



July 2024

# Tavistock Neighbourhood Plan 2021-2035

## Consultation Statement



Website: <https://tavistockplan.info>

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

[tavistockplan@gmail.com](mailto:tavistockplan@gmail.com)



## Contents

CONTEXT.....	3
1. Introduction .....	3
2. Background to Consultation on the Neighbourhood Plan .....	4
PART ONE: Community Consultation.....	6
3. Overview and Summary of Main Community Consultation Elements .....	6
4. Summary of Consultation Approach to Engage the Community.....	7
5. Equality and Inclusivity.....	8
6. Details of Consultation Approach to Engage the Community.....	9
6.1 “Look to the Future” .....	9
6.2 Initial Survey.....	11
6.3 Vision, Aims and Objectives Consultation .....	14
6.4 Informal Consultation on the First Draft Plan.....	18
6.5 Regulation 14 (Pre-submission Stage) Consultation .....	20
7. Conclusions .....	24
PART TWO: Statutory and Strategic Consultees.....	25
8. Overview and Summary of Main Strategic and Statutory Consultation Elements .....	25
9. Summary of Consultation Approach to Engage Statutory and Strategic Consultees.....	25
10. The Local Planning Authority .....	25
11. Details of Consultation Approach to Engage Statutory and Strategic Consultees .....	26
11.1 Informal Consultation.....	26
11.2 Regulation 14 (Pre-submission stage) Consultation .....	27
12. Sustainability.....	28
Conclusions.....	29
Appendix A – Comments and Responses on the Reg 14 Consultation.....	30
Appendix B – Sample Green Spaces Letter .....	169
Appendix C – Sample Proposed Heritage Local List Letter .....	170
Appendix D – Sample Reg 14 Consultation Letter.....	171

## CONTEXT

### 1. Introduction

Our Neighbourhood Plan has been produced by Tavistock Town Council, as the “qualifying body” with overall responsibility for the preparation, consultation and submission of the Neighbourhood Plan. Material relating to the production of the Plan is available on the dedicated Tavistock Plan website <https://tavistockplan.info> linked from the Town Council website at: <https://www.tavistock.gov.uk/your-council/council-initiatives/neighbourhood-planning>

The development of the Plan and management of the process has been overseen by a Neighbourhood Plan Steering Group comprising members of our community and Town Councillors.

This Consultation Statement has been prepared by the Neighbourhood Plan Steering Group to conform to the legal obligations of the Neighbourhood Planning Regulations 2012.

Section 15(2) of Part 5 of the Regulations sets out that a Consultation Statement should:

- Contain details of the persons and bodies who were consulted about the proposed neighbourhood development plan;
- Explain how they were consulted;
- Summarise the main issues and concerns raised by the persons consulted; and,
- Describe how these issues and concerns have been considered and, where relevant, addressed in the proposed neighbourhood development plan.

PART ONE of this Consultation Statement summarises all statutory and non-statutory consultation undertaken with the community in developing the Neighbourhood Plan.

PART TWO summarises all statutory and non-statutory consultation undertaken with strategic and statutory consultees.

The aims of the Neighbourhood Plan consultation process were to:

- ‘front-load’ the consultation, so that the Plan could be informed by the views of local people and other stakeholders from the earliest stage;
- ensure that consultation events, public meetings and ‘drop-in’ sessions enabled people to ‘have their say’ and provide the Steering Group with feedback at key points in the process;
- engage with as wide a range of people as possible, who live and work in the parish, using a variety of events and communication techniques;
- ensure that the results of consultation and updates on the neighbourhood plan were provided in a timely fashion soon after events and consultation periods and throughout the process, through the most appropriate and widely read media; and,
- be able to demonstrate during the process and at Submission that the Plan has been developed following good practice, that it is truly *the community’s Plan* which represents their views on local issues, and with the aim of meeting the required Basic Conditions as they relate to achieving effective consultation and engagement.

This Consultation Statement and the supporting appendices are considered to comply with Section 15(2) of Part 5 of the 2012 Neighbourhood Planning Regulations.

## 2. Background to Consultation on the Neighbourhood Plan

Tavistock Town Council (TTC) agreed to undertake a Neighbourhood Plan in 2017 (following the passing of the Localism Act and Regulations in 2011) after which the application to designate the Neighbourhood Area was submitted to West Devon Borough Council (WDBC) as the local planning authority (LPA)<sup>1</sup>. Subsequently, four Town Councillors were designated as ‘Neighbourhood Plan Champions’ and they initiated discussions with several local organisations. However, for a variety of reasons, progress faltered and it was not until 1st June 2021 that TTC authorised its Development Management and Licensing Committee (DMLC) to initiate the preparation process in earnest. In June 2021, a revised application was submitted recognising that the designated area fell within both the West Devon Borough and Dartmoor National Park Local Planning Authority<sup>2</sup> areas so as to ensure full coverage.

