, any redevelopment would entail a significant amount of cut and fill, or would need to exclude the part of the site that is too steep to build upon. The area of the site is around 1.86ha in size, and therefore if it were redeveloped for residential, could be expected to deliver around 65 – 70 dwellings.
- 3.130 **Area E** lies to the north of Areas B and D, adjacent to the A386 on its western boundary and Oakfield Road on the eastern boundary. This area slopes gently downward towards the main road and is currently used for grazing. Being around 2.85ha in area, if this area were developed for residential uses, we would expect it to yield in the order of 100 dwellings.
- 3.131 **Area F** lies to the south of the town centre, separate from the other areas we have identified. This area of the town is more established as a residential location and hence there are fewer sites available here. In addition there is a stream running through this part of the town, which further cuts down the scope for residential development for some areas. The area that we have identified is located to the rear of Hatherleigh Primary School and also some existing residential development. Access to the site would have to be through the existing residential streets, which may be an issue. This site slopes upwards in a west – east direction, meaning that any development would involve a significant amount of cut and fill in order to make the site viable for development.
- 3.132 As has been demonstrated above there appears to be a number of potentially viable housing and employment sites within Hatherleigh that could accommodate further expansion of the town. It should be noted that our brief assessments of the scale of development are based on our site surveys and should not be taken as accurate site appraisals. We would recommend that further work should be carried out on an individual site basis to assess the potential for future housing growth on these sites.

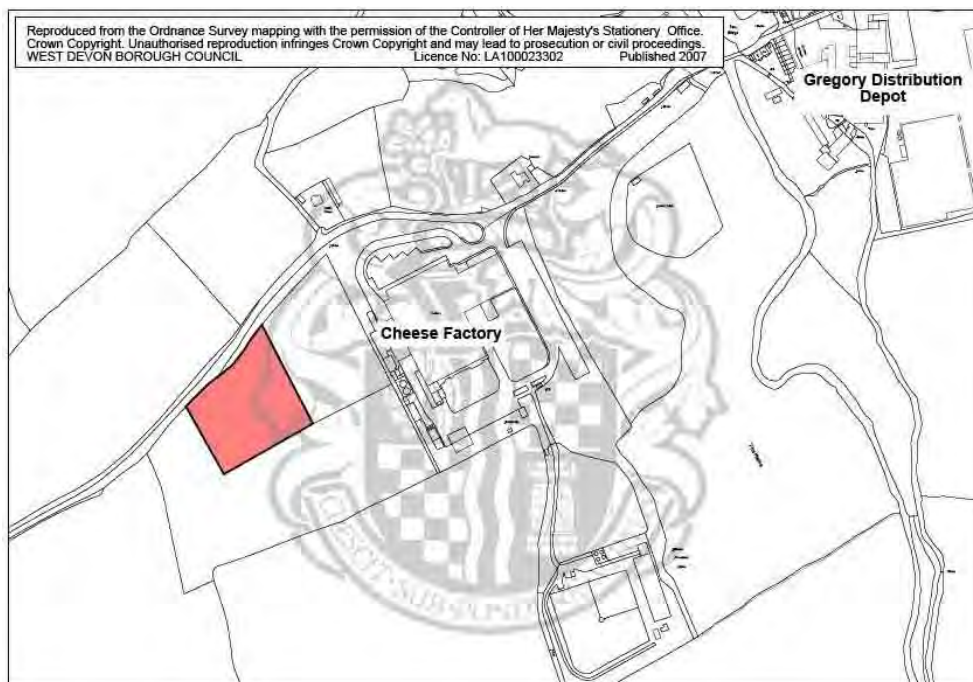
4. NORTH TAWTON

Site Location and Topography

Site Location

- 4.1 The site is located on the western outskirts of North Tawton, Devon. The 1ha site comprises of an open field located south of Fore Street on the western outskirts of North Tawton; The A3072 serves as North Tawton's primary access route, it runs west from the A386 between Hatherleigh and Okehampton to the A377 at Copplestone.
- 4.2 The site is located close to a cheese factory operated by Glanbia Foods which is accompanied by an adjacent effluent treatment works and is a prominent landmark in the North Tawton area. Also, adjacent to the site is an electricity substation. Beyond the cheese factory exists a recreational cricket pitch, warehouse and commercial depot, north of which exist playing fields and a residential area on Taw Vale Avenue. The remainder of the site sits adjacent to agricultural land. The location of the site is shown at Figure 4.1 below. A separate plan is attached as Figure 1 of Appendix G.

Figure 4.1 – North Tawton Site Location Plan



West Devon Borough Council Allocations DPD, 2007

Site Uses

- 4.3 The site consists of agricultural land; during a recent site visit it was clear that the ground had recently been ploughed and seeded, therefore we can conclude that it is currently in use for farming purposes, as per its neighbouring fields. The site can be seen in Figure 4.2 below.

Figure 4.2 – North Tawton Site



- 4.4 It is believed that the site's previous uses are for agriculture. There are no existing buildings or areas of hard standing within the site, however on the western boundary there is a water butt used for the filling of a local trough. Other infrastructure that currently exists within the site includes hedgerows, fencing, and both underground and overhead utilities. There are no initial signs of contamination on site.

Topography

- 4.5 Following a site walkover and the review of online mapping the topography of the site has been assessed; the site follows a constant fall at a shallow grade from west to east. Likewise the local surroundings follow this trend, matching the profile of the adjacent Fore Street.
- 4.6 The sites northern boundary has a small excavated ditch running its length, from west to east. As no point of discharge was present on site it is assumed that the percolation of ground water is currently relieving the ditch. The nearest tributary runs from the eastern side of the Cheese Factory, approximately 500m from the site boundary in a northerly direction towards the Taw Bridge Cross, at this point it discharges into the River Taw.

- 4.7 Following the site walkover it can be confirmed that there are no ridgelines affecting development levels.
- 4.8 Dartmoor National Park is located to the south of the development site, of which minimal views are visible from site. There are no trees located within the site boundary or its immediate surroundings.
- 4.9 The northern length of the site is separated from Fore Street by an existing hedge row; this is situated on an embankment thus generating a level difference between existing site ground level and adjacent road level.

Locational and Topographical Constraints

- 4.10 The site is located on the western outskirts of North Tawton, adjacent to a major industrial unit with good access which avoids the need to travel through the town centre of North Tawton. Due to this it is considered that this site does not inherit any locational constraints.
- 4.11 The topography of the site falls at a shallow grade throughout; the only topographical constraint present is the difference in levels between the site and adjacent access road, Fore Street.
- 4.12 The ground conditions during the site visit were dry but soft; this is assumed to be the direct result of the recent turning of the top soil. An exception must be made for the area within the local proximity of the water butt; the saturation of this ground was thought to be as a result of leakage and poses no long-term development constraints.
- 4.13 An online Soilscape report suggests that the soil is freely draining slightly acid loamy, this can be seen on the Soilscape print out attached in Appendix I; as a result we assume localised ponding to be negligible. Furthermore, it is expected that any existing runoff is conveyed naturally to the nearest watercourse.

Suitability

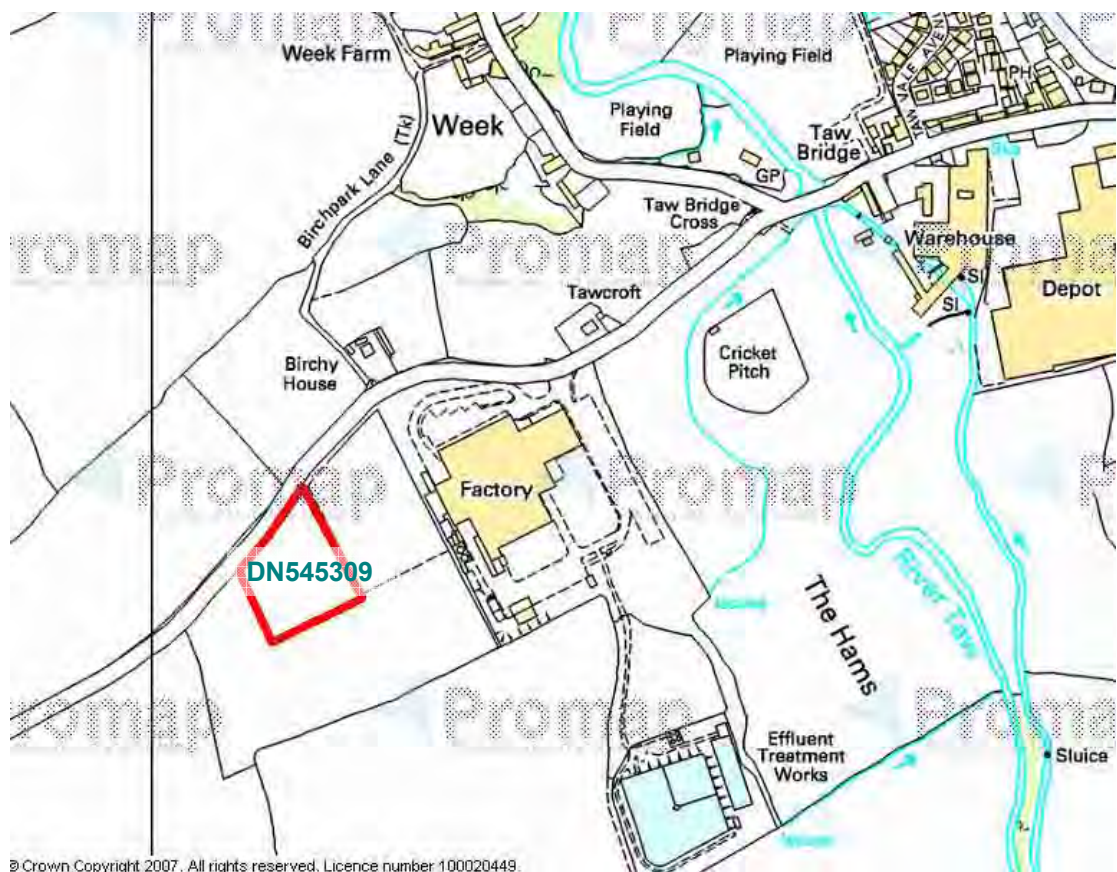
- 4.14 The site location is deemed suitable for development; transport links to local facilities and towns currently exist. Based upon the results from the Soilscape report ground conditions throughout site are assumed to be suitable for development; at the detailed design stage percolation tests would be required to provide confirmation of this.

- 4.15 The sites impact on the landscape or local town is limited due to the dominance of the adjoining factory; it is therefore felt that the site location is appropriate for new employment and business opportunities.
- 4.16 The level difference between the site and adjacent road generates a topographical constraint. Although the remedial works are relatively simple, a larger area of land will be required to accommodate an access proposal with the necessary earthworks.

Land Ownership

- 4.17 In order to establish ownership of the land in question a Search of the Index Maps was undertaken by application to the Land registry Office of West Devon.
- 4.18 Results concluded that there were a number of various land owners on the site. Figure 4.3 below divides up the plot of land by land owners.

Figure 4.3 - Land Ownership within the North Tawton Site



Source: Land Registry and GVA Grimley analysis, 2008

4.19 With reference to Figure 4.3 above, the respective Landlords are as follows:

- **Plot DN545309** – The freehold land as shown above on the plan (Figure 4.3) is land registered to Mr & Mrs Kenneth Williams Dunn of The Barton, North Tawton, EX20 2BB.

Highways Accessibility

Local Highway Network

4.20 The main access road to the site is the A3072. The characteristics of this road are detailed briefly below.

Speed limits

4.21 The A3072, is a single carriageway with national speed limit of 60mph. This speed restriction continues onto Fore Street and is maintained beyond the proposed site. The site is accessed from the B3219 Fore Street which connects North Tawton to the A3072. The speed limit on Fore Street is 60mph.

Visibility

4.22 The section of A3072 that serves as the primary route to North Tawton offers good forward visibility. The B3219 Fore Street, running adjacent the site and into the town centre has some restrictions on forward visibility.

Road width

4.23 Fore Street has an approximate width of 7m.

Road alignment

4.24 Fore Street follows a relatively straight alignment west to east from the A3072 on approach to the site, beyond the site the road curves slightly before crossing the River Taw and continuing straight in an easterly direction into North Tawton town centre.

Parking restrictions

4.25 The existing roads local to the development site have no demand for parking due to there being no local development that has constrained parking.

- 4.26 'The Devon Design Guide - Provision of Parking' states that adequate parking should be provided for all vehicles likely to visit a property within its cartilage; this includes employees', delivery and visitors' vehicles.
- 4.27 The roads within a commercial estate are for the passage of vehicles and are not provided or maintained for parking, the latter being outside the Highway Authority's role. If insufficient vehicle parking facilities are provided for a commercial unit parking spills out onto the highway.
- 4.28 Therefore full on-site parking facilities should be provided and maintained for that purpose. Where there is likely to be some demand for on-street parking, this is to be accommodated by the provision of parking lay-bys along both sides of the road.

Local traffic conditions

- 4.29 The A3072 provides the main transport link from the A386 between Hatherleigh and Okehampton. Furthermore, the A3072 and Fore Street both carry local traffic east into North Tawton. Despite this, each of the roads remained free from congestion at peak times during a mid-week site visit.
- 4.30 The site is located mid-field; the field in its entirety is currently served by two points of access, the primary route is offered via a gated farm access from Fore Street to the west of the site boundary. The secondary route is offered via a neighbouring field via an open farm access south of the site boundary.
- 4.31 There are no other roads serving the site.

Non Car Accessibility

- 4.32 The site does not benefit from any existing footway links. The most local footway network is located to the east of the site, beyond the Taw Bridge. The provision of a footway link to the site could be considered in order to comply with the recommendations of Planning Policy Guidance Note 13 (PPG13), so that walking is seen as a real alternative to driving. The bridge is narrow and it may not be possible or financially viable to provide a separate pedestrian bridge. However alternative solutions such as the introduction of a priority traffic system across the bridge with pedestrian hatching along one side could be considered. Footway construction costs should be expected to be in the region of £62,000 (based on £100/m length of 1.5m wide footway).

- 4.33 'The Devon Design Guide' states that these routes should penetrate the development and conveniently link with the surrounding areas; footpaths should follow pedestrian desire lines, by linking features that generate or attract pedestrian traffic. Where the footpath crosses major roads the crossing points must be safe and convenient and will normally be at traffic calming features and at junctions. Considering this, new access arrangements for the site are essential, with considerations made towards safe crossing points for pedestrians.
- 4.34 Following the site walkover we can confirm that no cycleways exist within the direct vicinity of the site, furthermore, following a desktop study of NCN (National Cycle Network) mapping it is apparent that the nearest signed route exists approximately 1.25 miles west of the site as an on-road route at Sampford Courtenay, this links into National Cycle Network Route #27, this can be seen on Figure 2 in Appendix G.
- 4.35 A separate cycleway system should be considered for the development in order to comply with the recommendations of Planning Policy Guidance Note 13 (PPG13), so that cycling is seen as a real alternative to driving. It may be necessary to provide a cycleway either parallel to the footway, or combined with the footway. The degree of segregation will depend on anticipated pedestrian and cycle flows.
- 4.36 Stagecoach currently operate services within the local area. The site could be serviced by existing bus stops situated beyond Taw Bridge, within North Tawton town centre; it is anticipated that suitable access arrangements for these stops would inherit substantial costs due to the requirement for acquisition of 3rd party land for the provision of the necessary footway links. As a result it is recommended that negotiations with the service provider could include rerouting of existing services into the site or include for section 106 contributions for the existing public transport network and the provision of new stops on the site frontage.
- 4.37 The nearest rail station is located 8 miles east of site in Copplestone; from this station access to the local area is afforded via the A3072 and B3219.

Site Access

- 4.38 It is recommended that one primary vehicular access is implemented. Due to the alignment of the B3219 and the level differences between the road and the site, achieving an access junction with full visibility may be difficult. The optimum location is towards the eastern end of the frontage to benefit from the verge at that location. It will be difficult to achieve the site distances for the 60mph speed limit, as a result it may be necessary to reduce the speed limit to 40mph. The level difference between the existing site and adjacent road (with the site being higher) leads to the requirement of a ramped access in cutting; suitable earthworks will be

required to provide a side slope of 1:4 up to existing site level. An indicative access proposal can be seen as Figure 3 in Appendix G. We recommend that more detailed work is carried out with the benefit of topographical survey to establish the optimum access solution and its cost.

- 4.39 As the development site is only 1ha, the access road required is classified as a Type C3 Narrow Commercial Access Road and should loop within the site.
- 4.40 Pedestrian/cycle access points should be considered for the site. They should follow desire lines by linking features that generate or attract pedestrian/cycle traffic. Where they cross major roads the crossing points must be safe and convenient and will normally be at traffic calming features and at junctions. Safe crossing points will need to be identified and implemented. It may be necessary to provide a cycleway either parallel to the footway, or combined with the footway.
- 4.41 The existing bus routes that service the North Tawton have allocated stops providing ingress to and egress from the town centre. There is little potential for these to accommodate the site; instead it is recommended that discussions are made with stagecoach in a bid to provide new stops adjacent to the site to provide a more feasible solution.

Highways Constraints

- 4.42 The existing highway arrangements are free flowing; the site access proposal is to generate a single point of access into the site from Fore Street. The level difference between the site and Fore Street generates the requirement of earthworks; the extents of these can be seen on Figure 3 in Appendix G.
- 4.43 Pedestrian and cycle accesses do not currently exist on site. It is felt that there is little possibility for the provision of such services as the extent of works that would be required for connection to existing offsite infrastructure would demand significant costs.

Suitability

- 4.44 There are problems associated with achieving a suitable access, it may be necessary to reduce the speed limit to achieve a suitable access and visibility.
- 4.45 The level difference between the site and adjacent road increases the land take required for a suitable access arrangement, this space may be critical due to relatively small site area and thus reduce the viability of this site.

- 4.46 The lack of existing pedestrian footway and cycleway routes within the area of the site and the unlikely provision of future connections reduces its suitability.

Site Services

Foul Sewerage

- 4.47 Within the vicinity of the site there are no adopted foul sewer mains, the nearest public combined system is located approximately 600m to the east of site beyond the Taw Bridge. This can be seen in Appendix H, supplied by South West Water.
- 4.48 Following discussions with South West Water we can confirm that the site does not have immediate access to public foul sewer. Connection would be permitted to the above mentioned system subject to confirmation of the scale of development as the North Tawton Sewage Treatment Works are operating near to capacity. The provision of 600m length of foul sewer is expected to cost circa £150,000 (based on £250/m length of foul sewer installed).

Surface Water Sewerage

- 4.49 Within the vicinity of the site there are no adopted surface water sewers, the nearest public combined system is located approximately 600m to the east of site beyond the Taw Bridge. This can be seen in Appendix H, supplied by South West Water.
- 4.50 Following discussions with South West Water we can confirm that surface water will need to be dealt with either on site or taken to an appropriate discharge point and not connected to the public combined sewer. Further to this an inspection of the internet based Soilscape Database indicates that the site is freely draining slightly acid loamy soils.

Potable Water

- 4.51 The position of the local water mains within the northern boundary of the site can be seen in Appendix H, supplied by South West Water.
- 4.52 Following discussions with South West Water we can confirm that water supply to the site is readily available from the existing water main.

Gas

- 4.53 The position of local gas mains within the vicinity of the site can be seen in Appendix H, supplied by Wales & West Utilities. It can be seen that there are existing medium pressure utilities approximately 250m south east of site.
- 4.54 Until such time as an approximation of required capacity can be provided we are unable to receive direct confirmation from Wales & West as to whether future connection can be afforded or whether there will be a requirement for specific or general reinforcement.

Electricity

- 4.55 The position of local plant within the vicinity of the site can be seen in Appendix H, supplied by Western Power Distribution. It can be seen that existing 11kV underground cables pass south of the site boundary, while 132kV cables pass underground east of the site for connection to the electricity sub station.
- 4.56 Until such time as an approximation of required capacity can be provided we are unable to receive direct confirmation from Western Power Distribution as to whether future connection can be afforded or whether there will be a requirement for diversion and/or new installation of utilities.

Telecoms

- 4.57 The position of local plant within the vicinity of the site can be seen in Appendix H, supplied by BT Openreach. It shows existing underground plant adjacent to the northern boundary of the site, following a recent site walkover survey it can be confirmed that these services are actually situated overhead.
- 4.58 A large number of broadband services are available locally.
- 4.59 Good mobile phone coverage is available from three major service providers; with variable coverage being available from two additional major service providers.

Services Constraints

- 4.60 We can confirm there are no utilities that currently sterilise the site.
- 4.61 Existing overhead cables within the site will require diversion underground and should follow a suitable route through the development.

- 4.62 Until such time as an approximation of utility requirements can be provided we are unable to receive direct quotations from utility providers for the installation of new plant or connection to/diversion of existing plant.
- 4.63 Currently on site there are underground water mains and overhead telecom utilities running adjacent to the northern boundary, although other utilities are not located within the site it is envisaged that they will be provided through the adjacent Cheese Factory and Electricity Sub Station.
- 4.64 Where utilities exist local to the site there is little potential for significant abnormal reinforcement costs. However, it is important to consider that this is largely dependant upon the potential site layout and the extents of diversion for the existing services running through the site (overhead 11kV electric).
- 4.65 Where vital utilities do not exist local to site an assessment from the provider will need to be made with regard to topography, existing utility locations and capacity so that a quotation and methodology for connection can be provided.

Suitability

- 4.66 The above listed utilities exist within the local area of the site. Discussions have been made with operators and although extents of installations, connections or diversions are not available at present no significant constraints have been confirmed, with only one identified as a possibility; this being where the site access requires a cutting into the existing ground due to a difference in level between the site and adjacent road. The cutting will be required above the underground water mains; their depth may become a constraint and thus inherit diversion costs.
- 4.67 On site utilities include overhead telecom utilities, these will require diverting underground. The number of units on site will influence the likelihood that connection to existing utilities can be achieved, if existing capacities can not afford the additional servicing of on-site units, additional costs will be inherited.

Flood Risk Issues

Hydrology

- 4.68 The nearest local watercourse is the River Taw. The River Taw is situated approximately 600m east of site and flows from south to north. There are a number of unnamed tributaries

that feed in to the River Taw, the nearest is located adjacent to the eastern boundary of the cheese factory.

Topography

- 4.69 The site follows a constant fall at a shallow grade from west to east.

Geology

- 4.70 An inspection of the internet based Soilscape Database indicates that the site is freely draining slightly acid loamy soils; this can be seen on the Soilscape print out attached in Appendix I.

Flood Risk

- 4.71 The Environment Agency's (EA) "Policy and Practice for the Protection of Flood Plains" (1997) provides guidance to local authorities on the control of development. In addition, the EA have published Indicative Flood Plain Maps (IFMs) which show areas potentially at risk from flood events of a 1% annual probability for rivers and 0.5% annual probability for tidal/coastal areas. The site has been identified as not being at risk from flooding on the Environment Agency's indicative flood maps being in flood risk Zone 1 – low risk area. A copy of the Environment Agency's indicative flood map is attached as Figure 4 in Appendix G.

Vulnerability

- 4.72 In accordance with table D2 of PPS25 commercial developments are considered to be 'less vulnerable'. As this site is not within flood risk Zones 2 or 3 (medium or high risk), Table D2 concludes that the site is suitable for commercial development.

Surface Water Management Plan

- 4.73 Following discussions with South West Water we can confirm that surface water will need to be dealt with either on site or taken to an appropriate discharge point and not connected to the public foul/combined sewer.
- 4.74 Rainwater currently falling on the site runs off naturally. It is collected via an excavated ditch running west to east along the northern site boundary; this ditch is relieved by percolation of the ground water. The ground water is assumed to discharge downstream of the site into the existing swale running adjacent Fore Street for conveyance to the River Taw.

- 4.75 A fundamental principle of sustainable development in terms of flood defence is the reduction of surface water runoff from new developments; the proposed surface water drainage strategy will endeavour to replicate the site's existing hydrology. Changes in the volume and rate of surface water runoff from the development could increase the risk of flooding downstream, unless sufficient steps are taken within the proposed development to prevent this happening.
- 4.76 The future strategy would be to collect all rainwater in suitable infrastructure and direct it into a surface water drainage system, before discharging into the River Taw at rates no greater than the predevelopment runoff.
- 4.77 To ensure that the future runoff does not exceed the current situation, an attenuation feature would be installed, if required. This attenuation feature would be finalised at the detailed design stage, but could be made up of ponds/wetlands, detention basins, porous car parking, oversized sewer pipes or underground cellular storage.
- 4.78 Sustainable Drainage Systems (SuDS) can be used to reduce the amount of rainfall collected at source and where appropriate, SuDS can be used to improve water quality. The EA have also confirmed that the use of SuDS as a means of reducing surface water runoff is a sustainable and cost effective solution. It is therefore proposed that SuDS systems be used throughout the development wherever ground conditions permit.

Flood Risk Constraints

- 4.79 The site has been identified as not being at risk from flooding on the Environment Agency's indicative flood maps being in flood risk Zone 1 – low risk area.
- 4.80 A surface water management plan will need to be prepared for this development and this may restrict the amount of land that is available due to requirement to use SuDS features.
- 4.81 Percolation tests of the proposed development area have not been undertaken; should the site prove suitable for soakage then this would become the preferred method of surface water disposal. If this is the case, the amount of above ground storage could be reduced.
- 4.82 It is inevitable that a volume of on-site attenuation will be required. The location of any attenuation is constrained by the site topography and will have to be situated towards the eastern site boundary.

Suitability

- 4.83 In accordance with Section 5.5 'Vulnerability', Table D2 of PPS25 concludes that the site is suitable for commercial development.
- 4.84 It is concluded that a surface water management plan can be developed for the proposed development.

