

# Tavistock

Neighbourhood Area  
Design Codes and Guidelines

**FINAL**  
June 2024



## Quality information



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## Revision History

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# Contents

<b>1</b>	<b>1. Introduction</b>	<b>4</b>	<b>5</b>	<b>Deliverability</b>	<b>117</b>
	1.1 Objectives	6		5.1 Delivery agents	118
	1.2 Process	6			
<b>2</b>	<b>2. Neighbourhood Area context analysis</b>	<b>8</b>	<b>6</b>	<b>Glossary</b>	<b>119</b>
	2.1 Location and area of study	9			
	2.2 Land use	11			
	2.3 Landscape, ecology and heritage designations	12			
	2.4 Water and flood risk	15			
	2.5 Historic development	16			
	2.5.1 Historical timeline	20			
	2.6 Cultural Associations	23			
	2.7 Stakeholder engagement	24			
	2.8 Existing character assessments and design guidance	25			
<b>3</b>	<b>3. Character assessment</b>	<b>29</b>			
	3.1 Introduction	29			
	3.2 Character assessment	30			
<b>4</b>	<b>4. Design guidance &amp; codes</b>	<b>76</b>			
	4.1 Introduction	77			
	4.2 General design considerations	78			
	4.2.1 Key points to consider when assessing planning applications	80			
	4.3 Design codes	83			



Introduction

01

# 1. Introduction

## **This section provides context and general information to introduce the project and its location.**

AECOM has been commissioned to provide design support to Tavistock Town Council and the Neighbourhood Development Plan team through the Department for Levelling Up, Housing and Communities (DLUHC) - funded Neighbourhood Planning Programme, led by Locality. This document has been produced to inform new residential (only) development proposed in the Tavistock Neighbourhood Area. It presents a summary of the key characteristics which make this a special place to live and visit and this information is used to inform specific Design Codes and Guidelines which promote sustainable development and guide best practice.

The approach set out here is supported by the National Planning Policy Framework (NPPF), which encourages local authorities to consider using design codes, to help deliver high quality outcomes for new development.

It is important however, that guidance finds the balance between promoting and reinforcing local distinctiveness and allowing for innovation and originality. The NPPF suggests that *'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'* (NPPF, 2023).

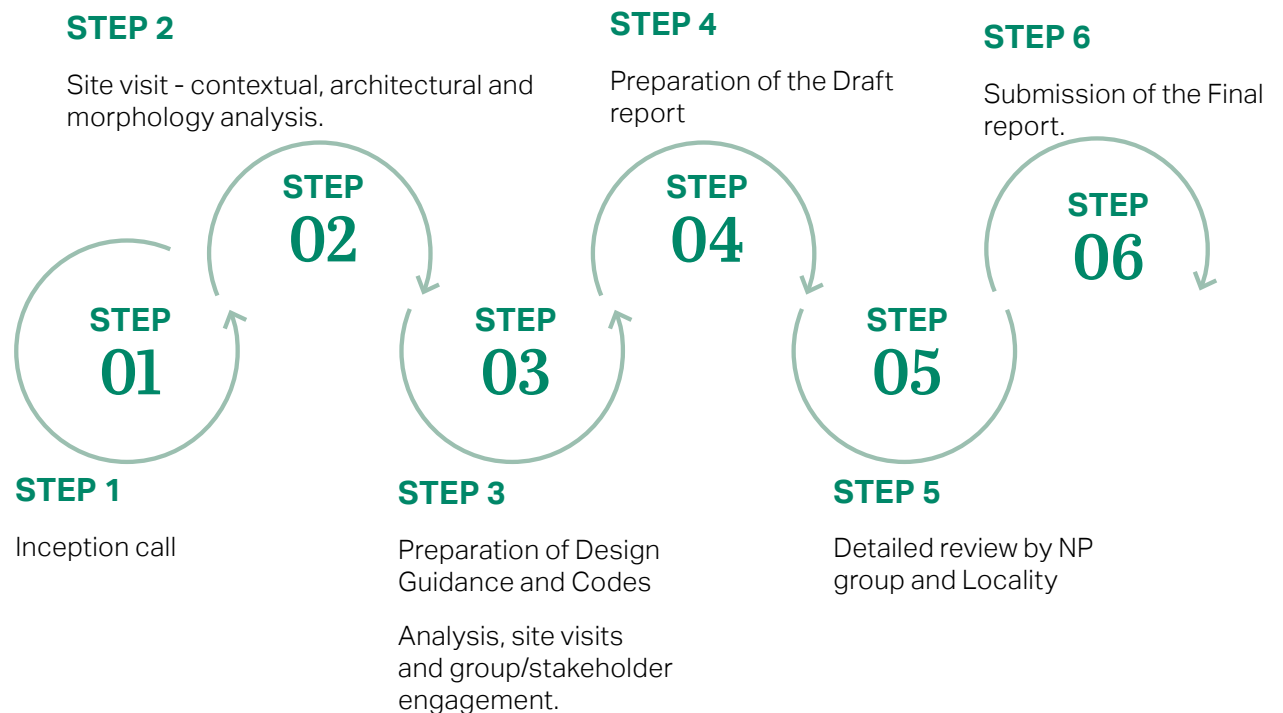
The NPPF also emphasises that *'the creation of high-quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities'* (NPPF, 2023). It is therefore important that planning policies and decisions address the connection between people and places and how any new residential development will respond to and integrate successfully into the natural, built and historic environment.

## 1.1 Objectives

The report has been prepared to provide design guidance and codes based on the character and local qualities of the parish, to help ensure future development particularly forthcoming housing, coheres with and enhances Tavistock Neighbourhood Area which is the civic area governed by Tavistock Town Council.

## 1.2 Process

The following steps were undertaken to produce this document:







**Neighbourhood Area  
context analysis**

**02**



## 2. Neighbourhood Area context analysis

### 2.1 Location and area of study

The Tavistock Neighbourhood Area covers approximately 1,330 hectares and is situated within West Devon, in the southwest of England.

Tavistock is a historic market and stannary town located on the western boundary of Dartmoor National Park and it is the main settlement within the Neighbourhood Area. The River Tavy, from which the town derives its name, runs through the centre of the settlement.

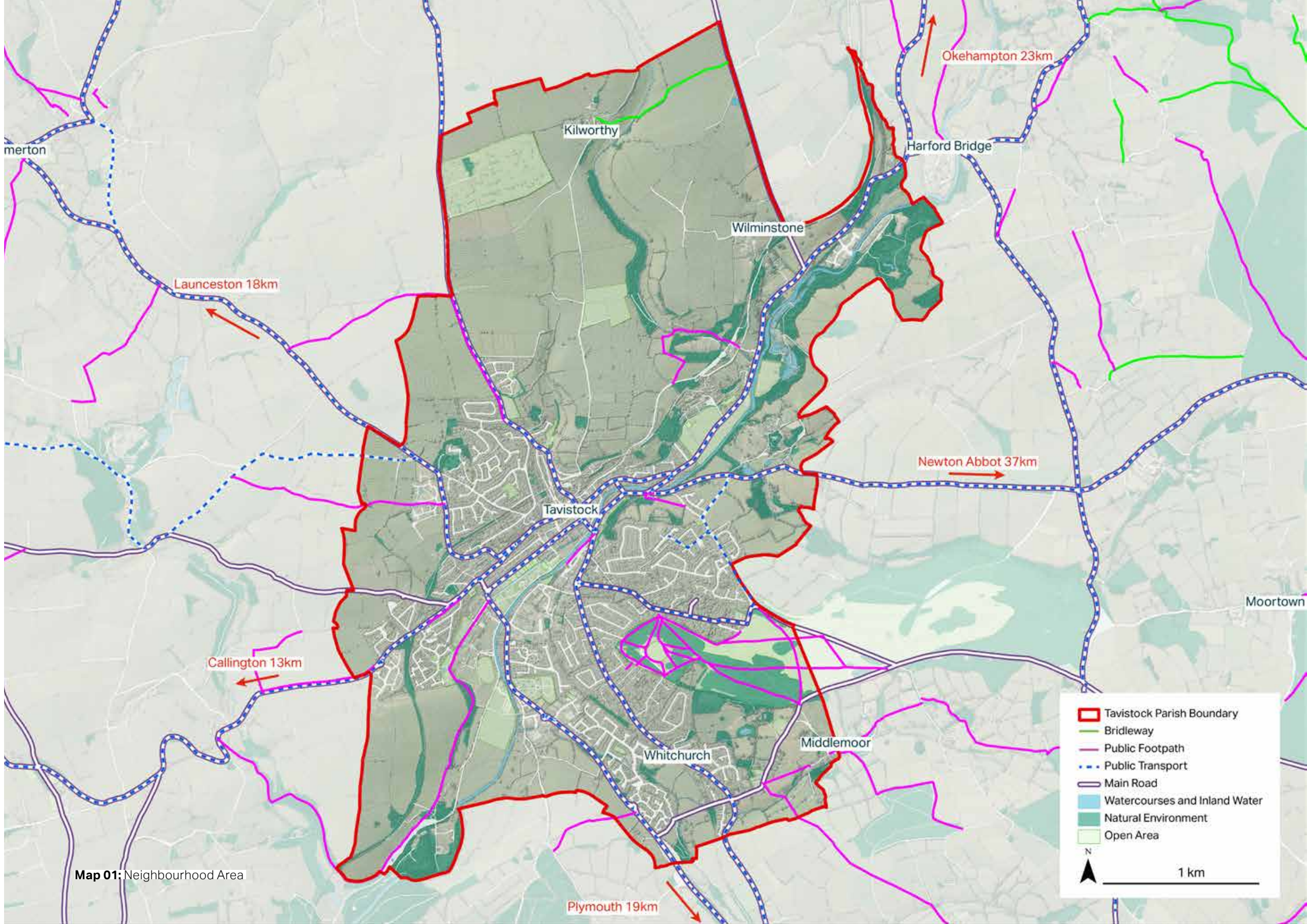
The A386 provides north/south vehicle access through Tavistock Town Centre, south to Plymouth (approximately 15km) and north to Okehampton (approximately 22km). The closest train station is in Gunnislake, around 4km to the southwest of the town centre. There are also local bus services connecting Tavistock with Okehampton and Plymouth, where larger train stations serve wider areas in surrounding counties, London and the North.

With a population of around 13,675 people according to 2021 Census data, Tavistock is the largest town in West Devon.

Tavistock's amenities include Tavistock Hospital, Tavistock College, schools, supermarkets, churches, pubs, cafés, and restaurants, a vibrant high-street, pannier market and impressive Guildhall.

The Neighbourhood Area falls within the South Devon National Character Area, where the landscape is described as "predominantly a plateau, dissected by steep valleys and rivers". Tavistock itself lies across the valley formed by the River Tavy, with the main townscape located at the bottom of the valley beside the river, with residential areas arranged above on hillsides. The contextual setting incorporates agricultural land, winding rural lanes and high Devon hedgebanks, with views across designated landscapes including the Tamar Valley National Landscape (formerly Area of Outstanding Natural Beauty) 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 UNESCO and features three Conservation Areas.

Thanks to its proximity to Dartmoor National Park, there is a good network of footpaths and bridleways throughout the Neighbourhood Area, with local paths and longer routes such as the West Devon Way and The Dartmoor Way providing links to landmarks in the surrounding countryside.



Map 01: Neighbourhood Area

- Tavistock Parish Boundary
- Bridleway
- Public Footpath
- Public Transport
- Main Road
- Watercourses and Inland Water
- Natural Environment
- Open Area

N

1 km

## 2.2 Land use

The urban area of Tavistock makes up a large portion of the Neighbourhood Area, with the surrounding landscape being predominantly rural in nature. Dartmoor National Park (DNP) and the Tamar Valley National Landscape (NL) both extend into the Tavistock Neighbourhood Area boundary, providing the town with a dramatic setting and forming an important part of the surrounding landscape.

As a large market town, Tavistock plays an important role as an amenity hub for residents and the surrounding rural community by providing essential facilities and leisure opportunities. The surrounding town is predominantly residential, with some areas of commercial land on the south of the River Tavy, accessible via the A386. Commercial buildings in this area are used by companies including Jewson, Mole Valley, Royal Mail, Morrisons, Tesco and the Stannary Brewing Company.

There is also a large designated area of Common Land (east) which extends upto the Neighbourhood Area boundary close to the DNP boundary and forms Whitchurch Down, the location of Tavistock golf club.

The Joint Local Plan (JLP) allocates a further 18,600sqm of employment land as part of mixed-use developments towards the south of the settlement, with the view to increasing employment opportunities in Tavistock and enhancing the town's economic links with Plymouth. The JLP also allocates land for a new residential led development at Callington Road in the southwest, including a new train station and primary school. A project led by The Peninsula Rail Task Force, reinstating the rail link between Tavistock and Plymouth which would provide a much-needed improvement to public transport connectivity.



Figure 01: Plymouth Road wayfinding

## 2.3 Landscape, ecology and heritage designations

The centre of Tavistock is part of the Cornwall and West Devon Mining Landscape World Heritage Site (WHS), 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:

List Entry Numbers references provided.

### *Grade I listed buildings:*

- *Abbey Gatehouse (Ref. 1105833);*
- *Betsy Grimbal's Tower, the Vicarage (Ref. 1326209);*
- *Church of St. Andrew (Ref. 1326196);*
- *Porch to Abbot's Hall in Grounds of Bedford Hotel (Ref. 1105820); and*
- *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); and*
- *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 Neighbourhood Area also contains three scheduled monuments.

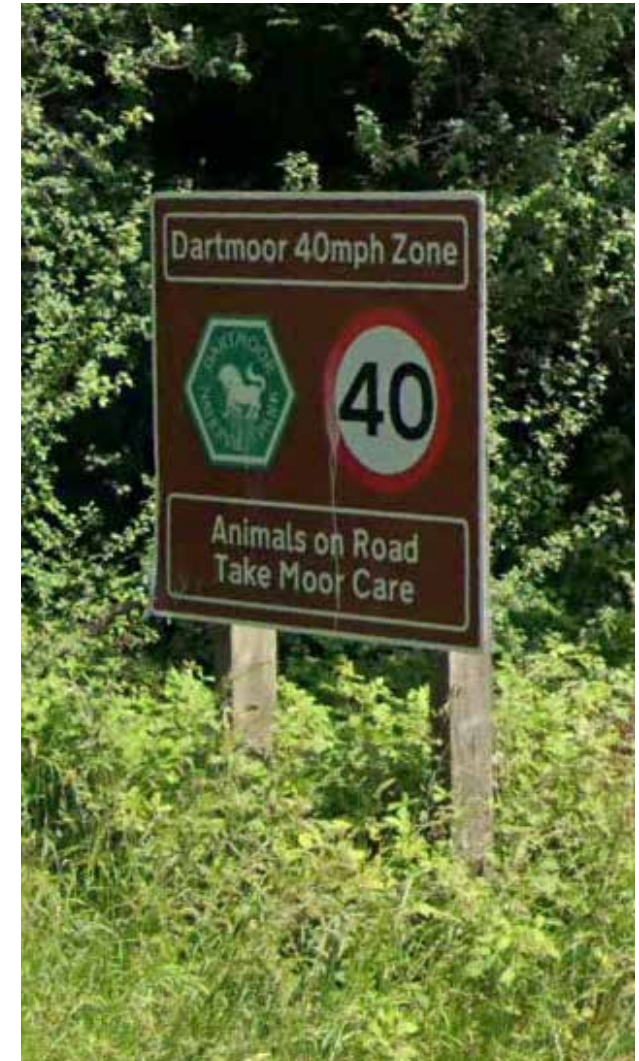
These include:

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

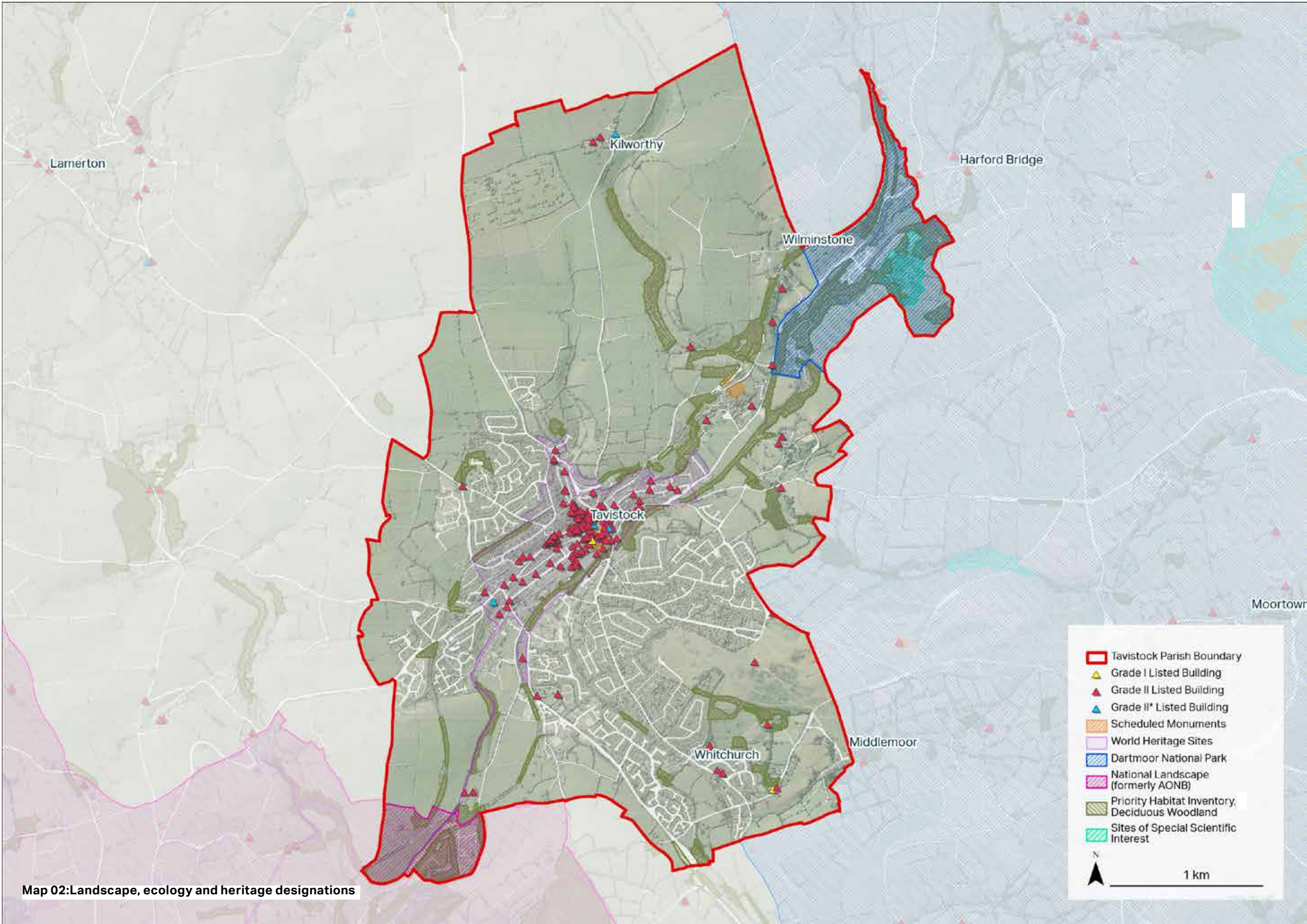
The Tamar Valley Area National Landscape (formerly Area of Outstanding Natural Beauty (AONB)) extends into the southern edge of the Tavistock Neighbourhood Area. An area shaped by Rivers Tamar, Tavy and Lynher – the NL is noted for its mining heritage and being a haven for wildlife. There is an associated 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).



**Figure 02:** Dartmoor National Park context

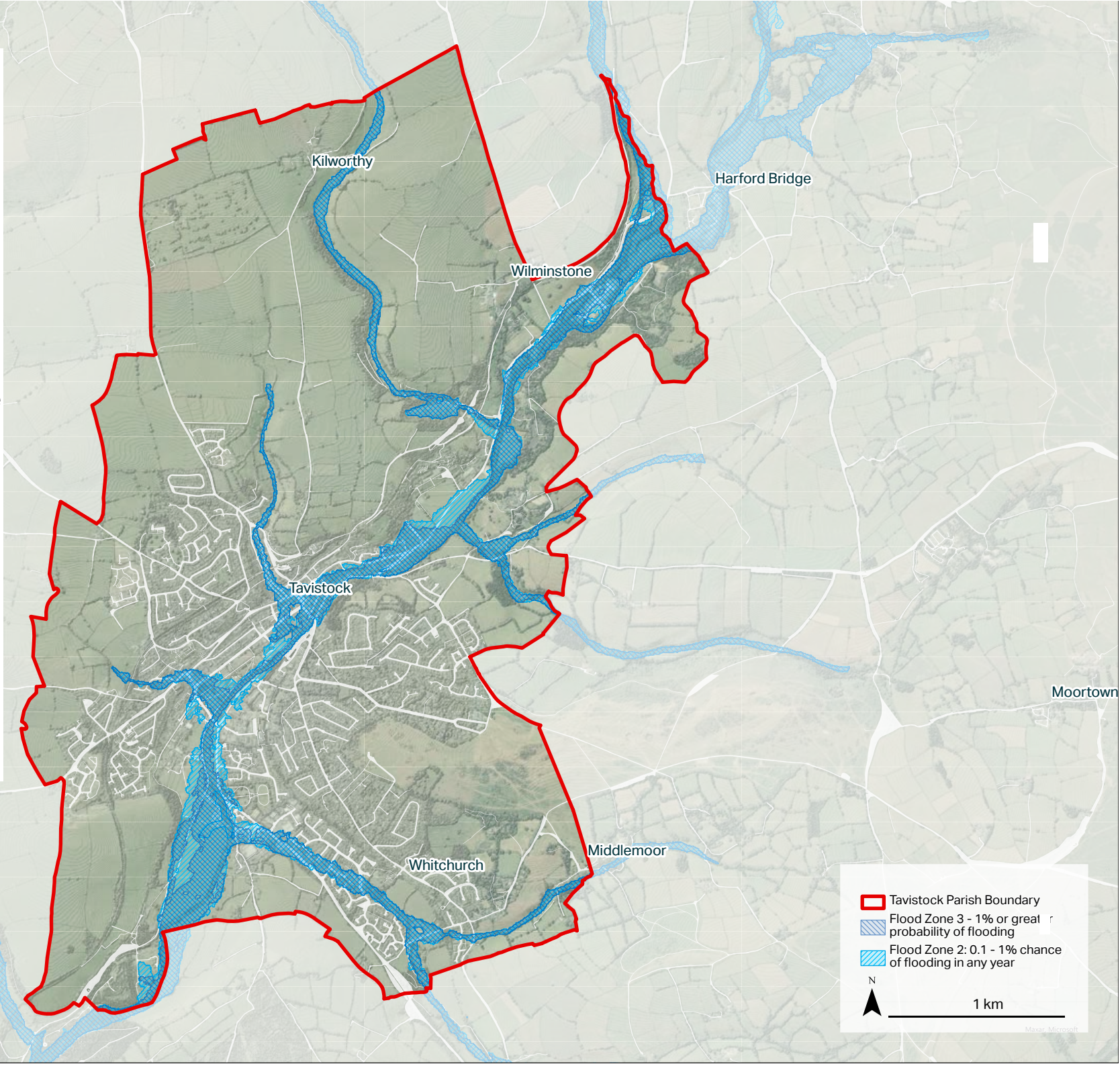


Map 02: Landscape, ecology and heritage designations




## 2.4 Water and flood risk

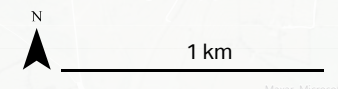
There is a high flood risk in low-lying areas alongside the route of the River Tavy, which runs through the centre of Tavistock. These low-lying areas of land are covered by Flood Zone 3, meaning there is a high probability of flooding from rivers. However, due to the river valley setting of the town, much of Tavistock is located on hillside land susceptible to complexities with water runoff management. There are currently no flood defences in use in Tavistock.