The level of consultation that has been undertaken for the Neighbourhood Plan goes beyond that required by legislation as the Town Council and its Steering Group has continuously sought to work with the local community to ensure that the Plan, as much as possible, reflects their views and wishes.

In preparing the Neighbourhood Plan the Steering Group has made it their aim that residents and other stakeholders including local authorities, interest groups, landowners, businesses and statutory bodies have been consulted and that their comments have been noted and where appropriate incorporated into the Plan as it evolved.

In order to inform and update residents and stakeholders on the progress of the Plan, a Neighbourhood Plan website was established and linked to the TTC pages so that as much information as possible could be made easily accessible online. The Steering Group also established a mailing list using MailChimp which grew from initially 40 to 150 and has prepared regular email newsletters notifying followers at key stages of the Plan. A Facebook Page<sup>3</sup> and Instagram<sup>4</sup> account and Twitter account<sup>5</sup> for the Neighbourhood Plan were also used to post information about the Plan’s development to reach as many members of the community who use social media as possible.

Finally, print media, including local magazines<sup>6</sup> and the local newspaper<sup>7</sup> have been contacted regularly by the Steering Group with formal press releases and have played an important role in spreading the message about the Neighbourhood Plan.

Our Plan preparation, as with so many projects, was impacted by the Covid-19 pandemic. Although the Steering Group’s work on the Plan and intentions to consult were slowed, Plan development continued, via online and hybrid meetings.

---

<sup>1</sup> <https://www.tavistock.gov.uk/sites/default/files/inline-content/20171020171748009.pdf>

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

<sup>3</sup> See <https://www.facebook.com/TavistockPlan/>

<sup>4</sup> See <https://www.instagram.com/tavistockplan/>

<sup>5</sup> The Twitter account was removed in 2023 but some of the tweets from earlier posts are available in the Initial survey report. [https://tavistockplan.info/wp-content/uploads/2022/07/Tavistock\\_NDP\\_Survey\\_Report\\_Final\\_2022.pdf](https://tavistockplan.info/wp-content/uploads/2022/07/Tavistock_NDP_Survey_Report_Final_2022.pdf)

<sup>6</sup> The Steering Group concentrated on using two local publications with circulations that include all or part of the Tavistock Parish <https://www.linkspublishing.co.uk/magazines/> <https://www.themoorlander.co.uk>

<sup>7</sup> <https://www.tavistock-today.co.uk>



# Consultation Timeline



Tavistock Neighbourhood Plan

## PART ONE: Community Consultation

### 3. Overview and Summary of Main Community Consultation Elements

Tavistock Town Council was keen to ensure that the Neighbourhood Plan was a community-led document. The Neighbourhood Plan Steering Group was established with community volunteers and Town Council representation,<sup>8</sup> and we have tried to engage the widest range of people and groups possible during the process.

We considered how best to approach consultation with the community at the start of the process. To ensure that the initiation of the Steering Group and initial survey was both viewed positively and was seen as being produced without bias, a tender for an external project manager to lead on the initial survey was undertaken by the Town Council and the result was that Devon Communities Together was appointed to project manage for the initial survey.

Working with Devon Communities Together we produced a Community Engagement Programme and overall Project Plan<sup>9</sup> to guide us during the process. After the initial survey and plan launch, the Steering Group also had guidance from our planning and advisory consultants, Stuart Todd Associates.

Updates about the Plan's development and progress were presented via a regularly tabled business item through the Development Management and Licensing Committee meetings and as required at Town Council meetings by Town Councillors sitting on the Neighbourhood Plan Steering Group.

---

<sup>8</sup> The Terms of Reference for the Steering Group allowed for the appointment of up to 4 Town Councillors and up to 10 community volunteers to help lead the Plan. The following is a complete list of the members of the Steering Group over the life of the Plan process. As is evident from their tenure, the community member Steering Group volunteers have led on the Plan throughout the process.