Geotechnical and Contamination Issues

Contamination

- 4.85 The nearest active industrial use recorded on the Contemporary Trade Directory is listed as the Cheese Company Limited located 170m to the west of the site.
- 4.86 Three substantiated pollution incidents have been recorded within 500m of the site. The closest incident was a category 3 (minor incident) which occurred 99m to the east of the site and comprised the release of sludge into a fresh water stream / river in September 1993. The remaining two recorded incidents comprise of one category 3 incident and a category 2 incident (significant incident) which comprised the release of industrial effluent into a freshwater stream / river in June 1993.
- 4.87 There are two registered landfill sites located within 1km of the site. The closest landfill site extends to within 100m of the sites northern boundary and was previously licensed (the licence is no longer active) to receive very small quantities (up to 10,000 tonnes per year) of milk waste from dairy agriculture. The other recorded landfill site is located 975m to the north of the site and is authorised to receive very small quantities of inert wastes and is understood to be operational. Further details are outlined in Appendix J – 'Environmental Constraints Survey'.

Geotechnical

- 4.88 The geology beneath the site is recorded on the BGS sheet 324 (Okehampton 1:50,000 series) solid and drift geology map, and is described as comprising river deposits which are underlain by Permian Bow Conglomerates.
- 4.89 EA Groundwater Vulnerability sheet 41 North West Devon, 1:100,000, classifies the underlying soils as a minor aquifer with overlying soils of varied permeability and an

intermediate leaching potential, i.e. soils which can possibly transmit a wide range of pollutants.

- 4.90 There a total of sixteen water abstraction licences registered within 500m of the site. All sixteen licences are held by the Cheese Company Ltd and abstract water from either boreholes or groundwater for industrial cooling / processing. The Envirocheck data indicates that there are no Groundwater Source Protection Zones located within 1km of the site. Further details are outlined in Appendix J – ‘Environmental Constraints Survey’.

Conclusions

Development Potential

- 4.91 If this site were developed for employment we would expect it to yield around 4,000 sq.m, based on an average plot ratio and build density. The type of employment suitable on this site would be similar to that of the adjacent factory (i.e. light manufacturing).
- 4.92 GVA Grimley were again asked to consider the appropriateness of the area to accommodate further residential growth up to around a further 280 dwellings. However, given the existing size of the town, we would suggest that this scale of development (which would amount to around 7ha of residential development) would be out of character with the existing townscape.

Topographic Issues

- 4.93 The topography of the site falls at a shallow grade throughout; the only topographical constraint present is the difference in levels between the site and adjacent access road, Fore Street.

Highways and Access Issues

- 4.94 The site access proposal is to generate a single point of access into the site from Fore Street. Due to the alignment of the B3219 and the level differences between the road and the site, achieving an access junction with full visibility may be difficult. The optimum location is towards the eastern end of the frontage to benefit from the verge at that location It will be difficult to achieve the site distances for the 60mph speed limit, as a result it may be necessary to reduce the speed limit to 40mph

Services Issues

- 4.95 Until such time as an approximation of utility requirements can be provided we are unable to receive direct quotations from utility providers for the installation of new plant or connection to/diversion of existing plant.
- 4.96 It is important to consider that the potential for significant abnormal reinforcement costs is largely dependant upon the proposed site layout and the extents by which existing services running through the site will need diverting.
- 4.97 The number and size of units on site will determine whether adequate connection to existing utilities can be achieved. If existing capacities can not accommodate the additional units, additional costs for off site reinforcement will be incurred.

Flood Risk Issues

- 4.98 If during the detailed design stage percolation tests find that the sites permeability does not warrant the use of SuDS then a conventional system will be implemented with restricted discharge into the River Taw.

Geotechnical and Contamination Issues

- 4.99 Based on currently available information potential on site sources of contamination has not been identified. However, a registered landfill site has been identified in close proximity to the northern boundary; the potential for land gas migration on to site should not be discounted.
- 4.100 No statutory designated sites have been identified on or within 1km of the site.
- 4.101 The site has the potential to support a number of protected species and hedgerows which may be protected under the Hedgerow Regulations 1997.
- 4.102 The surrounding area has a well documented history with some significant archaeological features being identified; it is therefore considered that archaeological potential exists at the site.

Additional Work Required

- 4.103 At the detailed design stage, percolation tests will be carried out as part of the general geotechnical assessment. This may confirm that soakaways are feasible for this

development, which if this is the case, soakage will become the preferred method of surface water disposal for the development.

- 4.104 It is recommended that intrusive site investigation is undertaken to adequately identify potential for off-site contamination sources (i.e. landfill gases) to migrate on to site. An appropriate gas monitoring programme will be required as part of this investigation. It is worth noting that archaeological assessments could be combined with the intrusive investigative works in order to reduce the total cost.
- 4.105 A pollution control strategy during both construction and operation of the site will need to be drawn up for this site to ensure potential pollutants during these phases do not reach the surrounding sensitive receptors.
- 4.106 It is recommended that an extended Phase 1 habitat survey and desk study is undertaken on this site in the first instance. The results of this survey would then be used to further inform specialised protected species work and further habitat assessments where necessary.

Site Suitability

- 4.107 With regard to its location and local topography the site is deemed suitable for development. Although visible from the National Park it is felt that the sites impact on the landscape or local town is limited due to the dominance of the adjoining factory, it is therefore felt that the site location does not present any significant constraints. The level difference between the site and adjacent road generates a topographical constraint, although the remedial works are relatively simple.
- 4.108 With regard to highway accessibility the site is deemed less suitable; although vehicular access can be provided via Fore Street a level difference generates the need for an area of earthworks that substantially reduce the developable area of the 1ha site. Junction visibility may also require clearance of site frontage or the set back of earthworks, therefore worsening the situation. Furthermore, the lack of existing pedestrian footway and cycleway routes within the area of the site and the unlikely provision of future connections further reduces its suitability.
- 4.109 With regard to utilities and the currently received information, the site is deemed suitable for development. Following discussions with operators no significant constraints have been identified. It is anticipated that future connections could be made through the adjacent cheese factory and electricity sub station. On site utilities include underground water mains and overhead telecom apparatus; although these may need diverting providing there is capacity

for the proposed number and size of units there will be no additional offsite reinforcement costs.

- 4.110 The site is located in flood risk Zone 1 – low risk area, the desktop Soilscape report indicates freely draining soils, in accordance with table D2 of PPS25 it is therefore suitable for commercial development.
- 4.111 With regard to contamination the North Tawton site is deemed suitable for development; a registered landfill site has been identified in close proximity to the northern boundary, the potential for land gas migration on to site should not be discounted, however based on currently available information potential on site sources of contamination have not been identified.
- 4.112 With regard to geotechnical information the North Tawton site is deemed suitable for development; no statutory designated sites have been identified on or within 1km of the site.

Development Appraisal

- 4.113 We have undertaken a brief development appraisal of the North Tawton site. The key assumptions used in the appraisal are outlined in Table 3.1. A summary of the development appraisal is shown in Table 4.1 below and is presented in full at Appendix K.

Table 4.1 – North Tawton Development Appraisal Summary

Gross Development Value	£2,599,200
Costs	£100,000
Build Costs	£1,911,000
Other Costs	£675,792
Total Costs	£2,686,792
Residual Value	-£87,592
Existing Use Value	£10,000
Overall Viability	-£97,592

Assumed Existing Employment	0
New Employment	88

Source: GVA Grimley, 2008

- 4.114 As can be seen in Table 4.1 above, the redevelopment of the North Tawton site would require some external funding, based on our assumptions regarding mix, land values and costs. In this case the high level of costs, in particular the requirement for a new access to the site and the amount of the site this will use (we have assumed around 25% of the gross area would be

lost). In terms of job creation, we have identified that based on a scheme of mixed employment (split 20% B1a, 40% B2 and 40% B8) this would yield around 88 new jobs.

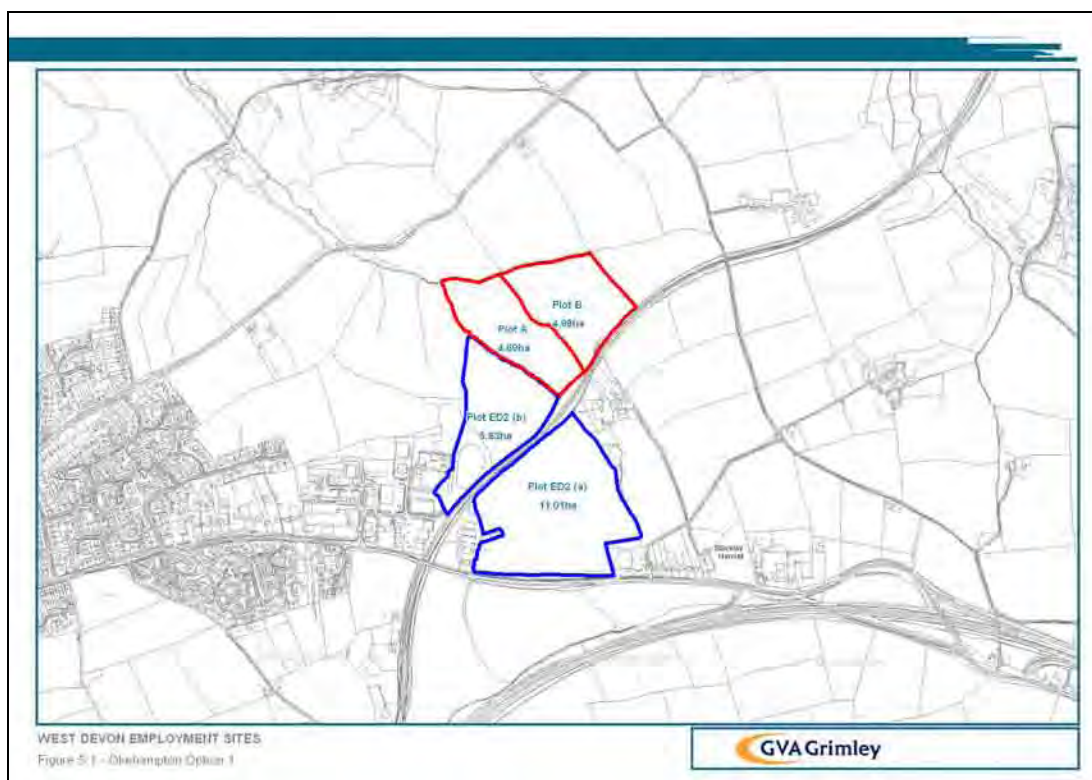
5. OKEHAMPTON – OPTION 1

Site Location and Topography

Site Location

- 5.1 'Okehampton Site Option 1' lies to the east of Okehampton on the Exeter Road, approximately 1 mile from the town centre and consists of a number of open fields currently being used for grazing, adjacent to some employment units and access road that are currently under construction (Plot ED2). A disused railway runs adjacent to the site, which used to form part of the Okehampton – Exeter line. The main A30 dual carriageway is located to the south of the site. The total area of these plots is around 9.67ha as can be seen in the location plan at Figure 5.1 below. A separate plan is provided at Figure 1 of Appendix L).
- 5.2 The site is located nearby local facilities; an existing train line in cutting runs in a south westerly direction adjacent the southern site boundary, also to the south exists a retail unit containing Mole Avon & Town Country Stores, Spar convenience store and a Jet filling station. In addition to this there is an existing residential development situated approximately 0.5 miles to the west.
- 5.3 The site is predominantly situated adjacent agricultural land used for grazing; further to this there is the under construction employment allocation plot ED2 situated to the west as part of the Local Development Framework Plan. A plan showing 'Site Allocations Issues and Options' supplied by West Devon Borough Council can be seen in Appendix P.

Figure 5.1 – Okehampton Site Option 1 Location Plan



Source: GVA Grimley, 2007

- 5.4 Surrounding uses of the site include existing employment development at Exeter Road Industrial Estate to the west, which forms the major employment location in Okehampton. This development includes a range of units types and sizes, with light manufacturing, distribution and offices uses present. There are also a range of ancillary service uses including motor repairs, trade counter uses and vets practice. To the south is the Exeter Road, where there are a small number of residential units fronting the road, as well as a petrol filling station and country supplies store.
- 5.5 As can be seen above, each plot has been assigned a separate reference to aid description. Plot ED2 (a) is currently being developed for employment uses, having been allocated in the existing West Devon Local Plan for employment. At the time of the site visits construction activity was clearly underway, as seen in Figure 5.2 below. It is understood that infrastructure works are to be completed in May 2008.

Figure 5.2 – Plot ED2 (a), Okehampton



- 5.6 The figure above shows the construction work currently underway in Plot ED2 (a), with a new access already constructed off the Exeter Road which will then serve as the main access for this plot and possibly the plot to the east. This will be dependant on whichever option is chosen as the preferred option and our thoughts on this are presented later in this chapter. Plot ED2 (a) is around 11ha in area and represents a significant proportion of the total area of this site.
- 5.7 Plot ED2 (b) represents an existing employment allocation from the WDBC Local Plan and will also form part of the route for a new link road which is proposed to link the Exeter Road Industrial Estate (to the west of Plot ED2) with the B3215 (Crediton Road) to the north. The construction of the link road appears to be underway as seen in Figure 5.3 below.

Figure 5.3 – Plots ED2 (b), A and B, Okehampton



- 5.8 Plot ED2 (b) is approximately 5.8ha in area and slopes downward away from the Exeter Road Industrial Estate in a north westerly direction, as can be seen above. Access to this particular plot is only possible from the existing employment development at Exeter Road as it is bounded by the disused railway line to the east and by Plot A to the north.
- 5.9 Plot A is approximately 4.7ha in area and lies in a slight valley between Plot ED2 (b) and Plot B as shown on Figure 5.1 above. This plot slopes downward in a north westerly direction and is effectively landlocked, only being accessible via Plot ED2 and a spur from the new link road.
- 5.10 Plot B is located north east of Plot A and is approximately 5ha in size. This part of the site rises upwards from the valley running through Plot A in a north easterly direction and forms part of a plateau that runs up to Chicacott Cross. Figure 5.3 above shows Plot B in the mid picture with the hedge forming the north eastern boundary.

Topography

- 5.11 Following a site walkover and the review of online mapping, the topography of the site has been assessed; the site falls at a shallow grade from its highest point located in its south eastern corner to its lowest point in its north western corner.
- 5.12 The sites western boundary has an unnamed tributary running its length, from south to north. Beyond this the watercourse heads west, passing beneath the B3215 Crediton Road and

continuing north for discharge to the River Okement. Following the site walkover it can be confirmed that there are no visible ridgelines.

- 5.13 Dartmoor National Park is located to the south of the development site; views of which are visible from the B3260 Exeter Road. The site topography ensures that views of the proposed site are obscured from the Dartmoor National Park.
- 5.14 The northern and western boundaries of the site are lined with trees, typically used as a division between two adjacent fields. An on site boundary acts as a division between the two fields that make up the site, this boundary consists of a hedgerow and backing fence.
- 5.15 Where the cattle bridge accesses the site along its southern boundary there is a small difference in level, this is dealt with as existing by use of an earthed ramp, this appears to have been constructed using large local stone as a base, topped with soil. Discussions over the existence of the bridge and the clearance of this ramp will be necessary at the detailed design stage.

Locational and Topographical Constraints

- 5.16 The site is located on the eastern outskirts of Okehampton amongst agricultural land. There are currently no suitable vehicular access points, despite this good transport links are afforded locally by the A30; with an offslip situated south of site it is considered that this site does not inherit any locational constraints.
- 5.17 The topography of the site falls at a shallow grade throughout; due to this it is considered that this site does not have any topographical constraints.
- 5.18 The ground conditions during the site visit were dry and solid throughout. An online Soilscape report suggests that the soil is freely draining slightly acid loamy, this can be seen on the Soilscape print out attached in Appendix N. As a result we assume localised ponding to be negligible. Furthermore, it is expected that any existing runoff is discharged at the nearest watercourse.

Suitability

- 5.19 The site location is deemed suitable for development, with existing transport links to local facilities and the town. Based upon the results from the Soilscape report ground conditions throughout site are assumed to be suitable for development; at the detailed design stage percolation tests would be required to provide confirmation of this.

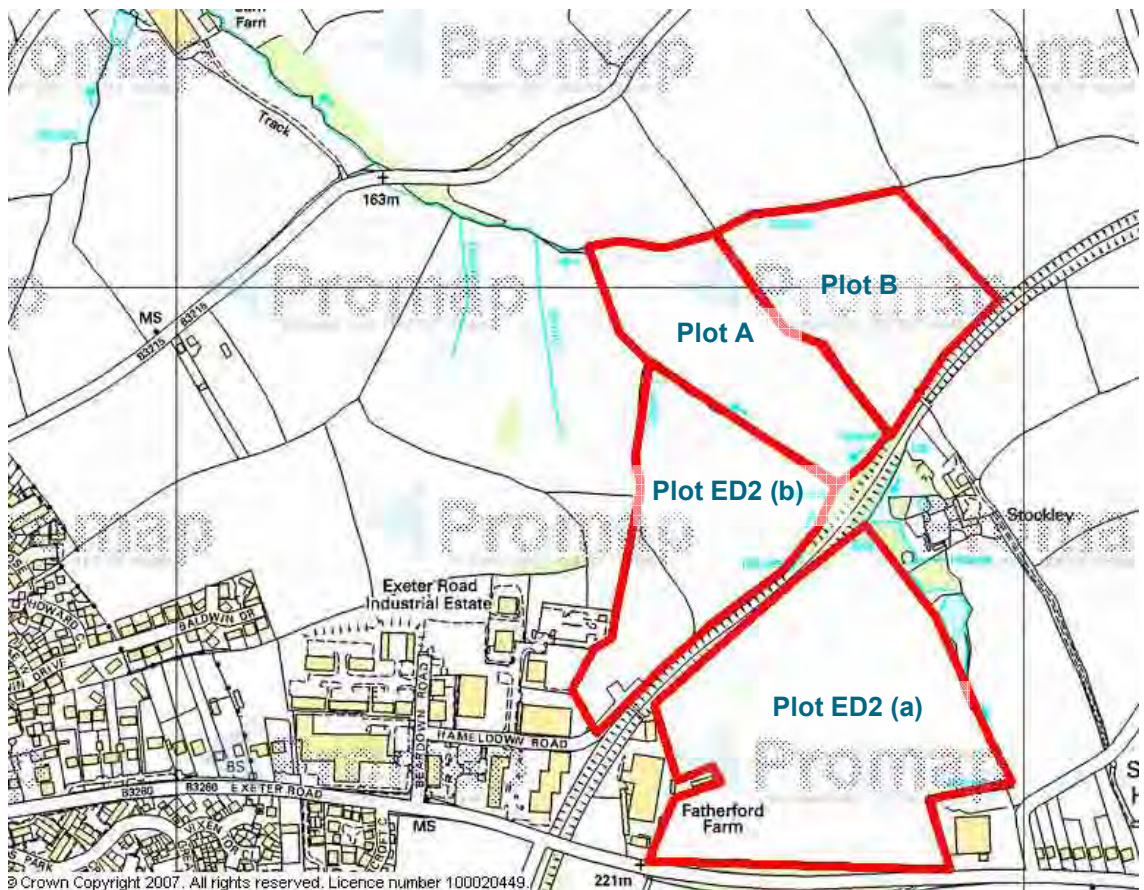
5.20 It is important to consider the location of the existing rail line south of site; the line is situated in cutting adjacent the southern boundary and has an embankment of dense vegetation running up to site ground levels. It is anticipated that discussions with ECT (Ealing Community Transport) may be necessary to confirm that the site does not conflict with any rail easements.

Land Ownership

5.21 In order to establish ownership of the land in question a Search of the Index Maps was undertaken by application to the Land registry Office of West Devon.

5.22 Results concluded that there were a number of various land owners on the site. Figure 5.4 below divides up the plot of land by land owners.

Figure 5.4 - Land Ownership within the Okehampton (Option 1) Site



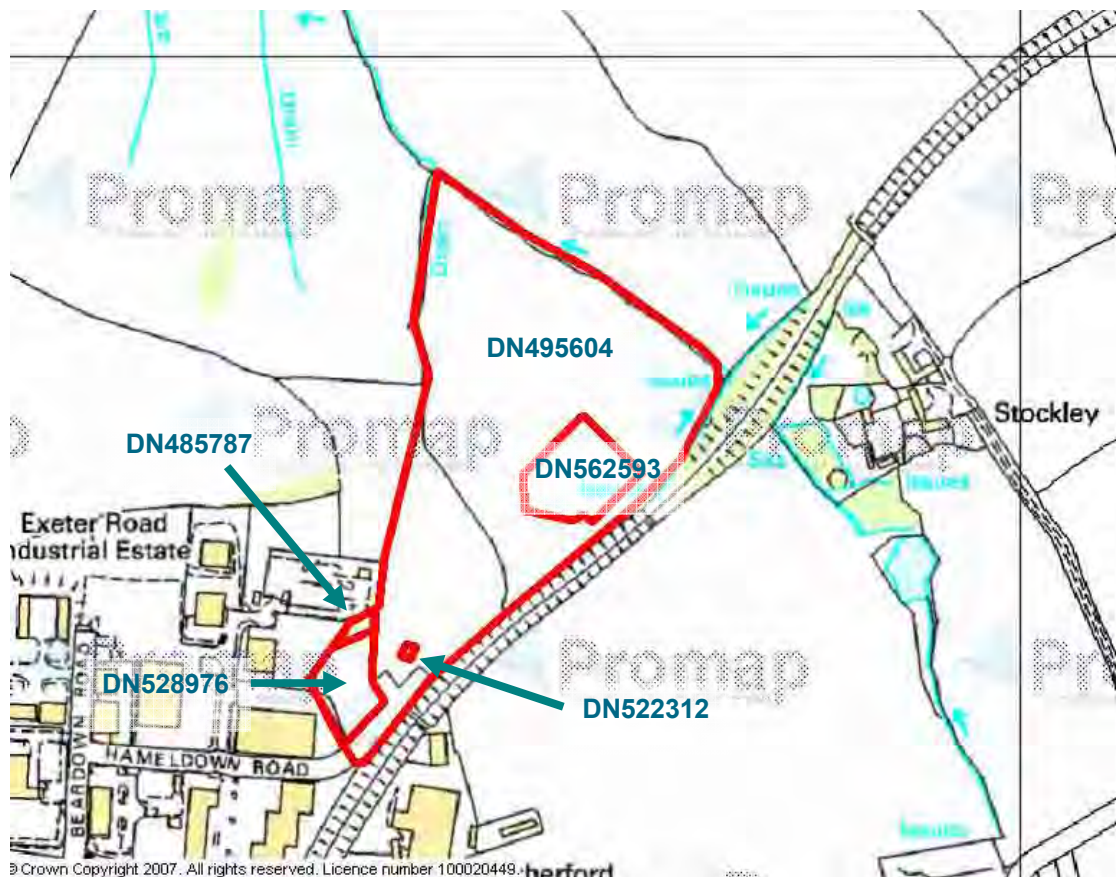
Source: Land Registry and GVA Grimley analysis, 2008

5.23 With reference to Figure 5.4 above, the respective Landlords are as follows:

- **Plot ED2 (a), 11.01 ha (Title No. DN472589)** – The freehold land as shown above on the plan (Figure 5.4) is land registered to South West of England Development Agency of Sterling House, Dix's Field, Exeter, EX1 1QA, and the freehold was acquired on 2 December 2002.
- **Plot A, 4.69 ha and Plot B, 4.98 ha (Title No. DN448617)** – The freehold land as shown above on the plan (Figure 5.4) is land registered to Dudley Luxton of North Alfordon Farm, Okehampton, Devon, EX20 1RX, and the freehold was acquired on 6 July 2001.

5.24 Results for Plot ED2 (b) concluded that there were a number of various land owners on the site. Figure 5.5 below divides up the plot of land by land owners.

Figure 5.5 - Land Ownership within Plot ED2 (b) of the Okehampton (Option 1) Site



Source: Land Registry and GVA Grimley analysis, 2008

5.25 With reference to Figure 5.5 above, the respective Landlords occupying land on Plot ED2 (b) are as follows:

- **Plot DN495604** – The freehold land as show above on the plan (Figure 5.5) is land registered to Richard John Coombe of Knowle Barn, Brightly Road, Okehampton, Devon, Ex20 1RH.
- **Plot DN562593** – The freehold land as show above on the plan (Figure 5.5) is land registered to West Devon Borough Council of Kilworthy Park, Tavistock, Devon, PL19 0BZ, and the freehold was acquired on 3 January 2008.
- **Plot DN522312** – The freehold land as show above on the plan (Figure 5.5) is land registered to Western Power Distribution (South West) Plc (Co. Regn. No. 2366894) of Avonbank Feeder Road, Bristol, BS2 0TB.
- **Plot DN528976** – The freehold land as show above on the plan (Figure 5.5) is land registered to Allan Idris Balsdon and Sarah Louise Balsdon of The Foxwood, Balmoral Crescent, Okehampton, Devon, EX20 1GN, and the freehold was acquired on 10 March 2006.
- **Plot DN485787** – The freehold land as show above on the plan (Figure 5.5) is land registered to Devon County Council of County Hall, Exeter, EX2 4QD.

Highways Accessibility

Local Highway Network

- 5.26 The main route to site location is the A30. The characteristics of this road are detailed briefly below.

Speed limits

- 5.27 The A30 trunk road, is a dual carriageway with national speed limit of 70mph. Following the offslip onto the B3260 Exeter Road a speed restriction of 40mph is enforced from which most residential routes reduce to 30mph and narrow lanes to national speed limit, 60mph.

Visibility

- 5.28 The section of A30 trunk road south of site offers good forward visibility, as does the B3260 Exeter Road. However, due to its existing alignment the section of B3215 Crediton Road north of site provides less suitable visibility.