Dark blue areas highlight the flood extent of Flood Zone 3 – 1% or higher chance of fluvial flooding and 0.5% or higher chance of tidal flooding in any year. Medium blue highlights the extended flood extents of Flood Zone 2 – 0.1-1% chance of fluvial flooding.



Map 03: Flood risk mapping

-  Tavistock Parish Boundary
-  Flood Zone 3 - 1% or greater probability of flooding
-  Flood Zone 2: 0.1 - 1% chance of flooding in any year



## 2.5 Historic development

Much of Tavistock to the north-west of the River Tavy was present by the late 19th century, as recorded on the 1884 map. The current main road layout is present on the late 19th century and early 20th century mapping such as Old Launceston Road and Callington Road to the north and west of Tavistock and Plymouth Road and Whitchurch Road to the south of Tavistock. During the 20th century, additional residential streets were built, particularly at the north and south of Tavistock. The surrounding landscape is dominated by rectilinear shaped fields, which continue to the present day.



Figure 04: Pixon Cottage



Figure 03: Six inch Ordnance Survey map Devonshire CV.NE (1884) – The northern side of

- A** Grade II listed Pixon Cottage built in the early 19th.
- B** Many of the residential streets recorded as agricultural fields in the late 19th century.





Figure 06: Fortescue Terrace



Figure 07: Railway viaduct

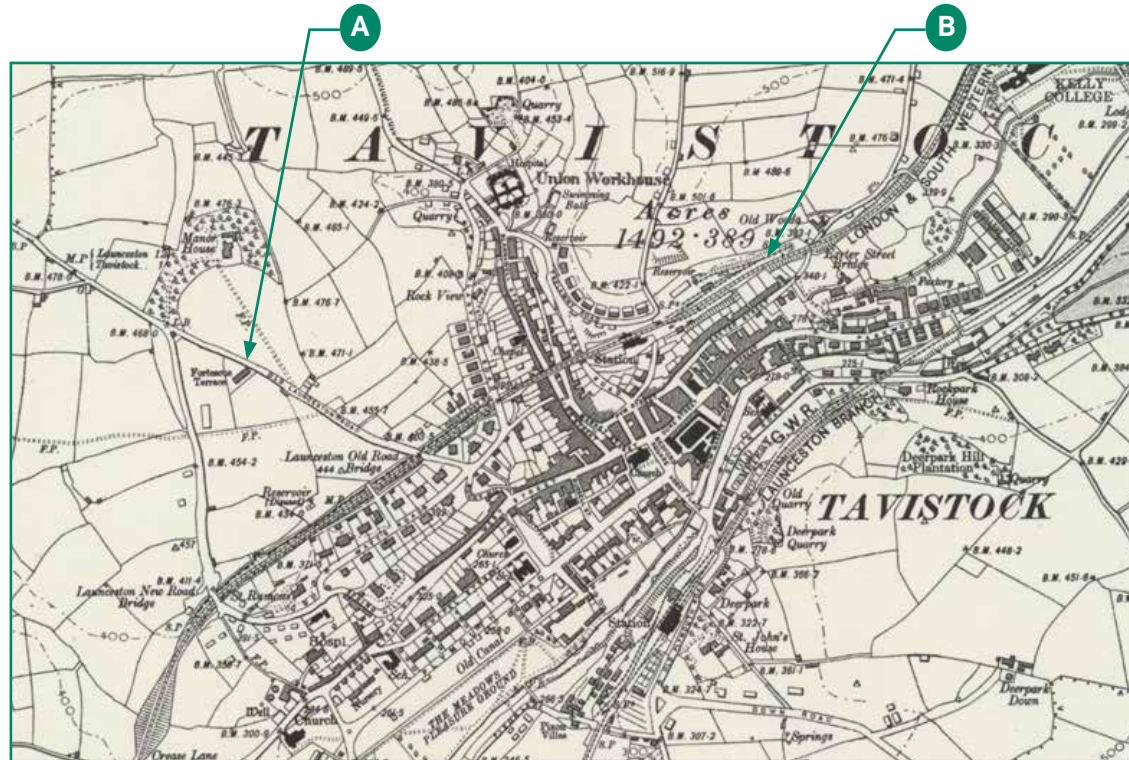


Figure 05: Six inch Ordnance Survey map Devonshire Sheet CV.NE (c.1944) – The northern side

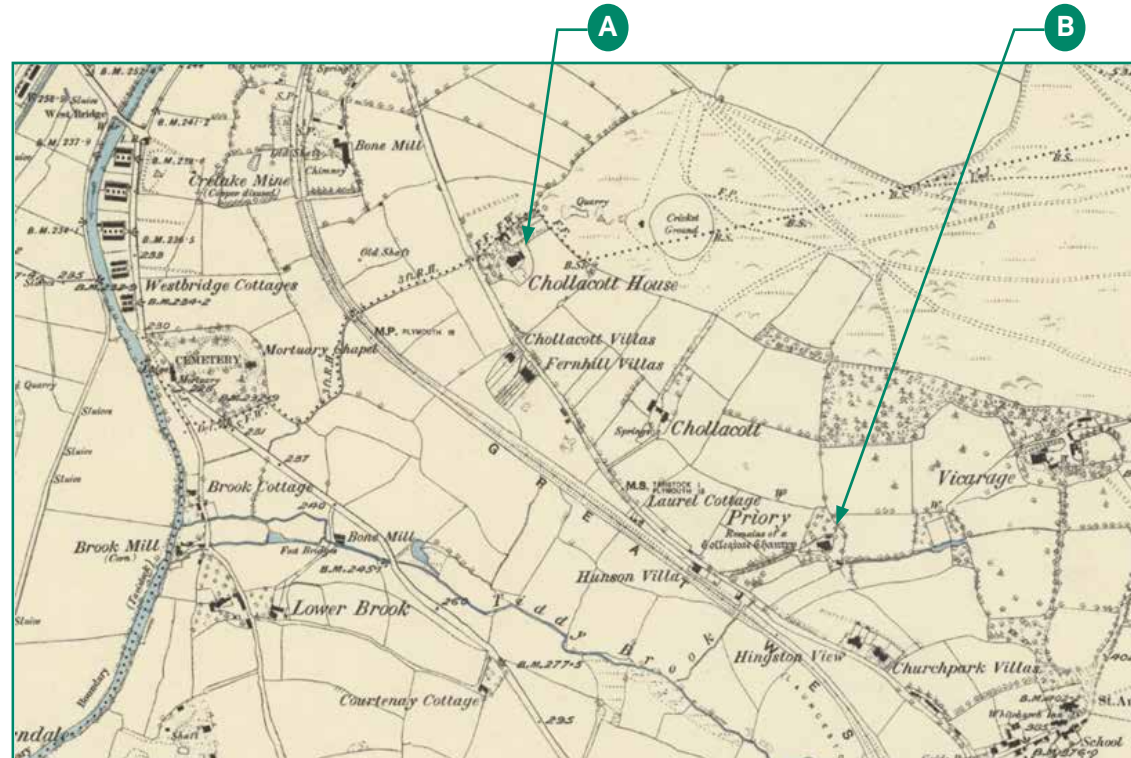
- A** Fortescue Terrace built in the late 19th century,
- B** London and South-Western Railway extended in the late 19th century.



**Figure 08:** Chollacott House



**Figure 09:** The Priory



**Figure 10:** Six inch Ordnance Survey map Devonshire Sheet CV.SE (1884) – Southern side of Tavistock

- A** 19th century Chollacott House present on the 1884 map and still extant.
- B** 19th century building incorporating the entrance tower of the Collegiate Chantry (The Priory), 14th century.



Figure 11: Whitham Park



Figure 12: Villa north of Chollacott

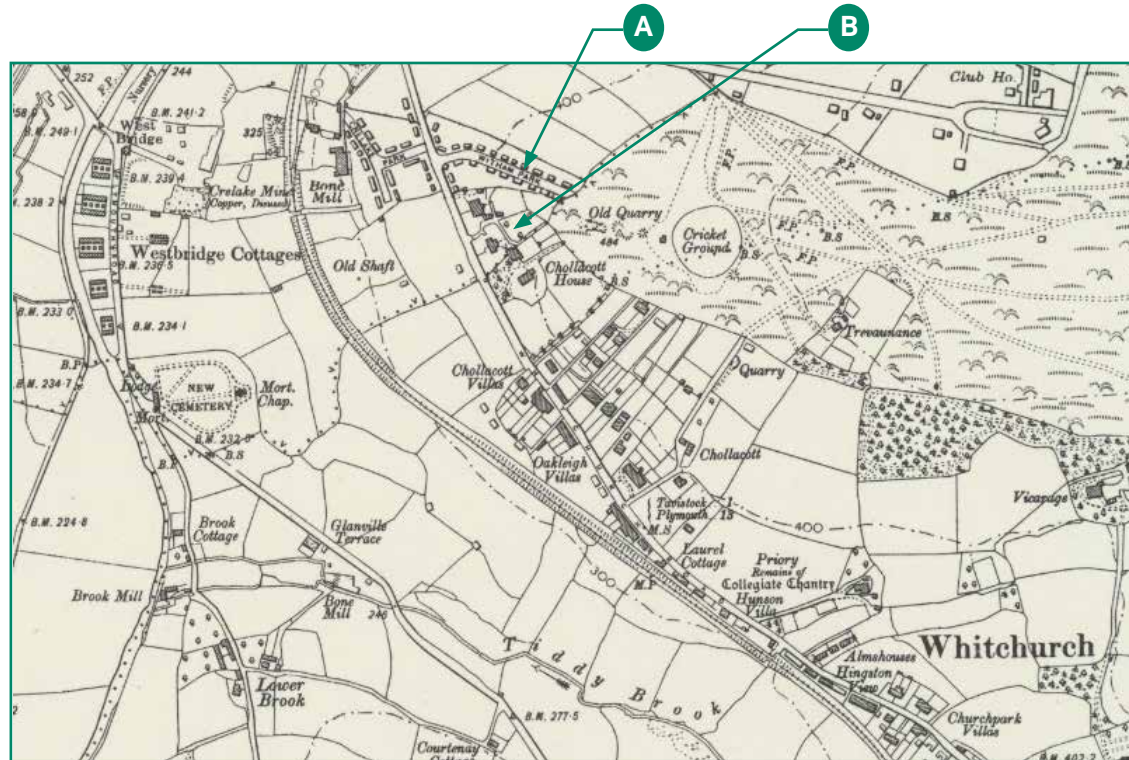


Figure 13: Six inch Ordnance Survey map Devonshire Sheet CV.SE (c.1944) – Southern side of Tavistock

- A** Construction of additional residential streets in the early-mid-20th century (Whitham Park).
- B** Additional villas built to the north of Chollacott House (51 and 55 & 57 Whitchurch Road).

## 2.5.1 Historical timeline

This historical timeline demonstrates only a sample of some of the construction styles and typologies from across development eras of the Tavistock Neighbourhood Area.

**1318**

Tavistock Parish Church was dedicated to St Eustachius.



**1850**

Tavistock's first 'model' cottages built in response to poor workers' living conditions, Dolvin Road.



**14th century**

Entrance tower to the former medieval chantry.

## Mid-20th century

Residential housing developments were constructed, particularly in east Tavistock, such as those along Westmoor Park.



**1860**

Tavistock town hall completed.










**21st century**

The Tors at the western edge of Tavistock.

Map 04 illustrates the boundary and highlights heritage listings and Scheduled Monuments. The Tavistock Conservation Area (CA) is omitted from the Character Assessment and with no area specific coding. The Conservation Area Character Assessment thoroughly documents the designation's character, and development within the boundary is enforced through the Conservation Area status supported by the management plan. Importantly, design elements from the CA which are relevant and realistic for future adoption within new developments are strongly integrated within the later design code section across the Neighbourhood Areas,



Map 04: Tavistock Conservation Area

-  Tavistock Parish Boundary
-  Grade I Listed Building
-  Grade II Listed Building
-  Grade II\* Listed Building
-  Scheduled Monuments
-  Conservation Areas
-  Conservation Area (Omitted)

N

400 m

Maxar, Microsoft

## 2.6 Cultural Associations

Tavistock is a town with rich historic and cultural associations:

- The earliest records of human settlement in Tavistock can be traced back to between 500 BC and 43 AD, thanks to the discovery of an Iron Age settlement in the area. The Trendle is a prehistoric earthwork and Scheduled Monument located to the northeast of the town centre;
- A Benedictine Abbey was founded in Tavistock in the 10th Century, playing a major part of the town's development until its dissolution in 1539. Many of the 'green' Hurdwick stone buildings in Tavistock were constructed using stone taken from the abbey ruins. The nationally significant medieval remains of this structure are now protected as a Scheduled Monument;
- Tavistock received its market charter from Henry I in 1105, and became one of Devon's three original stannary towns, where tin was weighed, stamped, and assessed for duty. Later, in the 19th C, there was another mining boom, in which copper and arsenic were dominant. Tavistock became, once again, an important mining centre, with implications for the economy, population pressure, and the development of the town (e.g. Guildhall and Pannier Market development; model cottages).
- Following the dissolution of the monasteries, much of the land in Tavistock was transferred to the Russell family, future Dukes of Bedford who played a key role in ownership and development in the town in the 19th century. The gothic town hall, award-winning pannier market and Bedford cottages are all notable buildings constructed by the Dukes;
- The medieval Parish Church of St Eustachius is Grade II Listed and includes a window designed by Morris & Company, whose family had connections to the nearby Devon Great Consols copper mine;
- Originally opened in 1859, the South Devon and Tavistock Railway was constructed by notable engineer Isambard Kingdom Brunel and featured three tunnels and six timber viaducts. Although this railway line closed to passengers in 1962, parts of it are still in use today as part of National Cycle Network (NCN) Route 27. Also referred to as Drake's Trail, this 21-mile walking and cycling route links Tavistock with Plymouth to the south; and
- Drake's Trail takes its name from seafarer and explorer Sir Francis Drake, who was born in Tavistock around 1540. Famous for playing his part in the defeat of the Spanish Armada in 1588, Drake was then knighted by Elizabeth I. A bronze statue commemorating Drake was erected near Fitzford Gateway on Plymouth Road in 1883, and still stands to this day.

## 2.7 Stakeholder engagement

Members of the Tavistock Neighbourhood Development Plan team were invited to share their knowledge and experience of the Neighbourhood Area during a site visit to discuss the stakeholders' views, key elements of settlement character areas and aspirations for the Neighbourhood Area.

Several key considerations and strategic issues emerged from the consultation, which have informed the preparation of this Design Code, and are set out below. These issues have been identified at a wider scale and represent the aspirations of the Tavistock Neighbourhood Development Plan that can be achieved through design and masterplanning:

- Historic rural community with Conservation Areas and World Heritage Site;
- Strong historical and cultural associations, including some landmark buildings;
- Accessibility implications to and from developments;
- The influence of the surrounding designated landscape context;
- Environmental degradation and biodiversity loss concern;
- Climate resilience and adaptation;
- Heating/energy strategies with ambitions for decentralised renewable energy production; and
- A vibrant high street and an attractive place to live and work.



## 2.8 Existing character assessments and design guidance

The following National level published character assessments, management strategies and design guidance documents are relevant to the Tavistock Neighbourhood Development Area:



### 2014 National Character Assessment

There are two National character areas applicable to the Tavistock Neighbourhood Development Area:

*NCA Profile: 150 Dartmoor (NE519)*

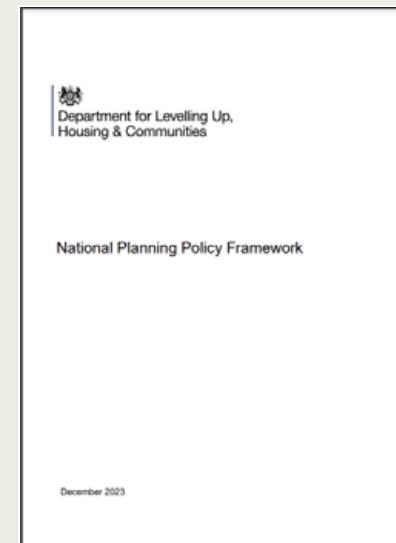
*NCA Profile: 151 South Devon (NE338)*

NCA profiles are guidance documents which can help communities to inform their decision making about the places that they live in and care for. The information they contain will support the planning of conservation initiatives at a landscape scale, inform the delivery of Nature Improvement Areas and encourage broader partnership working through Local Nature Partnerships.



### 2023 - National Planning Policy Framework DLUHC

Development needs to consider national level planning policy guidance as set out in the National Planning Policy Framework (NPPF) and the National Planning Policy Guidance (NPPG). In particular, NPPF Chapter 12: Achieving well-designed places stresses the creation of high-quality buildings and places as being fundamental to what the planning and development process should achieve.



### **2019 - National Design Guide** DLUHC

The National Design Guide illustrates how well-designed places that are beautiful, enduring and successful can be achieved in practice.

### **2021 National Model Design Code** DLUHC

Provides detailed guidance on the production of design codes, guides and policies to promote successful design. It expands on 10 characteristics of good design set out in the National Design Guide.

### **2020 - Building for a Healthy Life** Homes England

Building for a Healthy Life (BHL) is the new (2020) name for Building for Life, the government-endorsed industry standard for well-designed homes and neighbourhoods. The new name reflects the crucial role that the built environment has in promoting wellbeing. The BHL toolkit sets out principles to help guide discussions on planning applications and to help local planning authorities to assess the quality of proposed (and completed) developments, but can also provide useful prompts and questions for planning applicants to consider during the different stages of the design process.

### **2007 - Manual for Streets** Department for Transport

Development is expected to respond positively to the Manual for Streets, the Government's guidance on how to design, construct, adopt and maintain new and existing residential streets. It promotes streets and wider development that avoid car dominated layouts but that do place the needs of pedestrians and cyclists first.

### **2023 - Active Design** Sport England

Active Design guidance is based around ten key themes which aims to create places and spaces which encourage people to move more, with more opportunities for everyone to increase their activity levels and lead healthy lives.



The following local level published character assessments, management strategies and design guidance documents are also relevant to the Tavistock Neighbourhood Development Area:

### 2011 - Dartmoor National Park Design Guide

DNP

Provides ideas and inspiration for those living close to or within the National Park and important planning permission information.

### 2020 - The Cornwall and West Devon Mining Landscape World Heritage Site Management Plan

A document to safeguard and promote understanding of the the internationally-significant mining landscape.

### 2019 - Plymouth & Southwest Devon Joint Local Plan (2014-2034)

West Devon Borough Council, South Hams District Council and Plymouth City Council

Adopted in 2019, the Plymouth & Southwest Devon Joint Local Plan sets out a shared vision for the long-term future of the area, establishing a strategic framework for sustainable growth across Plymouth and the towns and villages surrounding it. The three local planning authorities (LPAs) involved have cooperated closely to identify cross boundary issues and identify solutions in this Joint Local Plan.

### 2020 – Plymouth & Southwest Devon Joint Local Plan Supplementary Planning Document

West Devon Borough Council, South Hams District Council and Plymouth City Council

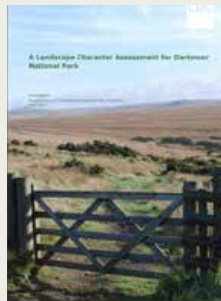
Adopted in 2020, this SPD has been prepared by the three LPAs to “amplify and give guidance on the implementation of the policies of the Plymouth and Southwest Devon Joint Local Plan (JLP).” This document supersedes the Southwest of Tavistock Masterplan SPD and sets out specific design guidance and site allocations for Tavistock alongside more general, area wide guidance.



## Devon's landscape character assessment (DLCA)

Devon County Council's Landscape Character Assessment provides an evidence base which explains the key characteristics which make each of the 21-character areas across the county distinct. It helps strengthen the ability of planning policy and development management decisions. It also protects and enhances the special qualities and features of Devon. The relevant character areas for Tavistock are:

- *Tavistock Dartmoor Fringes*
- *River Tavy Middle Valley*



## 2018- Landscape Character Assessment for South Hams and West Devon

A Landscape Character Assessment (LCA) was prepared for South Hams and West Devon in 2018 and replaces the earlier assessments produced in 2007 and 2008.

- *5A Inland elevated undulating land*
- *3G River valley slopes and combes*
- *3F Settled valley floors*
- *3B Lower rolling farmed and settled valley slopes*
- *2D Moorland edge slopes*

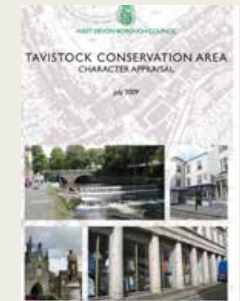
## 2017- A Landscape Character Assessment for Dartmoor National Park

The assessment breaks down Dartmoor's landscape into distinct 'landscape character types'. The relevant character area for Tavistock is:

- *Tavistock Dartmoor Fringes*

## 2018- West Devon Landscape Character Assessment

The Tavistock Conservation Area Character Appraisal looks to identify and protect what makes the area special through the identification of 11 distinct character areas within the conservation area boundary. It helps strengthen the ability of planning policy and development management decisions. It also protects and enhances the special qualities and features of Tavistock. This document is also supported by the 2014 Tavistock Conservation Area Management Plan.



