



Tavistock Neighbourhood Plan

2022-2034

PRE-SUBMISSION (REGULATION 14) DRAFT



Website: <https://www.tavistock.gov.uk/> (Town Council)
<https://tavistockplan.info> (Neighbourhood Plan)

For further information on the Neighbourhood Plan and its process, contact us via:

e-mail: Tavistockplan@gmail.com

or by phone: 07956628083

or by post: TaviPlan, Tavistock Town Council, Drake Road, Tavistock, PL19 0AU

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In addition, the steering group would like to thank the following organisations and businesses in helping to publicise the plan or hold events and consultations which have underpinned the process to date:

Tavistock Times, Tavy Links Magazine, Moorlander, Tavistock and District Chamber of Commerce, Tavistock BID, Tavistock Library, The Red and Black Club, Stannary Brewery, Tavistock Visitor Information Centre, Whitchurch Post Office, Tavistock Guildhall, Tamar Energy Community, West Devon CVS, Devon Communities Together, Transition Tavistock, TACT, Tavistock Amateur Football Club, Tavistock Rugby Club, Tavistock Youth Café, Tavistock College, Mount Kelly, The Lions Club of Tavistock, Dartprint, and ABC Service.

A special thank you to Tavistock Town Council and West Devon Borough Council officers and Stuart Todd, our project manager, for providing guidance in following the neighbourhood planning process and expertise in the various theme areas of the plan. Thanks particularly to the office staff of the Town Council for their continued administrative assistance in support of the work of the group.

A posthumous thank you to volunteer Richard Martin, whose exacting standards mean that the steering group continues to benefit from his work on the posters and stand for public consultations.

Finally, thank you to the community volunteers on the steering group, who have remained committed and determined to deliver a plan for Tavistock over the course of the last 3 years. Your effort and contribution on behalf of the community is inspiring.

Photos in this document are credited to and courtesy of Tavistock BID and Stuart Honey.

Foreword

THIS IS OUR DRAFT NEIGHBOURHOOD DEVELOPMENT PLAN FOR TAVISTOCK

It sets out the community's ambition for the town, the priorities for change and the approach that will guide future Planning decisions in Tavistock.

The plan has been developed under the leadership of the Tavistock Neighbourhood Plan Steering Group, a community-based group commissioned and supported by Tavistock Town Council, the formal Qualifying Body for neighbourhood planning in the area.

The policies contained in this draft plan support the vision established during consultation that by 2034 Tavistock is a sustainable, thriving market town that benefits from and safeguards its natural and built historic environment, riverside setting, green spaces and surrounding moorland landscape and has responded positively to the challenges posed by our changing climate.

Message from the Neighbourhood Plan Chair:

We shall not cease from exploration
And the end of all our exploring
Will be to arrive where we started
And know the place for the first time.

T.S. Eliot

This draft Neighbourhood Plan is the next step towards giving you, the residents of Tavistock, a say in the future development of our town. An impending general election and the pressure to build new homes means that national planning policy is currently more uncertain than it has been at any time in the last 10 years. Changes to planning law after the election may have currently unforeseeable consequences. Under current legislation the one meaningful thing we can do to protect Tavistock and have a say in how it develops is to adopt a Neighbourhood Plan.

The existing Joint Local Plan has allocated sites around the town for the construction of new homes. However, not all of the planned sites have been developed yet, which gives us an opportunity to influence future planning applications. Whilst a Neighbourhood Plan cannot stop development on sites already allocated, it can influence the types of houses built, their appearance, and the layout and landscaping of the sites.

This draft plan has been created over the last three years after consultation with residents and businesses. It is intended to reflect what you have told us about your vision for the

future and the types of development you want to see in Tavistock. The plan contains policies that seek to enhance sustainable development, improve the design of new housing, protect our town centre and its businesses, preserve and promote our heritage assets including some that are not currently recognised or protected, preserve our local green open spaces, promote sustainable travel including walking and cycling, and document the severe shortage of affordable housing that must be addressed, for example by supporting community-led housing, so that local people, especially young adults and families, can continue to live and work in the town.

Once you have had a chance to look through the draft plan, please contact me or any member of the steering group to let us know your thoughts. The timescale for this, and other ways to share your views, are publicised separately. We need to be sure that the Neighbourhood Plan truly represents how the community wants to see Tavistock develop.

Cllr Ursula Mann, Chair

Steering Group Members:

Stuart Honey, Secretary, Dr. Sharon Gedye, Kit Harbottle, Cllr Julu Irvine, Gemma Loving, Cllr Trev Munro, Janna Sanders, Sue Spackman, Cllr Pete Squire, Ian Wright

1. INTRODUCTION

1.1 The Community’s Plan

This Neighbourhood Plan (the “Plan”) is *the community’s plan*. It represents the community’s vision and priorities for how it would like to see the local area change in the coming years. In doing so it sets out our local planning policies which will be taken into account by the Local Planning Authorities (LPAs) (West Devon Borough Council and Dartmoor National Park) as and when any proposals for development come forward in the Town Council’s administrative area (i.e. the civil parish or parish).

The Plan is not one which can cover every issue identified as being important to the community; it has a focus on responding to proposals for development, the appropriate use of land and protecting areas of local value and importance. It puts us, as a community, in the driving seat when it comes to having a say over what, how and where development should take place where it requires planning permission. The Plan reflects our town’s own characteristics, while recognising the need to align with both national and LPAs’ planning policies. The figure below summarises what the Plan can and cannot do, in very broad terms.

Figure 1: The Broad Parameters of a Neighbourhood Plan

“It can...” ✓	“But it cannot...” ✗
<ul style="list-style-type: none"> ✓ Develop policies specific to our area, for example, design of new development. ✓ Protect the facilities and areas of land that the community values most such as community buildings, playing fields, etc. ✓ Help us to get additional funding into the area, for example, through identification of projects or having a plan adopted (“made”) ✓ Protect areas of land for conservation, biodiversity and landscape value. ✓ Influence the type, location and design of development. ✓ Help to secure additional funding for infrastructure and other projects. ✓ Propose regeneration projects, transport solutions and areas of land for the allocation of housing and / or employment sites if we wish to do so. 	<ul style="list-style-type: none"> ✗ Introduce policies which conflict with national or Local Planning Authorities’ adopted “strategic” planning policies. ✗ Force requirements on developers which make the delivery of development unviable. ✗ Change regulations / legislation such as Building Regulations or Permitted Development Rights. ✗ Simply repeat (duplicate) national or Local Authority planning policy. ✗ Reduce the scale of new housing if proposed by the Local Planning Authorities. ✗ Stop all development. ✗ Deal with matters not dealt with through the planning system, for example: <ul style="list-style-type: none"> ○ Change traffic speed limits ○ Increase broadband speeds ○ Enforce parking restrictions

The Plan covers the period between 2022 and 2034 and is therefore ‘in sync’ with the development plan documents produced by West Devon Borough Council (WDBC) as the LPA which covers the majority of the Town Council’s administrative and our Neighbourhood Plan area.

The Town Hall from the Clock Tower



1.2 The Plan Area

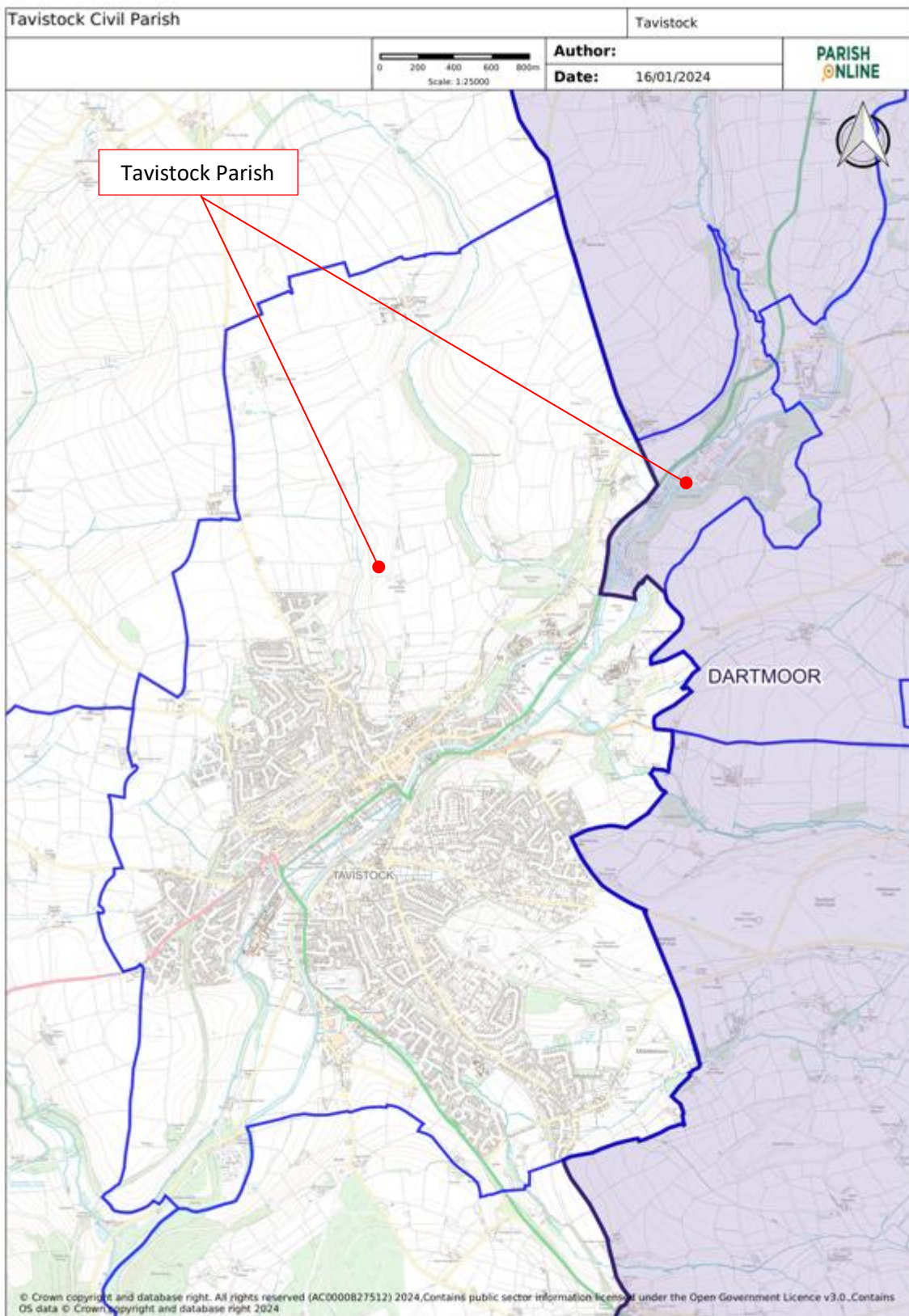
1.2.1 The Defined Neighbourhood Area

The Neighbourhood Plan area is the whole Civil Parish, i.e. Town Council administrative area. The part of the parish within West Devon local planning authority area was approved by in 2017 by WDBC¹ and the very small part of the parish within the Dartmoor National Park Authority (DNPA) local planning authority area was approved in 2021². Map 1 shows the extent of the area and the parts of the area which fall in each of the LPAs’ administrative boundaries.

¹ See <https://www.neighbourhoodplanning.swdevon.gov.uk/tavistock>

² See <https://www.dartmoor.gov.uk/living-and-working/community/community-planning/dartmoor-neighbourhood-plan-areas/tavistock-neighbourhood-development-plan2>

Map 1: Designated Neighbourhood Area (showing the part within Dartmoor National Park)



1.2.2 The Plan Area's Summary Characteristics

Tavistock parish (population 12,280³) is situated in West Devon, lying between two special landscapes - Dartmoor National Park and the Tamar Valley National Landscape⁴. The boundary of the national park runs along the eastern side of the parish, with a small overlap near Pitt's Cleave. Similarly, the Tamar Valley borders to the south and west, and overlaps the parish at Crowndale. Dartmoor is a dominant visual presence, with the moors backdropping views from the town. The open space of Whitchurch Down, on the east of the built up area, links it to the moor and to the historic village of Whitchurch on the southern edge of the town. Residents value the access this setting affords to the surrounding countryside⁵, as do tourists using Tavistock as a 'gateway' to the moors. The parish also includes farmland, chiefly pastoral agricultural fields.

Tavistock's natural environment is also characterised by its location on the River Tavy, which runs south-west towards the Tamar. The river is integral to the essence of the town, adding beauty to the townscape, with walkways and the 'Meadows' park along its banks. Tavistock's two secondary schools – Tavistock College and the independent Mount Kelly – occupy sizeable riverside plots at each end of this valley through the town. The valley corridor is integral to the functioning of the town, with most key facilities and communication links, including the A386, in this linear floodplain zone.

The River Tavy is defined as a 'responsive catchment'⁶ meaning it reacts rapidly to rainfall. It therefore presents a flood risk, significant for Tavistock in relation to its floodplain development. Rising from the floodplain, Tavistock's topography is distinguished by its steep slopes. The town centre is surrounded by, what are essentially residential neighbourhoods, which have spread over the slopes. The hilly nature of Tavistock has implications for the character and views across the town: slopes aiding visibility and vistas but constraining access. The physical attributes of the landscape offer opportunities for energy generation (wind, solar, and potentially geothermal harnessing disused mine shafts), but overall the green infrastructure at present is not well-developed.

Tavistock's heritage shapes its essence. The town developed in the 10th Century around Tavistock Abbey, with its market charter granted in the early 12th century. A few important abbey buildings survive the 16th century dissolution. The Dukes of Bedford, beneficiaries of that, created their own legacy, particularly in the 19th Century, aided by a local mining boom. Tavistock and West Devon are part of the Cornwall and West Devon Mining Landscape UNESCO World Heritage Site. Major urban development at this time was responsible for much of the distinctive character admired today, including the covered pannier market, model workers' cottages, and the Town Hall and Guildhall, whose gothic architecture integrates with the earlier monastic remains. The historic connections of the parish are cherished by residents and attract tourists.

³ Office for National Statistics – Census 2021

⁴ Formerly Area of Outstanding National Beauty.

⁵ Tavistock Neighbourhood Plan Community Survey Report, July 2022

⁶ As defined by the UK Centre for Hydrology and Ecology in the National River Flow Archive (NRFA)

Residents and visitors to Tavistock appreciate the quality of independent retailers and hospitality in the town centre⁷. Tavistock has several supermarkets, with a cluster on Plymouth Road to the south of the town, near a small out-of-centre retail area. Other facilities include the cottage hospital, The Wharf (entertainment venue), and Meadowlands (pool and gym). Tourism is an important, though not dominant, aspect of the economy, with a number of hotels and B&Bs in the parish. Industrial estates at various locations host small to medium sized businesses, and about a quarter of residents who work do so mainly from home. About half the employed residents, however, travel more than 10km to work⁸, and the community survey revealed concern about lack of local job opportunities.

The town is 15 miles by road north of Plymouth, a major employment centre and the location of the nearest general hospital and mainline rail service. With rail links to the town cut in the 1960s, Tavistock's communications are dominated by road transport, with high car dependency. The town suffers from intermittent but significant traffic congestion. The coast-to-coast cycleway (Route 27) is a popular tourist route through Tavistock and contributes to a network of local traffic-free paths. The level path along the canal offers an attractive heritage walk through countryside to south.

The proportion of residents aged over 65 is higher than the national average (30% vs 19% in 2021). Respondents to the community survey saw it as a good place both to bring up a family, and to relocate to in later life. However, it can be hard for people with local connections to find a suitable home they can afford.

1.3 The Plan's Status

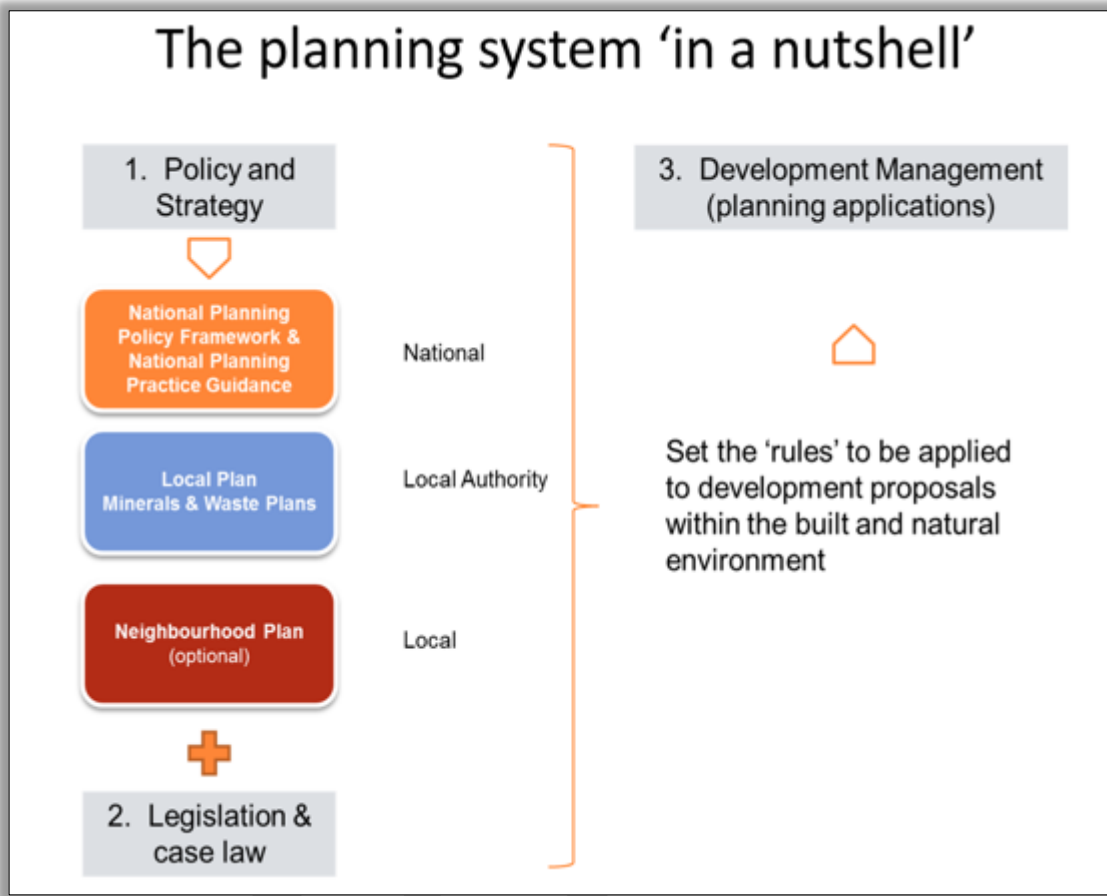
This Neighbourhood Plan, once made, will be part of the "statutory development plan". That means that its policies will have significant weight (or 'real teeth') when it comes to being used by the local planning authorities to help determine proposals for development, submitted through planning applications. It will form the local tier of planning policy in our town. It sits alongside the "strategic" Local Plans, produced by WDBC and DNPA for their respective areas, as part of the "statutory development plan", and underneath the umbrella of national planning policy (the Government's National Planning Policy Framework (NPPF) and National Planning Practice Guidance (NPPG)). Together these form the main planning documents for our area. Other important planning documents which govern specific issues are the Minerals and Waste Plans, produced by Devon County Council.

The relationship between our Neighbourhood Plan and other planning policy documents is summarised in the illustration "The planning system 'in a nutshell'".

⁷ See Visit Tavistock - <https://www.visit-tavistock.co.uk/>

⁸ 2021 census.

Figure 2: The Planning System's Key Elements



However, this plan should not be treated as a blueprint. When this plan is “made” (i.e. adopted), policies will need to be used by the local planning authorities when they consider decisions that need to be made about development proposals submitted through the planning application process. The Plan’s policies, however, cannot guarantee that a proposal will be refused nor be granted permission, but the policies will carry significant weight, alongside policies of the NPPF, NPPG and the adopted Local Plans when weighing up the appropriateness of the proposal in question.

1.4 Local Planning Authorities’ Main Planning Policies of Relevance

The Plymouth and South West Devon Joint Local Plan⁹, which provides the strategic planning policy framework for the West Devon Borough Council area and most of the Neighbourhood Plan area, was adopted in 2019 and covers the period to 2034. The Dartmoor Local Plan¹⁰, which provides the strategic planning policy framework for a small part of the Neighbourhood Plan area, was adopted in 2021 and covers the period to 2036.

⁹ See <https://www.westdevon.gov.uk/your-council/council-plans-policies-and-reports/policies/planning-policies/plymouth-and-south-west>

¹⁰ See <https://www.dartmoor.gov.uk/living-and-working/business/planning-policy/local-plan>

It is important to be aware of these policies, particularly those which relate most to Tavistock, as the policies in this Neighbourhood Plan must be in “general conformity” (or alignment) with them, according to Government planning rules. The policies in this Neighbourhood Plan must be complementary to, and not simply repeat, policies already set out in the adopted Local Plans and they should not contradict the Local Plans’ policies.

Appendix 1 reproduces some of the key parts of the Local Plans which relate to Tavistock parish, for ease of reference and to help contextualise our Plan. However, they are not meant to provide the complete list of all relevant policies and the Local Plans themselves should be read to understand fully which policies might apply to particular development proposals. Our policies in this Plan reference Local Plans’ policies where necessary to provide context and help demonstrate policies’ justification. It should be noted, when viewing Local Plan policies, that only a very small part of the north-eastern corner of the parish is within the Dartmoor National Park Authority planning area and so the policies in the Dartmoor Local Plan apply only to this very small part of the parish. Tavistock town lies completely within West Devon, as does Whitchurch.

Town Centre from Viaduct



1.5 How Have We Got Here?

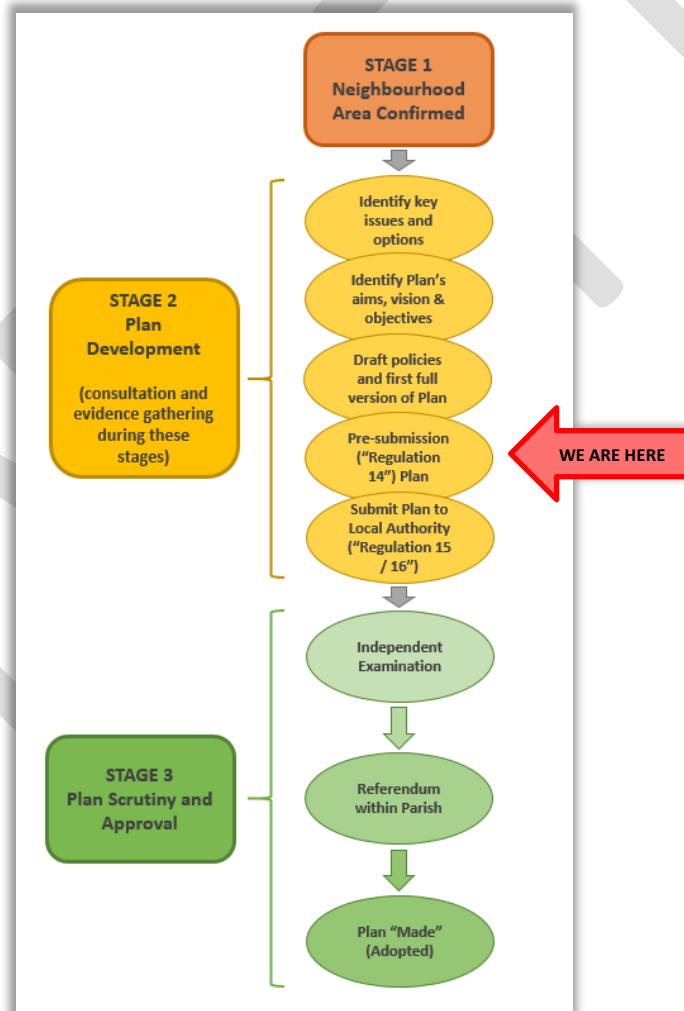
In order to produce the Plan, its development has been driven by a steering group, comprised of residents and Town Councillors. It was recognised at an early stage that for the Plan to be

truly representative of the planning issues of relevance in the Parish and to be *the community's plan*, we would need to conduct engagement with those who live and work in the town. This engagement continues with this draft Plan. We have also liaised with Local Planning Authorities' officers as the Plan has been developed, to ensure alignment with the Local Plans' and national planning policies.

The process and types of consultation that we have gone through will be fully documented in detail in our Consultation Statement which will accompany this Plan at Submission stage.

However, the key methods we have used have focused on the use of both printed and online surveys, social media, website, and an email newsletter, public meetings, static displays in Tavistock Library, attendance at events such as the Tamar Energy Fest and the Tavistock Health and Wellbeing Fair, consultation with community groups, schools and business organisations including Tavistock BID and the Tavistock District Chamber of Commerce.

Figure 3: Neighbourhood Plan Process



1.6 Next Steps

- After the current consultation period, all comments received will be considered by the Steering Group and the Town Council to produce a revised version of the Plan the final “submission version”.
- The final “submission version” of the Plan and Consultation Statement will be published on the TaviPlan and the Town Council website.
- The Consultation Statement will include a summary of all comments and how they were considered.
- The final “submission version” of the Plan along with the Consultation Statement will be submitted to West Devon Borough Council for independent examination.
- If successful at the Examination stage i.e. it meets the basic conditions and other legal requirements, then West Devon Borough Council will arrange for a referendum of people who are on the electoral roll in the parish to take place.

1.7 The Structure of Our Plan

Our Plan sets out the vision, aims and objectives for our area, which have been developed, based on dialogue with the community, and shaped by existing planning policies and other plans. The main policy sections of this Plan have been derived by pulling together common key issues arising from consultation and considering the evidence base. Each policy is supported by justification text to demonstrate why the policy is necessary. There are several issues raised during development of this Plan which are non-planning matters and which can be pursued outside of this Plan’s policies. These are set out at the end of each policy section as “community projects and actions”.

1.8 Community projects and actions

We have identified several community actions and projects during the development of the Plan. Some of these can only be delivered outside of the planning system or only in part and most will have supportive policies in this Plan to help enable them to be delivered if they need planning permission. These actions and projects are likely to be explored and / or delivered by more than one responsible organisation, authority, agency or association and will require partner working. The Neighbourhood Plan Steering Group will work to identify lead organisations interested in pursuing the community actions.

1.9 Sustainable Development

The National Planning Policy Framework (NPPF) and National Planning Practice Guidance (NPPG) set out the Government’s planning policy to which all plans and proposals for development should comply. The NPPF includes, at its heart, a “presumption in favour of

sustainable development”. It is important to understand what that means for our Plan as it sets the parameters within which we can make proposals and set policies.

When taking decisions on proposals for development this means that proposals should be approved where they accord with the development plan without delay; and where the development plan is absent, silent or relevant policies are out-of-date, planning permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the NPPF or specific policies in the NPPF indicate that development should be restricted.

Translating this to what it means for our Neighbourhood Plan, it states that “Neighbourhood plans should support the delivery of strategic policies contained in local plans or spatial development strategies; and should shape and direct development that is outside of these strategic policies”¹¹. The NPPF goes on to say that “Neighbourhood planning gives communities the power to develop a shared vision for their area. Neighbourhood plans can shape, direct and help to deliver sustainable development, by influencing local planning decisions as part of the statutory development plan. Neighbourhood plans should not promote less development than set out in the strategic policies for the area, or undermine those strategic policies¹². Once a neighbourhood plan has been brought into force, the policies it contains take precedence over existing non-strategic policies in a local plan covering the neighbourhood area, where they are in conflict; unless they are superseded by strategic or non-strategic policies that are adopted subsequently.”¹³

Following this consultation, we will approach the LPAs to request their formal view (or screening opinion) as to whether the Plan will require a Strategic Environmental Assessment (SEA) or Habitats Regulation Assessment (HRA). This is a requirement of the process set by the Government. In the meantime, we have been mindful of a need to consider the Plan’s policies against the ability to deliver sustainable development as set out in the NPPF.

1.10 Climate Change: the “Golden Thread”

The planning system has a key role to play in sustainability, as we have set out above, and within that context has a significant part to play in reducing our impact on climate change, helping us mitigate impact and adapting to the changes which are already occurring. Nationally, a target has been set for the country to be “net zero” in relation to carbon emissions by 2050, with the Devon Carbon Plan¹⁴ also reflecting this target, to be reached by 2050 at the latest. Associated with the climate emergency declaration, an ecological emergency has also been declared.

¹¹ See paragraph 13, National Planning Policy Framework, September 2023, <https://www.gov.uk/government/publications/national-planning-policy-framework-2>

¹² Neighbourhood plans must be in general conformity with the strategic policies contained in any development plan that covers their area.

¹³ See paragraphs 29 and 30, National Planning Policy Framework, September 2023, <https://www.gov.uk/government/publications/national-planning-policy-framework-2>

¹⁴ See <https://devonclimateemergency.org.uk/>

There are several initiatives, plans and strategies which already set the context for Tavistock and present both opportunities for local action in the parish and a wider response to the changing climate:

- Devon Carbon Plan¹⁵;
- Devon Climate Change Declaration¹⁶;
- Devon Climate Change Strategy¹⁷;
- Projects and initiatives which are seeking to reduce emissions managed by Devon County Council¹⁸; and,
- Projects and initiatives which are seeking to support habitats and species supported by the Devon Nature Partnership¹⁹.

These will all contribute at a strategic level or, in some cases, at a more local level, with projects which are designed to have a positive impact or response. While a wide range of measures (both “carrots” and “sticks”) will need to be introduced across society and sectors, the planning system can play an important part in responding to the climate and ecological emergencies.

This Plan can play its part in helping to reach targets set nationally to reduce carbon emissions and also at the county and district levels through its role as a Plan for the town. This means both encouraging the reduction of emissions but also looking to mitigate and adapt to the changing climate, for example, in terms of a response to flood risk or “greening” of the environment and increasing biodiversity, encouraging local initiatives and enabling change for example in local food production, or helping to ensure that development does not exacerbate problems linked to climate change.

One of the key challenges facing the parish will be to have a positive impact on our changing climate at the local level through mitigation and ensuring that development and our environment evolves to adapt to impact, while enhancing and not compromising the natural environment, quality of and accessibility to the built environment and the local economy (both in terms of diversifying sectors but also the benefit from the tourism and visitor economy).

Rather than try to design a single planning policy about climate change and how mitigation and adaptation measures can be supported (which would need to cover a long and varied set of issues and criteria), we have sought to “climate change proof” policies (and community actions and projects) we have developed within each topic. This means that the response to the changing climate, through the planning system and this Plan, is a “golden thread” running through policies. As climate change is a “cross-cutting” issue which affects and can be

¹⁵ <https://www.devonclimateemergency.org.uk/devon-carbon-plan/>

¹⁶ <https://devonclimateemergency.org.uk/devon-climate-declaration/>

¹⁷ <https://www.devon.gov.uk/energyandclimatechange/strategy/climate-change-strategy>

¹⁸ <https://www.devon.gov.uk/energyandclimatechange/strategy/climate-change-strategy/reducing-emissions>

¹⁹ <https://www.naturaldevon.org.uk/>

affected by so many topics, policies have been designed to apply criteria, where relevant, to help mitigate impacts or adapt to our changing climate.

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2 VISION, AIMS AND OBJECTIVES

The vision, aims and objectives which follow have been developed from the consultation held with the community.

2.1 The Vision for Tavistock

Our vision represents our view of what we would like the Parish to be like in the future by the time that the plan reaches its end date. The objectives amplify and describe where we want to get to and the things we would like to achieve, which have been derived from local community consultation.

The Vision for Tavistock

In 2034, Tavistock is a sustainable, thriving market town that benefits from and safeguards its natural and built historic environment, riverside setting, green spaces and surrounding moorland landscape and has responded positively to the challenges posed by our changing climate.

Tavistock retains its renowned town centre and markets which showcase a diverse range of sustainable businesses to serve the community and maintains high-quality community facilities and infrastructure that promote the health and well-being of residents.

Tavistock has a variety of sustainable and accessible homes designed to meet the needs of a balanced community, developed with respect for the character and heritage of the town.

Travel within and around the town is convenient by healthy and sustainable means accessible to all and the town is well-connected to Plymouth and other nearby communities by public transport.

Parks, allotments, and other green spaces in Tavistock are protected and maintained to promote active outdoor pursuits, mitigate the effects of climate change and increase biodiversity.

2.2 Plan Topics, Aims and Objectives

Our Plan is structured around several key topics which have been raised as key issues by the local community during consultation.

Our objectives are set out under each of these topics and provide a response to how we are going to respond to and achieve the Vision. The objectives present both issues which can be addressed, in whole or in part through this Plan and the wider planning system, and also issues which cannot be delivered through this Plan and its policies. The objectives therefore present “real-world” matters. The objectives were developed based on written evidence base and data on land-use planning matters, together with public consultation responses on the key issues of importance in Tavistock. The objectives were then the subject of community consultation to seek comments and approval of them to form the basis of the Plan and its policies.

The Plan then uses the agreed objectives to identify:

- i) planning policies which can be used in the planning system to help determine proposals for development (planning applications) and protect key areas of land and assets; and,
- ii) non-land-use planning matters which have been identified as important by the community during the plan-making process and which can be dealt with outside of this Plan and the planning system and which are presented as community actions or projects.

The planning policies are clearly distinguishable from other text, and from non-land-use planning actions and projects. It is important to the community to present the “whole picture” in relation to key issues, hence the identification of the community actions and projects.

Our aims and objectives, by topic, are as follows.

Aims	Objectives
Sustainable Development	
1. New development takes place in appropriate locations, is well-designed, provides social benefit, and responds positively to the challenges of climate change.	<ul style="list-style-type: none"> i) Promote well-designed, sustainable and accessible development in appropriate locations that meets the identified needs of the community. ii) Promote sustainable development which responds positively to the challenges of climate change. iii) Promote sustainable environmental practices and support adaptations and mitigations to climate change, recognising increased flood risk as a particular vulnerability. iv) Support improvements to the environment of the town. v) Support identified priorities for the provision of social and other infrastructure. vi) Support renewable and low carbon energy proposals.

Aims	Objectives
Housing	
<p>2. New housing meets the identified needs of the community, is well-designed, provides social benefit, delivers homes that are affordable to local people and response positively to the challenges of climate change.</p>	<p>vii) Support the use of community land trusts to achieve affordable, sustainable and high-quality housing design for the benefit of local people.</p> <p>viii) Support windfall town centre development for dwellings where it supports the overall vitality and viability of town centre uses.</p> <p>ix) Support developments with a housing tenure, size and mix that redress imbalances in the age and income demographics of the community to ensure that Tavistock remains a vibrant and diverse market town.</p>
Business	
<p>3. Tavistock's Town Centre remains the commercial and social heart of Tavistock and sustainable neighbourhood retail sites that meet local needs are supported.</p> <p>4. Development that is sustainable and recognises the importance of Tavistock's unique market town heritage and place within a working rural community is promoted.</p>	<p>x) Support sustainable and inclusive town centre development which sustains and safeguards a diverse and flourishing town centre with retail at its heart, supporting appropriate mixed-use development in the town centre where it meets the identified housing needs of the community.</p> <p>xi) Encourage the positive and acceptable use for residential, offices and services, on the upper floors of shops and commercial premises.</p> <p>xii) Promote vibrant daytime and evening activities, including hospitality businesses, to enhance town centre vitality and viability and support the development of cultural uses and activity.</p> <p>xiii) Support sustainable business development in town that respects the town's character.</p> <p>xiv) Support agricultural development outside town that enhances a sustainable supply chain.</p>
Community Facilities	
<p>5. Community facilities across the parish are maintained and enhanced and new community facilities are supported where they increase the quality of life in the parish and</p>	<p>xv) Protect and maintain existing community facilities.</p> <p>xvi) Support proposals that enhance or maintain Tavistock's leading position within the surrounding rural community in the provision of facilities meeting identified needs or enhancing the quality of life for local people.</p>

Aims	Objectives
<p>encourage positive economic activity.</p> <p>6. Planning decisions enhance and do not adversely impact community facilities.</p>	<p>xvii) Engage with relevant planning applications early on to understand the impacts on community facilities.</p> <p>xviii) Enhance the quality of development by mitigating adverse effects on community facilities.</p>
Environment	
<p>7. Development in Tavistock enhances biodiversity and protects the environment, green space, and the landscape attractiveness of the town.</p>	<p>xix) Protect and enhance formal and informal public green space, and extend green space provision in parts of the parish where it is less accessible or less diverse.</p> <p>xx) Protect and enhance habitats and increase biodiversity.</p> <p>xxi) Value and protect landscape, its role and character and the views it frames as part of Tavistock’s setting.</p>
Heritage	
<p>8. Buildings, structures and streetscapes that contribute to the heritage and history of the parish are safeguarded for the future and protected from harm.</p> <p>9. The character of the heritage and history environment in the two Conservation Areas is enhanced for the benefit of the present and future generations.</p>	<p>xxii) Protect heritage assets within the parish not currently having the protection of national (i.e. listed building or scheduled monument status) or local listing, that warrant policy protection until such time as they are added to the West Devon Borough Council ‘Local list’.</p> <p>xxiii) Protect streetscapes of importance outside the three conservation areas that are linked to the heritage and history of the parish, and which contribute to the significance of the area to ensure the character is maintained.</p> <p>xxiv) Support and encourage improvements to the quality of our built heritage in the three Conservation Areas where it requires enhancement.</p> <p>xxv) Improve and enhance degraded or poorly maintained areas of the public realm within the Conservation Areas.</p>
Transport and Connectivity	
<p>10. Getting around Tavistock on foot, by bicycle or using mobility aids / vehicles is</p>	<p>xxvi) Ensure that all types of new development are connected by convenient, safe, walkable routes to its immediate setting and to key facilities.</p>

Aims	Objectives
<p>an attractive and convenient option.</p> <p>11. Tavistock has good facilities for public and shared transport connecting to nearby villages and towns.</p> <p>12. Negative impacts of transport, including traffic congestion and pollution, are minimized.</p>	<p>xxvii) Protect, improve and add to traffic-free paths and safe cycling routes within the town and connecting to neighbouring settlements.</p> <p>xxviii) Ensure street furniture (including electric vehicle charge points) does not obstruct pedestrians.</p> <p>xxix) Safeguard the route for a restored rail link in both directions (to Bere Alston and to Okehampton).</p> <p>xxx) Protect and enhance the bus station and bus stops.</p> <p>xxxi) Ensure any larger developments have road layouts which provide for bus access and for shared transport schemes (Eg car club and bike share parking).</p> <p>xxxii) Encourage provision of transport hubs with park and change facilities within sites identified for development on key roads into the town.</p> <p>xxxiii) Support initiatives which reduce the need to travel, including improvements to digital communication. (eg public Wifi, full fibre broadband)</p> <p>xxxiv) Ensure that overall off-street parking provision for vehicles, cycles, and micromobility transport meets the changing needs of residents, visitors and businesses.</p> <p>xxxv) Facilitate provision for electric vehicle charging, including sites convenient to homes without off-street parking.</p>

3 PLANNING POLICIES

This Plan's planning policies, and community actions and projects are set-out under the topic headings identified in the previous section. As a reminder, these topics are:

- Sustainable Development
- Housing
- Business
- Community Facilities
- Environment
- Heritage
- Transport and Connectivity

These topics are not set-out in any priority order as the Plan's policies all carry equal weight in the planning system once the Plan is made (adopted).

The policies, and community actions and projects set out in under topic seek to provide a positive response to the objectives.

3.1 A Note About Planning Policies

The planning policies in this Plan are not able, within the context of planning policies and regulations, to provide a solution for every issue in the town. Broadly speaking, the following factors need to be remembered when looking at or using the policies in the Plan:

- Policies must be evidenced and justified, supported by written evidence gathered and community consultation;
- Policies need to relate to land-use and either protect something, propose something or be able to be used by the local planning authorities to respond to a development proposal (i.e. help determine its appropriateness, or not);
- Policies should be 'positively framed' to support or enable development subject to various criteria / conditions;
- Policies cannot deal with certain "excluded matters" such as waste or minerals planning matters, which are dealt with by Devon County Council;
- Policies in a neighbourhood plan should not simply duplicate policies set out elsewhere in policy at the national or local authority level. The Neighbourhood Plan forms part of the "development plan", the other part of which are the Local Plans which relate to our area and other development plan documents produced by the Local Planning Authorities. The policies across these documents should align, with policies in the Neighbourhood Plan being in "general conformity" with the strategic policies of the Local Plans;
- It is the planning policies in the Plan which carry legal weight; and,
- Each policy has a unique title and reference number.

It is important to note that, while we have packaged policies under topic headings, when development proposals are being assessed, the whole plan (i.e. all policies) should be considered as policies in one topic may apply to proposals which naturally fit under another. In other words, the Plan should be read as a whole.

4 SUSTAINABLE DEVELOPMENT

4.1 Introduction

Our introductory sections to this Plan set out our responsibility and response to the planning system's driver of delivering sustainable development and the associated climate emergency. For this reason and to respond to community support for greater sustainability of any development which comes forward in the town, we have developed two policies which encapsulate the focus for how this Plan can help to deliver and achieve sustainable development. These policies cut across several themes in the Plan.

As stated earlier, the pursuit of sustainable development is one of the "golden threads" running through the Plan. There are therefore other measures and requirements which relate to increasing sustainability embedded in many of the policies in the other themes in the Plan. In other words, while this section sets out a core part of how sustainable development can be achieved through local planning policies, the Plan's response to help deliver greater sustainability through development is not restricted to the policies in this theme. It is also supplemented, of course, by national policies set out in the NPPF and the strategic policies of adopted Local Plans and other key local planning authority planning documents.

The key strategies, plans, guidance and other documents of particular relevance to this section and which form part of the background evidence supporting the policies are as follows:

- The National Planning Policy Framework²⁰, with particular reference to "Achieving sustainable development" (section 2), "Achieving well-designed and beautiful places" (section 12) and "Planning for climate change" (paragraphs 158-164).
- The Joint Local Plan (JLP)²¹, with particular reference to policies:
 - STP1: Delivering sustainable development
 - SPT2: Sustainable linked neighbourhoods and sustainable rural communities
 - DEV10: Delivering high quality housing
 - DEV20: Place shaping and the quality of the built environment
 - DEV32: Delivering low carbon development
 - DEV33: Renewable and low carbon energy (including heat)
- The Dartmoor National Park Local Plan (DNPA LP)²², with particular reference to policies²³:
 - Strategic Policy 1.2: Sustainable development in Dartmoor National Park

²⁰ See <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

²¹ See <https://plymswdevonplan.co.uk/policy?areas=west-devon>

²² See <https://www.dartmoor.gov.uk/living-and-working/business/planning-policy/local-plan>

²³ Noting that, when considering Dartmoor Local Plan policies, only a very small part of the north-eastern corner of the parish is within the Dartmoor National Park Authority planning area. Tavistock town lies completely within West Devon, as does Whitchurch.

- Strategic Policy 1.5: Delivering good design
- Strategic Policy 1.6: Sustainable construction

The policies in this section are:

- SD1: High Quality Sustainable Design
- SD2: Small Scale Renewable and Low Carbon Energy Proposals

Both the planning policies and objectives in this section have the support of the community, based on previous consultations²⁴.

The Housing objectives set out in section 2.2 are responded to as follows in this section.

Objectives	Addressed through	
	Policy(ies)	Community Actions
i) Promote well-designed, sustainable and accessible development in appropriate locations that meets the identified needs of the community.	✓	
ii) Promote sustainable development which responds positively to the challenges of climate change.	✓	✓
iii) Promote sustainable environmental practices and support adaptations and mitigations to climate change, recognising increased flood risk as a particular vulnerability.	✓	✓
iv) Support improvements to the environment of the town.	✓*	✓*
v) Support identified priorities for the provision of social and other infrastructure.	✓*	✓*
vi) Support renewable and low carbon energy proposals.	✓	

Notes: * through policy in another topic section of the Plan.

²⁴ See <https://tavistockplan.info/plan-documents/> for details and reports of consultations which have led to the development of the objectives and policies in this Plan.

4.2 High Quality Sustainable Design

Policy Justification

We have identified high-quality sustainable design as playing an important role in encouraging and embedding sustainability into future development. The climate emergency is something which affects us all and this Plan can play a small role in helping to address critical issues through policy within a local context.

The Government acknowledges the importance of good and sustainable design in the NPPF, National Design Guide and National Design Code²⁵, elevating the importance of delivering good design through the planning system. National policy also emphasises the role that Neighbourhood Plans can play in fostering and embedding sustainable, high-quality, design²⁶.

To set out what good and high-quality design means in the Tavistock context, we commissioned a Design Guide which sets out parameters and principles to guide development and illustrates what good design is in the Tavistock context, supported by brief a Character Assessment and consideration of existing studies and policy as it relates to built character in the town. The Design Guide, “Tavistock Design Codes and Guidance”, is embedded into this Plan’s policy in policy SD1: High Quality Sustainable Design and should be used as a reference point to frame development proposals to make sure that new development, of whatever type, is delivered to a high quality and responds to parameters which encourage greater sustainability in development. The Tavistock Design Codes and Guidance does not seek to replace or over-ride existing design guidance or standards, for example, adopted Highways Standards, and must work alongside them.

