

To: **Head of Planning**  
**West Devon Borough Council**  
**Kilworthy Park**  
**Tavistock**  
**PL19 0BZ**

From: **Development Management (South)**  
Area South Highway Management  
Ryefields  
Avery Hill  
Kingsteignton  
TQ12 3QG

Our Ref: WD/3652/20

Case Officer: **Phil Townsend**  
Telephone: **01392 383000**

## **PLANNING APPLICATION – HIGHWAY CONSULTATION REPLY**

**APPLICATION NUMBER:** WD/3652/20

**APPLICANT:** Baker Estates Ltd

**DETAILS OF APPLICATION:** Hybrid application for (1) Full planning application for the erection of 45 residential dwellings, formation of accesses, associated public open space, landscaping and infrastructure and (2) Outline planning application for an extracare facility for up to 60 units with all matters reserved except for access.

**LOCATION:** Land at Plymouth Road, Tavistock

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### **Observations:**

#### **Original observations dated 16th December 2020.**

*The application site has been the subject of numerous pre-application discussions, meetings and email exchanges with the highway authority prior to the submission of the planning application. As outlined in the Transport Statement prepared for the applicant by Stantec, the site is identified for development in Policy TTV17 in the adopted Plymouth, South Hams and West Devon Joint Local Plan. The scoping, content and conclusions of the Transport Statement are generally accepted by the highway authority. Unfortunately, it has not been accompanied by a Stage 2 Road Safety Audit, which is required for highway alterations such as those proposed. The applicant has been made aware of that situation and it is understood that the matter is in hand.*

*The highway authority will require the provision of a suitable Road Safety Audit carried out by independent auditors approved by the highway authority before it is able to offer its final response, requirements and recommendations. There are no other fundamental issues with the application as submitted, though, from the highway authority's perspective.*

*The highway authority therefore reserve the right to be reconsulted upon the receipt of the additional information.*

### **Further observation following receipt of additional information, particularly the Road Safety Audit and highway works plan 2103 Rev E**

Following the highway authority's original response, the applicant has submitted the full Road Safety Audit as requested and has provided amended plans which reflect the recommendations made in the Audit. The proposals are acceptable in principle to the highway authority now subject to the requirements for improvements to provide the right-hand turning lane, contributions for a Traffic Regulation Order and towards the Bere Alston rail link as outlined in the recommendation below and the imposition of appropriate planning conditions.

The planning authority has also requested that, in this response, the highway authority also responds to highway related issues raised by the Town Council in their response, hence the following paragraphs

With respect to public transport contributions other than the rail link contribution referred to above, the proposed development is next to the A386 Plymouth Road. At this time several bus services operate along this section of road passing the development site.

The main service is provided by Stagecoach 1, operating from Tavistock to Plymouth via Yelverton and Derriford Hospital. This provides a service from early morning to evening and operates seven days per week. The present timetable provides first journeys at 0523 to Plymouth and 0616 to Tavistock and operates every fifteen minutes for most of the day. Last journeys are 2100 from Tavistock and 2200 from Plymouth. An approximately hourly service operates on Sunday.

In addition to service 1 there are journeys on service 89 (8 in each direction), 55 (2 inbound, 1 outbound) and 56 (1 in each direction). There are existing bus stops on the A386, in the vicinity of car wash towards Tavistock and the footway from Oak Road towards Plymouth. On the plan of the development a pedestrian route gives access to these stops. It is not anticipated the service will cease in the foreseeable future.

On the basis of the existing service provision and access to bus stops there is no justification for seeking funding for additional, or enhanced, bus services.

The number of parking spaces to be provided to serve new development is a matter for the planning authority to determine, not the highway authority. The number of spaces required to be provided for an elderly care home (use class C2) is identified in the planning authority's Joint Local Plan's Supplementary Planning Document as 1 space per 8 residents + 1 space per 3 non-resident staff + 1 space for any resident proprietor/manager. Provision for visitors will be determined on merits of each case. For nursing homes, attention will be paid to need for adequate servicing, particularly for ambulances, and additional staff. The 24 spaces proposed would appear to comply with that minimum standard. Certainly, any resultant 'shortfall' in parking, if there were to be one, would not lead to on-street parking that would prejudice highway safety.

There have been references in representations received to the potential provision of a roundabout to serve the site rather than the proposed right turn lane access. The highway

authority has not had sight of any proposals for a roundabout junction and has to assess the application as submitted to the planning authority. Whereas a roundabout may well be an option that would be acceptable in principle from a highway safety point of view, its provision would be significantly more costly than the proposed access arrangement (which would, of course, prejudice the amount of money available from the site other measures) and would quite likely involve the use of land outside the control of the applicant.