## 3. Character assessment

**This section outlines the broad physical, historic and contextual characteristics of the Tavistock Neighbourhood Development Area.**

### 3.1 Introduction

Character assessment is used to describe and articulate what is special and distinctive about a place. It is used to identify recognisable patterns of elements or characteristics that make one place different from another. This guidance is focused on the residential character of townscape and setting, informed by the work of the Neighbourhood Plan Steering Group and the site visit by the AECOM consultant. Non-residential land use and temporary forms of accommodation such as park homes are beyond the scope of this assessment. Whilst there is considerable variety within each of the character areas, the best elements and features introduced in this section are later used to inform the Design Codes and Guidelines.



**Figure 14:** Grand villa style properties Glanville Road

## 3.2 Character assessment

The character assessment is informed by the work conducted by the Neighbourhood Plan Steering Group and is structured around the main substructures of distinct settlement character within the Tavistock Neighbourhood Development Area.

Listed below and illustrated on Map 05 are the five distinct areas identified by AECOM's character assessment and relate only to areas of urban design/architectural character:

- **CA1 - Tiddy Brook;**
- **CA2 - Whitchurch & Middlemoor;**
- **CA3 - Tavistock north;**
- **CA4 - Whitchurch Road west;** and
- **CA5 - The Pimple.**

The character assessment will cover:

- Pattern and layout of building;
- Green & blue infrastructure;
- Access and accessibility;
- Architecture and materials; and
- Sustainability.



**Figure 15:** Market Inn, upright building construction in rubble stone with brick quoins and roofed in slate.

Lamerton

Kilworthy

Harford Bridge

Wilmington

Tavistock

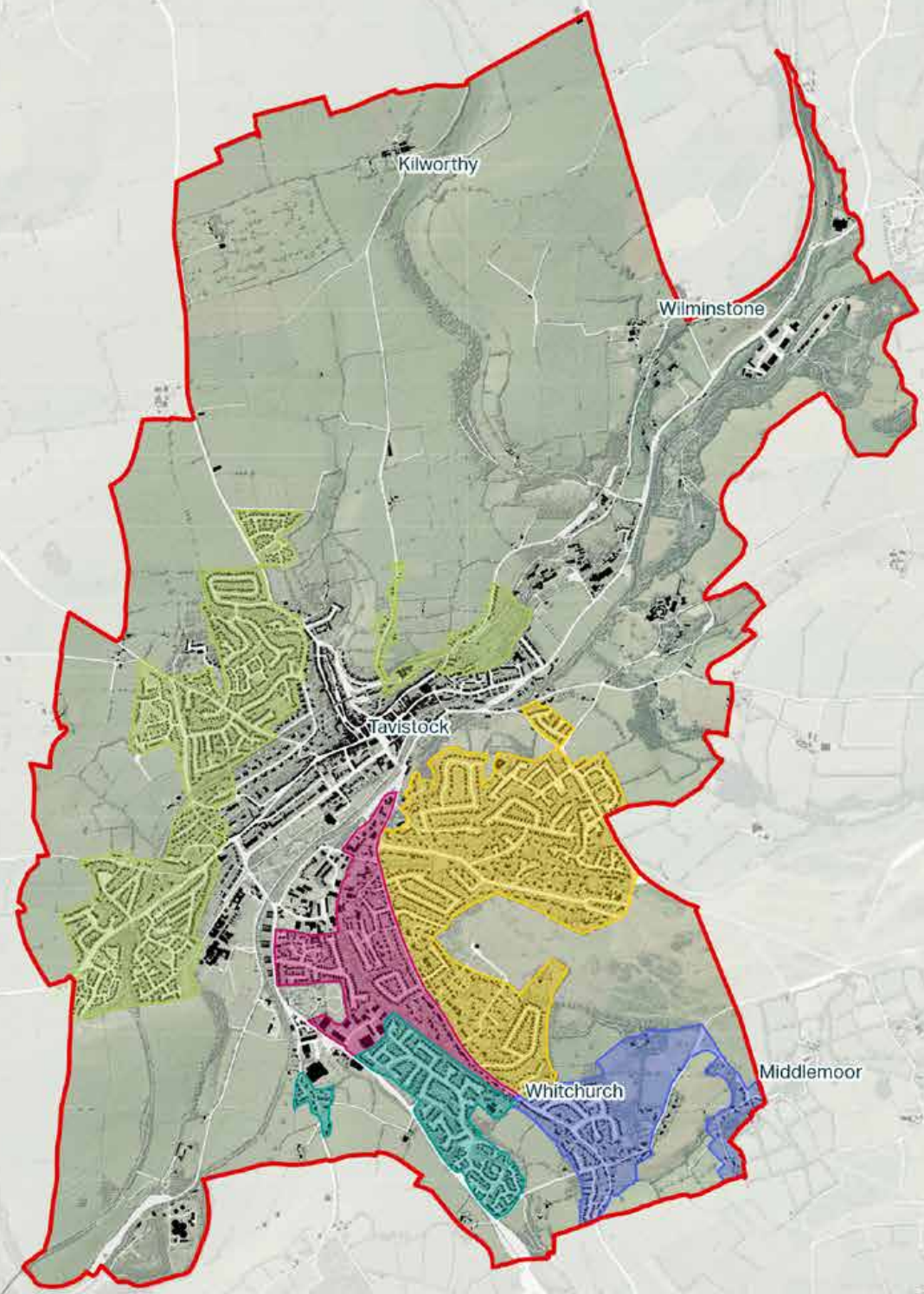
Moortown

Whitchurch

Middlemoor

Map 05: Character Assessment Areas

- Tavistock Parish Boundary
- CA1 - Tiddy Brook
- CA2 - Whitchurch & Middlemoor
- CA3 - Tavistock North
- CA4 - Whitchurch Road West
- CA5 - The Pimple





## CA1 - Tiddy Brook

<b>Pattern and layout of buildings</b>	<p>Housing development occurred in three phases. First, between the 1960s and early 1980s the housing estates east of Plymouth Road Industrial Site named after tree species were built. This development cluster later expanded south along the A386 circa 2010, and the Philpott Lane development followed in 2015.</p> <p>The developments mainly comprise short terraces, semi-detached and detached housing formed in two-storey, storey and a half and bungalow typologies. The 2010 development includes flats and some three storey buildings. The 1960s/1980s development is formed uniformly along mainly straight development roads, where as, the 2010 development is formed in small clusters with small frontages, which creates a sense of heightened density. As whole, these development areas have minimal interaction with the existing townscape of Tavistock, as the areas are predominantly residential and are setback behind a buffer from the A386 and back onto development areas at Whitchurch Road and Plymouth Road industrial site. See Nolli map on page 33.</p>
<b>Green &amp; blue infrastructure</b>	<p>The influence of green and blue infrastructure is quite strong within the Character Area. CA1 occupies a valley bottom position ranging from 70m above ordnance datum (AOD) at Philpott Lane, close to the convergence of the River Tavy and Tiddy Brook, and up to 90m AOD along the upper reaches of the eastern development edge close to Whitchurch Road. Tiddy Brook which is a tributary of the River Tavy originates from an area of moorland (Dartmoor National Park) east of Middlemoor and Grenofen, and flows under Anderton Lane/Church Hill through a section of residential development within the Character Area. Tiddy Brook is a significant blue infrastructure asset which is flanked by lawned areas and tree buffers and individual tree planting forming an important ecological corridor. The area has a heightened flood risk (Flood Zone 3) due to the proximity of both water assets, and development will require a Flood Risk Assessment (FRA) for planning approval. The area has several play spaces for residents and properties are arranged at times fronting greenspace or large verges with Tiddy Brook flowing through.</p>





The Nolli map illustrates the clustering characteristics of development and the relationship development has to streets and surrounding areas.

Map 06: CA1 - Tiddy Brook Nolli map

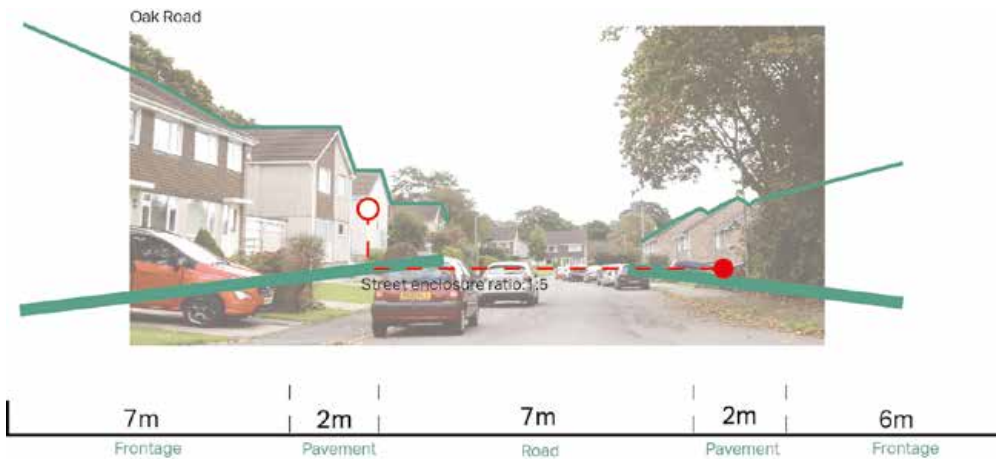
Legend:

- Tavistock Parish Boundary
- CA1 - Tiddy Brook

N

150 m

<p><b>Access and accessibility</b></p>	<p>Developments within the Character Area are formed along secondary and tertiary estate roads, with a high concentration of cul-de-sacs. The phasing of development (development age) and street hierarchy are the main factors which influence street arrangement, of which there are two main characteristics demonstrated. Access to the 1960s/1980s development area from the A386 is via Hawthorn Road, which transitions to Oak Road to feed the estate cul-de-sacs, are arranged in linear streets with no onward connections for pedestrian or vehicle. The estate area was not retrospectively connected into existing developments, potentially a product of surrounding land-use types and difficult topography. Housing stock generally has a single step threshold. The Buzzard Road development has improved connectivity fed from the A386, via an installed roundabout to Buzzard Road and via Anderton Lane providing route options. The street alignment of this development area is more sinuous, again with a principal feed road providing access to the cul-de-sac clusters. Pedestrian/cycle access is very good, and the development has some retrospective connections to existing development. The development also has bus stops. Commonly this estate integrates three step thresholds, due to the proximity to water. Phillipott Lane is a small cul-de-sac with no onward pedestrian or vehicular connectivity. Thresholds are generally single stepped with integrated ramps. A PRow (Tavistock Footpath 11) is located on the opposite side of the A386, connecting to Brook Lane.</p>
<p><b>Architecture and materials</b></p>	<p>The residential buildings of this Character Area are defined by mid-late 20th and early 21st century houses. The northern side was built during the 1960s and 1980s, and the buildings to the south built in the early 21st century.</p> <p>The 20th century residential streets mostly consist of two storey houses or bungalow typologies (storey and a half) with brick (greyish) or rendered facades, in combination with partial concrete tile cladding and gabled concrete tile (brown) roofs. Casement and dormer windows are specified in white uPVC. The houses are set back from the street with lawns, some with low boundaries which brings a characteristic openness to the development area.</p> <p>The 21st century residential streets to the south consist of detached and semi-detached two storey houses, as well as several three storey apartment blocks such as those on Skylark Rise and Buzzard Road. The buildings are rendered (smooth), and several have stone cladding, and gabled tiled roofs. Whilst the tile specified is concrete, its profile, size and dark colour has synergy with slate. The windows comprise uPVC casement with contrasting projecting sills and lintels. There are a number of houses with projected gabled porches, some with stone walls to the side and others with timber corbels. The buildings are set back slightly from the road with a variable small frontage, some with small lawns or paving, some bordered by hedges or stone clad walls.</p>



Building line is quite formal, with minimal variation created by frontage size. Enclosure varies also, with typologies which are gable facing and those which are not, which creates street interest. Open frontages with 2m pavements and a 7m road amounts to the perception of space within the development with an enclosure value 1:5 and good accessibility within the development.

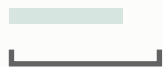


There is a tighter enclosure value here (1:3) than demonstrated in earlier development. Pavements are provided so non-vehicular access is good, and narrow roads reduces space for vehicular movement, but doesn't combat the impact of vehicles on streets. Minimal frontage widths and building facades which mark plot boundaries are evocative of earlier settlement areas in Tavistock. However, this increase in density combined with taller three storey typologies, heightens density and enclosure beyond what is characteristic. A lack of larger properties in the housing mix amplifies this further.

**Figure 16:** The above diagrams are indicative of the street geometry and enclosure ratio of streets within the Character Area. Whilst the example do not represent all street types, the enclosure ratios identified demonstrate the type of character seen within the Character Area.



100m



Map 07: CA1 - Tiddy Brook access hierarchy



**Figure 17:** - Increased density with storey height.



**Figure 18:** - Example material palette and typology mix with bungalow beside two storey property.



**Figure 20:** - 21st century example materials. Significant red staining shown on rendered facade.



**Figure 19:** - Brook side pedestrian and NCN27 route.

## Sustainability

As housing stock is post war, the main construction type is cavity wall construction. There will be variance in insulation levels across the construction eras. The most thermally efficient properties will be those in the 21st century developments, and the typologies that have the least exposed external wall area, such as terraces or apartment/flats.

Some 20th century development areas have single skin façade panels, which was characteristic of the time, which will have thermal implications. Most of the housing will be double glazed, with variance in effectiveness related to the product age. The 2021 census reveals the area is mostly heated via mains gas, with additional heating requirement topped up via alternative means, such as renewable or wood/solid fuel stoves.

Whilst there has been significant engineering work to manage the flow of Tiddy Brook through the development area, there is no evidence of adopted housing SuDS strategies.



**Figure 21:** - Development bus stops provide good accessibility



**Figure 22:** - Tiled panels are likely not cavity constructed and have minimal insulation and therefore more susceptible to elevated heat loss.



**Figure 23:** - Engineered management of the Tiddy Brook through the Character Area with complimentary green infrastructure corridor.



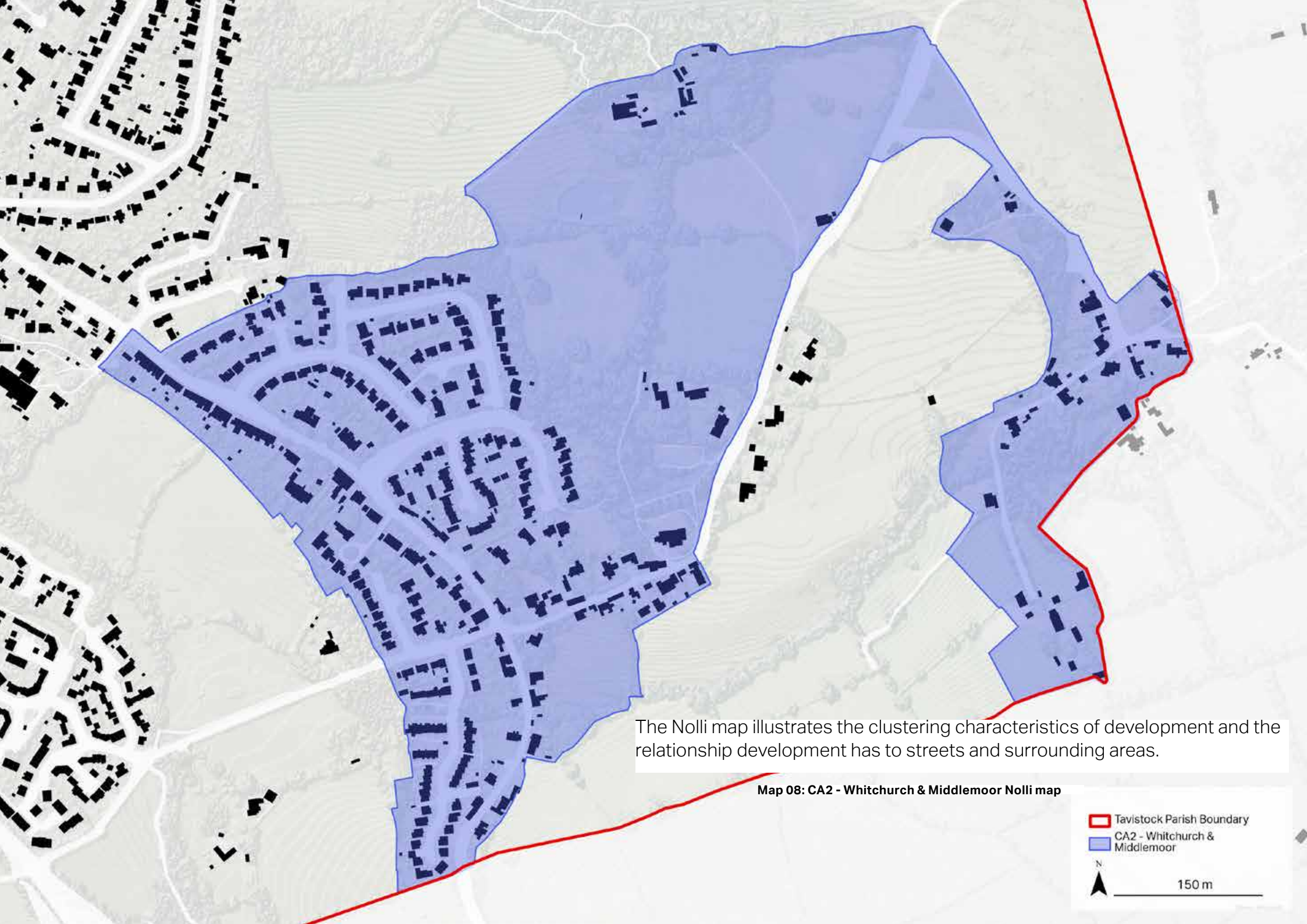
## CA2 - Whitchurch & Middlemoor

### Pattern and layout of buildings

The settlement of Whitchurch is formed at the axis of Church Hill and Whitchurch Road. There is no real centre to the village, and indeed later development has occurred in western and southern areas, meaning Church Hill occupies an easterly village position. The Conservation Area spans from Whitchurch House in the north, encompassing an area of countryside, cricket ground, church, and what is now the eastern part of the village including a section in both directions of Whitchurch Road, to include the older properties on both sides. Whilst the boundary includes a wider area, the settlement gateway is marked from the north by the church and Whitchurch Community Hall which is placed directly at the roadside which can be seen on the approach and creates compactness and enclosure. Continuing along Church Hill properties have minimal frontages and the street narrows further at the Whitchurch Inn public house, and further buildings are constructed directly at the roadside and there are no pavements. Whitchurch Road is wider and includes a pavement on the southern side and road markings, however eastward towards Horrabridge areas within the Conservation Area remain compact, with strong enclosure a product of building placement and minimal frontages. 219-220 Whitchurch Road has an interesting alignment and on the southern side here, properties outside of the Conservation Area have greater setbacks from the road. There are a number of older terraced properties on the southern side of the road all the way up to the Character Area boundary and opposite at Church Lea and Churchill Road, there is a significant post war cul-de-sac development. At Churchill Road, predominantly detached housing is aligned behind generous garden open frontages and at Church Lea and Friars Walk the grain is marginally tighter with typologies comprising detached and terraced. Anderton Court integrates some 'walk' arrangements, with separated resident car parking courts from the property.



Middlemoor lies on the eastern edge of the Neighbourhood Area boundary, and at the convergence of four minor roads. This convergence is suggestive of a centre however there is nothing officially making this within the hamlet. The cluster of buildings are predominately heritage residential dwellings and roads are defined by a combination of stone wall boundaries or building placement directly at the roadside. See Nolli map on page 41.






The Nollimap illustrates the clustering characteristics of development and the relationship development has to streets and surrounding areas.

