



Evidence of Deliverability

Appendix 4 - Rail

**Bere Alston to Tavistock Line
Design Services Tender**



Table 1: Structure List for DAC 214m 55c to 219m 72c

| Str No. | Structure Name | Mileage | Structure Type | Obstacle | RA Rating | Anticipated Design Elements |
|----------------|--|----------------|--|----------------------------------|------------------|---|
| 682 | <i>Bridge (UB) Demolished (Abutment only remain)</i> | 219m 72c | <i>3.5m span (span to be confirmed)</i> | <i>Farm Access Road</i> | RA6 | <i>New Bridge</i> |
| 681 | <i>New Lane (UB)</i> | 219m 71c | <i>Masonry Arch (3m span)</i> | <i>Public Right Of Way</i> | RA6 | <i>Masonry repair Pointing and pinning / grouting to hollow areas Deck waterproofing Abutment drainage Devegetation</i> |
| 680 | <i>Rumleigh Road (OB)</i> | 219m 48c | <i>Masonry Arch (11m span)</i> | <i>DAC</i> | - | <i>Masonry repair Parapet corners require rebuilding Devegetation</i> |
| 679 | <i>Tuckermarsh (UB)</i> | 219m 41c | <i>Masonry Arch (3m span)</i> | <i>Bridleway</i> | RA6 | <i>Masonry repair Pointing and pinning / grouting to hollow areas New parapet fence Deck waterproofing Abutment drainage Devegetation</i> |
| 678 | <i>Harewood Road (OB)</i> | 219m 23c | <i>Masonry Arch (10.4m skew span)</i> | <i>Unclassified Road</i> | - | <i>Devegetation</i> |
| 677 | <i>Rumleigh (UB)</i> | 219m 11c | <i>Masonry Arch (span to be confirmed)</i> | <i>Unclassified Road</i> | RA6 | <i>Masonry repair Pointing and pinning / grouting to hollow areas New parapet fence Deck waterproofing Abutment drainage Devegetation</i> |
| 676 | <i>Lower Gawton (UB)</i> | 218m 76c | <i>Masonry Arch (7.8m skew span)</i> | <i>Unclassified Road</i> | RA6 | <i>Masonry repair Pointing and pinning / grouting to hollow areas New parapet fence Deck waterproofing Abutment drainage Devegetation</i> |
| 675 | <i>Tavistock Road (OB)</i> | 218m 35c | <i>Masonry Arch (8.8m skew span)</i> | <i>B3257 Classified Road</i> | RA6 | <i>Devegetation</i> |
| 674 | <i>Hocklake Farm (UB)</i> | - | <i>Masonry Arch</i> | <i>Farm track</i> | RA6 | <i>Masonry repair Pointing and pinning / grouting</i> |



**Bere Alston to Tavistock Line
Design Services Tender**



Table 1: Structure List for DAC 214m 55c to 219m 72c

| Str No. | Structure Name | Mileage | Structure Type | Obstacle | RA Rating | Anticipated Design Elements |
|----------------|-----------------------------|-----------------|--|--------------------------|------------------|---|
| | | | <i>(span to be confirmed)</i> | | | <i>to hollow areas New parapet fence Deck waterproofing Abutment drainage</i> |
| 673 | <i>Cattle Creep (OB)</i> | - | <i>Masonry Arch (span to be confirmed)</i> | <i>DAC</i> | - | <i>Devegetation (nature of defects and repairs to be confirmed)</i> |
| 672 | <i>Blackmoorham (OB)</i> | - | <i>Masonry Arch (span to be confirmed)</i> | <i>DAC</i> | - | <i>Devegetation (nature of defects and repairs to be confirmed)</i> |
| 671 | <i>Broadwell Wood (OB)</i> | - | <i>Masonry Arch (span to be confirmed)</i> | <i>DAC</i> | - | <i>Devegetation (nature of defects and repairs to be confirmed)</i> |
| 670 | <i>Road House (OB)</i> | - | <i>Masonry Arch (span to be confirmed)</i> | <i>DAC</i> | - | <i>Devegetation (nature of defects and repairs to be confirmed)</i> |
| 669 | <i>Shillamill Tunnel</i> | <i>216m 27c</i> | <i>Brick Arch</i> | <i>Hill</i> | - | <i>Significant Water Ingress Catch pits in six-foot filled with rubble and covers missing. Portals Parapets to be devegetated</i> |
| 668 | <i>Lazy Bench Hill (UB)</i> | <i>216m 15c</i> | <i>Highly skewed Metallic structure on masonry abutments (3No long girders and troughing deck)</i> | <i>Unclassified Road</i> | <i>RA6</i> | <i>Steel work repairs to superstructure Grit blast and repaint Deck Waterproofing Abutment drainage Masonry repairs to abutment Devegetation</i> |
| 667 | <i>Name not known (UB)</i> | - | <i>Masonry Arch (span to be confirmed)</i> | <i>Farm track</i> | <i>RA6</i> | <i>Masonry repair Pointing and pinning / grouting to hollow areas Deck waterproofing Abutment drainage Devegetation (nature of defects and repairs to be confirmed)</i> |
| 666 | <i>Backford Lane (UB)</i> | <i>215m 65c</i> | <i>Masonry Arch (8.8m skew span)</i> | <i>Farm track</i> | <i>RA6</i> | <i>Masonry repair Pointing and pinning / grouting to hollow areas New west parapet Deck waterproofing</i> |