Road width

- 5.29 The B3260 Exeter Road south of site has an approximate width of 9m. The B3215 Crediton Road north of site has an approximately width of 8m.

Road alignment

- 5.30 The B3260 Exeter Road follows a relatively straight alignment east to west, south of the site into Okehampton town. However, the B3215 Crediton Road follows a more naturally tortuous alignment, containing several alternate bends, crests and dips before reaching a length of straight into Okehampton town.

Parking restrictions

- 5.31 The existing roads local to the development site have no demand for parking due to there being no frontage development. The only existing parking availability is located within the existing local residential areas. However these are not suitable for the site due to their limitations and locational constraint from site and most importantly the nature of their use.
- 5.32 'The Devon Design Guide - Provision of Parking' states that adequate parking should be provided for all vehicles likely to visit a property within its cartilage; this includes employees', delivery and visitors' vehicles.
- 5.33 The roads within a commercial estate are for the passage of vehicles and are not provided or maintained for parking, the latter being outside the Highway Authority's role. If insufficient vehicle parking facilities are provided for a commercial unit parking spills out onto the highway.
- 5.34 Therefore full on-site parking facilities should be provided and maintained for that purpose. Where there is likely to be some demand for on-street parking, this is to be accommodated by the provision of parking lay-bys along both sides of the road.

Local traffic conditions

- 5.35 The A30 trunk road provides a main transport link from East Devon through to West Cornwall; as a result it carries a large frequency of both HGV's and private cars. Furthermore, the B3215 and B3260 both carry local traffic and A30 traffic west into Okehampton. Despite this, each of the roads remained free from congestion at peak times during a mid-week site visit.

- 5.36 The site is currently served by two points of access, the primary route is offered via a neighbouring field, this field runs adjacent to a link road joining the B3215 and B3260, the secondary route is offered via a narrow cattle bridge, this crosses the rail line and links to another field used for grazing.
- 5.37 There are no other roads serving the site. Local roads to be considered for assessment are those west of the site that provide access to the under construction employment allocation plot ED2 development, north of Mole Avon Town & Country Stores.
- 5.38 The primary route, the A30 trunk road, serves as Okehamptons primary access road. The A30 trunk road runs west from Junction 31 of the M5 at Exeter through to Penzance, Cornwall and as a result provides a high quality access route.

Non Car Accessibility

- 5.39 The site contains two agricultural access points; therefore it does not benefit from any existing footway links. The most local footway network is located adjacent the northern channel of the B3260 Exeter Road. A separate footpath system should be considered in order to comply with the recommendations of Planning Policy Guidance Note 13 (PPG13), so that walking is seen as a real alternative to driving.
- 5.40 'The Devon Design Guide' states that these routes should penetrate the development and conveniently link with the surrounding areas. Footpaths should follow pedestrian desire lines, by linking features that generate or attract pedestrian traffic.
Where the footpath crosses major roads the crossing points must be safe and convenient and will normally be at traffic calming features and at junctions. Considering this, new access arrangements for the site are essential, with considerations made towards safe crossing points for pedestrians.
- 5.41 Following the site walkover we can confirm that no cycleways exist within the direct vicinity of the site, the nearest signed route exists approximately 0.25 miles east of the site as an on-road route, this links into Okehamptons primary cycle route that runs north and is part of the National Cycle Network as an on-road route; these can be seen on Figure 2 in Appendix L.
- 5.42 A separate cycleway system should be considered for the development in order to comply with the recommendations of Planning Policy Guidance Note 13 (PPG13), so that cycling is seen as a real alternative to driving. It may be necessary to provide a cycleway either parallel to the footway, or combined with the footway. The degree of segregation will depend on

anticipated pedestrian and cycle flows. Future cycleway connections to the National Cycle Network should be considered.

- 5.43 First Group currently operate services within the local area. The site could be serviced by two existing bus stops situated on either side of the B3260; it is anticipated that suitable access arrangements for these stops would incur substantial costs due to required crossing of the rail line and possible encroachment of 3rd party land. As a result it is recommended that negotiations with the service provider could include rerouting of existing services into the site via the adjacent employment allocation plot ED2 or include for section 106 contributions for the existing public transport network.
- 5.44 The nearest rail station is located 12 miles east of site in Copplestone. From this station access to the local area is afforded via the A3072 and B3215.

Site Access

- 5.45 It is recommended that one primary vehicular access is implemented. The position remains flexible along the western boundary, with access to be afforded via the existing under construction employment allocation area ED2 which will take access from the B3260 Exeter Road. Despite this creating a long loop through the development plots, it remains that no physical constraints to it's construction.; However consideration should be given to the traffic capacity of the existing junctions.
- 5.46 As the development site is smaller than 12ha, the access road required is classified as a Type C2 Commercial Access Road and should either loop within the site or contain satisfactory vehicular links with adjacent development plot ED2.
- 5.47 Pedestrian/cycle access points should also be provided to site from employment allocation plot ED2. They should follow desire lines by linking features that generate or attract pedestrian/cycle traffic. Where they cross major roads the crossing points must be safe and convenient and will normally be at traffic calming features and at junctions. Safe crossing points will need to be identified and implemented. It may be necessary to provide a cycleway either parallel to the footway, or combined with the footway.
- 5.48 The existing bus routes that service the B3260 Exeter Road have allocated stops providing ingress to and egress from Okehampton. There is little potential for these to accommodate the site, improvements for pedestrian access to the bus stops would be required, these works would also include the provision of a bridge crossing over the rail line, in turn this would require the acquisition of additional land; instead it is recommended that discussions are

made with First Group in a bid to divert the existing bus services inside the site to provide a more feasible solution.

Highways Constraints

- 5.49 The existing adjacent highway arrangements are free flowing; as no suitable vehicular accesses currently exist to site, the access proposal is to extend transport links from the existing employment allocation plot ED2.
- 5.50 Pedestrian, cycle and bus accesses do not currently exist on site. It is felt that such facilities could be provided; there is little possibility for the extension of existing infrastructure to site, instead it is recommended that links between the site and employment allocation plot ED2 are established.

Suitability

- 5.51 The site is deemed suitable for highway accessibility; infrastructure from employment allocation plot ED2 can be utilised to provide suitable access arrangements. These proposed access arrangements do not require the acquisition of 3rd party land and can be designed to provide adequate visibility, and pedestrian footway and cycleway links.

Site Services

Foul Sewerage

- 5.52 South West Water records indicate that there are no adopted foul sewer mains within the vicinity of the site, the nearest system is located approximately 0.25 miles south west of site and serves Exeter Road Industrial Estate. This can be seen in Appendix M. However, a sewer has been provided as part of the development of ED2a, going under the railway and through the northern part of ED2b and linking to the Brightley treatment works. The capacity of this sewer and the Brightley treatment works needs to be investigated and confirmation of capacity for additional units provided.
- 5.53 Following discussions with South West Water we can confirm that the site does not have immediate access to public foul sewer, whilst it can be accommodated within local infrastructure (including the sewage Treatment Works) offsite drainage will need to be provided to serve the proposals.

Surface Water Sewerage

- 5.54 The nearest adoptable surface water sewer is located approximately 0.25 miles south west of site, this system discharges into the local watercourse as can be seen in Appendix M, supplied by South West Water.
- 5.55 Following discussions with South West Water we can confirm that surface water will need to be dealt with either on site or taken to an appropriate discharge point and not connected to the public combined sewer. Further to this an inspection of the internet based Soilscape Database indicates that the site is freely draining slightly acid loamy soils.

Potable Water

- 5.56 The position of the local water mains within the vicinity of the site can be seen in Appendix M, supplied by South West Water.
- 5.57 Following discussions with South West Water we can confirm that the site does not have immediate access to public water mains. New water mains will need to be laid to the various with the most likely point of connection being the main located in the B3260. Alternatively, it is recommended that considerations be made regarding the possibility for extension of utilities within employment allocation plot ED2.

Gas

- 5.58 The position of local gas mains within the vicinity of the site can be seen in Appendix M, supplied by Wales & West Utilities. It can be seen that there are existing low pressure utilities approximately 600m south west of site and also existing medium pressure utilities on the northern side of the B3215.
- 5.59 Until such time as an approximation of required capacity can be provided we are unable to receive direct confirmation from Wales & West as to whether future connection can be afforded or whether there will be a requirement for specific or general reinforcement.

Electricity

- 5.60 The position of local plant within the vicinity of the site can be seen in Appendix M, supplied by Western Power Distribution. It can be seen that existing 11kV overhead cables pass through the north western corner of the site.

- 5.61 Until such time as an approximation of required capacity can be provided we are unable to receive direct confirmation from Western Power Distribution as to whether future connection can be afforded or whether there will be a requirement for diversion and/or new installation of utilities.

Telecoms

- 5.62 The position of local plant within the vicinity of the site can be seen in Appendix M, supplied by BT Openreach. It can be seen that existing underground plant exists to the south of site, providing connection for residential properties. In addition to this there is underground plant running the length of B3215 north of the site.
- 5.63 A large number of broadband services are available locally.
- 5.64 Good mobile phone coverage is available from five major service providers.

Services Constraints

- 5.65 We can confirm there are no identified utilities that currently sterilise the site.
- 5.66 Existing overhead cables within the site will require diversion underground and should follow a suitable route through the development.
- 5.67 Until such time as an approximation of utility requirements can be provided we are unable to receive direct quotations from utility providers for the installation of new plant or connection to/diversion of existing plant.
- 5.68 Currently on site there exist overhead 11kV electricity cables running through the north western corner, although other utilities are remote from site it is envisaged that they will be provided through the adjacent employment allocation plot ED2.
- 5.69 Where utilities exist local to the site there is little potential for significant abnormal reinforcement costs. However, it is important to consider that this is largely dependant upon the potential site layout and the extents of diversion for the existing services running through the site (overhead 11kV electric).
- 5.70 Where essential utilities do not exist local to site an assessment from the provider will need to be made with regard to topography, existing utility locations and capacity so that a quotation and methodology for connection can be provided.

Suitability

- 5.71 The above listed utilities exist within the local area of the site. Discussions have been made with operators and although extents of installations, connections or diversions are not available at present we can confirm that no significant constraints have been identified. It is foreseen that upon provision of utilities for development plot ED2, future considerations could be made for connection to site.
- 5.72 On site utilities include overhead 11kV electric cables, these will require diverting underground. The number and size of units on site will determine whether adequate connection to existing utilities can be achieved. If existing capacities can not accommodate the additional units, additional costs for off site reinforcement will be incurred.

Flood Risk Issues

Hydrology

- 5.73 The nearest local watercourse is the River Okement. The River Okement is situated approximately 1 mile north west of site and flows from south to north. There are a number of unnamed tributaries that feed in to the River Okement, one of these runs adjacent to site.

Topography

- 5.74 The site falls at a shallow grade from its highest point located in its south eastern corner to its lowest point in its north western corner.

Geology

- 5.75 An inspection of the internet based Soilscape Database indicates that the site is freely draining slightly acid loamy soils; this can be seen on the Soilscape print out attached in Appendix N.

Flood Risk

- 5.76 The Environment Agency's (EA) "Policy and Practice for the Protection of Flood Plains" (1997) provides guidance to local authorities on the control of development. In addition, the EA have published Indicative Flood Plain Maps (IFMs) which show areas potentially at risk from flood events of a 1% annual probability for rivers and 0.5% annual probability for tidal/coastal areas. The site has been identified as not being at risk from flooding on the Environment Agency's

indicative flood maps being in flood risk Zone 1 – low risk area. A copy of the Environment Agency's indicative flood map is attached as Figure 4 in Appendix L.

Vulnerability

- 5.77 In accordance with table D2 of PPS25 commercial developments are considered to be 'less vulnerable'. As this site is not within flood risk Zones 2 or 3 (medium or high risk), Table D2 concludes that the site is suitable for commercial development.

Surface Water Management Plan

- 5.78 Following discussions with South West Water we can confirm that surface water will need to be dealt with either on site or taken to an appropriate discharge point and not connected to the public foul/combined sewer.
- 5.79 Rainwater currently falling on the site runs off naturally. It is collected by the existing tributary adjacent the western site boundary before conveyance to the River Okement. A fundamental principle of sustainable development in terms of flood defence is the reduction of surface water runoff from new developments; the proposed surface water drainage strategy will endeavour to replicate the site's existing hydrology. Changes in the volume and rate of surface water runoff from the development could increase the risk of flooding downstream, unless sufficient steps are taken within the proposed development to prevent this happening.
- 5.80 The future surface water runoff would be to collect all rainwater in suitable infrastructure and direct it into a surface water drainage system, before discharging into the local watercourse at rates no greater than the predevelopment runoff.
- 5.81 To ensure that the future runoff does not exceed the current situation, an attenuation feature would be installed, if required. This attenuation feature would be finalised at the detailed design stage, but could be made up of ponds/wetlands, detention basins, porous car parking, oversized sewer pipes or underground cellular storage.
- 5.82 Sustainable Drainage Systems (SuDS) can be used to reduce the amount of rainfall collected at source and where appropriate, SuDS can be used to improve water quality. The EA have also confirmed that the use of SuDS as a means of reducing surface water runoff is a sustainable and cost effective solution. It is therefore proposed that SuDS systems be used throughout the development wherever ground conditions permit.

Flood Risk Constraints

- 5.83 The site has been identified as not being at risk from flooding on the Environment Agency's indicative flood maps being in flood risk Zone 1 – low risk area.
- 5.84 A surface water management plan will need to be prepared for this development and this may restrict the amount of land that is available due to requirement to use SuDS features.
- 5.85 Percolation tests of the proposed development area have not been undertaken; should the site prove suitable for soakage then this would become the preferred method of surface water disposal. If this is the case, the amount of above ground storage could be reduced.
- 5.86 It is inevitable that a volume of on-site attenuation will be required. The location of any attenuation is constrained by the site topography and will have to be situated appropriately.

Suitability

- 5.87 In accordance with Section 5.5 'Vulnerability', Table D2 of PPS25 concludes that the site is suitable for commercial development.
- 5.88 It is concluded that a surface water management plan can be developed for the proposed development.

Geotechnical and Contamination Issues

Contamination

- 5.89 A number of active commercial / industrial uses are recorded on the Contemporary Trade Directory between 400m and 600m to the south west of the site and these are associated with the Exeter Road Industrial Estate.
- 5.90 Two substantiated pollution incidents have been recorded approximately 500m to the southwest of the site. Both incidents were category 3 (minor incidents) and involved the spillage of oils / diesel to controlled waters in 1992 and the release of industrial effluent to controlled waters in 1995.
- 5.91 In addition, four registered landfill sites has been identified (they all relate to the same facility) located approximately 100m to the southwest of the site. This facility is licensed to receive up to 25,000 tonnes of inert / general waste per annum.

- 5.92 Therefore, based on currently available information it is considered that there is a low risk of historic contamination being present on site. Further details are outlined in Appendix O – ‘Environmental Constraints Survey’.

Geotechnical

- 5.93 The geology beneath the site is recorded on the BGS sheet 324 (Okehampton 1:50,000 series) solid and drift geology map, and is described as comprising undifferentiated river terrace deposits which are underlain by Carboniferous shale and sandstone from the upper namurian crackington formation.
- 5.94 EA Groundwater Vulnerability sheet 49 South Devon, 1:100,00, classifies the underlying geology as a minor aquifer with overlying soils of varied permeability and an intermediate leaching potential, i.e. soils which can possibly transmit a wide range of pollutants.
- 5.95 There is one water abstraction licence adjacent to the site located at Stockley farm, for the abstraction of water from a spring for agricultural uses. A further seven abstraction licences are held within 500m of the site which abstract water for general domestic and agricultural use from springs and groundwater.
- 5.96 The Envirocheck data indicates that there are no Groundwater Source Protection Zones within 1km of the site. Further details are outlined in Appendix O – ‘Environmental Constraints Survey’.

Conclusions

Development Potential

- 5.97 Option 1 would see the development of Plots ED2, A and B for employment development, This effectively keeps all the employment together on the site and would certainly be favourable in terms of providing access and services to the site. The newly constructed access for Plot A would serve that field alone, with access for the other fields coming from the link road. This would however increase the flow of traffic through the existing Exeter Road Industrial Estate.

Topographic Issues

- 5.98 The site falls at a shallow grade from its highest point located in its south eastern corner to its lowest point in its north western corner; it is therefore anticipated that there will not be a requirement for a significant level of earthworks.
- 5.99 The adjacent Dartmoor Railway line passing between Exeter and Meldon Quarry is located on the edge of the site and as the railway is situated in cutting there is a strip of embankment along the site boundary that can not be developed.

Highways and Access Issues

- 5.100 At present there are no suitable on site vehicular access arrangements, it is proposed to extend transport links from the existing employment allocation plot ED2. This must be secured in the development brief for site ED2.

Services Issues

- 5.101 Until such time as an estimate of utility requirements can be provided we are unable to obtain direct quotations from utility providers for the installation of new plant or connection to/diversion of existing plant.
- 5.102 It is important to consider that the potential for significant abnormal reinforcement costs is largely dependant upon the proposed site layout and the extents by which the existing electricity services running through the site will need diverting.
- 5.103 The number and size of units on site will determine whether adequate connection to existing utilities can be achieved. If existing capacities can not accommodate the additional units, additional costs for off site reinforcement will be incurred.

Flood Risk Issues

- 5.104 If during the detailed design stage percolation tests find that the sites permeability does not warrant the use of SuDS then a conventional system will be implemented with restricted discharge into the unnamed tributary that runs adjacent to the western site boundary.

Geotechnical and Contamination Issues

- 5.105 Based on currently available information it is considered that there is a low risk of historic contamination being present on site. However, a registered landfill site has been identified

within close proximity to the southern boundary of the site and, as such the potential for land gas migration on to site can not be discounted. No statutory designated sites have been identified on or within 500m of the site. The site has potential to support a number of protected species and hedgerows may be protected under the Hedgerow Regulations 1997. The surrounding area has areas of archaeological interest, including a Roman Road and associated fort.

Additional Work Required

- 5.106 At the detailed design stage, percolation tests will be carried out as part of the general geotechnical assessment. This may confirm that soakaways are feasible for this development, which if this is the case, soakage will become the preferred method of surface water disposal for the development.
- 5.107 It is recommended that intrusive site investigation is undertaken to adequately identify potential for off-site contamination sources (i.e. landfill gases) to migrate on to site. An appropriate gas monitoring programme will be required as part of this investigation.
- 5.108 A pollution control strategy during both construction and operation of the site will need to be drawn up for this site to ensure potential pollutants during these phases do not reach the surrounding sensitive receptors.
- 5.109 It is recommended that an extended Phase 1 habitat survey and desk study is undertaken on this site in the first instance. The results of this survey would then be used to further inform specialised protected species work and further habitat assessments where necessary.

Site Suitability

- 5.110 With regard to site location and local topography it is considered that Okehampton Site Option 1 is suitable for development. Existing topography hides views from the National Park, and level gradients reduce the extents of potential earthworks and assist accessibility.
- 5.111 With regard to highway accessibility Okehampton Site Option 1 is considered suitable for development with vehicular, pedestrian, cycle and bus links can be provided via existing employment allocation plot ED2.
- 5.112 With regard to utilities and the currently received information, the site is deemed suitable for development. Following discussions with operators no significant constraints have been identified. It is anticipated that future connections can be made through employment allocation

plot ED2. On site utilities comprise overhead 11kV electric cables which will need diverting underground, once the proposed number and units are known then the additional offsite reinforcement costs will be defined.

- 5.113 The site is located in flood risk Zone 1 – low risk area, the desktop Soilscape report indicates freely draining soils, in accordance with table D2 of PPS25 it is therefore suitable for commercial development.
- 5.114 With regard to contamination Okehampton Site Option 1 is considered suitable for development. Registered landfill sites have been identified approximately 100m to the southwest of the site, however based on currently available information it is considered that there is a low risk of contamination being present on site.
- 5.115 With regard to geotechnical information Okehampton Site Option 1 is considered suitable for development. There are no statutory environmental designations recorded within the site boundaries. The nearest statutory environmental designation to the site is the Environmentally Sensitive Area and National Park of Dartmoor located approximately 700m to the south.

Development Appraisal

- 5.116 We have undertaken a brief development appraisal of the Okehampton – Option 1 site. The key assumptions used in the appraisal are outlined in Table 3.1. A summary of the development appraisal is shown in Table 5.1 below and is presented in full at Appendix Q.

Table 5.1 – Okehampton Option 1 Development Appraisal Summary

Gross Development Value	£30,161,117
Costs	£100,000
Build Costs	£22,175,244
Other Costs	£7,841,890
Total Costs	£30,117,134
Residual Value	£43,982
Existing Use Value	£96,700
Overall Viability	-£52,718

Assumed Existing Employment	0
New Employment	1,019

Source: GVA Grimley, 2008

- 5.117 As can be seen in Table 5.1 above, the redevelopment of the Okehampton – Option 1 site would require a fairly minimal amount of external funding to be viable, based on our

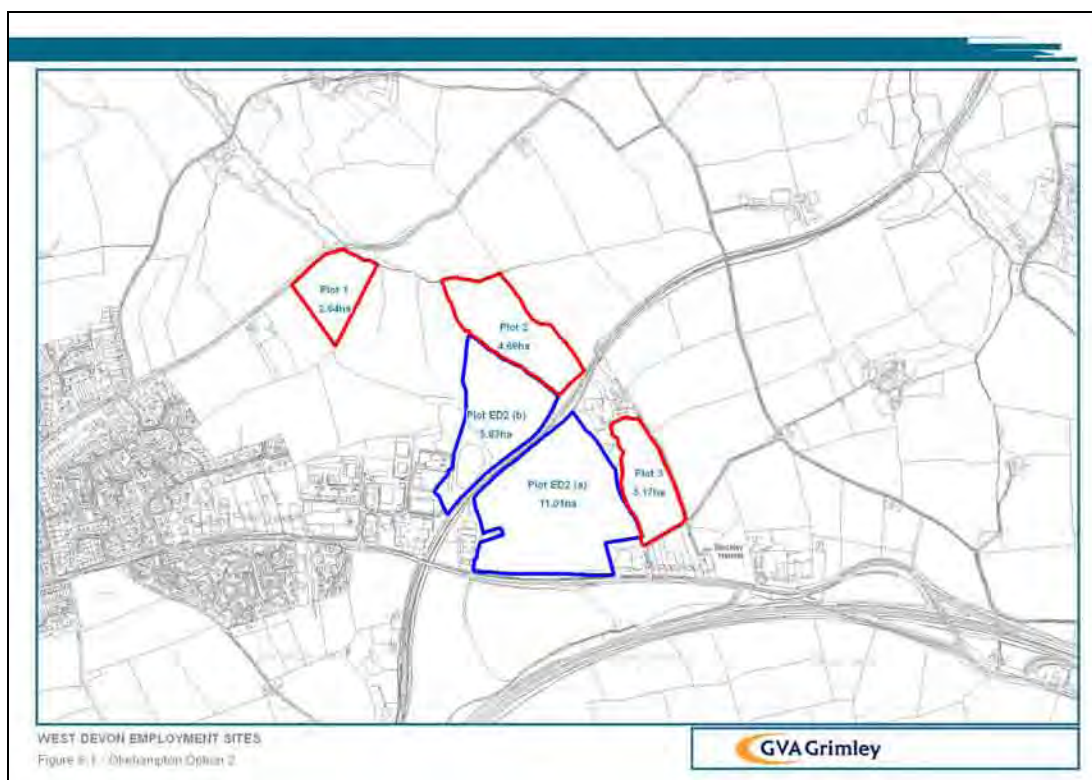
assumptions regarding mix, land values and costs. In terms of job creation, we have identified that based on a scheme of mixed employment (split 20% B1a, 40% B2 and 40% B8) this would yield around 1,000 new jobs.

6. OKEHAMPTON – OPTION 2

Site Location

- 6.1 'Okehampton Site Option 2' lies to the east of Okehampton on the Exeter Road, approximately 1 mile from the town centre and consists of a number of open fields currently being used for grazing, as well as some employment units and access road that are currently under construction. A disused railway runs through the site, which used to form part of the Okehampton – Exeter line. The main A30 dual carriageway is located to the south of the site. The total area of these plots is around 10.5ha as can be seen in the location plan at Figure 6.1 below.
- 6.2 The site is located nearby local facilities; to both the north and south of Plot 3 there exist small areas of residential, adjacent to the southern exists a retail unit containing Mole Avon & Town Country Stores, Spar convenience store and a Jet filling station. In addition to this there is an existing residential development situated approximately 0.25 miles west of Plot 1, and an existing train line in cutting that runs in a south westerly direction adjacent the southern boundary of Plot 2.
- 6.3 Each of the sites are predominantly situated adjacent agricultural land used for grazing; further to this there are residential properties situated south of Plot 3 and the under construction employment allocation plot ED2 situated to the west as part of the Local Development Framework Plan. A plan showing the location of Okehampton Option 2 is shown below at Figure 6.1. A separate plan is supplied at Figure 1 of Appendix R.

Figure 6.1 – Okehampton Option 2 Site Location Plan



Source: GVA Grimley, 2007

- 6.4 Surrounding uses of the site include existing employment development at Exeter Road Industrial Estate to the west, which forms the major employment location in Okehampton. This development includes a range of units types and sizes, with light manufacturing, distribution and offices uses present. There are also a range of ancillary service uses including motor repairs, trade counter uses and vets practice. To the south is the Exeter Road, where there are a small number of residential units fronting the road, as well as a petrol filling station and country supplies store.
- 6.5 As can be seen above, each field has been assigned a separate reference to aid description. Plot ED2 (a) is currently being developed for employment uses, having been allocated in the existing West Devon Local Plan for employment. At the time of the site visits construction activity was clearly underway, as seen in Figure 6.2 below. At present we do not have any firm timescales for the completion of this development.