Map 08: CA2 - Whitchurch & Middlemoor Nollimap

-  Tavistock Parish Boundary
-  CA2 - Whitchurch & Middlemoor

N

 150 m

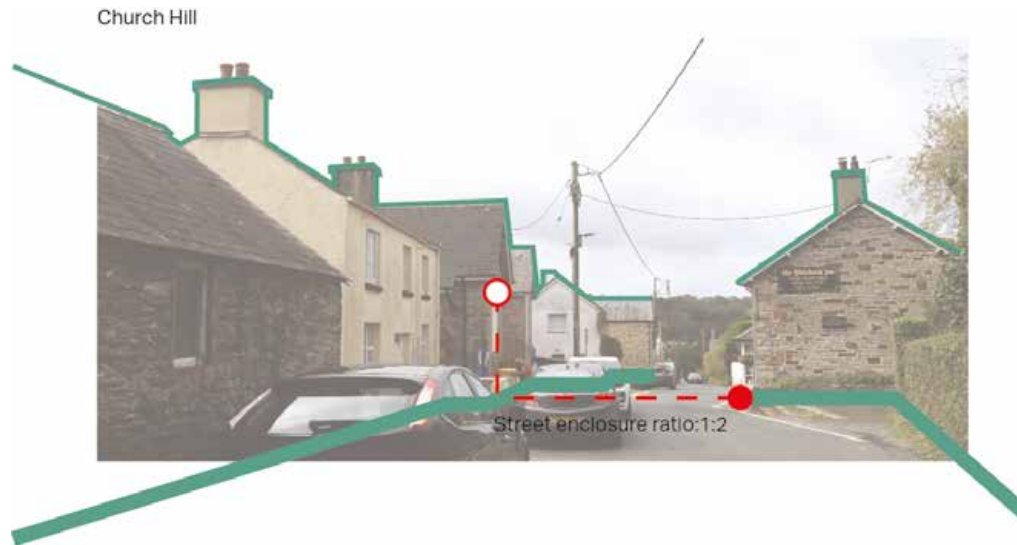
<p><b>Green &amp; blue infrastructure</b></p>	<p>The Character Area is located on the easterly extent of the Neighbourhood Area and marks the transition from townscape to countryside, to moorland in the north. Devon lanes bordered by hedge banks and green infrastructure provide green arteries to the Character Area, complemented by the countryside setting. The area has a leafy feel, which is carried into the later development areas which is well embedded with mature trees and a road alignment which provides views to the rural context. Middlemoor has a frontage onto the moor and further north west, just below Whitchurch Down tributaries of Tiddy Brook form and pass through the Character Area via Anderton Court. There is small play park in the north east corner of the Conservation Area and the Cricket field further north close to Whitchurch House .</p>
<p><b>Access and accessibility</b></p>	<p>The road axis of Church Hill and Whitchurch Road are spatially constrained and further impacted through the introduction of volume traffic byway of modern day car use. These impacts are felt not only in terms traffic, but also the resulting safety / visual implication of on-street parking and the impact on street character. Residents on Whitchurch Road to the east, regularly place cones beside vehicles to warn other drivers of the narrow streets. Pedestrian pavements are not integrated on Church Hill and on one side on Whitchurch Road. However, it must be noted that the street geometry, placement of buildings at the road edge and intermittent pavements are what give the area character, and change must be managed carefully. Development evolution is demonstrated in the Churchill Road/Lea development, with widened street geometry and pavements on both sides, delivering a quite separate aesthetic. Much of the older development within the area is located on what would be termed secondary roads, whereas there has been a shift with later development toward tertiary access which serves only those residential streets, with no onward vehicular connectivity. There are some pedestrian routes throughout the housing estate but no official PRoW. However, PRoW can be accessed just beyond the Character Area boundary including Tavistock Footpath 8, 9 ,15, 20 &amp; 25. Dwelling thresholds are generally quite level, no more than a small ramp or step at times in response to topography.</p>
<p><b>Architecture and materials</b></p>	<p>The earliest buildings on heritage registers within the Character Area are located along Whitchurch Road and Church Hill and consist of 19th century buildings. However, the village's history and the settlement shown on the tithe map suggests there is housing stock within the historic village centre that is probably much older. Whitchurch House is an early 19th century remodelling/ extension of an earlier 18th century former vicarage (NHLE 1263130). The building is Grade II listed and is built of roughly coursed slatestone with slate hanging to the principal south and west elevations. The house has a double-depth plan, with service ranges to the east flanking a courtyard, and comprising two storeys. The windows are 6 over 6-pane sashes and there is a hipped slate roof, with rendered and brick stacks. There are also two Grade II listed buildings built in the 1840s on Whitchurch Road, at Church Park a pair of houses, Grathorne and Old Orchard House. The former is stuccoed with a hipped roof and casement windows, with wavy bargeboards and fascias. The other pair of houses comprise two storeys of slate with projecting gabled wings to either end with fretted bargeboards and a glazed trellis veranda.</p>

## Architecture and materials

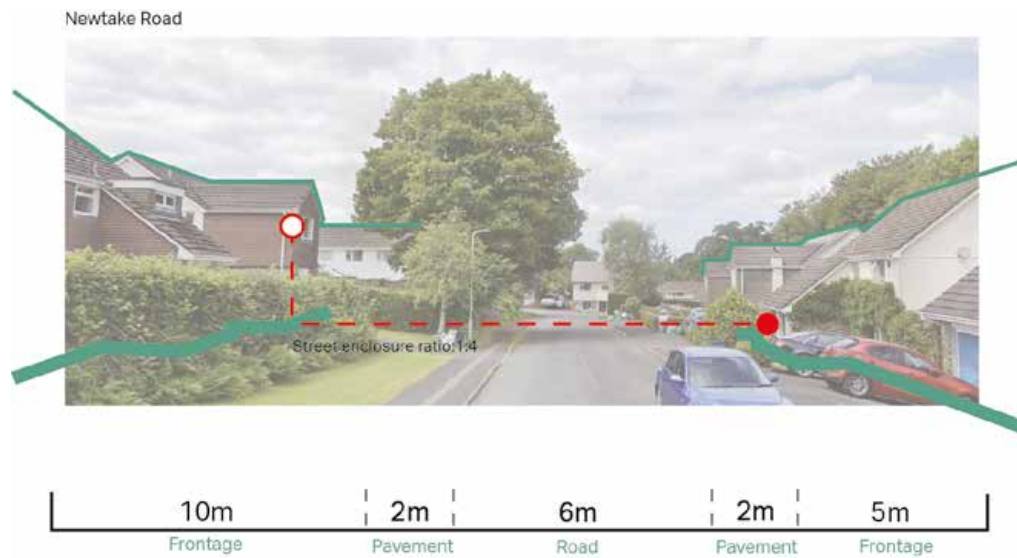
Other late 19th and early 20th century houses include the terraces on Whitchurch Road. These consist of two storey houses, rendered with stone-faced frontages, gable tiled roofs and brick stacks. The windows are casements, although they vary in style between the terraces, some with bay windows, others with segmental arches, and many with brick surrounds. Further variants include those with full height projections with gabled dormers, the end houses have hipped roofs and there are buff brick accents around windows and doors. Thresholds vary also, with stepped access (2-3 steps) and 162 – 168 with shared access to manage the level change.

The houses are set slightly back from the road, and several of the terraces have low - brick and stone walls bordering the road. To the south, along Church Hill are further 19th century buildings. Many of these directly front onto the road and comprise two storey, rendered or painted stone houses, with gable tiled roofs and rendered or brick chimney stacks. The windows are mostly modern casements, with some older casements and sashes. Two cottages along this road include projected gabled porches with decorative bargeboards and crested ridge tiles.

The mid-late 20th century residential streets at Churchill Road and Church Lea comprise mostly two storeys which are rendered, some with stone cladding and gabled concrete tile roofs. The windows are casement uPVC windows. Many of the houses also have attached, single storey garages, some with flat garage roofs. There are several dormer windows across the estates with both flat and gabled roofs. To the south, along Church Lea and Friars Walk, the houses comprise short terraces of two storey, brick houses with some timber cladding details, gabled concrete tiled roofs and projected porches.






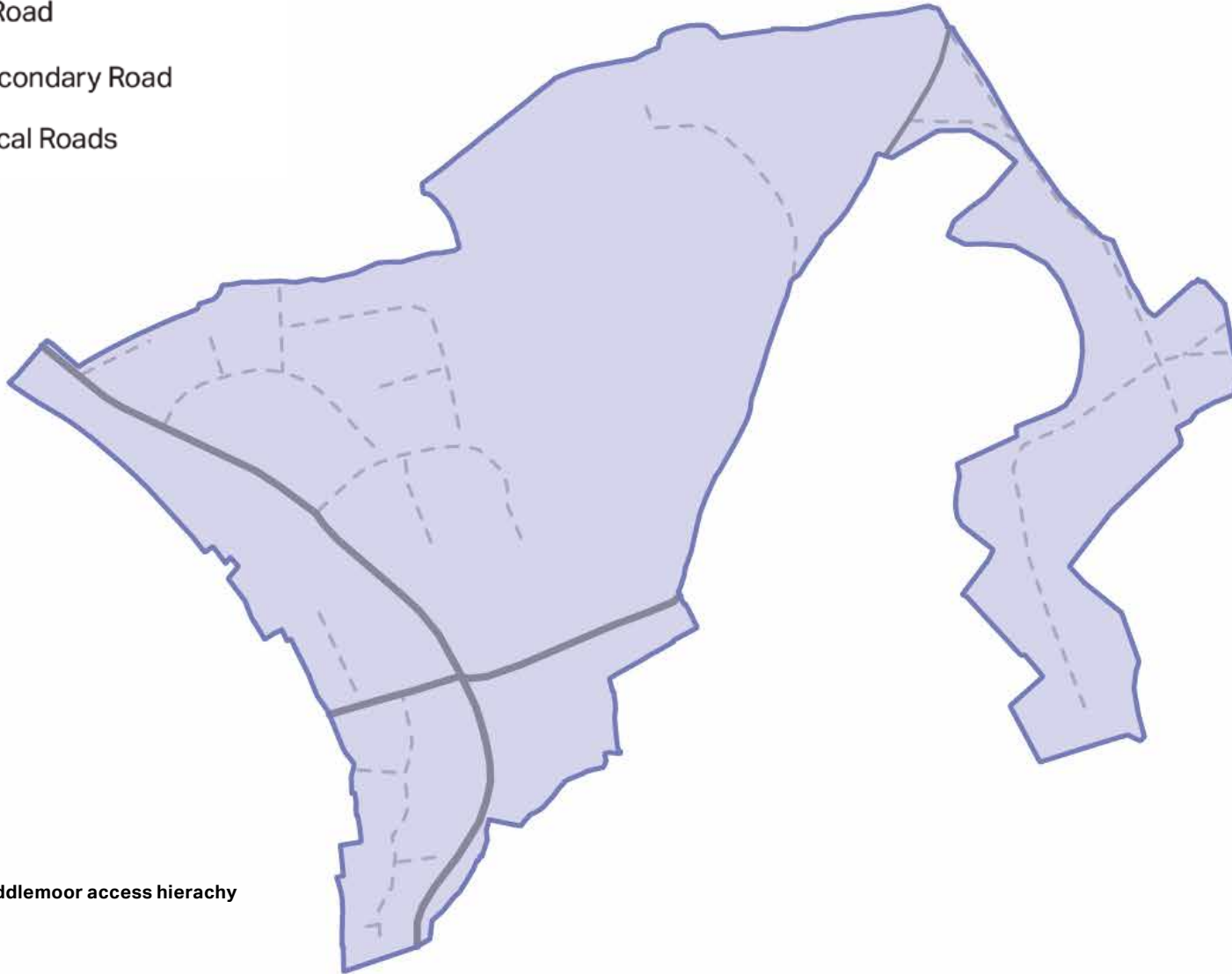
The street is measured at the pinch point created by the Whitchurch Inn. Building line is quite formal on the southern side of the road, albeit variation in typology, some gable facing and others not, the placement of some buildings directly at the road edge or those with small frontages and intermittent plot spacing for access, creates an animated street dynamic. The north side is equally variable, with pivoted façades, offsets, vegetation boundaries and courtyard typologies. There are no pavements and the enclosure value of 1:2 illustrates the tight human scale grain.



Newtake Road demonstrates a very different approach to street geometry and building arrangement than seen in the older section of the Character Area. Building line is quite formal, the influence of roof design with dormers adds street interest and creates heightened intermittent perception of enclosure. Mature street trees and a verdant backdrop nestle the development. Good size frontages, pavements on both sides and a higher and lower sides to development evoke a feeling of space with a 1:4 enclosure value.

**Figure 24:** The above diagrams are indicative of the street geometry and enclosure ratio of streets within the Character Area. Whilst the example do not represent all street types, the enclosure ratios identified demonstrate the type of character seen within the Character Area.

-  A Road
-  Secondary Road
-  Local Roads



Map 9: CA2 - Whitchurch & Middlemoor access hierachy



**Figure 25:** - Great to see the retention of large tree as the centre piece of the new development.

Prepared for: Tavistock Neighbourhood Development Plan



**Figure 26:** - Stone built house with a textural facade of thinly applied render or whitewash. Quality slate at window heads, gable and porch.



**Figure 27:** - Old and new, unsympathetic material synergy.



**Figure 28:** - Churchill Road open boundaries and wider streets.

## Sustainability

Development within the Conservation Area was built before cavity wall construction became adopted practice and it is likely early 19th century buildings, and anything earlier are solid wall construction. Insulated cavity walls gained popularity circa 1970, before becoming compulsory in the 90s. Currently the building regulations Part L require 150mm insulation dependant on construction type, which demonstrates how construction has changed. Older uninsulated solid wall construction, especially those which haven't been thermally upgraded with draught proofing and double glazing, will certainly be the worse performing in heat loss terms, with construction evolution and development phasing demonstrating clear synergy in other areas, right up to the best performing properties being the most recently constructed. The 2021 census reveals the area is mostly heated via mains gas, with additional heating requirement topped up via alternative means, such as renewable or wood/solid fuel stoves.



**Figure 29:** - Good levels of tree and green boundary contributions made by individual houses.



**Figure 30:** - Street side collection of food, recycling and garden waste, highlight the spatial constraints of some streets.



**Figure 31:** - Short terraces. Bay windows, full length bay projections and some porches. On-street parking.





## CA3 - Tavistock north

<b>Pattern and layout of buildings</b>	<p>The Character Area occupies the upper slopes to the north/east of central Tavistock and the designated Conservation Area, and it is flanked by undeveloped surrounding countryside. The rising topography has implications on access and the way built-form is arranged. In areas such as Courtlands Road, which occupy a relatively flat zone within the Character Area, access roads are arranged following the contours and we begin to see sloped driveways, and plots which step-up the street house by house. Staple Tor Road is built as a series of clusters which step-down topography, meaning access generally follows the contours. However implications here means that between plots (front to back) huge retaining walls are required to deal with the change in levels, which is not preferable. Dalewood Road and Uplands (lower road) are arranged diagonally down the slope which reduces the severity of level changes and generally spreads them across the development, rather than creating concentrations. Street alignment can also provide opportunities for funnelled views towards Dartmoor National Park or other surrounding assets. Examples of this can be seen at Eningdale Road which has good synergy with Dalewood Road.</p> <p>There is generally lower enclosure ratios across this Character Area, with more spacious streets, garden frontages and pavements. Building line is quite formal, albeit there is some variation and a low incidence of terraced typologies. See Nolli map on page 50.</p>
<b>Green &amp; blue infrastructure</b>	<p>The Character Area has developed within the mid-20th and 21st century, and there is some established green infrastructure. The Tavistock and Bere Alston Railway Line Conservation Area represents a valued piece of heritage infrastructure for the settlement, with the added benefit of providing almost 2km of linear embankment tree planting through the Character Area. The area also benefits from small play parks at The Heights, Perry Close, Courtlands Close, Impham Close and at Drake Road there is a public park with integrated play space. There are also Community Allotments at Butchers Park Hill (west).</p>



The Nollimap illustrates the clustering characteristics of development and the relationship development has to streets and surrounding areas.

Map 08: CA3 - Tavistock north Nollimap

Legend:

- Tavistock Parish Boundary
- CA3 - Tavistock North

North arrow and 300 m scale bar.

<p><b>Green &amp; blue infrastructure</b></p>	<p>Blue infrastructure is present at Meadow Brook, which beneficially helps to safeguard green space and create a meaningful feature within development. At Roland Bailey Gardens/ Redmoor Close, the watercourse is integrated into gardens, and so despite it being the location of some well-established trees, due to the ownership there is no public access. The recent developments on Butcher Park Hill (Crebor Road) and New Launceston Road (Honeysuckle Drive) integrates SuDs strategies which is extremely positive. These take the form of streetside run-off ditches, larger attenuation basins with public access provision.</p>
<p><b>Access and accessibility</b></p>	<p>The Character Area supports a considerable percentage of the Tavistock's development footprint, however the transport network mainly comprises tertiary road access. This arrangement has implications on general accessibility, leading to increased congestion dispersal, and areas which contribute little to the settlement. Some issues include the interface between developments. Examples of this include Greensway Road, Eningdale Road and Monksmead, where there is an abrupt stop between these areas, highlighting the issues when developments are not strategically planned and made to work harder in-terms of a contribution to place. Primary and secondary access always connect and offer better value for settlement connectivity, therefore it is always preferable to have a higher percentage of connectivity or at a minimum, access which loops. There is one PRoW from the eastern end of Redmoor Close (Tavistock Footpath 2) which runs north to Hurdwick Farm. A further PRoW on the perimeter of the Character Area (Tavistock Footpath 3) links to New Launceston Road close to St Maryhay. There are no cycle lanes within the Character Area.</p>
<p><b>Architecture and materials</b></p>	<p>The residential buildings of this Character Area are defined mostly by mid-20th and 21st century houses and bungalows. Early residential buildings in the Character Area include the Grade II listed Pixon Cottage (NHLE 1309306). The building is an early 19th century former toll-house at the junction between Old Launceston Road and New Launceston Road. The house comprises two storeys in an octagonal form, faced with hung slate, with an octagonal hipped roof with a central chimney. A late 19th century building in the Character Area is Fortescue Terrace, aligned north-east to south-west, to the south-west of Old Launceston Road. The terrace comprises two storeys of rendered houses, with a hipped tiled roof and brick stacks, and modern casement windows. There are also one storey, gabled wings to the north-west to each of the houses.</p> <p>Much of the centre of the Character Area is dominated by mid-late 20th century residential streets. These consist of one and two storey houses, mostly detached and semi-detached, which are faced with roughcast or smooth render, brick or stone clad with gable concrete tile roofs.</p>

### Architecture and materials

Brick colours include brown, grey and buff. Further cladding variations include composite weatherboard, timber and tile hanging. There has been a dilution of slate usage with the Character Area with most dwellings finished in concrete tiles, however within more recent developments, reassuringly, the balance has begun to be restored.

One 21st century housing development at the southern end of the Character Area is The Tors. This comprises two and three storey rendered houses with hipped slate roofs. There are ashlar style details including sills, quoins and bands between the ground floor and first floor. Three storey typologies should not be placed on such high ground for visual sensitivity reasons.



**Figure 32:** - Development topography should be designed to deliver good outcomes for all and reduce difficult access.



**Figure 33:** - Multifunctional SuDS strategy greenspace and slate roofs.






The development consists of larger detached house typologies, with 6m+ frontages commonly dedicated to car parking. The street dimension is quite narrow, but with pavements on both sides, sizeable frontages and a level change slightly reduces the enclosure perception. A quite formal building line is punctuated by some building placement variation and offset garages. The street feels spacious with an enclosure value of 1:4.5, which is helped by the level change.



The development consists of smaller typologies, with small frontages and some flats arranged above garages with no frontage. The image illustrates the impacts car parking has on the street scene and the proportions between large modern-day cars and shrinking development housing. The street construction is finished in block pavers, and therefore is meant to be pedestrian friendly shared space, thus there are no pavements. The street enclosure ratio of 1:2.5 highlights the tight grain

**Figure 34:** The above diagrams are indicative of the street geometry and enclosure ratio of streets within the Character Area. Whilst the example do not represent all street types, the enclosure ratios identified demonstrate the type of character seen within the Character Area.

-  A Road
-  Secondary Road
-  Local Roads



Map 9: CA3 - Tavistock north access hierachy



**Figure 35:** - 3.5m + retaining walls at the rear of recent properties are undesirable.



**Figure 36:** - Examples of material palette. Brown brick, concrete roof, roughcast render and recent composite cladding.



**Figure 37:** - Render details are a good addition.



**Figure 38:** - Stepped pedestrian access such as this creates non equitable public space.

## Sustainability

As the Character Area contains mainly development within the range of mid-20th and 21st century houses, it is likely most are cavity constructed with the only variance being the levels of insulation within the cavity. The elevated position combined with good southern alignment provides opportunities for passive solar gains, albeit in bad weather the opposite is possible, with exposure an issue. The majority of the Character Area is reliant on gas for space heating, although areas in the north east integrate slightly more renewables, which could mean the installation of PV to support the power requirement.



**Figure 39:** - Recent three storey dwellings on high ground.



**Figure 40:** - Bringing slate back... and through clever street alignment and the use of SuDS, the view is well protected.





**Figure 41:** - A good example of the embedded nature, backdrop and treatment of some developments in elevated areas (Redmoor Close).



## CA4 - Whitchurch Road West

<b>Pattern and layout of buildings</b>	<p>The southern side of Whitchurch Road comprises short terraces, infill detached housing cul-de-sacs and standalone detached houses. In the west plot splitting and subsequent ad hoc house building has occurred in-behind with access off Whitchurch Road. Further west, there is more structured development, on the northern slopes of the Character Area. Built off the A386 Grenville Drive estate occupies the lower ground, bookended by the Pixon Lane light industrial area and the Plymouth Road Cemetery. As a result, north eastern areas are more organic, combining those dwellings that respond to Whitchurch Road and those stepped in-behind. The structure in the west and south is more space efficient, building line is quite uniform and there is a marked change in typology through the integration of short terraces, bungalow units and two storey buildings split into flats. Grenville Drive estate comprises bungalow units also, with swathes aligned with facing gables, and there are also some semi-detached bungalows. See Nolli map on page 59.</p>
<b>Green &amp; blue infrastructure</b>	<p>The influence of the now defunct GWR railway embankment still exists, providing almost 1km of continuous well established linear tree cover through the Character Area, and there is another semi-established tree buffer along the western edge of Plymouth Road Cemetery. The Grenville Drive estate has garden frontages, but there is limited provision of meaningful tree planting. There is a small playpark on Cramber Close. There are a few instances where water passes through the Character Area, but there is no designed response from development to integrate such features.</p>



The Nollimap illustrates the clustering characteristics of development and the relationship development has to streets and surrounding areas.

Map 08: CA4 - Whitchurch Road west Nollimap

Legend:

- Tavistock Parish Boundary
- CA4 - Whitchurch Road West

Scale: 200 m

North arrow pointing up.

<p><b>Access and accessibility</b></p>	<p>The arrangement of buildings in north-eastern areas means access via Whitchurch Road is a combination of roadside properties or those set back further, at times with a significant level change. The individualistic nature of this development means there is minimal access infrastructure designed-in. In wider more planned estates, pavement access is included but there are limitations on the connectivity of both vehicular and pedestrian movement due to poorly integrated developments for a variety of reasons. The developments are arranged along secondary and tertiary access, however quite a few of these terminate with no onward connectivity and fail to loop back, creating areas which contribute little to the settlement. There are no PRow or cycle lanes within the Character Area, and while National Cycle Network Route 27 comes close to this area, it does not pass through it, but turns west round Tavistock College. Some cyclists use the more direct, but busy, A386 to get to the town centre. Better active travel connectivity through the northern part of this area could redress that.</p>
<p><b>Architecture and materials</b></p>	<p>The residential properties within this Character Area range from early 20th century to early 21st century. The earliest include those at Crelake Park at the northern end of the Character Area. These mostly date from the 1930s-1940s, comprising short row terraced roughcast buildings, with hipped slate roofs with contrasting ridge tiles, and which terminate with a reduced slope. Examples of brick use includes brick stacks, and some brick sills. There is no offset between the window and the fascia on the first floor and some properties are accessed via side doors and the end properties have full length projections.</p> <p>There are various residential streets of mid- 20th century houses. At Mohun's Park, which is a good example of looped access, houses built in the 1950s to 60s form a mixed development of bungalows and two-story buildings. The sloping topography and the comparatively low ridge height of the bungalow roofs, helps to preserve the contextual views from the street. Buildings are faced with smooth or roughcast render, with brick lower storeys or brick plinths. Bay windows are common, and bungalows are detailed so the principal roof oversails the bay window, equipping the properties with a more robust detail. Roofs are hipped with brown concrete tiles, there are subtle specification differences across the development, however the preferable option is the small flat tile. Roofs include chimneys also, albeit some have been removed. Properties are set back from the road behind lawns and driveways. Boundaries are built in low brick walls.</p> <p>At Drake Gardens, this mid-20th development comprises two storey, roughcast rendered short terraces, often with articulated end properties and mid terrace integrated access alley to the rear. The estate follows the design language of the earlier Crelake Park, the design has been slightly economised but the stone rubble boundaries are an enhancement.</p>

## Architecture and materials

Grenville Drive at western side of the Character Area beside the A386, consists of mostly bungalows with some two storey houses built during the 1960s-70s of brick or render with gabled tiled roofs. uPVC cladding is common. A more recent 21st century development at Grenville Meadow consists of two storey short terraces and semi-detached properties and some flats above garages. Properties have whitewashed smooth render with large projected windows (black or grey uPVC). Although it is unknown to the author how recently these were painted, there are no obvious signs of red staining. There are also some with contrasting blue painted porches and standing seam roofs. Composite weatherboard cladding with gable concrete tiled roofs with flat roofed dormer windows. The development is almost exclusively furnished with hard manmade materials, with very few urban greening elements. One optimistically hopes the block paving surface is permeable.