#### **Tavistock NDP Steering Group Members 2021-2024**

##### **Current Members**

Cllr Ursula Mann (Chair, 2021-Present), Stuart Honey (Secretary, 2021-Present), Janna Sanders (2021-Present), Sue Spackman (2021-Present), Kit Harbottle (2022-Present), Sharon Gedye (2022-Present), Ian Wright (2022-Present), Cllr Trevor Munro (2023 -Present), Gemma Loving (2023-Present)

##### **Former Members**

Cllr Pete Squire (2022-2024) Cllr Julu Irvine (2023-2024) Cllr Philip Piers (2022-2023) Cllr James Ellis (2021-2022) Cllr Andy Hutton (2021-2022) Karen Nolan (2021-2022) Richard Martin (2022) Colin Rodgers (2022) Cllr Harry Smith (2021) Alex Mettler (2021)

##### **Volunteer Time and Investment**

Having calculated the time taken to attend Steering Group meetings, averaging 2 hours per meeting and 5 hours of preparation or outside activity between meetings that equals 1771 hours of voluntary work on the Neighbourhood Plan by members of our community. At minimum wage, this would equal £20,260 worth of hours that have been spent just on the meetings and preparation for meetings. In addition, the public meetings and consultations each required preparation, setup, attendance and engagement by Steering Group members, as well as clear up and documenting and reporting. The time put in to consultation is easily equivalent to the time spent in meetings in terms of hours and value.

<sup>9</sup> See <https://tavistockplan.info/wp-content/uploads/2024/07/Tavistock-NDP-Project-Delivery-Plan-2021-25-.pdf> for the NDP Project Delivery Plan, which the Steering Group then kept under review during the process

Consultation took place at the following stages in the neighbourhood planning process. These are set out with more detail later in this Statement alongside other key parts of the ongoing consultation and communication process as the Plan was developed.

### Neighbourhood Plan Main Community Consultation Elements

Tavistock Plan “Have your Say”	November 2021	To launch the neighbourhood plan to the community and enable them to discuss what a neighbourhood plan is and identify key issues for consideration
Tavistock Plan Initial Survey	March/April 2022	Gather opinions from residents in the Parish on a range of planning related issues
Public Consultation on Vision, Aims, Objectives	February/March 2023	Consult on draft vision, aims and objectives and share survey results and written evidence base research
Informal Consultation on Draft Plan	October/November 2023	To get initial community and stakeholder views on the first draft of the neighbourhood plan
Pre-submission Draft Plan Consultation (Reg 14)	February/March 2024	Pre-submission (Regulation 14) consultation

#### 4. Summary of Consultation Approach to Engage the Community

A number of key community consultation stages were identified at the outset. These were used as a guide and timings were reviewed during the process by the Steering Group. This was done to enable each consultation stage to be properly planned for and to ensure that the community at large understood when and why they were being consulted.

There was a desire by the Steering Group for the process’ outputs to remain proportionate to the tasks while meeting requirements set out in the Regulations and following good practice. The Steering Group was also keen to avoid consultation fatigue in the community and to make key stages of consultation worthwhile to help move the process forward.

The basis of our approach to consultation with the community was to follow a number of important principles:

- Publicising as widely as possible;
- Utilising a variety of methods;
- Involving the public in the consultation process;
- Avoid consultation fatigue;
- Applying the right method to the task and the required outcomes;
- Providing appropriate levels of assistance, explanation and interpretation;
- Maximising access and opportunity;
- Encouraging reaction and feedback; and,
- Reporting back on what was said and how it was interpreted.

Aside from programmed and organised consultation ‘events’ during key stages of the process, the Steering Group was keen to facilitate a continuous two-way dialogue with the community at large. This was achieved by:

<b>Communication Methods:</b>	<b>Brief Description:</b>
Website	Regular updates and documents made available on the Tavistock Plan Website
Mailing List/Newsletter	We built up a contact list of key stakeholders (individuals, local organisations and statutory and strategic bodies) which we used to distribute updates of consultation during the process <sup>10</sup>
Reporting in Person	Businesses given regular updates at Tavistock and District Chamber of Commerce meetings and the Tavistock Business information District (BID) through its manager who volunteered as a Steering Group member. Tavistock Town Council updates at each Development, Management, and Licensing Committee Meeting.
Social Media	Regular posts on Facebook pages and Instagram <sup>11</sup>
Attendance at Stakeholder Meetings	Face to face meetings with key stakeholders whenever possible.
Public Meetings	Public meetings scheduled on weekends and evenings in a variety of local places, including Tavistock College, Youth Café, Historic Guildhall, Town Hall, Sports Clubs and Pubs. Working with West Devon CVS and Tamar Energy, attendance at two community events with a stall to promote the Plan at various stages.
Town Council Meetings/Annual Town Council Meetings	Regular reports of progress at Town Council meetings which are livestreamed on YouTube. Report of progress to the annual parish meetings during the Plan’s development.
Posters	Notices and bulletins on Town Council noticeboards. Posters in local shops, pubs, cafes, and retailers, heritage buildings, surgeries, the library, churches and community hubs like the Tavistock Foodbank.