Good design is, of course, always going to be subjective and a degree of flexibility is required so as not to “straight-jacket” new development or simply create a pastiche. However, good design should aim to have used guidance to help remove personal preferences, bias and opinion from the design of a scheme.

Good design is not simply about the “look and feel” of a development in terms of the materials it is made of or the colour it is. It extends to many other factors. To understand what good design means development should, as a minimum:

- consider its environmental (land and water) impact, and wider impact and contribution to the changing climate and mitigate adverse impact. Wherever possible, development should have a positive impact on helping to address climate change;

²⁵ See <https://www.gov.uk/government/publications/national-design-guide>

²⁶ See paragraph 133, NPPF, <https://www.gov.uk/government/publications/national-planning-policy-framework--2>, which states that “Plans should, at the most appropriate level, set out a clear design vision and expectations, so that applicants have as much certainty as possible about what is likely to be acceptable. Design policies should be developed with local communities so they reflect local aspirations, and are grounded in an understanding and evaluation of each area’s defining characteristics. Neighbourhood planning groups can play an important role in identifying the special qualities of each area and explaining how this should be reflected in development, both through their own plans and by engaging in the production of design policy, guidance and codes by local planning authorities and developers.”

- be a sustainable development, both in terms of energy efficiency of development, low carbon energy generation and ease of access to help minimise unnecessary travel by private car;
- integrate new development with its surroundings while also providing identity;
- create a safe and secure environment;
- provide good accessibility and permeability within and through a development;
- recognise the day-to-day impact of on-street parking on maintaining good access for pedestrians, parents and carers with prams, the disabled and those with mobility problems and other vehicles;
- ensure that it is fit for purpose for the people who will use, live or work within the development;
- reflect the amenity of existing neighbouring uses;
- ensure a positive legacy;
- introduce balance between colour, shape, form, space and textures; and,
- be of an appropriate scale, massing, density and materials relative to the site and the development's setting.

It is a combination of design elements presented by different requirements for people, infrastructure and nature which results in the best design. In other words, one design principle or set of parameters is unlikely to equate to good design in most cases. Good design is about a balance between the need to accommodate a variety of aspects, for example, a design should find balance between factors such as access for people, access for vehicles, heritage, ecology and biodiversity, leisure and crime & safety.

While planning policies cannot force development to comply with sustainability standards above those required by Building Regulations, policies can strongly encourage developers to exceed those standards where those higher standards do not compromise a development's viability. Policy SD1 therefore encourages developers to meet Building Regulations as a minimum and to respond to the requirements set out in the Joint Local Plan Supplementary Planning Document (SPD), exceeding these, through design, where feasible and viable. SD1 encourages development proposals to do as much as they can to have a positive impact on climate change issues do so on the basis that the level of response to the criteria set and measures introduced will need to be proportionate to the scale and type of development being proposed. In some cases, for example, smaller or householder applications, some criteria will not be relevant to the proposal.

Policy SD1, therefore, does not force requirements on developers (which it cannot do) but sets out a clear marker for proposals which come forward in Tavistock to have high regard to the impacts of development on the climate, and is helpful for both developers and the local planning authority to understand our position "up-front" locally.

Policy SD1 also signposts our desire to see proposals for major development²⁷ to go through a design review process²⁸ to help guide applicants and local authority planning officers towards a high-quality designed development. While it is recognised that this is largely about process, we consider that it is of such significance to help achieve the desired outcomes set out in the policy that its inclusion in SD1 is warranted.

It should also be noted that planning policies, and the Tavistock Design Codes and Guidance, can only have real “weight” in the planning system. Changes to buildings undertaken through permitted development rights will not have to adhere to the Tavistock Design Codes and Guidance, although its use will be encouraged in any changes to buildings.

Policy SD1: High Quality Sustainable Design

- 1. Proposals must demonstrate, where relevant, in a Planning Statement or Design and Access Statement, how they have responded positively to and meet the requirements of the Tavistock Design Codes and Guidance (including the Character Assessment) and how the proposal contributes to decarbonisation and net zero emissions targets through design. All new development will be required to respond positively to the challenge posed by climate change. Proposals should meet the requirements of the Joint Local Plan and respond positively to guidance in the Joint Local Plan Supplementary Planning Document in relation to energy efficiency and energy generation and are encouraged to exceed these requirements and Building Regulations where feasible and viable.**
- 2. In responding to the Tavistock Design Codes and Guidance, particular attention should be paid to:**
 - i) complementing the local vernacular;**
 - ii) enhancing visual amenity;**
 - iii) minimising run-off flows into mains sewers and watercourses through use of sustainable drainage systems (SuDS);**
 - iv) minimising any adverse impacts on the built environment and causing no harm to heritage assets and their setting, or satisfactorily mitigating such impacts through supporting evidence;**
 - v) having no adverse impact on neighbouring amenity, or satisfactorily mitigating such impacts; and,**
 - vi) complementing and having no adverse impact on the natural environment and landscape setting of the proposal, satisfactorily mitigating such impacts.**

²⁷ Major development is: for housing, development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. For non-residential development it means additional floorspace of 1,000m² or more, or a site of 1 hectare or more, or as otherwise provided in the [Town and Country Planning \(Development Management Procedure\) \(England\) Order 2015](https://www.gov.uk/guidance/national-planning-policy-framework/annex-2-glossary). See the NPPF - <https://www.gov.uk/guidance/national-planning-policy-framework/annex-2-glossary>

²⁸ See <https://www.designreviewpanel.co.uk/> for further information.

- 3. Proposers of major development are encouraged to engage, at an early stage, with the local community, to ensure that they meet design requirements. Following a Design Review Panel process which includes community representatives and / or an open community consultative process, are methods through which this could be achieved.**

4.3 Small Scale Renewable and Low Carbon Energy Proposals

Policy Justification

Policy SD2 supports small scale and community-developed renewable and low carbon energy schemes, subject to consideration of the other policies in this Plan which seek protection of the character and quality of the rural and urban, natural and built environments in Tavistock. The policy draws attention to some key factors which should be considered when developing proposals for such schemes. These will help to protect the things we value most in Tavistock.

For the purposes of policy SD2, the definition of “small scale” is solar panels on buildings, ground and air source heat pumps and biomass, all for energy generation for existing commercial buildings, community, sports and leisure facilities and dwellings.

This Plan has not identified any areas of land suitable for wind turbines (although this does not mean that there are no areas which might be considered suitable for such development if identified in other development plan documents, such as Local Plans). Current policy regarding on-shore wind turbines of any scale is clear in the NPPF²⁹ and so an additional policy in the Neighbourhood Plan is not considered necessary.

SD2: Small Scale Renewable and Low Carbon Energy Proposals

- 1. “Small scale” renewable and low carbon energy schemes (not including on-shore wind turbines) which require planning permission will be supported where they are sensitively sited, and demonstrate that they have no adverse impact on enjoyment of the natural and built environment nor on the quality of Tavistock’s landscape, biodiversity, wildlife habitats, neighbouring amenity, and heritage assets (including avoidance of significant harm to them and their setting) or such impact can be satisfactorily mitigated.**
- 2. Proposals should demonstrate how they have considered the Tavistock Design Codes and Guidance and meet other relevant development plan policies.**

²⁹ The NPPF (December 2023) states that “...a planning application for wind energy development involving one or more turbines should not be considered acceptable unless it is in an area identified as suitable for wind energy development in the development plan or a supplementary planning document; and, following consultation, it can be demonstrated that the planning impacts identified by the affected local community have been appropriately addressed and the proposal has community support. (paragraph 163 b), footnote 58).

4.4 Community Actions and Projects

For this topic, the projects and actions, not covered by planning policies in this Plan, are:

- a. Explore, with partners, building on current community energy initiatives, the possibility of developing a local community energy scheme in the town.
- b. Encourage, with partners, natural flood risk management on open and agricultural land to prevent run-off.
- c. Promote, with partners, flood prevention measures to property owners and businesses.

The Neighbourhood Plan Steering Group will work to identify lead organisations interested in pursuing the community actions.

Tavistock Town Looking East



5 HOUSING

5.1 Introduction

At the current time, the population of the parish looks likely to increase in the long-term and it we will continue to have an ageing population³⁰. The Tavistock Housing Needs Assessment³¹ suggests that the ageing population will be a major driver of housing need in the parish in future years and that some young adults are leaving the parish, which may reflect a lack of suitable housing options for newly forming households. House prices also continue to rise in the town and mortgages seem likely to continue to be out of the reach of most first-time buyers in Tavistock.

The stand-out critical issues and concerns in Tavistock are illustrated by the “Housing Stories”, produced by Devon Communities Together for Tavistock Town Council, reproduced in Appendix 2. These show the types of households where problems most commonly arise in the town and key housing issues faced in the community, reproduced over the page. Importantly, they present outcomes or success stories where solutions have been found, but which are by no means an easy path for most households faced with similar problems. The issues these stories highlight are very present and very real.

Our community consultation has demonstrated support for the provision of housing which meets the needs of local people. In our local context, this means support for the provision of a type, size and tenure of housing which best meets local needs in the affordable and market sectors where it enables local people to remain living in the town. Local housing needs surveys could be produced during the Plan period which can keep data about affordable housing, in particular, up-to-date.

The planning system requires our Neighbourhood Plan to be in “general conformity” (or aligned) with the strategic policies of the adopted Local Plans, as set out earlier in this Plan. This Plan is not allowed to reduce the scale of housing proposed or allocated in the town by the local planning authorities. The Joint Local Plan allocates a minimum of 1,203 new dwellings for the town (both inside the parish boundary and adjacent) across six development sites³². The Dartmoor Local Plan allocates no housing sites in the town.

Data provided by WDBC states that since the JLP’s adoption, relating to the quantum of development required at the town (not just the parish) a total of 470 dwellings have been completed (built), with a further 104 currently under construction and 687 with planning permission and not yet started. This equates to a total of 1,261 either completed, being built or committed, more than the minimum figure stated in the JLP for the plan period to the year

³⁰ “Tavistock’s population has an ageing profile as demonstrated by the growth in the older age groups between the 2011 and 2021 Census. Most notably, the 65-84 age group has grown substantially to form 26% of the population in 2021 whilst all the younger age groups declined except for the 45-64 cohort which remained unchanged. Looking at the rate of change in the intercensal years shows the 65-84 and 85 plus cohorts growing the most while the 16-24 cohort experienced the biggest decline (-23%). In 2021 residents aged 45 and over formed almost 60% of the population.”, p.10, Tavistock Housing Needs Assessment, March 2023

³¹ See <https://tavistockplan.info/plan-documents/>

³² These are at Callington Road, Plymouth Road, New Launceston Road, Butcher Park Hill, Brook Lane and The Trendle. Details are set out in the JLP and a summary of the policies which allocate the sites is reproduced in Appendix 1 to this Plan.

2034. This suggests that there is no real priority to allocate additional housing sites as the minimum JLP amount has already been reached with 10 years of the Plan period remaining and it is expected that other, windfall, sites will come forward in that time. The policies in this Plan and the JLP can give sufficient direction to potential places in the parish which could be suitable for development. Figures 4a and 4b below show the data provided by WDBC.

Figure 4a: Tavistock dwelling completions 2019 to 2023

Year	No. of dwelling completions				Total
	Small sites (1 -9 units)	Large sites (10+ units)	Tavistock parish Sub total	Large site completions at the town but in adjoining parish of Gulworthy	
2022-23	6	36	42	63	105
2021-22	11	48	59	32	91
2020-21	6	78	84	52	136
2019-20	11	127	138	0	138
Total	34	289	323	147	470

Figure 4b: Tavistock dwelling commitments at 31 March 2023

Type of site	No. of dwellings		Total
	Under construction	Outstanding planning permissions, not yet started	
Small sites	13	22	35
Large sites	30	273	303
<i>Tavistock parish sub total</i>	43	295	338
Large sites at the town but in adjoining parish of Gulworthy	61	392	453
Total	104	687	791

Notes: includes details for the Callington Road JLP site allocation.

The planning system does give our Plan the opportunity to increase the number proposed in the Local Plans if the community supports such an increase. However, our consultation results to date have suggested that there is little appetite to see additional housing come forward through this Neighbourhood Plan over and above that proposed in the Local Plans (and also considering that some small scale “windfall sites” could also come forward over time where they meet planning policy requirements).

Other key strategies, plans, guidance and other documents of particular relevance to this section and which form part of the background evidence supporting the policies are as follows:

- The National Planning Policy Framework³³, with particular reference to “Delivering a sufficient supply of homes” (section 5).
- The Joint Local Plan (JLP)³⁴, with particular reference to policies:
 - STP1: Delivering sustainable development
 - SPT2: Sustainable linked neighbourhoods and sustainable rural communities
 - TTV1: Prioritising growth through a hierarchy of sustainable settlements
 - TTV2: Delivering sustainable development in the Thriving Towns and Villages Policy Area
 - TTV26: Development in the Countryside
 - TTV27: Meeting local housing needs in rural areas
 - DEV8: Meeting local housing need in the Thriving Towns and Villages
 - DEV9: Meeting local housing need in the Plan Area
- The Dartmoor National Park Local Plan (DNPA LP)³⁵, with particular reference to policies³⁶:
 - Strategic Policy 1.3: Spatial Strategy

As most housing matters are considered “strategic” and dealt with through the Local Plans, including affordable housing requirements, this section focuses on limited matters where local policies can add further detail.

The policies in this section are:

- HOU1: Community Land Trusts
- HOU2: Residential Development in the Town Centre
- HOU3: Responding to Local Housing Needs (Tenure, Type, Size and Mix)

Both the planning policies and objectives in this section have the support of the community, based on previous consultations³⁷.

The Housing objectives set out in section 2.2 are responded to as follows in this section.

³³ See <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

³⁴ See <https://plymswdevonplan.co.uk/policy?areas=west-devon>

³⁵ See <https://www.dartmoor.gov.uk/living-and-working/business/planning-policy/local-plan>

³⁶ Noting that, when considering Dartmoor Local Plan policies, only a very small part of the north-eastern corner of the parish is within the Dartmoor National Park Authority planning area. Tavistock town lies completely within West Devon, as does Whitchurch.

³⁷ See <https://tavistockplan.info/plan-documents/> for details and reports of consultations which have led to the development of the objectives and policies in this Plan.

Objectives	Addressed through	
	Policy(ies)	Community Actions
vii) Support the use of community land trusts to achieve affordable, sustainable and high-quality housing design for the benefit of local people.	✓	✓
viii) Support windfall town centre development for dwellings where it supports the overall vitality and viability of town centre uses.	✓	
ix) Support developments with a housing tenure, size and mix that redress imbalances in the age and income demographics of the community to ensure that Tavistock remains a vibrant and diverse market town.	✓	

5.2 Community Land Trusts

Policy Justification

The provision of affordable housing³⁸ to meet local needs in the Parish is critical. We would expect housing sites, in line with the JLP, to deliver as many affordable housing units as possible or as many as strategic planning policies require. Within this context, however, even affordable housing units controlled by Registered Providers (for example, Housing Associations) can be lost to becoming supply within the open (private) market, with residents’ “right to buy”³⁹ limiting the ability to retain affordable housing stock as such. Control by a Community Land Trust (CLT)⁴⁰ is recognised as the main mechanism or model that provides the greatest certainty of retaining affordable housing stock in perpetuity for the local community. However, this is not to say that an element of normal market housing may have to be accepted on a CLT controlled site when developed for the site as a whole to be viably delivered.

As part of a package of policies which seek to promote and deliver new housing, which is affordable for local people, Policy HOU1 introduces support for developments brought forward through the Community Land Trust (CLT) mechanism.

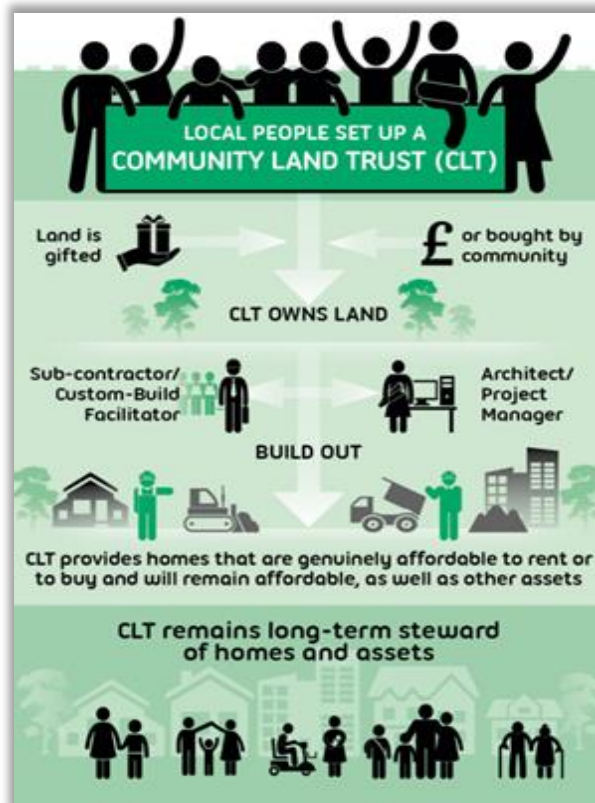
³⁸ See the NPPF Glossary for the up-to-date definition of “affordable housing” in planning terms

<https://www.gov.uk/government/publications/national-planning-policy-framework--2>

³⁹ See <https://www.gov.uk/right-to-buy-buying-your-council-home> for further details.

⁴⁰ A CLT is a community trust set up to deliver and retain affordable housing for a local community, and by keeping control over the tenure of the housing it delivers it can retain the housing for subsidised rent or purchase for members of the local community in perpetuity. This removes the risk of housing being sold on the open market through the Government’s “right to buy” policy and therefore being lost to the affordable or low-cost housing stock. Through “right to buy”, tenants in affordable housing now have the option to purchase their home at discounted cost. While this helps households to get on to the “housing ladder” it could take affordable housing supply away in the short to medium-term and could therefore exacerbate affordable housing problems locally. The scheme is meant to compensate Registered Providers and replace the dwelling sold.

Figure 5: Community Land Trusts Explained



Source: Community Land Trust Network
(<http://www.communitylandtrusts.org.uk/>)

HOU1: Community Land Trusts

1. Affordable or low cost housing should be provided in perpetuity, (in accordance with the most up- to-date Government policy), for example, through a Community Land Trust, section 106 agreements, other community housing scheme or Registered Provider which retains stock for the benefit of the local community at an accessible cost.
2. Community housing schemes which provide and retain local affordable housing for the benefit of local people in need, for example through a Community Land Trust, will be supported, where they meet the requirements of other relevant development plan policies.

5.4 Residential Development in the Town Centre

Policy Justification

The sections above set out support for housing growth already identified in the JLP on allocated development sites. We also recognise that there may be opportunities for local needs housing to be provided in other locations, such as previously developed sites and conversions, in locations such as the town centre where appropriate. It is particularly important to recognise that any new housing or other dwelling development in key areas such as the town centre are only done where they benefit and are not at the cost of sustaining the local community and the role and function, overall, of the town centre.

The Business section of this Plan sets out support for sustaining and enhancing the “offer” of the town centre to those living, working and visiting the town by introducing policies which seek to introduce some structure to change within the town centre while protecting the main town centre uses (as far as planning policy can do) and supporting various community actions and projects, including the work of the Tavistock BID⁴¹.

Within this context, policy HOU2 seeks to introduce policy support for change of use within the JLP defined Primary Shopping Area and Centre Boundary (reproduced for information in Appendix 1) to dwellings, where proposals meet both the ambitions encapsulated by the Business section and policy B1 which sets out criteria which should be met for change of use from main town centre uses to other uses where such proposals require planning permission. Policy HOU2 does not seek to prevent all change to dwellings within the town centre; there might be occasions where change of use is appropriate (and / or necessary for regeneration to be viable) and helps to sustain the role and function of the town centre by introducing additional residents into the area. Rather, it sets out criteria, or tests, which proposal should pass for dwellings to be permitted in the defined Primary Shopping Area and Centre Boundary area.

HOU2: Residential Development in the Town Centre

Development proposals for residential use (dwellings) within the defined Primary Shopping Area and Centre Boundary will be supported where they:

- i) are part of a mixed-use scheme which retains or introduces town centre uses on the ground floor and re-uses upper floors; or,**
 - ii) provide residential dwellings across the whole site, including at ground floor level, where there is no loss of Primary Town Centre Frontage or it can be demonstrated that a ground floor town centre use (in accordance with Policy B1) is neither viable or necessary to help retain the vitality and viability of the town centre;**
- and,**

⁴¹ See <https://www.tavistockbid.co.uk/> for further details about the BID.

- iii) demonstrate that they will not cause adverse impact on existing neighbouring uses as a result of noise, vehicle parking, lighting and waste disposal, and conversely, are suitably designed to ensure that the new residential use and dwelling occupation does not alter the ability of existing neighbouring businesses and uses to continue with established activities; and,
- iv) meet the requirements of Policy B2, where relevant.

5.5 Responding to Local Housing Needs (Tenure, Type, Size and Mix)

Policy Justification

A mix of types, sizes and tenures which responds to an up-to-date understanding of need and demand is important if we are to help address local housing needs through this Plan. The JLP recognises that provision of “...a housing mix that responds positively to identified housing needs...”⁴² and “...supports the delivery of more homes that meet local needs, and supplying a housing mix that adds diversity and affordability to the housing stock within the rural areas.”⁴³ It also recognises that “...it is important that housing development promotes a wide choice of housing types, for both affordable and market housing, to meet the needs of all members of the community, ensuring a better balance between housing demand and supply as well as improving affordability.”⁴⁴ These points are reinforced by policies which signpost the need for a good balance in types, tenure and mix.

This Plan has the opportunity to provide guidance to better identify the mix, size, type and tenure of housing which comes forward during the Plan period, where based on evidence more specific to Tavistock. Policy HOU3 therefore requires proposals to consider the specific issues relative to Tavistock, signposting the Housing Needs Assessment (HNA) as the first point of reference during the early part of the Plan period while it remains up-to-date. The policy also then sets out the approach to be taken where the local planning authority within which the application site is located considers the HNA to be out-of-date, including consideration of one or more of data sources such as a local housing needs survey, updated housing needs assessment or other relevant datasets such as data produced by the Office for National Statistics (ONS).

HOU3: Responding to Local Housing Needs (Tenure, Type, Size and Mix)

1. Proposals for new residential development will be expected to maximise affordable housing provision and contribute to a range of housing tenures, types and sizes that is relevant to the characteristics of affordability needs and market demand the

⁴² See paragraph 5.2, p.179, Joint Local Plan, <https://www.plymouth.gov.uk/adopted-plymouth-and-south-west-devon-joint-local-plan>

⁴³ See paragraph 5.15, p.184, Joint Local Plan, <https://www.plymouth.gov.uk/adopted-plymouth-and-south-west-devon-joint-local-plan>

⁴⁴ See paragraph 6.27, p.254, Joint Local Plan, <https://www.plymouth.gov.uk/adopted-plymouth-and-south-west-devon-joint-local-plan>

town. Proposals must demonstrate, through a Planning Statement, how they have taken into account and responded positively to the Tavistock Housing Needs Assessment (March, 2023), with regard to appropriate housing type, size and tenure.

2. Where the March, 2023 Housing Needs Assessment is considered by the Local Planning Authority to be out of date, proposals should be informed by updated data, where available, such as that from the Local Planning Authority's Strategic Housing Market Assessment, and / or any new local housing data including (but not limited to) a Housing Needs Assessment, local Housing Needs Survey or other relevant datasets.

5.6 Community Actions and Projects

For this topic, the action, not covered by planning policies in this Plan, is:

- a. Work with partners to explore the establishment of a Community Land Trust or community housing scheme in Tavistock.

The Neighbourhood Plan Steering Group will work to identify lead organisations interested in pursuing the community action.

West Street



6 BUSINESS

6.1 Introduction

With Tavistock being the largest town in the district, it has the range of employment, retail and business provision typically expected in a rural Devon market town.

The main shopping centre of Tavistock is broadly demarcated as the BID (Business Improvement Area). The BID area is made up of 300 levy paying businesses, that is businesses whose rateable value is over £3,000 p/a. The make-up of the town centre is dominated by independent businesses – some 75% -from all sectors. Retail makes up 40% of the town centre offering, with service businesses at 30%, hospitality at 18% and health & beauty at 9%. The offering from retail businesses is very broad and varies from chain stores like Fatface, Mountain Warehouse, White Stuff and Holland & Barratt to independent stores such as Lawsons Homewares, Towls Electricals, interior design and crafts, jewellers and independent clothing shops. Tavistock is well-known as a foodie town and hosts a number of independent delicatessens, a popular grocery store and three butchers. The Co-Operative is the only supermarket in the town centre, occupying two different sites at opposite ends of the town. There is a Post Office and currently only one bank in the town centre. The iconic Tavistock Pannier Market opens every day from Tuesday until Saturday and prides itself on the eclectic range it has to offer. Photographers, potters, artists, upholsterers, quilters, card makers, wood turners, and metal workers mingle with clothiers, milliners, antiques experts and furniture-makers. There is a diverse selection of five-day traders, who are always present in the Market, plus day traders which vary each day, selling a mix of products and services ranging from antiquarian and second-hand books, pet food, watch batteries and repairs, engraved gifts, delicious cakes and sweets to DIY tools and sundries, fashion jewellery and garden plants.

Pannier Precinct



Outside the main shopping area in the centre of the town, there are a number of retail and commercial sites, clustered as follows:

- Plymouth Road (between the junction with Oak Road and the cemetery): automotive, commercial, professional services and retail stores are located along Plymouth Road and in West Devon Business Park and Plymouth Road Industrial Site, that incorporates Tavistock Retail Park. The range of chain brands and independent businesses include Fairway Furniture, Lidl, Mole Valley, Morrisons, Rentafford, Screwfix, Tesco, Texaco and Travis Perkins.
- Pixon Lane incorporating Crelake Industrial Estate and Westridge Industrial Estate: businesses include automotive, builders merchants such as Jewson and Tinhay, caterers, wholesale suppliers, Royal Mail and Stannary Brewery.
- Pitts Cleave Industrial Estate: a mix of automotive, technology and light industrial as well as a quarry.

In addition, there are a few neighbourhood pubs and shops outside of the town centre, including a post office, shop and pub at Whitchurch, and a number of small businesses and professional services operating from home. There is also some land within the parish used for agriculture, mainly grazing.

This picture is underpinned by Devon County Council's economic profile for the district⁴⁵ which provides useful strategic or wider context for Tavistock and also recent census data⁴⁶ which also highlights that, in Tavistock:

- Over a quarter of people who work travel less than 10km (6 miles) to work (28%), compared to over a third nationally;
- Fewer people work from home (25%) than nationally (32%);
- 52% of people who work travel by car or van, compared to 45% nationally, perhaps reflecting the rurality of Tavistock;
- Almost 50% of people aged 16 or over are currently in economically active compared to 57% nationally, reflecting, largely, the age profile of the parish;
- Over a third of residents (35%) have a level 4 qualification (e.g. a degree) or above⁴⁷, slightly more than the national average.

It should be remembered, however, that the census took place during Covid-19 pandemic in 2021, so the results are qualified, despite adjustments to the questions to try to measure normal work patterns.

Building on its role and function as a main rural town and within the context of its location in an environmentally sensitive landscape, the JLP identifies a total of 18,600m² of employment land (at Plymouth Road) as part of a mixed-use development. Land at Pixon Lane is protected for continuing employment use.

⁴⁵ See <https://tavistockplan.info/plan-documents/>

⁴⁶ See <https://tavistockplan.info/plan-documents/Further data from the census on economic as well as demographic indicators, remembering that the census provides only a snapshot in time once a decade, can be viewed here> <https://www.ons.gov.uk/visualisations/dvc1371/#/E07000047> and here <https://www.ons.gov.uk/visualisations/customprofiles/build/>

⁴⁷ See <https://www.ons.gov.uk/census/census2021dictionary/variablesbytopic/educationvariables/census2021/highestlevelofqualification> for definitions.

With regard to all-important delivery of economic support and change, Tavistock benefits from various strategic ambitions encapsulated by documents⁴⁸ such as the “Marketing Strategy to revitalise Tavistock as a World Heritage Town” and the “Guildhall Marketing Plan”.

Duke Street



To translate these and other plans for economic improvement into action, the Tavistock Business Improvement District (BID)⁴⁹ works in partnership with businesses and other organisations to help support, enhance and grow the local economy, building on and playing to its strengths and identifying opportunities for sustainable business and local economic growth. Its Business Plan focuses on four key themes: marketing and promotion; events; placemaking; and, business support. Since 2011, the BID has invested more than £750,000 into the town and more recently successfully secured £76,759 of funding in 2021/22.

⁴⁸ See <https://tavistockplan.info/plan-documents/> to view these documents.

⁴⁹ See <https://www.tavistockbid.co.uk/> for further details. The website summarises the BID as follows: “Tavistock BID is a business led initiative supported by government legislation which gives businesses the power ‘to raise funds locally to be spent locally’ on improving a defined commercial area. Since 2011, the BID has invested more than £750,000 into the town and, with the support of business owners, stakeholders and key partners, has developed a relevant and achievable plan for the future.”

Figure 6: Tavistock BID's 2021/22 Successes

The infographic is divided into three main sections. The top left section features the 'DEVON ELEVATION FUND' logo and text stating a £14,100 grant for reorientating 'Visit Tavistock' post-COVID, listing projects like report commissioning, product development, and town trails. The top right section features the European Union flag and 'European Union European Regional Development Fund' text, stating a £15,499 grant for projects like website updates, app relaunch, and safety campaigns. The bottom section features logos for 'THE QUEEN'S JUBILEE 2022', 'ARTS COUNCIL ENGLAND', and 'LOTTERY FUNDED', stating a £7,722 grant for a community Jubilee Weekend. Logos for Devon County Council and UK Government are at the bottom left.

DEVON ELEVATION FUND

We were awarded a total grant funding of £14,100 to deliver a number of projects to reorientate **Visit Tavistock** post COVID:

- Commissioning of a report on current and potential visitor economy.
- Development of the Visit Tavistock product based on the visitor report including: fishing line advert in local publication; development of official town merchandise; design and development of town interpretation panels.
- Creation of two new town trails: Branch Out | Tree Trail and Tavistock Food & Drink.
- Installation of new town signage at key visitor arrival points.

With thanks to: Devon County Council - Devon Elevation Fund, Community Renewal Fund

European Union
European Regional Development Fund

We were awarded a total grant funding of £15,499 to deliver a variety of different projects including:

- Updating the Visit Tavistock website.
- Relaunching the Tavistock Local App.
- Procurement of new hanging baskets and eye-level planters for the town centre.
- Development of high street safety campaigns relating to social distancing during Dickensian Evening 2021.
- Design of adverts and advertising within all DNPA car parks.
- Updating existing town centre business directory signage.

With thanks to the: European Regional Development Fund & West Devon Borough Council.

Supported using public funding by **ARTS COUNCIL ENGLAND**

We were granted £7,722 from the Let's Create Jubilee fund and worked alongside Tavistock Town Council, Tavistock Chamber of Commerce, the Lions Club of Tavistock, West Devon Art Workshops & Just Sewn Stories to deliver an inclusive, community Jubilee Weekend.

Devon County Council | UK Government

Source: <https://www.tavistockbid.co.uk/funding-successes>

Other key strategies, plans, guidance and other documents of particular relevance to this section and which form part of the background evidence supporting the policies are as follows:

- The National Planning Policy Framework⁵⁰, with particular reference to “Ensuring the vitality of town centres” (paragraphs 90-95) and “Supporting a prosperous rural economy” (paragraphs 88-89).
- The Joint Local Plan (JLP)⁵¹, with particular reference to policies:
 - STP1: Delivering sustainable development

⁵⁰ See <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

⁵¹ See <https://plymswdevonplan.co.uk/policy?areas=west-devon>

- SPT2: Sustainable linked neighbourhoods and sustainable rural communities
- TTV1: Prioritising growth through a hierarchy of sustainable settlements
- TTV2: Delivering sustainable development in the Thriving Towns and Villages Policy Area
- DEV15: Supporting the rural economy
- DEV17: Promoting competitive town centres
- DEV18: Protecting local shops and services

The policies in this section are:

- B1: Supporting a Managed Transition in the Town Centre to Ensure Vitality is Retained
- B2: Town Centre Development and Protecting Character

Both the planning policies and objectives in this section have the support of the community, based on previous consultations⁵².

The Business objectives set out in section 2.2 are responded to as follows in this section.

Objectives	Addressed through	
	Policy(ies)	Community Actions
x) Support sustainable and inclusive town centre development which sustains and safeguards a diverse and flourishing town centre with retail at its heart, supporting appropriate mixed-use development in the town centre where it meets the identified housing needs of the community.	✓	
xi) Encourage the positive and acceptable use for residential, offices and services, on the upper floors of shops and commercial premises.	✓	
xii) Promote vibrant daytime and evening activities, including hospitality businesses, to enhance town centre vitality and viability and support the development of cultural uses and activity.		✓
xiii) Support sustainable business development in town that respects the town's character.	✓	
xiv) Support agricultural development outside town that enhances a sustainable supply chain.		✓

⁵² See <https://tavistockplan.info/plan-documents/> for details and reports of consultations which have led to the development of the objectives and policies in this Plan.

6.2 Supporting the Function, Vitality and Viability of the Town Centre

Policy Justification

The JLP defines the Primary Shopping Area and Centre Boundary, as reproduced in Appendix 1. This Neighbourhood Plan continues to support this policy position as determined when the JLP was developed and then adopted. However, within the context of more recent economic change in retail and town centre functions and service provision since adoption of the JLP, and the impact of a planning system which currently enables change of use away from some town centre uses⁵³ to non-town centre uses through permitted development rights⁵⁴ and / or prior approval⁵⁵, policies B1 and B2 which follow, seek to introduce a greater degree of structured change to town centre functionality, where proposals require planning permission. The policies introduce tests and criteria for proposals to meet for them to be considered acceptable. The Plan does not oppose all change in the town centre, but any changes which do require permission should be tested to help ensure that the vitality and viability of the town centre, particularly in a rural settlement, are protected in the interests of the local economy and also supporting those who live, work and visit the town.

Policy B1 introduces the concept of a policy area which further defines and updates the areas of particular importance to the overall functionality of the town centre (which we have called the "Primary Town Centre Frontage") and works alongside the existing strategic policies in the JLP, introducing a layer of detail and specificity relevant to the town. This area is defined in Map 2 and is based on our street-level assessment of the most important areas of the centre having town centre uses.

⁵³ Main town centre uses are defined as "Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities)." in the NPPF Glossary.

⁵⁴ See https://www.planningportal.co.uk/info/200130/common_projects/9/change_of_use for further details of change of use and permitted development.

⁵⁵ See <https://www.planningportal.co.uk/planning/planning-applications/consent-types/prior-approval> for further details about prior approval.

As set out in policy HOU2, the Plan support some change to residential units in the town centre, where appropriate and subject to meeting policy requirements where proposals are subject to planning permission being granted. Policy B2 provides an additional layer of more locally defined protection to the built character of the environment in the town centre, drawing attention to the factors which help to create the value of the town centre and signposting important local guidance and policy documents which proposals should take fully into account.

B1: Supporting a Managed Transition in the Town Centre to Ensure Vitality is Retained

- 1. Tavistock Town Centre's Primary Town Centre Frontage is defined in Map 2.**
- 2. Development proposals which propose a change of use of ground floor premises currently used for town centre uses to other uses should demonstrate that, in a sequential order, they:**
 - i) meet the policy requirements of Local Plan Policy DEV18 (in relation to the Primary Shopping Area and Centre Boundary), where relevant;**
 - ii) demonstrate that there is no demand for the continuation of the existing use;**
 - iii) demonstrate that other town centre uses would not be viable at the ground floor level in that location; and,**
 - iv) demonstrate how a non-town centre use or uses will contribute to the continuing vitality and viability of the town centre.**
- 3. Subject to viability, preferred use in the Primary Town Centre Frontage area prior to consideration solely for dwellings will be (sequentially) for i) retail; ii) office, food and drink or other employment; iii) leisure or community uses; or a combination of these on a mixed-use site.**

B2: Town Centre Development and Protecting Character

Development proposals in the defined Primary Shopping Area and Centre Boundary will be supported where they demonstrate, through a Planning Statement or a form of impact assessment, that they:

- i) enhance and do not harm the vitality and viability of the town centre as the heart of the community, town and local economy;**
- ii) have no adverse impact on the built character of the streetscape and their setting, and have no adverse impact on valued local views;**
- iii) cause no significant harm to designated or local heritage assets and their setting, or mitigate potential harm;**
- iv) where relevant, have taken into account the status of the Conservation Area and relevance of the Conservation Area Appraisal;**

- v) meet the requirements of the Tavistock Design Codes and Guidance; and,**
- vi) take fully into account relevant policies in this Plan which protect other assets and spaces, such as, but not limited to Local Green Spaces.**

6.3 Community Actions and Projects

For this topic, the projects and actions, not covered by planning policies in this Plan, are:

- a. Working with landlords to safeguard viability of town centre and to ensure Tavistock remains an attractive place to do business.
- b. Working with West Devon Economy Team to explore:
 - i) how land could be designated to encourage major employers (high value/high density) providing space for people not goods;
 - ii) how to encourage business relocation to the town; and,
 - iii) a review of employment land in the town with a view to releasing land not in use.
- c. Working with Tavistock BID and Tavistock District Chamber of Commerce and other partners to lobby in support of retail-fronted businesses, evening out the disparity between online and high street businesses, making Tavistock more amenable for businesses with floor space, safeguarding retail use in the town centre.

The Neighbourhood Plan Steering Group will work to identify lead organisations interested in pursuing the community actions.

7 COMMUNITY FACILITIES

7.1 Introduction

Tavistock is fortunate to have a wealth of facilities which predominantly serve the community. Community facilities are typically those which serve a wide range of people in the community, may not be provided by the private sector, serve to support the social, mental and physical health and wellbeing of the community across all age groups and / or do not operate solely on a commercial basis to maintain viability. They are usually seen as assets for the community such as play, leisure and recreation areas, sports facilities and pitches, multi-use indoor spaces and buildings and areas serving a largely education or cultural function.

The importance of community facilities is recognised by national policy which supports the retention and development of accessible services and facilities⁵⁶, while the JLP supports protection and provision of such facilities in the wider, district, sense.

Key strategies, plans, guidance and other documents of particular relevance to this section and which form part of the background evidence supporting the policies are as follows:

- The National Planning Policy Framework⁵⁷, with particular reference to “Non-strategic policies” (paragraph 28), “Supporting a prosperous rural economy” (paragraph 88) and “Promoting healthy and safe communities” (section 8).
- The Joint Local Plan (JLP)⁵⁸, with particular reference to policies:
 - STP1: Delivering sustainable development
 - SPT2: Sustainable linked neighbourhoods and sustainable rural communities
 - TTV2: Delivering sustainable development in the Thriving Towns and Villages
 - DEV18: Protecting local shops and services
 - DEV27: Green and play spaces
 - DEV30: Meeting the community infrastructure needs of new homes
- The Dartmoor National Park Local Plan (DNPA LP)⁵⁹, with particular reference to policies⁶⁰:
 - Strategic Policy 4.1: Supporting community services and facilities

⁵⁶ See paragraphs 97 and 88 of the NPPF, <https://www.gov.uk/government/publications/national-planning-policy-framework--2>. Paragraph 97 states that “To provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should...a) plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments...” and “... (c) guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community’s ability to meet its day-to-day needs...”. Paragraph 83 d) states that planning policies and decisions should enable “the retention and development of accessible local services and community facilities, such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship.” to support a prosperous local rural economy.

⁵⁷ See <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

⁵⁸ See <https://plymswdevonplan.co.uk/policy?areas=west-devon>

⁵⁹ See <https://www.dartmoor.gov.uk/living-and-working/business/planning-policy/local-plan>

⁶⁰ Noting that, when considering Dartmoor Local Plan policies, only a very small part of the north-eastern corner of the parish is within the Dartmoor National Park Authority planning area. Tavistock town lies completely within West Devon, as does Whitchurch.

- West Devon Playing Pitch Strategy⁶¹
- Plymouth and South West Devon Sports and Leisure Strategy⁶²

As the Plan has to constrain policy coverage to land-use planning matters, it cannot have policies which change or protect services. However, the Plan can provide policy support by looking to protect land-use and buildings from which they operate.

The policy set for this topic focuses on protecting the valued community facility assets in the town, providing support for the improvement of them and also for the provision of new facilities.

The policies in this section are:

- CF1: Protecting Locally Valued Community Facilities (including Recreation, Sports and Play Facilities) from Loss
- CF2: Community Infrastructure Projects
- CF3: Enhancing Community Facilities (including Recreation, Sports and Play Facilities) through New and Improved Provision

Both the planning policies and objectives in this section have the support of the community, based on previous consultations⁶³.

The Community Facilities objectives set out in section 2.2 are responded to as follows in this section.

Objectives	Addressed through	
	Policy(ies)	Community Actions
xv) Protect and maintain existing community facilities.	✓	
xvi) Support proposals that enhance or maintain Tavistock’s leading position within the surrounding rural community in the provision of facilities meeting identified needs or enhancing the quality of life for local people.	✓	✓
xvii) Engage with relevant planning applications early on to understand the impacts on community facilities.	✓	✓
xviii) Enhance the quality of development by mitigating adverse effects on community facilities.	✓	✓

⁶¹ See <https://www.westdevon.gov.uk/leisure-and-outdoors/playing-pitch-strategy>

⁶² See <https://www.plymouth.gov.uk/sites/default/files/PlymouthSouthWestDevonSportsAndLeisureFacilitiesPlan.pdf>

⁶³ See <https://tavistockplan.info/plan-documents/> for details and reports of consultations which have led to the development of the objectives and policies in this Plan.

7.2 Supporting Provision for the Community

Policies Justification

Policy CF1 seeks to protect the community facilities which are most valued. Our evidence base has established that these areas and buildings provide substantial benefit to the community⁶⁴ and therefore warrant policy protection from loss should proposals for development come forward which might affect them and the ability to access or use them. However, they should not be simply “pickled” or preserved as they are if there are opportunities to improve or enhance provision and so the policy also introduces criteria which can test proposals to ensure that such improvements and changes are appropriate in the Tavistock context. If an asset is protected through its inclusion as part of a Local Green Space (LGS) (see section 8), it is typically not identified in the policy below. For example, Buzzard Road Play Area is an asset to the community, but protected as part of a wider LGS.

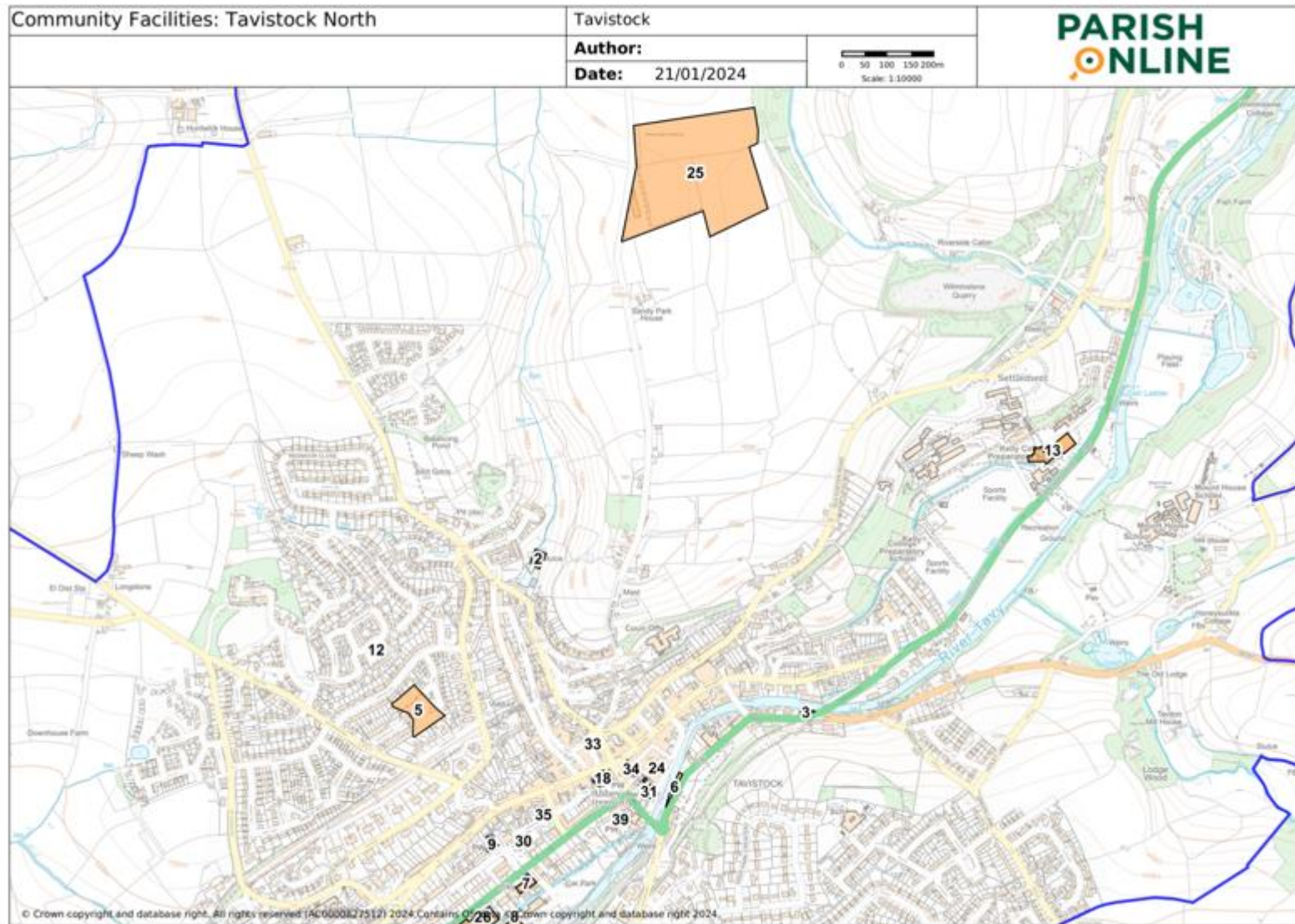
Maps 3a, 3b and 3cb set out the name, location and type of facility which are being protected through policy CF1. A key to the sites identified follows after the maps.