**Figure 42:** - Streetscene and materials, Daucus Close



**Figure 43:** - A386 properties. Low quality flat roofed uPVC clad extension fronting the Conservation Area.

Grenville Drive



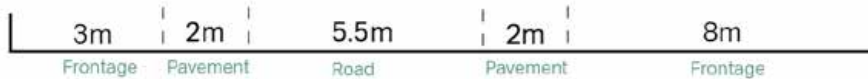
Street enclosure ratio: 1:9



Ransum Way






Street enclosure ratio: 1:4

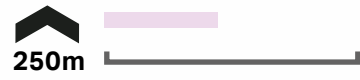
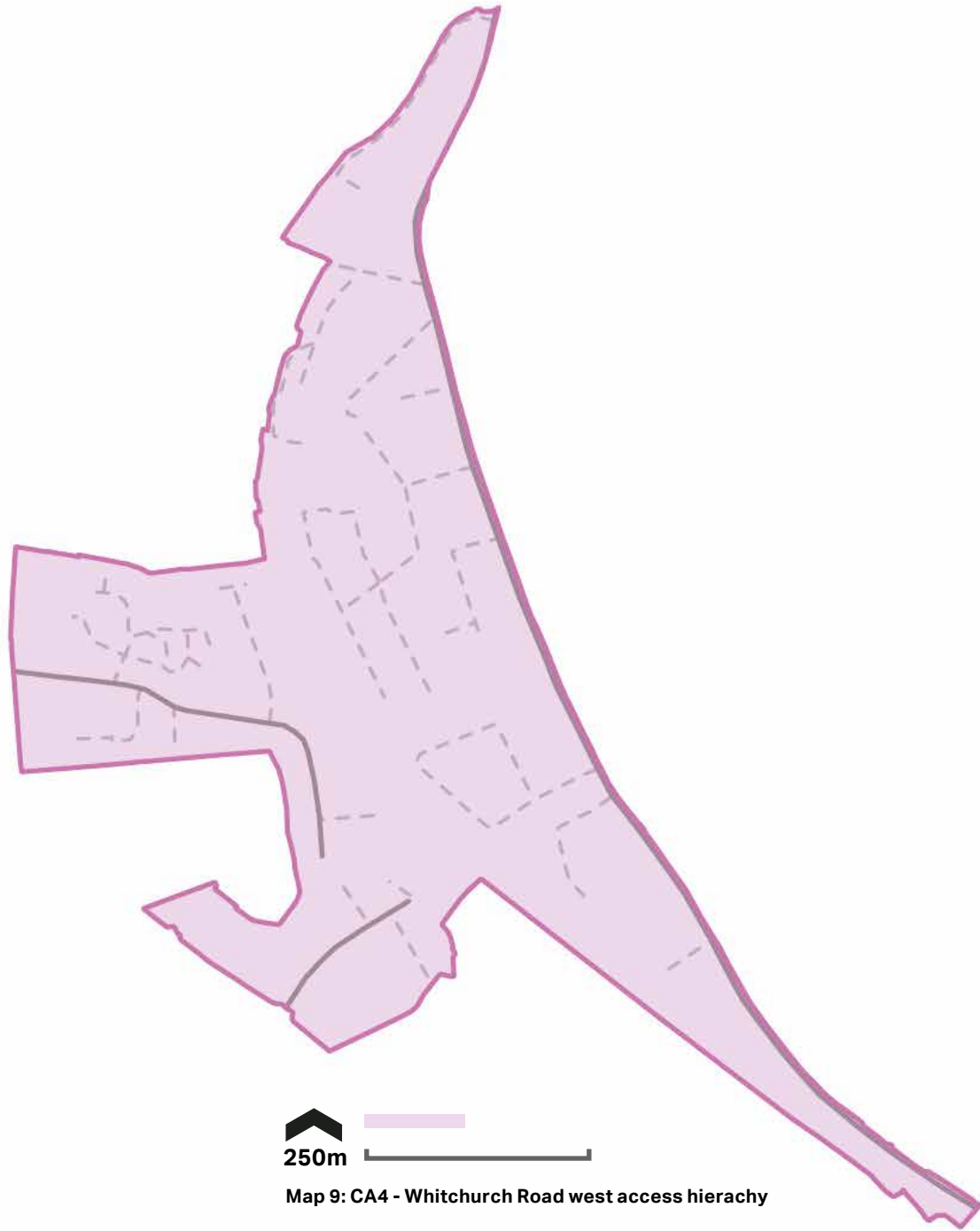


The development is broadly arranged by typology, creating areas such as this with a single house type. Bungalow development provides a low enclosure ratio, and despite the change in orientation of certain houses, the formal building line, pavements on both sides and the average size development road all contribute to a feeling of space with expansive views of the surrounding elevated townscape of Tavistock, which frames the street.

The arrangement of Ransum Way is unusual with no obvious benefit, other than creating smaller development pockets, thus breaking up the development whole. The perceived awkwardness of the masterplan however delivers streets with a walkable and interesting character, with street trees also. There is a slightly tighter grain here, but with good provision of pavements streets which are quite car free.

**Figure 44:** The above diagrams are indicative of the street geometry and enclosure ratio of streets within the Character Area. Whilst the example do not represent all street types, the enclosure ratios identified demonstrate the type of character seen within the Character Area.

-  A Road
-  Secondary Road
-  Local Roads



Map 9: CA4 - Whitchurch Road west access hierachy



**Figure 46:** - Light coloured brick, render and concrete tiles, Grenville Drive.



**Figure 45:** - Elevated from street. Early properties with design features.



**Figure 47:** - Flats over garages. PV array on roof.



**Figure 48:** - Modern units, with parking frontage.



## Sustainability

Cavity wall construction is the majority build type, but there will be variance in the level of insulation ranging for uninsulated cavities in early 20th century construction up to good levels by modern standards in recent development.

ONS data identifies the majority of space heating is provided by mains gas, however there are some properties which utilise electric heating in and around Grenville Drive. Despite the southerly aspect, there are few PV installations on the upper slopes in the east of the Character Area. The main concentrations of PV are in lowland western areas in developments such as Grenville Meadow, Ransum Meadow and Walreddon Close.



**Figure 49:** - Updated property, Mohun's Park



**Figure 50:** - Response to levels, Whitchurch Road.

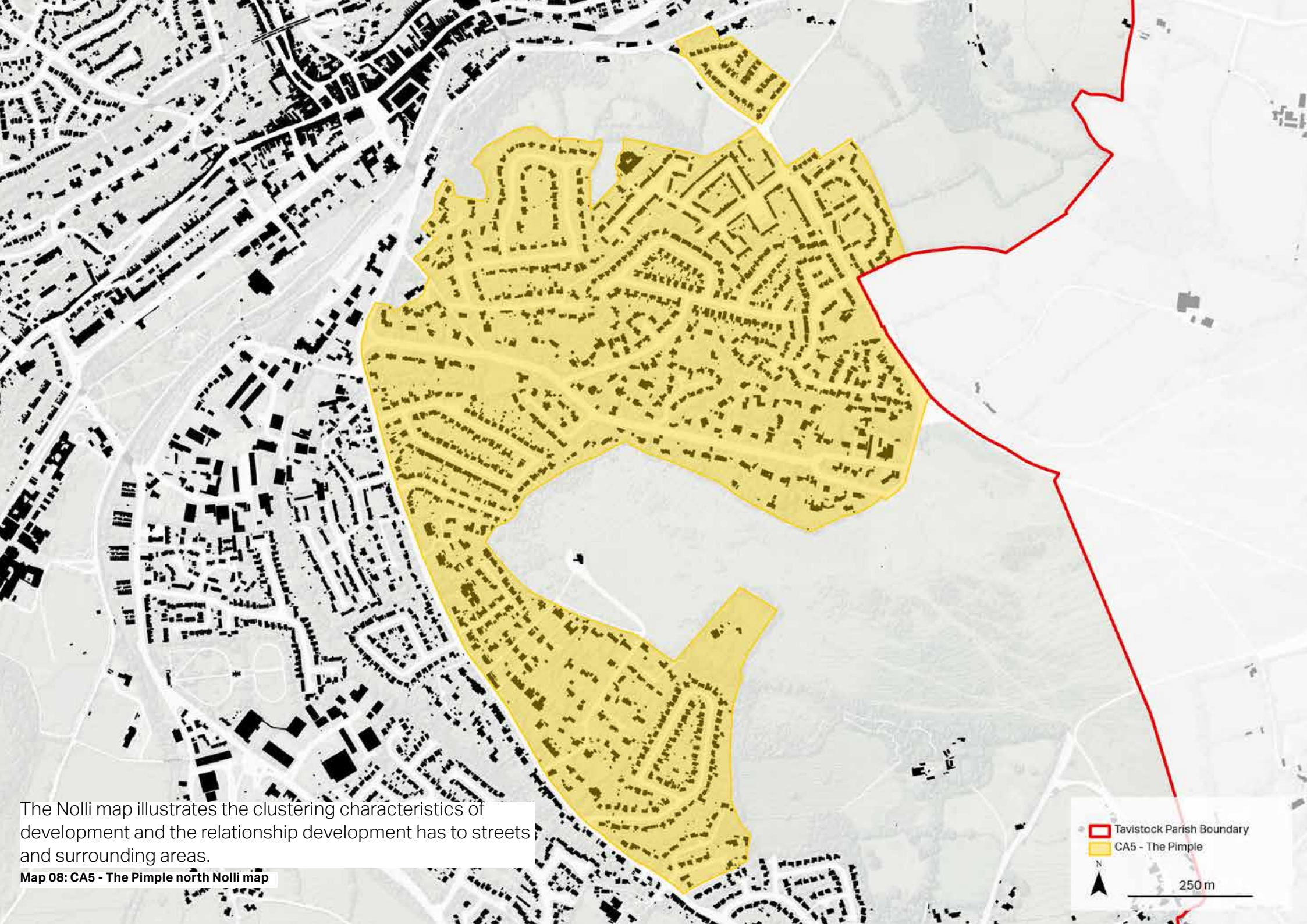


**Figure 51:** - Small typology development, some interesting qualities. Perhaps a better mix would facilitate better upkeep.



## CA5 - The Pimple

<b>Pattern and layout of buildings</b>	<p>In southern areas a collection of narrow lanes designed as straight cul-de-sacs without pavements, and which terminate at the moor, include Warran Lane and two without names, all bear the signs of smallscale plot by plot development. Building arrangement is quite random, albeit plot widths limit the scope of the design response. Chollacott Lane has a similar 'lane' characteristic, but is planned around a series of small cul-de-sacs, again with limited synergy between built form. These areas all feature sizeable, detached dwellings, accessed via a broadly north/south orientated principal lane. Witham Park is also designed as a straight-line cul-de-sac, but with wider street geometry and pavement access. Built-form is more regularised, consisting of semi-detached housing, equal set-backs and ridges which run parallel to the street.</p> <p>Priory Close is planned in a long looping cul-de-sac, with main access orientated north/south. Plots step up the topography plot by plot and building orientation varies between those which maximise the southern aspect with a perpendicular arrangement, and those with gables facing south. Plots within the central part of the loop are back-to-back. Priory Garden and Marhsall Close split off from the shared access to follow and respond to the land contours with facades facing south. Northern areas of the Character Area are arranged as larger scale developments. Westmoor Park, Deer Park Road, Chaucer Road and Plym Crescent all loop and surrounding streets branch-off into small cul-de-sacs, development here has synergy. Down Road is the exception, arranged similarly to Chollacott Lane as a series of cul-de-sacs, with a degree of randomness to building placement and minimal street synergy. See Nolli map on page 68.</p>
<b>Green &amp; blue infrastructure</b>	<p>The Character Area borders Dartmoor National Park along its northern and western edge and several development areas have access on to the moor, ranging from vehicular access to pedestrian lanes. Lanes with larger properties have good levels of tree infrastructure with hedge boundaries to compliment and Devon hedge banks are common. Areas more rigorously developed have reduced levels of tree infrastructure, with wider street geometry and a preference for ornamental hedges and shrubs.</p> <p>A small watercourse which tracks the low ground between Down Road and Westmoor Park and there is a small play park just off Green Hill.</p>



The Nollimap illustrates the clustering characteristics of development and the relationship development has to streets and surrounding areas.

Map 08: CA5 - The Pimple north Nollimap

Legend:

- Tavistock Parish Boundary
- CA5 - The Pimple

N

250 m

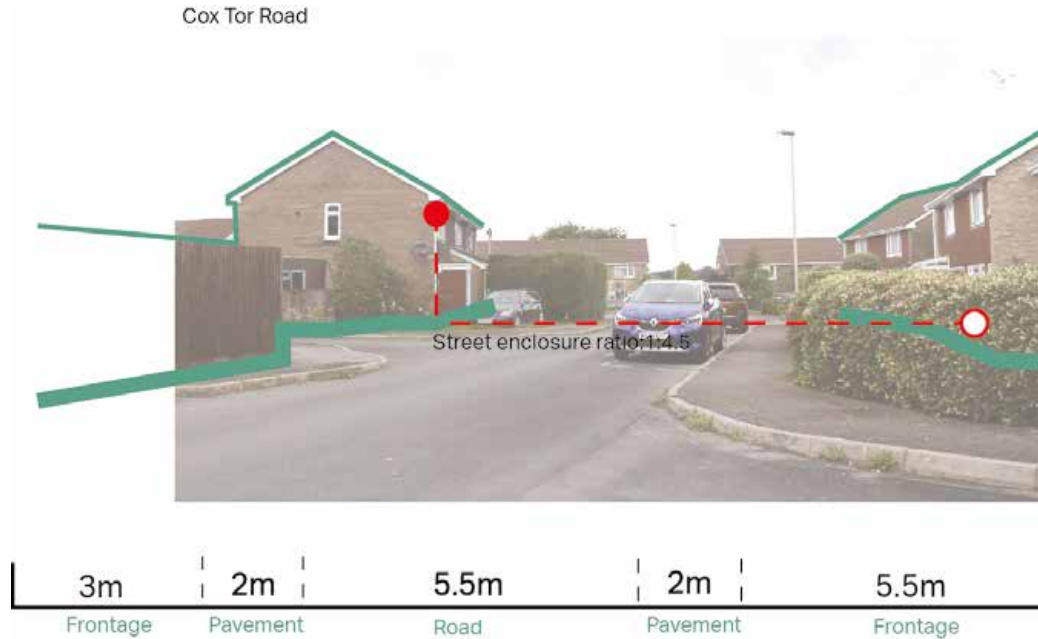
<p><b>Access and accessibility</b></p>	<p>Vehicle access is limited by the Dartmoor boundary. Developments have adopted two main approaches. Either streets diverge from Whitchurch Road and terminate at the moor, or an approach to create development roads which loop or branch and end. There are very few streets which connect onto other streets to provide a network of movement. In some areas there is good access onto public open space however, a lack of footways on Green Lane hinders safe pedestrian access from the Campion Rise and Cox Tor developments. The northern part of this area has a useful, though incomplete, network of paths connecting different estates. As shown on the Walkable Tavistock Map, the Deer Park / Greenlands / "poets" / St Davids cut throughs join up reasonably well.</p>
<p><b>Architecture and materials</b></p>	<p>Most of the residential streets and buildings in this Character Area were constructed in the mid-late 20th century. Early buildings include the 19th century villas and cottages along Whitchurch Road as well as the remains of the medieval priory.</p> <p>At the southern end of the Character Area is the former priory. A probable 14th century entrance tower survives, incorporated within a 19th century house. The tower is square in plan and has angled buttresses, a crenelated parapet, a porch entrance with moulded jambs and pointed arch and one-light window with cusped head. The surrounding 19th century building is constructed of granite, comprising two storeys, small two-light windows and a gabled tile roof with decorative bargeboards and ridge tiles. The house and garden is surrounded by a crenelated wall.</p> <p>Large late 19th to early 20th century houses are located to the east of Whitchurch Road, including Chollacott House. Chollacott House is a two storey, stone house with a hipped tiled roof and sash windows with segmental arch brick surrounds. The two outer bays to the west front are slightly projected with a canted bay window at the north-west corner. Modern additions to the house include a single storey conservatory to the west front. There also two other large late 19th or early 20th century villas to the north of this. 55-57 Barn Park is a two storey house, with attic, comprising a stone-faced ground floor, rendered first floor and timber-framed attic, the upper floors slightly projected, below a gabled pantile roof. These houses are surrounded by lawns and gardens and screened from Whitchurch Road by tall hedges.</p> <p>Much of the Character Area comprises 20th century residential streets. There are various mid-late 20th century houses, consisting of bungalows and two storey buildings. These are mostly constructed of brick, part pebbledashed and with gabled concrete tile roofs. Further façade finishes include concrete tile hanging and cut stone facing such as at St David's Road and Campion Rise. Devon hedge banks feature across the Character Area, and the use reconstituted stone boundaries in Tavy Road, are a dilution of settlement character.</p>



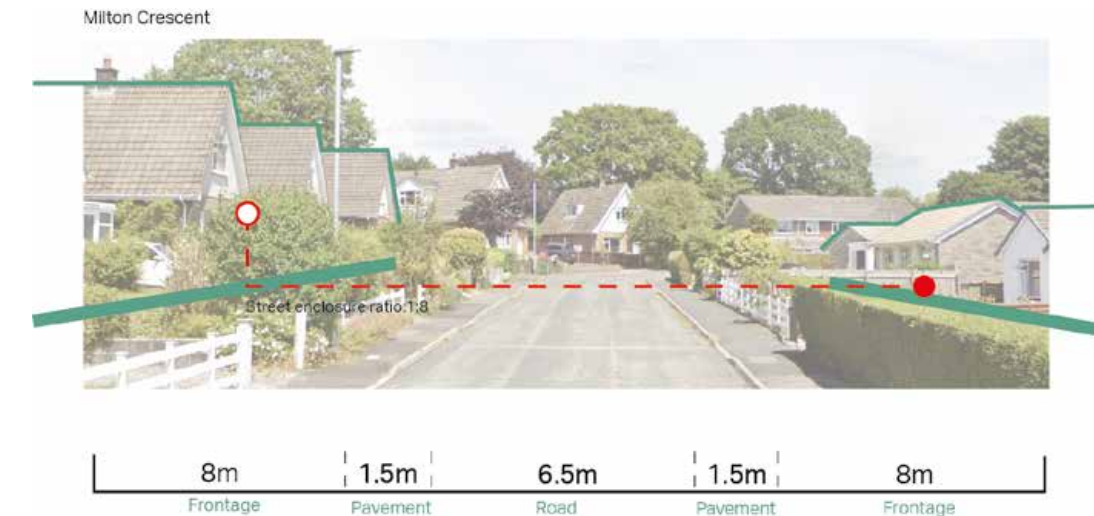
**Figure 52:** - Slate roof and partial covering a gable. Devon hedge.



**Figure 53:** - Leafy streets, mature trees, Devon Hedges, grass verges and hedge boundaries.






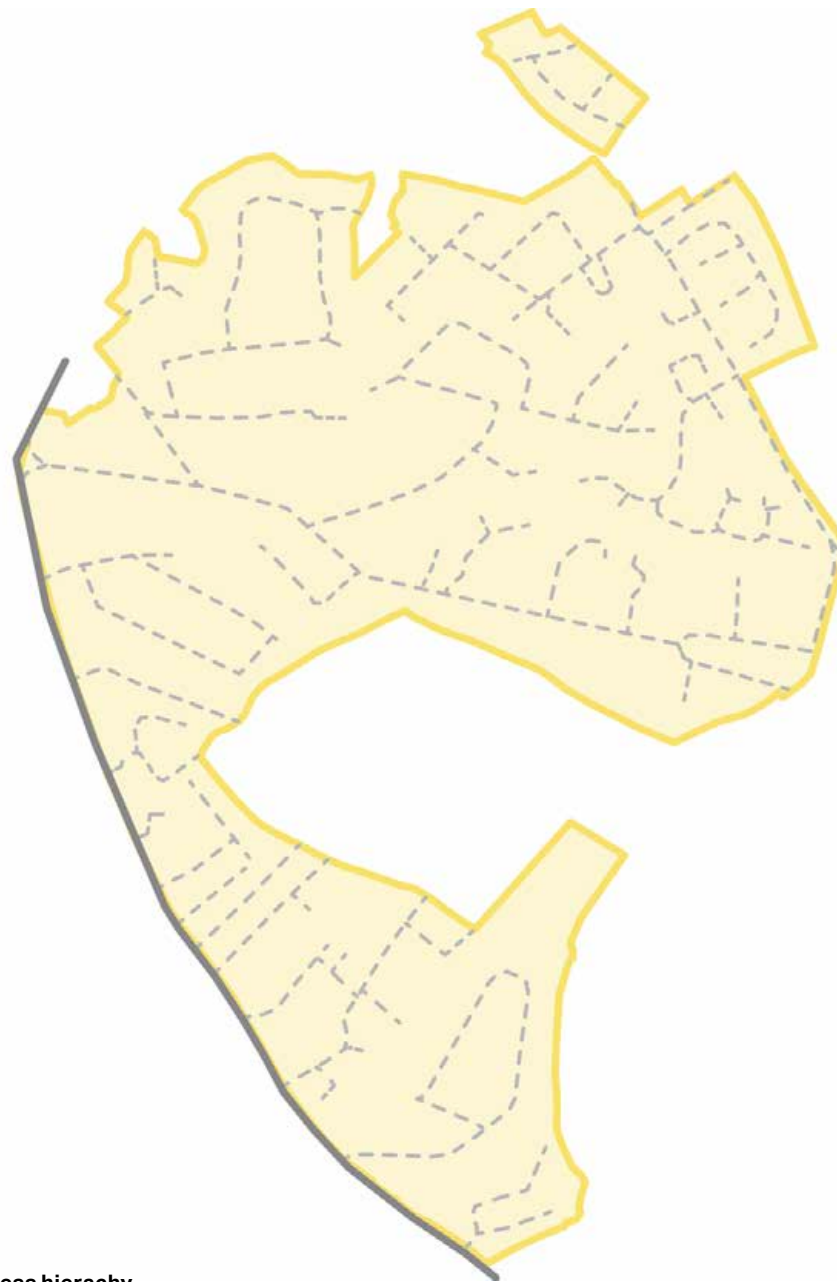
Two storey housing in short terraces and semi-detached arrangements are aligned informally with variation in setback. The masterplan is set along a primary access road with two central parking courts providing dedicated parking provision for the central clusters. Pavements are provided continuously through development. Properties are set behind small garden frontages and there is a central green space within one of the central clusters. The development demonstrates a medium level enclosure ratio (1:4.5) on the perimeter street.