## 5. Equality and Inclusivity

We recognise that the foundation of a good neighbourhood plan is an effective and inclusive programme of consultation and engagement. Our aim was to reach everyone with a stake in the future of the area including people living, working or doing business here, those who deliver services to the local communities and people who have influence over the future of the area. We wanted to communicate and listen to everybody with a view; regardless of gender, ethnicity, colour, disability, religion, family responsibility, age, occupation, marital status, or sexual orientation. This is evidenced in the Basic Conditions Statement in a Neighbourhood Plan Policies and Protected Characteristics Matrix.

<sup>10</sup> The contact details have not been published in this Consultation Statement due to Data Protection rules. However, should the Examiner wish, we can provide this in confidence in alignment with Data Protection (GDPR) Regulations. The list includes an extensive number of local clubs, societies, networks and organisations, and a subscriber group of more than 190 individuals who indicated at an event or online that they wished for further information and updates to be provided via email.

<sup>11</sup> See <https://www.facebook.com/TavistockPlan/grid> for the history of Facebook posts about the Plan and process.



# Communication Examples



In person



Magazine



Targeted



Stakeholders



Posters



Static

Many more examples can be found on the website and Facebook page

## 6. Details of Consultation Approach to Engage the Community

### 6.1 “Look to the Future”

*How did we consult?*

We held 5 events across the town from November 2021 to March 2022<sup>12</sup>. These were presented as exhibitions with posters setting out key issues that might be addressed through a Neighbourhood Plan inviting members of the public to indicate interest in joining the Steering Group and getting involved in the design of the initial survey.<sup>13</sup>

<sup>12</sup> The Steering Group holds sign-in sheets for each event held throughout the life of the plan. These contain the names and contact details of attendees who signed in and may be provided to the inspector in confidence in alignment with Data Protection (GDPR) Regulations. As a guide, the most well-attended public facing consultation event attendance was 80, the average was 23, and the lowest attendance was 5.

<sup>13</sup> The original posters were neutral and used guidance available to Neighbourhood Plan groups from the Locality Neighbourhood Planning website as their basis. These set out key conditions and possibilities for Neighbourhood planning in terms that the Steering Group felt were easily understood by individuals attending events. These original posters have continued to be made available throughout the process to ensure that the limitations and goals of neighbourhood planning remained visible to the community. The posters are available on the website for the Tavistock plan here: <https://tavistockplan.info/look-to-the-future/>

Neighbourhood Plan Launch Events	
Dates and Locations	<a href="#">10/11/21</a> Red and Black Club <a href="#">08/12/21</a> Stannary Brewing Co. <a href="#">12/01/22</a> Tavistock Guildhall and Zoom (Hybrid Meeting Due to Covid Restrictions) <a href="#">09/02/22</a> Tavistock College <a href="#">09/03/22</a> Whitchurch Community Hall

A full report of that initial survey and the process leading up to it is contained in the Tavistock NDP Survey Report on the Tavi Plan website<sup>14</sup>. Events were publicised via a press release, newsletter, and posters around the town on Town Council noticeboards and in community facilities and shops. Social media (Facebook, Twitter and Instagram) was used to help distribute information about the launch events. Attendance varied at each event and venue and ranged from 20 to 46 as documented on sign-in sheets which were also used for GDPR purposes to gain consent from attendees for joining the group mailing list.

One challenge the Steering Group faced in generating responses to the survey is the difficulty of getting a significant number of responses for a market town population. This was made clear by the consultants based on prior market town survey responses which often lag behind the response rates of village surveys. It was recognized early on that trying to engage Tavistock in a neighbourhood planning exercise would require additional effort and coordinated promotion and outreach in order to get input from a broad selection of the community.



<sup>14</sup> [https://tavistockplan.info/wp-content/uploads/2022/07/Tavistock NDP Survey Report Final 2022.pdf](https://tavistockplan.info/wp-content/uploads/2022/07/Tavistock_NDP_Survey_Report_Final_2022.pdf)

<sup>15</sup> <https://tavistockplan.info/look-to-the-future/>

## 6.2 Initial Survey

### *How did we consult?*



The Initial Survey was launched with a press release including a QR code leading to the online survey page which encouraged local people to complete the survey and invited them to attend consultation events, particularly if they needed further information or wished to discuss matters relevant to the Neighbourhood Plan. The full consultation process is detailed in depth in the Tavistock NDP Survey Report Final 2022, including the results of the initial survey. [https://tavistockplan.info/wp-content/uploads/2022/07/Tavistock NDP Survey Report Final 2022.pdf](https://tavistockplan.info/wp-content/uploads/2022/07/Tavistock_NDP_Survey_Report_Final_2022.pdf)

The survey was promoted in the Tavistock Times Gazette, Tavy Links Magazine, the Moorlander and also via the Tavistock Plan Facebook page and website. Members of the Town Council and the Steering Group used email contacts to spread the word. The survey included a competition for a £50 shopping voucher as attendees at our public meetings had suggested that many younger families would be unlikely to respond without an additional incentive. The competition was externally managed by Devon Communities Together to maintain confidentiality for respondents.