Figure 6.2 – Plot ED2 (a), Okehampton



- 6.6 The figure above shows the construction work currently underway in Plot ED2 (a), with a new access already constructed off the Exeter Road which will then serve as the main access for this plot and possibly the plot to the east (Plot 3). This will be dependant on whichever option is chosen as the preferred option and our thoughts on this are presented later in this chapter. Plot ED2 (a) is around 11ha in area and represents a significant proportion of the total area of this site.
- 6.7 Plot ED2 (b) represents an existing employment allocation from the WDBC Local Plan and will also form part of the route for a new link road which is proposed to link the Exeter Road Industrial Estate (to the west of Plot ED2) with the B3215 (Crediton Road) to the north. The construction of the link road appears to be underway as seen in Figure 6.3 below.

Figure 6.3 – Plots ED2 (b) and 2, Okehampton



- 6.8 Plot ED2 (b) is approximately 5.8ha in area and slopes downward away from the Exeter Road Industrial Estate in a north westerly direction, as can be seen above. Access to this particular plot is only possible from the existing employment development at Exeter Road as it is bounded by the disused railway line to the east and by Plot 2 to the north.
- 6.9 Plot 1 is somewhat isolated from the rest of the site, being located south of the B3215 (Crediton Road) opposite a track leading to Barton Lodge. This site is relatively flat and is located directly adjacent to one of the main arterial roads leading to Okehampton. This site could be accessed directly from Crediton Road or from the link road that is currently under construction. Plot 1 is approximately 2.6ha in area and slopes down in an east – west direction, following the Crediton Road.
- 6.10 Plot 2 is approximately 4.7ha in area and lies in a slight valley adjacent to Plot ED2 as shown on Figure 6.3 above. This plot slopes downward in a north westerly direction and is effectively landlocked, only being accessible via Plot ED2 (b) and a spur from the new link road.
- 6.11 Plot 3 is adjacent to Plot ED2 (a) and runs in a north – south direction from the rear of the residential dwellings on the Exeter Road to Stockley Farm and slopes gently downward towards the farm. This plot is effectively landlocked having no road frontage apart from a small track which runs from the Exeter Road between the petrol filling station and the adjacent residential dwellings. However it is unlikely that this access would be suitable for HGV's and therefore we would expect that any access suitable for servicing employment development would need to be taken from the adjacent Plot ED2 (a). Plot 3 can be seen in Figure 6.4 below.

Figure 6.4 - Plot 3, Okehampton



Site Use

- 6.12 The site predominantly consists of agricultural land used for grazing; further to this an under-construction farm produce store (due for completion Spring 2008) is located in the southern corner of Plot 3.
- 6.13 It is believed that the sites previous uses match that of the existing scenario.
- 6.14 There are no existing buildings or areas of hard standing within the site plots, however on the southern boundary of Plot 2 there is a narrow stone built cattle bridge over the rail line between Exeter and Meldon Quarry.
- 6.15 Other infrastructure that currently exists within the plot areas includes hedgerows, fencing, and within Plots 1 and 3 both underground and overhead utilities.
- 6.16 There are no signs of contamination on any of the three plots.

Topography

- 6.17 Following a site walkover and the review of online mapping, the topography of the three plots has been assessed;
- Plot 1 falls from west to east, following the shallow grade of the adjacent road, the B3215.
 - Plot 2 falls from south east to north west at a shallow grade.

- Plot 3 falls south to northwest, mostly at a shallow grade, with the most north-western area becoming increasingly steeper.
- 6.18 Plot 3 is situated up stream of Plots 1 and 2; its western boundary has an unnamed tributary that runs down its length and into a pond adjacent its north west boundary. This pond features a high level overflow pipe which discharges just downstream of Plot 3. The watercourse continues north adjacent the western boundary of Plot 2, beyond this it heads west and passes the north east corner of Plot 1 before passing beneath the B3215 Crediton Road and continuing north for discharge to the River Okement.
- 6.19 As the three plots all fall in one plain there are no visible ridgelines.
- 6.20 Dartmoor National Park is located to the south of the development site; views of which are visible from the B3260 Exeter Road. The properties and landscaping between the B3260 and Plot 3 help to reduce these views while the site topography ensures that the northern area of Plot 3 and entirety of plots 1 and 2 are obscured.
- 6.21 The northern boundary of Plot 1, northern and western boundaries of Plot 2 and eastern boundary of Plot 3 are all lined with trees, typically used as a division between two adjacent fields. Further to this other boundaries consist of fencing, hedgerows and dense vegetation. Within some areas this would need to be dealt with during site clearance.
- 6.22 Where the cattle bridge accesses Plot 2 along its southern boundary there is a small difference in level, this is dealt with as existing by use of an earthed ramp, this appears to have been constructed using large local stone as a base, topped with soil. Discussions over the existence of the bridge and the clearance of this ramp will be necessary at the detailed design stage.

Locational and Topographical Constraints

- 6.23 The site is located on the eastern outskirts of Okehampton. Good transport links are afforded by the A30, south of site; with an offslip situated just south of Plot 3 it is considered that this site does not have any locational constraints.
- 6.24 The topography of Plots 1 and 2 falls at a shallow grade throughout, making them more suitable for development. The same applies to the southern part of Plot 3; however to the north approximately 40-50% of the site is less suitable due to its steeper vertical alignment.
- 6.25 The ground conditions during the site visit were dry and solid throughout, with the exception of the northern boundary of Plot 1 where ground conditions are more saturated due to their

relationship with the adjacent watercourse; reeds are visible within this area suggesting that these conditions are generally common. An online soilscape report suggests that the soil is freely draining slightly acid loamy, this can be seen on the Soilscape print out attached in Appendix T. As a result we assume localised ponding to be negligible with exception of the above mentioned area. Furthermore, it is expected that any existing runoff is discharged at the nearest watercourse. Therefore, wet ground conditions are only a constraint for the northern area of Plot 1 within this site proposal.

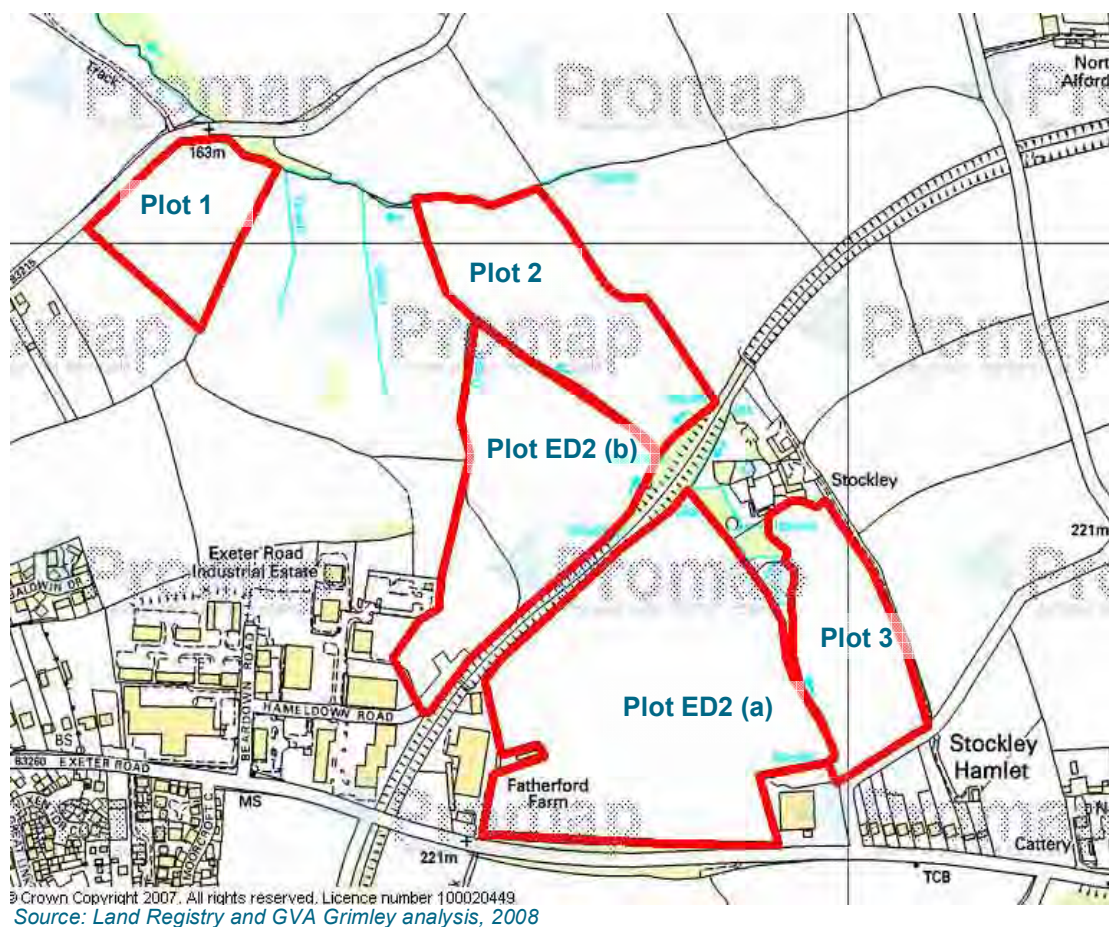
Suitability

- 6.26 The site location is deemed suitable for development, with existing transport links to local facilities and the town. Plot 2 and the southern areas of Plots 1 and 3 are more suitable for development due to their topography. Based upon the results from the Soilscape report ground conditions throughout the above areas of site are assumed to be suitable for development; at the detailed design stage percolation tests would be required to provide confirmation of this.
- 6.27 The northern areas of Plots 1 and 3 are less suitable due to their ground conditions and topography respectively. The true extents of the ground conditions could be determined following a percolation test, while the topographical constraints and any views of Dartmoor National Park could be controlled by landscape planning.
- 6.28 It is important to consider the location of the existing rail line south of Plot 2; the line is situated in cutting adjacent the southern boundary and has an embankment of dense vegetation running up to Plot 2 ground levels. It is anticipated that discussions with ECT (Ealing Community Transport) may be necessary to confirm that the site does not conflict with any rail easements.

Land Ownership

- 6.29 In order to establish ownership of the land in question a Search of the Index Maps was undertaken by application to the Land registry Office of West Devon.
- 6.30 Results concluded that there were a number of various land owners on the site. Figure 6.5 below divides up the plot of land by land owners.

Figure 6.5 - Land Ownership within the Okehampton (Option 2) Site



6.31 With reference to Figure 6.5 above, the respective Landlords are as follows:

- **Plot ED2, 11.01 ha (Title No. DN472589)** – The freehold land as show above on the plan (Figure 6.5) is land registered to South West of England Development Agency of Sterling House, Dix’s Field, Exeter, EX1 1QA, and the freehold was acquired on 2 December 2002.
- **Plot 1, 2.64 ha (Title No. DN404810)** – The freehold land as show above on the plan (Figure 6.5) is land registered to Richard John Coombe of Knowle Barn, Brightly Road, Okehampton, Devon, Ex20 1RH.
- **Plot 2, 4.69 ha (Title No. DN448617)** – The freehold land as shown above on the plan (Figure 6.5) is land registered to Dudley Luxton of North Alfordon Farm, Okehampton, Devon, Ex20 1RX, and the freehold was acquired on 6 July 2001.

- **Plot 3, 3.17 ha (Title No. DN448617)** – The freehold land as show above on the plan (Figure 6.5) is land registered to Dudley Luxton of North Alfordon Farm, Okehampton, Devon,
- 6.32 Plot ED2 (b) concluded that there were a number of various land owners on the site. Figure 5.5 above divides up the plot of land by land owners.
- 6.33 With reference to Figure 5.5 above, the respective Landlords occupying land on Plot ED2 (b) are as follows:
- **Plot DN495604** – The freehold land as show above on the plan (Figure 5.5) is land registered to Richard John Coombe of Knowle Barn, Brightly Road, Okehampton, Devon, Ex20 1RH.
 - **Plot DN562593** – The freehold land as show above on the plan (Figure 5.5) is land registered to West Devon Borough Council of Kilworthy Park, Tavistock, Devon, PL19 0BZ, and the freehold was acquired on 3 January 2008.
 - **Plot DN522312** – The freehold land as show above on the plan (Figure 5.5) is land registered to Western Power Distribution (South West) Plc (Co. Regn. No. 2366894) of Avonbank Feeder Road, Bristol, BS2 0TB.
 - **Plot DN528976** – The freehold land as show above on the plan (Figure 5.5) is land registered to Allan Idris Balsdon and Sarah Louise Balsdon of The Foxwood, Balmoral Crescent, Okehampton, Devon, EX20 1GN, and the freehold was acquired on 10 March 2006.
 - **Plot DN485787** – The freehold land as show above on the plan (Figure 5.5) is land registered to Devon County Council of County Hall, Exeter, EX2 4QD.

Highways Accessibility

Local Highway Network

- 6.34 The main route to site location is the A30. The characteristics of this road are detailed briefly below.

Speed limits

- 6.35 The A30 trunk road, is a dual carriageway with national speed limit of 70mph. Following the offslip onto the B3260 Exeter Road a speed restriction of 40mph is enforced; from which most residential routes reduce to 30mph and narrow lanes to national speed limit, 60mph.

Visibility

- 6.36 The section of A30 trunk road south of site offers good forward visibility, as does the B3260 Exeter Road. However, due to its existing alignment the section of B3215 Crediton Road that runs adjacent the northern boundary of Plot 1 provides poor visibility.

Road width

- 6.37 The B3260 Exeter Road south of the site has an approximate width of 9m; from this stems a narrow lane of 4.5m that provides the existing access to Plot 3. Furthermore, the B3215 Crediton Road north of Plot 1 has an approximately width of 8m.

Road alignment

- 6.38 The B3260 Exeter Road follows a relatively straight alignment east to west, south of the site into Okehampton town. However, the B3215 Crediton Road follows a more naturally tortuous alignment, containing several alternate bends, crests and dips before reaching a final straight approach past Plot 1 and into Okehampton town.

Parking restrictions

- 6.39 The existing roads local to the development site have no demand for parking due to there being no frontage development. The only existing parking availability is located within the existing local residential areas. However these are not suitable provision for the site due to their limitations and locational constraint from site and most importantly the nature of their use.
- 6.40 'The Devon Design Guide - Provision of Parking' states that adequate parking should be provided for all vehicles likely to visit a property within its cartilage; this includes employees', delivery and visitors' vehicles.
- 6.41 The roads within a commercial estate are for the passage of vehicles and are not provided or maintained for parking, the latter being outside the Highway Authority's role. If insufficient vehicle parking facilities are provided for a commercial unit parking spills out onto the highway.
- 6.42 Therefore full on-site parking facilities should be provided and maintained for that purpose. Where there is likely to be some demand for on-street parking, this is to be accommodated by the provision of parking lay-bys along both sides of the road.

Local traffic conditions

- 6.43 The A30 trunk road provides a main transport link from East Devon through to West Cornwall; as a result it carries a large frequency of both HGV's and private cars. Furthermore, the B3215 and B3260 both carry local traffic and A30 traffic west into Okehampton. Despite this, each of the roads remained free from congestion at peak times during a mid-week site visit.
- 6.44 The site comprises of three plots. Access to Plot 1 is afforded by the B3215 Crediton Road via a farm gated access; likewise, access to Plot 3 is afforded in two places via a lane stemming from the B3260 Plymouth Road with farm gated access. Plot 2 contains two points of access, the primary route is offered via a neighbouring field, this field runs adjacent to a link road joining the B3215 and B3260, the secondary route is offered via a narrow cattle bridge, this crosses the rail line and links to another field north of Plot 3.
- 6.45 In addition to the B3215 Crediton Road and the narrow lane stemming from the B3260 for access to Plot 3 there are no other roads serving the site. Local roads to be considered for assessment are those west of the site that provide access to the under construction employment allocation plot ED2, north of Mole Avon Town & Country Stores.
- 6.46 The primary route, the A30 trunk road, serves as Okehamptons primary access road. The A30 trunk road runs west from Junction 31 of the M5 at Exeter through to Penzance, Cornwall and as a result provides a high quality access route.

Non Car Accessibility

- 6.47 The B3215 Crediton Road that currently provides access to Plot 1 does not contain any existing footway adjacent to the site. Similarly, Plot 2 only contains agricultural access and Plot 3 only contains access from an adjacent lane, therefore neither plot have any existing footway links. The most local footway network is located adjacent the northern channel of the B3260 Exeter Road. A separate footpath system should be considered in order to comply with the recommendations of Planning Policy Guidance Note 13 (PPG13), so that walking is seen as a real alternative to driving.
- 6.48 'The Devon Design Guide' states that these routes should penetrate the development and conveniently link with the surrounding areas. Footpaths should follow pedestrian desire lines, by linking features that generate or attract pedestrian traffic.
- 6.49 Where the footpath crosses major roads the crossing points must be safe and convenient and will normally be at traffic calming features and at junctions. Considering this, new access

arrangements for each of the plots is anticipated, with considerations made towards safe crossing points for pedestrians.

- 6.50 Following the site walkover we can confirm that no cycleways exist within the direct vicinity of the site, the nearest signed route exists approximately 0.25 miles east of the site as an on-road route, this links into Okehamptons primary cycle route that runs north and is part of the National Cycle Network as an on-road route; these can be seen on Figure 2 in Appendix R.
- 6.51 A separate cycleway system should be considered for the development in order to comply with the recommendations of Planning Policy Guidance Note 13 (PPG13), so that cycling is seen as a real alternative to driving. It may be necessary to provide a cycleway either parallel to the footway, or combined with the footway. The degree of segregation will depend on anticipated pedestrian and cycle flows. Future cycleway connections to the National Cycle Network should be considered.
- 6.52 First Group currently operate services on the B3260 Exeter Road, south of Plot 3. The site could be serviced by two existing bus stops situated on either side of the B3260 to the south; suitable access arrangements for these stops would be required, including adequate footway links and crossing details. Alternatively, negotiations with the service provider could include rerouting of existing services into the site or include for section 106 contributions for the existing public transport network.
- 6.53 The nearest rail station is located 12 miles east of site in Copplestone. From this station access to site exists via the A3072 and B3215.

Site Access

- 6.54 It is recommended that one primary vehicular access is implemented for each development plot. The position remains flexible along the western boundaries of Plots 2 and 3, with access to be afforded via the existing under construction employment allocation area ED2. Plot 1 has two possible fixed position access opportunities, the first as identified in the local plan is for a junction located to the far western edge of the northern boundary, where visibility of the B3215 Crediton Road would be at its greatest and the second is located at the southern edge of the eastern boundary, with requirement for a link road heading east through 3rd party land to employment allocation plot ED2. If both accesses were provided, onto the B3260 and B3215, then the need for a loop, or similar would be avoided.

- 6.55 As the development site is smaller than 12ha, the access roads required for each of the plots are classified as Type C2 Commercial Access Roads and should either loop within the plots or contain satisfactory vehicular links with adjacent development plot ED2.
- 6.56 Pedestrian/cycle access points should be provided to Plots 2 and 3 from employment allocation plot ED2, and Plot 1 from housing allocation plot H4. They should follow desire lines by linking features that generate or attract pedestrian/cycle traffic. Where they cross major roads the crossing points must be safe and convenient and will normally be at traffic calming features and at junctions. Safe crossing points will need to be identified and implemented. It may be necessary to provide a cycleway either parallel to the footway, or combined with the footway.
- 6.57 The existing bus routes that service the B3260 Exeter Road, south of Plot 3 have allocated stops providing ingress to and egress from Okehampton. There is potential that these could accommodate the site, however improvements for pedestrian access to the bus stops would be required, in turn this would require the acquisition of additional land for new footways; alternatively, it is recommended that discussions could be made with First Group in a bid to divert the existing bus services inside the site to provide a more feasible solution.

Highways Constraints

- 6.58 The existing highway arrangements are free flowing; the site access proposal is to extend transport links from the ED2 site into development plots 2 and 3; with possibility of an additional link to Plot 1 following the acquisition of 3rd party land. If successful, no existing highway capacity constraints have been identified. If unsuccessful, access to Plot 1 would be required via the B3215 and would inherit requirements for works to accommodate suitable footway and cycleway links between existing housing allocation plot H4 and vehicular access to site with adequate forward and junction visibility.
- 6.59 Provision of suitable access arrangements to Plot 1 that adhere to planning policy guidance may require the acquisition of 3rd party land, such requirements would be dealt with during the planning permission stage.
- 6.60 Pedestrian, cycle and bus accesses do not currently exist on site. It is felt that such facilities could be provided; there is possibility for the extension of existing infrastructure to site but primarily the addition of links between the site plots and employment allocation plot ED2 and housing allocation plot H4.

Suitability

- 6.61 Site plots 2 and 3 are deemed suitable for highway accessibility; infrastructure from employment allocation plot ED2 can be utilised to provide suitable access arrangements. These proposed access arrangements do not require the acquisition of 3rd party land and can be designed to provide adequate visibility, and pedestrian footway and cycleway links. Furthermore, Plot 1 is deemed suitable for non-vehicular access; footway and cycleway links can be provided via the housing allocation plot H4.
- 6.62 For vehicular access to Plot 1 there is either the requirement for acquisition of 3rd party land to provide access from plot ED2, or the requirement for highway improvement works to provide access from the B3215. It will be difficult to create a junction with a required visibility given the current speed limit and road standard, however this is one of several allocated sites along the B3215 and it is anticipated that general improvements to the B3215 will be undertaken including the reduction of the speed limit. This will make it easier to create a suitable junction.

Site Services

Foul Sewerage

- 6.63 South West Water records indicate that there are no adopted foul sewer mains within the vicinity of the site, the nearest system is located approximately 0.25 miles west of Plot 3 and serves Exeter Road Industrial Estate. This can be seen in Appendix M. However, a sewer has been provided as part of the development of ED2a, going under the railway and through the northern part of ED2b and linking to the Brightley treatment works. The capacity of this sewer and the Brightley treatment works needs to be investigated and confirmation of capacity for additional units provided.
- 6.64 Following discussions with South West Water we can confirm that none of the sites have immediate access to public foul sewer, whilst they can be accommodated within local infrastructure (including the sewage Treatment Works) offsite drainage will need to be provided to serve the proposals.

Surface Water Sewerage

- 6.65 The nearest adoptable surface water sewer is located approximately 0.25 miles west of Plot 2, this system discharges into the local watercourse as can be seen in Appendix S, supplied by South West Water.

- 6.66 Following discussions with South West Water we can confirm that surface water will need to be dealt with either on site or taken to an appropriate discharge point and not connected to the public combined sewer. Further to this an inspection of the internet based Soilscape Database indicates that the site is freely draining slightly acid loamy soils.

Potable Water

- 6.67 The position of the local water mains within the vicinity of the site can be seen in Appendix S, supplied by South West Water.
- 6.68 Following discussions with South West Water we can confirm that with the exception of the Stockley area the sites do not have immediate access to public water mains. New water mains will need to be laid to the various sites with the most likely point of connection being the main located in the B3260. Alternatively, it is recommended that considerations be made regarding the possibility for extension of utilities within employment allocation plot ED2.

Gas

- 6.69 The position of local gas mains within the vicinity of the site can be seen in Appendix S, supplied by Wales & West Utilities. It can be seen that there are existing low pressure utilities approximately 600m west of Plot 3 and also existing medium pressure utilities on the northern side of the B3215 running parallel with Plot 1.
- 6.70 Until such time as an approximation of required capacity can be provided we are unable to receive direct confirmation from Wales & West as to whether future connection can be afforded or whether there will be a requirement for specific or general reinforcement.

Electricity

- 6.71 The position of local plant within the vicinity of the site can be seen in Appendix S, supplied by Western Power Distribution. It can be seen that existing 11kV overhead cables pass through the north western corner of Plot 2. Furthermore, there are overhead cables situated outside of site boundaries, providing connection for the properties located to the north of Plot 3.
- 6.72 Until such time as an approximation of required capacity can be provided we are unable to receive direct confirmation from Western Power Distribution as to whether future connection can be afforded or whether there will be a requirement for diversion and/or new installation of utilities.

Telecoms

- 6.73 The position of local plant within the vicinity of the site can be seen in Appendix S, supplied by BT Openreach. It can be seen that existing overhead plant exists to the south of Plot 3, running parallel with the southern boundary. An underground connection also runs from this through the middle of the site from the south to provide connection for the properties to the north. In addition to this there is underground plant running the length of B3215 within the proximity of Plot 1.
- 6.74 A large number of broadband services are available locally.
- 6.75 Good mobile phone coverage is available from five major service providers.

Services Constraints

- 6.76 We can confirm there are no identified utilities that currently sterilise the site.
- 6.77 Existing overhead cables within site require diversion underground and should follow a suitable route through the development. Similarly, existing underground cables should be diverted to suit the development layout.
- 6.78 Until such time as an approximation of utility requirements can be provided we are unable to receive direct quotations from utility providers for the installation of new plant or connection to/diversion of existing plant.
- 6.79 Each of the above providers contain services local to Plot 3, as a result we can confirm that site remoteness from utilities is not a constraint for this plot. Plot 2 contains local 11kV electricity cables, although other utilities are remote from site it is envisaged that they will be provided through the adjacent employment allocation plot ED2. Likewise, Plot 1 contains local gas utilities, although other utilities are remote from site it is envisaged that they will be provided through the adjacent housing allocation plot H4, or south of site with plot ED2.
- 6.80 Where essential utilities exist local to the site there is little potential for significant abnormal reinforcement costs. However, it is important to consider that this is largely dependant upon the potential site layout and the likelihood that the existing services running through the site will need diverting. Where vital utilities do not exist local to site an assessment from the provider will need to be made with regard to topography, existing utility locations and capacity so that a quotation and methodology for connection can be provided.