Milton Crescent has been sensitively arranged responding to the Character Areas topography, with development arranged with a perimeter of two-storey housing and an inner core of bungalow development on lower ground. The design response combined with building arrangement, street geometry and pavement inclusion provides an enclosure ratio of 1:8.

**Figure 54:** The above diagrams are indicative of the street geometry and enclosure ratio of streets within the Character Area. Whilst the example do not represent all street types, the enclosure ratios identified demonstrate the type of character seen within the Character Area.

-  A Road
-  Secondary Road
-  Local Roads



Map 9: CA5 -The Pimple access hierachy





**Figure 55:** - Pedestrian access towards Dartmoor National Park, part of the Dartmoor Way.. Devon hedges and mature trees.



**Figure 56:** - Storey- and-a-half/two storey typology. Sympathetic concrete tile similar to slate.



**Figure 57:** - Two styles of gable dormer, a pitched dormer roof is a more robust detail.



**Figure 58:** - Bungalow, storey-and-a-half.

## Sustainability

Most of the housing in this Character Area is post war and therefore of cavity construction with variation in insulation thickness, and the most recent typologies with the lowest m<sup>2</sup> of exposed walls will be the best performing. Gas is used to heat housing and a small top up provided by renewable or stoves.



**Figure 59:** - Timber clad brick house.



**Figure 60:** - The storey arrangement can be seen on several dwellings in the Character Area.



Figure 61: - Small unit gated court development, Green Lane.



**Design guidance & codes**

**04**

# 4. Design guidance & codes

**This section sets out the principles that will influence the design of new development and inform the retrofit of existing properties in the Tavistock Neighbourhood Area. Where possible, local images are used to exemplify the design guidelines and codes.**

## 4.1 Introduction

This section is divided into two parts. The first is a set of key elements to consider when assessing a design proposal. These are presented as general questions which should be addressed by developers and their design teams who should provide clarification and explanation as necessary.

The second part is the design guidance and codes, setting out the expectations of the Tavistock Neighbourhood Area. The design guidelines are more general and applicable to the Neighbourhood Area, and the more prescriptive elements are the design codes. The design principles are set out as 'Area-wide Design Guidance' and 'Character Area Specific Design Codes' to ensure they are adaptable to the unique characteristics of the Plan Area. Images have been used to reflect good precedent and demonstrate design issues for consideration.

The Area-Wide Design Guidance should apply to any residential development outside the Character Areas and the Design Codes for adjacent Character Areas should also be referred to.

This guidance advocates for character-led design which responds to, and enhances the landscape and town/villagescape character. It is important that new residential development responds to local context and enhances the "sense of place" whilst meeting the aspirations of residents. The Neighbourhood Plan Steering Group and residents are particularly in favour of natural materials and sustainable design focused on energy/thermal efficiency.

## 4.2 General design considerations

This section sets out a series of general design principles followed by questions against which the development proposals should be evaluated.

As an initial appraisal, there should be evidence within planning applications that development proposals have considered and applied the following general design principles:

- 1 Development should demonstrate synergy with the existing settlement in terms of physical form, ridge height (valued view preservation), building arrangement, movement/access and land use type;
- 2 Development location, arrangement and design should relate sensitively to local designations including the World Heritage Site, Dartmoor National Park, Tamar Valley National Landscape, Conservation Areas, heritage buildings, ecological listings and topographic/landscape features;
- 3 Development should reinforce and enhance the established character of the settlement where positive. Redevelopment of heritage buildings including farms should conserve vernacular features where practicable;
- 4 Development should integrate with existing access opportunities, streets, circulation networks and understand usage to provide development that contributes strategically to place function and vitality, creating accessible and inclusive environments that feel safe and enable active, healthy, lifestyles and wellbeing;
- 5 Development should reflect local geology and architectural vernacular, avoiding pastiche replication;

- 6 Development should adopt contextually appropriate materials and construction details to provide robustness and longevity. Embodied carbon toolkits should be used to guide material specification such as BRE Green Guide to Specification;
- 7 Development should explore opportunities to enhance access to public green space, community growing space provision, create multi-functional nature-based solutions (water management) and meaningful green infrastructure to reflect settlement need and aspirations;
- 8 Development building performance in terms of the 'conservation of heat and fuel' which exceed building regulation standards should be a key design aspiration for new development;
- 9 Net Zero aims should be well integrated, and development should adopt low energy and energy generative technologies which are not reliant on gas and oil for space heating; and
- 10 Development should ensure all components e.g. buildings, landscapes, access and parking relate well to each other; to provide safe, connected and functional, attractive spaces.



### 4.2.1 Key points to consider when assessing planning applications

The aim is to assess all proposals by objectively answering the questions below. Not all the questions will apply to every development. For those questions which do, proposals should be supported by evidence to demonstrate how the masterplan has responded and produced an adequate design.

The following fundamental questions should be used to evaluate the quality and appropriateness of development proposals within the Tavistock Neighbourhood Area. References to [JLP](#) policy included:

#### Pattern and layout of buildings

1. What are the essential spatial characteristics and street pattern of the existing development area and are these characteristics reflected in the new development proposals?
2. Are building densities appropriate for the development area? Would a higher density support more functions?
3. Is the plot to development ratio in keeping/appropriate for the location?
4. Does the proposal react to, respect and incorporate site and landscape features including topographic features, green infrastructure and hydrology?
5. How does the proposal relate to its setting and the street? Have important physical and visual assets been identified and does the design respect/incorporate these assets?
6. If the design is within or adjacent to a heritage/landscape/ecological designated asset, have all elements which contribute to its significance been considered and respected in the new proposal? (Examples include World Heritage Sites, National Parks, National Landscapes, Ancient Woodland, Ramsar, SAC and SSSI etc). [Policy DEV25](#)

#### Access

1. Does the topographic design of the masterplan provide a sensible solution to manage access (pedestrian, cycle and vehicular), provide functional usable outdoor space, deliver alignments to incorporate street view opportunities and reduce the need for large retaining walls and their subsequent embodied carbon?
2. Are developments accessible for all users and physical abilities? [Policy DEV1](#)
3. Does the development favour accessibility, permeability, and connectivity over cul-de-sac layouts? If not, why not, and what opportunities does the site offer?
4. Is there scope to connect into previous development, daisy-chain the developments for non-vehicular movement active travel and provide better route options? Have the future upcoming connectivity opportunities been considered?
5. Do access and parking areas accord with existing spatial street scale/proportions? How will parking be managed to prevent the deterioration of the street scene through over-reliance on on-street parking?



## Building heights and roofline

1. Is the proposed new development building height appropriate for the location?
2. Does it reflect the topographical layering attributes of surrounding developments, or is there a way to enhance this, to maintain/respect settlement views?
3. Does the proposed development height compromise the amenity/privacy of nearby properties or gardens?
4. Is there a specific characteristic or rhythm to proximate development roofs which could be integrated within new development?
5. If the proposal is an extension, is it subordinate to the existing property?

## Building line and boundary treatment

1. Does the proposal adopt a characteristic response to building line/enclosure characteristic?
2. Has the appropriateness of the boundary treatments been considered in the context of the site?
3. Can native green infrastructure be specified as part of the boundary treatment strategy?
4. Can boundaries/thresholds be constructed to provide added flood resilience where needed?

## Green spaces and street scape

5. Has the biodiversity mitigation hierarchy been employed to safeguard, preserve, enhance, and restore the prevailing green infrastructure from development? Do the proposals align with green corridors and biodiversity habitat networks? [Policy DEV26](#).
6. Has the capacity for tree planting on the site been taken into account, and have opportunities been incorporated to contribute towards the goals outlined in the National Planning Policy Framework (NPPF) (paragraph 131) and local targets for tree canopy cover, as specified in the West Devon Borough Council Climate Change and Biodiversity Strategy (page 29)?
7. Have Biodiversity Net Gain requirements been addressed per the Environment Act 2021? [Policy DEV28](#).
8. Does the proposal include some tree species capable of growing to substantial size? Is there adequate provision to support space to mature?
9. Are nature-based water management solutions/SuDS integrated for on-site water management and flood risk reduction? [Policy DEV35](#).
10. Will communal amenity spaces be established, and are measures in place for sustainable landscape maintenance?
11. Is comprehensive active and passive security integration considered in the development?

12. Is active travel promoted at street level, and does the masterplan connect to existing non-vehicular and public transport movement networks?
13. Is the proposed external lighting adequate and appropriate for its location? Does the lighting design mitigate negative impact on dark skies and biodiversity as informed by guidance document 'Artificial Light in the Environment' published by The Royal Commission on Environmental Pollution?

## Views and landmarks

1. Is the proposed development sensitive to landscape character, and have measures been integrated to conserve key views and embed development within the landscape setting?
2. Does the development lie within defined key settlement views, and how is this consideration reflected in the design?
3. Are new placemaking perspectives of the existing settlement and surrounding area integrated into the proposal? Views should primarily benefit public spaces. Also, are there placemaking opportunities at development viewpoint nodes, to enhance settlement character through inclusions

4. Does the masterplan incorporate ample green infrastructure screening to blend the development into its surroundings?
5. Have designated protected views established during the Neighbourhood Plan process been considered?

### **Architectural details and materials**

1. Do design proposals incorporate materials aligned with local geology?
2. Can local materials be specified to promote local industries?
3. Is material specification mindful of user maintenance, prioritising longevity and robustness?
4. Do the proposed materials align with the local vernacular, and does the development articulate the design language and character of the settlement?
5. Does the new development exhibit robust design rationale, quality material specification, and suitable detailing for local climatic conditions, and are rendered façades resistant to red staining?

6. Are building performance and sustainability demonstrable design principles?
7. Has a fabric-first approach been applied as a primary design principle? Are there opportunities to enhance the thermal performance of the building fabric?
8. Is flood resilience incorporated into the development design?

### **Parking and utilities**

1. Does the masterplan integrate parking without it overpowering the streetscape? It is crucial to consider parking at an early stage, as an integral part of the design process. Good parking integration is crucial for the quality of a scheme, impacting both existing townscape function and residential amenity. Guidance such as Manual for Streets should be used to implement effective design approaches to parking.
2. Within parking areas, does the design integrate passive surveillance, permeable surfaces and green infrastructure?
3. Is provision for charging electric vehicles at or above levels set in national policy?
4. Are all developments accessible by public transport and active travel? Does the development demonstrate sustainable

development policies? If not, why not? Policy DEV15

5. Does the development integrate low energy, clean space heating and power generative technology? Could a community energy scheme work for the development? Policy SPT2
6. Does new development include fast internet speeds and work from home space?
7. Are all utilities and technologies well integrated within the building design? If redevelopment of a heritage building, has technology been placed away from primary street views?
8. Does the lighting strategy reflect the strategy of the settlement for both private and public lighting applications?
9. Has adequate provision been made for bin storage, including areas for waste separation, holding and recycling?

## 4.3 Design codes

### Design Code 01

### Pattern and layout of buildings



**Figure 62:** - Storey and a half typology, beside two storey dwellings. Modest garden frontage and subtle road alignment articulation.

AECOM

#### Area-wide Design Principles

1. New residential development areas should demonstrate improved synergy with the typology mix, enclosure ratios and density characteristics of the Tavistock and Whitchurch Conservation Areas with the following advancements:
2. Development masterplans must include variation in typology size, gable orientation, attachment and parking arrangement;
3. Larger dwellings within larger plots, and when suitable, higher density apartments should be used to punctuate development and create diversity;
4. Building placement close to the street and without garden frontage is characteristic of some older properties. Where this arrangement is implemented within new developments, mews style access should be provided beside properties to allow for parking and green infrastructure;
5. Separated parking areas and pedestrian access 'walks/mews' should be encouraged. Communal spaces should provide meaningful space for nature;
6. Development should present a friendly approach to the street and not install overly tall walls or barriers unless a positive outcome can be demonstrated that harmonises with the street scene;
7. New residential development layouts should respond to site specific microclimates or aspect/exposure, to harness renewable technology or passive gain potential, and to improve thermal efficiency and reduce energy loss; and
8. Heightened enclosure can be used as a design tool, to emphasise specific developmental nodes, such as pedestrian crossings or links to green space, or developmental amenity like a street bench and post-box.



## Pattern and layout of buildings

Recommended precedent: 

### Parkwood Cottages and surrounding development

The cottages are arranged in tight back to back terraced blocks, with offstreet mews style access beside each block. This creates spacing and relief between housing and also functional space for off-street parking, storage and green infrastructure. These cottages work well combined with the larger properties opposite, with garden frontages.

### Westbridge Cottages

The same formal back to back layout is used, with the cottages delivering car free development with a high degree of amenity space for growing and outbuildings between properties suitable for modern storage of working from home space. The advancement necessary here would be the integration of some communal controlled parking allocation to reduce the impact of street parking.

# Pattern and layout of buildings

## Character Area Specific Design Codes

### CA1 - Tiddy Brook

The intent of the 2010 development is well conceived, however in spatial terms, some areas of the development are too dense and continuous. There is a lack of punctuation in the form of development gaps or garden frontages and the contribution of larger housing and larger plots. Street alignment has been used to control speed and evoke settlement character, but this has implications on the practicality of on-street parking, within an area of parking limitations.

- A. Future emphasis should be placed on designed-in development punctuations gaps, the inclusion of larger housing in the mix, improved street design with a critical width of 4.8m which is characterful, practical and with better parking solutions/management.



**Figure 63:** - Promising attributes, but in-need of refinement.

### CA2 - Whitchurch & Middlemoor

- A. Maintain historical village character with narrow streets, small frontages, and roadside building placement for a compact feel, however advance this through better control of on-street parking and integration of pavement access.
- B. Building line should be formal, with properties designed to either face or align perpendicular to main access;
- C. Well defined settlement 'gateways' should be protected;
- D. Development quota phasing should be capped at four dwellings, per development to maintain settlement character.



**Figure 64:** - Example short row terrace, which demonstrates the maximum single development size. Also a good example of slate hanging on the primary elevation.

## Character Area Specific Design Codes

### CA3 - Tavistock north

- A. Development masterplans should prioritise arrangements which aims to achieve the best usable plot and development levels, accessibility and the reduction of large retaining walls;
- B. Elevated sites should prioritise the inclusion of renewable generative technologies; and
- C. Street alignment should aim to bring contextual views into developments.



**Figure 65:** - Access arrangements like these are unsustainable.

### CA4 - Whitchurch Road West

- A. Foster a variety in building typologies to enhance spatial efficiency and align with the settlement area;
- B. Promote small development sizes to advance existing organic development precedent and small infill developments; and
- C. Demonstrate an awareness of the commonality of facing gable arrangements and integrate within new developments.



**Figure 66:** - Example of Whitchurch Road housing and access to properties in-behind.

## Character Area Specific Design Codes

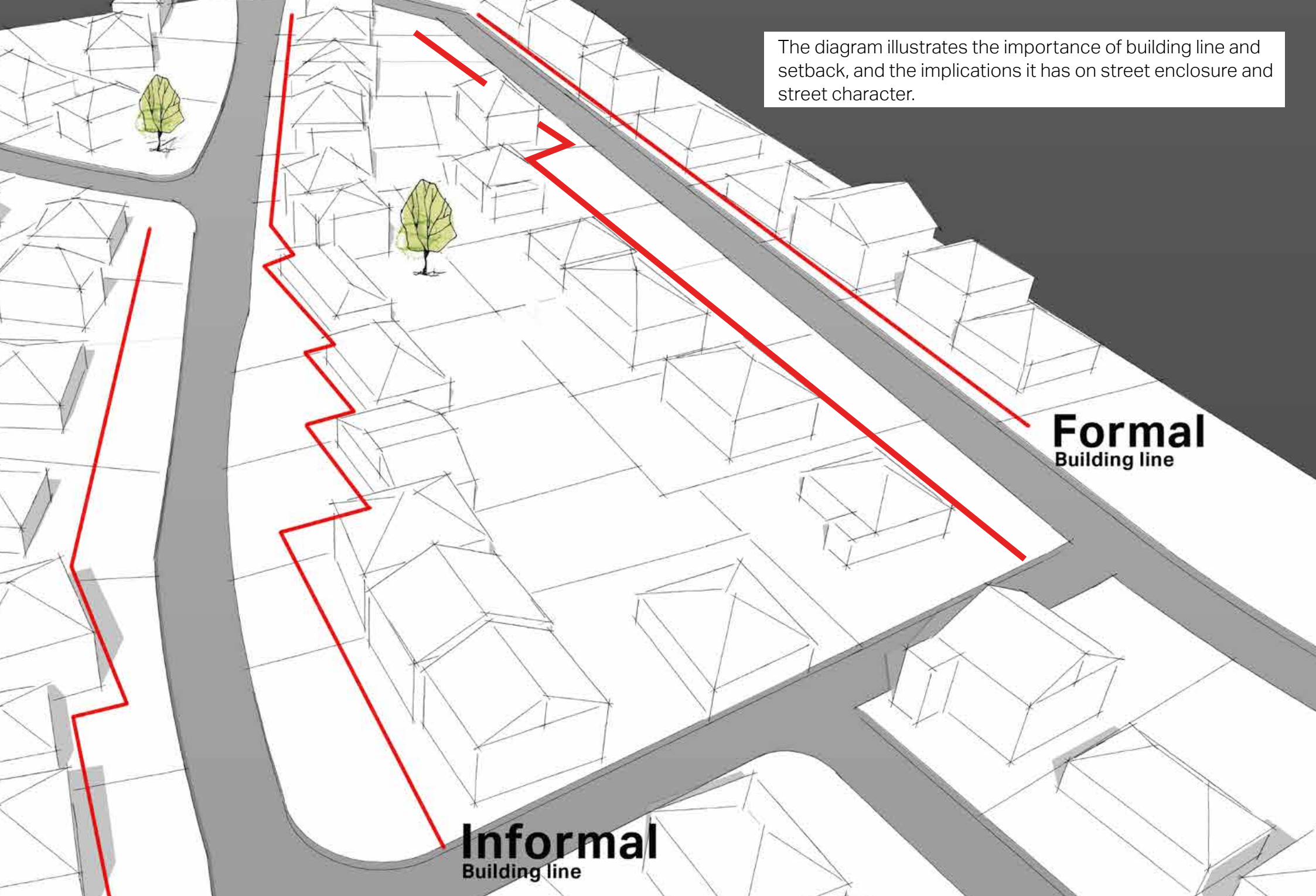
### CA5 - The Pimple

- A. To accord with area characteristics, streets should be predominantly aligned simply and efficiently as demonstrated at Warren Lane, Witham Park and Westmoor Park, but with a return loop or onward connection advancement; and
- B. Development streets should be aligned side by side, and used as a mechanism to limit development sprawl and control plot size, whilst promoting building line variation between plots.



**Figure 67:** - Simple lanes feature across this Character Area.

The diagram illustrates the importance of building line and setback, and the implications it has on street enclosure and street character.



**Formal**  
Building line

**Informal**  
Building line

Figure 68: - Building line and the influence on street character.



# Design Code 02

## Green & blue infrastructure



**Figure 69:** - New developments must accelerate the integration of green infrastructure to keep pace with older settlement areas.



**Figure 70:** - BS 42021:2022 sets out requirement for Integral nest boxes.

### Area-wide Design Principles

1. New developments should provide/contribute towards new community green/open space such as play/sports parks or allotments in-line with settlement need. Installed elements such as play equipment or storage, should be specified with quality in mind;
2. Developments should design-in meaningful feature trees and a combination of hard (Devon hedges) and soft (native) boundaries to provide habitat networks. Scheme design should be congruent of climate resilience and planning/planting for the long term;
3. Developments should be designed around the retention of existing green infrastructure (GI) by application of the biodiversity mitigation hierarchy. Development GI should be designed to bolster, bridge and link into, contextual habitat networks;
4. Green infrastructure should be used to reduce the impact of parked cars and storage on the street-scene;
5. Nature based solutions, including SuDS water management and targeted species planting should be integrated on public land to improve flood resilience of areas including hillsides with susceptible to runoff issues;
6. On-site water attenuation should be located to safeguard contextual views where ground levels allow;
7. Development within the proximity of blue infrastructure should integrate measures to mitigate/control the risk of contaminant linkages;
8. Surface materials should be permeable, combined with robust details to provide longevity. Turf with plastic netting or artificial turf should not be specified; and
9. New development should incorporate bolt-on features to assist biodiversity including bat bricks, bird boxes (BS 42021:2022 Integral nest boxes) and hedgehog houses and safe routes for hedgehogs.