Skate Park

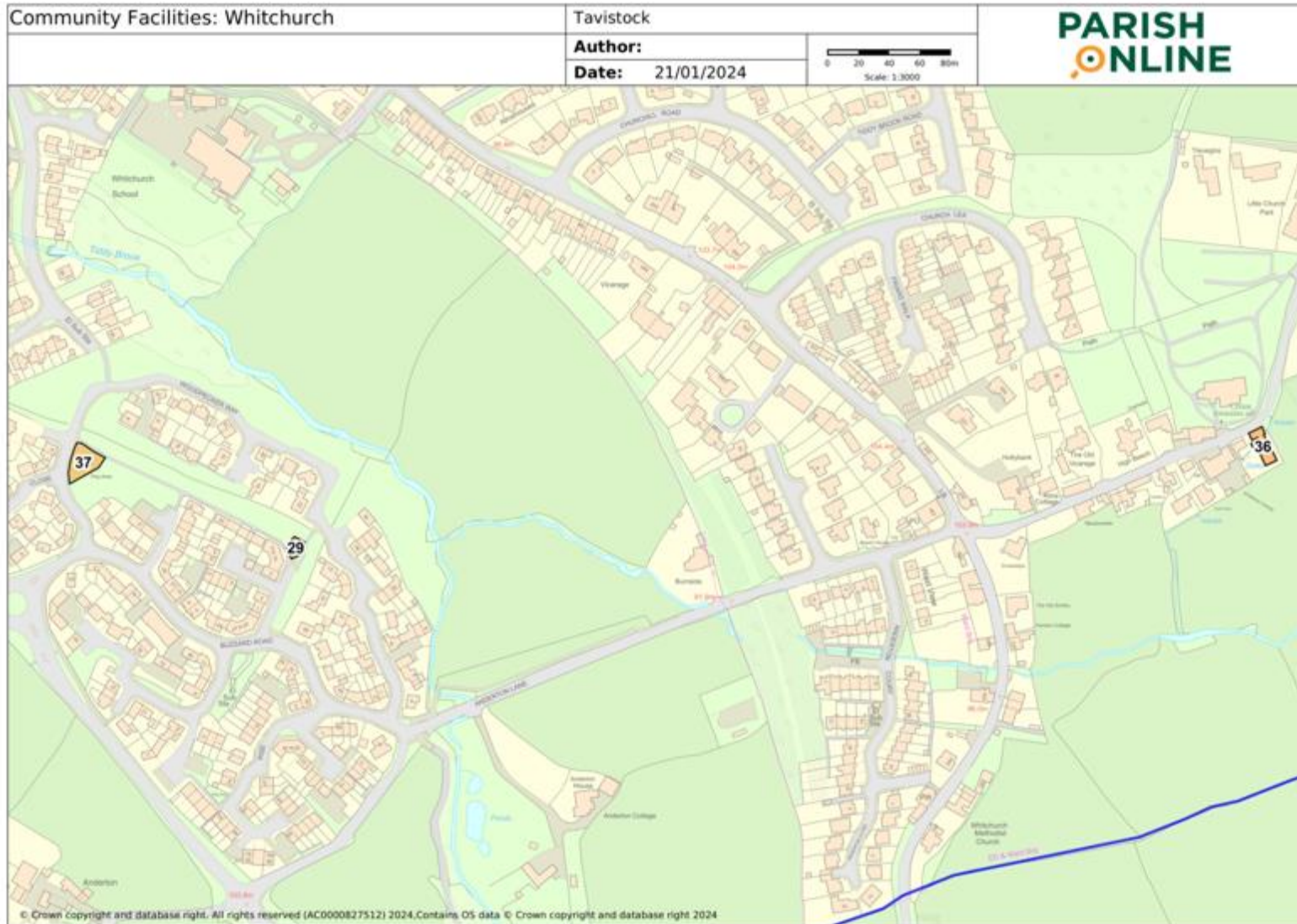


⁶⁴ See <https://tavistockplan.info/plan-documents/>.

Map 3a: Community Facilities Protected Under Policy CF1 (Tavistock North)



Map 3c: Community Facilities Protected Under Policy CF1 (Whitchurch)



Key for sites identified in maps above:

Number	Facility Name	Type
1	Alexander Centre	Meeting spaces
2	Bannawell Street Play area	Play areas
3	Celle Gardens	Gardens
4	Community Football Club Tavistock	Sports
5	Courtlands Play area	Play areas
6	Dolvin Road Plantation	Gardens
7	Library	Cultural centre
8	Meadowlands	Sports
9	Methodist Church	Churches and chapel
10	Miniature Rifle Club	Sports
11	Monksmead play area	Play areas
12	Montgomery Way play area	Play areas
13	Mount Kelly Swim Centre	Sports
14	Our Lady of the Assumption Church	Churches and chapel
15	Ransum Way Play area	Play areas
16	Sensory Garden	Gardens
17	Skateboard Park	Sports
18	St Eustachius' Church	Churches and chapel
19	Tavi Trails (BMX)	Sports
20	Tavistock Amateur Football Club	Sports
21	Tavistock Athletics Club	Sports
22	Tavistock Cricket Club	Sports
23	Tavistock Francis Drake Bowling Club	Sports
24	Tavistock Golf Club	Sports
25	Tavistock Museum	Cultural centre
26	Tavistock Rugby Football Club	Sports
27	Tavistock Tennis Club	Sports
28	Tavistock Youth Cafe	Meeting spaces
29	TBC Play Area	Play areas
30	The Anchorage Centre (TASS)	Meeting spaces
31	The Guildhall	Cultural centre
32	The Meadows Play area	Play areas
33	The Print Works	Meeting spaces
34	Town Hall	Meeting spaces
35	United Reformed Church	Churches and chapel
36	Whitchurch Community Hall	Meeting spaces
37	Woodpecker Way Play area	Play areas
38	Half Basketball Court	Play areas
39	Abbey Chapel	Churches and chapel

Policy CF2 goes a step further than CF1 by introducing planning policy support for a range of additional facilities which community consultation has identified are particularly important to provide in Tavistock⁶⁵. The policy does not identify specific locations for most additional facilities which would be supported, but instead, gives flexibility to support proposals for the types of facility listed in the policy in locations which will be appropriate for them to be provided. The exception to this is the specific identification of the Meadows Playpark Improvement.

Both policies CF1 and CF2 also introduce the criteria for proposals to take fully into account policy CF3 where relevant. CF3 is a supportive policy setting out the criteria or tests which should be met for proposals for the enhancement of or improvements to existing facilities and for new facilities to meet. The “checks and balances” include reference to the need for proposals to demonstrate long-term viability, as far as is possible at the time of application, to ensure that they are not lost to use in the future because of a lack of revenue to maintain and run the facility.

CF1: Protecting Locally Valued Community, Facilities (including Recreation, Sports and Play Facilities) from Loss

1. Our locally valued built community, recreation, sports and play facilities are identified on Map 3 and are:

- i) Alexander Centre;**
- ii) Bannawell Street play area;**
- iii) Celle Gardens;**
- iv) Community Football Club Tavistock;**
- v) Courtlands play area;**
- vi) Dolvin Road Plantation;**
- vii) Library;**
- i) Meadowlands;**
- ii) Meadowlands Leisure Centre;**
- iii) Tavistock Athletics Club;**
- iv) Tavistock Francis Drake Bowling Club;**
- v) Tavistock Tennis Club;**
- vi) Tavi Trails (BMX);**
- vii) Sensory Garden;**
- viii) The Meadows Play Area;**
- ix) Methodist Church;**

⁶⁵ See <https://tavistockplan.info/plan-documents/> for analysis of community consultation which identifies the value of these types of assets and the support for additional facilities of these types. Two consultations are of particular relevance – the community survey, 2022, and the more specific community survey consultation relating to community assets undertaken in 2023. The webpages also contain a short report on the support for additional allotments in the parish and the results of a dialogue with local youth groups on the demand for facilities, with particular reference to skate parks.

- x) Miniature Rifle Club;
- xi) Monksmead play area;
- xii) Montgomery Way play area;
- xiii) Mount Kelly Swim Centre;
- xiv) Our Lady of the Assumption Church;
- xv) Ransum Way play area;
- xvi) Sensory Garden;
- xvii) Skateboard Park;
- xviii) St Eustachius' Church;
- xix) Tavistock Amateur Football Club;
- xx) Tavistock Athletics Club;
- xxi) Tavistock Cricket Club;
- xxii) Tavistock Francis Drake Bowling Club;
- xxiii) Tavistock Golf Club;
- xxiv) Tavistock Museum;
- xxv) Tavistock Rugby Football Club;
- xxvi) Tavistock Tennis Club;
- xxvii) Tavistock Youth Café;
- xxviii) Tavi Trails (BMX track);
- xxix) The Anchorage Centre (TASS);
- xxx) The Guildhall;
- xxxi) The Meadows Play Area;
- xxxii) Printworks;
- xxxiii) Town Hall;
- xxxiv) United Reformed Church;
- xxxv) Whitchurch Community Hall;
- xxxvi) Woodpecker Way play area;
- xxxvii) Half basketball court; and,
- xxxviii) Abbey Chapel.

2. These and other community, recreation, sports and play facilities will be protected from loss, unless redevelopment or change of use demonstrate that:

- i) **there is no reasonable prospect of viable continued use of the existing building or facility which will benefit the local community and they demonstrate a need for their proposed change;**
- ii) **they do not have an adverse impact on the site’s setting in relation to its built character or the surrounding natural environment or such impact can be satisfactorily mitigated; and,**
- iii) **the proposed alternative use would provide equal or greater benefit for the local community than the current use, for example, through the range of uses, quality or capacity it provides.**

3. Replacement facilities should meet the requirements in Policy CF3.

CF2: Community Infrastructure Projects

- 1. Development proposals which deliver, contribute towards or support delivery of the following community social infrastructure projects will be supported:**
 - i) **Skate park;**
 - ii) **Meadows Playpark Improvement;**
 - iii) **Multi use games area;**
 - iv) **Allotments (on additional sites);**
 - v) **Cemetery; and,**
 - vi) **Community arts facility.**
- 2. Proposals for these projects, which need planning permission, will need to meet the requirements of Policy CF3.**

CF3: Enhancing Community Facilities (including Recreation, Sports and Play Facilities) through New and Improved Provision

- 1. Development proposals for new, replacement, extended and/or improved community and health facilities and amenities will be supported, subject to other policies in the development plan, and:**
 - i) **where the proposed facility will be predominantly for community use;**
 - ii) **where the proposal demonstrates viability in the long-term through a business and usage plan;**
 - iii) **are in a suitable location which makes the facility easily accessible to the users it will serve; and,**
 - iv) **where relevant, new facilities provided as part of major housing development on-site are provided “in-step” with dwelling completions to enable community use of the facility at as early a phase of development completion as possible.**

- 2. Proposers of development are encouraged to engage with the local community and Town Council at the earliest opportunity to help ensure that any proposals take into account both this Plan’s Aims and Objectives, the needs of users and the views of the local community.**
- 3. Replacement facilities should be fit for purpose and be provide equal or greater benefit for the local community than the current use, for example, through the range of uses, quality or capacity it provides. Where relevant, the applicant should discuss, with the intended operator, owner or manager of the facility, the need and ability to ensure long-term viability of the facility after completion and “hand-over”.**

7.3 Community Actions and Projects

For this topic, the projects and actions, not covered by planning policies in this Plan, are:

- a. Engage with relevant planning applications early on to understand the impacts on community facilities.
- b. Work with partners to explore provision of a community arts facility, space and workshops.
- c. Work with partners to explore whether additional provision for children and young people is needed in addition to the aspirational projects identified in this Plan.
- d. Work with WDBC, local clubs, sports governing bodies, Sport England and facility and pitch operators and owners to explore whether there is sufficient demand to make an additional artificial grass pitch viable in the town and if so, what size that would be, and explore options for improvement of pitches and facilities for other sports, within the context of the 2022 WDBC Playing Pitch Strategy and any built / indoor sports facilities strategy that WDBC develops.

The Neighbourhood Plan Steering Group will work to identify lead organisations interested in pursuing the community actions.

8 ENVIRONMENT

8.1 Introduction

Much of the Tavistock parish is formed of the town's built-up area, with its rural setting within the parish confined to small rural landscape to its west and south and a much larger rural landscape to its north and north-east, including the hamlets of Kilworthy to the north and Wilminstone to the north-east within this attractive landscape setting. A small part of the parish (in the north-eastern part) lies within the Dartmoor National Park. The River Tavy runs through the centre of Tavistock town providing a highly valued "blue and green corridor" with the town then spreading across the valley formed by the river. The parish and Plan area falls within the South Devon National Character Area, where the landscape is described as "predominantly a plateau, dissected by steep valleys and rivers". The contextual landscape setting incorporates agricultural land, winding rural lanes and high Devon hedgerows, with views across designated landscapes including the Tamar Valley National Landscape (formerly Area of Outstanding Natural Beauty (AONB)) to the west and Dartmoor National Park to the east. Tavistock is also part of The Cornwall and West Devon Mining Landscape UNESCO World Heritage Site (WHS) designated by UNESCO⁶⁶ and features three Conservation Areas⁶⁶.

The parish is therefore very fortunate to be embedded in a highly valued natural and historic landscape, one which is a key contributor to the quality of both the natural and built environments and a reason why many people live in and visit the town. The landscape provides habitats for wildlife, contributes to the health and wellbeing of residents and also support the local economy and as such their quality must be protected and enhanced where possible. A key focus of this Plan is to ensure that the environmental protections already put in place by the identified key land-use designations and by national and Local Plans' policies are reinforced at the local level. Our policy suite in this section aims to build upon and not simply repeat existing protections.

With this in mind, we consider that, although flood risk from the river system and from run-off is important in our parish, there is sufficient policy in both national and Local Plan documents which mean that we do not need to have a specific flood risk policy. However, policies in this Plan and our Design Codes and Guidance, do require attention to sustainable drainage systems (SuDS) to help minimise run-off from new development and help mitigate any potential impact. Appendix 3 reproduces maps from the Environment Agency's current flood mapping webpages⁶⁷ to illustrate the flood risk areas in the parish.

The desire to protect our valued landscape and habitats which it hosts align with the need to support the fundamentals of the declared "Climate Emergency", the legal targets for the nation to achieve "net zero carbon" and the Borough Council, National Park and County-wide aspirations to reach net zero by 2030. As a baseline, the natural environment must be protected and will have an even more important role, moving forward, to help to reach these targets. Solutions such as "carbon sequestration" which can include the planting of more trees to absorb and "capture" carbon will become more important moving forward. Such

⁶⁶ Description informed by the Tavistock Design Codes and Guidelines.

⁶⁷ See <https://flood-map-for-planning.service.gov.uk/>

solutions can also help to respond to the recently declared “Ecological Emergency”.⁶⁸ Notwithstanding this ambition, we need also to accept, particularly with the proximity of the National Park, that enjoyment of our rural and semi-natural environment should be maintained, although this must not compromise the high quality of the environment which makes our countryside so special.

Other key strategies, plans, guidance and other documents of particular relevance to this section and which form part of the background evidence supporting the policies are as follows:

- The National Planning Policy Framework⁶⁹, with particular reference to “Open space and recreation” (paragraphs 102-107) and “Conserving and enhancing the natural environment” (section 15).
- The Joint Local Plan (JLP)⁷⁰, with particular reference to policies:
 - STP1: Delivering sustainable development
 - SPT2: Sustainable linked neighbourhoods and sustainable rural communities
 - DEV23: Landscape character
 - DEV25: Nationally protected landscapes
 - DEV26: Protecting and enhancing biodiversity and geological conservation
 - DEV27: Green and play spaces
 - DEV28: Trees, woodland and hedgerows
- The Dartmoor National Park Local Plan (DNPA LP)⁷¹, with particular reference to policies⁷²:
 - Strategic Policy 2.1: Protecting the character of Dartmoor’s Landscape
 - Strategic Policy 2.2: Conserving and enhancing Dartmoor’s biodiversity and geodiversity
 - Strategic Policy 2.4: Conserving and enhancing Dartmoor’s moorland, heathland and woodland
- The Devon Carbon Plan⁷³

The policies in this section are:

- ENV1: Local Green Space
- ENV2: Extending Access into the Countryside

⁶⁸ See <https://www.devonclimateemergency.org.uk/> for further information on both the climate emergency and ecological emergency declared in Devon.

⁶⁹ See <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

⁷⁰ See <https://plymswdevonplan.co.uk/policy?areas=west-devon>

⁷¹ See <https://www.dartmoor.gov.uk/living-and-working/business/planning-policy/local-plan>

⁷² Noting that, when considering Dartmoor Local Plan policies, only a very small part of the north-eastern corner of the parish is within the Dartmoor National Park Authority planning area. Tavistock town lies completely within West Devon, as does Whitchurch.

⁷³ See https://devonclimateemergency.org.uk/view-devon-carbon-plan-full/?cat_id=8069&subsection=10_5_4, Devon Local Authorities

- ENV3: Protecting and Enhancing Habitats and Biodiversity
- ENV4: Protecting and Enhancing Landscape Character, Views and Vistas

Both the planning policies and objectives in this section have the support of the community, based on previous consultations⁷⁴.

The Environment objectives set out in section 2.2 are responded to as follows in this section.

Objectives	Addressed through	
	Policy(ies)	Community Actions
xix) Protect and enhance formal and informal public green space, and extend green space provision in parts of the parish where it is less accessible or less diverse.	✓	✓
xx) Protect and enhance habitats and increase biodiversity.	✓	
xxi) Value and protect landscape, its role and character and the views it frames as part of Tavistock’s setting.	✓	

8.2 Local Green Space

Policy Justification

Through national planning policy⁷⁵, we have an opportunity to designate our important local green spaces in order to protect them and ensure that their current use remains. For a space to be designated, it needs to be:

- a) in reasonably close proximity to the community it serves;
- b) demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and,
- c) local in character and is not an extensive tract of land.

Through local consultation and gathering evidence on the nature, use of and quality of important local green spaces, we have identified several spaces which we designate as Local Green Spaces (LGS) which meet the requirements of the national policy criteria.

They are designated where they play a social, leisure, heritage or historic, recreational and / or environmental role. In many instances they play a multi-functional role and also connect to other areas of habitat and biodiversity identified elsewhere in this section and forming an

⁷⁴ See <https://tavistockplan.info/plan-documents/> for details and reports of consultations which have led to the development of the objectives and policies in this Plan.

⁷⁵ See NPPF, paragraphs 102-107, <https://www.gov.uk/government/publications/national-planning-policy-framework--2> and NPPG, <https://www.gov.uk/guidance/open-space-sports-and-recreation-facilities-public-rights-of-way-and-local-green-space#Local-Green-Space-designation>

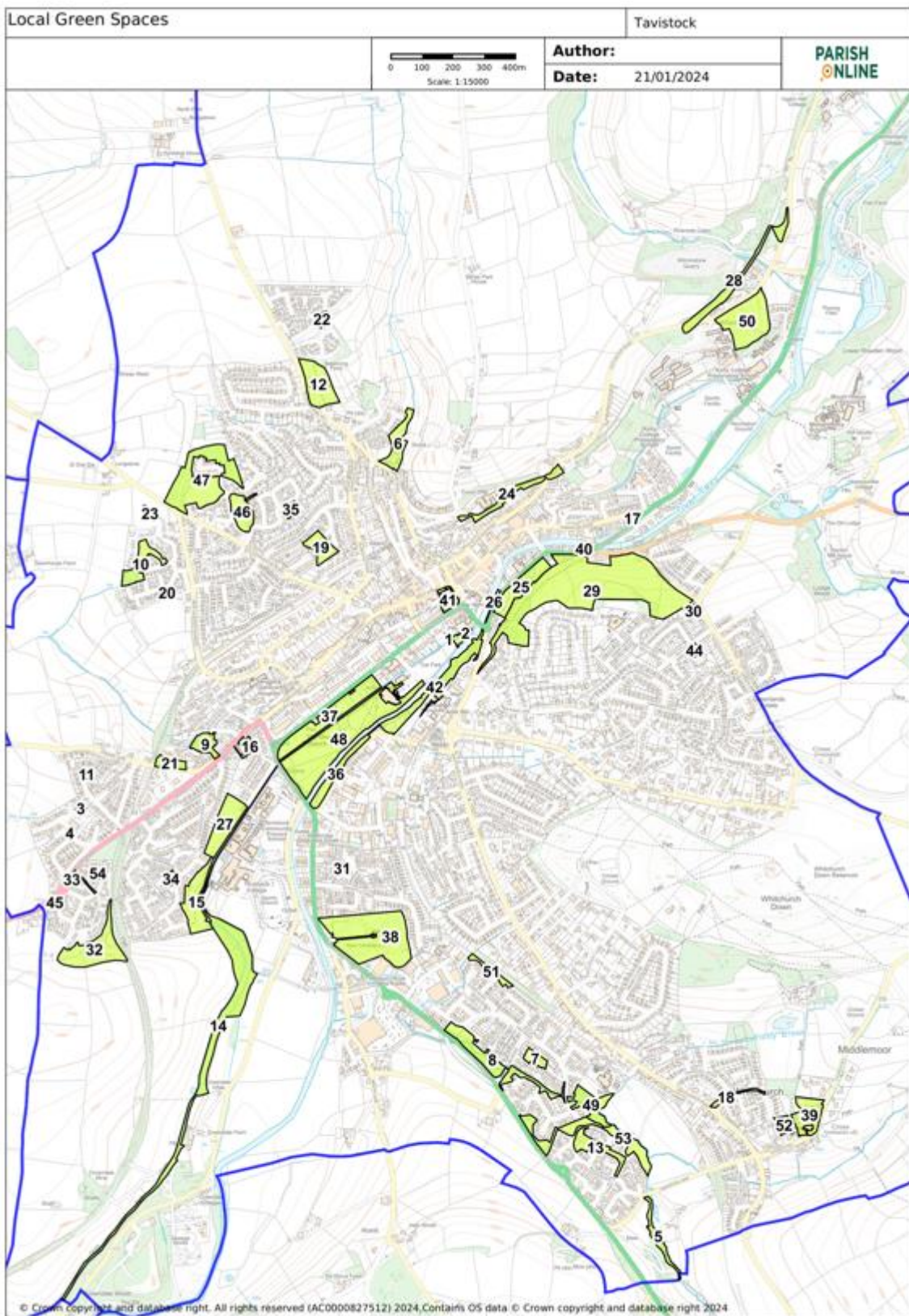
integral part of our wider green and blue infrastructure network important for the community and wildlife alike.

The Local Green Spaces Assessment report provides details of the assessment process we have followed and the reasoning why the proposed sites meet the NPPF criteria for designation. The broad location of the LGS are shown on Map 4 below. The Assessment report and Appendix 4 show the more specific site location and boundary of the sites. The key for the numbered LGS follows the maps.

The Meadows



Map 4: Local Green Spaces



Key for LGS sites on preceding map:

Number	Name	Criteria	Publicly accessible?	Landowner permission
1	Abbey Wall Garden (Bedford Hotel)	Historic significance	Partially	No response
2	Abbey Wall Garden (West Devon Club)	Historic Significance	No	No response
3	Abbotsfield Hall Open Space	Tranquillity	Yes	Yes
4	Abbotsfield Green Space	Tranquillity	Yes	Yes
5	Anderton Lane / Drake's Trail	Historic Significance; Recreational Value; Richness of Wildlife	Yes	Yes
6	Bannawell Playground	Historic Significance; Recreational Value; Richness of Wildlife	Yes	Yes
7	Bishopsmead Play Area	Recreational Value	Yes	Yes
8	Bishopsmead Tiddy Brook	Recreational Value	Yes	Yes
9	Boughthayes	Richness of Wildlife	Yes	No response
10	Broadleigh Park	Recreational Value; Richness of Wildlife	Yes	No response
11	Buctor Park	Recreational Value	Yes	No response
12	Butcher Park Hill Allotments	Historic Significance; Recreational Value, Richness of Wildlife	Yes	Yes
13	Buzzard Road	Recreational Value	Yes	No response
14	Canal walk (Westbridge to Crowndale)	Beauty; Historic Significance; Recreational Value; Tranquillity; Richness of Wildlife	Yes	Yes and No response
15	Canons Gate / Canal	Recreational Value; Richness of Wildlife	Yes	Yes
16	Catholic Church	Historic Significance	Yes	No response
17	Celle Gardens	Recreational Value; Tranquillity	Yes	Yes

18	Church Lea Green Space	Tranquillity; Recreation	Yes	No response
19	Courtlands Playing Field	Recreational Value	Yes	Yes
20	Cowslip Avenue	Recreational Value	Yes	Yes
21	Crease Lane Bridge	Richness of Wildlife		No response
22	Crebor Road Play Area	Recreational Value	Yes	No response
23	Daisy Court Play Area	Recreational Value	Yes	Yes
24	Disused Railway (Council Offices Section)	Recreational Use	Yes	Yes
25	Dolvin Road Cemetery	Historic Significance; Tranquility; Richness of Wildlife	Yes	Yes
26	Dolvin Road Waterside	Recreational Value; Richness of Wildlife	Yes	Yes
27	Fitzford Allotments	Historic Significance; Recreational Value; Richness of Wildlife	No	No response
28	Former Railway Line (Wilminstone Section)	Recreational Use	Yes	Yes and No response
29	Green Hill	Recreational Value; Tranquility; Richness of Wildlife	Partially	Yes and Objection in part
30	Greenlands Play Area	Recreational Value	Yes	No response
31	Grenville Drive Play Area	Recreational Value	Yes	No response
32	Land Next to Foggintor Grove	Richness of Wildlife	Yes	No response
33	Leedon Tor Close	Richness of Wildlife		No response
34	Monksmead Play Area	Recreational Value	Yes	Yes
35	Montgomery Drive Play Area	Recreational Value	Yes	No response
36	Pearce's Meadow	Historic Significance; Recreational Value, Richness of Wildlife	Yes	Yes

37	Plymouth Road	Recreational Value; Richness of Wildlife	Partially	Yes
38	Plymouth Road cemetery	Historic Significance; Tranquility; Richness of Wildlife	Yes	Yes
39	St Andrew's Church, Whitchurch	Historic Significance, Tranquility, Richness of Wildlife	Yes	No response
40	Stannary Bridge Garden	Recreational Value; Tranquillity	Yes	Yes
41	St Eustachius	Historic Significance	Yes	No response
42	St John's and Benson Meadow	Historic Significance; Recreational Value; Richness of Wildlife	Yes	Yes
44	Tavy Road	Recreational Value	Yes	Yes
45	Swell Tor Drive Play Area	Recreational Value	Yes	No response
46	The Heights	Recreational Value	Yes	No response
47	The Manor	Historic Significance; Recreational Value; Richness of Wildlife	Yes	No response
48	The Meadows	Historic Significance; Recreational Value, Richness of Wildlife	Yes	Yes
49	Tiddy Brook	Richness of Wildlife	No	Yes
50	Trendle	Historic Significance	No	No response
51	Whitchurch Old Railway Line	Richness of Wildlife		Yes
52	Whitchurch Play Area	Recreational Value	Yes	Yes
53	Woodpecker Way / Tiddy Brook	Recreational Value; Richness of Wildlife	Partially	Yes
54	Yellowmead Tor Close	Recreational Value	Yes	No response

ENV1: Local Green Space

- 1. Designated Local Green Spaces are identified on Map 4 and in Appendix 4.**
- 2. They are designated in accordance with the requirements of the National Planning Policy Framework and will be protected for their local environmental, heritage and / or recreational value.**
- 3. Development that would harm the openness and / or special character of a Local Green Space or its significance and value to the local community will not be permitted unless the proposal can demonstrate very special circumstances that outweigh the harm to the Local Green Space.**
- 4. Any development of such areas will be managed in accordance with national policy for Green Belt.**

8.3 Extending Access into the Countryside

Policy Justification

The Transport and Connectivity section highlights the public rights of way and permissive paths and other bridleways and byways used in the parish. Policy ENV2 below provides a positive policy which supports the provision of additional or improved connection from built-up areas into the countryside where proposals which deliver these improvements require planning permission. While we are fortunate to have so much high quality countryside on the edges of the built-up parts of the parish, it is important to take opportunities to enhance this network wherever possible, subject to proposals meeting requirements of other policies in the development plan.

ENV2: Extending Access into the Countryside

Proposals which support, contribute to or provide improved access into the countryside on public rights of way, permissive paths and cycling/walking or multi-use trails will be supported.

8.4 Protecting and Enhancing Habitats and Biodiversity

Policy Justification

There is a wealth of evidence which supports not just the landscape and habitat areas of land formally designated for protection, but also others which clearly form part of the green and blue infrastructure network which hosts the rich diversity in flora and fauna. The key sources of data which support the value of our environment for biodiversity and habitats and identify the key areas worthy of additional protection through our Plan's policies are as follows:

- the Devon Nature Recovery Network⁷⁶;
- the “Wildlife Site Resource Map and Species Information for Neighbourhood Planning – Tavistock” report⁷⁷;
- the Tavistock Design Codes and Guidance⁷⁸;
- the Devon Environment Viewer⁷⁹; and,
- Natural England’s MAGIC mapping⁸⁰.

Summarising these sources of evidence presents the following key areas of the parish which are of particular importance. Detailed mapping and data is best examined via the websites quoted direct in the case of online mapping resources.

Devon Environment Viewer (Nature Recovery Network)

Predominantly comprising Priority Habitat Inventory data, also captured by Natural England’s MAGIC online mapping, the maps identifies the Devon Nature Recovery Network sites.

⁷⁶ See <https://www.devonlnp.org.uk/our-work/nature-recovery-network/nature-recovery-network-map/>

⁷⁷ See <https://tavistockplan.info/plan-documents/> for details.

⁷⁸ See <https://tavistockplan.info/plan-documents/> for details.

⁷⁹ See <https://maptest.devon.gov.uk/portaldvl/apps/webappviewer/index.html?id=82d17ce243be4ab28091ae1f15970924>

⁸⁰ See <https://magic.defra.gov.uk/>

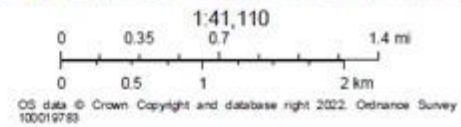
Map 5: Devon Environment Viewer – Devon Nature Recovery Network

Devon County Council - Environment Data



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- | | | | |
|---------------------|--------------------------------------|---------------------|--------|
| Cropland | Marine inlets and Transitional Water | Urban | Parish |
| Grassland | Rivers and lakes | Wetland | |
| Heathland and shrub | Sparsely vegetated land | Woodland and forest | |



Devon County Council
 Some of the data comes from non-Devon County Council sources and is provided under restricted licence, please check each dataset for the appropriate terms & conditions of use.
 Action may be pursued against those who breach these restrictions.

Wildlife Site Resource Map and Species Information for Neighbourhood Planning – Tavistock

The detailed report provided by the Devon Biodiversity Records Centre sets out excellent localised data on designations and important locations for flora and fauna (shown on the reproduced maps below. It also, importantly, lists species with legal protection (not mapped or reproduced here).

Map 6: Statutory Sites within the Parish



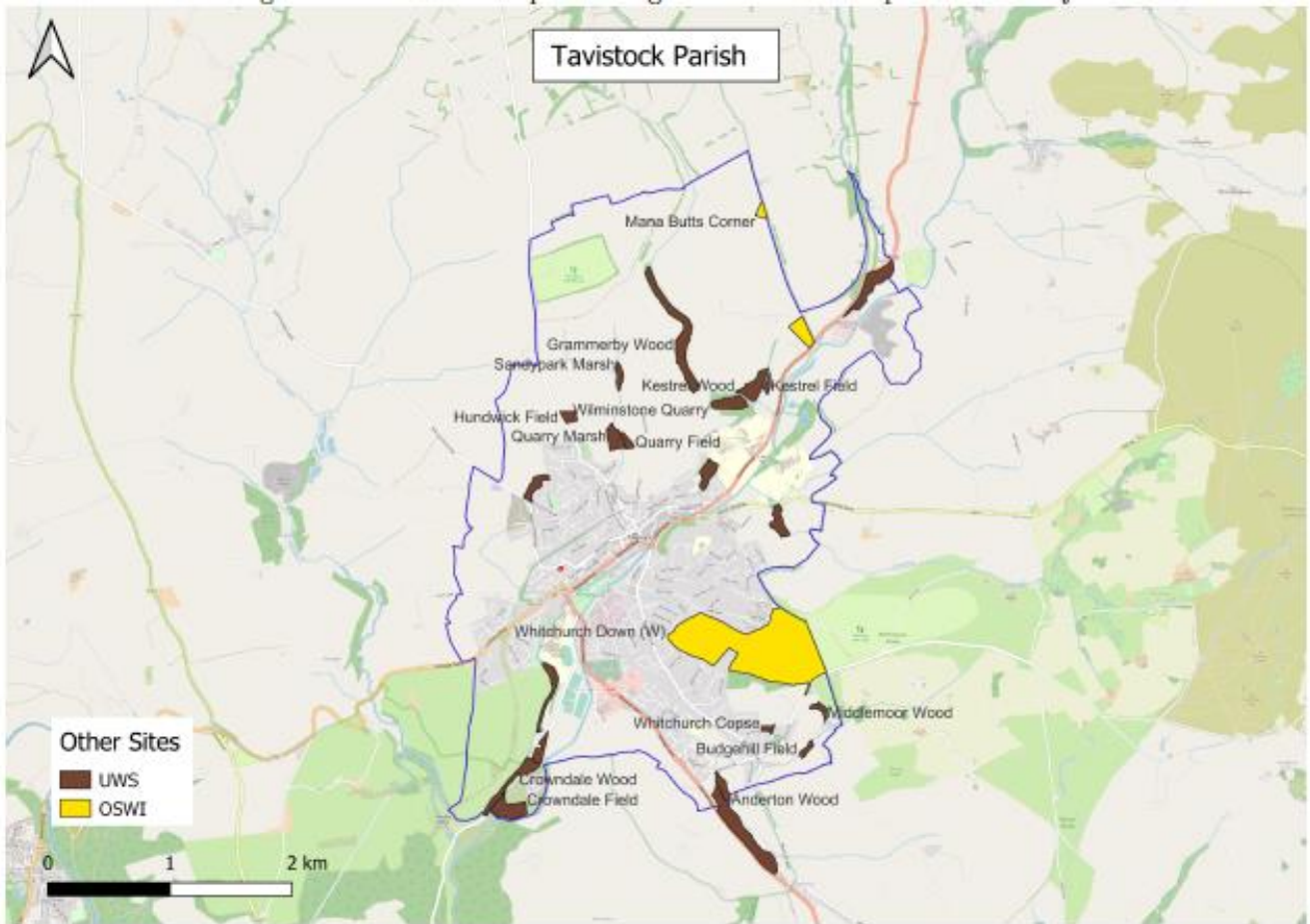
File.Code	Site.Name	Grid_Ref	Area	Reason.for.Designation	Status
1	Tavistock Viaduct Walk	SX473742	2.90		LNR
2	SX57/004	SX501761	9.60	This site contains a typical example of one of the largest massive alkali dolerite greenstone bodies in this area	gSSSI

Map 7: Non-statutory Sites within the Parish



File.Code	Site.Name	Grid.Ref	Area	Reason.for.Designation	Status
1	ROWDEN WOOD	sx496758	3.30	Ancient & Semi-Natural Woodland	ASNW
2		sx473720	0.80	Ancient & Semi-Natural Woodland	ASNW
3	CROWDALE WOOD	sx470722	1.00	Ancient & Semi-Natural Woodland	ASNW
4	GRAMMERBY WOOD	sx484762	6.00	Ancient & Semi-Natural Woodland	ASNW
5	SX47/013 Wallabrook	SX486772	6.60	Species-poor unimproved neutral grassland	CWS
6	SX47/022 Brook Mill Marsh	SX474730	3.50	Scrubbed over marshy grassland	CWS
7	Tavistock Railway Cutting	SX475743	2.00	One of the most important and extensive exposures within the Upper Devonian-Lower Carboniferous sequences of West Devon	RIGS
8	St. John's Avenue Carpark	SX480740	0.30	Vertical sections in Lower Carboniferous succession	RIGS

Map 8: Statutory Sites within the Parish



File Code	Site Name	Grid Ref	Area	Reason for Designation	Status	
1	SX47/014	Mana Butts Corner	SX492770	0.70	Semi-improved grassland with a pond	OSWI
2	SX47/015	Hazeldon Field	SX494759	2.40	Semi-improved neutral-to-acid grassland with tall herb vegetation	OSWI
3	SX47/020	Whitchurch Down (W)	SX490735	47.10	Mix of improved, semi-improved & unimproved dry acid-neutral grassland & remnant heath	OSWI
4	SX47/039	Wilminstone Quarry	SX488755	2.40	Scrub & semi-improved acid grassland	UWS
5	SX47NE 001	Grammerby Wood	SX485761	7.50	Semi-natural broadleaved woodland	UWS
6	SX47NE 002	Sandypark Marsh	SX480757	0.90	Marshy grassland	UWS
7	SX47NE 003	Quarry Marsh	SX480752	2.10	Marshy grassland	UWS
8	SX47NE 004	Quarry Field	SX480751	0.70	Semi-improved acid grassland	UWS
9	SX47NE 005	Hundwick Field	SX476753	1.00	Semi-improved acid grassland	UWS
10	SX47NE 025	Kestrel Wood	SX491756	2.80	Semi-natural broadleaved woodland	UWS
11	SX47NE 026	Kestrel Field	SX492756	0.50	Semi-improved acid grassland	UWS
12	SX47SE 007	Crowndale Wood	SX470723	1.50	Semi-natural broadleaved woodland	UWS
13	SX47SE 024	Manor House Wood	SX473748	1.70	Semi-natural broadleaved woodland	UWS
14	SX47SE 025	Tavistock Pitch	SX487749	2.00	Semi-natural broadleaved woodland/semi-improved neutral grassland	UWS
15	SX47SE 026	Lodge Wood	SX493746	2.10	Semi-natural broadleaved woodland	UWS
16	SX47SE 029	Whitchurch Copse	SX492728	0.50	Semi-natural broadleaved woodland	UWS
17	SX47SE 030	Middlemoor Wood	SX496730	0.80	Semi-natural broadleaved woodland	UWS
18	SX47SE 031	Budgehill Field	SX495727	0.60	Semi-improved neutral grassland	UWS
19	SX47SE 032	Anderton Wood	SX488724	1.40	Semi-natural broadleaved woodland	UWS
20	SX47SE 033	Anderton Field	SX488724	7.60	Semi-improved neutral grassland	UWS
21	SX47SE 036	Brookmill Wood	SX474733	3.50	Semi-natural broadleaved woodland	UWS
22	SX47SE 037	Crowndale Field	SX472725	5.00	Semi-improved neutral grassland	UWS
23	SX57/001	Half Bridge	SX500765	4.10	Valley mire, unimproved and semi-improved neutral and marshy grassland, and wet woodland	UWS

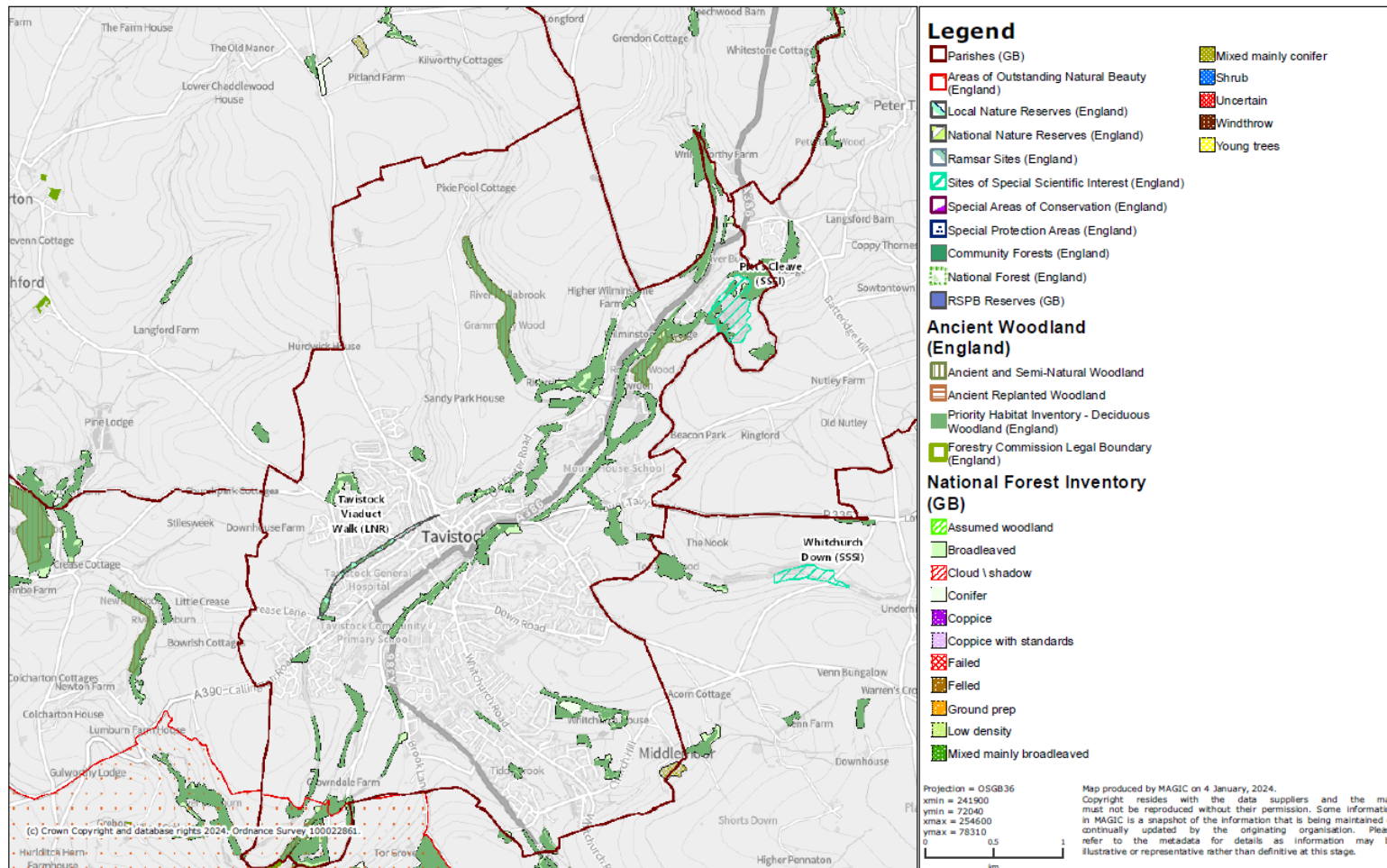
Natural England’s MAGIC mapping resource

The MAGIC mapping resource enables the identification of numerous types of protected land and those areas which feature on the Priority Habitat Inventory.

Map 9: Key Environmental Designations and Area

MAGiC

MAGIC Key Environmental Designations and Areas



Devon Woodland Management Strategy

In addition, the Devon Woodland Management Strategy is currently in development, but will become an important document for the future preservation of and planning for woodland in the county. It should be taken into account in planning proposals when it has been published. See <https://www.devonlnp.org.uk/devon-tree-and-woodland-strategy/> for further details.

While the JLP provides some strategic protection for significant environmental land areas and designations, ENV3 localises this protection and seeks to protect habitat areas by strengthening the value of the Nature Recovery Network in planning policy. This approach is clearly supported by national policy⁸¹.

Many of the areas highlighted by these sources of evidence are formed by woodland, hedgerow and river (blue infrastructure) corridors. In many cases they also link to a wider network of habitat area outside of the Plan area boundary. This Plan cannot introduce policy for these neighbouring parish areas but planning officers and developers are encouraged to consider the natural continuity and inter-connectivity of the areas designated in policy ENV3 beyond this Plan's area.