Suitability

- 6.81 The above listed utilities exist within the local area of the site. Discussions have been made with operators and although extents of installations, connections or diversions are not available at present we can confirm that no significant constraints have been identified. It is foreseen that upon provision of utilities for development plot ED2, future considerations could be made for connection to Plots 2 and 3. Plot 1 could also benefit from such connections if vehicular links are provided to plot ED2, alternatively, connections could be provided from the existing housing allocation plot H4 west of site.
- 6.82 On site utilities include overhead/underground BT and 11kV electric overhead cables, these will require diverting underground. The number and size of units on site will determine whether adequate connection to existing utilities can be achieved. If existing capacities can not accommodate the additional units, additional costs for off site reinforcement will be incurred.

Flood Risk Issues

Hydrology

- 6.83 The nearest local watercourse is the River Okement. The River Okement is situated approximately 1 mile north west of site and flows from south to north. There are a number of unnamed tributaries that feed in to the River Okement, one of these runs adjacent to the three site plots.

Topography

- 6.84 The topography of the three plots has been assessed;
- Plot 1 falls from west to east, following the shallow grade of the adjacent road, the B3215.
 - Plot 2 falls from south east to north west at a shallow grade.
 - Plot 3 falls south to northwest, mostly at a shallow grade, with the most north-western area becoming increasingly steeper.

Geology

- 6.85 An inspection of the internet based Soilscape Database indicates that the site is freely draining slightly acid loamy soils; this can be seen on the Soilscape print out attached in Appendix T.

Flood Risk

- 6.86 The Environment Agency's (EA) "Policy and Practice for the Protection of Flood Plains" (1997) provides guidance to local authorities on the control of development. In addition, the EA have published Indicative Flood Plain Maps (IFMs) which show areas potentially at risk from flood events of a 1% annual probability for rivers and 0.5% annual probability for tidal/coastal areas. The site has been identified as not being at risk from flooding on the Environment Agency's indicative flood maps being in flood risk Zone 1 – low risk area. A copy of the Environment Agency's indicative flood map is attached as Figure 4 in Appendix R.

Vulnerability

- 6.87 In accordance with table D2 of PPS25 commercial developments are considered to be 'less vulnerable'. As this site is not within flood risk Zones 2 or 3 (medium or high risk), Table D2 concludes that the site is suitable for commercial development.

Surface Water Management Plan

- 6.88 Following discussions with South West Water we can confirm that surface water will need to be dealt with either on site or taken to an appropriate discharge point and not connected to the public foul/combined sewer.
- 6.89 Rainwater currently falling on the site runs off naturally. It is collected by existing tributaries before conveyance to the River Okement. A fundamental principle of sustainable development in terms of flood defence is the reduction of surface water runoff from new developments; the proposed surface water drainage strategy will endeavour to replicate the site's existing hydrology. Changes in the volume and rate of surface water runoff from the development could increase the risk of flooding downstream, unless sufficient steps are taken within the proposed development to prevent this happening.
- 6.90 The future surface water runoff would be to collect all rainwater in suitable infrastructure and direct it into a surface water drainage system, before discharging into the local watercourse at rates no greater than the predevelopment runoff.
- 6.91 To ensure that the future runoff does not exceed the current situation, an attenuation feature would be installed, if required. This attenuation feature would be finalised at the detailed design stage, but could be made up of ponds/wetlands, detention basins, porous car parking, oversized sewer pipes or underground cellular storage.

- 6.92 Sustainable Drainage Systems (SuDS) can be used to reduce the amount of rainfall collected at source and where appropriate, SuDS can be used to improve water quality. The EA have also confirmed that the use of SuDS as a means of reducing surface water runoff is a sustainable and cost effective solution. It is therefore proposed that SuDS systems be used throughout the development wherever ground conditions permit.

Flood Risk Constraints

- 6.93 The site has been identified as not being at risk from flooding on the Environment Agency's indicative flood maps being in flood risk Zone 1 – low risk area.
- 6.94 A surface water management plan will need to be prepared for this development and this may restrict the amount of land that is available due to requirement to use SuDS features.
- 6.95 Percolation tests of the proposed development areas have not been undertaken; should the site prove suitable for soakage then this would become the preferred method of surface water disposal. If this is the case, the amount of above ground storage could be reduced.
- 6.96 It is inevitable that a volume of on-site attenuation will be required. The location of any attenuation is constrained by the site topography and will have to be situated appropriately.

Suitability

- 6.97 In accordance with Section 5.5 'Vulnerability', Table D2 of PPS25 concludes that the site is suitable for commercial development.
- 6.98 It is concluded that a surface water management plan can be developed for the proposed development.

Geotechnical and Contamination Issues

Contamination

- 6.99 A number of active commercial / industrial uses are recorded on the Contemporary Trade Directory between 250m and 500m to the south and south west of the site, associated with the Exeter Road Industrial Estate.
- 6.100 A number active commercial / industrial uses are recorded on the Contemporary Trade Directory between 250m and 500m to the south and south west of the site, associated with the Exeter Road Industrial Estate.

- 6.101 Two substantiated pollution incidents have been recorded approximately 350m to the south of the north western field. Both incidents were category 3 (minor incidents) and involved the spillage of oils / diesel to controlled waters in 1992 and the release of industrial effluent to controlled waters in 1995.
- 6.102 In addition, four registered landfill sites has been identified, all of which relate to the same site located approximately 100m to the southwest of the central field, 250m to the south of the north western field and 250m to west of the south eastern field at its closest point. This facility is licensed to receive up to 25,000 tonnes of inert / general waste per annum. Further details are outlined in Appendix U – ‘Environmental Constraints Survey’.

Geotechnical

- 6.103 The geology beneath the site is recorded on the BGS sheet 324 (Okehampton 1:50,000 series) solid and drift geology map, and is described as comprising undifferentiated river terrace deposits which are underlain by Carboniferous shale and sandstone from the upper namurian crackington formation.
- 6.104 EA Groundwater Vulnerability sheet 49 South Devon, 1:100,00, classifies the underlying geology as a minor aquifer with overlying soils of varied permeability and an intermediate leaching potential, i.e. soils which can possibly transmit a wide range of pollutants.
- 6.105 There is one water abstraction licence adjacent to the site located at Stockley farm, for the abstraction of water from a spring for agricultural uses. A further seven abstraction licences are held within 500m of the site which abstract water for general domestic and agricultural use from springs and groundwater.
- 6.106 The Envirocheck data indicates that there are no Groundwater Source Protection Zones within 1km of the site. Further details are outlined in Appendix U – ‘Environmental Constraints Survey’.

Conclusions

Development Potential

- 6.107 Option 2 would see the development of Plots ED2, 1, 2 and 3 for employment development. This effectively splits the employment up into three distinct parts, with Plot ED2 being accessed via the new access on Exeter Road, Plots 2 and 3 from the new link road (though Exeter Road Industrial Estate) and Plot 1 either from the Crediton Road or the new link road.

In terms of providing access and services to the site, this configuration would entail more work, particularly to service Plot 1, which would stand alone from the other employment allocations. The access issues for Option 2 would entail providing an access through Plot ED2 (a) into Plot ED2 (b).

Topographic Issues

- 6.108 The topography of Plots 1 and 2 falls at a shallow grade throughout, the same applies to the southern part of Plot 3; however its more northern part has a steeper vertical alignment, it is therefore anticipated that there will be a greater requirement for significant earthworks within this area.
- 6.109 It is fundamental that considerations are given towards the adjacent rail line passing between Exeter and Meldon Quarry.

Highways and Access Issues

- 6.110 Plot 1 is currently accessed via the B3215 Crediton Road. As identified in the local plan a junction located on the northern boundary is proposed, this will require some improvements to the B3215 which we anticipate will be done in conjunction with the development of the several allocated sites at that location. It is anticipated that pedestrian and cycleway links will be provided as an extension of infrastructure from housing allocation plot H4.
- 6.111 At present there are no suitable on site vehicular access arrangements for Plot 2, it is proposed to extend transport links from the employment allocation plot ED2. This must be secured in the development brief for site ED2.
- 6.112 Although Plot 3 is currently accessible via a narrow lane from the B3260 Exeter Road it is anticipated that transport links from the employment allocation plot will be provided.

Services Issues

- 6.113 Until such time as an estimate of utility requirements can be provided we are unable to obtain direct quotations from utility providers for the installation of new plant or connection to/diversion of existing plant.
- 6.114 It is important to consider that the potential for significant abnormal reinforcement costs is largely dependant upon the proposed site layout and the extents by which the existing electricity services running through the site will need diverting.

- 6.115 The number and size of units on site will determine whether adequate connection to existing utilities can be achieved. If existing capacities can not accommodate the additional units, additional costs for off site reinforcement will be incurred.

Flood Risk Issues

- 6.116 If during the detailed design stage percolation tests find that the sites permeability does not warrant the use of SuDS then a conventional system will be implemented with restricted discharge into the unnamed tributaries that run adjacent to the site boundary.

Geotechnical and Contamination Issues

- 6.117 Based on currently available information it is considered that there is a low risk of historic contamination being present on site. However, a registered landfill site has been identified within close proximity to the southern boundary of the central field, and as such the potential for land gas migration on to site should not be discounted. No statutory designated sites are located on site, however, Dartmoor National Park and Environmentally Sensitive Area is located approximately 260m to the south of the site at its nearest point. The site has potential to support a number of protected species and hedgerows may be protected under the Hedgerow Regulations 1997. The surrounding area has areas of archaeological interest, including a Roman Road and associated fort.

Additional Work Required

- 6.118 At the detailed design stage, percolation tests will be carried out as part of the general geotechnical assessment. This may confirm that soakaways are feasible for this development, which if this is the case, soakage will become the preferred method of surface water disposal for the development.
- 6.119 It is recommended that intrusive site investigation is undertaken to adequately identify potential for off-site contamination sources (i.e. landfill gases) to migrate on to site. An appropriate gas monitoring programme will be required as part of this investigation.
- 6.120 A pollution control strategy during both construction and operation of the site will need to be drawn up for this site to ensure potential pollutants during these phases do not reach the surrounding sensitive receptors.

- 6.121 It is recommended that an extended Phase 1 habitat survey and desk study is undertaken on this site in the first instance. The results of this survey would then be used to further inform specialised protected species work and further habitat assessments where necessary.

Site Suitability

- 6.122 With regard to site location and local topography, Plots 1 and 2 are considered suitable for development. Plot 3 is considered less suitable as a result of views from the National Park (although reduced by the properties and landscaping between site and the B3260 Exeter Road) and steep gradients (increasing the extents of potential earthworks within the northern area of the plot and hindering future accessibility).
- 6.123 With regard to highway accessibility Okehampton Site Option 2 is deemed suitable for development; vehicular/pedestrian/cycleway links can be provided to Plots 2 and 3 via employment allocation plot ED2, likewise Plot 1 pedestrian/cycleway links can be provided via housing allocation plot H4. With regard to Plot 1 it will be difficult to create a junction with a required visibility given the current speed limit and road standard, however this is one of several allocated sites along the B3215 and it is anticipated that general improvements to the B3215 will be undertaken including the reduction of the speed limit. This will make it easier to create a suitable junction
- 6.124 With regard to utilities and the currently received information, the site is deemed suitable for development. Following discussions with operators no significant constraints have been identified. It is anticipated that future connections can be made to Plot 1 through housing allocation plot H4 and Plots 2 & 3 through employment allocation plot ED2. On site utilities will need diverting underground. Once the proposed number and size of units are known then the additional offsite reinforcement costs will be defined.
- 6.125 The site is located in flood risk Zone 1 – low risk area, the desktop Soilscape report indicates freely draining soils, in accordance with table D2 of PPS25 it is therefore suitable for commercial development.
- 6.126 With regard to contamination Okehampton Site Option 2 is considered suitable for development. Registered landfill sites have been identified approximately 100m to the southwest of the Plot 2, 250m to the south of Plot 1 and 250m to west of Plot 3 at its closest point to the southwest of the site. However, based on currently available information it is considered that there is a low risk of contamination being present on site.

6.127 With regard to geotechnical information Okehampton Site Option 2 is considered suitable for development. There are no statutory environmental designations recorded within the site boundaries. The nearest statutory environmental designation to the site is Dartmoor National Park and Environmentally Sensitive Area located approximately 270m to the south.

Development Appraisal

6.128 We have undertaken a brief development appraisal of the Okehampton – Option 2 site. The key assumptions used in the appraisal are outlined in Table 3.1. A summary of the development appraisal is shown in Table 6.1 below and is presented in full at Appendix W.

Table 6.1 – Okehampton Option 2 Development Appraisal Summary

Gross Development Value	£32,749,920
Costs	£100,000
Build Costs	£24,078,600
Other Costs	£8,514,979
Total Costs	£32,693,579
Residual Value	£56,341
Existing Use Value	£105,000
Overall Viability	-£48,659

Assumed Existing Employment	0
New Employment	1,106

Source: GVA Grimley, 2008

6.129 As can be seen in Table 6.1 above, the redevelopment of the Okehampton – Option 2 site would require a fairly minimal amount of external funding to be viable, based on our assumptions regarding mix, land values and costs. In terms of job creation, we have identified that based on a scheme of mixed employment (split 20% B1a, 40% B2 and 40% B8) this would yield around 1,100 new jobs.

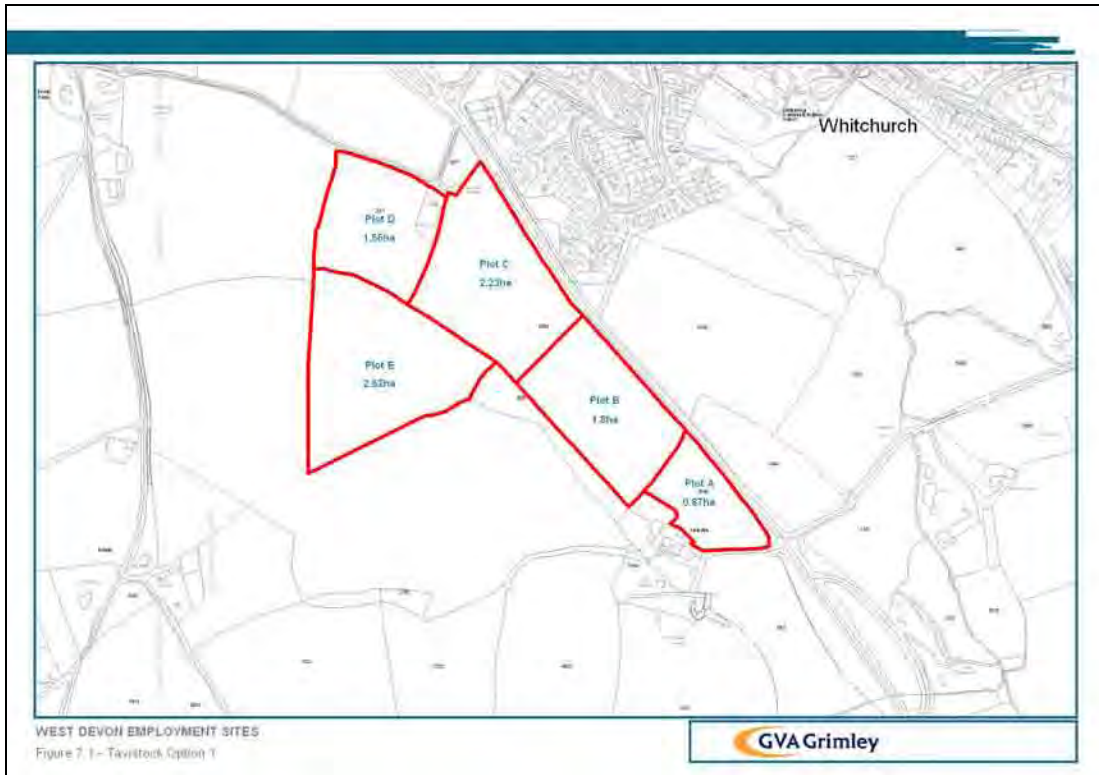
7. TAVISTOCK – OPTION 1

Site Location and Topography

Site Location

- 7.1 'Tavistock Site Option 1' is located south of Tavistock on the main A386 (Plymouth Road), approximately 1.5 miles from the town centre and comprises a number of open fields currently being used for grazing. The total area of these fields is around 9.08ha and can be seen in Figure 7.1 below. A separate plan is provided at Figure 1 of Appendix X.
- 7.2 The site is located adjacent the A386 Plymouth Road. The A386 runs from the Manadon Roundabout junction of the A38 in Plymouth to the A39 junction North-East of Bideford. On route it passes Yelverton, Tavistock, and the A30 Junction for Okehampton, Hatherleigh and Torrington.
- 7.3 The site is situated between agricultural land to the south and west, residential areas to the east and an area of land allocated in the local plan for employment use to the north. There are two residential properties situated adjacent to the northern and southern boundaries. The residential area to the east of the site is currently under construction and a new access roundabout has been constructed on the A386 on the frontage for that site. To the north is a disused fast food outlet, with a supermarket and a small industrial estate beyond that. The industrial estate comprises a number of small to medium sized units, currently being used for a mix of light manufacturing, distribution, offices and other ancillary uses such as motor car repairs.
- 7.4 The site is located nearby key local facilities; to the north Morrisons Supermarket is situated less than 0.5 miles from site and Tavistock College 1.35 miles from site. To the east Whitchurch Community Primary School is situated 0.5 miles from site and Tavistock town centre 1.5 miles from site.

Figure 7.1 – Tavistock Site Location Plan



Source: GVA Grimley, 2007

7.5 As can be seen above, each plot has been assigned a separate reference to aid description. Plots A, B and C, which are adjacent to the Plymouth Road are relatively flat and rise gently upwards in a south westerly direction. These three plots can be seen in the figures below.

Figure 7.2 – Plot A, Tavistock



Figure 7.3 – Plot B, Tavistock



Figure 7.4 – Plot C, Tavistock



- 7.6 Plot D is set back from the Plymouth Road and accessible only via a small track which had a locked gate across it at the time of the site visit. This plot comprises around 1.56ha and also has a brick built building that did not appear to be in use.
- 7.7 Plot E is set well back from the Plymouth Road. This plot appears to have a slightly steeper gradient than that of Plot B closer to the road and comprises around 2.62ha

Site Uses

- 7.8 The site predominantly consists of agricultural land used for grazing; further to this there are a number of equestrian jumps suggesting recreational use and a large covered shelter to the north used for storage by occupants of the property to the north.
- 7.9 It is believed that the site's previous uses match that of the existing scenario. Further to this, abandoned mine shafts remain visible as 1m deep pits just outside the western boundary.
- 7.10 There are remains of an abandoned outbuilding to the northwest of the site and also a large shelter with perimeter fence used for storage to the north. In addition to this, two single residential properties lie adjacent to the sites northern and southern edges.
- 7.11 It is possible that the large sheltered area was constructed upon a concrete ground bearing slab; over and above this there are no additional hard standing areas within the site boundary.
- 7.12 Other infrastructure that currently exists on the site is a priority right of way public footpath, running from east to west across the site, hedgerows, fencing, overhead utilities and abandoned mine works.
- 7.13 The most northern field within the site boundary shows signs of localised tipping and potential contamination. Any contamination issues will be discussed within the environmental constraints section of this report, however in summary the tipping comprises of 3 no. HGV vehicles, 2 no. HGV trailers, 2 no. AWD vehicles, a spread of wooden pallets and polythene bags, a small pile of corrugated steel sheets and some disused farming plant.

Topography

- 7.14 The site falls from west to east, starting at a moderately steep grade that slackens increasingly as you approach the eastern boundary. The fields adjacent to the A386 within the site boundary are relatively flat. Additionally, the route between the site and Tavistock town centre is relatively level.
- 7.15 The nearest local watercourse is the Tiddy Brook. The Tiddy Brook is situated approximately 150m north of the site on the opposing side of the A386 and flows from east to west. Further to this there is the River Tavy approximately 500m to the west of the site.
- 7.16 As the site falls predominantly from west to east there are no ridgelines affecting development levels.

- 7.17 The boundary of the site running adjacent to the A386 is lined with trees, although this helps to obscure views from the National Park, the site remains largely visible.
- 7.18 Additional trees are located between certain plots that make up the site area; these are typically used as a division between two adjacent fields, as a further constraint some boundaries also contain rooted stumps and loose branches and trunks, this would need to be dealt with during site clearance.

Locational and Topographical Constraints

- 7.19 The site is located adjacent to the A386 Plymouth Road, on the southern outskirts of Tavistock. The population, as recorded in July 2007 for Tavistock was 11,500 with expectations of an increase by up to 2,000 before the year 2010.
- 7.20 The compact nature of Tavistock and the level site access through the valley make pedestrian and cycle availability attractive from the entire town, even the steeper areas to the east and west.
- 7.21 With good vehicular and public transport links to Yelverton, Plymouth, Gunnislake, Callington and Okehampton this site does not have any locational constraints.
- 7.22 As the site topography falls from west to east, with the flattest area of site being the eastern boundary adjacent to the A386, it is suggested that this area would be the more suitable for development; with 50-60% of the site to the west being less suitable due to its steeper vertical alignment.
- 7.23 The ground conditions during the site visit were dry and solid. An online soilscape report suggests that the soil is freely draining slightly acid loamy, as a result we assume localised ponding to be negligible. It is expected that any existing runoff is discharged at the nearest watercourse, the Tilly Brook. As a result, wet ground conditions are not expected to be a constraint for this site proposal.

Suitability

- 7.24 The site location is deemed suitable for development; transport links to local facilities and towns currently exist. The eastern fields that sit adjacent to the A386 are more suitable for development due to their topography and accessibility. They benefit from being obscured by the existing site frontage, therefore reducing views from the National Park. Based upon the results from the Soilscape report ground conditions throughout the site are assumed to be

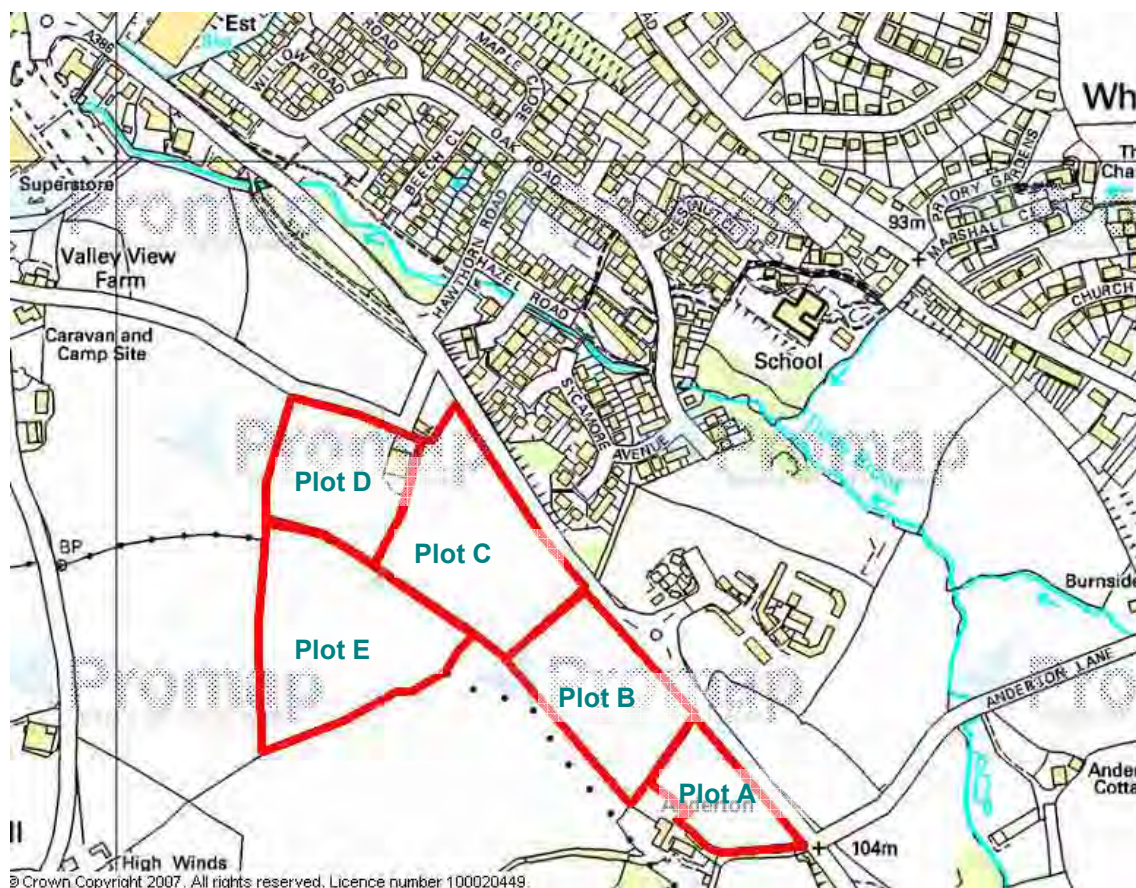
suitable for development; at the detailed design stage percolation tests would be required to provide confirmation of this.

- 7.25 The western fields are less suitable due to their topography and visibility from the National Park, landscape planning would be essential to ensure acceptable aesthetics. The gradients mean that there would need to be a more significant level of earthworks on the western side of the site, which may be a material constraint for large buildings in particular. Furthermore the northern field contains some localised tipping and potential contamination, it is anticipated that this is only a minor constraint however remedial measures would have to be assessed at the detailed design stage.

Land Ownership

- 7.26 In order to establish ownership of the land in question a Search of the Index Maps was undertaken by application to the Land registry Office of West Devon.
- 7.27 Results concluded that there were a number of various land owners on the site. Figure 7.5 below divides up the plot of land by land owners.