More than 60 volunteers delivered the initial survey document to every home in Tavistock Parish by hand, all of which was documented and promoted through social media. The delivery of the initial surveys was also supported by displays in three locations: Tavistock Library, Whitchurch Community Post Office and the Tavistock Visitor Information Centre within the Tavistock Guildhall. The website and the paper surveys made plain that additional paper copies of the survey could be requested from the Town Council at its offices, Whitchurch Community Post Office, Tavistock Library or Tavistock Visitor Information Centre or by email or via the neighbourhood plan website.

The same three locations had drop boxes available for returning the completed surveys. As the paper surveys also provided a link to an online version of the survey which could be completed instead of returning the form and the vast majority of the survey responses were returned online (592 of 861). However, the number of paper copies returned was not insignificant (269 of 861) and these were collected by the Steering Group and sent by post to Devon Communities Together. The 861 responses received were calculated as representing about 14% of households in the Parish, and this figure is also bolstered by the targeted consultation for informal feedback with harder to reach groups in the parish like 16-18 year olds and individuals with disabilities or the people caring for them.

The purpose of the initial survey was to:

- Identify the key issues of focus for the local community;
- Fill gaps in our knowledge and understanding of community issues, particularly as they may affect neighbourhood planning – as identified by our understanding, at the time, of available evidence base studies and information;
- Increase comprehension and measure community opinion on key local and neighbourhood planning matters;
- Test community support and reaction to key planning issues; and,
- Establish a broader base of community interest and engagement in neighbourhood planning.

Throughout the survey period, multiple consultation events with individual groups and the general public were facilitated by members of the Steering Group to ensure that harder to reach groups were aware of and given the opportunity to respond to the initial survey<sup>16</sup>.

<b>Neighbourhood Plan Initial Survey Consultation Events</b>	
Dates and Locations	14-16/02/22 Tavistock College Years 10-12 (Age 14+)
	17/02/22 Tavistock and District Chamber of Commerce Meeting
	15/03/22 Annual Town Meeting, Town Hall
	16/03/22 Tavistock Area Christians Together, Parish Rooms
	18/03/22 Tavistock Youth Café, Own Premises
	20/03/22 Tavistock Rugby Club, Own Premises
	23/03/22 TACT, Kings Tavistock
	26/03/22, 02/04/22, 09/04/22 Market Square, Public Marquee
	06/04/22 U3A, Town Hall
	13/04/22 Tavistock Library
	18/04/22 Tavistock AFC Football Club
	23/04/22 Market Square (With Town Crier)
	02/05/22 Survey Closed

<sup>16</sup> 'Tavistock Plan for Youth' is a video that was provided only to Tavistock College for students age 14+ to view ahead of visits by Steering Group members to gather feedback as it was understood that young people would be very unlikely to engage with the NDP process but have a voice very much needed in planning for the future of the town would potentially be able to vote on it when it is presented at referendum.

<https://youtu.be/MptH3iLwKpY>

### *Who was consulted?*

Everyone who lived, worked or visited the parish was given the opportunity to attend the events which were all free to access and attend. The variety of locations and times ensured that as many people as possible could attend one of the events to give their views and collect a survey or complete it online.

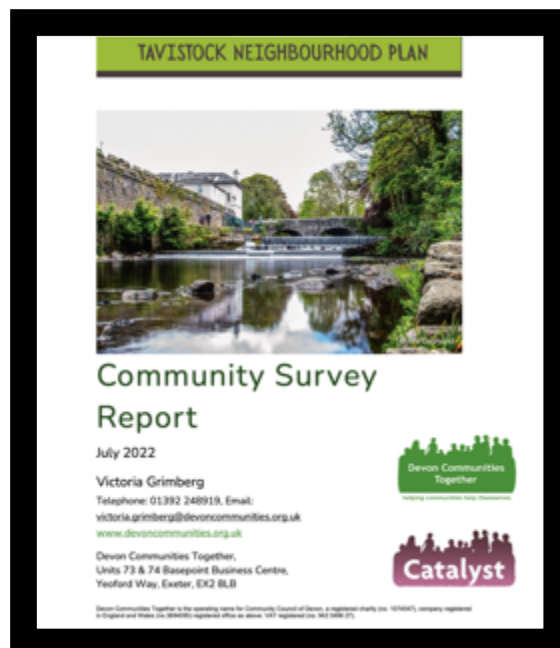
### *What did they say?*

Those visiting the events were encouraged to leave comments if they wished, but emphasis was placed by Steering Group members for people to complete the initial survey for their comments to be formally recorded. The full record of comments can therefore be seen in the report of the survey (previously cited and available on the website.)