ENV3: Protecting and Enhancing Habitats and Biodiversity

- 1. To ensure that the Plan Area contributes to the Devon Local Nature Recovery Strategy, existing habitats (and the green and blue infrastructure corridors which connect them) identified as part of the Devon Nature Recovery Network will be protected given their value in reconnecting core nature habitats and wider Strategic Nature Areas (SNAs).**
- 2. Proposals within these areas, that are not householder development, will only be supported where they demonstrate, through a Planning Statement (or Ecological Assessment, where required by the Local Planning Authority Validation List), that the proposal has no adverse impact on the habitat and biodiversity on-site and the site's setting or, where adverse impacts are unavoidable, that measures will be taken to satisfactorily mitigate such impact, for example, through demonstrable net gains in biodiversity.**
- 3. Proposals should also demonstrate, where relevant, how they have taken into account other evidence which informs this policy and appropriateness of proposals in the landscape including:**

⁸¹ Paragraph 185 of the NPPF states that "To protect and enhance biodiversity and geodiversity, plans should: a) Identify, map and safeguard components of local wildlife-rich habitats and wider ecological networks, including the hierarchy of international, national and locally designated sites of importance for biodiversity⁶⁵; wildlife corridors and stepping stones that connect them; and areas identified by national and local partnerships for habitat management, enhancement, restoration or creation⁶⁶; and b) promote the conservation, restoration and enhancement of priority habitats, ecological networks and the protection and recovery of priority species; and identify and pursue opportunities for securing measurable net gains for biodiversity." Footnotes 65 and 66 of state: "Circular 06/2005 provides further guidance in respect of statutory obligations for biodiversity and geological conservation and their impact within the planning system " and "Where areas that are part of the Nature Recovery Network are identified in plans, it may be appropriate to specify the types of development that may be suitable within them." respectively.

- i) the Wildlife Site Resource Map and Species Information for Neighbourhood Planning – Tavistock report;**
- ii) the Tavistock Design Codes and Guidance;**
- iii) the Devon Environment Viewer;**
- iv) Natural England’s MAGIC mapping resource; and,**
- v) the most up-to-date Devon Woodland Management Strategy.**

8.5 Protecting and Enhancing Landscape Character, Views and Vistas

Policy Justification

There are several views and vistas framed or created by the key landscape features in the parish in addition to contributions made to them by the built character and form of Tavistock town. Our “Locally Important Views in Tavistock Parish” report⁸² sets out the views, vistas and their setting / context which are of most importance in the parish and which this Plan and policy ENV4 seek to protect from degradation and adverse impact as a consequence of development proposals which require planning permission. The identified views comprise both views and vistas identified previously by WDBC evidence base supporting the adopted JLP⁸³ but also added to by a series of views and vistas identified through our own local assessment of landscape and built character⁸⁴.

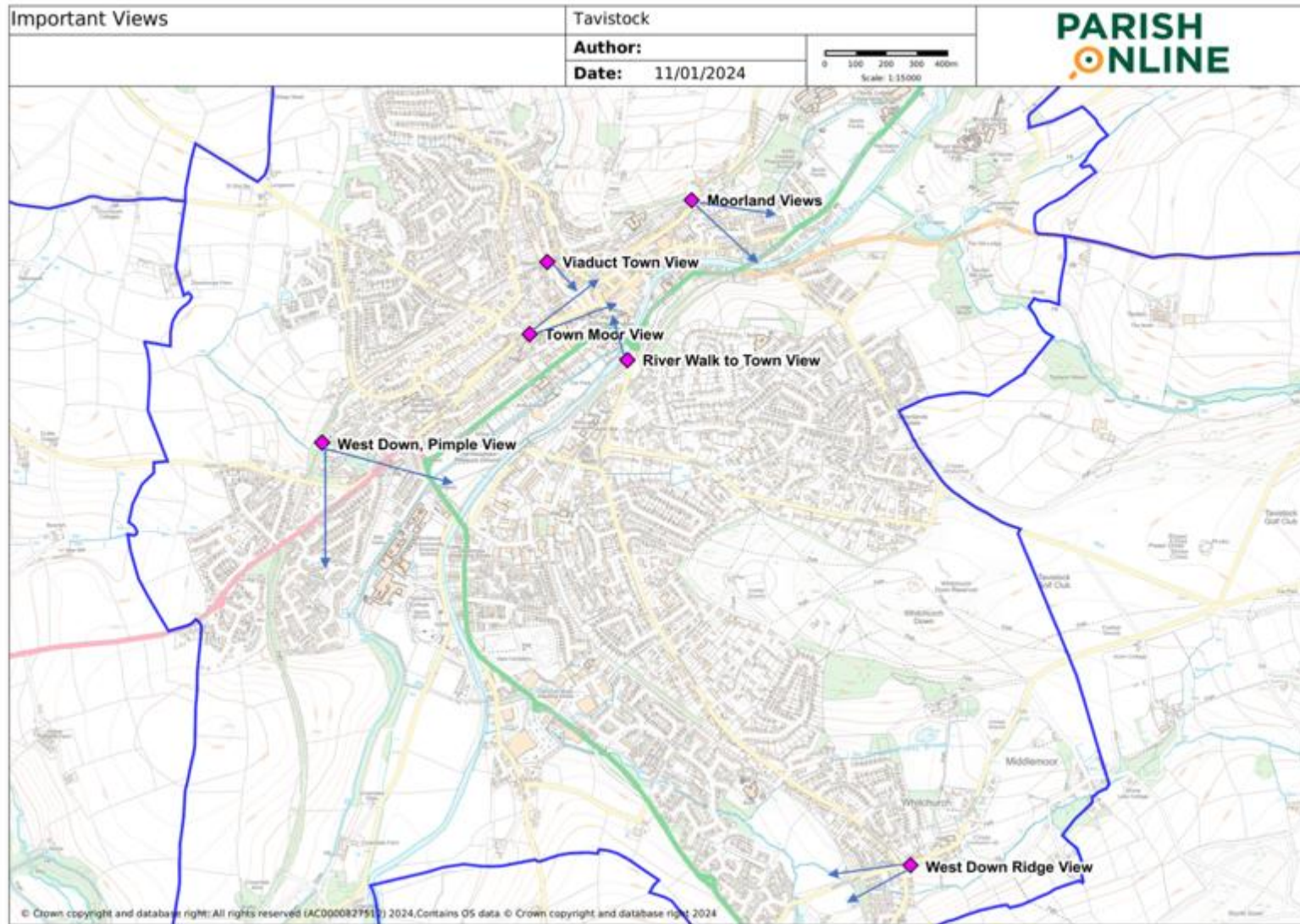
While JLP policies provide strategic protection of high quality views and vistas, they do not go as far as specifying those which are of particular importance locally. Policies DEV20 and DEV23 in the JLP provide broad policy protection for views and vistas but without naming any. While these policies do provide a good level of protection against loss of views, they do not specify those views of particular merit. Policy ENV4 identifies the views and vistas shown on Map 10 as those which are of particular importance. It is important to note, however, that the identification of these views through this policy does not mean that there are no other views and vistas which are or could become important and attention should still be paid to meet the requirements of the JLP policies whether or not a specific view is referenced through ENV4. ENV4 simply provides an additional layer of policy protection and specificity to the strategic policies.

⁸² See <https://tavistockplan.info/plan-documents/>

⁸³ See <https://www.plymouth.gov.uk/adopted-plymouth-and-south-west-devon-joint-local-plan> and more specifically <https://www.plymouth.gov.uk/sites/default/files/LandscapeCharacterAssessmentSouthHamsAndWestDevon.pdf>

⁸⁴ Many of the views identified were a result of asking people to submit their important views and this was advertised on the Plan's website and social media for more than 6 weeks.

Map 10: Locally Valued Landscape, Views and Vistas



ENV4: Protecting and Enhancing Landscape Character, Views and Vistas

The views and vistas identified on Map 10 (Locally Valued Landscape, Views and Vistas) are identified as particularly important in the Tavistock context and amplify and localise reference to views in Joint Local Plan Policies DEV20 “Place-shaping and the quality of the local environment” and DEV 23 “Landscape Character”. These will be protected for the quality of the landscape they frame or are framed by and role they play in creating the setting for and character of the town. Other quality views may exist and those identified in Map 10 as particularly important in the local context do not represent an exhaustive list. Proposals should also demonstrate that they have responded to the requirements in Joint Local Plan Policies DEV20 and DEV23 whether or not they relate to the identified Locally Valued Landscape, Views and Vistas.

8.6 Community Actions and Projects

For this topic, the projects and actions, not covered by planning policies in this Plan, are:

- a. Support land uses in neighbouring parishes that are consistent with and relate to Tavistock’s Nature Recovery Network and Local Green Spaces. Work with residents, Parish and District Council, Dartmoor National Park and Devon County Council to cooperatively preserve these areas for the mutual benefit of all.
- b. Work with WDBC and other partners to develop a local register of greenspaces and encourage the community to maintain and enhance these spaces where they are publicly accessible.

The Neighbourhood Plan Steering Group will work to identify lead organisations interested in pursuing the community actions.

9 HERITAGE

9.1 Introduction

Tavistock is comprised of a built form, structure and building types defined by historical growth, its position in and framing by the wider landscape (see the Environment section) and by its historical development as a market and stannary town. There is a wealth of historic buildings, heritage assets and historic environment designations in the town and wider parish.

In developing this Plan, we commissioned the development of a Tavistock Design Codes and Guidance document. This has been informed by a brief character assessment of the town to inform the content of the guidance. The guidance document summarises the current heritage assets and designations in the parish as follows:

“The centre of Tavistock is part of the Cornwall and West Devon Mining Landscape World Heritage Site (CMWHS), as designated by UNESCO in 2006. This WHS covers “the most authentic and historically important components of the Cornwall and west Devon mining landscape dating principally from 1700-1914”. To retain its status, this area is covered by the CMWHS Management plan from 2020- 2025.

There are 175 listed buildings in the Tavistock Neighbourhood Area, with the majority located within the Tavistock Town Conservation Area, with policies set out for the management of these heritage assets within the 2014 Tavistock Conservation Area Management Plan.

A second Conservation Area covers the disused Tavistock to Bere Alston Railway line, in the west of the Neighbourhood Area. This Conservation Area covers the former Southern Region railway line and applies to all associated infrastructure. There is no management plan.

There is a third Conservation Area at Whitchurch, which includes Whitchurch House in the north, through the surrounding countryside, cricket ground, church, and through the main village road (Whitchurch Road) inclusive of older properties on both sides. There is no management plan.

Most of the listed buildings within Tavistock are of Grade II status, however there are also Grade I and Grade II buildings, which have been named:*

- *Grade I listed buildings:*
- *Abbey Gatehouse (Ref. 1105833)*
- *Betsy Grimald’s Tower, the Vicarage (Ref. 1326209)*
- *Church of St. Andrew (Ref. 1326196)*
- *Porch to Abbot’s Hall in Grounds of Bedford Hotel (Ref. 1105820)*
- *Remains of North-West Corner of Abbey’s Cloister and Church Wall in ST Eustachius’ Churchyard (Ref. 1162792)*
- *Grade II* listed buildings:*
- *Church of Our Lady and St Mary Magdalene (Ref. 1105836)*
- *Church of St Eustachius (Ref. 1326157)*
- *Former Guildhall, Police Station, attached railings and boundary walls (Ref. 1309358)*

- *Range of Farm Buildings in Planned Farmyard Including Threshing Barn with Waterwheel and Granary, Cow House with Dung Pit, Linhay with Enclosed Yard and Subsidiary Buildings About 100 Metres East of Kilworthy (Ref. 1172309)*

The Tavistock Neighbour Area also contains three scheduled monuments. These include:

- *Tavistock Abbey (Ref. 1020401)*
- *Inscribed stones in vicarage garden (Ref. 1003871)*
- *Trendle earthwork NE of Kelly College (Ref. 1002598)*

The Tamar Valley Area National Landscape (NL) (formerly Area of Outstanding Natural Beauty (AONB)) extends into the southern edge of the Tavistock Neighbourhood Area. An area shaped by Rivers Tamar, Tavy and Lynher – the NL is noted for its mining heritage and being a haven for wildlife. There is an associated Management Plan (2019- 2024) which sets out how local partners can protect and conserve this area.

One of the UK's 15 National Parks, Dartmoor, also extends into the Tavistock Neighbourhood Area. through its north-eastern boundary. The National Park is covered by the Dartmoor National Park Partnership Plan 2021-2026 which aims to conserve and enhance the natural beauty of the area.

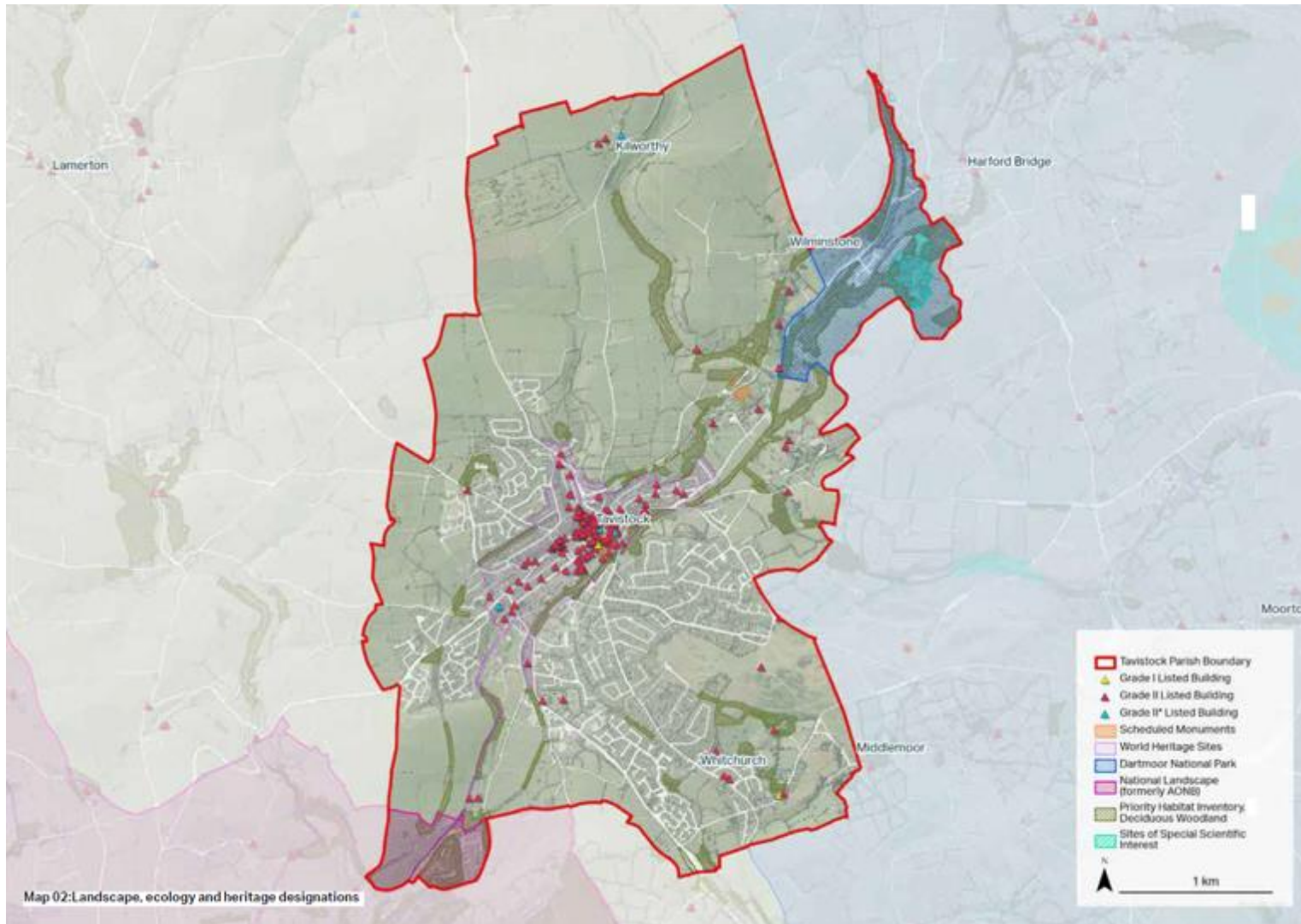
Two historical viaducts built by Isambard Kingdom Brunel, were part of the South Devon and Tavistock Railway constructed in the mid-19th century. They are also designated as a Local Nature Reserve (LNR)."

Maps 11 and 12 show the locations of these main assets and areas.

Details of all heritage assets can be found on the Heritage Gateway website⁸⁵.

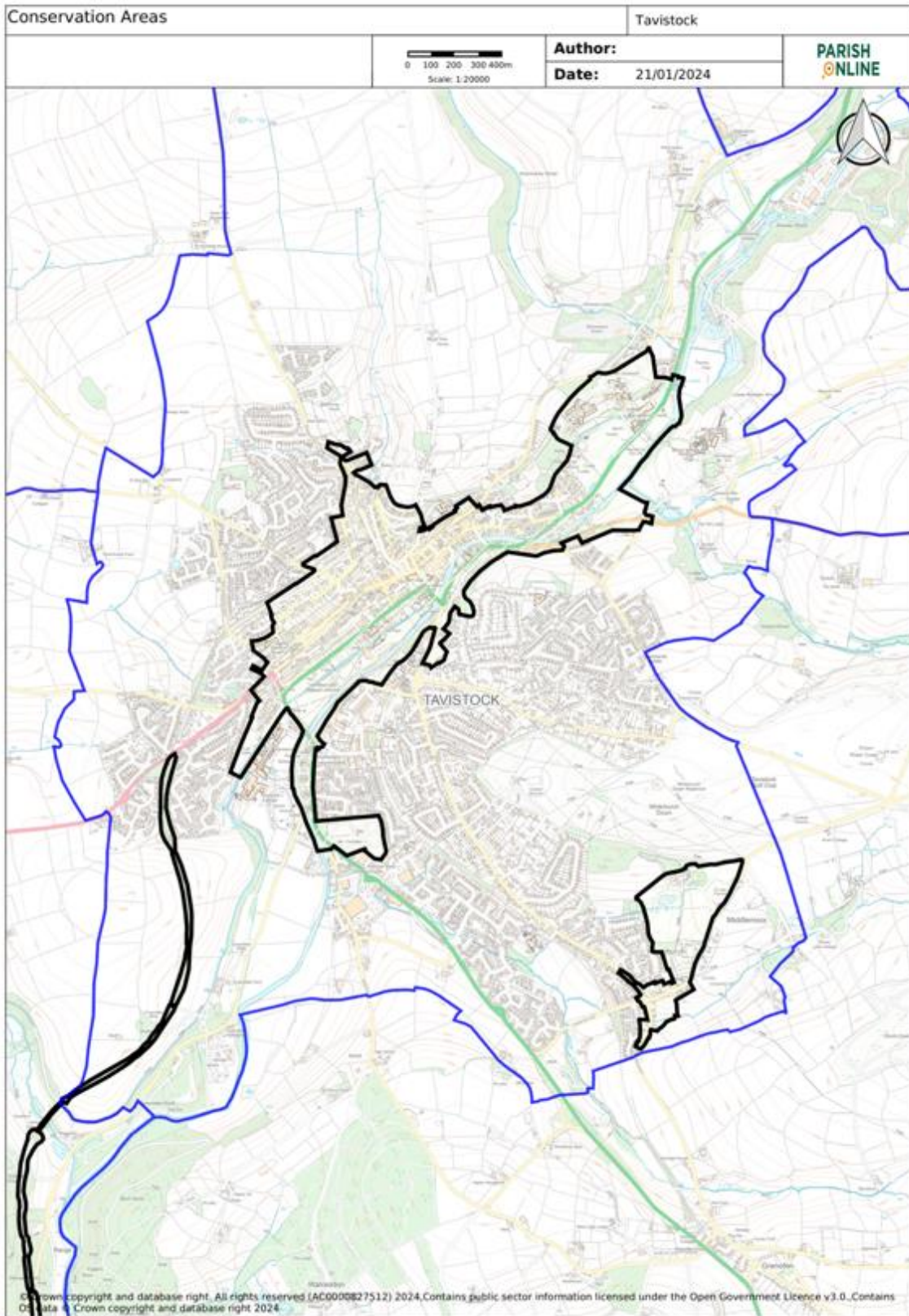
⁸⁵ See <https://www.heritagegateway.org.uk/gateway/>

Map 11: Main Heritage Assets



Source: Tavistock Design Codes and Guidance

Map 12: Tavistock Conservation Areas



The town is very fortunate to have an active Heritage Trust⁸⁶ dedicated to preserving and protecting Tavistock's rich and varied history as a UNESCO World Heritage Town. The value of a WHS is described through its "Outstanding Universal Value" (OUV), which means that they have qualities or significances(s) which transcend national and cultural boundaries. The OUV of the Tavistock WHS are described⁸⁷ as:

- 19th-century town centre urban planning in Bedford Square, Duke Street and the Pannier Market; fine public and commercial buildings including the Cornmarket, the Guildhall, Town Hall, Fitzford church, Bedford Hotel and Tavistock Bank.
- Model industrial workers' cottages built by the Bedford estate at Dolvin Road, Fitzford, Parkwood Road, Trelawney Road and Westbridge. Between 1845 and 1866 some 300 cottages were built across the Bedford estate, often to a standard design of two up two down with outbuildings for a privy and a pigsty.
- Three foundries which rank among the most significant examples of ancillary industry in the WHS. As well as testifying to Tavistock's technological prowess, by exporting mining equipment to foreign markets including South Australia and South America, they contributed to the formation of characteristic 'transferred' mining landscapes throughout the world.
- The Tavistock Canal (built between 1803 and 1817) provided a commercial artery linking West Devon's communities, mines, quarries, foundries and farms to the wider world. The engineer John Taylor established his reputation and overcame formidable geographical obstacles by constructing an aqueduct above the river Lumburn, a 1½ mile tunnel under Morwell Down and an inclined railway down to Morwellham.

We are conscious that the Conservation Areas, listed buildings and scheduled monuments already give a degree of protection to these areas and assets and prevention of their loss and we support these designations. For the Conservation Areas, WDBC Conservation Area Appraisals provide a detailed understanding and analysis of the areas and their quality. Each also has a Management Plan in place⁸⁸.

Other key strategies, plans, guidance and other documents of particular relevance to this section and which form part of the background evidence supporting the policies are as follows:

- The National Planning Policy Framework⁸⁹, with particular reference to "Conserving and enhancing the historic environment" (section 16).
- The Joint Local Plan (JLP)⁹⁰, with particular reference to policies:
 - STP1: Delivering sustainable development
 - SPT2: Sustainable linked neighbourhoods and sustainable rural communities

⁸⁶ See <https://www.heritageintavistock.org/>

⁸⁷ On the Tavistock Heritage Trust's website at <https://www.heritageintavistock.org/whs>.

⁸⁸ See <https://www.westdevon.gov.uk/planning/conservation-and-listed-buildings>

⁸⁹ See <https://www.gov.uk/government/publications/national-planning-policy-framework-2>

⁹⁰ See <https://plymswdevonplan.co.uk/policy?areas=west-devon>

- DEV21: Development affecting the historic environment
- DEV22: Cornwall and West Devon Mining Landscape World Heritage Site
- The Dartmoor National Park Local Plan (DNPA LP)⁹¹, with particular reference to policies⁹²:
 - Strategic Policy 2.7: Conserving and enhancing heritage assets

Guildhall Car Park and Bedford Square



Our policies covering heritage therefore focus on bringing additionality and a layer of further, more detailed, policy to heritage aspects which warrant additional policy to that already set out in national policy and Local Plans. The policies in this section are:

- HER1: Protecting Local Heritage Assets
- HER2: Priority Projects in the Historic Environment

Both the planning policies and objectives in this section have the support of the community, based on previous consultations⁹³.

The Heritage objectives set out in section 2.2 are responded to as follows in this section.

⁹¹ See <https://www.dartmoor.gov.uk/living-and-working/business/planning-policy/local-plan>

⁹² Noting that, when considering Dartmoor Local Plan policies, only a very small part of the north-eastern corner of the parish is within the Dartmoor National Park Authority planning area. Tavistock town lies completely within West Devon, as does Whitchurch.

⁹³ See <https://tavistockplan.info/plan-documents/> for details and reports of consultations which have led to the development of the objectives and policies in this Plan.

Objectives	Addressed through	
	Policy(ies)	Community Actions
xxii) Protect heritage assets within the parish not currently having the protection of national (i.e. listed building or scheduled monument status) listing.	✓	
xxiii) Protect streetscapes of importance outside the two urban conservation areas that are linked to the heritage and history of the Parish, and which contribute to the significance of the area to ensure the character is maintained.	✓	✓
xxiv) Support and encourage improvements to the quality of our built heritage in the two urban Conservation Areas where it requires enhancement.	✓	
xxv) Improve and enhance degraded or poorly maintained areas of the public realm within the Conservation Areas.		✓

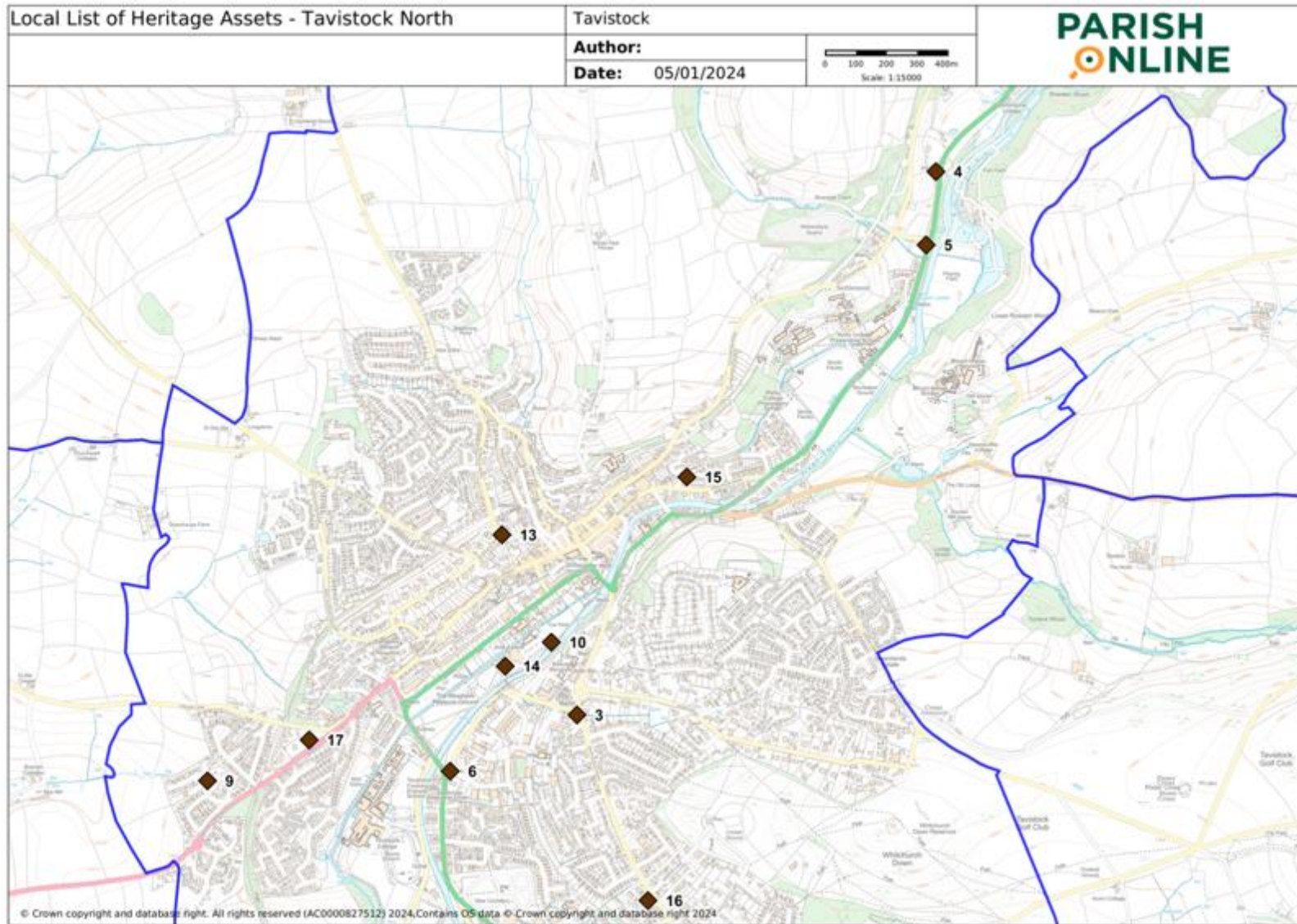
9.2 Local Heritage Assets

Policies Justification

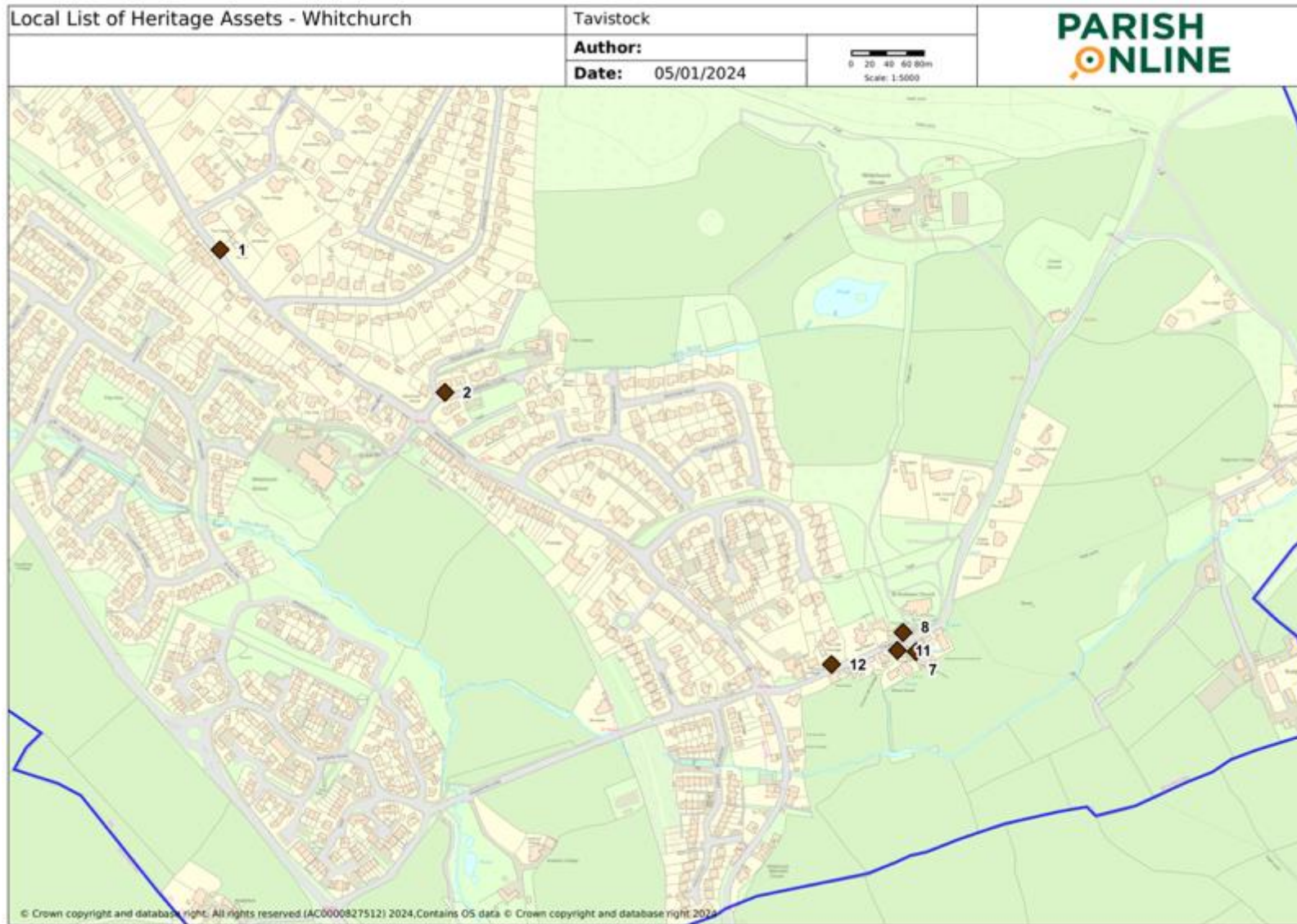
As noted above, Tavistock has a rich heritage and numerous heritage assets and designations, offering a significant level of policy and legal protection for the history of the town and wider parish. Policy HER1 seeks to add a further layer of protection to existing assets seeking avoidance of significant harm to assets and their setting where development is proposed which would affect them. The policy also signposts proposals to respond positively to the Tavistock Design Codes and Guidance to take full account of local design considerations.

HER1 goes further by referencing “local heritage assets”. Our Heritage Assessment sets out evidence to demonstrate that some currently non-designated heritage features should also receive policy protection from harm and loss. These add to WDBC’s “Buildings of Interest” map which identifies historic buildings within Conservation Areas which are of particular note but which might not enjoy protection as listed or scheduling. Maps 13 and 14 show the location of the locally important heritage assets which have been identified in our evidence base. A key for sites identified follows after the maps. These lie both within and outside the Conservation Areas in the parish and they should be treated, with regard to planning applications for development, in the same way as existing registered heritage assets will be.

Map 13: Locally Important Heritage Assets (Tavistock North)



Map 14: Locally Important Heritage Assets (Whitchurch)



The key for the maps shown above is as follows:

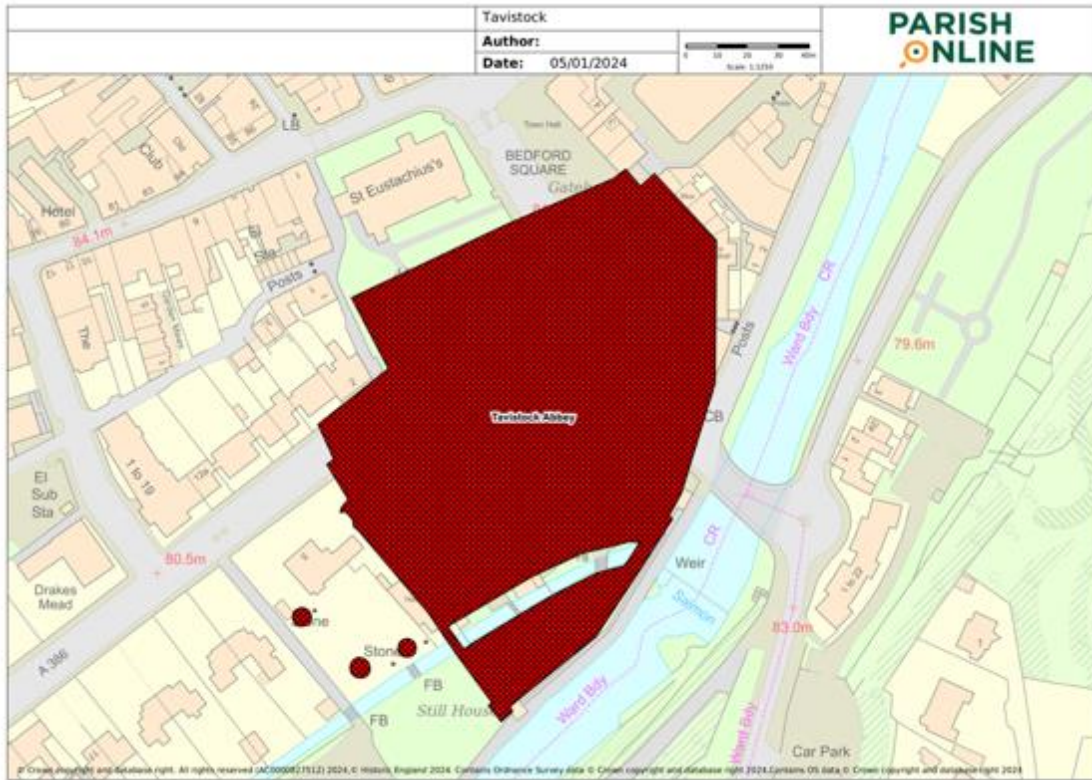
Number	Name	Description
1	Milestone Marker	Style similar to old 'Main Road' markers such as at the top of Green Lane, Tavistock possibly dating from late 17th/early 18th century. Pre-dates the Tavistock Turnpike road from Tavistock to Plymouth in 1762 when this road up-graded to form the turnpike road to Plymouth.
2	Marshall Almshouses, Whitchurch Road	Style and character of the cottages is very different to the typical cottages of the period and set an important character to this portion of Whitchurch Road. Important ironwork entrance gates with dressed granite walls and columns with granite balls contribute to the streetscape.
3	The Market Inn	The Market Inn was originally called the Cattle Market Inn and was built by the Bedford Estate in 1860 for benefit of those using the new market. It was owned by the Duke of Bedford's estate until 1911.
4	Trout & Tipple	Originally the Cottage Inn was built in 1817 on the edge of the Tavistock to Okehampton Turnpike Road on a section of road built to Okehampton instead of using Old Exeter Road.
5	The Toll House, Parkwood Rd	Built in 1817 - one of the two remaining original toll houses built by the Tavistock Turnpike Trust.
6	Pixon Lane Tollhouse	Built in 1830 - one of the tollhouses built by the Tavistock & Plymouth Turnpike Trust when the new road was built to Plymouth and later became the A386.
7	Former Primary School, Church Hill, Whitchurch	Built in 1837 under the Elementary Education Act of 1870 by the Devon Rural Schools Board for 120 children.
8	Whitchurch Inn	Public house
9	Abbotsfield Hall	Built in 1852 by Thomas Morris, the Managing Director of Devon Great Consols Mining Company. The copper mines played an integral role in creating the character of Tavistock.
10	Jubilee Arch, River Walk, Tavistock	Archway built in 1935 to commemorate the Silver Jubilee of the coronation of King George V and Queen Mary.
11	St Andrews Cottage, Church Hill, Whitchurch	The cottage is shown on the 1843 Whitchurch Parish Deed Map.
12	Barn on Church Hill, Whitchurch	This building along with other stone buildings behind was part of a former Farm, carries details typical of the possible threshing barn of the large

		blocked opening onto the road, and the vent openings to the same elevation
13	Bull post to Town Steps, Tavistock	Installed in the 19th century to keep cattle being moved through the town, on the road. They create an important part of the streetscape.
14	Bandstand in the Meadows	In 1923 the Council built shelters, the bandstand, a paddling pool and formal water garden with a footbridge over the canal to commemorate the George V Jubilee.
15	Former Wool Mill Offices	It was built as part of the Tavistock Woollen Mills as offices which closed in 1965.
16	80-88 Whitchurch Rd	Current research suggest that it was built in 1898 by Admiral Kelly who built Kelly College, as an educational establishment, with No 88 being a later edition as a house for a schoolmaster.
17	Buctor House	Large late 19th century house with former coach house

DRAFT

Policy HER2 adds a layer of detail to JLP and national policies by identifying policy support for proposals which deliver, contribute towards, or support delivery of improvements to the buildings and structures recognised as being part of the Scheduled Ancient Monument of Tavistock Abbey; and, Betsy Grimbals Tower. Further detailed listing information about both of these important heritage assets can be found on the Heritage Gateway and Historic England websites⁹⁴.

Map 15: Location of Tavistock Abbey and Betsy Grimbals Tower



The policy retains reference to the need to ensure that proposals cause no significant harm to the assets and fulfil relevant criteria in policy HER1.

⁹⁴ See <https://historicengland.org.uk/listing/the-list/list-entry/1326209> and https://www.heritagegateway.org.uk/gateway/Results_Single.aspx?uid=MDV43871&resourceID=104 for the Betsy Grimbals Tower (West Gate House) and <https://historicengland.org.uk/advice/heritage-at-risk/search-register/list-entry/1644471> and <https://historicengland.org.uk/listing/the-list/list-entry/1020401> for the Tavistock Abbey Scheduled Monument.

HER1: Protecting Local Heritage Assets

- 1. In addition to existing Listed Buildings and Scheduled Monuments, development proposals (including alteration and refurbishment) affecting local heritage assets (identified on Maps 13 and 14) and their setting, and heritage assets within the Conservation Areas, will take account of their significance, character, setting and local distinctiveness. Proposals will only be supported where they do not cause significant harm to these assets and their setting, and opportunities should be taken to enhance assets and their setting.**
- 2. Where relevant, proposals affecting these local and other nationally recognised heritage assets and / or their settings should take into account the adopted Conservation Area Appraisal and the Historic Environment Record, and are encouraged to have regard to additional local evidence documenting local historic and heritage assets.**
- 3. Proposals should, where relevant, respond positively to the Tavistock Design Codes and Guidance.**

HER2: Priority Projects in the Historic Environment

- 1. Development proposals which deliver, contribute towards, or support delivery of improvements to the following heritage and historic environments (identified on Map 15), will be supported:**
 - i) the buildings and structures recognised as being part of the Scheduled Monument of Tavistock Abbey; and,**
 - ii) Betsy Grimbals Tower.**
- 2. Proposals to enhance these assets must demonstrate, through a Heritage Impact Assessment or similar appraisal, that they will cause no significant harm to the asset or its setting and must fulfil relevant criteria in Policy HER1.**

9.3 Community Actions and Projects

For this topic, the projects and actions, not covered by planning policies in this Plan, are:

- a. Support and encourage improvements to the quality of our built heritage in the two urban Conservation Areas where it requires enhancement.
- b. Support and encourage the improvement and enhancement of degraded or poorly maintained areas of the public realm within the Conservation Areas.
- c. Support the Tavistock Abbey project.
- d. Work with partners to identify (and ultimately for a commercial re-opening of) a source of Hurdwick stone for use in the repair of local building sand for local distinctiveness as supported by the Minerals Plan.

The Neighbourhood Plan Steering Group will work to identify lead organisations interested in pursuing the community actions.

10 TRANSPORT AND CONNECTIVITY

10.1 Introduction

Strategically, Tavistock is on the A386 from Plymouth to Okehampton, the B3357 across Dartmoor via Princetown and the A390 into Cornwall. The northern edge of Plymouth lies approximately 15km / 9 miles to the south and Okehampton is approximately 22km / 14 miles to the north. The nearest main line train station is Plymouth (15 miles by road), with services to Cornwall, Exeter, London and the north. There is a branch line from Plymouth to Gunnislake. Tavistock has bus connections, of varying frequencies, to nearby towns including Plymouth, Okehampton, Launceston and Bere Alston; connections to some but not all nearby villages; and loop routes within the parish.

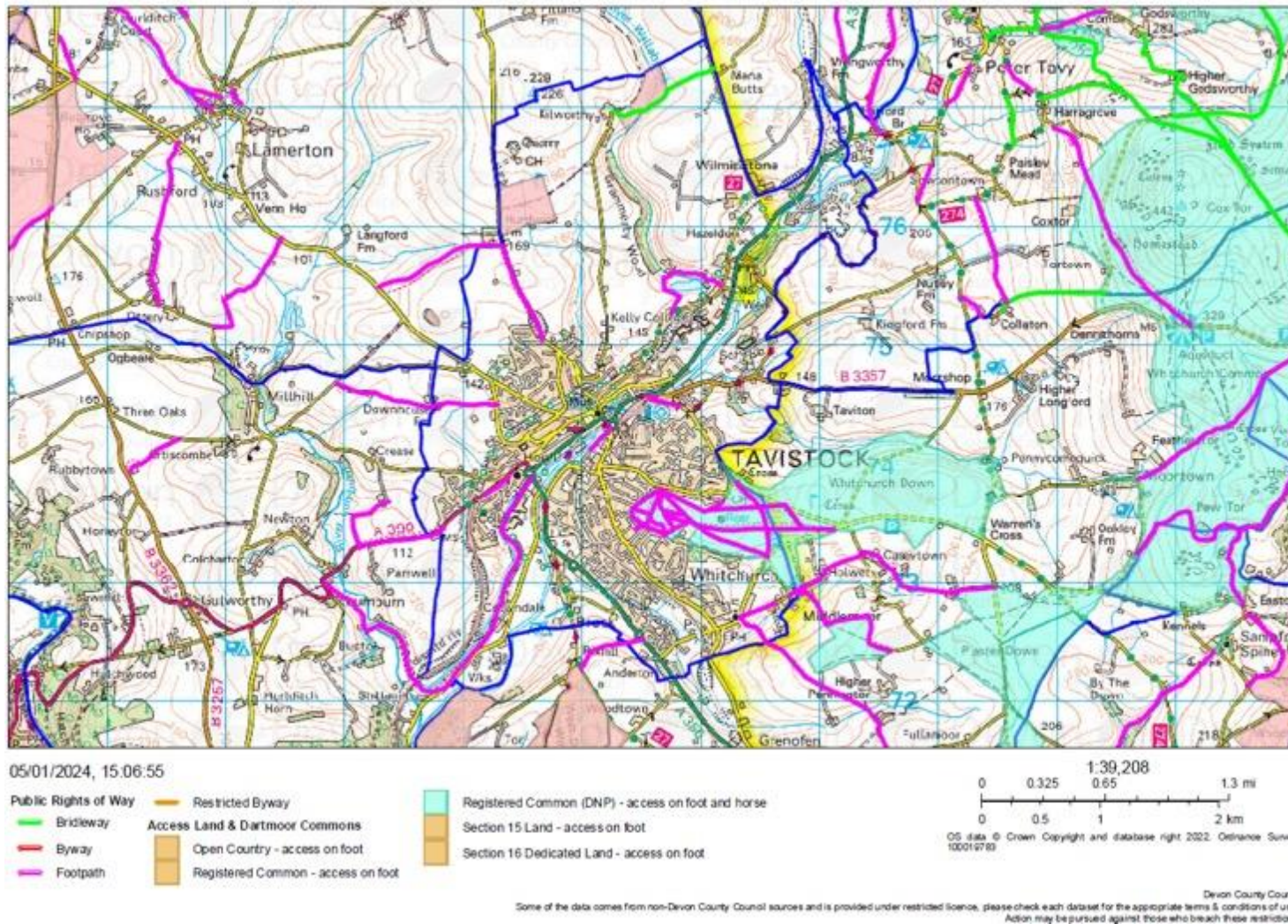
Locally, Tavistock is fortunate to benefit from a reasonably good network of public footpaths, rights of way and permissive paths through the parish, particularly within the built-up areas but also reaching out into the countryside (see Map 16).