Figure 7.5 - Land Ownership within the Tavistock (Option 1) Site



Source: Land Registry and GVA Grimley analysis, 2008

7.28 With reference to Figure 7.5 above, the respective Landlords are as follows:

- **Plot A (Title No. DN558635)** – The freehold land as show above on the plan (Figure 7.5) is land registered to Mrs Marion Foale, Mr Edward Foale and Mr Mark Foale of Coutwell House, Coffinswell, Newton Abbot, TQ12 4SS.
- **Plot B (Title No. DN559635)** – The freehold land as show above on the plan (Figure 7.5) is land registered to Mrs Marion Foale, Mr Edward Foale and Mr Mark Foale of Coutwell House, Coffinswell, Newton Abbot, TQ12 4SS.
- **Plot C (Title No. DN559635)** – The freehold land as show above on the plan (Figure 7.5) is land registered to Mrs Marion Foale, Mr Edward Foale and Mr Mark Foale of Coutwell House, Coffinswell, Newton Abbot, TQ12 4SS.
- **Plot D (Title No. DN559635)** – The freehold land as show above on the plan (Figure 7.5) is land registered to Mrs Marion Foale, Mr Edward Foale and Mr Mark Foale of Coutwell House, Coffinswell, Newton Abbot, TQ12 4SS.

- **Plot E (Title No. DN559635)** – The freehold land as show above on the plan (Figure 7.5) is land registered to Mrs Marion Foale, Mr Edward Foale and Mr Mark Foale of Coutwell House, Coffinswell, Newton Abbot, TQ12 4SS.

Highways Accessibility

Local Highway Network

7.29 Main access road, A386 Plymouth Road.

Speed limits

7.30 The main access road, the A386 Plymouth Road has a single carriageway with national speed limit of 60mph on approach from the south. A speed restriction of 30mph is then enforced approximately halfway up the eastern length of the site boundary, between Anderton Lane and Redrow's 'Tiddy Brook Meadows' housing development currently undergoing construction.

Visibility

7.31 The section of A386 Plymouth Road that passes the potential Tavistock site provides good forward visibility.

Road width

7.32 The A386 Plymouth Road adjacent to the site varies in width between approximately 8-12m; this is due to a right turn lane to serve Anderton Lane, after which the road narrows before reaching the newly constructed roundabout which serves the 'Tiddy Brook Meadows' development site.

7.33 Further north of this there is a second right turn lane to serve Hawthorn Lane, this widened section of carriageway stems south to include a centre refuge entry feature for Tavistock, it is felt that this feature has potentially lost value since the development of 'Tiddy Brook Meadows' prior to it's location and would be better either situated further south or removed all together.

Road alignment

7.34 The A386 Plymouth Road north bound follows a relatively straight alignment past the site boundary and into Tavistock town. Adjacent the site there is a new roundabout junction, offset towards the Redrow housing development land and does not interfere with the site boundary.

Parking restrictions

- 7.35 The section of A386 Plymouth Road that runs adjacent to the site boundary has no demand for parking due to there being no frontage development. The only existing availability is located to the south of the site within an offline lay-by just past Anderton Lane, probably provided as part of a previous road alignment not of the A386. However this is intended for short-stay's and travel breaks not long term parking.
- 7.36 'The Devon Design Guide - Provision of Parking' states that adequate parking should be provided for all vehicles likely to visit a property within its cartilage; this includes employees', delivery and visitors' vehicles.
- 7.37 The roads within a commercial estate are for the passage of vehicles and are not provided or maintained for parking, the latter being outside the Highway Authority's role. If insufficient vehicle parking facilities are provided for a commercial unit parking spills out onto the highway.
- 7.38 Therefore full on-site parking facilities should be provided and maintained for that purpose. Where there is likely to be some demand for on-street parking, this is to be accommodated by the provision of parking lay-bys along both sides of the road.

Local traffic conditions

- 7.39 The A386 provides the main transport link from the north and south into Tavistock; as a result it carries a large frequency of HGV's and private cars. Despite this, the roads remained free from congestion at peak times during a mid-week site visit.
- 7.40 The site comprises of four inter-linked fields and one independent field. Access to the independent field is afforded via the grounds of the property south of the site; likewise, access to this property is afforded via a connection to the A386, opposite Anderton Lane. The remainder of the site has three vehicular access points, one joins the A386 north of the new roundabout junction and the remaining two join the access lane for the property north of the site; one of these access points currently only serves the covered shelter as this is separated from the remainder of the site via a parameter fence. An additional connection to the site is provided by means of a public footpath; this runs from east to west across the site and is accessed via an uncontrolled crossing on the A386 south of the new roundabout.
- 7.41 In addition to the A386 and the narrow lanes used for access to/from the properties north and south of the site there are no other roads serving the site. Local roads to be considered for assessment are Hawthorn Road, situated north of the site boundary and connecting

perpendicular to the A386 from the east and Anderton Lane, situated south of the site boundary and also connecting perpendicular to the A386 from the east.

- 7.42 The primary route (A386 Plymouth Road) runs from the Manadon Roundabout junction of the A38 trunk road in Plymouth to the A39 junction North-East of Bideford. On route it passes Yelverton, Tavistock, the A30 trunk road Junction for Okehampton, Hatherleigh and Torrington. It currently serves as a main transport link for existing towns and as a result benefits from satisfactory access points.

Non Car Accessibility

- 7.43 The primary route contains only a small length of public footway adjacent to Redrow's currently under construction 'Tiddy Brook Meadows' housing development. This small length also serves the uncontrolled crossing for access to the public footpath running west through the site.
- 7.44 A separate footpath system should be considered in order to comply with the recommendations of Planning Policy Guidance Note 13 (PPG13), so that walking is seen as a real alternative to driving. 'The Devon Design Guide' states that these routes should penetrate the development and conveniently link with the surrounding areas; footpaths should follow pedestrian desire lines, by linking features that generate or attract pedestrian traffic.
- 7.45 Where the footpath crosses major roads the crossing points must be safe and convenient and will normally be at traffic calming features and at junctions. Considering this, it will be necessary to extend existing footways so that they service the site effectively. Safe crossing points will need to be identified and implemented.
- 7.46 Following the site walkover we can confirm that no cycleways exist within the direct vicinity of the site. The nearest routes exist approximately 0.5 miles north of the site as part of the National Cycle Network as a traffic-free route, and 0.5 miles west of the site as an on-road route as shown on Figure 2 in Appendix X.
- 7.47 A separate cycleway system should be considered for the development in order to comply with the recommendations of Planning Policy Guidance Note 13 (PPG13), so that cycling is seen as a real alternative to driving. It may be necessary to provide a cycleway either parallel to the footway, or combined with the footway. The degree of segregation will depend on anticipated pedestrian and cycle flows. Future cycleway connections to the National Cycle Network should be considered.

- 7.48 First Group currently operate six bus services on the A386 adjacent the site; the 83, 83A, 83D, 84, 86 and 86A. The site could be serviced by two existing bus stops situated on either side of the A386 to the south; suitable access arrangements for these stops would be required, including adequate footway links and crossing details. Alternatively, negotiations with the service provider could include rerouting of existing services into the site or include for Section 106 contributions for the existing public transport network. The existing services currently provide links to Plymouth, Tavistock, Okehampton and Barnstaple and average a 15 minute service between 6am and 11pm Monday to Friday.
- 7.49 The nearest rail station to the site is located in Gunnislake, west of Tavistock; a link from this station to Tavistock exists via the A390. There have been long term discussions regarding the extension of the Drake Line into Tavistock, however at present it remains unconfirmed.

Site Access

- 7.50 It is recommended that one primary vehicular access is implemented. The position remains flexible along the eastern boundary of the site adjacent to the A386. However it is considered preferable to make use of the existing infrastructure by creating a new right turn lane for south bound traffic coming from Tavistock in place of the existing central refuge entry feature.
- 7.51 The existing carriageway width and forward visibility are suitable without need for acquisition of 3rd party land. There is scope to accommodate the proposed junction visibility without undertaking significant additional works. An indicative access proposal can be seen as Figure 3 in Appendix X.
- 7.52 As the development site is smaller than 12ha, the access road required is classified as a Type C2 Commercial Access Road and should either loop within the site or contain a vehicular link to adjacent development plot ED3. A vehicular link would be preferable however it is recognised that this would require acquisition of 3rd party land.
- 7.53 Pedestrian/cycle access points should be provided, with inclusion for links to development plot ED3; they should follow desire lines by linking features that generate or attract pedestrian/cycle traffic. Where they cross major roads the crossing points must be safe and convenient and will normally be at traffic calming features and at junctions. Considering this, it will be necessary to extend existing footways so that they service the site effectively.
- 7.54 Safe crossing points will need to be identified and implemented. It may be necessary to provide a cycleway either parallel to the footway, or combined with the footway.

Implementation of a cycleway running west on the existing lane between the boundary of the site and plot ED3 would provide a direct link to on-road cycle route #27.

- 7.55 The existing bus routes that service the length of A386 adjacent to the site have allocated stops to both the north and the south, providing ingress to and egress from Tavistock. There is potential that these could accommodate the site, however improvements for pedestrian access to the bus stops would be required which in turn could require the acquisition of additional land for new footways. Alternatively discussions could be made with First Group in a bid to divert the existing bus services inside the site to provide a more accessible development, although this would be likely to be very costly and the operator may not wish to incur the time penalty on the services for the diversion.

Highways Constraints

- 7.56 The existing highway arrangements are free flowing; the site access proposal will intercept existing road users, primarily vehicles commuting southbound from Tavistock the primary direction of travel. Development traffic from Tavistock is proposed to be taken into a right turn lane and therefore have a minimal impact on existing conditions. As a result no highway capacity constraints have been identified.
- 7.57 In order to achieve adequate junction visibility the clearance of existing frontage may be required.
- 7.58 The previously identified access proposal could be provided without need for carriageway widening or acquisition of 3rd party land. However, there is a possibility for requirement of 3rd party land acquisition if vehicular access links between site and development plot ED3 are required. This would need to be addressed through the planning process of ED3 and this site; if it comes forward, progress. This would allow for the dedication of land or reservation of land corridors as appropriate.
- 7.59 Pedestrian, cycle and bus accesses do not currently exist on site. It is felt that such facilities could be provided, not only as an extension of existing infrastructure to site but also as additional links to both existing and proposed residential areas and also development plot ED3.

Suitability

- 7.60 The site is considered to be suitable for development in respect of highway accessibility. Existing infrastructure on the A386 Plymouth Road can be utilised to provide a new access to

the east of site. The proposed access arrangement requires no acquisition of 3rd party land and maintains forward visibility, pedestrian footway and cycleway links can be provided to connect to existing infrastructure. Furthermore, junction visibility could be achieved without undertaking significant additional works.

- 7.61 A link between site and development plot ED3 is considered to provide additional benefits, this may require the acquisition of 3rd party land although this land may be made available through the planning process. Acquisition may also be necessary to provide a cycleway link from site to the existing on-road route to the west.

Site Services

Foul Sewerage

- 7.62 There are two public combined sewer mains located within the vicinity of the site. These can be seen in Appendix Y, supplied by South West Water. The first is located north of the Tiddy Brook and the second is situated to the east beyond the site boundary.
- 7.63 Following discussions with South West Water we can confirm that connections can be made to the public foul sewerage system at any point compatible with the site layout/levels. We've been informed that at present no off site reinforcement to the sewer network of Sewage Treatment Works will be necessary.

Surface Water Sewerage

- 7.64 There are two public combined sewer mains located within the vicinity of the site. These can be seen in Appendix Y, supplied by South West Water. The first is located north of the Tiddy Brook and the second is situated to the east beyond the site boundary.
- 7.65 Following discussions with South West Water we can confirm that surface water will need to be dealt with either on site or taken to an appropriate discharge point and not connected to the public combined sewer. Further to this an inspection of the internet based Soilscape Database indicates that the site is freely draining slightly acid loamy soils; this can be seen on the Soilscape print out attached in Appendix Z.

Potable Water

- 7.66 The position of the local water mains within the vicinity of the site can be seen in Appendix Y, supplied by South West Water.

- 7.67 Following discussions with South West Water we can confirm certain off site works would be required to bring a new water main to the site, at this time an actual point of connection can not be specified however it is likely to be either of the mains marked on the South West Water utility plan shown in Appendix Y. The nearest of these is located north of the site in Hawthorn Road and is preferred for direct site connection, the second is located further west and would be preferred if connection through plot ED3 was envisaged; such connection would provide greater reasoning for highway links between the two plots.

Gas

- 7.68 The position of the local gas mains within the vicinity of the site can be seen in Appendix Y, supplied by Wales & West Utilities, it can be seen that the existing utilities are low pressure and predominantly located north of the site within the area of existing residential.
- 7.69 Until such time as an approximation of required capacity can be provided we are unable to receive direct confirmation from Wales & West as to whether future connection can be afforded or whether there will be a requirement for specific or general reinforcement.

Electricity

- 7.70 The position of local plant within the vicinity of the site can be seen in Appendix Y, supplied by Western Power Distribution. It can be seen that existing 11kV overhead utilities are provided for connection of the property located to the north; these utilities then cross the site and run adjacent to the boundary for connection of the property situated to the south. It can also be seen that the existing area of residential to the east of the A386 is serviced by 11kV overhead and low voltage underground cables, whilst the under construction 'Tiddy Brook Meadows' is serviced by underground 11kV cables.
- 7.71 Until such time as an approximation of required capacity can be provided we are unable to receive direct confirmation from Western Power Distribution as to whether future connection can be afforded or whether there will be a requirement for diversion and/or new installation of utilities.

Telecoms

- 7.72 The position of local plant within the vicinity of the site can be seen in Appendix Y, supplied by BT Openreach. It can be seen that existing underground plant runs adjacent to the site on the A386. From here there are overhead connections servicing the two properties north and south of the site, the southern connection passes through the site.

- 7.73 A large number of broadband services are available locally.
- 7.74 Good mobile phone coverage is available from five major service providers.

Services Constraints

- 7.75 We can confirm there are no utilities that currently sterilise the site; furthermore, overhead cables would be diverted underground and laid to follow a suitable route through the development.
- 7.76 Until such time as an approximation of utility requirements can be provided we are unable to receive direct quotations from utility providers for the installation of new plant or connection to/diversion of existing plant.
- 7.77 Each of the above service providers contain services local to the site, as a result we can confirm that site remoteness from utilities is not a constraint.
- 7.78 As essential utilities exist locally to the site there is little potential for significant abnormal reinforcement costs. However, it is important to consider that this is largely dependant upon the potential site layout and the extents by which the existing services running through the site (telecoms, electricity and possible private gas/drainage) will need diverting.

Suitability

- 7.79 The above listed utilities exist within the local area of the site. Discussions have been made with operators and although extents of installations, connections or diversions are not available at present we can confirm that no significant constraints have been identified. It is foreseen that upon provision of utilities for development plot ED3, future considerations could be made for connection of the Tavistock Site Option 1.
- 7.80 On site utilities include overhead BT and 11kV electric cables, these will require diverting underground. The number and size of units on site will determine whether adequate connection to existing utilities can be achieved. If existing capacities can not accommodate the additional units, additional costs for off site reinforcement will be incurred.

Flood Risk Issues

Hydrology

- 7.81 The nearest local watercourse is the Tiddy Brook which is situated approximately 150m north of the site on the opposing side of the A386 and flows from east to west. Further to this there is the River Tavy approximately 500m to the west of the site.

Topography

- 7.82 The site falls from west to east, starting at a moderately steep grade that slackens increasingly as you approach the eastern boundary.

Geology

- 7.83 An inspection of the internet based Soilscape Database indicates that the site is freely draining slightly acid loamy soils; this can be seen on the Soilscape print out attached in Appendix Z.

Flood Risk

- 7.84 The Environment Agency's (EA) "Policy and Practice for the Protection of Flood Plains" (1997) provides guidance to local authorities on the control of development. In addition, the EA have published Indicative Flood Plain Maps (IFMs) which show areas potentially at risk from flood events of a 1% annual probability for rivers and 0.5% annual probability for tidal/coastal areas. The site has been identified as not being at risk from flooding on the Environment Agency's indicative flood maps being in flood risk Zone 1 – low risk area. A copy of the Environment Agency's indicative flood map is attached as Figure 4 in Appendix X.

Vulnerability

- 7.85 In accordance with table D2 of PPS25 commercial developments are considered to be 'less vulnerable'. As this site is not within flood risk Zones 2 or 3 (medium or high risk), Table D2 concludes that the site is suitable for commercial development.

Surface Water Management Plan

- 7.86 Following discussions with South West Water we can confirm that surface water will need to be dealt with either on site or taken to an appropriate discharge point and not connected to the public foul/combined sewer.
- 7.87 Rainwater currently falling on the site runs off naturally, it is collected by existing infrastructure before conveyance and discharge into the Tiddy Brook. A fundamental principle of sustainable development in terms of flood defence is the reduction of surface water runoff from new developments; the proposed surface water drainage strategy will endeavour to replicate the site's existing hydrology. Changes in the volume and rate of surface water runoff from the development could increase the risk of flooding downstream, unless sufficient steps are taken within the proposed development to prevent this happening.
- 7.88 The future strategy would be to collect all rainwater in suitable infrastructure and direct it into a surface water drainage system, before discharging into the Tiddy Brook at rates no greater than the predevelopment runoff.
- 7.89 To ensure that the future runoff does not exceed the current situation, an attenuation feature would be installed, if required. This attenuation feature would be finalised at the detailed design stage, but could be made up of ponds/wetlands, detention basins, porous car parking, oversized sewer pipes or underground cellular storage.
- 7.90 Sustainable Drainage Systems (SuDS) can be used to reduce the amount of rainfall collected at source and where appropriate, SuDS can be used to improve water quality. The EA have also confirmed that the use of SuDS as a means of reducing surface water runoff is a sustainable and cost effective solution. It is therefore proposed that SuDS systems be used throughout the development wherever ground conditions permit.

Flood Risk Constraints

- 7.91 The site has been identified as not being at risk from flooding on the Environment Agency's indicative flood maps being in flood risk Zone 1 – low risk area.
- 7.92 A surface water management plan will need to be prepared for this development and this may restrict the amount of land that is available due to requirement to use SuDS features.

- 7.93 Percolation tests of the proposed development area have not been undertaken; should the site prove suitable for soakage then this would become the preferred method of surface water disposal. If this is the case, the amount of above ground storage could be reduced.
- 7.94 It is inevitable that a volume of on-site attenuation will be required. The location of any attenuation is constrained by the site topography and will have to be situated towards the eastern site boundary.

Suitability

- 7.95 In accordance with Section 5.5 'Vulnerability', Table D2 of PPS25 concludes that the site is suitable for commercial development.
- 7.96 It is concluded that a surface water management plan can be developed for the proposed development.

Geotechnical and Contamination Issues

Contamination

- 7.97 The nearest active industrial use recorded on the Contemporary Trade Directory is listed as Tavistock Motor Services located approximately 200m to the northwest of the site.
- 7.98 Eleven substantiated pollution incidents have been recorded within 500m of the site, with the closest incident comprising the release of an unknown pollutant into a fresh water stream / river approximately 200m to the north of the site in March 1993. All eleven pollution incidents were category 3 (minor incidents) and comprised the release of pollutants into freshwater streams / rivers.
- 7.99 There are no registered landfill sites within 500m of the site. However, there is a registered landfill site located approximately 900m to the west of the site. The landfill site is operated by Devon Waste Management Ltd and Devon County Council and is authorised to receive small to medium quantities (up to 25,000 and 75,000 tonnes per year respectively) of construction and demolition, inert, household, general and commercial wastes.
- 7.100 Informal storage of partially dismantled vehicles and above ground storage tanks was observed during the site walkover within the northern most field, which represent potential sources of contamination. Further details are outlined in Appendix AA – 'Environmental Constraints Survey'.

Geotechnical

- 7.101 The geology beneath the site is recorded on the BGS sheet 337 (Tavistock 1:50,000 series) solid and drift geology map, and is described as comprising alluvium deposits which are underlain by Upper Devonian grey slate from the middle famennian Kate Brook formation.
- 7.102 Tin mining operations are understood to have been carried out within this area.
- 7.103 EA Groundwater sheet 49 South Devon, 1:100,000 classifies the underlying geology as a minor aquifer with overlying soils of varied permeability and a intermediate leaching potential, i.e. soils which can possibly transmit a wide range of pollutants.
- 7.104 There are a total of eight licensed groundwater abstractions within 500m of the site, all of which are for general domestic and agricultural uses. One abstraction relates to the site for the abstraction of water from a well for agricultural purposes.
- 7.105 The Envirocheck data indicates that there are no Groundwater Source Protection Zones within 1km of the site. Further details are outlined in Appendix AA – ‘Environmental Constraints Survey’.

Conclusions

Development Potential

- 7.106 Option 1 sees the development for employment of the plots closest to the road and therefore access and provision of services (such as electricity, gas, water and IT related services) should be easiest for these plots. Access to the plots could be taken from a number of places, including the newly constructed roundabout on the Plymouth Road (not shown on the plan at Figure 7.1) halfway down the boundary of Plot B, or from the existing track leading to Plot D.

Topographic Issues

- 7.107 The western fields are less suitable due to their topography and visibility from the National Park, with landscape planning likely to be essential to ensure an acceptable impact. The gradients mean that there would need to be a more significant level of earthworks on the western side of the site to achieve level plots, which may be a material constraint for large buildings in particular.

Highways and Access Issues

- 7.108 Development traffic from Tavistock is proposed to be taken into a right turn lane and therefore have a minimal impact on existing conditions. The existing carriageway width will allow the forming of an access to be achieved without significant widening.
- 7.109 In order to achieve adequate junction visibility the clearance of existing frontage may be required, it is anticipated that this could be achieved without undertaking significant additional works.
- 7.110 There is a possibility for requirement of 3rd party land acquisition if vehicular access links between site and development plot ED3 are required. This would need to be addressed through the planning process as ED3 and this site, if it comes forward, progress. This would allow for the dedication of land or reservation of land corridors as appropriate.
- 7.111 Pedestrian, cycle and bus links do not currently exist on site. It is considered that such facilities could readily be provided, not only as an extension of existing infrastructure to site but also as additional links to both existing and proposed residential areas and also development plot ED3.

Services Issues

- 7.112 Until such time as an approximation of utility requirements can be provided we are unable to receive direct quotations from utility providers for the installation of new plant or connection to/diversion of existing plant.
- 7.113 It is important to consider that the potential for significant abnormal reinforcement costs is largely dependant upon the proposed site layout and the extents by which existing services running through the site (telecoms, electricity and possible private gas/drainage) will need diverting.
- 7.114 The number and size of units on site will determine whether adequate connection to existing utilities can be achieved. If existing capacities can not accommodate the additional units, additional costs for off site reinforcement will be incurred.

Flood Risk Issues

- 7.115 If during the detailed design stage percolation tests find that the sites permeability does not warrant the use of SuDS then a conventional system will be implemented with restricted discharge into the Tiddy Brook.

Geotechnical and Contamination Issues

- 7.116 Based on currently available information, potential sources of contamination have been identified within the northern most field associated with informal storage of vehicles and above ground storage tanks. Furthermore, the area is understood to have been extensively mined for metallic minerals, the presence of mine shafts located within close proximity to the southern boundary indicates that the site may be affected by below ground workings.
- 7.117 The site is located within an environmental sensitive area and a number of statutory designated sites have been identified within 1km of the site boundary.
- 7.118 The site has potential to support a number of protected species and hedgerows may be protected under the Hedgerow Regulations 1997. The surrounding area has areas of archaeological interest, including historical mining activities in the area.

Additional Work Required

- 7.119 At the detailed design stage, percolation tests will be carried out as part of the general geotechnical assessment. This may confirm that soakaways are feasible for this development, which if this is the case, soakage will become the preferred method of surface water disposal for the development.
- 7.120 It is recommended that intrusive site investigation is undertaken to appropriately assess potential risks relating to below ground mining activities at the site and the associated potential geotechnical constraints. Furthermore, the investigation should assess potential sources of on-site contamination associated with the informal storage within the northern field.
- 7.121 A pollution control strategy during both construction and operation of the site will need to be drawn up for this site to ensure potential pollutants during these phases do not reach the surrounding sensitive receptors.

Site Suitability

- 7.122 With regard to site location and local topography it is anticipated that the eastern fields of Tavistock Site Option 1 which lie adjacent to the A386 are suitable for development. Existing site frontage reduces views from the National Park, and level gradients reduce the extents of potential earthworks and ease accessibility. The western fields are deemed less suitable for development; the topography results in views from the National Park. The gradients mean that

there would be a significant level of earthworks required on site, and may be better suited for smaller units.

- 7.123 With regard to highway accessibility Tavistock Site Option 1 is considered suitable for development. Transport links to local facilities and towns currently exist, the proposed vehicular access requires no acquisition of 3rd party land, maintains forward visibility, has scope to accommodate junction visibility and pedestrian/cycleway links can be provided as extensions of existing infrastructure. Additional links with development plot ED3 are recommended to provide additional benefits; these may require the acquisition of 3rd party land although this land may be made available through the planning process.
- 7.124 The site is considered suitable for development with regard to utilities and the current information received. Discussions with operators identify no significant constraints. It is anticipated that future connections can be made through development plot ED3. On site utilities include overhead BT and 11kV electric cables and these will need diverting underground. Once the proposed number and size of units are known then the additional offsite reinforcement costs will be defined.
- 7.125 The site is located in flood risk Zone 1 – low risk area, the desktop Soilscape report indicates freely draining soils, in accordance with table D2 of PPS25 it is therefore suitable for commercial development.
- 7.126 With regard to contamination the northern and eastern fields of Tavistock Site Option 1 are deemed suitable for development; informal storage of vehicles and above ground storage tanks are present but are not thought to pose any significant constraints. The presence of mine shafts located within close proximity to the southern boundary indicates that the site may be affected by below ground workings, thus reducing the suitability of this area.
- 7.127 With regard to environmental information Tavistock Site Option 1 is deemed a more sensitive development; located within an environmentally sensitive area a number of statutory designated sites have been identified within 1km of the site boundary.