## Green & blue infrastructure

Recommended precedent: 

### Nature based solutions add quality to developments

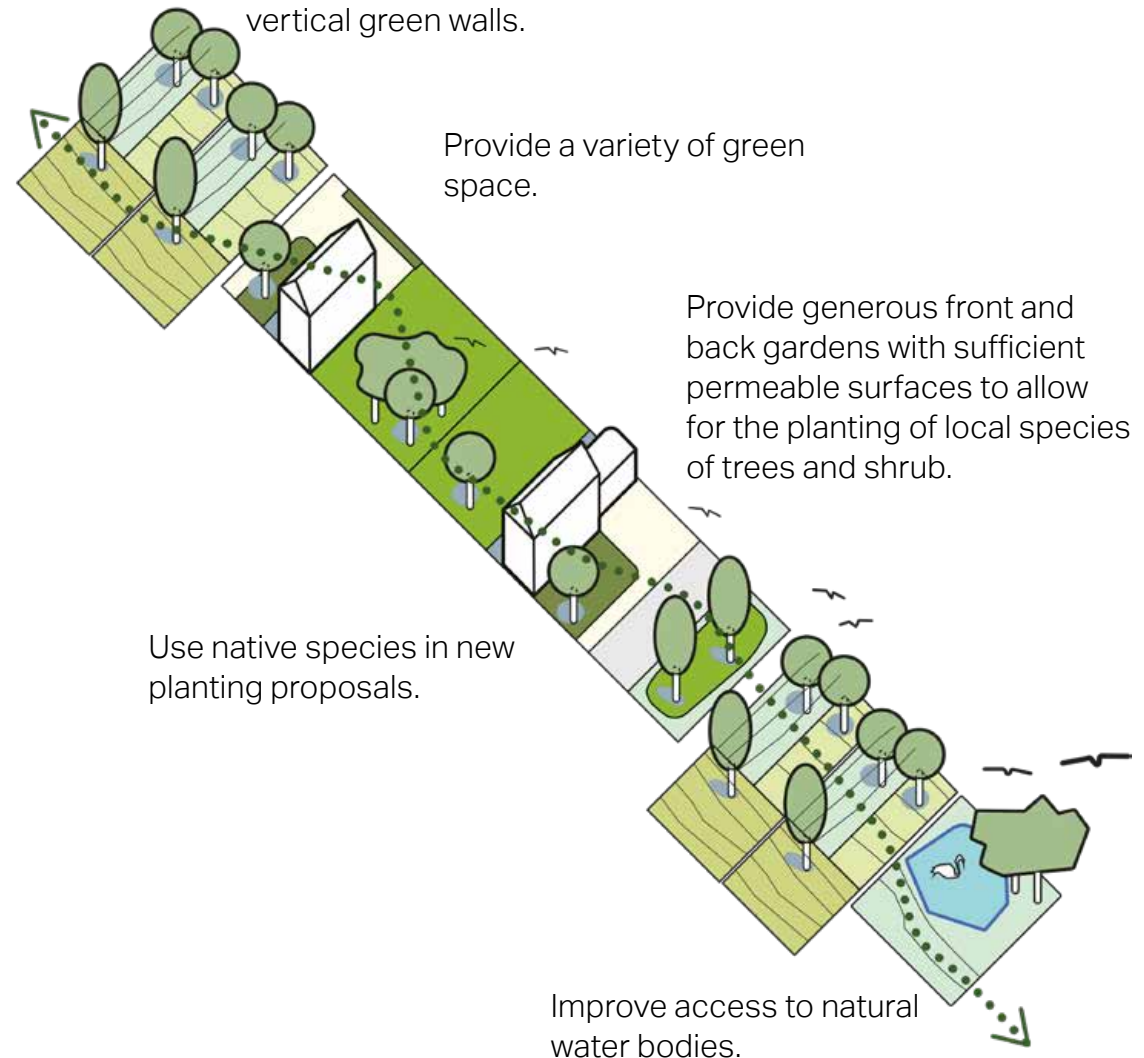
Both examples demonstrate excellent nature-based solutions precedent. The left image depicts an ephemeral water basin designed to capture surface run-off during peak events. The green element is attractive with housing benefitting from views toward it. The right image shows a much deeper water attenuation pond, which not only attenuates development surface run-off, but provides rich habitat and preserves outward views from the development.



Maximise opportunities for urban greening through the introduction of biosolar green roofs, standard green roofs or vertical green walls.

### Wildlife corridors and habitat connectivity

- Development should protect and enhance existing habitats, for example woodlands, Devon hedges, streams, and rivers. In particular, development should help increase movement and connectivity;
- Biodiversity interventions in public space could help improve habitat connectivity and educate the community about the existing species and habitats. For instance, creating hedgehog streets, wildlife-friendly show gardens, community forests, or designated areas within green space for wildlife could raise awareness about biodiversity. Up-keep and a positive image of such initiatives is important to promote such work; and
- Measures can be retrofitted into existing front and rear gardens to enhance biodiversity and movement of species. Such measures include bird boxes, pollinator gardens, bat boxes, hedgehog houses and bug hotels.



# Green & blue infrastructure

## Character Area Specific Design Codes

### CA1 - Tiddy Brook

- A. Due to the area's heightened flood risk, flood defence should be integrated within the landscaped confines of new development and engineered features where included should be characteristically finished as Devon hedge banks or stone walls;
- B. Tree and plant species should be specified for waterlogging tolerance, and linear defence elements designed-in such as salix hydro-hedges (green dams); and
- C. Nature based water management should be integrated and multifunctionality championed, for example play space that function as water attenuation during peak events.



Figure 71: - Encouraging to see recent tree planting.

### CA2 - Whitchurch & Middlemoor

- A. Bucolic landscape construction elements (hard and soft) should be overtly integrated within this Character Area. For example: Granite posts, cobbles, setts, boulders and chippings, complimented by oak frames, native hedges, Devon hedges and individual native tree planting;
- B. Hedge laying should be advocated for to manage native hedges and support rural skills;
- C. 20th and 21st century development has introduced the concept of open frontages, this however reduces the opportunity for linear hedge/Devon hedges within development, and therefore new developments should ensure this precedent is not followed and streetside boundaries are implemented; and
- D. Breaks in development should ensure a close visual relationship with contextual moorland.



Figure 72: - Typical Devon hedge and tree planting.

## Character Area Specific Design Codes

### CA3 - Tavistock north

- A. Better integration of blue infrastructure to create developmental amenity is required where sites allow;
- B. Due to the areas topography, SuDs should be implemented to control/reduce flow rates of surface water; and
- C. New developments should integrate strategic green infrastructure belts which connect into or offer future potential for linkages into the disused railway asset.



**Figure 73:** - Linear native hedge planting beside SuDs features.

### CA4 - Whitchurch Road West

- A. Explore potential options for green infrastructure/active travel within disused railway alignment;
- B. Due to the areas topography, SuDs should be implemented to control/reduce flow rates of surface water; and
- C. Better integration of blue infrastructure to create developmental amenity is required where sites allow.



**Figure 74:** - Does an opportunity exist to create further green links?

## Character Area Specific Design Codes

### CA5 - The Pimple

- A. The areas proximity to Dartmoor should be demonstrated through the integration of characteristic landscape elements. For example: Granite posts, cobbles, setts, boulders and chippings, complimented by oak frames, native hedges, Devon hedges and individual native tree planting; and
- B. Due to the areas topography, SuDs should be implemented to control/reduce flow rates of surface water.



**Figure 75:** - Good example of street greening.

# Design Code 03

## Access & accessibility

### Area-wide Design Principles

1. New residential development should be designed to be permeable for both active travel and vehicular movement, thus providing route options for residents. Careful consideration should be given as not to create short-cuts liable to attract external vehicle traffic;
2. Designers should be cognisant of Conservation Area street geometry, and aim to deliver pedestrian and vehicle access whilst maintaining similar geometry and street aesthetic;
3. If cul-de sacs are required, they must be short and include onward pedestrian access, which follows the principles of *Inclusive Mobility*;
4. Step free thresholds, accessible developments and the needs of visually impaired people should be a key design driver. Shared surfaces may be appropriate for streets with active frontages but should not be proposed as a suitable design 'solution' to insufficient road space;
5. Characteristic narrow streets which limit speed should be used to promote safe pedestrian flow and tie-in with existing human scale streets. There must be breaks in development however to provide views and orientation; and
6. Developments must aim to strengthen access to the Countryside, and promote active travel by assessing existing access routes and providing preferable linkages. Opportunities should be taken to address nearby deficiencies and gaps in existing active travel networks.



**Figure 76:** - Example of recently implemented pedestrian site access. A balance needs to be struck, between improving provision, safeguarding local character and site deliverability. Holistic consideration must be paid to site planning to design-out such examples.



## Access & accessibility

Recommended precedent: 

### Accessibility improvements within developments

The example of the NCN 27 route demonstrates how developments can be linked to provide safe active travel routes.

The Broadleigh Park development provides improvement to home access through a design approach to manage levels and limit stepped thresholds.

### What is 'active travel'?

*For the purposes of this guide, active travel is not just walking and cycling. It also includes wheeling, which covers assistive wheeled mobilities such as wheelchairs, mobility scooters or similar. It can also include pushchairs or buggies for children. Different groups may use these in different ways.*

[https://www.sportengland.org/guidance-and-support/facilities-and-planning/design-and-cost-guidance/active-design?section=active\\_design\\_guidance](https://www.sportengland.org/guidance-and-support/facilities-and-planning/design-and-cost-guidance/active-design?section=active_design_guidance)



### CA1 - Tiddy Brook

- A. Due to the proximity to water, the approach should favour the adjustment of levels, to manipulate areas by creating more step free or single step thresholds, and low points where water would naturally flow and collect; and
- B. Further, in low land areas with a susceptibility to flood risk, developments should not plan plots lower than the street level.



**Figure 77:** - Plot left susceptible to street water run-off.

### CA2 - Whitchurch & Middlemoor

- A. Developments should integrate pedestrian links to serve proximate PRow access and countryside access; and
- B. Improvements to pedestrian access, and the integration of pavements must be achieved whilst remaining true to settlement character.



**Figure 78:** - Good example of pedestrian access integrated through Devon hedge.

### CA3 - Tavistock north

- A. Cul-de-sac use should be limited, but when necessary, space must be integrated for future potential links, to enhance the overall place function of streets within future developments; and
- B. There must be a fundamental shift away from developments with extreme topographic challenges and problematic access. Development masterplans must deliver equitable access strategies which balance water, access, views and plot useable space.



**Figure 79:** - Unsustainable access precedent.

### CA4 - Whitchurch Road West

- A. Improvements to pedestrian access and links through development must be integrated.



**Figure 80:** - Pedestrian access alongside the busy A386. Improved and varied route options for active travel needed.

## Character Area Specific Design Codes

### CA5 - The Pimple

- A. Provision of pedestrian access onto the moor should be integrated within nearby development, and on-street parking should be controlled at access points.



**Figure 81:** - Good example of pedestrian access to the moor

# Design Code 04

## Architecture and materials



**Figure 82:** - Granite kerbs, stone wall with capping and railings. Building facades with generous windows and positive fenestration rhythm. Texture and subtlety with string course, plaster work and render detail all in white.

Prepared for: Tavistock Neighbourhood Development Plan

### Area-wide Design Principles

1. Innovation which supports a balanced new architecture, blending the benefits of traditional vernacular and contemporary design with strong design lineage should be encouraged;
2. The use of local stone such as shillet, Hurdwick or granite should be used to detail buildings and boundaries. The reclamation of local stone should also be promoted;
3. Materials specification should ensure robustness and longevity, consistent with Tavistock's microclimate. Renders must only be specified where proven to be stain resistant;
4. Stone rubble sometimes faced with lime render is characteristic. Applications include smooth or rough cast;
5. Brick is characteristic but often used sparingly and if specified, tones should resemble the light brown elements within the Conservation Area;
6. Slate should be the primary roofing material, with a preference for Cornish, or those of a similar thickness and sympathetic to silvery-grey aesthetic. If concrete tiles must be used, there should be a preference for small flat tiles to accord with the aesthetic of slate. Slate can also be used hung on facades and is a detail in-keeping with settlement character;
7. Cast iron railings are specified widely in the Conservation Area, often with spear heads. Modern specification must attempt to match the quality if specified;
8. In areas which require public realm enhancement, such as an important crossing or nodal point. Consideration should be given to the use of granite cobbles (fitted flush) and kerbs, Plymouth Limestone paving and metal drainage channels;

# Design Code 04

## Architecture and materials



**Figure 83:** - Example of how stone could be used as a gateway development building. Note the use of granite lintel/surrounds and brick.

9. Heavy granite copings could be used at strategic “development” gateways to evoke settlement character;
10. The provision of well-considered external storage must be a requirement for smaller typologies. Precedent reference to Bedford (Westbridge) Cottages;
11. Pitched roofs should be the main style for principal dwellings, including porches and dormer windows. Flat roofs should also be avoided for extensions and garages however, flat roofs with ecological green/brown roofs are acceptable;
12. Architectural variety should be integrated through reactive design which responds to existing environmental, plot or built constraints;
13. Net Zero should be a key specification consideration. Green guides should be used to source sustainable products, with a preference for locally made low embodied carbon materials and material re-use;
14. Flood resilience must be integrated into new development where required through a combination of passive and active control measures. For buildings, boundary walls, gates, ground floor levels/thresholds, plinths, lower storey facades must be cognisant and respond to the elevated flood risk. Where ground raising is proposed to address flood risk/accessibility, level for level compensation should be included;
15. All streets and spaces should be fit for purpose to encourage movement by active travel, and utilise high quality and durable materials that provide grip in all weathers; and
16. Foundation and subfloor details must be aligned to the water resilient strategy adopted by the designer, taking an approach either as a water exclusion strategy or water entry strategy.

# “Sense of place”... what does it all mean?

To create successful places, that are **representative of the people that live there, settlements must evoke a “sense of place”**.

Words regularly used by designers to define the unique qualities of settlement character which evolves slowly over centuries, as a coalescence of everyday practices, shaped by people and place. Settlement buildings often document this history, with architectural building styles and materials illustrative of the unique relationship and response people have to their environment.

It is paramount therefore, that new development must rise to the challenges of the future, whilst carrying the legacy of settlement past, and **design new places that are richly identifiable, innovative and capture the “sense of place” of the settlement**.

This does not mean that new development should copy or recreate buildings from the past, but the design must demonstrate a firm understanding of the principal aspects of settlement character and express this through the architectural style and material specification of new buildings, **this is what is referred to as design lineage**.

The following images taken from outside of the parish, have been included to give a clear example of design lineage. Illustrating a new development that incorporates the architectural language of the existing settlement, whilst demonstrating innovation, thus demonstrating the expectations of the Tavistock Neighbourhood Group.



Figure 86: - Example of clear design lineage and innovation (new development).

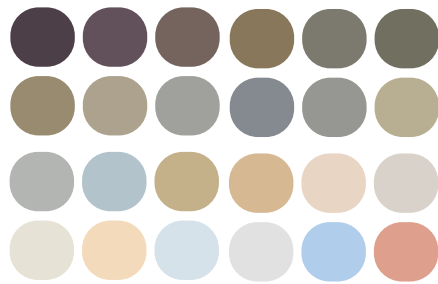


Figure 87: - Example of original dwellings.

# Pattern book

The Neighbourhood Area has a rich material palette which demonstrates the rural/industrial/historic aesthetic of the Tavistock Parish. The goal of future development is to demonstrate true design lineage derived from settlement examples which evoke settlement character, represent robust specification, and set an achievable precedent for future house-building.

The pattern book has been compiled to demonstrate good examples of architectural details and material-use aligned with settlement character. Some example materials shown, may be locally sourced and now be difficult to find (Hurdwick), and developers should be encouraged to source reclaimed materials to overcome such supply issues. Combinations may also be a mix of modern and vernacular, which demonstrates the ambition of the Tavistock Neighbourhood Plan Group, that advocate for high quality design. The challenge for future development is to implement a balanced architectural style and material palette, to deliver performance and sustainability, in synergy with local character.



**Indicative colour palette/material tonality taken from the PSWD JLP Supplementary Planning Document**



Buff brick green Hurdwick stone



Chamfered brick reveal



Granite kerb and paving with metal street bollards



Varied stone arch lintels



Stone wall granite coping



Biodiverse roof



Hurdwick stone and spearhead railings



Pebble detail, sympathetic to granite paving and bound gravel



Vernacular materials, modern approach



Appropriate roof style where land drops



Slate hanging



Pitched porches



Pitched porch, recessed door



Standing seam cladding



Hipped bays



Generous window aperture



Standing seam with roof light extension roof



Gabions with local stone



Slate roofs



Full height gabled projections



Green fingers through development



Multifunctional greening - (play & water attenuation)



Parapet gable



Infill development. Innovative response to levels.



Storey and a half typology



Street rhythm created by pitched gable projections



Gatepost and threshold to mark entry point to development



Stone faced Devon hedge



Feature tree planting



Dwarf wall topped with hedges - great for biodiversity



Slate hung upper storey



Brick accents





Full height gabled projections create rhythm



Back-to-back blocks



Tall decorative chimneys



Roof articulated



Communal access



Stone wall, granite coping



Timber casement



Porch projections



Stone wall and threshold



Decorative pier cap



Stone faced Devon hedge



Front to back arrangement



Stone faced facade. House personalisation.



Back-to-back blocks perpendicular to the street

# Details and materials

The following images illustrate good examples of Neighbourhood Plan Area building details and material choices that both evoke the character of the area, and set an achievable precedent for developer adoption:

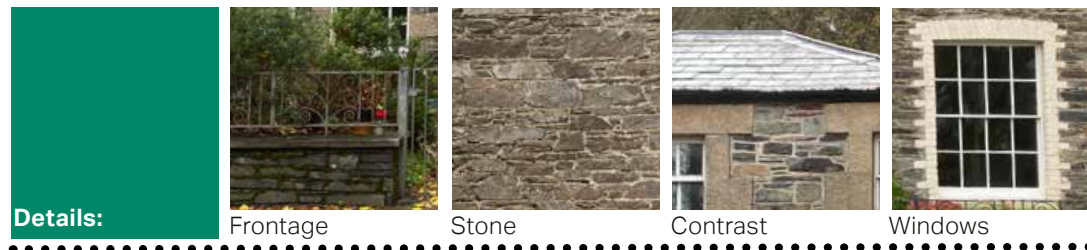
- Building set back variation, creates a garden frontage and a large front garden;
- Unified stone-faced buildings with subtle changes in window detail;
- Door lights, generous window size;
- Hipped slate roof, painted timber fascia; and
- Stone dwarf wall boundary with railings.



**A** Generous window size not only improves internal daylighting, but enhances the quality of the façade.

**B** Set back variation results in a meaningful spatial distinction. Some recent development has attempted to “manufacture character” without true benefits or distinction.

**C** Demonstrates the typical vernacular.



Details:

Frontage

Stone

Contrast

Windows

- Full height gabled projection;
- Storey and a half typology – height sensitive, with robust pitched roof elements;
- Pitched roof garage;
- Combined stone and brick details;
- Contrasting materials;
- Chunky visible lintels; and
- Juliet balcony.



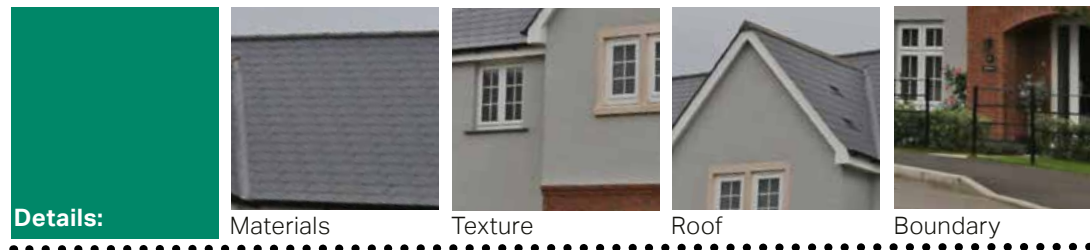
- A** Material palette works well, colour of render complements stone.
- B** Well designed slate roof. All elements pitched for greater weather resilience.
- C** Coloured uPVC frames work well with general colour scheme, simple casement windows.



- Textured render;
- Slate roof;
- Full height pitched gable projection; and
- Brick detail to porch.



- A** Slate pitched roof, storey and a half typology.
- B** Textured render and brick combines well.



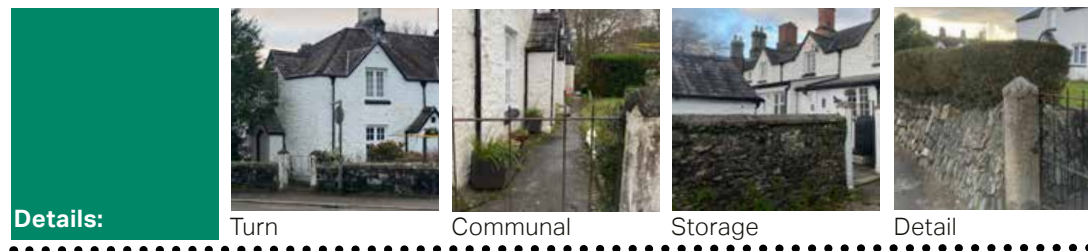
- Properties are arranged in blocks (back to back) perpendicular to the street;
- Simple economical rhythm created between typologies by door placement;
- Storey and a half terrace;
- Pitched porch;
- Gabled roof articulation;
- Stone thresholds;
- Slate roofs;
- Provision of outdoor storage space (lane) and separate linear front garden/grow space;
- End properties turn the corner and present positively;
- Positive community building elements;
- Textured finish. Stone visible through exterior whitewash.
- Contrasting natural stone boundary walls, Devon hedges, granite piers and metal gates.



**A** A pitched porch provides weather protection, and the roof type is robust detail. The projection also creates privacy.

**B** Timber windows and front door with vertical ridges and top light.

**C** Detailed tall brick chimney helps heighten proportions and is a design feature.



- Properties are arranged front to back, with main façade facing street;
- Storey and a half terrace;
- Pitched porch;
- Gabled roof articulation;
- Slate roofs;
- Integrated vehicle access/parking and retention of some garden elements; and
- End properties turn the corner and present positively.



- A** Natural stone façade with granite details.
- B** Combination of sash and casement window. Front doors are recessed within porch.
- C** Street rhythm created by roof articulation and chimneys and porches.