Viaduct Footpath



Map 16: Public Rights of Way

Devon County Council - Environment Data



Source: Devon Environment Viewer, <https://maptest.devon.gov.uk/portaldvl/apps/webappviewer/index.html?id=82d17ce243be4ab28091ae1f15970924>

Footpaths are promoted locally through groups such as Transition Tavistock which has produced a “Walkable Tavistock” map⁹⁵. However, not all paths and connections are attractive and connectivity could be improved on some routes, for example more direct and safe routes within Tavistock and extension of routes into accessible countryside from the edge of the town.

Tavistock is also the start / finish point for Drake’s cycle and walking trail to Plymouth, a 21 mile route connecting to the city⁹⁶ and National Cycle Network routes 270 and 27 pass through the town and parish⁹⁷.

Policies in this section present the opportunity to protect and enhance provision for sustainable and accessible transport across modes of travel in Tavistock. The section seeks to align with plans such as the developing West Devon Local Cycling and Walking Infrastructure Plan (LCWIP) being produced by WDBC while building upon some recent Government and local authority plans, policies and strategies with regard to sustainable travel in towns and rural areas.

Other key strategies, plans, guidance and other documents of particular relevance to this section and which form part of the background evidence supporting the policies are as follows:

- The National Planning Policy Framework⁹⁸, with particular reference to “Promoting sustainable transport” (section 9).
- The Joint Local Plan (JLP)⁹⁹, with particular reference to policies:
 - STP1: Delivering sustainable development
 - SPT2: Sustainable linked neighbourhoods and sustainable rural communities
 - TTV1: Prioritising growth through a hierarchy of sustainable settlements
 - TTV2: Delivering sustainable development in the Thriving Towns and Villages Policy Area
 - TTV3: Strategic infrastructure measures for the Main Towns
 - DEV29: Specific provisions relating to transport
- The Dartmoor National Park Local Plan (DNPA LP)¹⁰⁰, with particular reference to policies¹⁰¹:
 - Policy 4.3: Enabling sustainable transport
 - Policy 4.5: Electric Vehicle Charging Points
 - Policy 4.7: Telecommunications Development

⁹⁵ See <https://transitiontavistock.org.uk/walkmap/>

⁹⁶ See <https://www.sustrans.org.uk/find-a-route-on-the-national-cycle-network/drakes-trail>

⁹⁷ See <https://www.sustrans.org.uk/national-cycle-network/>

⁹⁸ See <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

⁹⁹ See <https://plymswdevonplan.co.uk/policy?areas=west-devon>

¹⁰⁰ See <https://www.dartmoor.gov.uk/living-and-working/business/planning-policy/local-plan>

¹⁰¹ Noting that, when considering Dartmoor Local Plan policies, only a very small part of the north-eastern corner of the parish is within the Dartmoor National Park Authority planning area. Tavistock town lies completely within West Devon, as does Whitchurch.

- Strategic Policy 4.8: The Access Network
- The Devon Carbon Plan¹⁰²
- Devon County Council Strategic Plan¹⁰³
- South West Rural Mobility Strategy¹⁰⁴
- Decarbonising Transport¹⁰⁵
- Second Cycling and Walking Investment Strategy¹⁰⁶
- National Design Guide and Code¹⁰⁷
- Walking for Everyone¹⁰⁸
- Bus Back Better¹⁰⁹
- Peninsula Transport Strategy (draft)¹¹⁰
- Devon Bus Service Improvement Plan¹¹¹
- Climate Smart Parking Policies¹¹²
- Future of Transport Regulatory Review¹¹³
- Electric Vehicle Strategy 2023-25¹¹⁴

The policies in this section are:

- TC1: Accessible Development
- TC2: Protecting and Improving the Local Walking and Cycling Network

¹⁰² See https://devonclimateemergency.org.uk/view-devon-carbon-plan-full/?cat_id=8069&subsection=10_5_4 , Devon Local Authorities

¹⁰³ See <https://www.devon.gov.uk/strategic-plan/> , Devon County Council

¹⁰⁴ See <https://www.peninsulatrtransport.org.uk/rural-mobility-strategy/> , Peninsula Transport

¹⁰⁵ See

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1009448/decarbonising-transport-a-better-greener-britain.pdf , Department for Transport

¹⁰⁶ See <https://www.gov.uk/government/publications/the-second-cycling-and-walking-investment-strategy> . Department for Transport and Active Travel England

¹⁰⁷ See <https://www.gov.uk/government/publications/national-design-guide> , Department for Levelling-up, Housing and Communities

¹⁰⁸ See <https://www.livingstreets.org.uk/media/0fdo03fg/walking-for-everyone-web-version.pdf> , Living Streets

¹⁰⁹ See <https://assets.publishing.service.gov.uk/media/6086912fd3bf7f013c8f4510/DfT-Bus-Back-Better-national-bus-strategy-for-England.pdf> , Department for Transport

¹¹⁰ See <https://www.peninsulatrtransport.org.uk/wp-content/uploads/2023/12/Peninsula-Transport-Strategy-07-12-23-pr2.pdf> , Peninsula Transport

¹¹¹ See

<https://democracy.devon.gov.uk/documents/s46428/Bus%20Service%20Improvement%20Plan%20Tranche%201%20Capital%20Schemes%20-Final.pdf> , Devon County Council

¹¹² See

https://www.local.gov.uk/sites/default/files/documents/5.92%20parking%20decarbonisation%20and%20transport_02.pdf , Local Government Association

¹¹³ See https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/989583/Future-of-Transport-Regulatory-Review-Summary-of-Responses.pdf , Department for Transport

¹¹⁴ See Electric Vehicle Strategy 2023-25, see

<https://mg.swdevon.gov.uk/documents/s31054/Appendix%20B%20Revised%20EV%20Strategy.pdf> , West Devon Borough Council

- TC3: Facilitating Pedestrian Access
- TC4: Safeguarding the Former Railway Line Route
- TC5: Protecting and Enhancing Public Transport Infrastructure
- TC6: Improvements to the Bus Station
- TC7: Fibre Infrastructure
- TC8: Parking Provision for Bicycles, E-scooters and Mobility Vehicles
- TC9: Vehicle Parking Areas
- TC10: Brook Street Car Park
- TC11: Provision of Electric Charge Points

It is important to note that provision of transport infrastructure, services and enforcement of highway rules are not within the remit of the planning system to determine. Policies relate to land-use matters only, with other transport matters such as highways dimensions, traffic speed and parking enforcement and charges largely the responsibility of other bodies such as the Borough and County Councils and the Police. In addition, things such as public transport services and frequency are not the responsibility of the planning system and so Plan policies cannot increase or improve these directly.

Both the planning policies and objectives in this section have the support of the community, based on previous consultations¹¹⁵.

The Transport and Connectivity objectives set out in section 2.2 are responded to as follows in this section.

Objectives	Addressed through	
	Policy(ies)	Community Actions
xxvi) Ensure that all types of new development are connected by convenient, safe, walkable routes to its immediate setting and to key facilities.	✓	
xxvii) Protect, improve and add to traffic-free paths and safe cycling routes within the town and connecting to neighbouring settlements.	✓	
xxviii) Ensure street furniture (including electric vehicle charge points) does not obstruct pedestrians.	✓	
xxix) Safeguard the route for a restored rail link in both directions (to Bere Alston and to Okehampton).	✓	
xxx) Protect and enhance the bus station and bus stops.	✓	

¹¹⁵ See <https://tavistockplan.info/plan-documents/> for details and reports of consultations which have led to the development of the objectives and policies in this Plan.

Objectives	Addressed through	
	Policy(ies)	Community Actions
xxxi) Ensure any larger developments have road layouts which provide for bus access and for shared transport schemes (Eg car club and bike share parking).	✓	
xxxii) Encourage provision of transport hubs with park and change facilities within sites identified for development on key roads into the town.		✓
xxxiii) Support initiatives which reduce the need to travel, including improvements to digital communication. (eg public Wifi, full fibre broadband)	✓	✓
xxxiv) Ensure that overall off-street parking provision for vehicles, cycles, and micromobility transport meets the changing needs of residents, visitors and businesses.	✓	
xxxv) Facilitate provision for electric vehicle charging, including sites convenient to homes without off-street parking.	✓	

10.2 Accessible Development

Policy Justification

As set out in the Sustainable Development section, good, high-quality design is critical to effective place-making and embedding sustainability into new developments. It is also important to ensure that new developments are accessible for residents, visitors, and those delivering products and providing services (including emergency services, bus services and waste disposal).

Ensuring that accessibility for people to help encourage walking and cycling is important in new developments from their first occupation to help embed positive travel habits, especially for shorter journeys from the start. The Tavistock Design Codes and Guidance includes recommendations on appropriate design to help deliver such accessibility and should be followed by those proposing major developments. Accessibility is also important for those using mobility vehicles, pushing pushchairs and prams and for those with both physical and mental health medical conditions which limit or reduce ease of movement and wayfinding.

Policy TC1 references the importance of street design accessible for all. This includes a need for new developments to have regard to key guidance documents such as Building for a

Healthy Life¹¹⁶, Secured by Design¹¹⁷, Active Design¹¹⁸, Mental Health and Town Planning¹¹⁹ and Dementia and Town Planning¹²⁰. Other good practice, research and guidance for people with disabilities and mobility challenges (such as that published by the RNIB, RNID, Age Concern, and so on) also provide a good source of advice on designing developments to meet the specific needs of people with a variety of accessibility challenges. Following such guidance will also help people to have more active, healthy lifestyles.

TC1: Accessible Development

- 1. Proposals for major development should demonstrate, through a Design and Access Statement and / or Planning Statement (whichever is appropriate):**
 - i) how they deliver street design that is accessible for all;**
 - ii) introduce pedestrian footpaths which ensure good connectivity and permeability through the site;**
 - iii) provide on-site wide shared cycle and pedestrian footpaths to accommodate safely all forms of non-vehicular transport, including mobility vehicles;**
 - iv) where feasible, provide or enhance footpath and cycle links off-site to local services and facilities;**
 - v) that they have considered, and where appropriate, provide, a road layout and network which enables bus services to operate on routes through the development; and,**
 - vi) respond positively to the Tavistock Design Codes and Guidance.**
- 2. Proposals for smaller scale developments should respond to criteria in 1. above where relevant, subject to the scale, location and type of development proposed.**
- 3. Where feasible and viable, transport, active travel and accessibility infrastructure should be provided in-step with thresholds of dwelling completions.**

10.3 Protecting and Improving the Local Walking and Cycling Network

Policy Justification

Much of the town's footpath network is within the urban area. However, there are also opportunities to access the countryside from the edges of the town into the rest of the parish and surrounding countryside and such footpaths and bridleways will be protected through policy T2 below. While there is some protection through law, our policy draws attention to

¹¹⁶ See <https://www.designforhomes.org/project/building-for-life/>

¹¹⁷ See <https://www.securedbydesign.com/contact-us/national-network-of-designing-out-crime-officers?view=article&id=308>

¹¹⁸ See <https://www.sportengland.org/how-we-can-help/facilities-and-planning/design-and-cost-guidance/active-design>

¹¹⁹ See <https://www.rtpi.org.uk/practice/2020/october/mental-health-and-town-planning/>

¹²⁰ See <https://www.rtpi.org.uk/practice/2020/september/dementia-and-town-planning/>

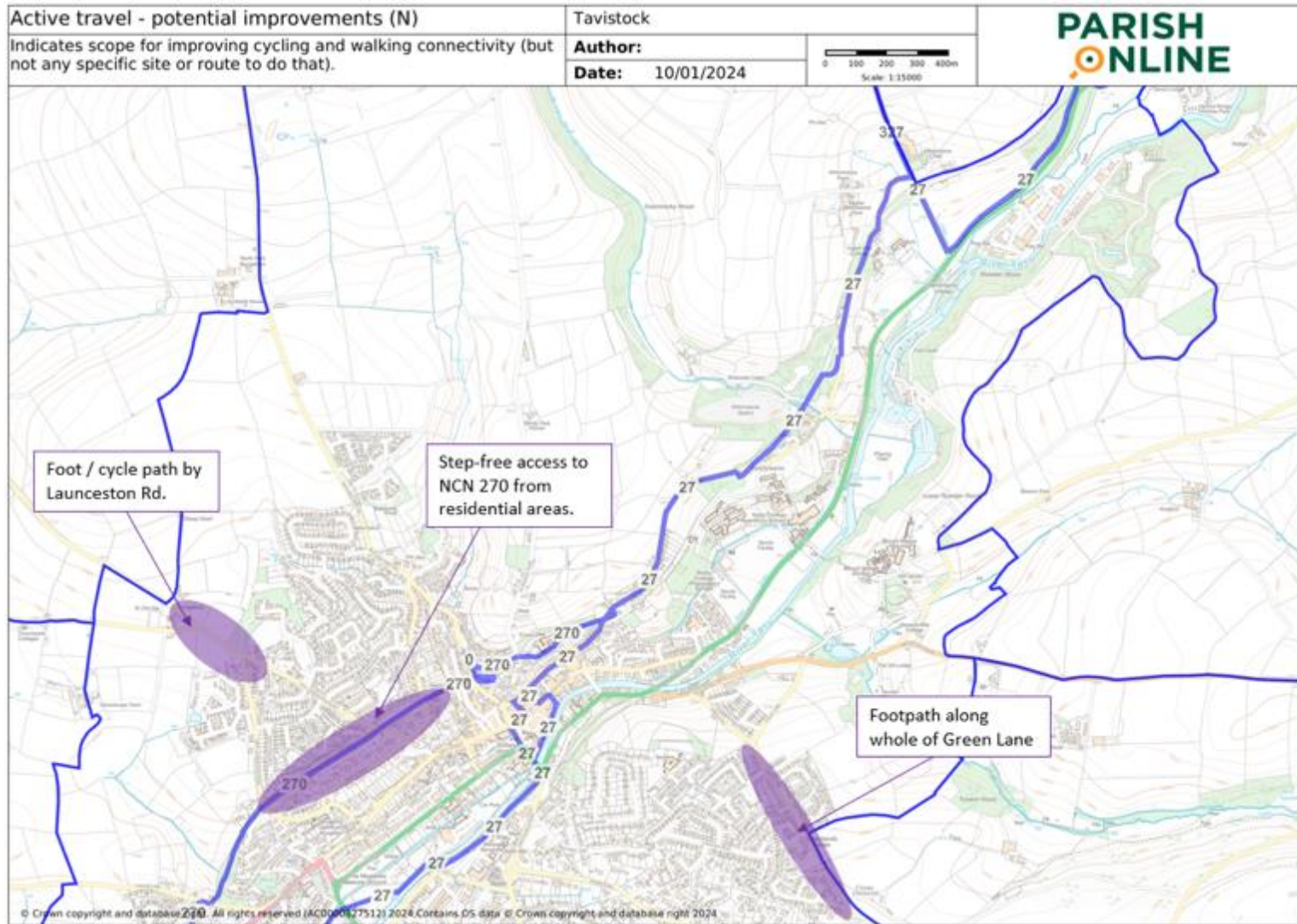
the importance of the pedestrian routes in the parish and the desire to protect them from a land-use planning perspective. Their protection is a priority to help support and improve accessibility for residents and visitors alike by foot, mobility vehicle and bicycle (pedal and electric) to help support health and activity and an increase in the use of no or low carbon forms of transport.

Policy TC2 also provides policy support for improving and providing new cycle and walking routes. The lack of safe and direct routes for people to cycle and walk is a well-known barrier which stops people from taking shorter journeys by foot or bike. This is a particular concern for child and student potential cyclists with many parents not supporting cycling to school where no safe route exists. This can mean that opportunities are lost to embed cycling into children's travel habits at an early age.

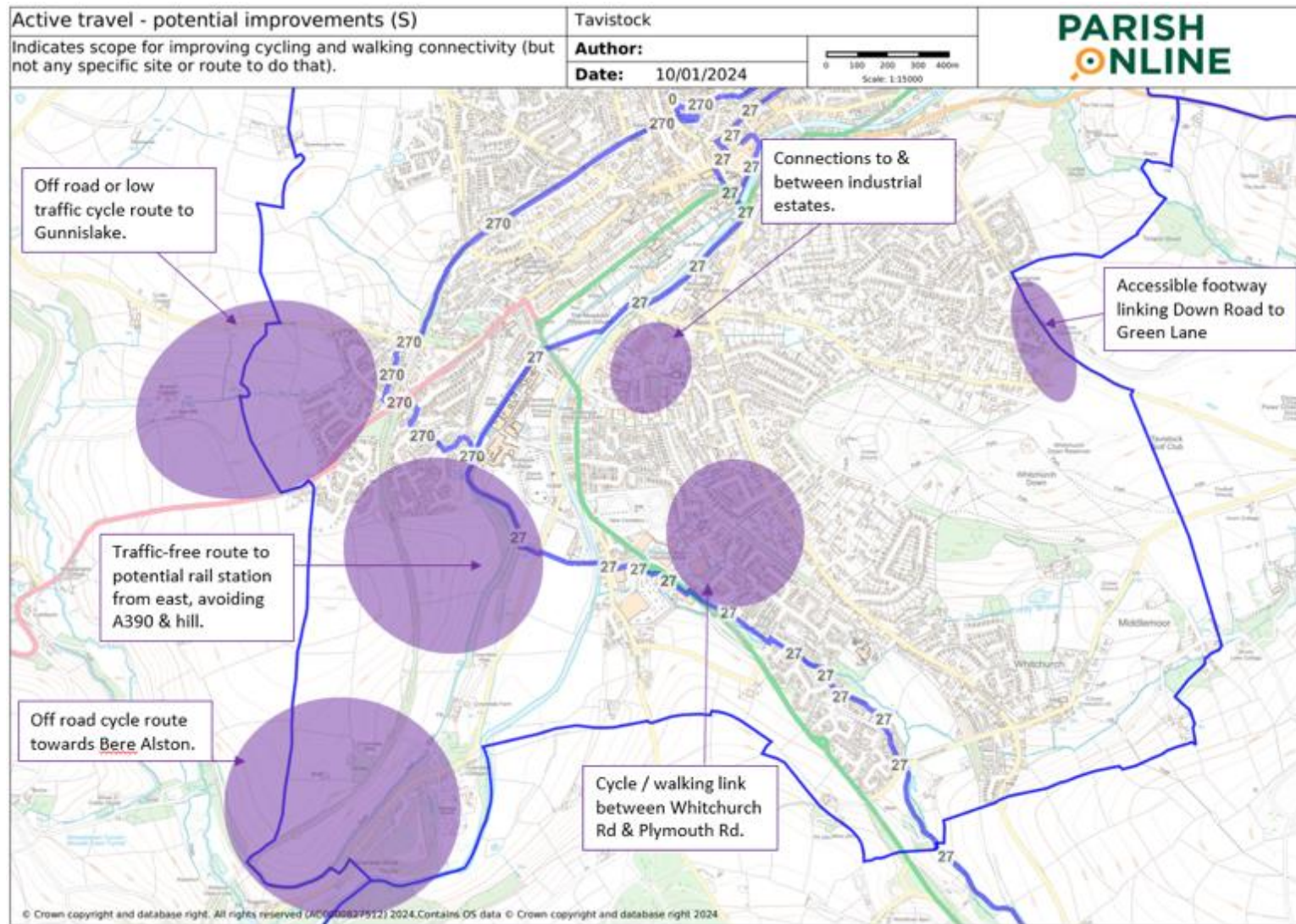
Maps 17a and 17b identify some of the key routes in the parish where the Plan would support provision. These maps do not identify specific routes for such links, instead identifying indicative routes, areas or points which should be better connected and which will require further work to enable a detailed foot or cycle path route to be delivered.

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Map 17a: Proposed Active Travel Potential Improvements (North)



Map 17b: Proposed Active Travel Potential Improvements (South)



The suggested links reflect, to a degree, some of the routes being considered as potential investment priorities by WDBC through the West Devon LCWIP (although at the time of writing the LCWIP has not been completed). Therefore the routes identified on Map 17 should be considered alongside the LCWIP, once it has been published. Some routes will, no doubt, mirror those identified in the LCWIP, while some may well add more local routes to the LCWIP. Proposals which deliver or enable delivery of new and improved routes should also make reference to the most up-to-date Local Transport Plan produced by Devon County Council, where relevant. Criteria within the policy seek to ensure that proposals for such schemes do not adversely affect or harm the things that are valued most in Tavistock, for example, heritage assets, the environment and local amenity. Schemes for cycling infrastructure should follow the most up-to-date guidance on good design, at the current time of writing, LTN1/20: Cycle Infrastructure Design¹²¹.

TC2: Protecting and Improving the Local Walking and Cycling Network

- 1. Public Rights of Way, permissive paths and cycle route networks will be protected from loss or changes as a result of development proposals which reduces their quality and accessibility.**
- 2. Development proposals which deliver improvements to the existing active travel network and / or provide new or replacement safe routes and connections identified on Maps 17a and 17b (and those in Local Transport Plans, Local Cycling and Walking Infrastructure Plans and other up-to-date local authority transport plans) will be supported where they:**
 - i) demonstrate that they have no significant adverse impacts on the following or such impacts can be satisfactorily mitigated:**
 - a. local amenity (such as noise or lighting);**
 - b. biodiversity and landscape;**
 - ii) demonstrate that they will cause no significant harm on heritage assets or their setting;**
 - iii) demonstrate that accessibility by walking, cycling and mobility aids / vehicles (together) has been considered and where feasible, embedded into their design; and,**
 - iv) LTN1/20 Cycle Infrastructure Design guidance has been used in the design of cycle infrastructure (or the most up-to-date equivalent where this is superseded);**
 - v) low energy lighting is used in any lighting scheme;**
 - vi) where relevant, encourage and support sustainable travel links to and within the town by providing supporting infrastructure such as secure and covered cycle storage.**

¹²¹ See <https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120>

10.4 Facilitating Pedestrian Access

Policy Justification

Policy TC3 follows-on from the principles and reasoning established in policy TC1 with regard to ensuring good accessibility for people in new developments. While this Plan cannot force temporary signs, pavement located infrastructure and street furniture which do not need planning permission to be removed where they cause obstruction for pedestrians, it can introduce policy to ensure that proposals consider appropriate placement for such infrastructure and furniture which need planning permission. This policy coverage includes reference to electric vehicle charging points where planning policy is not yet fully clear in all circumstances where such charge points are not installed under permitted development rights or are not considered as development within the definition in the planning system.

TC3: Facilitating Pedestrian Access

Development proposals for or which include street furniture and / or electric vehicle charge points which require planning permission will be supported where they demonstrate that they do not cause obstruction to pedestrians, cyclists, people with prams / pushchairs and those using mobility vehicles / aids and retain, and enhance where feasible, easy access and connectivity.

10.5 Supporting Reinstatement of the Former Railway Line

Policy Justification

In supporting sustainable development principles and sustainable travel, as well as increasing accessibility into and through the parish, policy TC4 supports the reinstatement of part of the Bere Alston and Okehampton railway track which falls within the parish boundary. Devon County Council has recently announced that Government funding for the re-opening of the line between Tavistock and Bere Alston seems likely to be secured. Multiple partners and campaign groups support re-opening of the line, while the re-instatement is identified in the Peninsula Transport Strategy as phase 2 of a 3 phase project with phase 1 now complete (the re-opening of the Okehampton to Exeter line).

Restoration of a rail link in both directions was suggested by a number of respondents to the initial consultation for this Plan as a priority in improving connectivity. During consultation on the draft objectives for the Plan, the reinstatement of the route received the most green dots of any draft objective, suggesting substantial support¹²². The line in the Bere Alston direction currently forms passes through one of the Conservation Areas (identified in section 9) and so any proposals which come forward for reinstatement of the line will need to take

¹²² In the aims and objectives consultation, people were asked to show support or objection to each aim and objective by placing green dots (for support) and red dots (for objection). Results of the aims and objectives consultation can be found on the website <https://tavistockplan.info/plan-documents/>.

into account that status and avoid or mitigate any potential significant harm which could occur in relation to the Conservation Area and its setting.

TC4: Supporting the Reinstatement of the Former Railway Line

Proposals for reinstatement of the railway line for train services will be supported where it can be demonstrated that it will:

- i) cause no significant harm to the Conservation Area status or satisfactorily mitigates such harm;**
- ii) enhance the value of the line as a green corridor, delivering a minimum of 10% net gains in biodiversity; and,**
- iii) include replacement pedestrian and cycle access as result of redevelopment of the route and reinstatement of the track.**

10.6 Protecting and Enhancing Public Transport Infrastructure

Policy Justification

Consultation has highlighted the importance of public transport in Tavistock, both protecting what exists and enhancing provision to improve accessibility for those without other means of transport and to help reduce congestion on local roads. There are clearly opportunities to build on current levels of use and data suggests that there remains a need, with the 2021 census data showing that 18% of households in Tavistock do not have access to a car or van.

While planning policies cannot protect against the loss of things like bus services or the frequency of busses, policy can seek to protect against loss of public transport infrastructure, for example, if a new development means that infrastructure could be lost policy TC5 requires replacement if such infrastructure is lost as a result of development.

Tavistock Bus Station is a hub for a range of commercial, subsidized and community-operated bus routes serving the town, surrounding villages, and destinations including Plymouth, Cornwall and Okehampton. At the time of writing it serves 20 different routes, with frequencies ranging from three times per hour to weekly¹²³. The service to Plymouth, a key connection for work, leisure and tourism, runs from early morning to late evening, so the bus station is in use over a longer time range than many other town centre facilities. Wider strategies, for example, the Peninsula Transport Strategy and Devon Bus Service Improvement Plan, recognise the value of bus stations and transport interchanges in supporting and enhancing public transport use.

Evidence gathered by Transition Tavistock in October 2023¹²⁴ identifies the importance of the bus station to passengers using the public transport network, and scope for improving its facilities. The survey conducted found that users of the bus station value the facility, with seating and WCs seen as vital, and recognise it as a gateway to the town. However they

¹²³ See <https://www.traveldevon.info/bus/interactive-bus-map/>

¹²⁴ See <https://transitiontavistock.org.uk/wp-content/uploads/2023/11/Transition-Tavistock-Survey-of-Bus-Users-Oct-2023.pdf>

wanted better shelter from wind and rain, a re-opened refreshment kiosk, and fuller, more accessible display of timetable information. Tavistock Area Support Services, who run the Anchorage Centre next door to the bus station often get enquiries about bus services, with some users (the elderly in particular) finding it difficult to find travel information online.

On this basis, policy TC6 provides a supportive policy which will enable improvements to be made to the bus station should a proposal come forward. Improvements to the bus station could increase patronage of bus services, in turn helping to support their viability in our rural area into the future.

TC5: Protecting and Enhancing Public Transport Infrastructure

Public transport infrastructure will be protected from loss as a result of development. Where loss is unavoidable, replacement or other satisfactory mitigation must be made.

TC6: Improvements to the Bus Station

- 1. Development proposals which improve and regenerate the bus station (and environs / its setting where the opportunity exists) will be supported where they demonstrate that they:**
 - i) introduce the infrastructure required to utilise the station as a transport interchange and hub, including electric vehicle fast charge points for buses (where the technology and supply infrastructure is in place and buses in service are plug-in hybrids or fully electric), and provide secure and covered bicycle storage and secure charge points for electric bicycles (where practical);**
 - ii) provide public conveniences;**
 - iii) provide appropriate covered waiting areas with seating;**
 - iv) provide real-time information displays; and,**
 - v) deliver space and / or building for a café / coffee shop, if such provision is to prove viable.**
- 2. Mixed-use development on part of the site will be supported where it is necessary (and feasible) to ensure viability of the development.**

10.7 Fibre Infrastructure

Policy Justification

There are clear benefits to improving broadband connectivity for the local economy, for those increasingly working from home, local businesses and social mobility and networking. Access to services is also increasingly being focused on online connection rather than face to face or a physical presence. This is particularly the case in rural places like Tavistock. While not without impact on climate change through increasing retail deliveries, need for computers

and mobile devices and increasing demands on electricity generation, benefits in reducing carbon emissions from travel to work, frequent local short-distance trips and decarbonising energy generation over time could outweigh adverse local impact or at least reduce net carbon emissions.

While planning policies cannot require improved broadband speeds or bandwidth they can influence land-use issues such as the provision of the required infrastructure to enable connection and future proofing provision of future technologies, to a certain degree at least, where it requires planning permission. Not all infrastructure will require planning permission though, with permitted development rules applying to much of telecommunications infrastructure, particularly relating to retrofit of provision. Policy TC7 provides a supportive framework to enable fast and reliable internet connectivity to be provided in relation to new development.

TC7: Fibre Infrastructure

- 1. Where relevant, on-site infrastructure will be required to support the installation and allow the future upgrade and maintenance of fibre optic broadband technology.**
- 2. All proposals are required to submit a Connectivity Statement to set out the proposed broadband provision. The statement shall include which broadband supplier(s) can provide full fibre or fixed wireless coverage to the development to provide gigabit capable broadband provision.**
- 3. On sites of 10 dwellings and over and on all non-residential sites, all new properties must be served with an appropriate open access gigabit capable fibre optic infrastructure to enable high speed and reliable broadband connection in accordance with national and local objectives to increase coverage.**
- 4. On sites of under 10 dwellings all new properties shall be served with an appropriate open access fibre optic infrastructure to enable high speed and reliable broadband connection unless there is evidence which demonstrates that providing the required infrastructure is not feasible or economically viable.**
- 5. Installed infrastructure should allow all premises that form part of the approved development to access superfast or better broadband prior to occupancy.**
- 6. The creation of a building to act as a fibre hub to enable fibre connections within the area will be supported.**

10.8 Parking Provision for Bicycles, E-scooters and Mobility Vehicles

Policy Justification

As set out earlier in this section, this Plan supports improvements which can encourage more sustainable travel in the parish. The provision of secure parking, in particular for bicycles (pedal and electric) is significant in encouraging cycling and giving cyclists the confidence that bikes will not be stolen. It is understood that work done to help develop the West Devon LCWIP suggests that community groups see the benefit in providing additional parking facilities for bicycles¹²⁵.

Policy TC8 therefore provides a supportive planning policy for provision of dedicated and secure parking areas and facilities for bicycles (pedal and electric), e-scooters and mobility vehicles where this type of infrastructure is needed and subject to meeting criteria to make proposals acceptable. As is the case with all planning policies, TC8 only applies to proposals which require planning permission, and the Plan can have no impact on such facilities brought forward permitted development (which is likely to be the case for some of these types of schemes).

TC8: Parking Provision for Bicycles, E-scooters and Mobility Vehicles

- 1. Proposals for secure parking provision for bicycles, e-scooters and mobility vehicles, which require planning permission, will be supported. They should demonstrate that they have no significant adverse impacts on the following or such impacts can be satisfactorily mitigated:**
 - i) local amenity (such as noise or lighting);**
 - ii) ease of accessibility on the highway, public rights of way or other pedestrian and cycle routes; and,**
 - iii) biodiversity and landscape, where relevant;****and,**
 - iv) demonstrate that they will cause no significant harm on heritage assets or their setting;**
- 2. Proposals for cycle parking infrastructure should demonstrate how LTN1/20 Cycle Infrastructure Design guidance has been used in the design of cycle infrastructure (or the most up-to-date equivalent where this is superseded).**

¹²⁵ See the Transition Tavistock Brief for the LCWIP, July 2023, <https://tavistockplan.info/plan-documents/>

10.9 Vehicle Parking Areas

Policies Justification

Public parking in the town is important to local people who shop in the town and to local businesses which face competition from internet shopping in particular. Recent surveys and other consultation done during development of this Plan suggest that there is public support for retaining parking capacity currently available in the town. At the current time, analysis of ticket data shows that there is some spare capacity in town centre car parks, even in peak months. Spare capacity is important to allow for increased demand arising from new housing, as well as variations in visitor numbers. The local initiatives and the policies in this Plan supporting additional provision of safe walking and cycling routes and support for public transport aim to prevent residents of new housing, and visitors to the town, having to rely on use of a car to reach the town centre¹²⁶. Demand for parking in the town should, however, be kept under periodic review to ensure that the existing capacity provided does not provide a substantial surplus to demand throughout the year.

The town has 8 off-street public car parks (or “vehicle parking areas” given their role or potential future role in accommodating other forms of transport), all identified on Map 18, 7 of which are subject to protection from loss of capacity through policy TC9. For these 7 car parks, their current capacity for cars and vans should be protected from loss, unless demand data can demonstrate that loss of capacity is acceptable throughout the year. An example where loss is acceptable is where the space lost can be repurposed to secure bike parking, be that for electric or pedal bikes. Re-provision of the same capacity elsewhere can be acceptable under policies in this section, subject to meeting other development plan policies and where demand for an equivalent replacement number of spaces exists. Replacement provision should be provided, if required to maintain supply to meet demand, in a suitable location to serve the town centre.

What is particularly important in the Tavistock context is the continuing need for a joined-up approach to be taken to the provision of parking in the town, since on-street and off-street parking are managed by different bodies.

Policy TC10 identifies the 8th car park, not protected in policy TC9, Brook Street (shown in Map 19). This is a multi-storey facility behind a supermarket, mainly under cover. While the capacity is valued and should be protected in much the same way as those other car parks identified in TC9, the car park is identified as a site where regeneration / redevelopment would be welcomed, subject to meeting the criteria and tests identified in the policy and meeting requirements of all other relevant development plan policies. While exterior design of building as a whole fits the streetscape reasonably well, the car park interior is a depressing gateway to the town in a key location, with graffiti present. The pedestrian entrances, from

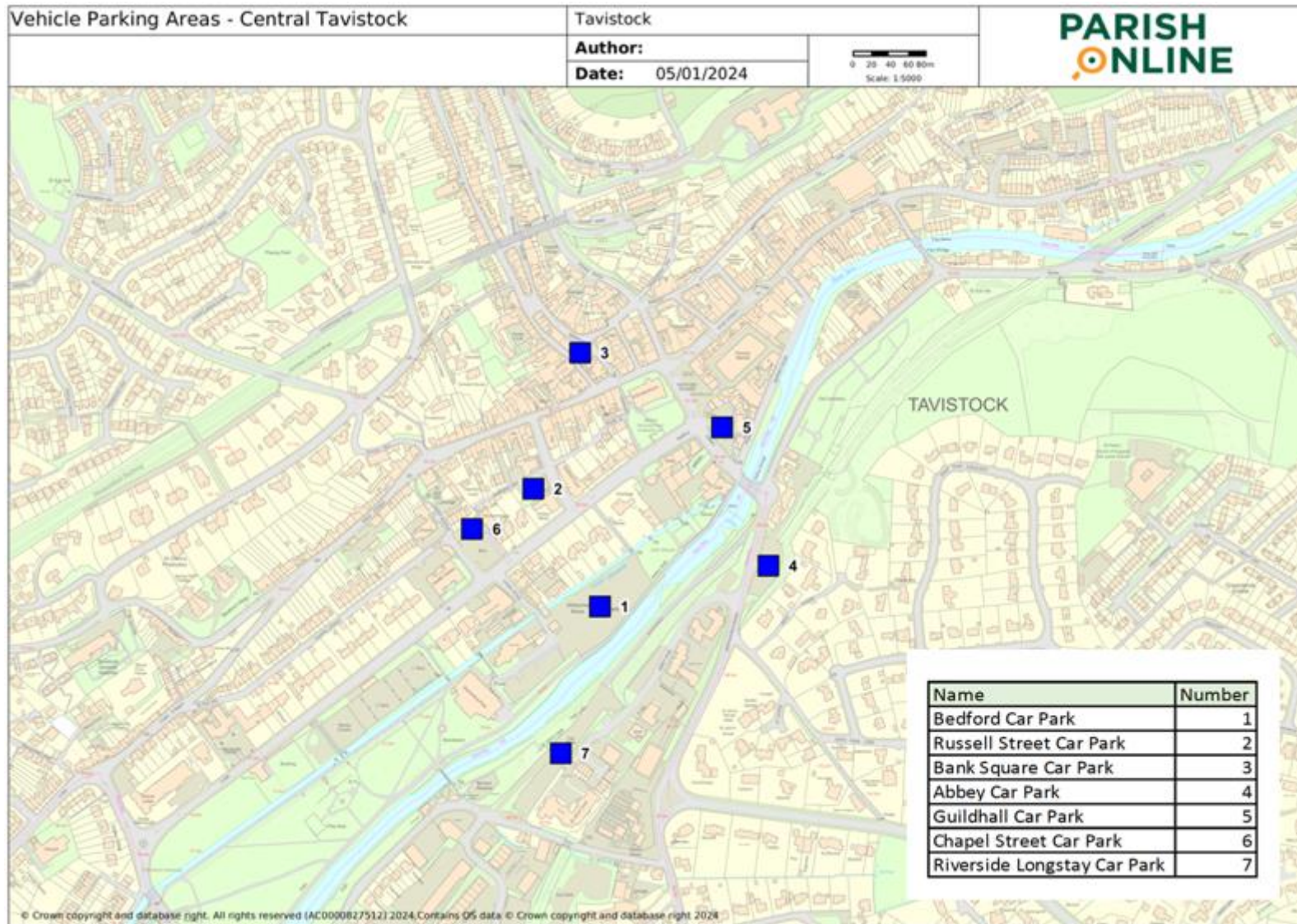
¹²⁶ See <https://tavistockplan.info/plan-documents/> (including car parking surveys, analysis of ticket data, discussions with the Tavistock Town Centre Manager and other Plan consultation results).

Brook Street and Old Exeter Road, are uninviting, with steep steps, and the lifts are intermittently out of service. Use of the car park is lower than average for the town, despite it being relatively close to town centre shops, which seems consistent with the condition of the car park on the whole¹²⁷.

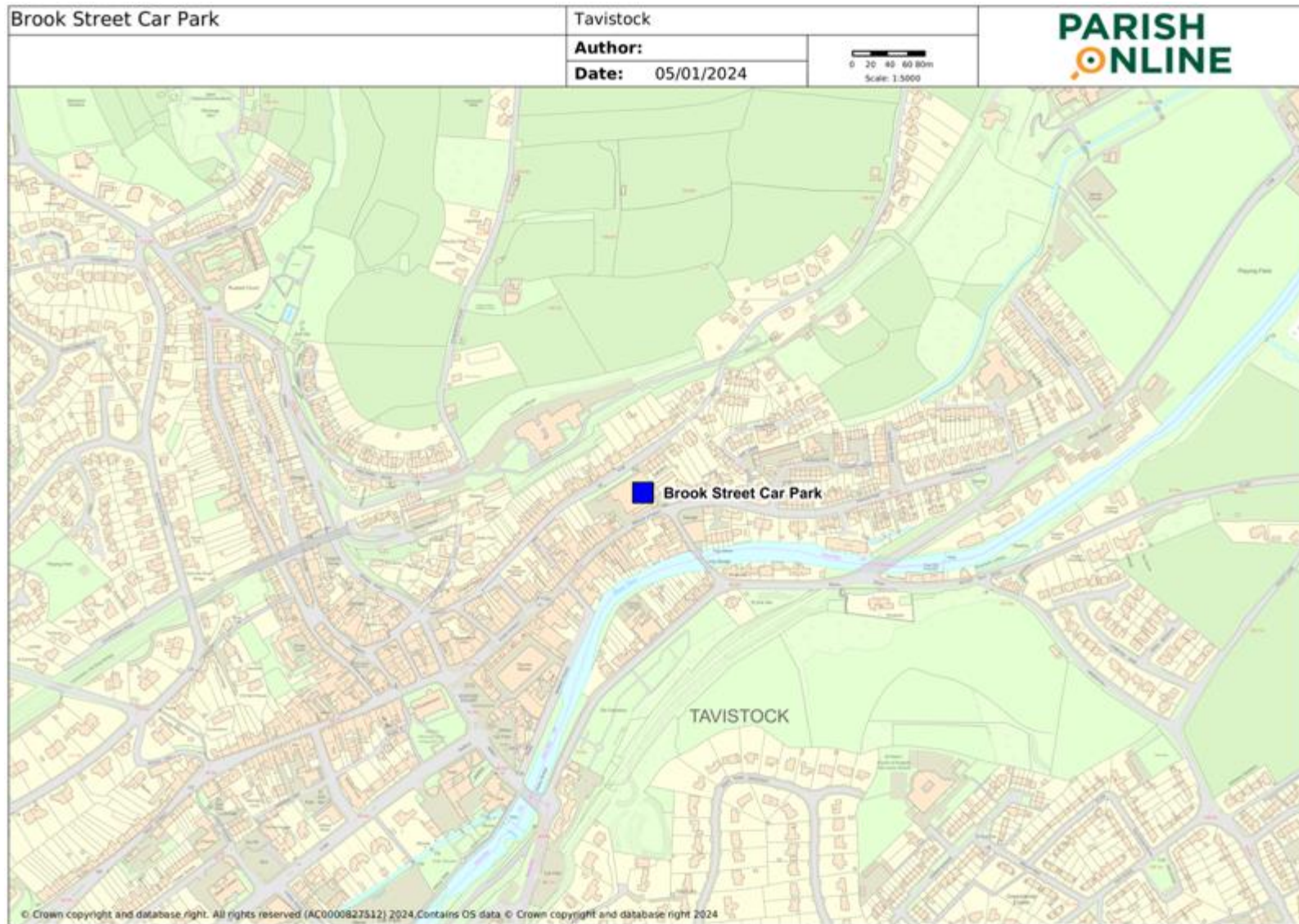
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¹²⁷ See analysis of car park ticket data <https://tavistockplan.info/plan-documents/>.

Map 18: Existing Off-street Car Parks (Vehicle Parking Areas)



Map 19: Brook Street Car Park (Vehicle Parking Area)



TC9: Vehicle Parking Areas

1. The following off-street public vehicle parking areas (see Map 18) are important for access to the town centre businesses, parks and leisure facilities of the town:

- i) Bedford Car Park;**
- ii) Russell Street Car Park;**
- iii) Bank Square Car Park;**
- iv) Abbey Car Park;**
- v) Guildhall Car Park;**
- vi) Chapel Street Car Park; and,**
- vii) Riverside Long Stay Car Park.**

Their use as public vehicle parking areas will be safeguarded.

2. Development proposals which result in a loss of public vehicle parking spaces will be supported where they enable opportunities for increased cycling (such as secure covered cycle parking) and there will be no significant impact on capacity needed to meet demand for other vehicles. Replacement capacity for spaces lost in these locations, if demand requires re-provision, should be made in a location suitable to allow easy access to services, businesses and facilities in the town centre.

TC10: Brook Street Car Park

Development proposals for the redevelopment of the Brook Street Car Park (Map 19) will be supported where they:

- i) provide replacement capacity in whole or in part on-site, or off-site in a suitable location to serve the town centre;**
- ii) provide secure cycle parking and storage on-site and meet relevant requirements in policy TC8;**
- iii) cause no significant harm to heritage assets and their setting or the special character or designation of the World Heritage Site and meet the requirements of Joint Local Plan Policy DEV22: Cornwall and West Devon Mining Landscape World Heritage Site;**
- iv) have no adverse impact on the character of the site's setting, enhancing the character of the Brook Street frontage; and,**
- v) meet the requirements of the Tavistock Design Codes and Guidance.**

10.10 Provision of Electric Charge Points

Policy Justification

In light of the need to respond positively to the climate change emergency and the aspirational target to achieve net zero carbon emissions by 2050 at the latest, Policy TC11 supports the provision of electric charging points where they require planning permission, subject to such infrastructure not having an adverse impact on accessibility or the character of the built environment.