The proposed access arrangement has been the subject of a full independent Road Safety Audit and provides an acceptable access solution to the highway authority. As a result of the Safety Audit it is now proposed to use the 'old' road as pedestrian cycle route to a crossing point opposite Hawthorn Road junction. It would be preferred if that link were to be lit to adoptable highway authority standards but the highway authority would, if there was ecological evidence that it should not be, be prepared to consider its provision unlit.

With respect to the traffic generated from the five additional units served by Brook Lane, the highway authority is satisfied that the highway infrastructure can safely accommodate the trips generated by those units in addition to the development already consented at appeal (which result in the reduction in speed limit to 30 if the Traffic Regulation Order to do so is approved). Highway issues were assessed by the Inspector for the Secretary of State when considering the appeal for that development and there is no reason to suppose that the resulting traffic from an additional five units would result in a different conclusion.

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**Subject to the applicant first entering into a suitable Agreement to secure:-**

- (a) the provision of a right turning lane at the junctions from the A386 to the site access entirely at the expense of the applicant, all as generally shown on the application drawings, particularly 19.05.135 2103 revision E,**
- (b) the payment of a sum of £587.32 per residential unit towards the re-establishment of the Tavistock to Bere Alston railway line and**
- (c) The contribution of £5,000 towards the investigation, consideration and, if approved, the installation, together with all necessary signage and bollards an appropriate Traffic Regulation Order to prevent the driving of vehicles along the lane from Brook Lane to the A386 Portsmouth Road as shown generally on the application drawings,**

**Recommendation:**

**THE HEAD OF PLANNING, TRANSPORTATION AND ENVIRONMENT, ON BEHALF OF DEVON COUNTY COUNCIL, AS LOCAL HIGHWAY AUTHORITY, RECOMMENDS THAT THE FOLLOWING CONDITIONS SHALL BE INCORPORATED IN ANY GRANT OF PERMISSION**

1. No part of the development hereby approved shall be commenced until:
  - A) The access road has been laid out, kerbed, drained and constructed up to base course level for the first 30 metres back from its junction with the public highway
  - B) The ironwork has been set to base course level and the visibility splays required by this permission laid out
  - C) The footway on the public highway frontage required by this permission has been constructed up to base course level

D) A site compound and car park have been constructed to the written satisfaction of the Local Planning Authority

REASON: To ensure that adequate on site facilities are available for all traffic attracted to the site during the construction period, in the interest of the safety of all users of the adjoining public highway and to protect the amenities of the adjoining residents

2. The occupation of any dwelling in an agreed phase of the development shall not take place until the following works have been carried out to the written satisfaction of the Local Planning Authority:
  - A) The cul-de-sac carriageway including the vehicle turning head within that phase shall have been laid out, kerbed, drained and constructed up to and including base course level, the ironwork set to base course level and the sewers, manholes and service crossings completed;
  - B) The cul-de-sac footways and footpaths which provide that dwelling with direct pedestrian routes to an existing highway maintainable at public expense have been constructed up to and including base course level;
  - C) The visibility splays have been laid out to their final level;
  - D) The street lighting for the cul-de-sac and footpaths has been erected and is operational;
  - E) The car parking and any other vehicular access facility required for the dwelling by this permission has/have been completed;
  - F) The verge and service margin and vehicle crossing on the road frontage of the dwelling have been completed with the highway boundary properly defined;
  - G) The street nameplates for the spine road and cul-de-sac have been provided and erected.

REASON: To ensure that adequate access and associated facilities are available for the traffic attracted to the site

3. When once constructed and provided in accordance with condition 1 above, the carriageway, vehicle turning head, footways and footpaths shall be maintained free of obstruction to the free movement of vehicular traffic and pedestrians and the street lighting and nameplates maintained to the satisfaction of the Local Planning Authority

REASON: To ensure that these highway provisions remain available

4. No development shall start until a Method of Construction Statement, to include details of:
  - (a) parking for vehicles of site personnel, operatives and visitors
  - (b) loading and unloading of plant and materials
  - (c) storage of plant and materials
  - (d) programme of works (including measures for traffic management)
  - (e) provision of boundary hoarding behind any visibility zoneshas been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction period.  
Reason:- In the interest of highway safety

## **Informative Notes for the applicant**

1. The Highway Authority has no objection to the proposed development, subject to the above conditions but, if it is the applicant's intention to offer any of the roadworks included in the application for adoption as maintainable highways, permission under the Town and Country Planning Act should not be construed as approval to the highway engineering details necessary for inclusion in an Agreement under Section 38 of the Highways Act 1980.

2. The permission hereby granted shall not be construed as authority to carry out works on the highway. The applicant is advised that a licence must be obtained from the Highway Authority Local Transportation Service before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway.

Officer authorised to  
sign on behalf of the County Council

9 March 2021

General Data Protection Regulations Notice:-

<https://new.devon.gov.uk/privacy/privacy-notices/privacy-notice-for-highways-development-management/>