Development Appraisal

- 7.128 We have undertaken a brief development appraisal of the Tavistock – Option 1 site. The key assumptions used in the appraisal are outlined in Table 3.1. A summary of the development appraisal is shown in Table 7.1 below and is presented in full at Appendix CC.

Table 7.1 – Tavistock – Option 1 Development Appraisal Summary

Gross Development Value	£28,320,883
Costs	£100,000
Build Costs	£20,822,256
Other Costs	£7,363,430
Total Costs	£28,285,686
Residual Value	£35,198
Existing Use Value	£90,800
Overall Viability	-£55,602

Assumed Existing Employment	0
New Employment	957

Source: GVA Grimley, 2008

- 7.129 As can be seen in Table 7.1 above, the redevelopment of the Tavistock – Option 1 site would require a fairly minimal amount of external funding to be viable, based on our assumptions regarding mix, land values and costs. In terms of job creation, we have identified that based on a scheme of mixed employment (split 20% B1a, 40% B2 and 40% B8) this would yield around 950 new jobs.

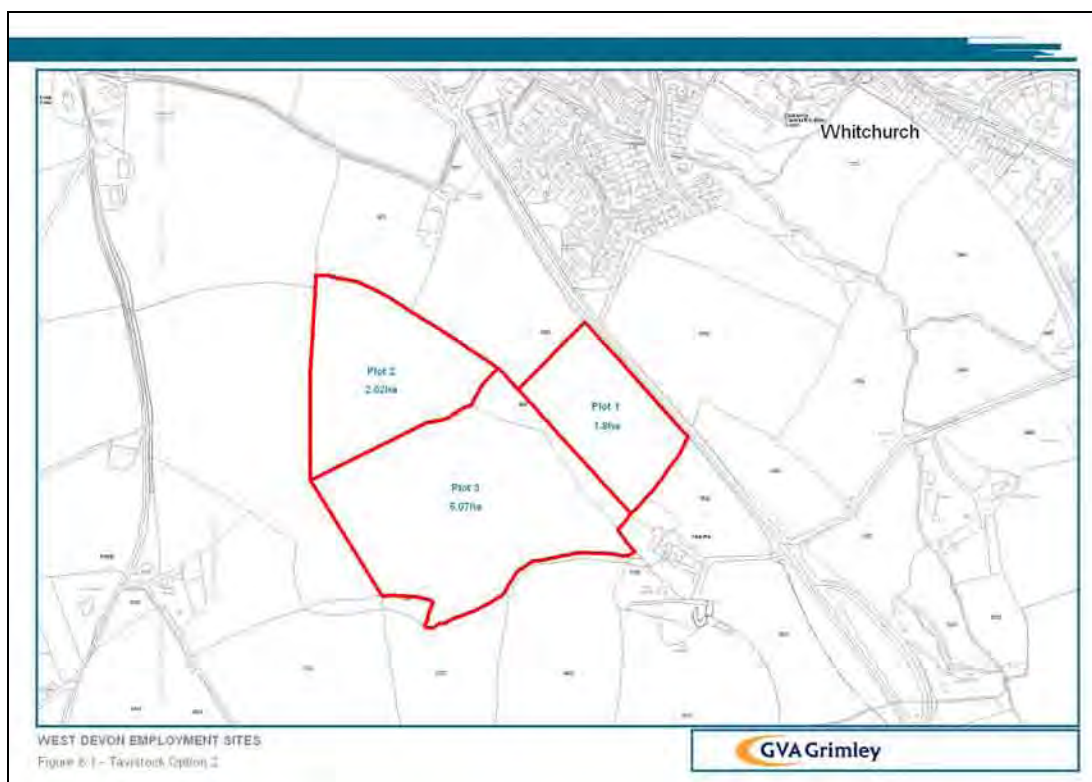
8. TAVISTOCK – OPTION 2

Site Location and Topography

Site Location

- 8.1 'Tavistock Site Option 2' is located adjacent the A386 Plymouth Road. The A386 runs from the Manadon Roundabout junction of the A38 trunk road in Plymouth to the A39 junction North-East of Bideford. On route it passes Yelverton, Tavistock, the A30 trunk road Junction for Okehampton, Hatherleigh and Torrington.
- 8.2 The site is situated between agricultural land to the south and west, residential areas to the east and an area of land allocated in the local plan (ref: ED3) for employment use to the north. The site comprises a number of open plots currently being used for grazing. The total area of these plots is around 9.5ha and can be seen in Figure 8.1 below. A separate plan is supplied as Figure 1 in Appendix DD.
- 8.3 There are two residential properties situated adjacent to the northern and southern boundaries. The residential area to the east of the site is currently under construction and a new access roundabout has been constructed on the A386 on the frontage for that site.
- 8.4 The site is located nearby key local facilities; to the north Morrisons Supermarket is situated less than 0.5 miles from site and Tavistock College 1.35 miles from site. To the east Whitchurch Community Primary School is situated 0.5 miles from site and Tavistock town centre 1.5 miles from site.

Figure 8.1 – Tavistock Option 2 Site Location Plan



Source: GVA Grimley, 2007

- 8.5 Surrounding uses of the site include a new residential development being constructed off a new roundabout on the opposite side of the Plymouth Road to Plot 1. There are some existing residential properties on the opposite side of the Plymouth Road towards Tavistock. To the north is a disused fast food outlet, with a supermarket and a small industrial estate beyond that. The industrial estate comprises a number of small to medium sized units, currently being used for a mix of light manufacturing, distribution, offices and other ancillary uses such as motor car repairs.
- 8.6 As can be seen above, each plot has been assigned a separate reference to aid description. Plot 1 is adjacent to the Plymouth Road is relatively flat and rises gently upwards in a south westerly direction. This can be seen in Figure 8.2 below.

Figure 8.2 – Plot 1, Tavistock



- 8.7 Plot 2 is set well back from the Plymouth Road. This plot appears to have a slightly steeper gradient than that of Plot 1 closer to the road and comprises around 2.62ha
- 8.8 Plot 3 is set well back from the Plymouth Road to the south east of Plots 1 and 2. This is the largest individual plot on the site, comprising around 5.07ha and is currently being used for grazing sheep. This plot has a very steep gradient, rising up to the south west to the brow of the hill, as can be seen in Figure 8.3 below.

Figure 8.3 – Plot 3, Tavistock (background of shot)



Site Uses

- 8.9 The site consists of agricultural land used for grazing. It is believed that the sites previous uses largely match that of the existing scenario. In addition to this, abandoned mine shafts remain visible as 1m deep pits to the west of site and remains of an abandoned outbuilding exist to the north of site, believed to have been used for keeping cattle.
- 8.10 Following the site walkover, it can be confirmed that there are no hard standing areas within the site boundary. Other infrastructure that currently exists on the site is a priority right of way public footpath, running from east to west across the site, hedgerows, fencing and overhead utilities.
- 8.11 The visible remains of mine shafts have been used for localised tipping; they have been filled with disused barbed wire and fence posts. Further tipping comprises of a small pile of corrugated steel sheets and some disused farming plant.

Topography

- 8.12 The site falls from west to east, starting at a moderately steep grade that slackens increasingly as you approach the eastern boundary. The plot adjacent to the A386 within the site boundary is relatively flat. Additionally, the route between the site and Tavistock town centre is relatively level.
- 8.13 The nearest local watercourse is the Tiddy Brook. The Tiddy Brook is situated approximately 150m north of the site on the opposing side of the A386 and flows from east to west. Further to this there is the River Tavy approximately 500m to the west of the site.
- 8.14 As the site falls predominantly from west to east there are no ridgelines affecting development levels.
- 8.15 The boundary of the site running adjacent to the A386 is lined with trees, although this helps to obscure views from the National Park, the majority of the site remains sits on higher ground that is largely visible.
- 8.16 Additional trees are located between certain plots that make up the site area; these are typically used as a division between two adjacent plots, as a further constraint some boundaries also contain rooted stumps and loose branches and trunks, this would need to be dealt with during site clearance.

Locational and Topographical Constraints

- 8.17 The site is located adjacent to the A386 Plymouth Road, on the southern outskirts of Tavistock. The population, as recorded in July 2007 for Tavistock was 11,500 with expectations of an increase by up to 2,000 before the year 2010.
- 8.18 The compact nature of Tavistock and the level site access through the valley make pedestrian and cycle availability attractive from the entire town, even the steeper areas to the east and west. With good vehicular and public transport links to Yelverton, Plymouth, Gunnislake, Callington and Okehampton this site does not inherit any locational constraints.
- 8.19 With good vehicular and public transport links to Yelverton, Plymouth, Gunnislake, Callington and Okehampton this site does not inherit any locational constraints.
- 8.20 As the site topography falls from west to east, with the flattest area of site being the eastern boundary adjacent to the A386, it is suggested that this area would be the more suitable for development; with 56-60% of the site to the west being less suitable due to its steeper vertical alignment.
- 8.21 The ground conditions during the site visit were dry and solid. An online soilscape report suggests that the soil is freely draining slightly acid loamy, as a result we assume localised ponding to be negligible. It is expected that any existing runoff is discharged at the nearest watercourse, the Tilly Brook. As a result, wet ground conditions are not expected to be a constraint for this site proposal.

Suitability

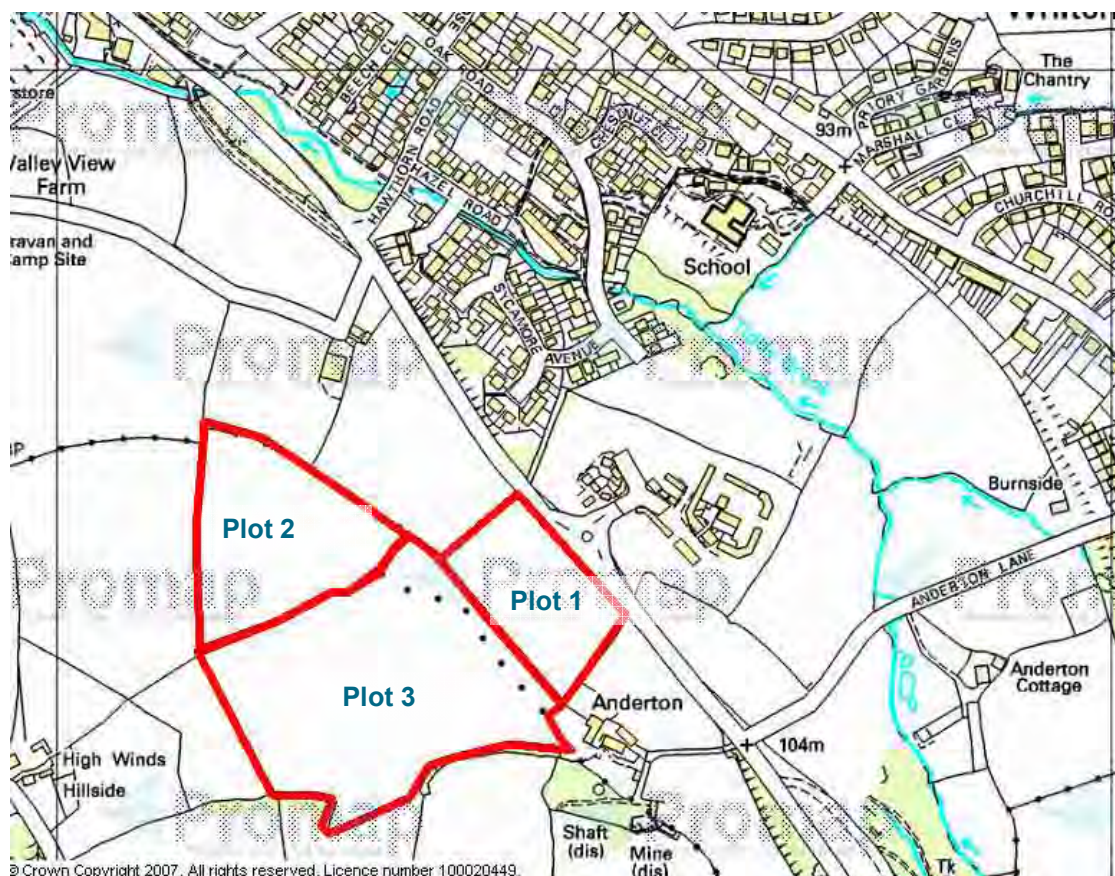
- 8.22 The site location is deemed suitable for development; transport links to local facilities and towns currently exist. The eastern field that sits adjacent to the A386 is more suitable for development due to its topography and accessibility. Furthermore, it benefits from being obscured by the existing site frontage, therefore reducing views from the National Park. Based upon the results from the Soilscape report ground conditions throughout the site are assumed to be suitable for development; at the detailed design stage percolation tests would be required to provide confirmation of this.
- 8.23 The western fields are less suitable due to their topography and visibility from the National Park, landscape planning would be essential to ensure that acceptable aesthetics. The gradients mean that there would need to be a more significant level of earthworks on the western side of the site, which may be a material constraint for large buildings in particular.

Furthermore there are signs of localised tipping, it is anticipated that this is only a minor constraint however remedial measures would have to be assessed at the detailed design stage.

Land Ownership

- 8.24 In order to establish ownership of the land in question a Search of the Index Maps was undertaken by application to the Land registry Office of West Devon.
- 8.25 Results concluded that there were a number of various land owners on the site. Figure 8.4 below divides up the plot of land by land owners.

Figure 8.4 - Land Ownership within the Tavistock (Option 2) Site



Source: Land Registry and GVA Grimley analysis, 2008

- 8.26 With reference to Figure 8.4 above, the respective Landlords are as follows:

- **Plot 1 (Title No. DN559635)** – The freehold land as show above on the plan (Figure 8.4) is land registered to Mrs Marion Foale, Mr Edward Foale and Mr Mark Foale of Coutwell House, Coffinswell, Newton Abbot, TQ12 4SS.
- **Plot 2 (Title No. DN559635)** – The freehold land as show above on the plan (Figure 8.4) is land registered to Mrs Marion Foale, Mr Edward Foale and Mr Mark Foale of Coutwell House, Coffinswell, Newton Abbot, TQ12 4SS.
- **Plot 3 (Title No. DN466938)** – The freehold land as show above on the plan (Figure 8.4) is land registered to Mr Auther Cole and Mrs Dorothy Cole of Courtenay Cottage, Whitchurch, Tavistock, PL14 9DS.

Highways Accessibility

Local Highway Network

8.27 Main access road, A386 Plymouth Road.

Speed limits

8.28 The main access road, the A386 Plymouth Road has a single carriageway with national speed limit of 60mph on approach from the south. A speed restriction of 30mph is then enforced approximately halfway up the eastern length of the site boundary, between Anderton Lane and Redrow's 'Tiddy Brook Meadows' housing development currently undergoing construction.

Visibility

8.29 The section of A386 Plymouth Road that passes the potential Tavistock site provides good forward visibility.

Road width

8.30 The A386 Plymouth Road adjacent to the site varies in width between approximately 8-12m; this is due to a right turn lane to serve Anderton Lane, after which the road narrows before reaching the newly constructed roundabout which serves the 'Tiddy Brook Meadows' development site. Further north of this there is a second right turn lane to serve Hawthorn Lane.

Road alignment

- 8.31 The A386 Plymouth Road north bound follows a relatively straight alignment past the site boundary and into Tavistock town. Adjacent the site there is a new roundabout junction, offset towards the Redrow housing development land and does not interfere with the site boundary.

Parking restrictions

- 8.32 The section of A386 Plymouth Road that runs adjacent to the site boundary has no demand for parking due to there being no frontage development. The only existing availability is located to the south of the site within an offline lay-by just past Anderton Lane, probably provided as part of a previous road alignment not of the A386. However this is intended for short-stay's and travel breaks not long term parking.
- 8.33 'The Devon Design Guide - Provision of Parking' states that adequate parking should be provided for all vehicles likely to visit a property within its cartilage; this includes employees', delivery and visitors' vehicles.
- 8.34 The roads within a commercial estate are for the passage of vehicles and are not provided or maintained for parking, the latter being outside the Highway Authority's role. If insufficient vehicle parking facilities are provided for a commercial unit parking spills out onto the highway.
- 8.35 Therefore full on-site parking facilities should be provided and maintained for that purpose. Where there is likely to be some demand for on-street parking, this is to be accommodated by the provision of parking lay-bys along both sides of the road.

Local traffic conditions

- 8.36 The A386 provides the main transport link from the north and south into Tavistock; as a result it carries a large frequency of HGV's and private cars. Despite this, the roads remained free from congestion at peak times during a mid-week site visit.
- 8.37 The site frontage adjacent the A386 has no existing vehicular access, access to the site is currently afforded via adjacent fields, to which access is made from both the A386 and the unnamed lane serving the property to the north. An additional connection to the site is provided by means of a public footpath; this runs from east to west across the site and is accessed via an uncontrolled crossing on the A386 south of the new roundabout.

- 8.38 In addition to the A386, other local roads to be considered for assessment are Hawthorn Road, situated north of the site boundary and connecting perpendicular to the A386 from the east, Anderton Lane, situated south of the site boundary and also connecting perpendicular to the A386 from the east and also the 'Tiddy Brook Meadows' access road.
- 8.39 The primary route (A386 Plymouth Road) runs from the Manadon Roundabout junction of the A38 trunk road in Plymouth to the A39 junction North-East of Bideford. On route it passes Yelverton, Tavistock, the A30 trunk road Junction for Okehampton, Hatherleigh and Torrington. It currently serves as a main transport link for existing towns and as a result benefits from satisfactory access points.

Non Car Accessibility

- 8.40 The primary route contains only a small length of public footway adjacent to Redrow's currently under construction 'Tiddy Brook Meadows' housing development. This small length also serves the uncontrolled crossing for access to the public footpath running west through the site.
- 8.41 A separate footpath system should be considered in order to comply with the recommendations of Planning Policy Guidance Note 13 (PPG13), so that walking is seen as a real alternative to driving. 'The Devon Design Guide' states that these routes should penetrate the development and conveniently link with the surrounding areas; footpaths should follow pedestrian desire lines, by linking features that generate or attract pedestrian traffic.
- 8.42 Where the footpath crosses major roads the crossing points must be safe and convenient and will normally be at traffic calming features and at junctions. Considering this, it will be necessary to extend existing footways so that they service the site effectively. Safe crossing points will need to be identified and implemented.
- 8.43 Following the site walkover we can confirm that no cycleways exist within the direct vicinity of the site. The nearest routes exist approximately 0.5 miles north of the site as part of the National Cycle Network as a traffic-free route, and 0.5 miles west of the site as part an on-road route; as shown on Figure 2 in Appendix DD.
- 8.44 A separate cycleway system should be considered for the development in order to comply with the recommendations of Planning Policy Guidance Note 13 (PPG13), so that cycling is seen as a real alternative to driving. It may be necessary to provide a cycleway either parallel to the footway, or combined with the footway. The degree of segregation will depend on

anticipated pedestrian and cycle flows. Future cycleway connections to the National Cycle Network should be considered.

- 8.45 First Group currently operate six bus services on the A386 adjacent the site; the 83, 83A, 83D, 84, 86 and 86A. The site could be serviced by two existing bus stops situated on either side of the A386 to the south; suitable access arrangements for these stops would be required, including adequate footway links and crossing details. Alternatively, negotiations with the service provider could include rerouting of existing services into the site or include for Section 106 contributions for the existing public transport network. The existing services currently provide links to Plymouth, Tavistock, Okehampton and Barnstaple and average a 15 minute service between 6am and 11pm Monday to Friday.
- 8.46 The nearest rail station to the site is located in Gunnislake, west of Tavistock; a link from this station to Tavistock exists via the A390. There have been long term discussions regarding the extension of the Drake Line into Tavistock, however at present it remains unconfirmed.

Site Access

- 8.47 It is recommended that one primary vehicular access is implemented. The position is fixed at the eastern boundary of the site adjacent to the A386, due to the lack of site frontage at this point it is recommended to make use of the existing infrastructure by creating an additional arm from the newly constructed roundabout as the primary access point.
- 8.48 The existing carriageway width and forward visibility are suitable without need for acquisition of 3rd party land. There is scope to accommodate the proposed junction visibility without undertaking significant additional works. An indicative access proposal can be seen as Figure 3 in Appendix DD.
- 8.49 As the development site is smaller than 12ha, the access road required is classified as a Type C2 Commercial Access Road and should loop within the site.
- 8.50 Pedestrian/cycle access points should be provided, with inclusion for links to development plot ED3; they should follow desire lines by linking features that generate or attract pedestrian/cycle traffic. Where they cross major roads the crossing points must be safe and convenient and will normally be at traffic calming features and at junctions. Considering this, it will be necessary to extend existing footways so that they service the site effectively.
- 8.51 Safe crossing points will need to be identified and implemented. It may be necessary to provide a cycleway either parallel to the footway, or combined with the footway.

Implementation of a cycleway with links to either of the existing National Cycle Networks is recommended.

- 8.52 The existing bus routes that service the length of A386 adjacent to the site have allocated stops to both the north and the south, providing ingress to and egress from Tavistock. There is potential that these could accommodate the site, however improvements for pedestrian access to the bus stops would be required which in turn could require the acquisition of additional land for new footways. Alternatively discussions could be made with First Group in a bid to divert the existing bus services inside the site to provide a more accessible development, although this would be likely to be very costly and the operator may not wish to incur the time penalty on the services for the diversion.

Highways Constraints

- 8.53 The existing highway arrangements are free flowing; the proposed site access will intercept existing road users and result in a delay to three movements; primarily vehicles commuting southbound from Tavistock the primary direction of travel.
- 8.54 In order to achieve adequate junction visibility the clearance of existing frontage may be required.
- 8.55 The previously identified access proposal will result in the requirement of significant highway works in order to accommodate an arrangement with capacity to serve the existing conditions and the proposed development, in addition to this there will also be traffic management costs to consider.
- 8.56 Pedestrian, cycle and bus accesses do not currently exist on site. It is felt that such facilities could be provided, not only as an extension of existing infrastructure to site but also as additional links to both existing and proposed residential areas and also the adjacent proposed residential development plot.

Suitability

- 8.57 The site is considered suitable for development in respect of highway accessibility. Existing infrastructure on the A386 Plymouth Road can be utilised to provide a new access to the east of site. The proposed access arrangement maintains forward visibility, pedestrian footway and would provide footway and cycleway links to existing infrastructure. Furthermore, junction visibility could be achieved without undertaking significant additional works.

- 8.58 The proposed access arrangement will incur significant costs; potentially in the region of £250,000. An alternative option can not be offered due to the limited site frontage adjacent the A386. The acquisition of land may be necessary to provide a cycleway link from site to the existing on-road network to the west, unless an on-road system can be provided to the east, although this land may be made available through the planning process.

Site Services

Foul Sewerage

- 8.59 There are two public combined sewer mains located within the vicinity of the site. These can be seen in Appendix EE, supplied by South West Water. The first is located north of the Tiddy Brook and the second is situated to the east beyond the site boundary.
- 8.60 Following discussions with South West Water we can confirm that connections can be made to the public foul sewerage system at any point compatible with the site layout/levels. We've been informed that at present no off site reinforcement to the sewer network of Sewage Treatment Works will be necessary.

Surface Water Sewerage

- 8.61 There are two public combined sewer mains located within the vicinity of the site. These can be seen in Appendix EE, supplied by South West Water. The first is located north of the Tiddy Brook and the second is situated to the east beyond the site boundary.
- 8.62 Following discussions with South West Water we can confirm that surface water will need to be dealt with either on site or taken to an appropriate discharge point and not connected to the public combined sewer. Further to this an inspection of the internet based Soilscape Database indicates that the site is freely draining slightly acid loamy soils; this can be seen on the Soilscape print out attached in Appendix FF.

Potable Water

- 8.63 The position of the local water mains within the vicinity of the site can be seen in Appendix EE, supplied by South West Water.
- 8.64 Following discussions with South West Water we can confirm certain off site works would be required to bring a new water main to the site, at this time an actual point of connection can not be specified however it is likely to be either of the mains marked on the South West Water

utility plan shown in Appendix EE. The nearest of these is located north of the site in Hawthorn Road and is preferred for direct site connection, the second is located further west and would be preferred if connection through both the ED3 plot and the Residential plot was envisaged.

Gas

- 8.65 The position of the local gas mains within the vicinity of the site can be seen in Appendix EE, supplied by Wales & West Utilities, it can be seen that the existing utilities are low pressure and predominantly located north of the site within the area of existing residential.
- 8.66 Until such time as an approximation of required capacity can be provided we are unable to receive direct confirmation from Wales & West as to whether future connection can be afforded or whether there will be a requirement for specific or general reinforcement.

Electricity

- 8.67 The position of local plant within the vicinity of the site can be seen in Appendix EE, supplied by Western Power Distribution. It can be seen that existing 11kV overhead utilities are provided for connection of the property located to the north; these utilities then cross the site and run adjacent to the boundary for connection of the property situated to the south. It can also be seen that the existing area of residential to the east of the A386 is serviced by 11kV overhead and low voltage underground cables, whilst the under construction 'Tiddy Brook Meadows' is serviced by underground 11kV cables.
- 8.68 Until such time as an approximation of required capacity can be provided we are unable to receive direct confirmation from Western Power Distribution as to whether future connection can be afforded or whether there will be a requirement for diversion and/or new installation of utilities.