### *How were the issues and concerns responded to?*

The results of the launch events and initial survey were discussed by the Steering Group and considered. Learning from this first neighbourhood plan consultation exercise was used when considering how best to consult through future events at subsequent stages of the neighbourhood plan's development.

In July 2022, the results of the feedback from the questionnaire were discussed by the Steering Group and presented at a public meeting held in the Town Hall. The results of the survey identified the initial key planning issues appropriate for inclusion in the Neighbourhood Plan. The full report on the initial survey contains a great deal of detail regarding the process of the initial launch, the results and the key issues identified. Devon Communities Together also conducted interviews with individuals who volunteered as part of that process and with respondents, to help the Steering Group and the community understand more about what individuals found helpful about the process and why they had engaged with it.



These results, together with the evidence base material gathered by Devon Communities Together<sup>17</sup> and our understanding of both local planning authority and national planning policies, directly informed the development of the draft aims, vision and objectives of the Plan.

### 6.3 Vision, Aims and Objectives Consultation

#### *How and who did we consult?*

Following on from the initial survey, it became clear that the one expertise not present within the Steering Group was that of planning expertise. Local individuals with planning credentials were approached, but none was willing to volunteer as a resource for the group. In order to ensure that the Steering Group worked within planning guidelines, a second planning consultant tender exercise was undertaken resulting in the appointment of Stuart Todd Associates as the project manager following the initial survey.

With guidance from Stuart Todd, the Steering Group used the evidence and consultation responses to prepare a set of draft aims, vision and objectives for the Plan. We wanted to test these with stakeholders and the community to determine if we had missed anything important or had produced aims and objectives which did not fit the evidence and feedback we had been given to date.

Individually, Steering Group members approached potentially interested stakeholders in each area of the Plan for additional evidence and feedback about specific policies<sup>18</sup>. Examples include the allotment association, estate agencies, heritage organisations, charities and business organisations. This informal consultation and the feedback from the survey combined with the evidence from other sources such as the 2021 census was used to inform the draft Vision Aims and Objectives.

The images below show different iterations of the Vision, Aims and Objectives which were amended, enhanced, and expanded as the Steering Group did informal consultation on those documents. There were four versions before the Steering Group held its largest 'Coffee and Conversation' event with public presentation and consultation.

---

<sup>17</sup> Devon Communities Together used their expertise to gather together a 'community profile' using publicly available data to help start the Steering Group off with an accurate picture of the community to use alongside the initial survey report and that evidence is also available on the website [https://tavistockplan.info/wp-content/uploads/2022/07/Tavistock\\_Community\\_Profile\\_Data\\_July\\_2022.pdf](https://tavistockplan.info/wp-content/uploads/2022/07/Tavistock_Community_Profile_Data_July_2022.pdf)

<sup>18</sup> Many of the organisations and stakeholders consulted at this point in the process remained in contact with Steering Group members throughout and all of them were sent consultation letters as part of the Reg 14 consultation later on. The list there will include the main consultees who also provided feedback on Vision, Aims and Objectives.

Aims	Objectives
<b>Housing</b>	
<b>Aims</b> New housing meets the identified needs of the community, is well designed, provides social benefit, delivers homes that are affordable to local people and responds positively to the challenges of climate change.	<b>Objectives</b> 1. Support the use of community land trusts to achieve affordable and high-quality housing design that remains for the benefit of residents of Tavistock. 2. Promote the development of appropriately-sized homes to meet the identified needs of the community. 3. Support windfall town centre development for dwellings where it supports the overall vitality and viability of town centre uses.
<b>Community Facilities</b>	
Maintain and enhance current provision of community facilities across the parish	1. Community Actions: a. Communicate with stakeholders to baseline the suitability of provision in meeting current need and evaluate mid-term future requirement (CA) b. Assess what synergies exist between facilities and what further opportunities are desirable (e.g., Tavistock College / Mount Kelly sharing) (CA)
Ensure that future planning decisions do not adversely impact current community facilities and take into account future demand arising from planning	1. Early engagement with relevant planning applications. 2. Engage with facility providers to estimate future likely demand as user needs change (e.g., wider adoption of four-day working, enlarged community of active retired)

1 Community Facilities: Version 1: Vision, Aims, Objectives

<b>Community Facilities</b>	
Ensure that future planning decisions do not adversely impact current community facilities.	1. Engage with relevant planning applications early on to understand the impacts on community facilities. 2. Identify appropriate planning conditions that would enhance the quality of development by mitigating adverse effects on community facilities.
Community facilities across the parish are maintained and enhanced and new community facilities are supported where they enhance the quality of life in the parish and encourage positive economic activity	1. Support proposals that enhance or maintain Tavistock's leading position within the surrounding rural community in the provision of facilities meeting identified needs or enhancing the quality of life for local people. 2. Community Actions: a. Engage with local facility providers to estimate future likely demand as user needs change (e.g., wider adoption of four-day working, enlarged community of active retired) b. Engage with local community facilities and charities to identify proposals that need planning permission that support identified needs in the community. c. Provide decision-makers with a realistic assessment of possible future requirements to enhance attractiveness of Tavistock as a place to live, work or visit (e.g., electric scooter provision, cultural endeavours).