**Bere Alston to Tavistock Line
Design Services Tender**



Table 1: Structure List for DAC 214m 55c to 219m 72c

| Str No. | Structure Name | Mileage | Structure Type | Obstacle | RA Rating | Anticipated Design Elements |
|----------------|------------------------------------|-----------------|-----------------------------------|---|------------------|---|
| | | | | | | <i>Abutment drainage Devegetation</i> |
| 665 | <i>Shillamill Viaduct</i> | <i>215m 56c</i> | <i>12 Spans masonry structure</i> | <i>River Valley and Tavistock canal</i> | <i>RA6</i> | <i>Masonry repair. Pointing and pinning / grouting to hollow areas. Instillation of spandrel ties Deck waterproofing Abutment drainage Devegetation</i> |
| 664 | <i>Carowndale (UB)</i> | <i>215m 19c</i> | <i>Masonry Arch (3.5m span)</i> | <i>Public right of way</i> | <i>RA6</i> | <i>Masonry repair Pointing and pinning / grouting to hollow areas Reconstruct parapets Deck waterproofing Abutment drainage</i> |
| 663 | <i>Crowndale Cattle Creep (UB)</i> | <i>214m 55c</i> | <i>Masonry Arch (3.5m span)</i> | <i>Farm track</i> | <i>RA6</i> | <i>Masonry repair Pointing and pinning / grouting to hollow areas Deck waterproofing Abutment drainage</i> |





Evidence of Deliverability

Appendix 5 - Sustainability Appraisal

Appendix 5 - Sustainability Appraisal

The following Sustainability Appraisal has been undertaken to assess how the site performs against criteria included within WDBC's Sustainability Appraisal dated September 2008. It has been undertaken to assist WDBC in its ongoing consideration of land south west of Tavistock. This Appraisal will be monitored and updated as necessary to ensure any changes are addressed.

Sustainability Appraisal

| SA Objective | Performance (key at end of table) | Relevant Comments |
|--|--------------------------------------|--|
| 1. To reduce poverty and social exclusion | + | <ul style="list-style-type: none"> The development will provide a sustainable amount of affordable housing units. The development lies within a reasonable distance to the town centre and this proposal will link the development to the town centre by footpaths, cycle tracks and public transport providing access to employment opportunities in Tavistock Appropriate and effective links between the new housing, new facilities and existing town will help to ensure that the proposed development becomes fully integrated with the rest of the town in order to ensure social inclusion. The proposed railway link will increase access to employment opportunities in the Plymouth SSCT. |
| 2. To improve the health of the population overall | + | <ul style="list-style-type: none"> The development will provide good quality new homes both as market and affordable housing. Abbey Surgery is located on the A386 and will be accessible by public transport links from the proposed residential development. The relocated Tavistock Hospital will be directly adjacent to the site and provide access to high quality healthcare facilities in the town for both new and existing residents. There is spare capacity in the four dental surgeries in Tavistock, access to these facilities will be possible via enhanced links to the town centre. The development is likely to yield a population increase of 1,700 people. The Tavistock local healthcare consortium have confirmed that the current GPs will be able to provide general practitioner services for the planned increase in population. They have also shown that they have committed to the same relocation of Tavistock Hospital. The development will be well connected to recreational spaces, via pedestrian and cycle links including access to the town centre and employment land along the A386. This will provide residents with an opportunity to walk and cycle to local facilities and services. The development will contribute towards open space provision in accordance with Policy H26 of the Local Plan. The provision of allotments will be considered. |
| 3. To improve the education and skills of the population overall | 0 | <ul style="list-style-type: none"> The reinstated railway will provide greater access to schools outside of Tavistock. |