Telecoms

- 8.69 The position of local plant within the vicinity of the site can be seen in Appendix EE, supplied by BT Openreach. It can be seen that existing underground plant runs adjacent to the site on the A386. From here there are overhead connections servicing the two properties north and south of the site.

Services Constraints

- 8.70 We can confirm there are no utilities that currently sterilise the site; furthermore, overhead cables would be diverted underground and laid to follow a suitable route through the development.
- 8.71 Until such time as an approximation of utility requirements can be provided we are unable to receive direct quotations from utility providers for the installation of new plant or connection to/diversion of existing plant.
- 8.72 Each of the above service providers contain services local to the site, as a result we can confirm that site remoteness from utilities is not a constraint.
- 8.73 As essential utilities exist locally to the site there is little potential for significant abnormal reinforcement costs. However, it is important to consider that this is largely dependant upon the potential site layout and the extents by which existing services running through the site (telecoms, electricity and possible private gas/drainage) will need diverting.

Suitability

- 8.74 The above listed utilities exist within the local area of the site. Discussions have been made with operators and although extents of installations, connections or diversions are not available at present we can confirm that no significant constraints have been identified. It is foreseen that upon provision of utilities for development plot ED3 and the proposed residential plot, future considerations could be made for connection of the Tavistock Site Option 1.
- 8.75 On site utilities include 11kV electric cables, these will require diverting underground. The number and size of units on site will determine whether adequate connection to existing utilities can be achieved. If existing capacities can not accommodate the additional units, additional costs for off site reinforcement will be incurred.

Flood Risk Issues

Hydrology

- 8.76 The nearest local watercourse is the Tiddy Brook. The Tiddy Brook is situated approximately 150m north of the site on the opposing side of the A386 and flows from east to west. Further to this there is the River Tavy approximately 500m to the west of the site.

Topography

- 8.77 The site falls from west to east, starting at a moderately steep grade that slackens increasingly as you approach the eastern boundary.

Geology

- 8.78 An inspection of the internet based Soilscape Database indicates that the site is freely draining slightly acid loamy soils; this can be seen on the Soilscape print out attached in Appendix FF.

Flood Risk

- 8.79 The Environment Agency's (EA) "Policy and Practice for the Protection of Flood Plains" (1997) provides guidance to local authorities on the control of development. In addition, the EA have published Indicative Flood Plain Maps (IFMs) which show areas potentially at risk from flood events of a 1% annual probability for rivers and 0.5% annual probability for tidal/coastal areas. The site has been identified as not being at risk from flooding on the Environment Agency's indicative flood maps being in flood risk Zone 1 – low risk area. A copy of the Environment Agency's indicative flood map is attached as Figure 4 in Appendix DD.

Vulnerability

- 8.80 In accordance with table D2 of PPS25 commercial developments are considered to be 'less vulnerable'. As this site is not within flood risk Zones 2 or 3 (medium or high risk), Table D2 concludes that the site is suitable for commercial development.

Surface Water Management Plan

- 8.81 Following discussions with South West Water we can confirm that surface water will need to be dealt with either on site or taken to an appropriate discharge point and not connected to the public foul/combined sewer.
- 8.82 Rainwater currently falling on the site runs off naturally, it is collected by existing infrastructure before conveyance and discharge into the Tiddy Brook. A fundamental principle of sustainable development in terms of flood defence is the reduction of surface water runoff from new developments; the proposed surface water drainage strategy will endeavour to replicate the site's existing hydrology. Changes in the volume and rate of surface water runoff from the

development could increase the risk of flooding downstream, unless sufficient steps are taken within the proposed development to prevent this happening.

- 8.83 The future strategy would be to collect all rainwater in suitable infrastructure and direct it into a surface water drainage system, before discharging into the Tiddy Brook at rates no greater than the predevelopment runoff.
- 8.84 To ensure that the future runoff does not exceed the current situation, an attenuation feature would be installed, if required. This attenuation feature would be finalised at the detailed design stage, but could be made up of ponds/wetlands, detention basins, porous car parking, oversized sewer pipes or underground cellular storage.
- 8.85 Sustainable Drainage Systems (SuDS) can be used to reduce the amount of rainfall collected at source and where appropriate, SuDS can be used to improve water quality. The EA have also confirmed that the use of SuDS as a means of reducing surface water runoff is a sustainable and cost effective solution. It is therefore proposed that SuDS systems be used throughout the development wherever ground conditions permit.

Flood Risk Constraints

- 8.86 The site has been identified as not being at risk from flooding on the Environment Agency's indicative flood maps being in flood risk Zone 1 – low risk area.
- 8.87 A surface water management plan will need to be prepared for this development and this may restrict the amount of land that is available due to requirement to use SuDS features.
- 8.88 Percolation tests of the proposed development area have not been undertaken; should the site prove suitable for soakage then this would become the preferred method of surface water disposal. If this is the case, the amount of above ground storage could be reduced.
- 8.89 It is inevitable that a volume of on-site attenuation will be required. The location of any attenuation is constrained by the site topography and will have to be situated towards the eastern site boundary.

Suitability

- 8.90 In accordance with Section 5.5 'Vulnerability', Table D2 of PPS25 concludes that the site is suitable for commercial development.

- 8.91 It is concluded that a surface water management plan can be developed for the proposed development.

Geotechnical and Contamination Issues

Contamination

- 8.92 The nearest active Industrial use recorded on the Contemporary Trade Directory is listed as Tavistock Motor Services located approximately 350m to the northwest of the site.
- 8.93 Eleven substantiated pollution incidents have been recorded within 500m of the site, with the closest incident comprising the release of an unknown pollutant into a fresh water stream / river approximately 350m to the north of the site in March 1993. All eleven pollution incidents were category 3 (minor incidents) and comprised the release of pollutants into freshwater streams / rivers.
- 8.94 There are no registered landfill sites within 500m of the site. However, there is a registered landfill site located approximately 900m to the west of the site. This facility is operated by Devon Waste Management Ltd and Devon County Council and is authorised to receive small to medium quantities (up to 25,000 and 75,000 tonnes per year respectively) of construction and demolition, inert, household, general and commercial wastes. Further details are outlined in Appendix GG – ‘Environmental Constraints Survey’.

Geotechnical

- 8.95 The geology beneath the site is recorded on the BGS sheet 337 (Tavistock 1:50,000 series) solid and drift geology map, and is described as comprising alluvium deposits which are underlain by Upper Devonian grey slate from the middle famennian Kate Brook formation.
- 8.96 EA Groundwater sheet 49 South Devon, 1:100,000, classifies the underlying geology as a minor aquifer with overlying soils of varied permeability and a intermediate leaching potential, i.e. soils which can possibly transmit a wide range of pollutants.
- 8.97 A total of eight licensed groundwater abstractions have been identified within 500m of the site, all of which are for general domestic and agricultural uses. Two of the abstractions are located within close proximity to the southern boundary and are utilised for agricultural uses.

- 8.98 The Envirocheck data indicates that there are no Groundwater Source Protection Zones within 1km of the site. Further details are outlined in Appendix GG – ‘Environmental Constraints Survey’.

Conclusions

Development Potential

- 8.99 Option 2 would see Plots 1, 2 and 3 allocated for employment use, therefore giving a total land area of 9.48ha for employment. Option 2 sees potential employment development concentrated on three of the Plots at the site, with residential development on the two Plots nearest to the town centre. This configuration utilises the two Plots with the steepest gradients, Plots E and F, and therefore this would make them more difficult to develop. Access to these three plots could only be taken from the newly constructed roundabout on the Plymouth Road and the provision of services to the site would be made more difficult by the steeper gradients involved. In terms of the residential allocation proposed, this housing would sit between two employment sites (one existing and one proposed) therefore it may make more sense in planning terms to switch the housing allocation to Plot B and to allocate employment on Plots D and E. This would keep all the employment (proposed and existing) together and would ensure that the employment uses were kept separate from the proposed housing.

Topographic Issues

- 8.100 The western fields are less suitable due to their topography and visibility from the National Park, with landscape planning likely to be essential to ensure an acceptable impact. The gradients mean that there would need to be a more significant level of earthworks on the western side of the site to achieve level plots, which may be a material constraint for large buildings in particular.

Highways and Access Issues

- 8.101 The proposed site access will intercept existing road users and result in a delay to through movements; primarily vehicles commuting southbound from Tavistock the primary direction of travel. There will also be significant highways works and traffic management costs to consider.

- 8.102 In order to achieve adequate junction visibility and to create the junction the clearance of existing frontage may be required, it is anticipated that this could be achieved without undertaking significant additional works.
- 8.103 Pedestrian, cycle and bus links do not currently exist on site. It is considered that such facilities could be readily provided, not only as an extension of existing infrastructure to site but also as additional links to both existing and proposed residential areas and also the adjacent proposed residential development plot.

Services Issues

- 8.104 Until such time as an approximation of utility requirements can be provided we are unable to receive direct quotations from utility providers for the installation of new plant or connection to/diversion of existing plant.
- 8.105 It is important to consider that the potential for significant abnormal reinforcement costs is largely dependant upon the proposed site layout and the extents by which the existing services running through the site (telecoms, electricity and possible private gas/drainage) will need diverting.
- 8.106 The number and size of units on site will determine whether adequate connection to existing utilities can be achieved. If existing capacities can not accommodate the additional units, additional costs for off site reinforcement will be incurred.

Flood Risk Issues

- 8.107 If during the detailed design stage percolation tests find that the sites permeability does not warrant the use of SuDS then a conventional system will be implemented with restricted discharge into the Tiddy Brook.

Geotechnical and Contamination Issues

- 8.108 Based on currently available information, the area is understood to have been extensively mined for metallic minerals as such it is considered that the site may be affected by historical mining activities. Historical OS mapping indicates the presence of disused mine shafts within the southern section of the site. The circular depressions identified during the site walkover appear to indicate that these features have not been appropriately decommissioned.
- 8.109 The site is located within an environmental sensitive area and a number of additional statutory designated sites have been identified within 1km of the site boundary.

- 8.110 The site has the potential to support a number of protected species and hedgerows may be protected under the Hedgerow Regulations 1997. The surrounding area has areas of archaeological interest, including historical mining activities in the area.

Additional Work Required

- 8.111 At the detailed design stage, percolation tests will be carried out as part of the general geotechnical assessment. This may confirm that soakaways are feasible for this development, which if this is the case, soakage will become the preferred method of surface water disposal for the development.
- 8.112 It is recommended that intrusive site investigation is undertaken to appropriately assess potential risks relating to the on-site mine shafts, below ground mining activities and the associated potential geotechnical constraints.
- 8.113 A pollution control strategy during both construction and operation of the site will need to be drawn up for this site to ensure potential pollutants during these phases do not reach the surrounding sensitive receptors.

Site Suitability

- 8.114 With regard to site location and local topography it is anticipated that the eastern field of Tavistock Site Option 2 which lies adjacent to the A386 is suitable for development. Existing site frontage reduces views from the National Park, and level gradients reduce the extents of potential earthworks and ease accessibility. The western fields that form the majority of the site are deemed less suitable for development; the topography results in views from the National Park. The gradients mean that there would be a significant level of earthworks required on site, and may be better suited for smaller units.
- 8.115 With regard to highway accessibility Tavistock Site Option 2 is considered suitable for development. Transport links to local facilities and towns currently exist, the proposed vehicular access requires no acquisition of 3rd party land and maintains forward visibility, has scope to accommodate junction visibility and pedestrian/cycleway links can be provided as extensions of existing infrastructure. Despite this, the likelihood of significant highway works and traffic management costs must be considered.
- 8.116 The site is considered suitable for development with regard to utilities and the information received. Discussions with operators identify no significant constraints. It is foreseen that future connections could be made upon provision of utilities for development plot ED3 and the

proposed residential plot adjacent the site. On site utilities include overhead BT and 11kV electric cables, these will need diverting underground. Once the proposed number and size of units are known then the additional offsite reinforcement costs will be defined.

- 8.117 The site is located in flood risk Zone 1 – low risk area, the desktop Soilscape report indicates freely draining soils, in accordance with table D2 of PPS25 it is therefore suitable for commercial development.
- 8.118 With regard to contamination the eastern field of Tavistock Site Option 2 is deemed suitable for development. The presence of mine shafts located within close proximity to the southern boundary indicates that the site may be affected by below ground workings, thus reducing the suitability of this area.
- 8.119 With regard to environmental information Tavistock Site Option 2 is deemed a more sensitive development; as it is located within an environmentally sensitive area. There are a number of statutory designated sites within 1km of the site boundary.

Development Appraisal

- 8.120 We have undertaken a brief development appraisal of the Tavistock – Option 2 site. The key assumptions used in the appraisal are outlined in Table 3.1. A summary of the development appraisal is shown in Table 8.1 below and is presented in full at Appendix II.

Table 8.1 – Tavistock – Option 2 Development Appraisal Summary

Gross Development Value	£29,630,880
Costs	£100,000
Build Costs	£21,785,400
Other Costs	£7,704,029
Total Costs	£29,589,429
Residual Value	£41,451
Existing Use Value	£95,000
Overall Viability	-£53,549

Assumed Existing Employment	0
New Employment	1,001

Source: GVA Grimley, 2008

- 8.121 As can be seen in Table 8.1 above, the redevelopment of the Tavistock – Option 2 site would require a fairly minimal amount of external funding to be viable, based on our assumptions regarding mix, land values and costs. In terms of job creation, we have identified that based

on a scheme of mixed employment (split 20% B1a, 40% B2 and 40% B8) this would yield around 1,000 new jobs.

9. SUMMARY & CONCLUSIONS

- 9.1 This report has dealt with a number of issues as set out in the Brief issued by West Devon Borough Council. This chapter draws together a summary of the work we have undertaken and presents our conclusions to the Study.

Review of the Distribution of Proposed Employment Sites

- 9.2 Firstly we have reviewed and assessed the distribution of proposed employment sites as set out in the Site Allocations Issues and Options DPD. This review has concluded that the distribution of proposed employment sites appears to be slightly skewed towards Okehampton, with a maximum of around 15.5ha employment land located at Exeter Road. In Okehampton, if Option 1 were the preferred option around 9.67ha new employment land would be available; if Option 2 were the preferred option, this capacity would increase to 10.5ha.
- 9.3 In comparison Tavistock, which has a significantly higher number of economically active residents has a smaller potential supply of employment land, with around 9.08ha under Option 1 and 9.5ha under option 2. There are a number of other factors to consider however, firstly that a significant proportion of people living in Tavistock will commute to Plymouth, meaning that some of the demand for employment land could be reduced. However, there are a number of settlements close to Tavistock – such as Bere Alston and Yelverton / Crapstone – that have significant numbers of economically active residents living there already, which may increase the demand for employment in Tavistock.
- 9.4 The emerging Core Strategy identifies that Okehampton will receive the highest amount of housing growth over the next 20 years, though the total housing number for Okehampton (1,300 new homes) is only slightly higher than that for Tavistock (1,160 new homes). Taking into account that these are gross growth figures the net change in the distribution of economically active residents is likely to be minimal. We have recommended that further allocations of land should be sought at Tavistock, though we recognise that this may be difficult due to the topography of the land around the town. However, in line with the guidance given in the Rural Devon Employment Land Review, these allocations would generally need to be suitable to the needs of logistics and food and drink sectors. This suggests that such sites should be of a reasonable scale (10 hectares), suitable for the provision of at least

medium sized units (up to 4,600 sqm) and with reasonable proximity to the national road network.

Individual Employment Site Assessments

- 9.5 We have reviewed six discreet areas of land and assessed their potential in terms of development for employment uses.

Hatherleigh

- 9.6 We have identified the market site at Hatherleigh as being suitable for employment development. In planning terms the site represents a significant brownfield opportunity for redevelopment, with few constraints – the only minor one being the presence of a gypsy community within the site. In terms of land ownership, our research has shown there to be four land owners, one of which is the County Council who own the access to the site. Our technical work has shown that the development of the site would be suitable in terms of topography, highways / access, geotechnical / contamination and services – though in the case of the latter some services may need upgrading in order to accommodate new development.
- 9.7 The site has been designated as a mixed use development site, comprising around 6ha (gross) of residential development and 1ha of employment. The flood risk reports show that the site lies within both medium risk and low risk areas, therefore making it selectively suitable for both commercial and residential developments.
- 9.8 We have identified a number of alternative sites that could be allocated for residential / employment uses, although we would recommend that further technical work would need to be carried to ascertain their suitability for redevelopment. Of the six areas we have identified Areas A (already under construction), B and C would appear to be the most suitably located, in that they lie adjacent to the existing built up area of the town. The gradient of Area D may mean that the development of the site is restricted and therefore potentially unviable, whilst Area E although large would be detached from the existing town and therefore we would recommend looking at alternative sites which form a natural extension. Access to Area F may obstruct development, as this would need to be through existing residential areas – the gradient of the site may also restrict the amount of development on this site.
- 9.9 In conclusion we would recommend that the Hatherleigh site represents an excellent location for brownfield development. We would conclude that the Hatherleigh site represents a short – medium term (5 – 10 years) opportunity for redevelopment. Of the six additional sites we

identified, we would recommend that further work is carried out on Sites B and C in the short term to ascertain their suitability for accommodating further residential and employment uses. If these sites were deemed suitable for development they would be expected to yield in the order of 75 – 85 dwellings. Further residential opportunities may exist at sites D, E and F, though we would expect these to be medium to longer term (10 years +) opportunities for development.

North Tawton

- 9.10 The site at North Tawton has been identified as being suitable for development for B1c (light manufacturing). Our technical work has shown that in terms of access the site is not well served and that significant differences in levels between the site and Fore Street may mean that the developable area of the site is reduced in order to improve the access. There are few other constraints to the development of the site, with just one landowner for the site and no constraints in terms of flood risk, contamination / geology, visual impact and services.
- 9.11 We would recommend that the site is suitable for development for commercial uses within the short term (less than 5 years), and that its redevelopment should be for B1c (light manufacturing) uses, in keeping with adjacent land uses such as the cheese factory. The amount of floorspace that could be created upon this site dependant on the amount of developable land that may be lost in order to improve access to the site, however assuming a 70% gross to net ratio and a conservative plot ratio of 4,000 sqm per net ha, this site would yield around 2,800 sqm (30,000 sq ft) of floorspace. Assuming an average employee density of 34 sqm per employee this site could produce around 80 new jobs within the town.
- 9.12 From a market perspective, the settlement is relatively isolated. The most likely occupiers are an extension to the existing cheese factor or other food and drink related uses. More generally employment uses are only likely to come forward if the public sector took the lead, ie. though the provision of workspace units.
- 9.13 GVA Grimley were also asked to consider the potential for additional residential allocations within North Tawton to accommodate around 280 new dwellings. Given the relatively small size of the existing town we consider this amount of growth (equivalent to an additional 7ha of land) to be out of character with the existing townscape.

Okehampton – Option 1

- 9.14 Our work has shown that the development of the Okehampton site using the configuration set out in Option 1 would be favourable in planning terms, as this would mean that all new

development (including that at allocations ED1 and ED2) would be co-located and would therefore entail fewer requirements for access and services. In terms of topography there will need to be consideration given to the railway line but that significant earthworks will not be required. Access will be a major consideration for the development of Option 1, with the only access possible through the ED2 site. This would need to be secured in the development brief for this site. The cost of servicing the site will be dependent on layout and the type / size of buildings developed. We would recommend that further work would need to be done at the masterplanning stage in order to determine the exact costs of servicing the site, but would anticipate that connections can be made from the adjacent ED2 site.

- 9.15 In terms of flood risk the site is located within a low flood risk area, whilst in terms of contamination there is considered to be a low risk of contamination on the site therefore the site is deemed suitable for commercial development.
- 9.16 In terms of uses on the site we would recommend an open B use class allocation in order to attract a mix of employment development on the site, in line with the existing employment at Exeter Road Industrial Estate.
- 9.17 In market terms these sites form a natural extension to the existing built up area and employment allocations. The more that can be done to remove development constraints the better. Where sites need to be engineered to create development platforms, the approach should be to ensure as much flexibility as possible to meet future demand. It will be important to incorporate a linkage between the proposed housing development and employment uses. This could be based upon a supplementary planning document which provided requirements in terms of infrastructure, design standards and land use mix. This SPD could also require the servicing of employment in tandem with residential development, to ensure as far as possible that employment is provided to balance the housing proposals. This approach is more likely to be successful for Option 1 where the employment sites concerned are under one ownership.
- 9.18 With regard to timescales we would anticipate that the development of Option 1 could be completed in the medium to long term (10 - 15 years) though this will be dependent on the development of allocation ED2 as this will need to precede development of Option 1.

Okehampton – Option 2

- 9.19 Development of Option 2 at Okehampton would bring about some inherent problems, not least to service and access the three individual plots of land. Accessing Plot 2 would bring about the same issues as are caused by Option 1, in that access would need to be secured in

the development brief for site ED2. Access to Plot 1 will require some improvements to the highway as well as a new junction with the plot on the northern side. Pedestrian and cycleway links would be provided from the adjacent housing allocation H4. Access to Plot 3 would require considerable improvements to the existing highway which serves the site.

- 9.20 The issues for servicing the plots as part of Option 2 are the same as Option 1, the costs being dependent on the proposed layout and size of buildings. If Option 2 were chosen we would recommend that further work be done at the masterplanning stage in order to determine the costs of servicing the site.
- 9.21 In terms of the market, similar issues apply to Option 2 as to Option 1.
- 9.22 With regard to flood risk, contamination and geotechnical constraints these are minimal and should not impede the development of the site.
- 9.23 In terms of proposed uses for the site, we would recommend an open B use allocation in order to attract a range of employment uses to the site, in line with the existing employment at Exeter Road Industrial Estate.

Tavistock – Option 1

- 9.24 In terms of development potential Tavistock Option 1 is the preferred option in our view – this is based on a number of factors. Firstly in terms of the topography of the site, Option 1 develops those sites closest to the road, which are flatter and less visible, particularly to the National Park. In terms of access, services, flood risk and contamination there are few issues that would impede the development of the site, the only one being the possibility of mine shafts along the southern boundary which may reduce the developable area. With regard to geotechnical information, there are a number of statutory designations within 1km of the site and the site also has potential to support a number of protected species and hedgerows.
- 9.25 Any development of Tavistock Option 1 would need to be considered in tandem with the development of site ED3, the employment allocation adjacent to the site, as both access and services for Tavistock Option 1 would need to be acquired through this site.
- 9.26 With regard to timescales on this site we would anticipate that this site could be developed in the short – medium term (5 – 10 years) given the minimal issues concerned with developing the site, though this will be dependent on the development of site ED3 to the north.

Tavistock – Option 2

- 9.27 Tavistock Option 2 is less favoured in our view, as this option would develop those parts of the site that have particularly steep gradients, this will either reduce the net developable area of the site or will require significant levels of earthworks to be undertaken and would make any development more visible from the National Park. In terms of access, this is likely to be a significant cost, particularly to access the western parts of the site, whilst the area is known to have been extensively mined, which will affect both the developable area of the site and may require significant works to enable the site to be developed.
- 9.28 With regard to timescales on this site we would anticipate that this site could be developed in the short – medium term (5 – 10 years) given the minimal issues concerned with developing the site, though this will be dependent on the development of site ED3 to the north.

Development Appraisals

- 9.29 Our brief analysis of the viability of development of each of the sites has shown that the Hatherleigh market site would be viable in development terms, with the other sites only requiring fairly minimal inputs from external funding sources to be viable. This analysis is subject to further testing and we would recommend that more detailed development appraisals are conducted for each site once more information regarding costs (such as access improvements, contamination and flood risk) and the exact mix if uses are available.

Potential for Development to the West of Okehampton

- 9.30 As per the Brief we have also considered the possibility of the potential for the provision of employment land to the west of Okehampton. A site visit to the area was conducted, which found that the topography of the western side of the town was, on the whole, inappropriate for development. In looking for sites that would form a natural extension to the existing settlement boundary we felt that the terrain was too steep to be considered as a potential development site.
- 9.31 Further out of town, potential sites existed however these could be considered inappropriate for a number of reasons including:
- **Planning Policy** - These sites were on Greenfield land which was located some distance from the existing settlement. Planning policy directs us to consider the sequential test when looking for potential sites for development, starting with the redevelopment of brownfield land, then looking for sites within the existing settlement before considering

Greenfield land. In access terms, allocating land for employment out of town would increase the need to travel, unless significant transport infrastructure improvements were implemented, thus reducing the sustainability of the sites.

- **Marketability** – in market terms any site to the west of Okehampton would be deemed as being unfavourable. This is for two reasons. Firstly the lack of any pre-existing development would make it difficult to attract investors into the area, unless there was a significant amount of money spent on marketing and developing the area into a key employment location. Secondly, in terms of access to the western side of Okehampton, the restricted junction to the A30 to the west of the town means that access is only possible from, or to, the west. It is likely that the majority of commercial vehicles (such as deliveries / exports) would access any potential site here from the strategic highway network to the east, therefore meaning that they would either have to travel through Okehampton (thus increasing traffic flows in the already congested town centre) or travel past Okehampton on the A30 and turn around at the next junction.
- **Services** – Stage II of the Rural Devon Employment Land Review has shown that a major consideration in developing employment land in a rural area is the provision of services to the site. This can be very costly when new services, such as commercial electricity, gas, sewerage and water supplies have to be installed. Such costs can make the viability of developing such sites unlikely without significant intervention from either local authorities or the Regional Development Agency.

9.32 In summary we would consider that development of employment space to the west of Okehampton would be unsustainable in planning terms and would be against national planning policy. In market terms, the eastern – more easily accessible – side of Okehampton would be favoured by the market, particularly for attracting distribution type companies to the area, which are reliant on having easy, uncomplicated access to their sites. Finally in servicing stand alone we feel this would involve significant costs that, given the relatively low value of employment land in the area, could only be covered by public sector funding.