TC11 also considers future proofing a policy response to provision. With around half of Devon's cars projected to be electrically powered by 2025, according to Devon County Council¹²⁸, the aim of increasing the number of public electrical charge-points by 50% by 2025¹²⁹ and buses moving towards electrical power (and requiring charging to complete many rural routes), policy which supports the provision of electric fuelling / commercial stations is pragmatic as it seems likely to happen (where the infrastructure and capacity in the grid allows for super-fast charging).

TC11: Provision of Electric Charge Points

- 1. Development proposals for the provision of electric vehicle charging points, where planning permission is required, will be supported where they have no adverse impact on:
 - i) the character of the built and natural environment where relevant; and,**
 - ii) have full regard to the Tavistock Design Codes and Guidance.****
- 2. Proposals should meet the requirements of Policy TC3.**
- 3. Proposals for commercial charging "stations" or "hubs" on existing fuel station locations, or new bespoke facilities, will be supported, subject to other policies in this Plan.**

10.11 Community Actions and Projects

For this topic, the projects and actions, not covered by planning policies in this Plan, are:

- a. Support initiatives which reduce the need to travel, including improvements to digital communication where feasible (for example, public Wifi, full fibre broadband)
- b. Explore with partners and encourage provision of transport hubs with park and change facilities within sites identified for development on key roads into the town.

¹²⁸ Based on data in the Transition Tavistock LCWIP Brief available to view here <https://tavistockplan.info/plan-documents/>

¹²⁹ WDBC Electric Vehicle Strategy 2023-25, see <https://mg.swdevon.gov.uk/documents/s31054/Appendix%20B%20Revised%20EV%20Strategy.pdf>

- c. Identify and seek mitigation for places where pedestrian infrastructure is inadequate (for example, absence of or narrow pavements).
- d. Encourage travel planning by schools and larger businesses to help reduce peak time traffic.

The Neighbourhood Plan Steering Group will work to identify lead organisations interested in pursuing the community actions.

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11 MONITORING AND REVIEW

The Plan will be subject to periodic monitoring and review, largely through the Town Council's Development Management and Licensing Committee which will be closest to the process and able to raise issues where parts of the Plan may need to be revised to ensure that it continues to be appropriate.

It will be subject to a review as and when various triggers suggest the need to do so. For example, this could be because the Plan is reaching the end of its time period, or because of changes to local planning authorities' Local Plans or national policy, where they suggest a need to update or amend policies or other Plan content.

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12 APPENDICES

12.1 Appendix 1 –Joint Local Plan and Dartmoor Local Plan Key Policies

Plymouth and South West Devon Joint Local Plan

SP5 - Spatial priorities for development in Tavistock

The Plymouth and South West Devon Joint Local Plan has now been adopted! To find out more please visit the [Plymouth and South West Devon Joint Local Plan: Adoption page](#).

Visit the [Interactive Plymouth Plan](#) to see other policies that affect decision making across Plymouth City including the Council and its partners.

The plan seeks to enhance to enhance the vibrancy and sustainability of Tavistock. This will include:

1. Providing for mixed use development to help meet local housing need and increase employment opportunities to support the long term resilience of the town.
2. Maintaining and improving key road links between Tavistock and Plymouth.
3. Reinstating the former rail link between Tavistock and Bere Alston, alongside improvements to bus services, to provide a high quality sustainable transport alternative for journeys into and from Plymouth.
4. Delivering improvements to secondary school facilities in Tavistock.
5. The delivery of a new primary school in the west of the town and expansion of existing schools.
6. Having regard to the impact of development on the Tamar Valley AONB, Dartmoor National Park, World Heritage Site and areas of conservation and archaeological importance.
7. Protecting, enhancing and promoting the heritage of the town, particularly the World Heritage Site.
8. Delivering an extra care facility.
9. Working with relevant authorities to look for appropriate solutions to manage traffic flow in and around the town.

5.95 Taken together **Tavistock** provides for 1,203 new homes and 18,600 sqm of employment land.

v. Tavistock

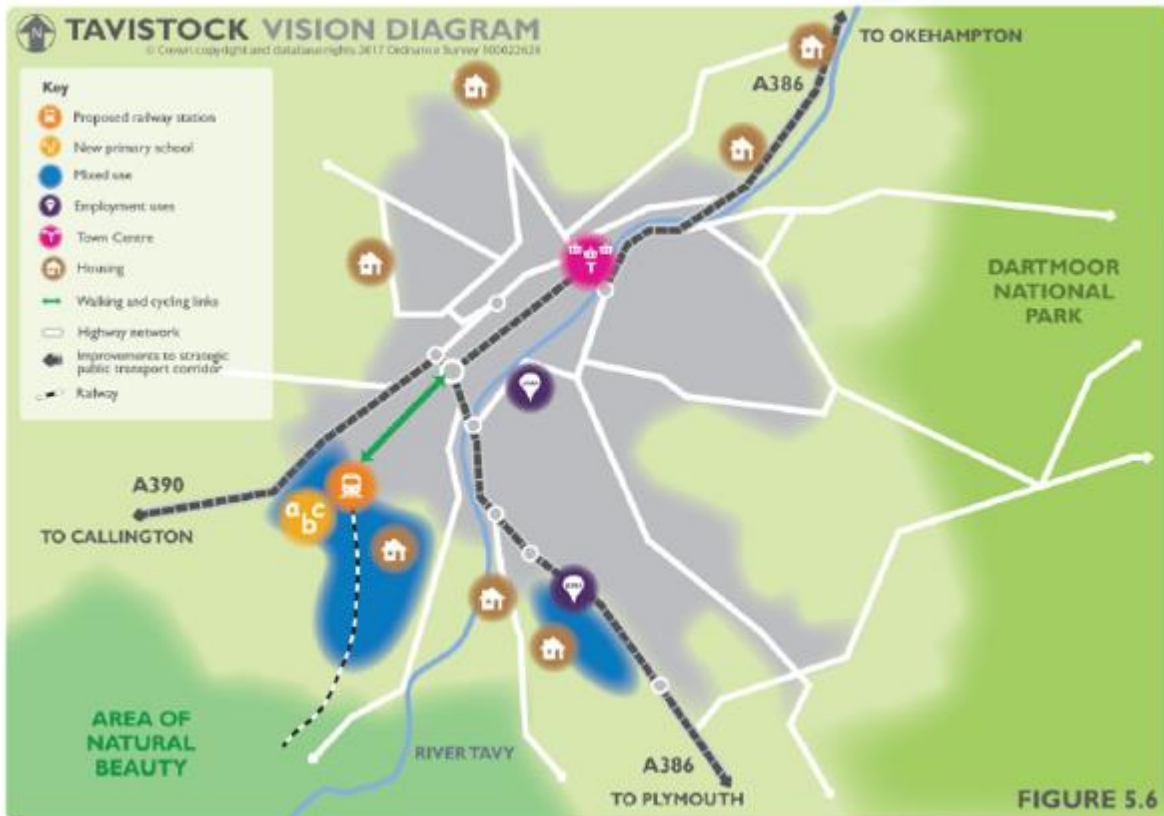
What we are going to do - our policies for Tavistock

5.79 Tavistock is the largest town in West Devon with a population of around 12,450 people. A lively and attractive town, Tavistock is well known for its Pannier and food markets, and attracts visitors from a wide area to see these and explore the many other unique shops, restaurants and attractions the town has to offer.

5.80 The town is largely contained within the valley of the River Tavy and is surrounded on all sides by a distinct and valued countryside. Dartmoor National Park to the east of the town and the Tamar Valley Area of Outstanding Natural Beauty (AONB) to the south are both part of this landscape and form a dramatic backdrop to the town.

5.81 The local architectural and historic interest also adds to Tavistock's charm and lends itself to the town's appeal as a popular tourist destination. The built environment is characteristic of its mining past and is celebrated as a key part of the West Devon and Cornwall Mining Landscape World Heritage Site (WHS).

5.82 As a local market town, Tavistock plays an important role in supporting both its local residents and the communities of its surrounding rural areas. Those living and working in these places look to Tavistock for many basic and essential facilities as well as for its more diverse collection of entertainment, leisure and cultural activities.



Spatial Priority SP5

Spatial priorities for development in Tavistock

The plan seeks to enhance to enhance the vibrancy and sustainability of Tavistock. This will include:

1. Providing for mixed use development to help meet local housing need and increase employment opportunities to support the long term resilience of the town.
2. Maintaining and improving key road links between Tavistock and Plymouth.
3. Reinstating the former rail link between Tavistock and Bere Alston, alongside improvements to bus services, to provide a high quality sustainable transport alternative for journeys into and from Plymouth.
4. Delivering improvements to secondary school facilities in Tavistock.
5. The delivery of a new primary school in the west of the town and expansion of existing schools.

6. Having regard to the impact of development on the Tamar Valley AONB, Dartmoor National Park, World Heritage Site and areas of conservation and archaeological importance.
7. Protecting, enhancing and promoting the heritage of the town, particularly the World Heritage Site.
8. Delivering an extra care facility.
9. Working with relevant authorities to look for appropriate solutions to manage traffic flow in and around the town.



Policy TTV16

Callington Road, Tavistock

Land at Callington Road is allocated for a residential led development. Provision is made for in the order of 800 new homes. Development should provide for the following:

1. A railway station and related development including car parking to support the re-opening of the railway from Tavistock to Bere Alston.
2. Contributions towards the re-instatement of the railway line.
3. Appropriate local facilities to support new residents and to enhance the sustainability of the local area, including a new primary school and local retailing facilities of a scale and format to meet local retailing needs where

it can be demonstrated that there will be no significant adverse impact on the existing town centre which act as a focal point for local community interaction.

4. High quality design and layout that conserves and enhances the natural beauty of Tamar Valley Area of Outstanding Natural Beauty and Dartmoor National Park, the Outstanding Universal Value of the Cornwall and West Devon Mining Landscape World Heritage Site, and preserve, or where opportunities arise, enhance the setting of the Tavistock Conservation Area.
5. Strategic landscaping and open space to address the site's scale and prominence, to help mitigate any adverse visual impact on the AONB, and to soften the edges of the development onto the undeveloped countryside. The scale, density, design, materials and southern and western extents of development should ensure that it is not overly prominent when viewed from the town and surrounding countryside, and the World Heritage Site and Dartmoor National Park.
6. Positive frontages onto the adjoining road network, especially the main road and also onto Drake's Walk.
7. Safe and attractive connections for pedestrians and cyclists into the town centre and onto the National Cycle Network.
8. Off-site highway works to Drakes Statue, Drakes Store and Pixon Lane roundabout to accommodate increased traffic and to improve local traffic flow.
9. Suitable access arrangements to the eastern part of the site so as not to compromise the re-opening of the railway line.
10. A lighting strategy, which minimises the impact of light spill to the surrounding countryside.



Policy TTV17

Plymouth Road, Tavistock

Land at Plymouth Road is allocated for a mixed-use development. Provision is made for in the order of 300 new homes and 18,600 sq.m. of employment (Use Class B1). Development should provide for the following:

1. A strategic landscaping buffer along the west of the site, to be informed by a Landscape and Visual Assessment, in order to address the site's scale and prominence, to help mitigate any adverse visual impact on the AONB, and to soften the edges of the development onto the undeveloped countryside. The scale, density materials, design and southern extents of development should ensure that it is not overly prominent when viewed from the town and surrounding countryside
2. High quality design including positive frontages onto the adjoining road network, especially the main road, marking the arrival into the town from the south east.
3. Provision of suitable access arrangements, including exploring opportunities for a second access to help local traffic flow.
4. Contributions towards the re-instatement of the railway line.
5. The retention of the Public Right of Way which runs across the site to provide access to the wider countryside and to the National Cycle Network.
6. A lighting strategy, which minimises the impact of light spill to the surrounding countryside.



Policy TTV18

Pixon Lane Employment Area, Tavistock

Pixon Lane employment area will be protected as a location for employment uses within Use Classes B1b,c, B2 and B8, given its vital role for supporting business investment and growth in the town. Changes of use resulting in the loss of land or premises from employment use will not be permitted.



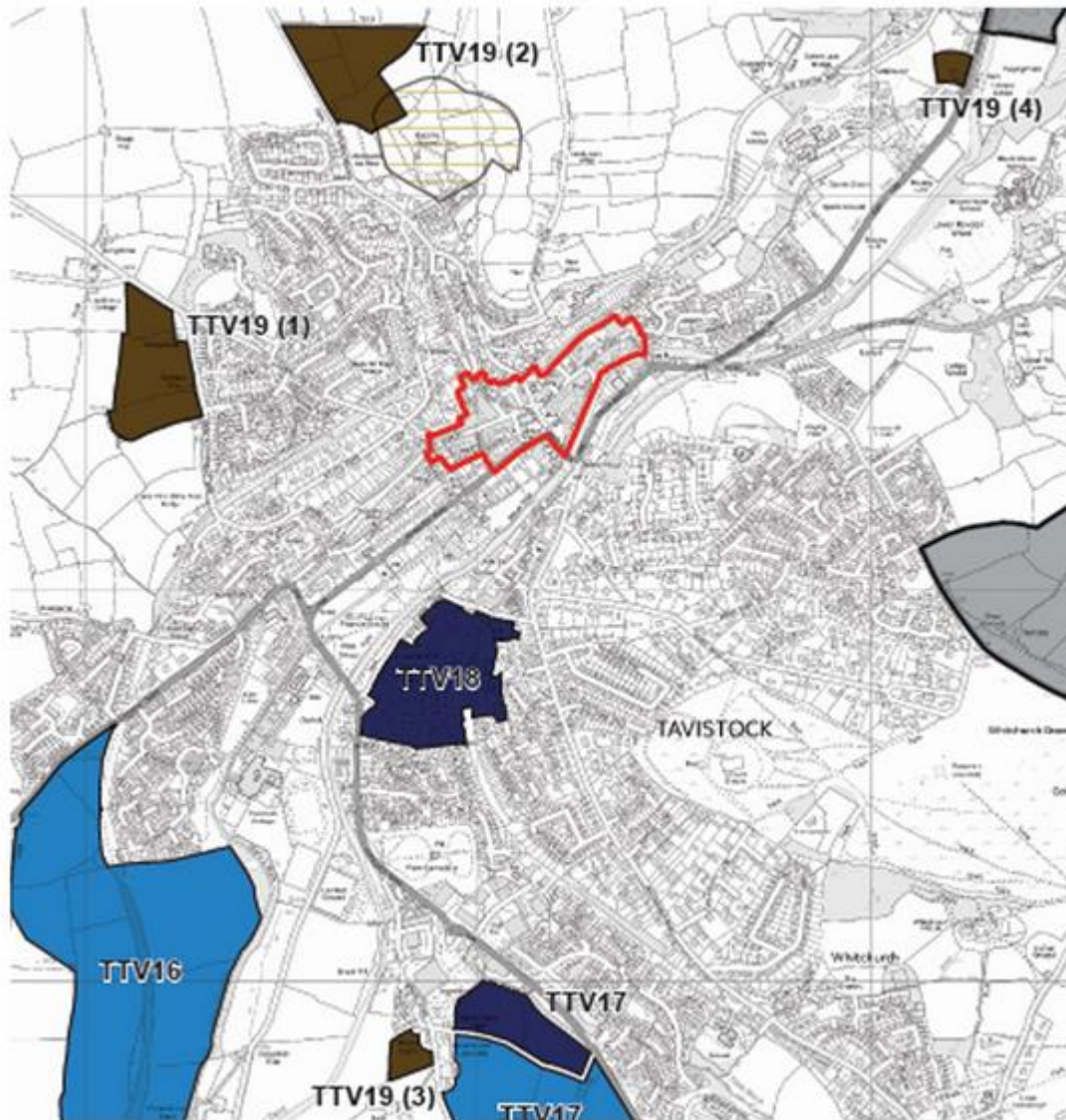
Policy TTV19

Other site allocations in Tavistock

The following additional sites at Tavistock are allocated for development.

	Site	Proposal	Est. of housing provision / Employment floorspace	Policy considerations / things to be provided for by the development
1	New Launceston Road	Housing	148 homes	<ul style="list-style-type: none"> a. A new highway access from New Launceston Road. b. Contributions to improved public transport provision. c. Contributions towards the re-instatement of the railway line. d. Open space and strategic landscaping to the west of the site and the creation of a landscape framework throughout the development. e. Careful consideration of scale and appearance of development, and the lighting of the site, to minimise wider landscape impacts.
2	Butcher Park Hill	Housing	110 homes	<ul style="list-style-type: none"> a. Strategic landscaping to the northern site boundaries and the retention and enhancement of existing hedgerows throughout the site. b. Careful consideration of scale and appearance of development, and the lighting of the site, to minimise wider landscape impacts. c. Safe and convenient pedestrian and cycle links to the town centre. d. Contributions towards the re-instatement of the railway line.
3	Brook Lane	Housing	23 homes	<ul style="list-style-type: none"> a. Contributions to improved public transport provision to the town centre.
4	The Trendle	Housing	12 homes	<ul style="list-style-type: none"> a. Sensitive and high quality design which conserves and enhances the heritage assets. b. Contributions to improved public transport provision to the town centre.





Dartmoor National Park Local Plan

N.B. Only a very small part of the north-eastern corner of the parish is within the Dartmoor National Park Authority planning area and so the policies which follow present the most likely to apply in that context, relatively to the main spatial strategy for that part of the parish.

Strategic Policy 1.3 Spatial Strategy

Development within the National Park is based on the following spatial principles:

1. Local Centres

Ashburton, Buckfastleigh, Chagford, Horrabridge, Moretonhampstead, Princetown, South Brent, and Yelverton

Towns and larger villages defined by settlement boundaries where development intended to serve the needs of the settlement and its rural hinterland will be acceptable in principle. In these settlements the priorities are:

- a) to give opportunities to meet identified local housing needs, providing around 60% of the 65 dwellings per year provided for in this Plan;
- b) to maintain employment sites and give opportunities for new or improved employment sites where appropriate opportunities exist; **and**
- c) to maintain or enhance a range of services which serve the settlement and its wider rural hinterland.

2. Rural Settlements

Bittaford, Bridford, Buckfast, Cheriton Cross / Bishop, Christow, Cornwood, Dousland, Dunsford, Hennock, Ilington, Liverton, Mary Tavy, South Zeal, Sticklepath, Walkhampton, and Whiddon Down.

Larger villages defined by settlement boundaries where development intended to meet the needs of the settlement and its parish will be acceptable in principle. In these settlements the priorities are:

- a) to give opportunities to meet identified local housing needs;
- b) to maintain employment sites and give opportunities for new or improved small-scale employment sites where appropriate opportunities exist; **and**
- c) to maintain or enhance a range of services and facilities which serve the settlement.

3. Villages and Hamlets

Belstone, Dean Prior, Drewsteignton, Holne, Lustleigh, Lydford, Manaton, Meavy, North Bovey, North Brentor, Peter Tavy, Postbridge, Scorriton, Shaugh Prior, Sourton, South Tawton, Teign Village, Throwleigh, and Widecombe-in-the-Moor.

Smaller villages and hamlets where limited development to meet identified needs of the settlement and its parish will be acceptable in principle. In these settlements the priorities are:

- a) to give opportunities to meet identified local housing needs;
- b) to maintain and improve existing employment sites where appropriate opportunities exist; **and**
- c) to sustain a range of services and facilities which serve the settlement.

4. Open Countryside

Outside classified settlements development will be acceptable in principle if it is:

- a) farming, forestry or other land-based rural businesses with a proven need to locate in the open countryside, including farm diversification;
- b) Gypsy and traveller, or low impact development, which is well-related to a Local Centre or Rural Settlement;
- c) new business development making use of redundant buildings and development related to existing businesses;
- d) householder or domestic related development;
- e) necessary to sustain buildings or structures of proven conservation value;
- f) for the provision of utility, service, transport or recreational infrastructure; **or**
- g) needed to pursue National Park purposes.

Strategic Policy 3.1 Meeting Housing Need in Dartmoor National Park

1. This Local Plan makes provision for at least 1,125 homes (65 homes each year after adoption) to be delivered across the National Park over the period of this Plan (2018 - 2036) in order to meet the identified needs of local communities. It will do so by identifying opportunities for housing delivery on allocated sites, windfall sites, and rural exception sites. A trajectory at Appendix B illustrates the expected rate of housing delivery over the plan period. The Monitoring Framework will assess whether delivery is meeting local needs for Dartmoor and whether the overall housing requirements for the Plymouth and Exeter Housing Market Areas are being met.

2. Development on allocated sites and windfall sites will only be approved where there is a current identified affordable housing need. For schemes of 6 homes or more within Local Centres, or schemes of 4 homes or more within Rural Settlements and Villages and Hamlets, affordable housing need should be demonstrated by an up-to-date housing needs assessment. Schemes delivering fewer homes within these settlements may be evidenced using the Housing Register.

3. Development on rural exception sites will only be approved where there is a current identified need for affordable housing demonstrated by an up-to-date housing needs assessment.

4. The geographic areas from which affordable housing need should be identified is as follows:

- a) for development within a Local Centre, but not Princetown, the housing need of the parish in which development is taking place and the adjoining parishes which are wholly or substantially within the National Park;
- b) for development within a Rural Settlement or Princetown, the housing need of the parish in which development is taking place and the adjoining rural parishes (i.e. excluding those which contain a Local Centre or larger settlement) which are wholly or substantially within the National Park; or
- c) for development within Villages and Hamlets, the housing need of the parish in which development is taking place, and any adjoining rural parishes as may be agreed with the parish of provision.

5. The size and tenure mix of the development should respond to the need identified, including the need for any specialist housing. In classified settlements, an up-to-date Housing Needs Assessment will be required. The need for smaller windfall developments in Local Centres may be evidenced by the Housing Register.

6. In all cases other development in the pipeline or recently completed, which may alter the need for affordable housing in the relevant geographic area, will be taken into account. The above geographical areas shall be used for allocating affordable housing and will be included in section 106 legal agreements. Priority may be varied through Local Lettings Plans. Section 106 legal agreements will include a cascade to ensure properties do not remain empty for an unreasonable period of time and a mortgagee in possession clause to ensure mortgageability.

12.2 Appendix 2 – Tavistock’s “Housing Stories”

DRAFT

Tavistock HOUSING STORIES



Photo by Sweet Spot

ALICE

Who: Alice and her partner are a couple in their thirties with two children. Both grew up in Tavistock.

Their story: When the couple sold their house they were shocked at how difficult it was to buy another in Tavistock. They made at least six offers, one of them £25k over the asking price, before they had an offer accepted. In the meantime, they were forced to move into Alice's parents' for seven months, where there were six of them squashed into a small three-bedroomed house, plus dogs and guinea-pigs.

Outcome: They eventually bought a home which suited them, but only with the help of Alice's parents.

Challenges:

- The 'blind bid' process. Sometimes there are over 10 people all putting in offers on one house.
- The cost of houses in Tavistock makes it difficult especially for first-time buyers and young families. Alice and her partner could only afford a house because her parents helped them out.
- High demand for and high cost of rented properties.

"I wouldn't have gone through that trauma and put my family through it."

For more information on the Tavistock Neighbourhood Plan please visit;
<https://tavistockplan.info/>



This project is funded by Tavistock Town Council and Devon Communities Together.



ILLUSTRATION: MIŁOSZ NAPERAŁSKI

Tavistock HOUSING STORIES



"It's been a real eye-opener. You hear about housing issues in holiday hotspots, but I never expected to experience it myself in Tavistock."

Challenges:

- Lack of rental properties as more Landlords sell up.
- Housing is unaffordable for single young professionals in Tavistock.
- Locals competing against incomers with higher wages and more disposable cash.



For more information on the Tavistock Neighbourhood Plan please visit;
<https://tavistockplan.info/>

ILLUSTRATION: MATEUSZ NAPIERALSKI

RUBY

Who: Ruby is in her twenties. She grew up in Tavistock, works in Tavistock and wants to stay in the town.

Her parents also want to stay in Tavistock where they have friends and connections.

Their story: Despite being in a full-time job on a decent wage, Ruby struggled to find anywhere to rent in Tavistock when her landlord sold up. She briefly moved back in with her parents who were already selling their house and also unable to find a rental. Luckily, she found a small place just before her parents sold their house. They weren't so lucky in finding somewhere new to live, however, and had to sleep in Ruby's living room for six months.

Outcome: Ruby has a small home that she is slowly fixing up to make more comfortable. Her parents have managed to find a house to buy after a year of living at various campsites and staying with friends or family.

Devon Communities
Together

helping communities help themselves

This project is funded by Tavistock Town Council and Devon Communities Together.



Tavistock HOUSING STORIES



“The social housing process is not very user-friendly.”

Challenges:

- Landlords often require a guaranteed wage which is difficult if you are self-employed.
- It's difficult to get a mortgage on your own.
- The social housing process is hard to navigate.

JANE

Who: Jane is a self-employed single parent who wanted to downsize when her children left home.

Their story: Unable to afford property prices in Tavistock, either to rent or buy, Jane was forced to move away.

Outcome: Jane eventually bought a house with the help of family, but would have preferred to stay nearer Tavistock.

For more information on the Tavistock Neighbourhood Plan please visit;
<https://tavistockplan.info/>



This project is funded by Tavistock Town Council and Devon Communities Together.



ILLUSTRATION: MATEUSZ NAPIERASKI

Tavistock HOUSING STORIES



"The mould made both my children even more ill with asthma."



ASHLEY

Who: Ashley and her husband are both employed on a low wage. They have two children.

Their story: Ashley and her family struggled with poor quality housing and difficult landlords in private rented properties. They were facing homelessness when their landlord served a Section 21 eviction notice and they were unable to find anywhere to move to.

Outcome: Ashley takes they are very lucky to have narrowly avoided homelessness and found a home they like.

Challenges:

- Mould causing serious illness in the children.
- The threat of being evicted was extremely stressful.
- Suitable affordable houses are difficult to find.

For more information on the Tavistock Neighbourhood Plan please visit;
<https://tavistockplan.info/>



This project is funded by Tavistock Town Council and Devon Communities Together.



ILLUSTRATION: MATEUSZ NAPIERALSKI

Tavistock HOUSING STORIES



Who: Ryan, 25, single non-smoker, no children or pets, in full-time employment.

Their story: After splitting up with his girlfriend and a spell sofa-surfing, Ryan had to move into a tiny spare room at his Mum's, leaving most of his possessions in storage. He can't afford to buy a property in Tavistock, and there are not enough rental properties available. He doesn't qualify for any help with housing costs.

Outcome: At the time of writing Ryan is still living in the spare room at his Mum's.

RYAN

Challenges:

- The price of houses in Tavistock.
- Working full-time is not an advantage: properties are still unaffordable, and it is harder to make time to search for and view places.
- Properties are let very quickly, usually within a day.

"It's unfair that there's no help with housing for local people like Ryan."



For more information on the Tavistock Neighbourhood Plan please visit; <https://tavistockplan.info/>

ILLUSTRATION: MATEUSZ NAPIERUSKI



This project is funded by Tavistock Town Council and Devon Communities Together.



Tavistock HOUSING STORIES



"Many landlords won't take people with children."



MARIA, YULIA, SVETLANA

Who: Maria, Yulia and Svetlana brought their children to Tavistock from Ukraine.

Their story: When Russia invaded their country and it was no longer safe to stay at home, these women were offered accommodation with host families in Tavistock. When it was time to move on they were still not able to go home, but they all found it very difficult to find rented accommodation. They are reluctant to leave Tavistock, where their children have settled at school after a very disruptive time in their lives.

Outcome: At the time of writing all three women are in rented homes that are either insecure or not suitable for their needs, or both.

Challenges:

- All three women have found work, but local wages in the minimum wage jobs they are able to find here mean they can't earn enough to pay the high prices of the accommodation they need.
- Properties are let very quickly, usually within a day. There are often 30-40 people going for the same place.
- While Tavistock has been welcoming, the housing situation in the town does not make life easy for them.

For more information on the Tavistock Neighbourhood Plan please visit;
<https://tavistockplan.info/>



This project is funded by Tavistock Town Council and Devon Communities Together.



ILLUSTRATION: MATEUSZ NAPIERWALSKI

Tavistock HOUSING STORIES



"We were competing against cash buyers"

ABIGAIL AND DUNCAN

Outcome: Abigail and Duncan eventually managed to buy a house they loved, but only because a local family were willing to sell to them for less than the current value of the house. Abigail feels that as locals they should not have needed to be reliant on the generosity of a seller to be able to afford their own home in Tavistock.

Who: First-time buyers in their twenties, both from Tavistock and employed locally.

Their story: It took Abigail and Duncan nearly two years to find and buy their first house in Tavistock.

"We were lucky, but it could have turned out differently"

- Challenges:**
- Increased in-migration from other parts of the UK, second-home ownership and short-term lets.
 - The number of cash buyers looking to buy property in the area.
 - Interest rate rises affecting mortgage repayments and affordability.

For more information on the Tavistock Neighbourhood Plan please visit; <https://tavistockplan.info/>



This project is funded by Tavistock Town Council and Devon Communities Together.



ILLUSTRATION: MATEUSZ NAPIERALSKI

Tavistock HOUSING STORIES



EILEEN

Who: Eileen is 76 and has lived in Tavistock all her life. She is recently widowed.

Their story: Eileen was served an eviction notice on her rented bungalow after her landlord died. Despite registering for social housing on Devon Home Choice and also looking for another private rented property while she is recovering from an operation, she has so far not been able to find anywhere suitable.

Outcome: At the time of writing, Eileen is still in her bungalow having been granted an extension to her lease by the landlord's solicitor. However, she is expecting that they will be able to forcibly evict her very soon, and then she's not sure where she will go.

Challenges:

- Struggling with ill-health while living in insecure accommodation.
- The form-filling involved in finding somewhere to live is daunting for older people.
- Many people bidding for the same properties on Devon Home Choice, or applying through estate agents for private properties.
- Landlords are able to evict tenants at will when they've done nothing wrong.

"I'd love a maisonette with space for a few pots outside."

For more information on the Tavistock Neighbourhood Plan please visit;
<https://tavistockplan.info/>



This project is funded by Tavistock Town Council and Devon Communities Together.



ILLUSTRATION: MATEUSZ NAPIERALSKI

12.3 Appendix 3 – Flood Risk Mapping

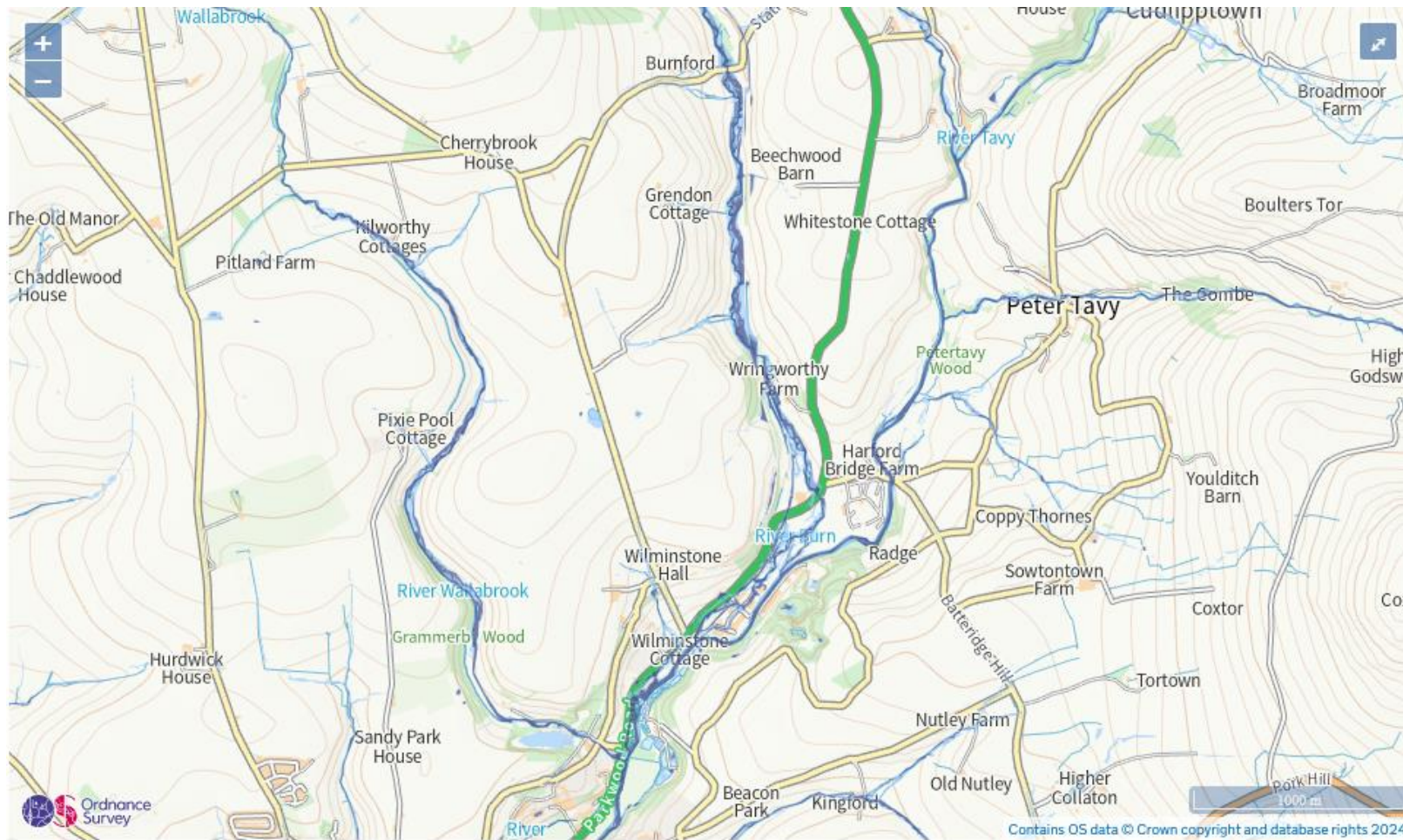
Source of following maps: Environment Agency, <https://flood-map-for-planning.service.gov.uk/>, January 2024. Maps should not be considered in isolation from notes which accompany them on the Environment Agency website and are reproduced here for context and reference. Maps here are snapshots and the maps on the Environment Agency website are interactive and can be zoomed for detail.

DRAFT

Flood Risk Zones



Surface Water Flood Risk (Extent of Flooding)



Extent of flooding from surface water

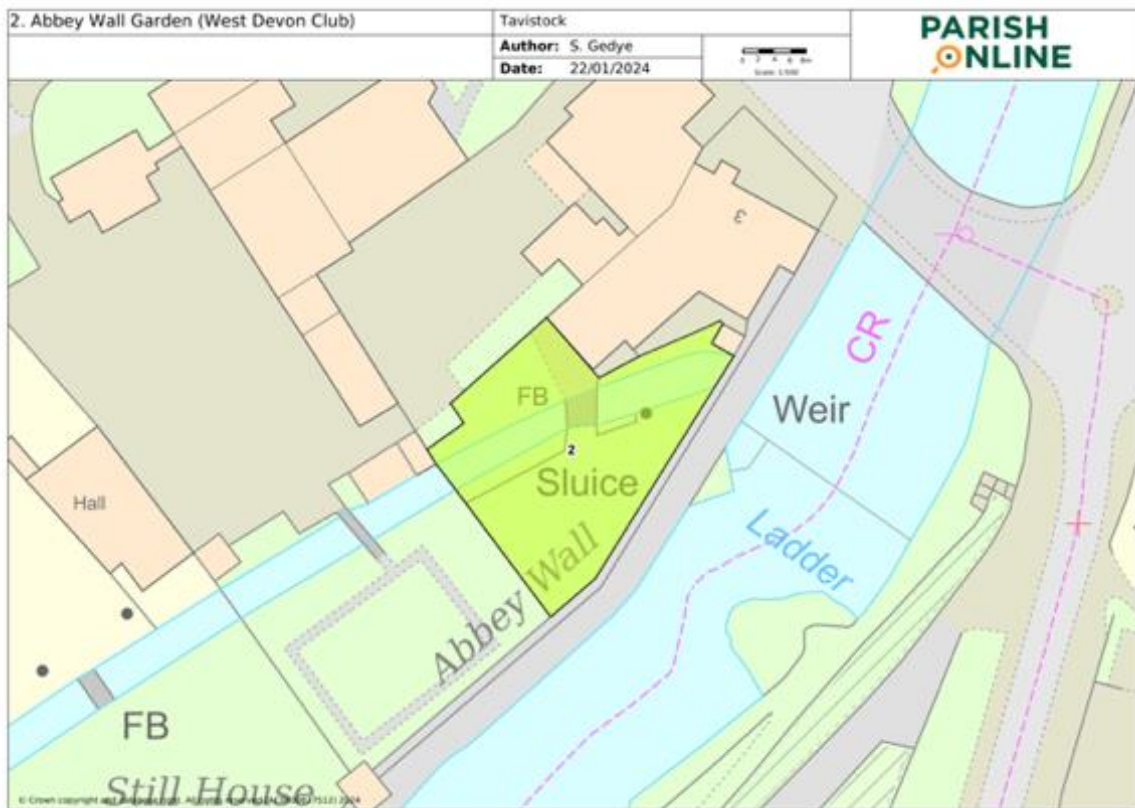
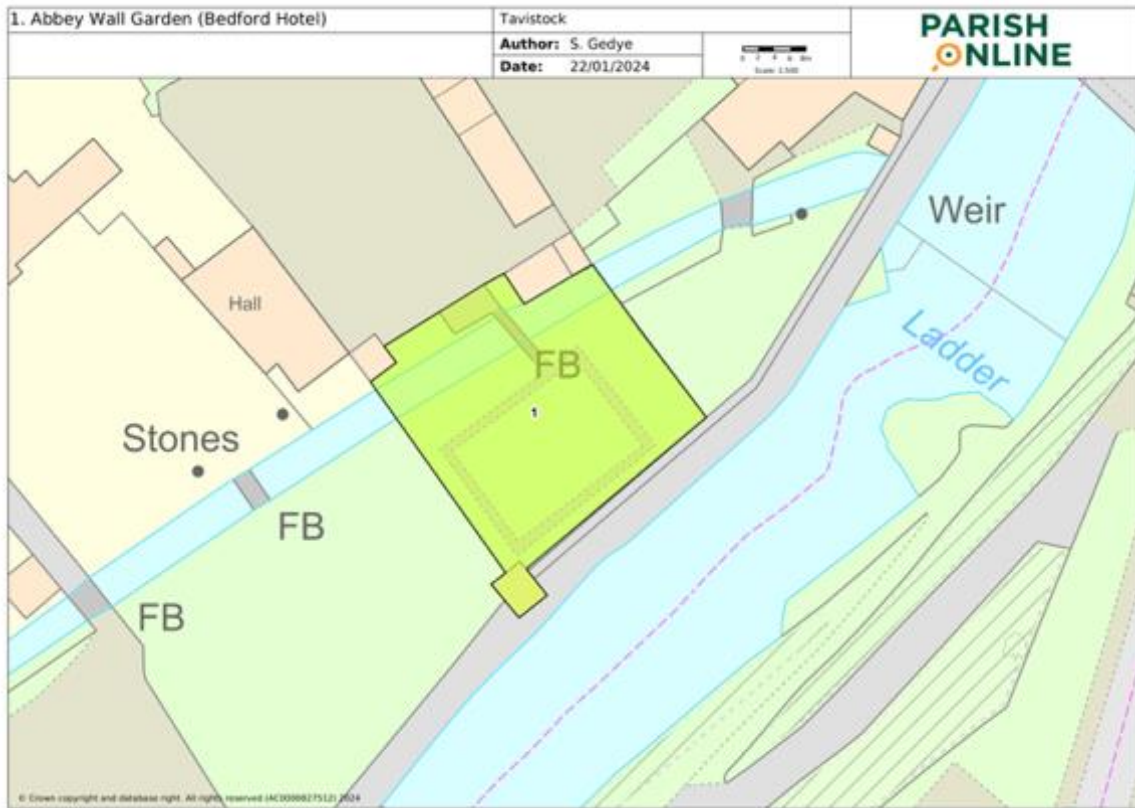
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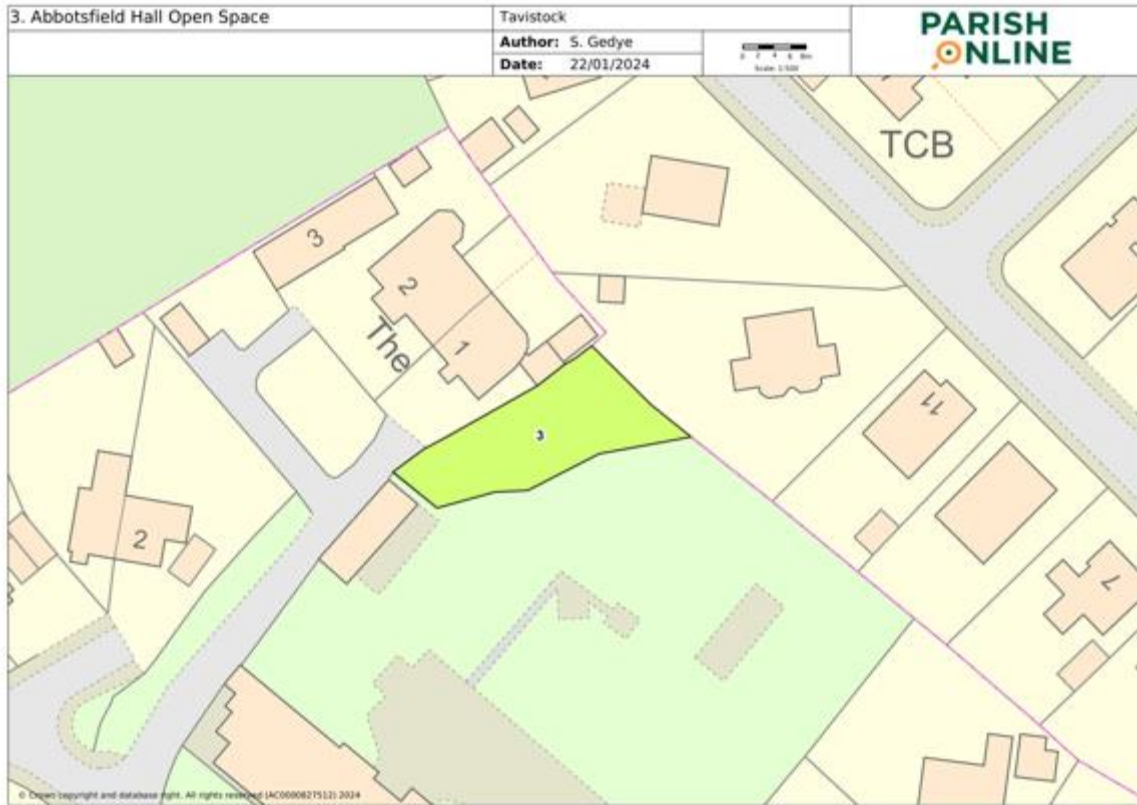


Extent of flooding from surface water

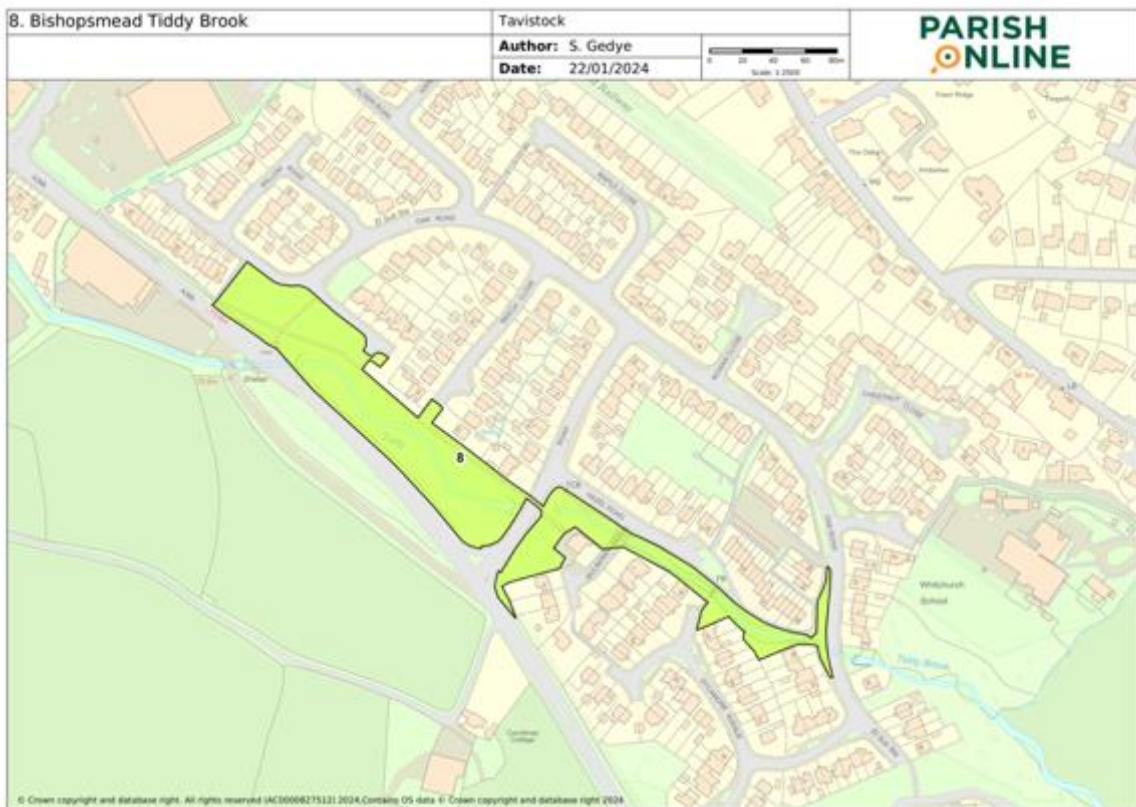
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12.4 Appendix 4 – Local Green Spaces - detailed maps