2 Community Facilities: Version 2, Vision, Aims, Objectives

In January 2023, The Steering Group separately presented the Vision, Aims and Objectives to the Town Council and local Ward Members of West Devon Borough Council as well as representatives from adjoining parishes for additional feedback at a meeting which was held at the Town Council chamber and included officers from the Neighbourhood Planning team at West Devon Borough Council. The feedback from that session further refined the documents.<sup>19</sup>

<sup>19</sup> <https://tavistockplan.info/wp-content/uploads/2023/01/TNDP-presentation-to-Tavistock-Council-030123.pdf>



In February 2023, the Steering Group held a community consultation with ‘Coffee and Conversation’ and set out, for the public to consider, the key neighbourhood planning and development issues and opportunities presented to us to date, encapsulated by the draft aims, vision and objectives.

We asked the community if these set the right agenda and ‘direction of travel’ for the Plan. Our purpose was to be able to leave this phase of consultation with a good idea and some certainty of the sorts of policies and proposals that the Plan should contain and, importantly, that the community supports. From the consultation we also wanted to be in a position to draft a range of policies and proposals that might be in the Plan. We also took the opportunity to report back on what had been done to date.

The consultation was advertised through the usual media; the website, social media, a press release and newspaper article, posters and fliers (for example, in shops and community facilities). Emails were sent with details of the consultation to local organisations, clubs, societies, businesses and associations.

More than 80 local residents attended the event.<sup>20</sup> We encouraged those who attended to leave their comments on post-it notes and also to indicate their support or not for the draft aims and objectives using green and red dots.

The event was particularly successful due in part to the setup and approach which included table displays on each topic with steering group members engaging in conversations there, as well as overall displays. Coffee and biscuits were made available and no presentation was given in order to ensure that individuals were encouraged to have conversations with Steering group members and walk around the event to various topics.

<sup>20</sup> <https://tavistockplan.info/wp-content/uploads/2023/03/Coffee-and-Conversation-event.pdf>



An augmented reality sandbox river basin and natural flood management display was also presented at the event by Westcountry Rivers Trust (WRT) who are working locally to help educate landowners about the use of natural flood management tools like soil enhancement through planting and leaky dams.<sup>21</sup>

*What did they say?*

Overall, people seemed very positive about what was shown. The feedback we received was generally consistent with the answers provided to the initial survey. The results of the consultation exercise and the comments left are reported on our website in the Plan documents and Steering Group minutes.

The general result of the consultation was that we gained overall support for the draft aims and objectives and received comments and an indication of those which required minor amendment to reflect better indicative priorities, intent or the degree of support given.

*How were the issues and concerns responded to?*

The results of the consultation exercises were discussed by the Steering Group and some minor amendments were made to the draft aims and objectives as a result. Each Steering Group Member reported as part of that process on the key insights obtained from both the informal targeted consultation and the consultation event.<sup>22</sup> We gained a good understanding from those reports of which issues, aims and objectives were a higher priority than others. The resulting aims and objectives were then used to develop the draft policies for the Plan.

Aims	Objectives
<b>Community Facilities</b>	
Community facilities across the parish are maintained and enhanced and new community facilities are supported where they increase the quality of life in the parish and encourage positive economic activity.	<ol style="list-style-type: none"> <li>1. Support proposals that enhance or maintain Tavistock's leading position within the surrounding rural community in the provision of facilities meeting identified needs or enhancing the quality of life for local people.</li> <li>2. Protect and maintain existing community facilities.</li> <li>3. Community Actions:               <ol style="list-style-type: none"> <li>a. Engage with local facility providers to estimate future likely demand as user needs change (e.g. wider adoption of four-day working; enlarged community of active retired)</li> <li>b. Engage with local community facilities and charities to identify proposals that need planning permission that support identified needs in the community.</li> <li>c. Provide decision-makers with a realistic assessment of possible future requirements to enhance attractiveness of Tavistock as a place to live, work, or visit (e.g. electric scooter provision, cultural endeavours)</li> </ol> </li> </ol>
Planning decisions enhance and do not adversely impact community facilities.	<ol style="list-style-type: none"> <li>1. Engage with relevant planning applications early on to understand the impacts on community facilities.</li> <li>2. Identify appropriate planning criteria that would enhance the quality of development by mitigating adverse effects on community facilities.</li> <li>3. Community Actions               <ol style="list-style-type: none"> <li>a. Communicate with stakeholders to baseline the suitability of provision in meeting current need and evaluate mid-term future requirement by considering future demand arising from planning decisions and societal changes.</li> <li>b. Assess what synergies exist between facilities and what further opportunities are desirable. (e.g. Tavistock College/Mount Kelly sharing)</li> <li>c. Identify and prepare for changes in policy or law that create detriment for local community facilities.</li> </ol> </li> </ol>