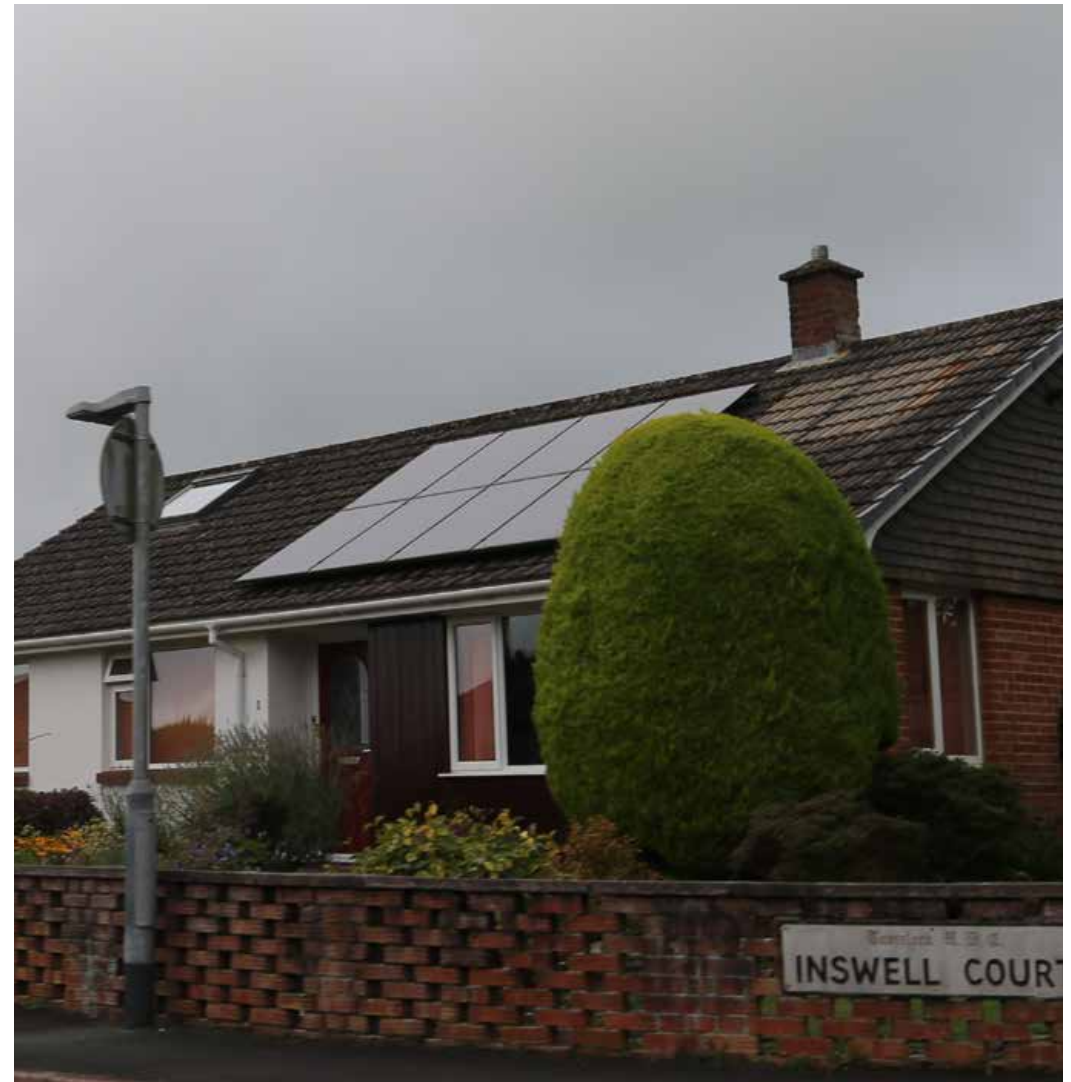
# Design Code 05

## Sustainability

### Area-wide Design Principles

There are a number of ways better designed homes can contribute to a more sustainable future. The following section provides general guidance to help developers and homeowners improve the performance of homes and enable better nature resilience in our developmental surrounding;

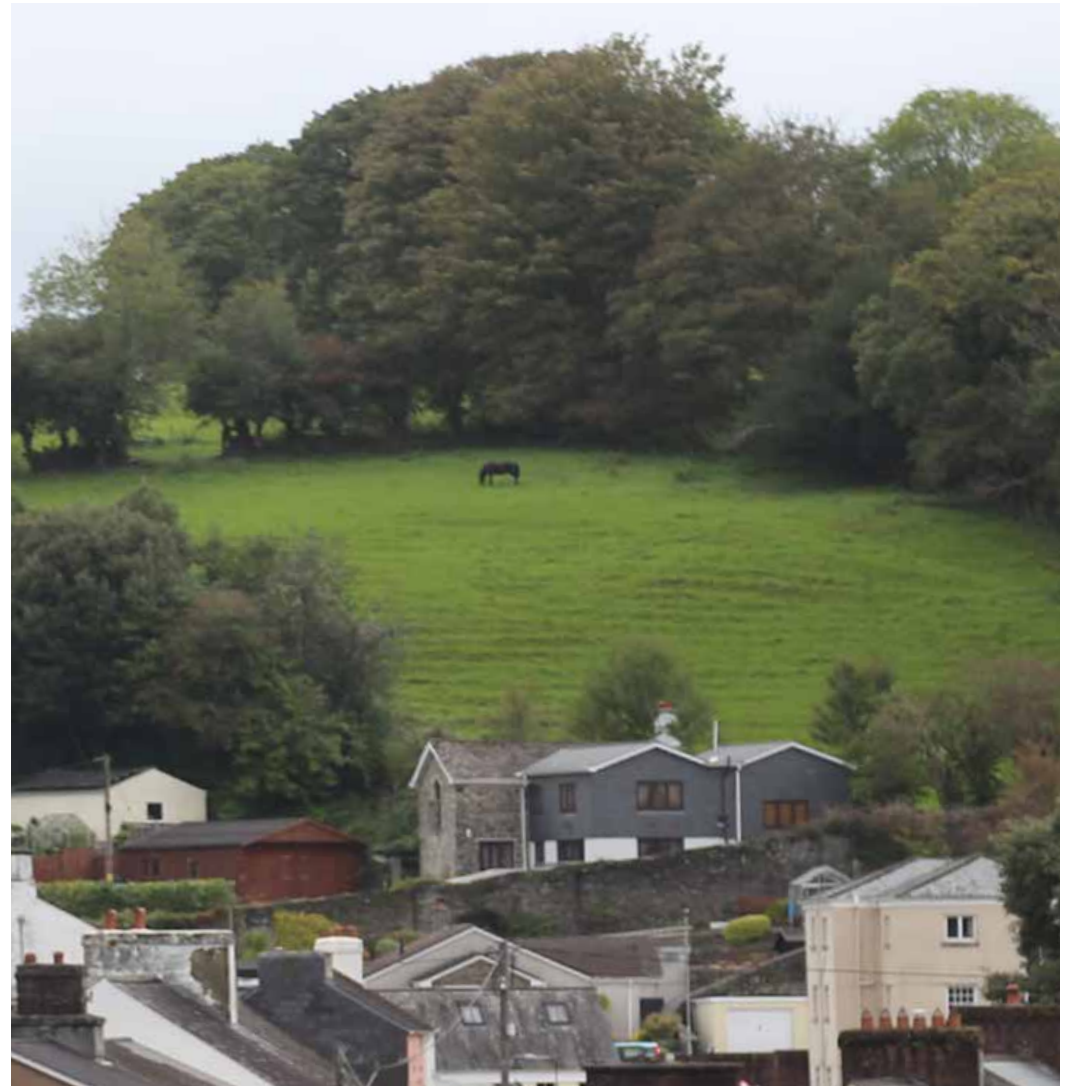
1. Fabric first approach, in line with the government's emerging Future Homes Standard. Materials and components should be scrutinised to encourage longevity and deliver (thermal efficiencies) beyond u-value building regulation targets – helping to future proof development;
2. Forms, details, junctions, and materials should be designed to work together, and development should be encouraged to go beyond u-value building regulation targets – helping to future proof development;
3. For improvements to existing dwellings, roof insulation is one of the most effective ways to reduce heat loss, especially in heritage buildings, as this has no impact on the appearance of the building;
4. The installation of new double glazing can upgrade thermal performance considerably. However, be aware that Conservation Areas have specific requirements and permission must be sought. Within Conservation Areas secondary glazing, or internal shutters should be considered;



**Figure 88:** - A property with PV installed. The integration of PV panels should make full use of suitable roof area wherever possible.

# Sustainability

5. There are good systems now available for internally insulating properties, however this method does reduce internal space slightly. Careful consideration should be given to details and materials specified, due to the risk of interstitial condensation;
6. The retrofitting of cavity wall (blown) insulation should be avoided;
7. Solid wall properties could consider external wall insulation (EWI) which has no risk of interstitial condensation, but does change the external appearance of the property, so it is not always appropriate for that reason. Again, careful consideration should be given to details and materials specified;
8. Consider the thermal mass of building materials to even out variations in internal and external conditions, absorbing heat as temperatures rise and releasing it as they fall. This can be beneficial during the summer and winter;
9. New developments should be installing non-fossil fuel heating system;
10. Development should adopt a sensitive outdoor lighting strategy and should design-out unwanted light spill onto ecological assets and control over-lighting impact. Downlighting and other sensitive; and
11. Chimney inclusion should be cognisant of Net Zero and sustainability targets. If chimneys are included, other uses should be explored (MVHR) and chimney height should be proportionate to the dwelling.



**Figure 89:** - The rural edge to townscape.



## **Sustainable water management (SuDS)**

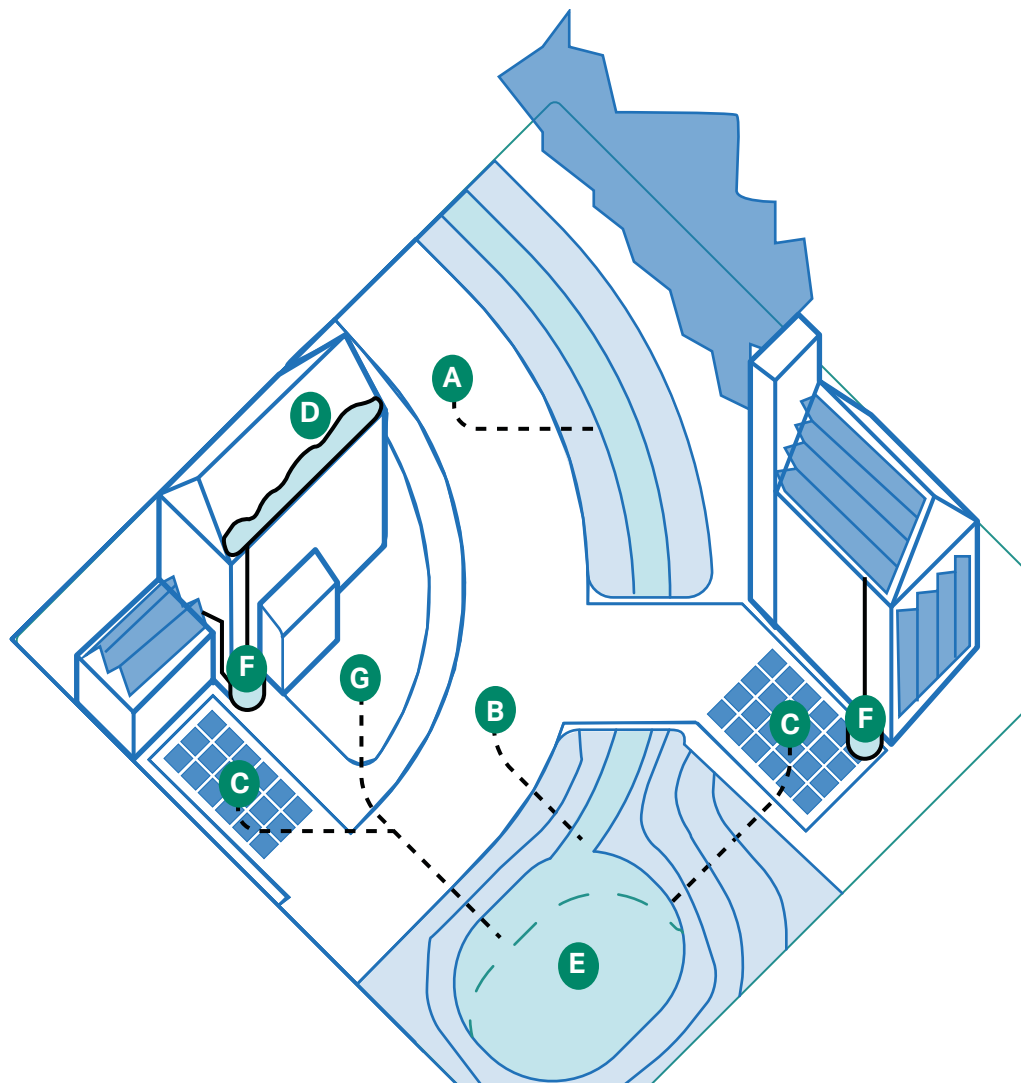
Sustainable Urban Drainage Systems (SuDS) covers a range of approaches to managing surface water in a more sustainable way, aiming to reduce flood risk and improve water quality whilst improving amenity/habitat benefit.

SuDS works by reducing the flow rate at which surface water reaches a waterway or combined sewer system. Usually, the most sustainable option is collecting water for reuse, for example in a water butt or rainwater harvesting system for use at home, but there are other methods.

The most effective type or design of SuDS would depend on site-specific conditions such as underlying ground conditions, infiltration rate, slope, or presence of ground contamination.

Some overarching principles that could be applied in new development follow:

- Manage surface water as close to where it originates as possible;
- Reduce runoff rates by facilitating infiltration into the ground or by providing attenuation that stores water to help slow its flow down, so that it does not overwhelm water courses or the sewer network;
- Improve water quality by filtering pollutants to help avoid environmental contamination;
- Integrate into development and improve amenity through early consideration in the development process and good design practices;
- SuDS are often also important in areas that are not directly in an area of flood risk themselves, as they can help reduce downstream flood risk by storing water upstream;
- Some of the most effective SuDS are vegetated, using natural processes to slow and clean the water, whilst increasing the biodiversity value of the area;
- Best practice SuDS schemes link the water cycle to make the most efficient use of water resources by reusing surface water; and
- SuDS should be designed sensitively to augment the landscape and provide biodiversity and amenity benefits.



**Figure 90:** - Diagram showing the best use of harvesting water systems rain garden, swales, permeable paving, green roofs.

- A** Rain garden
- B** Swale
- C** Permeable Paving
- D** Green Roof
- E** Attenuation basin
- F** Water butt
- G** Garden Lawn



**Figure 91:** - Rain gardens integrated into pavements provide cross-cutting solutions. (Source:CIRIA).



**Figure 92:** - Multifunctional SuDS and play. (Source:CIRIA).

## Sustainable water management (SuDS)

Most built-up areas, including roads and driveways, increase impervious surfaces and reduce the capacity of the ground to absorb runoff water. This in turn increases the risks of surface water flooding.

Permeable paving offers a solution to maintain soil permeability while performing the function of conventional paving. Therefore, some design guidelines for new development are:

- The choice of permeable paving units must be made depending on the local context; the units may take the form of unbound gravel, clay pavers, or stone setts; and
- Permeable paving can be used where appropriate on footpaths, private access roads, driveways, car parking spaces (including on-street parking) and private areas within the individual development boundaries.

Regulations, standards, and guidelines relevant to permeable paving and sustainable drainage are listed below:

- Sustainable Drainage Systems - non-statutory technical standards for sustainable drainage systems<sup>1</sup>.

1. Great Britain. Department for Environment, Food and Rural Affairs (2015). Sustainable drainage systems – non-statutory technical standards for sustainable drainage systems. Available at: [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/415773/sustainable-drainage-technical-standards.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/415773/sustainable-drainage-technical-standards.pdf)

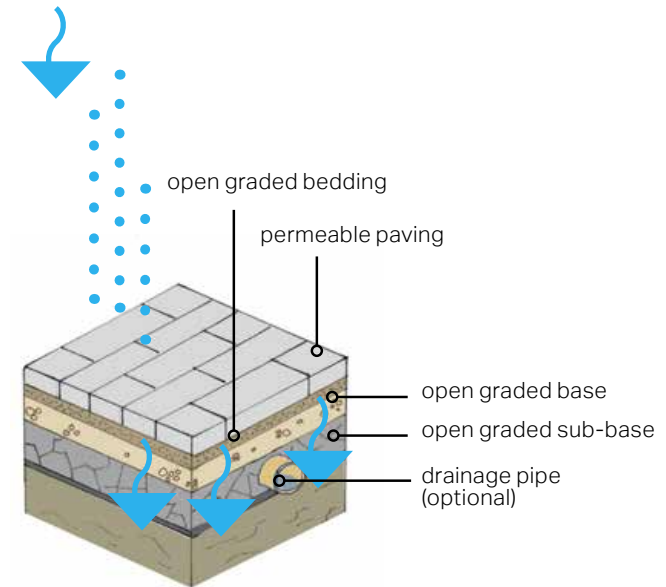


Figure 93: - Diagram illustrating the function of a soak away.

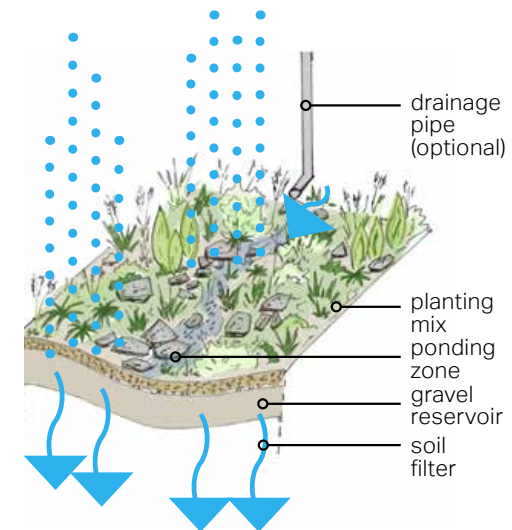


Figure 94: - Diagram showing how a rain garden works.

## Storage and slow release

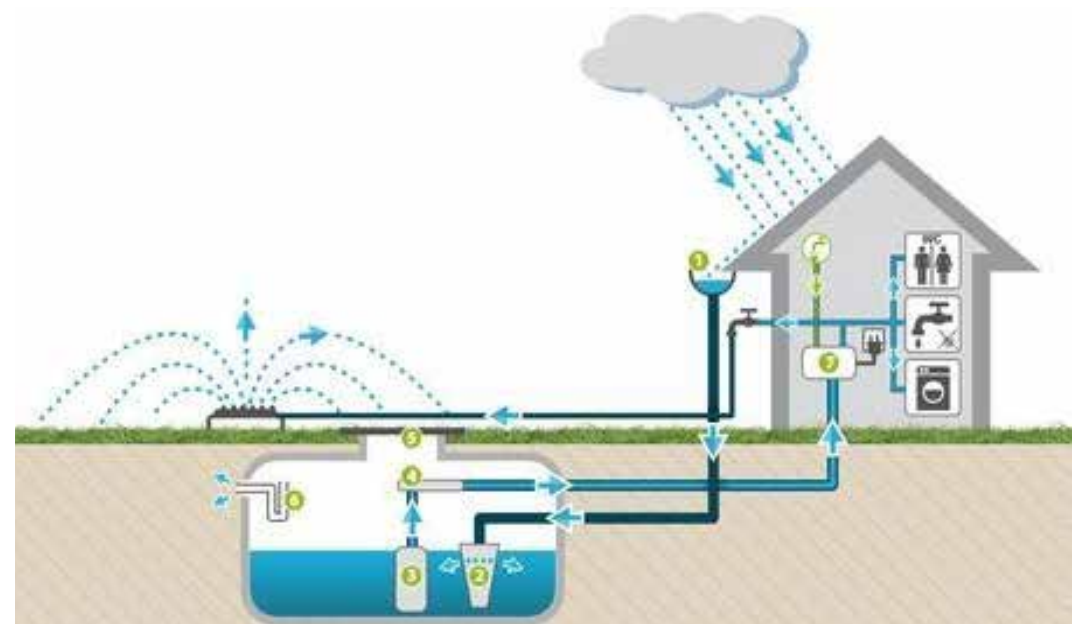
Rainwater harvesting refers to the systems allowing the capture and storage of rainwater as well as those enabling the reuse in-site of grey water.

Simple storage solutions, such as water butts, can help provide significant attenuation. However, other solutions can also include underground tanks or alternatively overground gravity fed rainwater systems that can have multiple application areas like toilets, washing, irrigation. In general, some design guidelines to well-integrate water storage systems are:

- Consider any solution prior to design to appropriately integrate them into the vision;
- Conceal tanks by cladding them in complementary materials;
- Use attractive materials or finishing for pipes; and
- Combine landscape/planters with water capture systems.



**Figure 95:** Example of a gravity fed rainwater system for flushing a downstairs toilet or for irrigation.



**Figure 96:** Diagram illustrating rainwater harvesting systems that could be integrated into open space and residential developments. Source: <https://dps-fr.com/>

An aerial photograph of a residential street in a town, showing rows of houses with grey roofs and a central road with parked cars. A large green circular overlay is positioned on the right side of the image, containing the text 'Deliverability' and the number '05'.

Deliverability

05

# 5. Deliverability

## 5.1 Delivery Agents

The Design Code will be a valuable tool for securing context-driven, high quality development in the Tavistock Neighbourhood Area. It will be used in different ways by different actors in the planning and development process, as summarised here:

### Applicants, developers and landowners

As a guide to the community and Local Planning Authority expectations on design, allowing a degree of certainty – they will be expected to follow the Guidelines as planning consent is sought.

Where planning applications require a Design and Access Statement, the Statement should explain how the Design Code has been followed.

### Local Planning Authority

As a reference point, embedded in policy, against which to assess planning applications.

The Design Code should be discussed with applicants during any pre-application discussions.

### Town Council

As a guide when developing neighbourhood planning policy and commenting on planning applications, ensuring that the Design Code is followed.

### Local Community

As a tool to promote community-backed development and to inform comments on planning applications.

### Statutory consultees

As a reference point when commenting on planning applications.

## 6. Glossary

**Building line:** The line formed by the frontages of buildings along a street.

**Building line (Formal):** buildings aligned with similar distance from the main access.

**Building line (Informal):** buildings do not align, spaced at different distances from the road.

**Built form:** Buildings and structures.

**Design lineage:** To demonstrate a continuation of design character through design that is visibly traceable in appearance to the original building or local vernacular.

**Enclosure:** The use of buildings and structures to create a sense of defined space.

**Enclosure ratio:** The enclosure ratio details the spatial character of a street, calculated as the ratio between building façade height and width of street (elevation to elevation distance).

**Gateway:** The design of a building, site or landscape to symbolise an entrance or arrival to a specific location.

**Grain:** The arrangement of streets, plots and buildings., and their subdivision pattern.

**Land Use:** What land is used for, based on broad categories of functional land cover, such as urban and industrial use and the different types of agriculture and forestry.

**Landscape:** An area, as perceived by people, the character of which is the result of the action and interaction of natural and/or human factors.

**Landscape Character:** A distinct, recognisable and consistent pattern of elements in the landscape.

**Listed Building:** A listed building is one that has been placed on the Statutory List of Buildings of Special Architectural or Historic Interest. There are three categories of listed buildings in the United Kingdom: Grade I, Grade II\* & Grade II.

**MVHR:** Mechanical ventilation heat recovery

**National Character Area (NCA):** A National Character Area is a natural subdivision of England based on a combination of landscape, biodiversity, geodiversity and economic activity.

**Nucleated settlements:** demonstrate a plan arrangement with a central zone or nucleus, which commonly relates to a chronological order of development morphology, but not always.

**Offset, Setback or Relief:** The space between a building and the road access.

**PRoW:** Public right of way.

**Rural:** Relating to, or characteristic of the countryside rather than the town.

**Setting:** The context or environment in which something sits.

**SuDS:** Sustainable urban drainage. Used to slowdown the passage of water and often improve water quality.

**Tree Preservation Order (TPO):** A Tree Preservation Order is an order made by a local planning authority in England to protect specific trees, groups of trees or woodland in the interests of amenity.

**Vernacular:** The way in which ordinary buildings were built in a particular place, making use of local styles, techniques and materials and responding to local economic and social conditions.

**Views:** Views that can be seen from an observation point to an object (s) particularly a landscape or building.