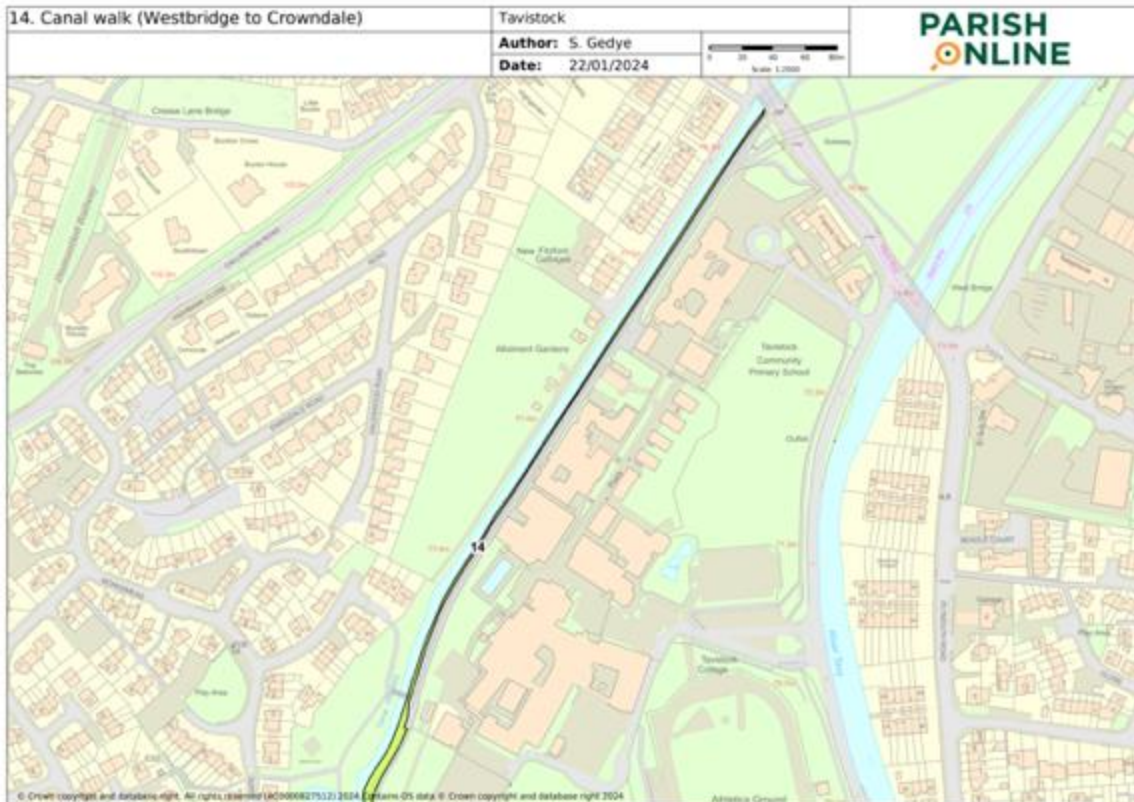


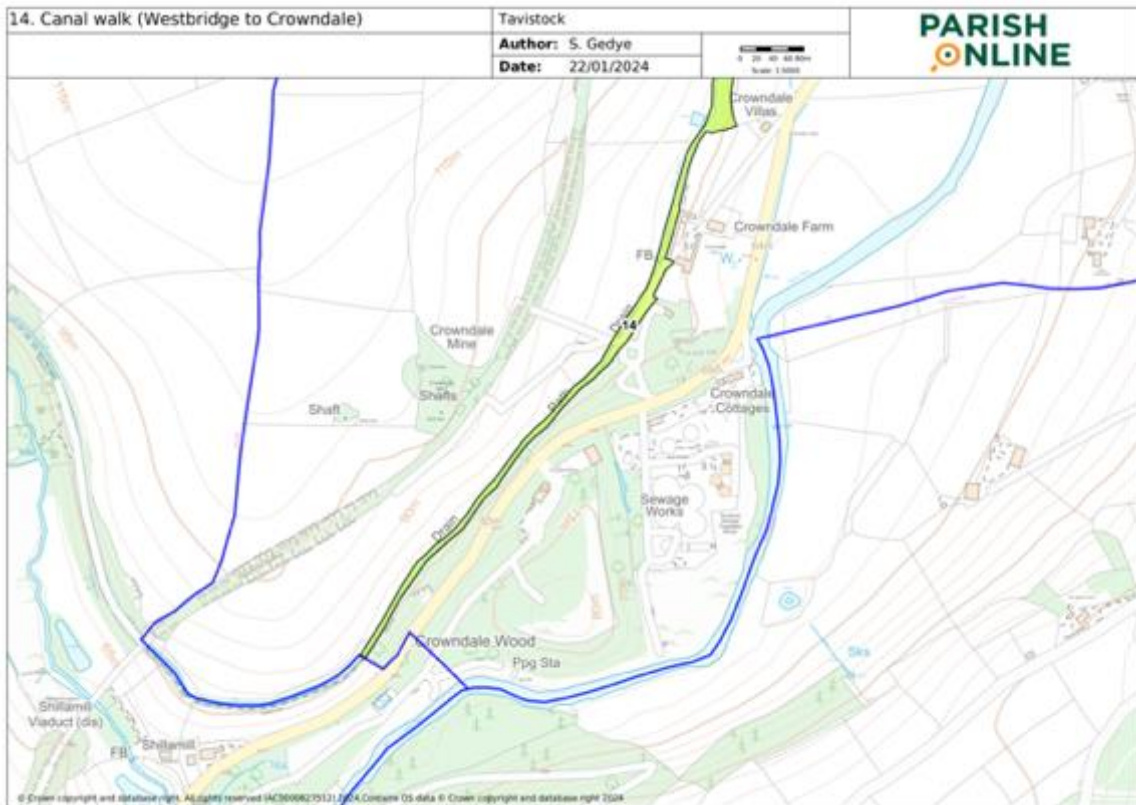
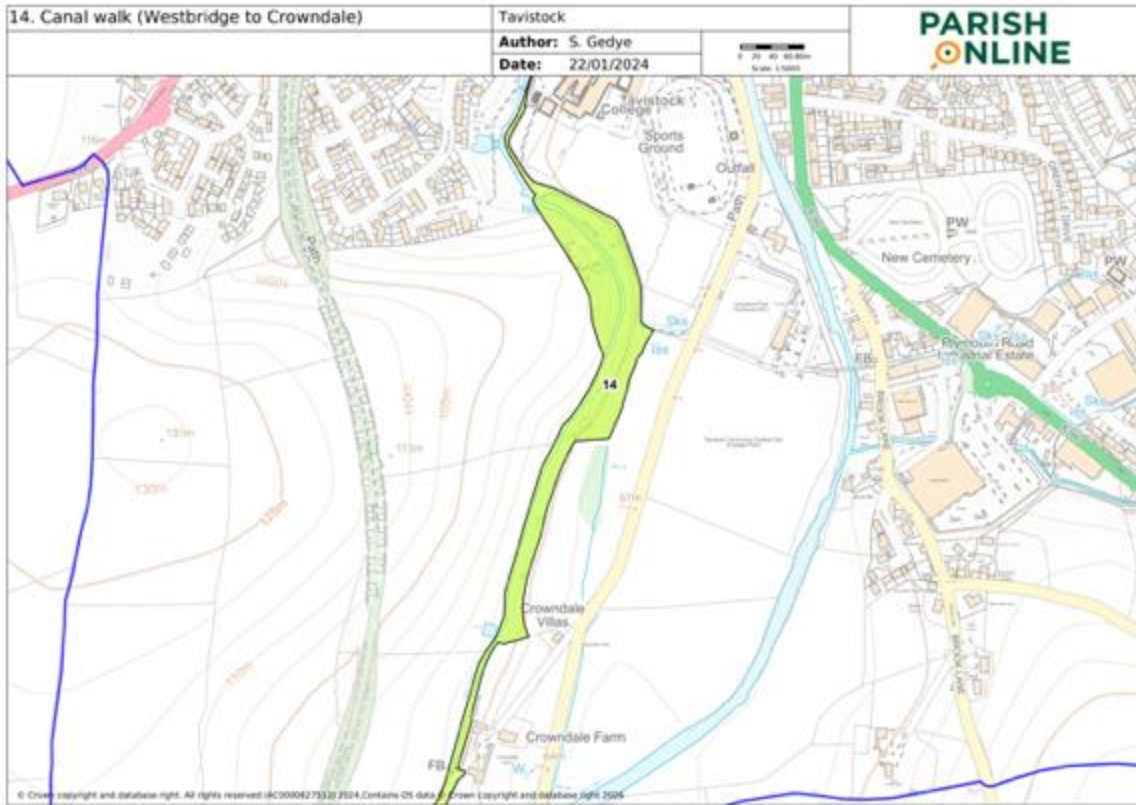


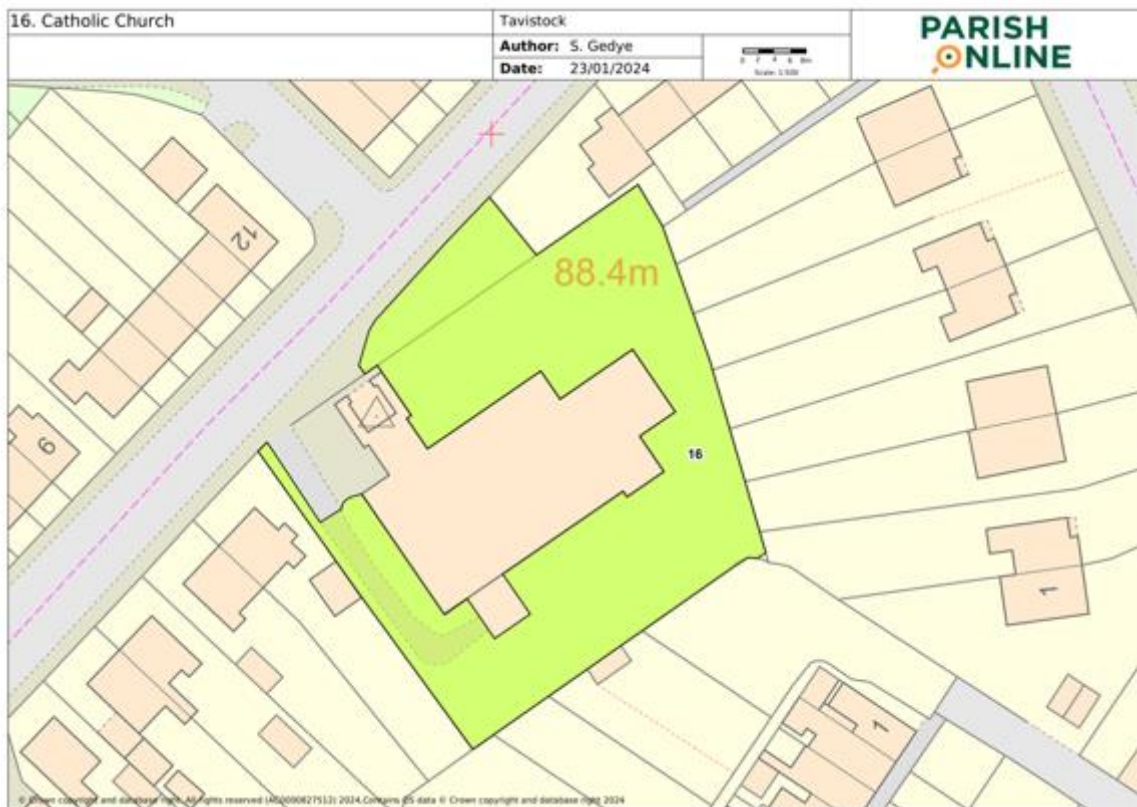
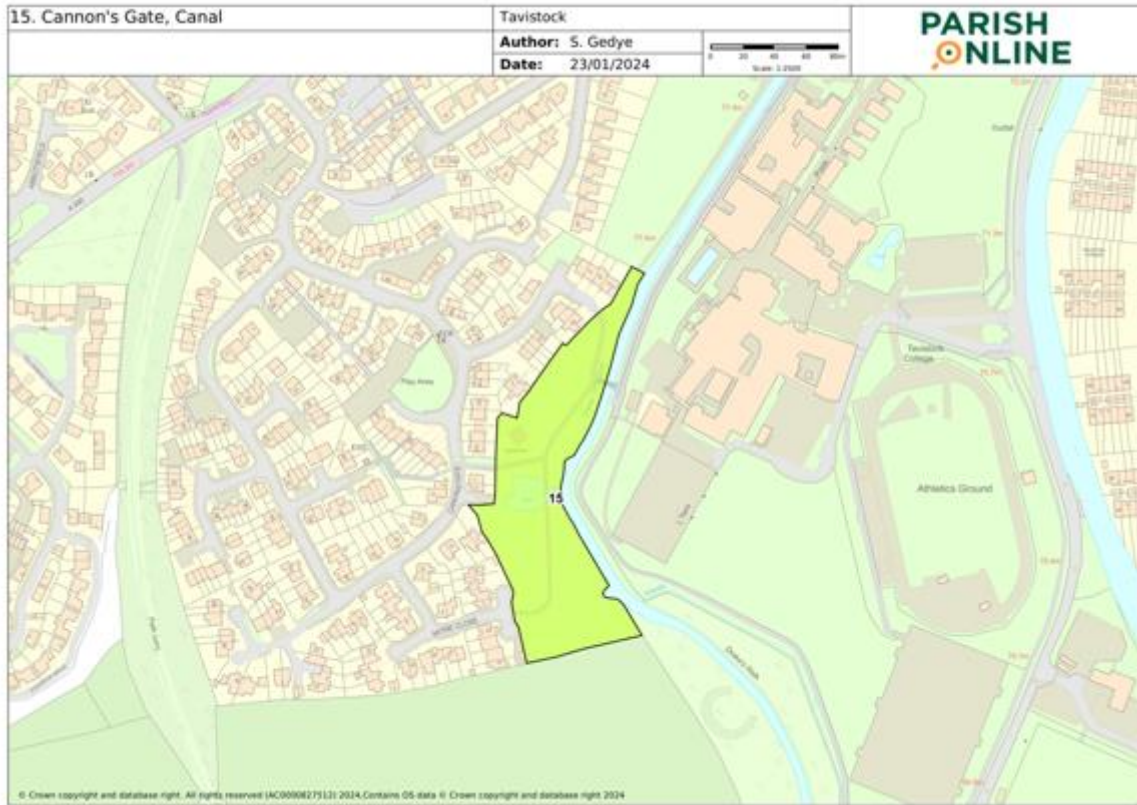




This long thin 'Canal Walk' is shown in three images running from north to south.

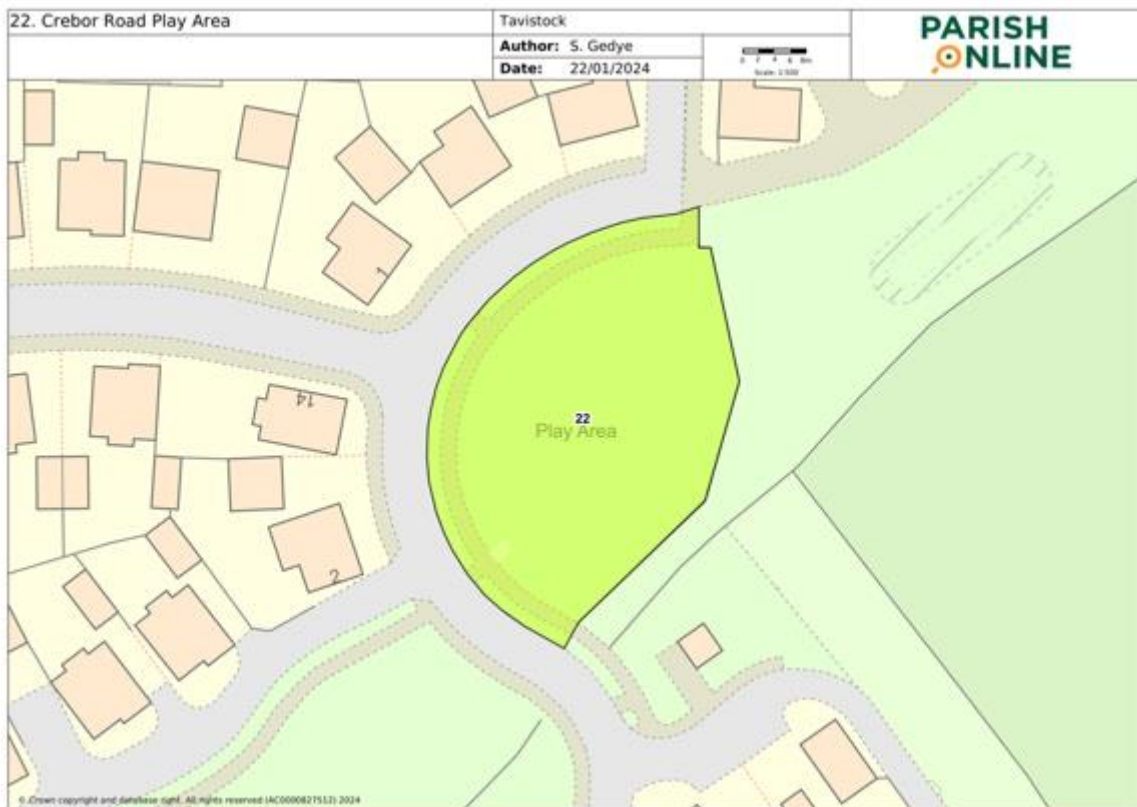
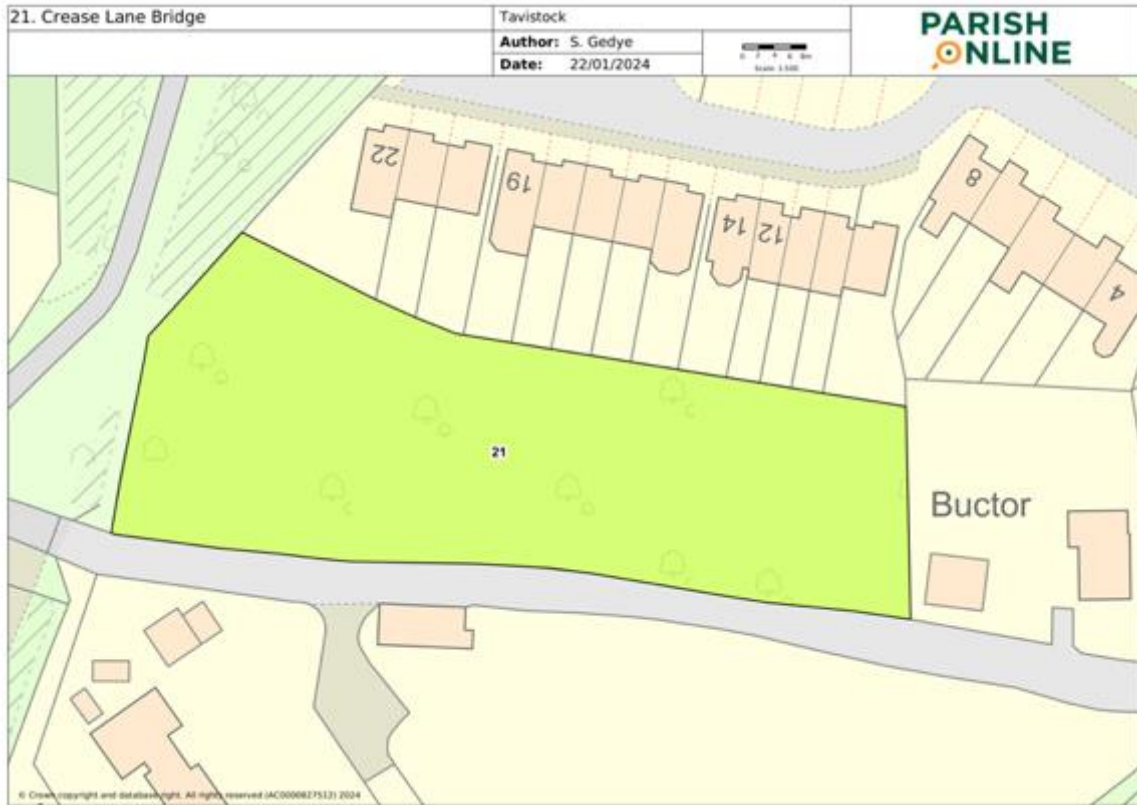


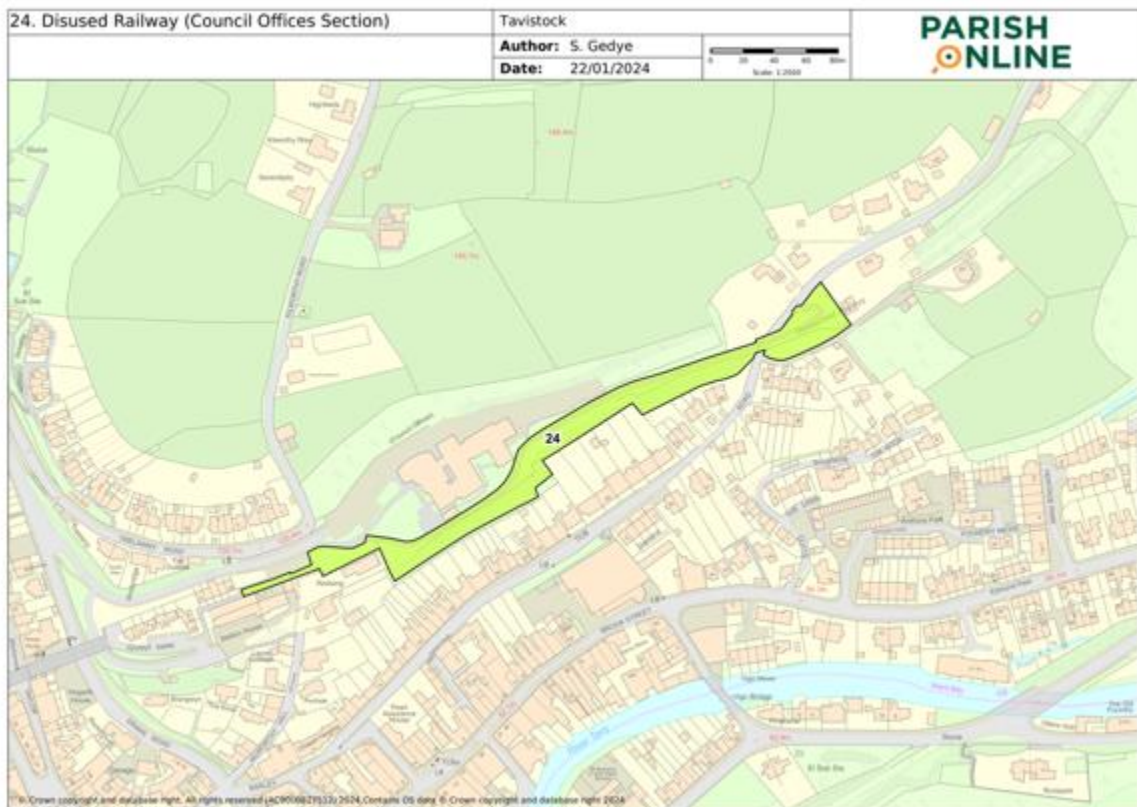
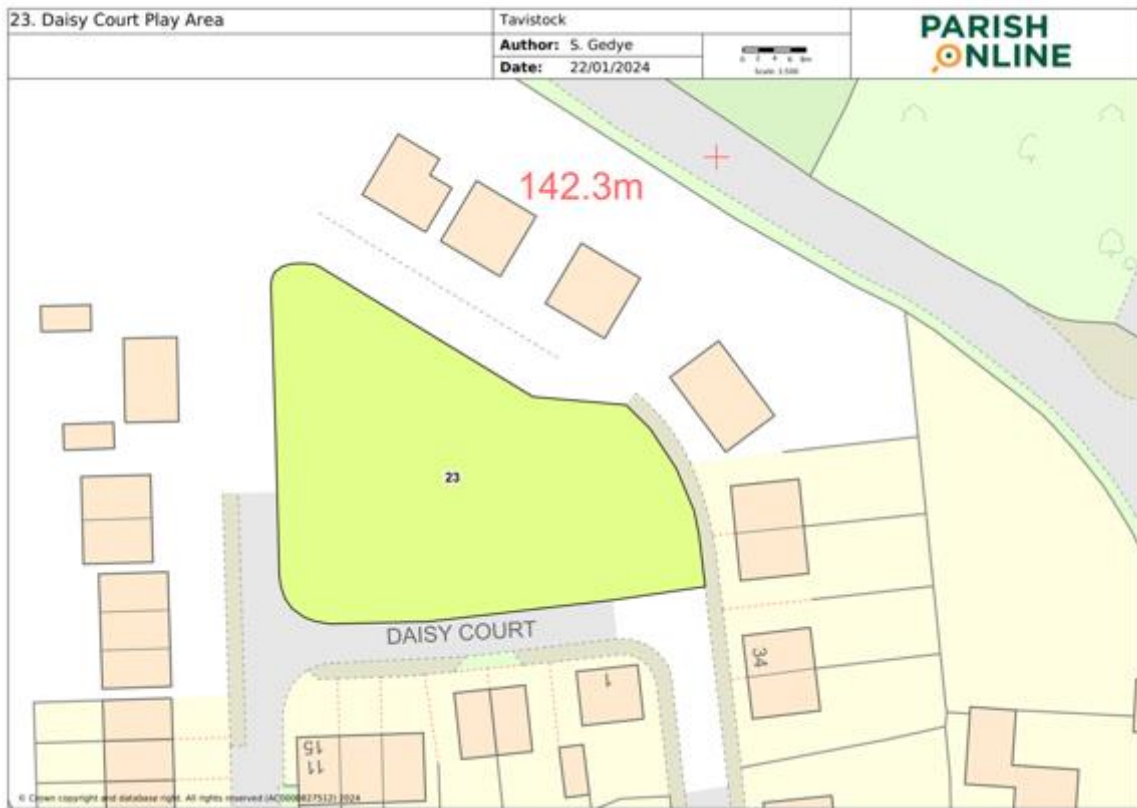


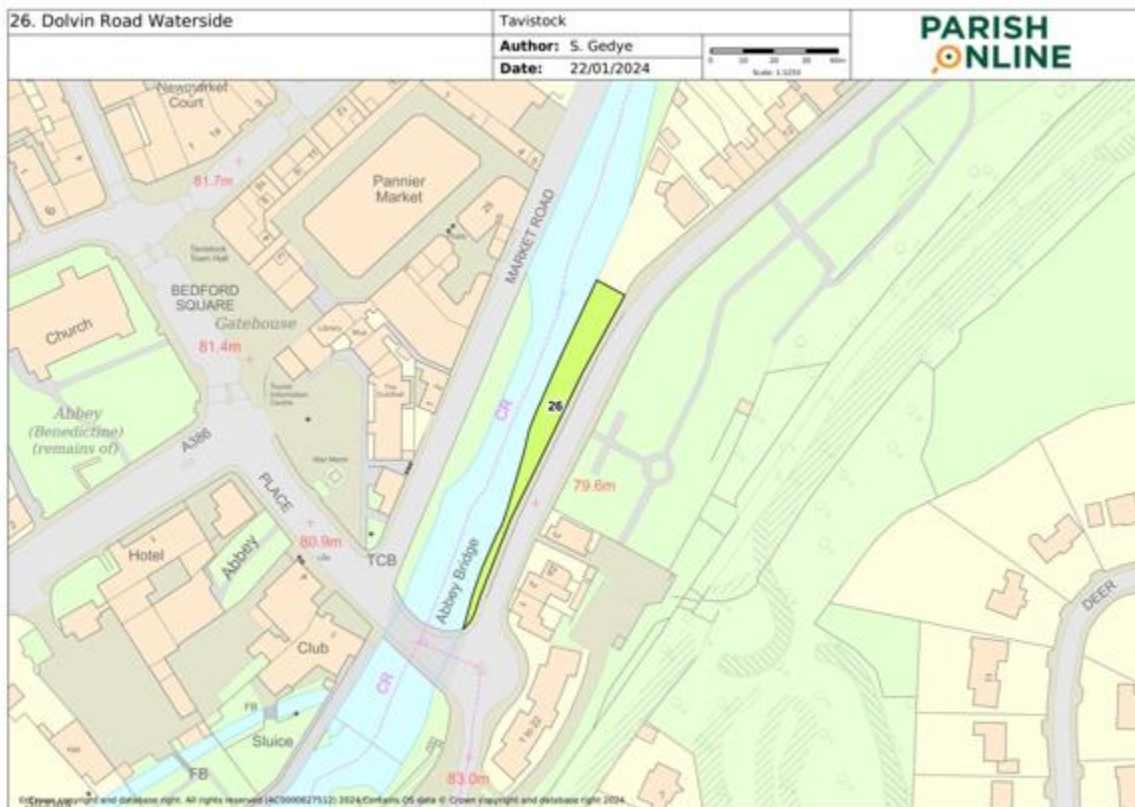
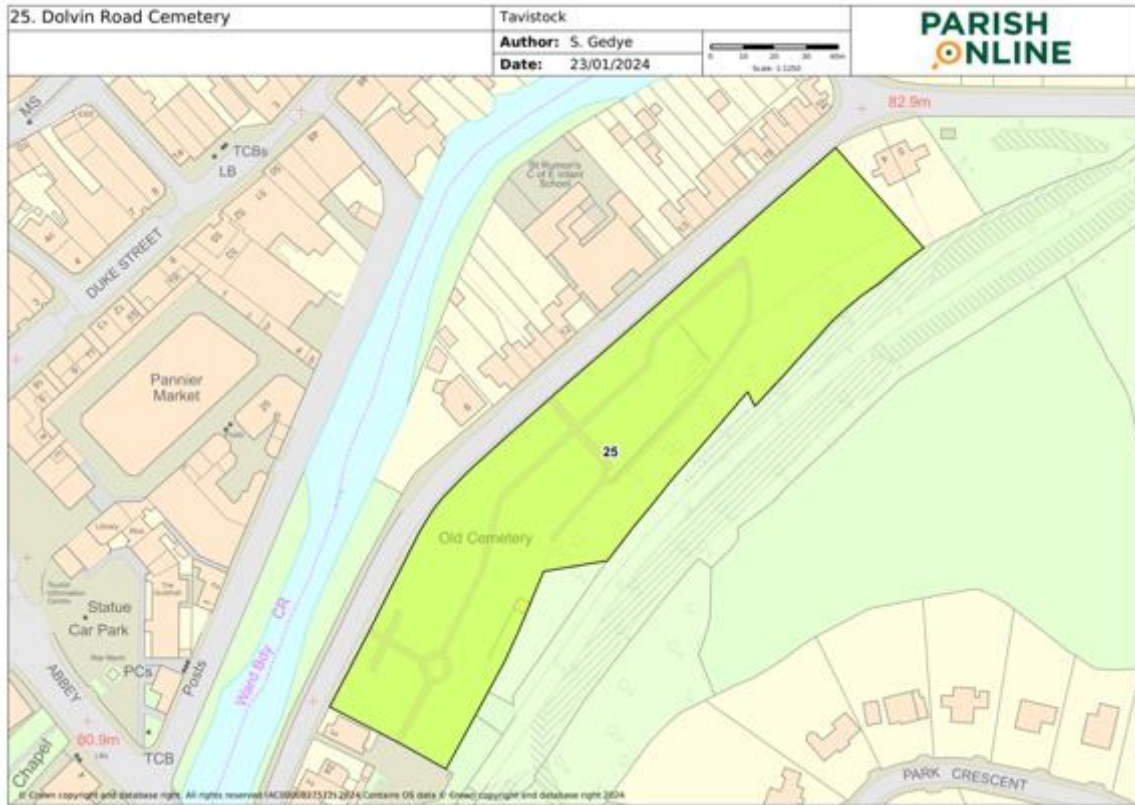


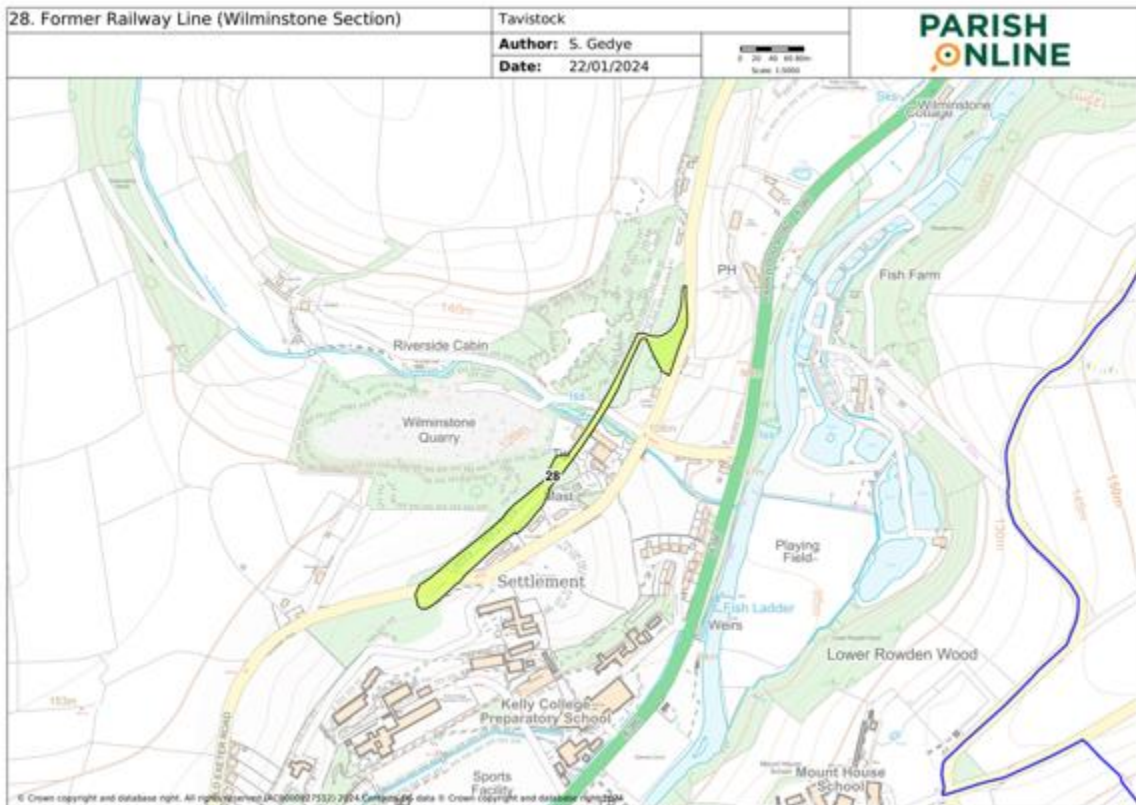
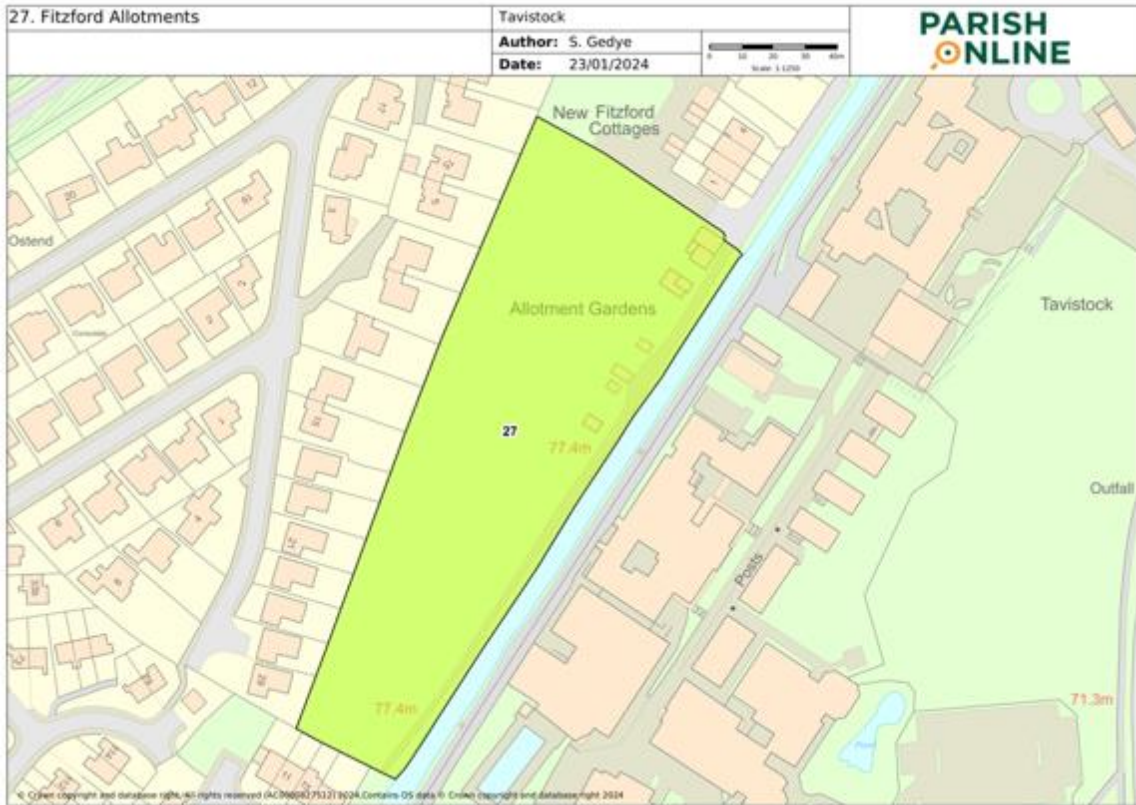