| SA Objective | Performance <i>(key at end of table)</i> | Relevant Comments |
|---|---|--|
| 4. To provide everyone with an opportunity to live in a decent home | + | <ul style="list-style-type: none"> The development will provide a mix of affordable and market housing. The development will provide a range and mix of housing tenures, including full market, shared ownership and rented. The housing register (July 2008) indicates a high demand for one and two bedroom social housing properties. The development will deliver a range of unit sizes including small one and two bed units. |
| 5. To reduce anti-social behaviour | + | <ul style="list-style-type: none"> The development will incorporate design features which will reduce opportunities for crime, including appropriate access arrangements, natural surveillance of open spaces and footpaths, appropriately located parking facilities and sufficient street lighting. The proposed station site will be designed with natural surveillance in mind and where possible will incorporate residential uses within it to avoid creating areas which could attract anti-social behaviour. The proposed houses will be well linked to the town centre as well as the wider area via, footpath, cyclepath and public transport providing access to community facilities and other such resources appropriate for younger members of the community. |
| 6. To encourage a sense of community identity and welfare. | + | <ul style="list-style-type: none"> The proposals will be designed as an extension to the town rather than a new settlement. New and enhanced links will maintain cohesion with the existing settlement. The reinstatement of the railway will re-establish an historic link with the town increasing community identity. |
| 7. To provide rewarding and satisfying employment | + | <ul style="list-style-type: none"> Tavistock as a whole will benefit from the reinstatement of a railway line to Plymouth and the associated links to employment. The proposed housing development as well as potential in commuting as a result of the railway will strengthen the local workforce. The railway will enhance tourism related jobs in the area. Whilst it is recognised that the reinstatement may lead to an increased number of people commuting to Plymouth, the line would also allow people to commute into Tavistock, from Plymouth and the Bere Peninsula. |
| 8. To improve accessibility to essential services and facilities | + | <ul style="list-style-type: none"> The proposed development will be adjacent to key community facilities and be well linked to such services by foot, rail and public transport. |
| 9. To reduce the effects of traffic | + | <ul style="list-style-type: none"> The reinstatement of the railway line will provide a sustainable transport option in order to reduce the need to travel by the private motor vehicle. The proposals will provide part of an alternative road route between the Callington and Plymouth Road avoiding town centre congestion. The development will be linked to the town centre by pedestrian cycle routes, and additional bus links. The proposals would create the possibility of a Park-and-Ride facility at the future railway station to link with the town centre at weekends. |

| SA Objective | Performance <i>(key at end of table)</i> | Relevant Comments |
|---|---|--|
| 10. To improve water quality | + | <ul style="list-style-type: none"> Possible contaminants could exist within the disused railway line, Crowndale Mine, Old Quarry and Sewerage Treatment Works in the area. The development proposals will include measures to mitigate any potential on site contamination. |
| 11. To improve air quality | ? | <ul style="list-style-type: none"> Subject to further assessment work the residential development may need to be set back from the main transport routes to avoid the effect of transport emissions. |
| 12. To maintain and enhance biodiversity, flora and fauna | 0 | <ul style="list-style-type: none"> Some loss of existing green areas will be unavoidable although areas of enhancement will be provided to offset any effect. The development site will be assessed for potential wildlife and biodiversity value and any mitigation measures put in place. Trees and hedgerows that border the site will be retained where possible. Existing green infrastructure will be maintained and enhanced throughout the development. Initial assessment has identified the need for further assessment at the appropriate stage. |
| 13. To maintain and enhance the quality of landscapes and townscapes | 0 | <ul style="list-style-type: none"> The reopening of the railway line should be carried out with minimum negative impact on the landscape. Planting schemes will have regard to the management guidelines set out through WDBC Landscape Character Assessment Work with regards to restoring, strengthening and conserving existing boundaries and semi natural habitats. The development site borders the Tamar Valley Area of Outstanding Natural Beauty (AONB) to the south. An appropriate buffer zone between the development and the AONB will be established. |
| 14. To conserve and where appropriate enhance the historic environment. | 0 | <ul style="list-style-type: none"> Consultation with the County Archaeologist has indicated the existence of the World Heritage Site is not likely to preclude development at the site. Development will be sensitively designed and appropriately screened to reduce any negative impacts on the conservation area and Crowndale Farm Listed Buildings. |
| 15. To reduce contributions to climate change. | + | <ul style="list-style-type: none"> The development proposals will consider sustainable construction principles including where appropriate solar panels, photo-voltaic systems, passive solar design, solar water heating and rainwater harvesting. Where possible a proportion of energy will be sourced from on-site renewable energy. The reinstatement of the railway line will reduce the need to travel by private motor car and will contribute towards reducing carbon emissions. |
| 16. To avoid, reduce and manage flood risk. | 0 | <ul style="list-style-type: none"> The use of sustainable urban drainage systems (SUDS) will be applied to control drainage on site. The site is located in Flood Zone 1. |
| 17. To minimise the production of waste. | 0 | <ul style="list-style-type: none"> All new developments will be serviced by regular recycling and waste collection facilities. |

| SA Objective | Performance <i>(key at end of table)</i> | Relevant Comments |
|---|---|--|
| 18 To conserve soil resources and quality. | 0 | <ul style="list-style-type: none"> The proposed development will incorporate SUDS to mitigate the effect of soil erosion. The land proposed for redevelopment is Agricultural Classification 3 and 4 only. |
| 19. To encourage sustained economic growth and competitiveness in the Borough | + | <ul style="list-style-type: none"> The reinstatement of the railway line will significantly increase the image of the area as a business location. The proposed development will provide a modern day housing development for the future community encouraging a future labour supply to settle. |

Key:

- + Potential Positive Effect
- ? Uncertain Effect
- Potential Negative Effect
- 0 Neutral Effect