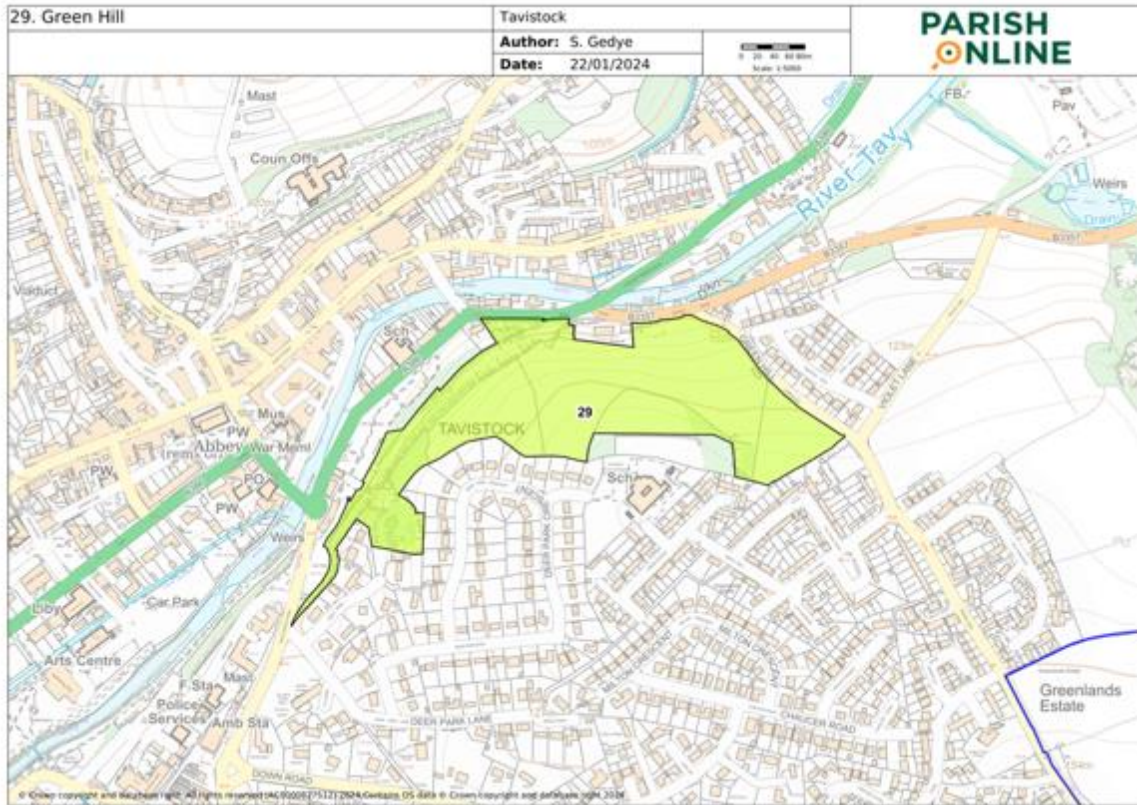


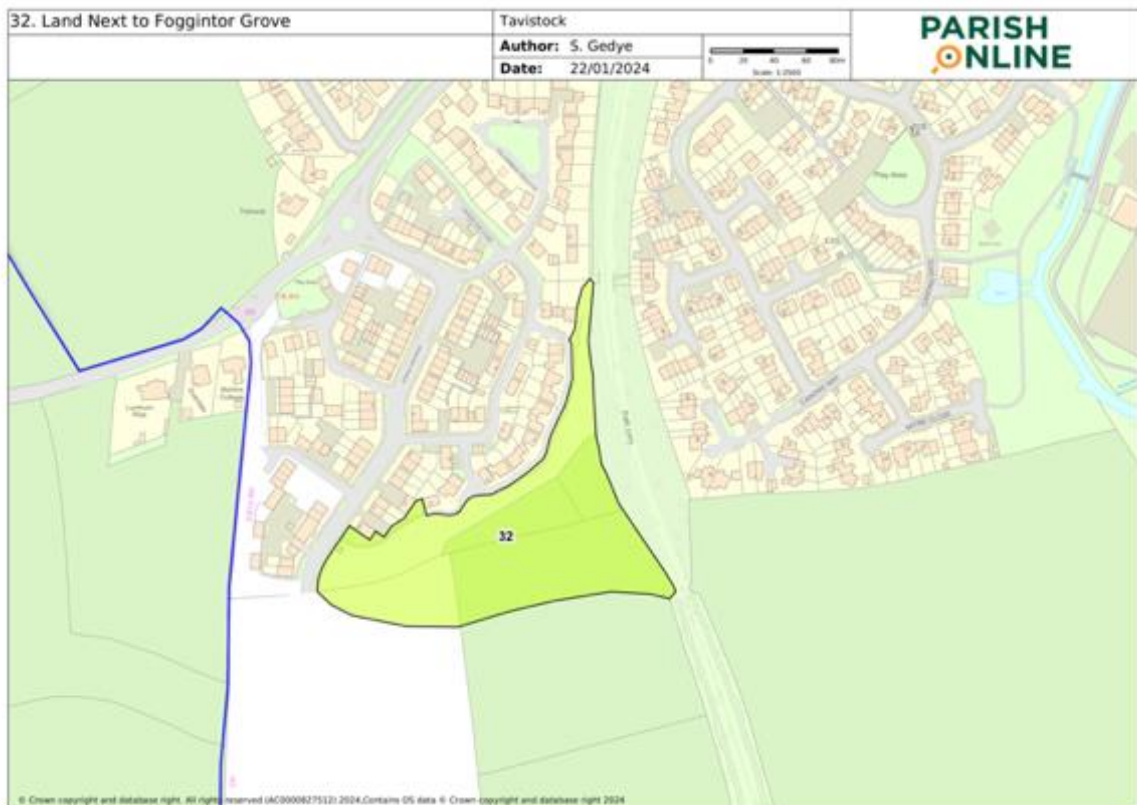


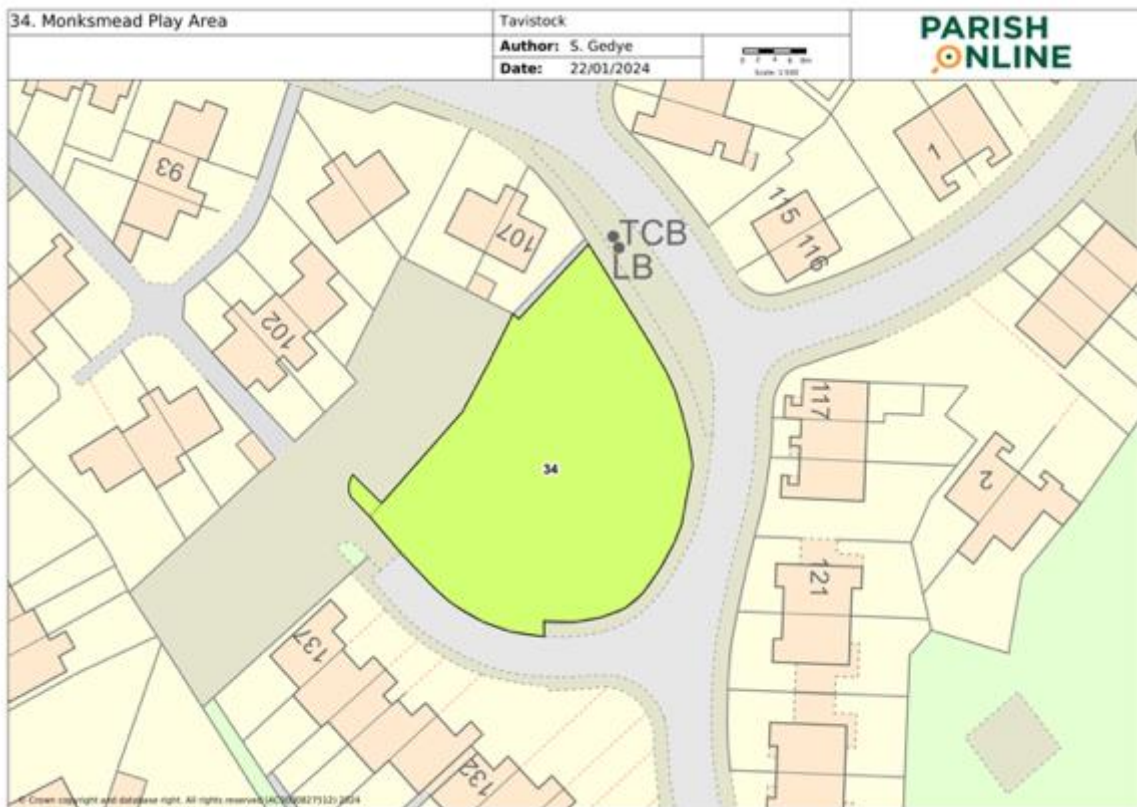


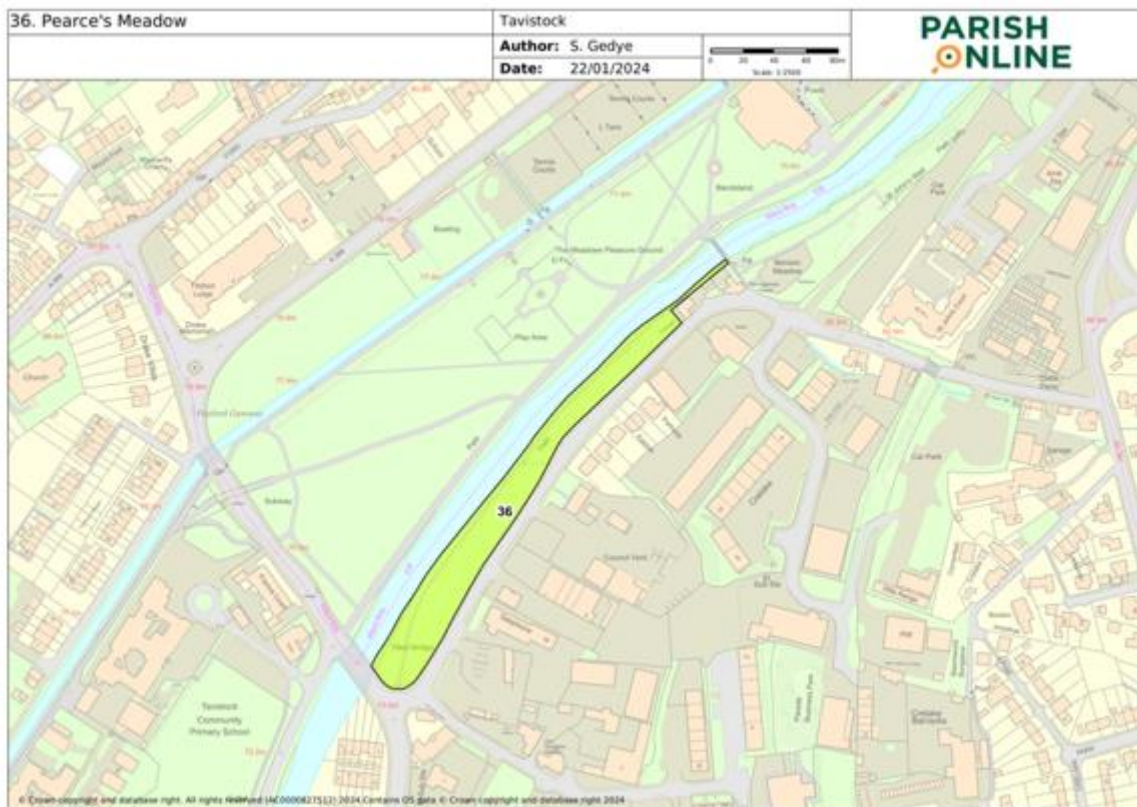


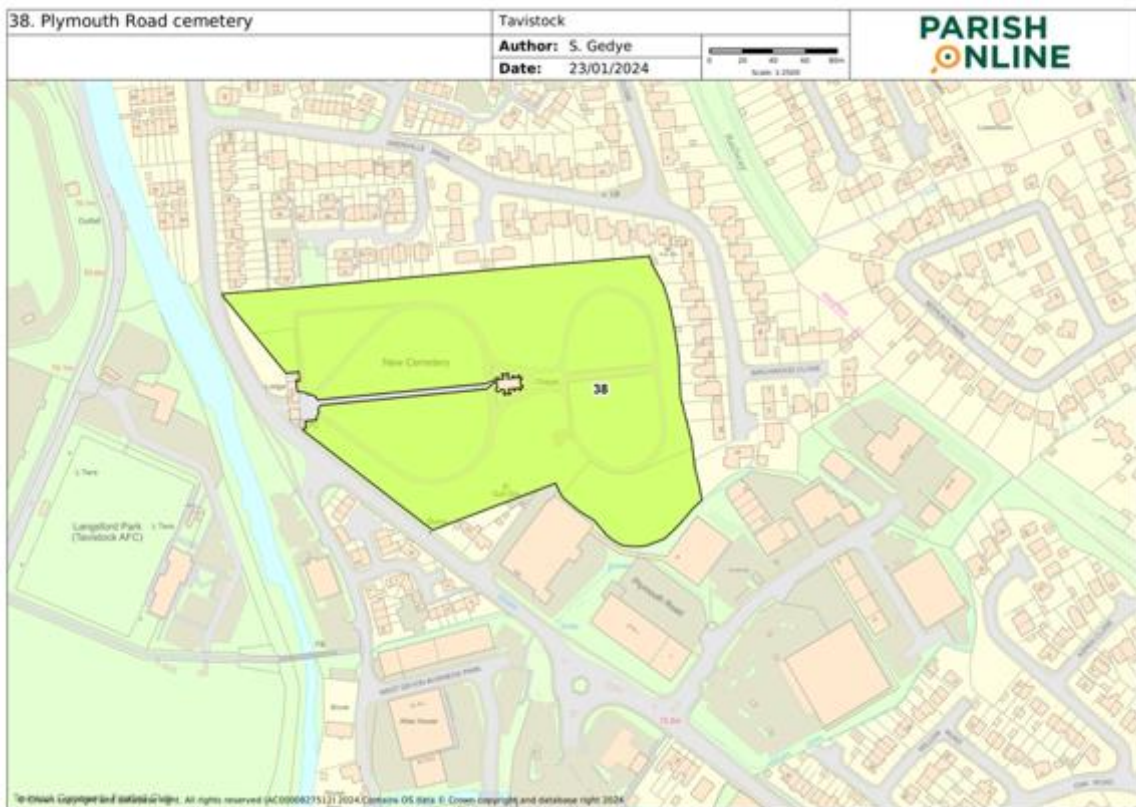
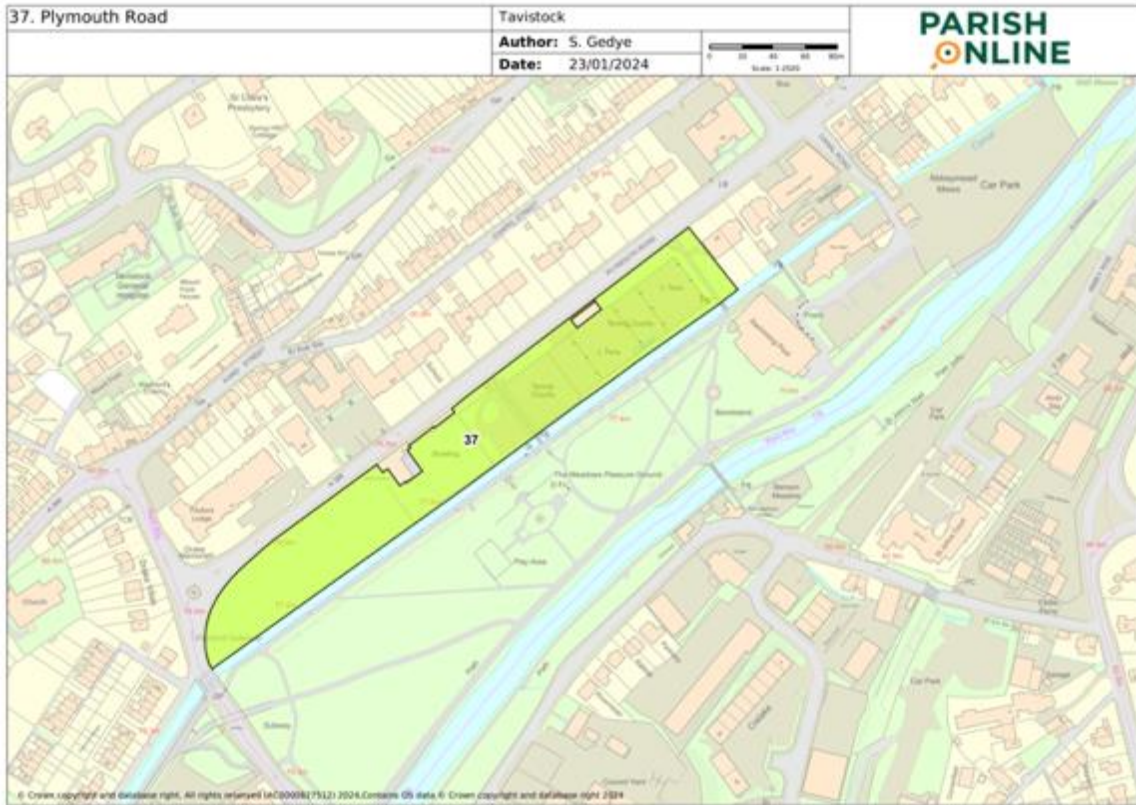


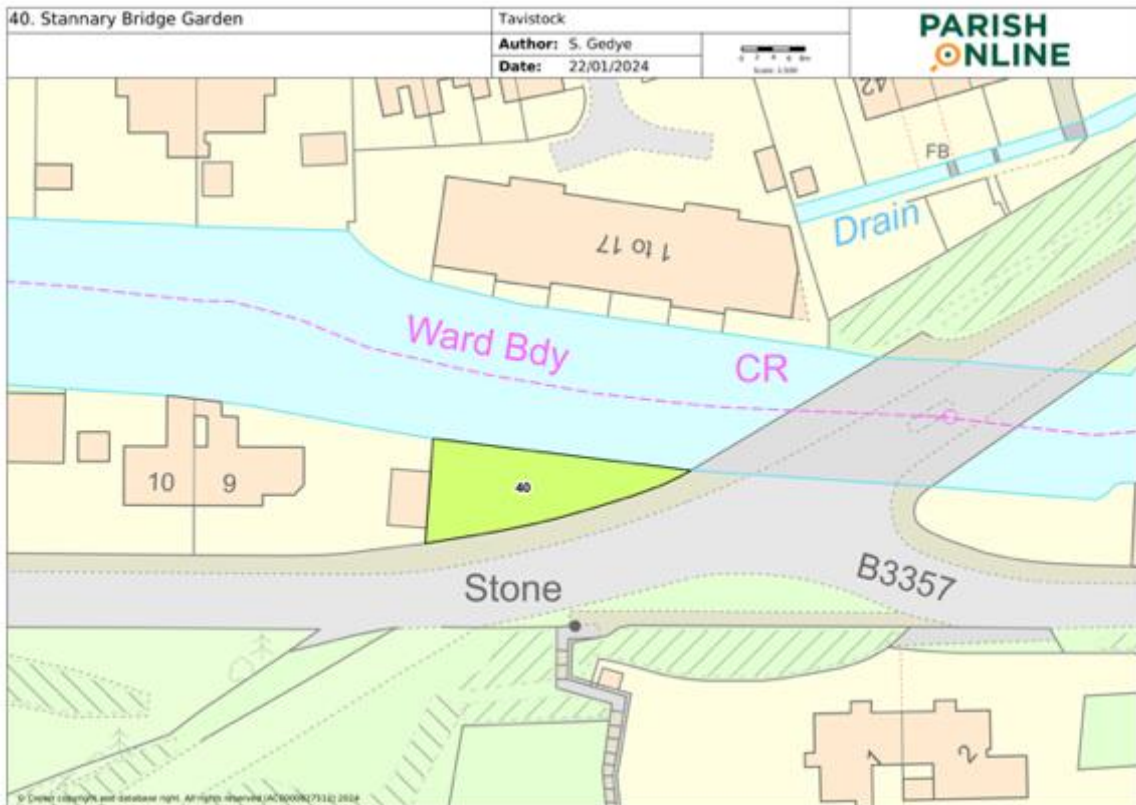


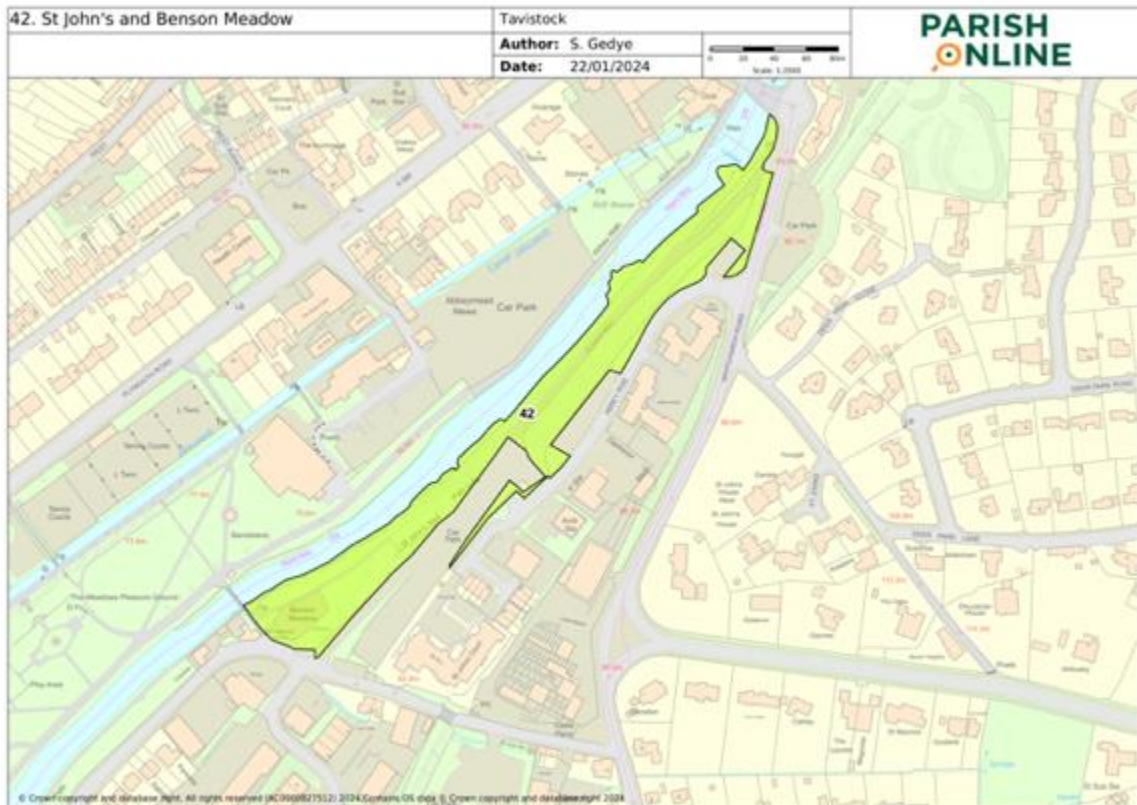
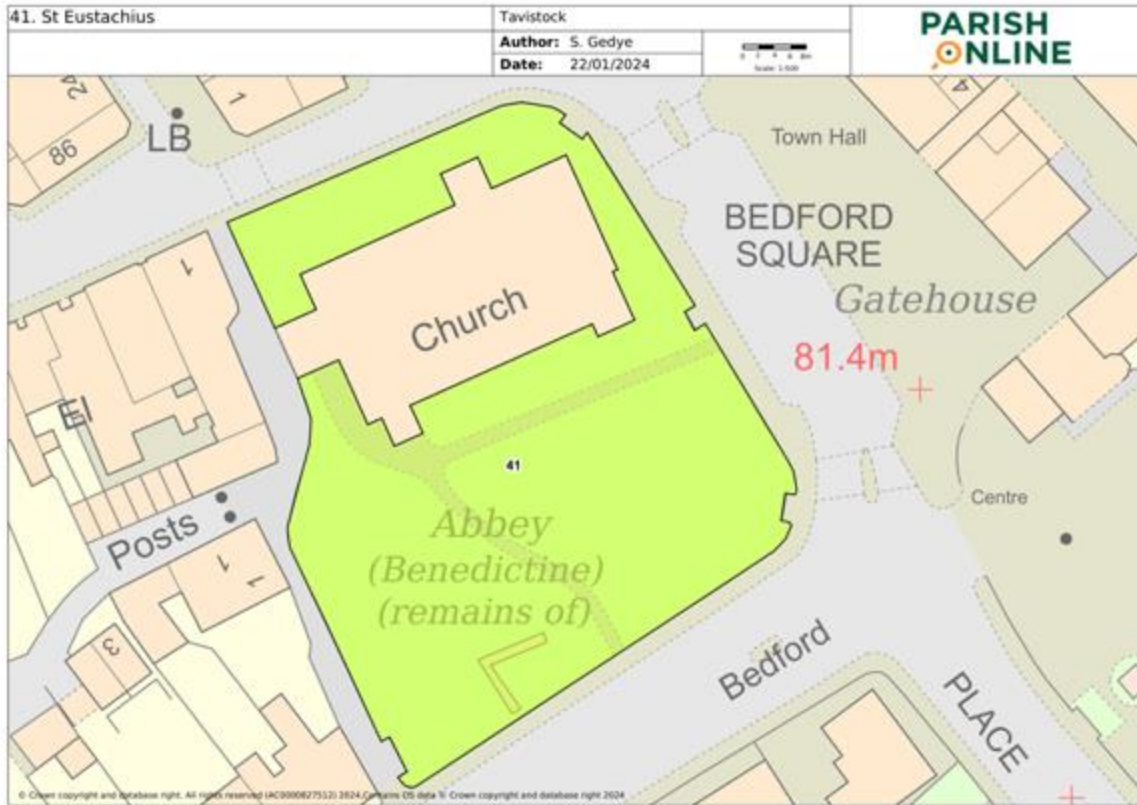


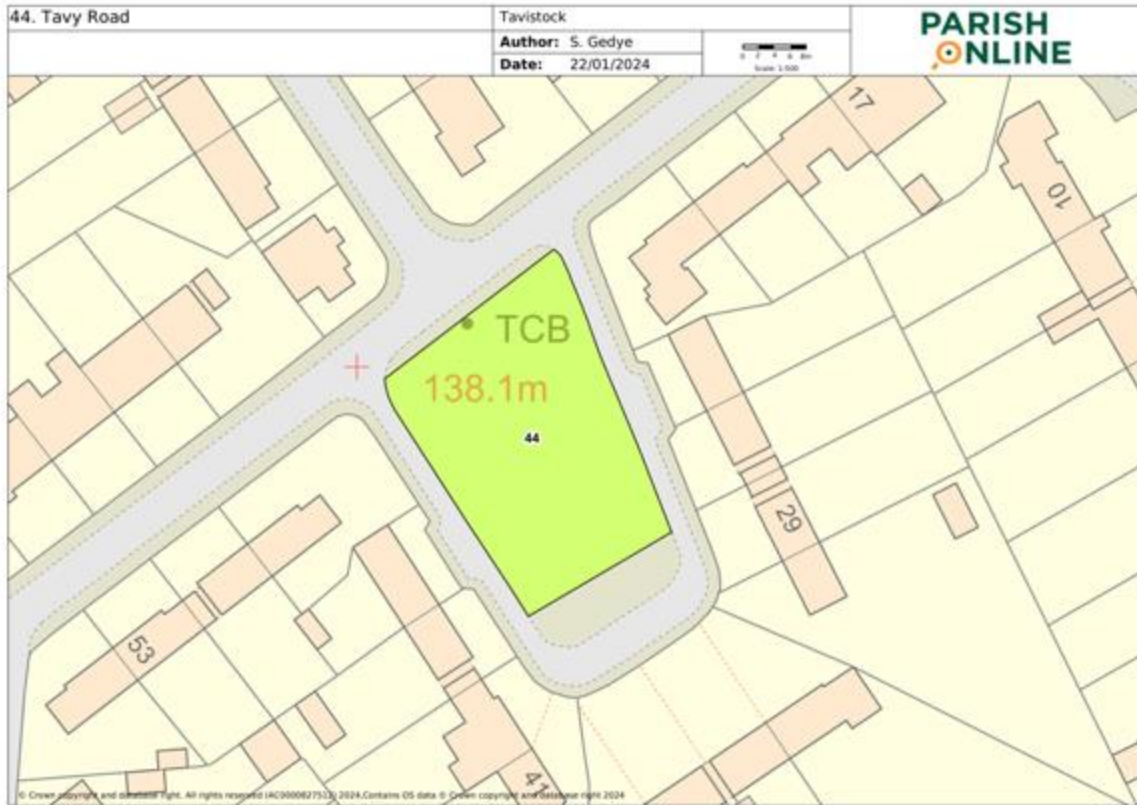


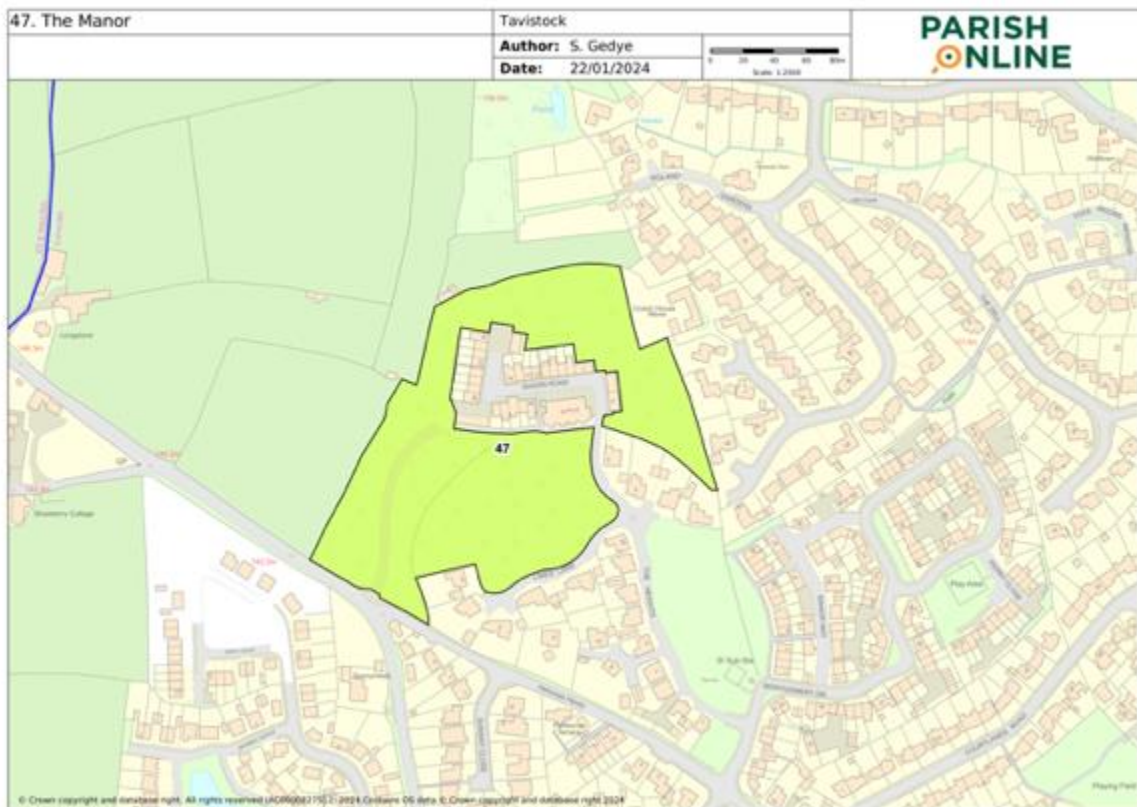
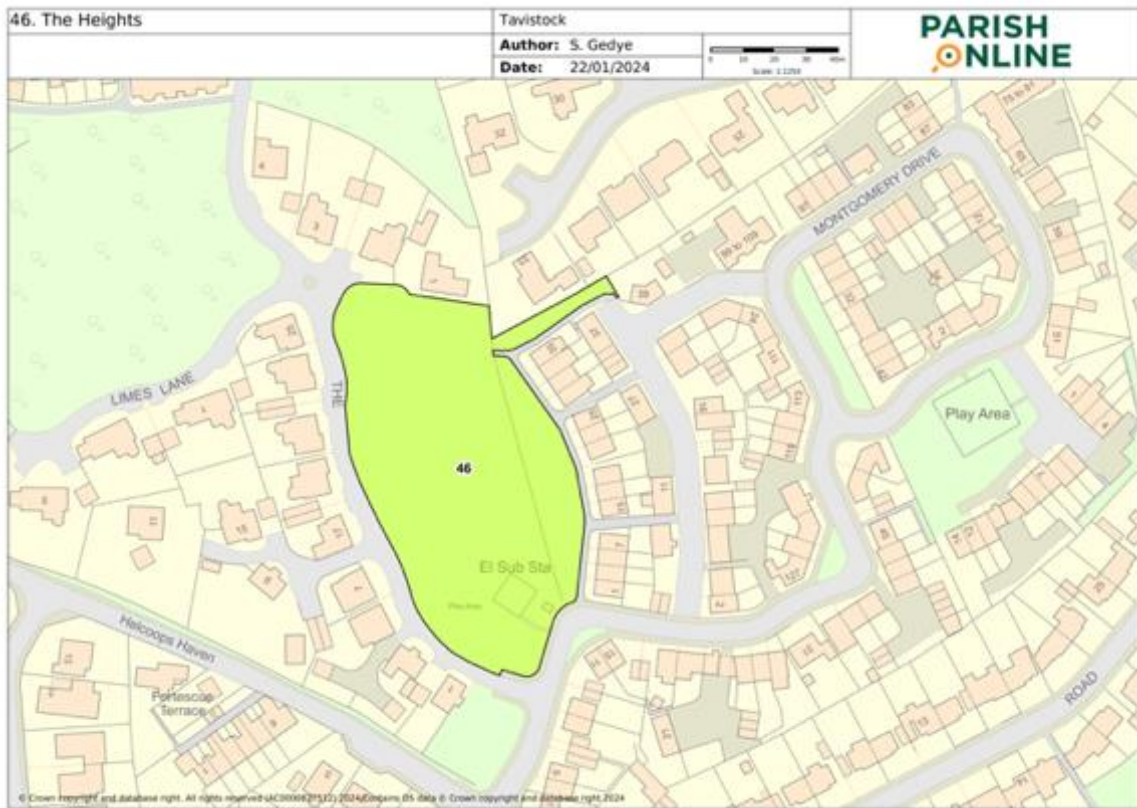


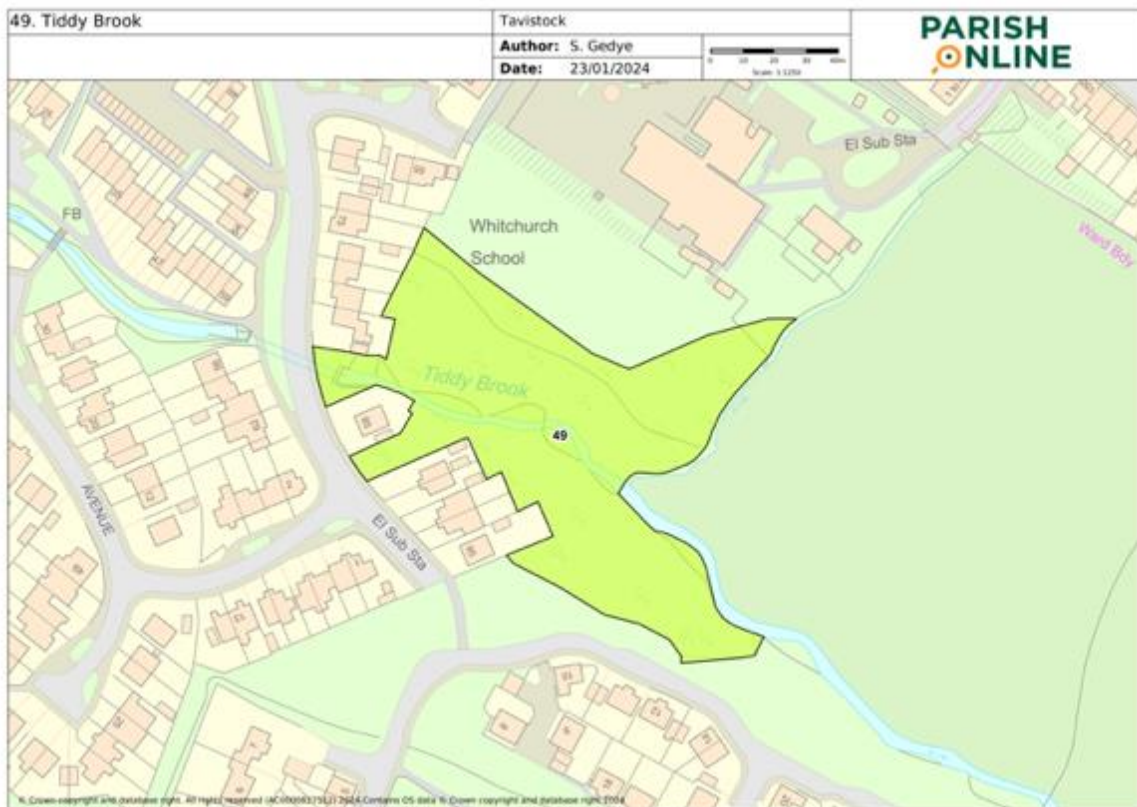
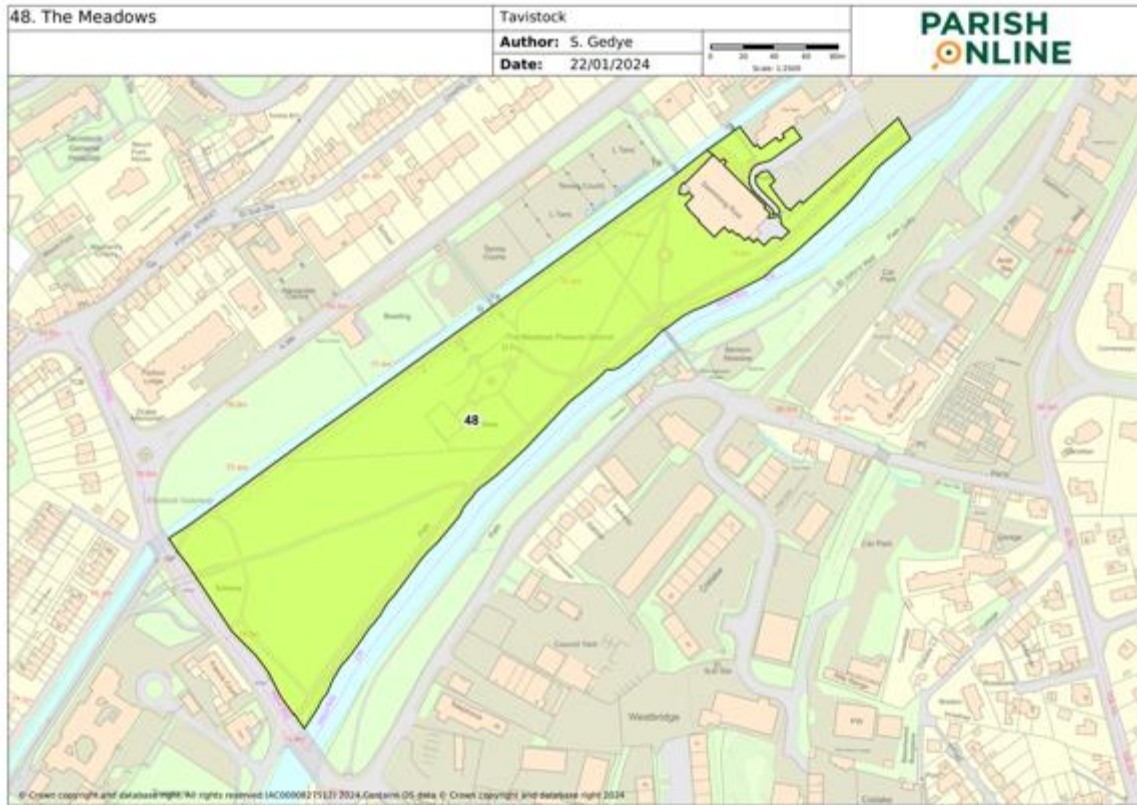


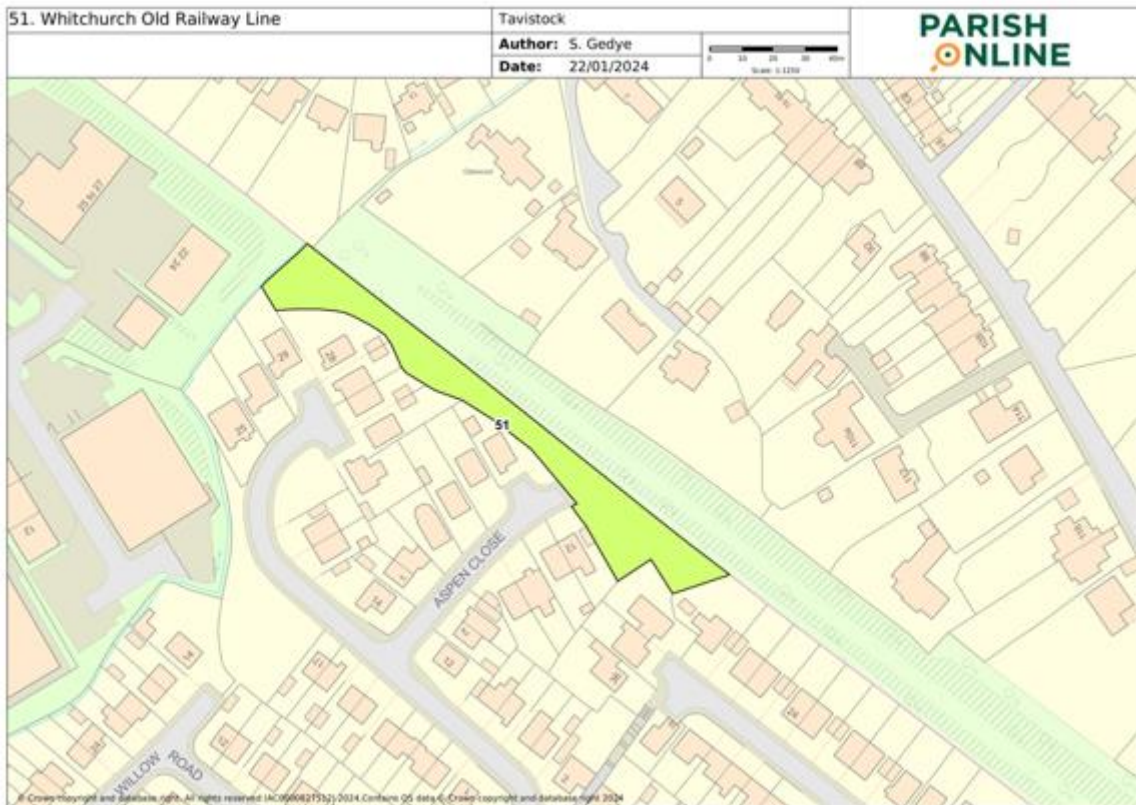
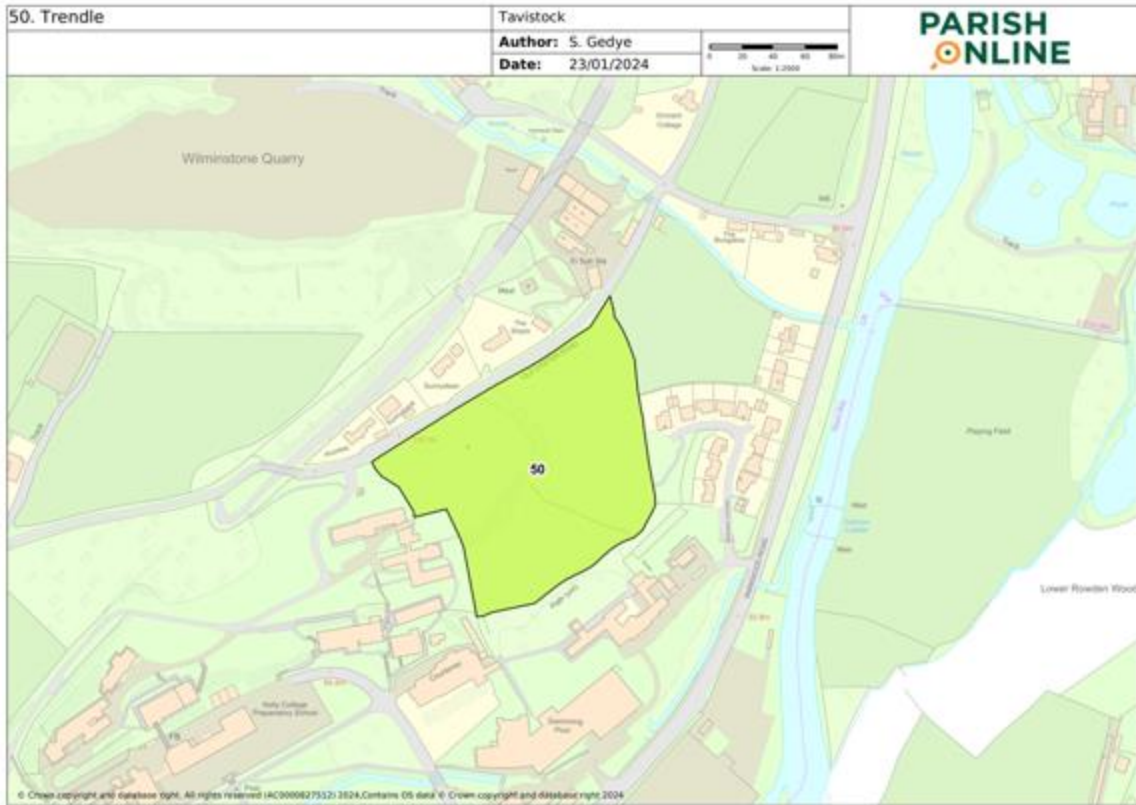


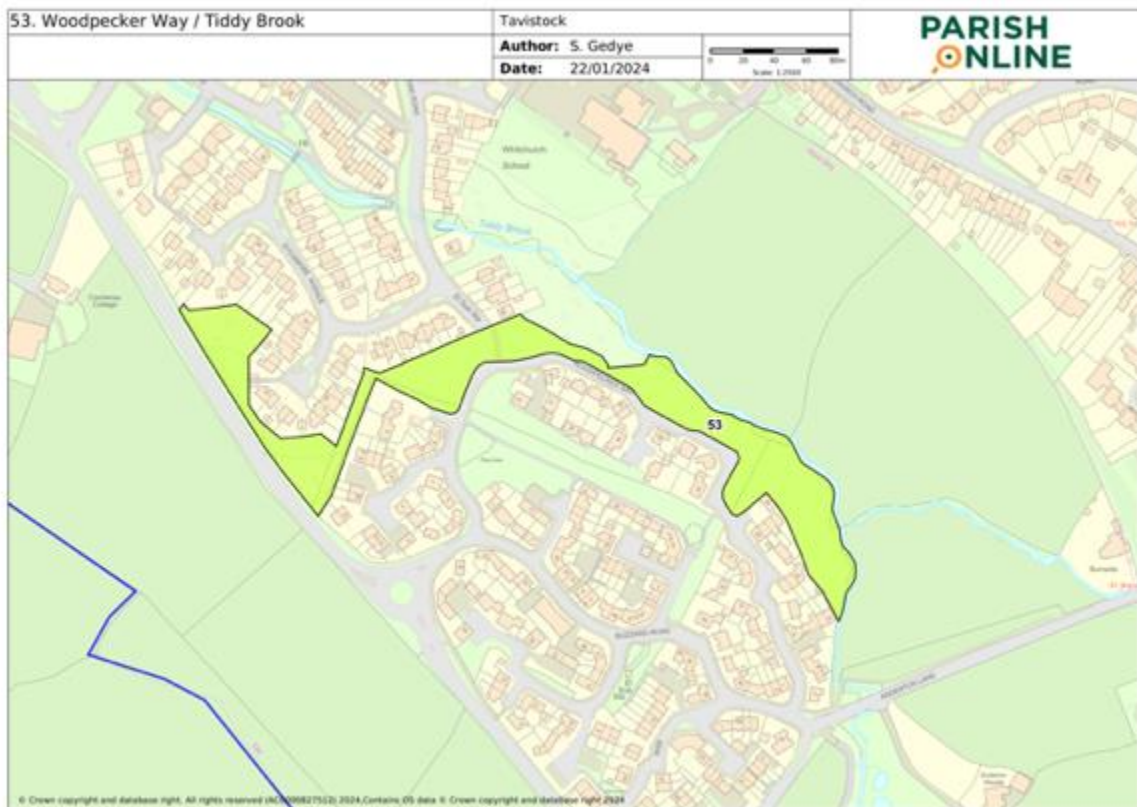
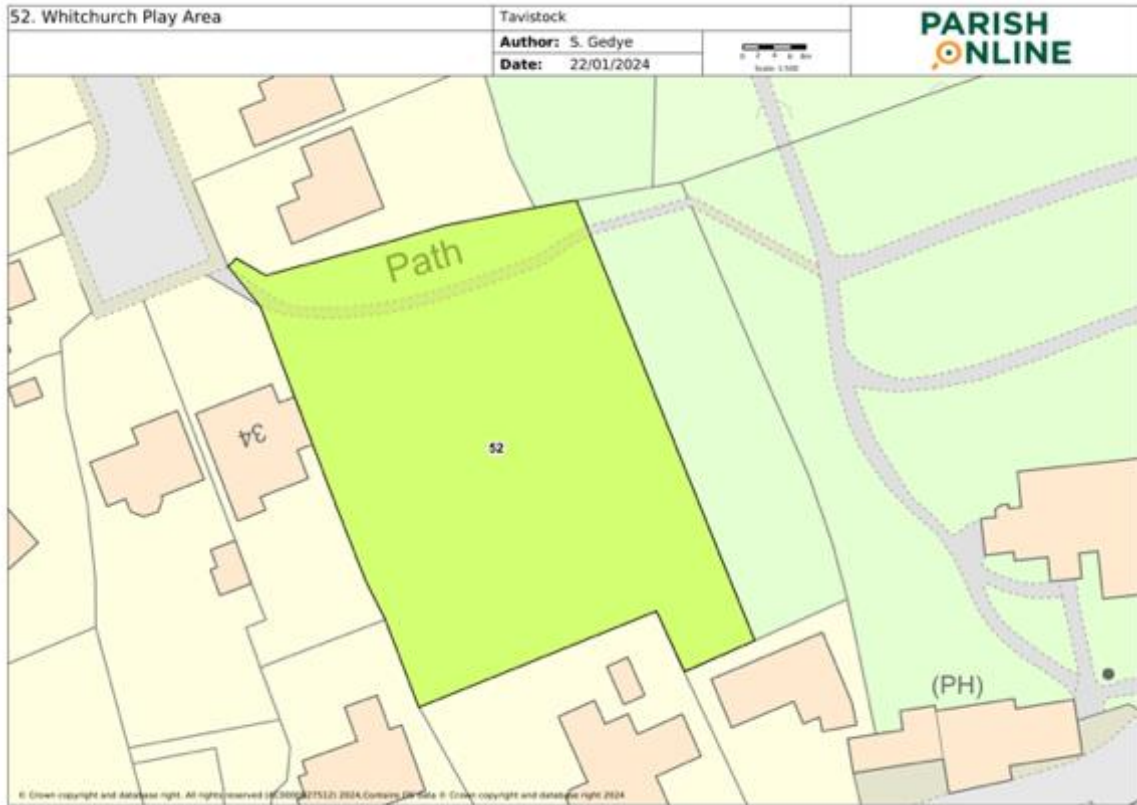














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