*3 Community Facilities: Final Version, Vision, Aims, Objectives*

<sup>21</sup> A 'Live' video from the event by West Country Rivers Trust is available on the TaviPlan Facebook page. Live videos were used ahead of events to gain additional views and interaction throughout the consultation process. <https://www.facebook.com/TavistockPlan/videos/1983180602018465>

<sup>22</sup> <https://tavistockplan.info/wp-content/uploads/2024/06/Report-of-Vision-Aims-and-Objectives-feedback.pdf>

## 6.4 Informal Consultation on the First Draft Plan

### *How did we consult?*

The focus for this consultation was to fill in the detail for policies that had been identified as important through our Vision, Aims and Objectives and to ensure that policies that were proposed were well-received.

### *Who was consulted?*

Throughout the autumn of 2023, the Steering Group met informally with officers from West Devon Borough Council as the Local Planning Authority, Tavistock Town Council, and key groups and organisations with whom the Steering Group has consulted throughout the NDP process.

We also took the opportunity to engage in smaller specific public consultation with the public regarding individual policies at two public events and online through our website. The NDP Steering Group used its email newsletter and blog to publicise each consultation and event and between August and November 2023 the NDP appeared frequently in the Tavistock Times Gazette.

### Tavistock Neighbourhood Area Design Codes and Guidelines

One common refrain through all of the consultation was about housing ‘quality’ and relation to the local area. The Steering Group decided in the Spring of 2023 that technical assistance with a Design Code document would be appropriate based on feedback about poor housing design on new estates, lack of sustainability and accessibility etc. The Steering Group applied for technical assistance and received help with that from consultant from Aecom. Site visits took place in September 2023 led by the community volunteer and various members of the town council. The examples of both good and bad design were based on comments that had been collected from the initial survey, events, and vision, aims and objectives consultations. A collection of photos of materials was prepared and the draft version was shared with the Town Council for comment and editing ahead of the Reg 14 consultation. The Steering Group did not engage in informal consultation on the design codes because of concern over consultation fatigue, and because it was important that the design codes were read in light of the plan, not separately.

### Green Space Designation and Local Views

Also during this period, the Steering Group undertook the necessary steps to make individual landowners aware of the proposed designations of their properties as a Local Green Space in the Plan. In the first week of November 2023, Landowners were sent letters explaining that the Steering Group had identified their property as eligible for Local Green Space Designation in the Plan. An example letter appears in Appendix B.

The methodology and assessment that was used to identify the properties was based on the NPPF and the proposed Green Space Development Plan from the Plymouth and South West Devon Joint Local Plan (JLP).<sup>23</sup> A letter was drafted and sent to every landowner affected. Due to GDPR considerations, the letters have not been included within the evidence base, but a copy of each letter may be provided to the Planning inspector if required. The assessment forms were made publicly available for those properties that remained in the Plan following the 6 week consultation.

---

<sup>23</sup> <https://www.plymouth.gov.uk/local-green-space-development-plan-document>  
<https://www.gov.uk/guidance/national-planning-policy-framework/8-promoting-healthy-and-safe-communities#para105>

Where a landowner objected to the inclusion of their land in the plan, this land was excluded from the designation following planning advice.

Local views were investigated based on suggestions from the community in response to newspaper articles and social media posts. These were investigated and documented in accordance with the protection offered by the adopted JLP Landscape Character Assessment.<sup>24</sup>

### Heritage Local List

The heritage topic lead meanwhile had consulted the public both through the local heritage groups and using social media to identify local list candidate properties. These were researched by volunteers from the heritage sector following the Historic England historic listing advice note 7. The list was then evaluated both by the Steering Group and then subsequently by members of DMLC at Tavistock Town Council. While not required by Neighbourhood Planning Legislation, a separate letter, drafted with the advice and input of a conservation officer at WDBC, was sent to those addresses being added to the heritage local list to inform them of their proposed designation.<sup>25</sup> An example letter appears in Appendix C. These letters generated several comments on the plan which are reflected in the consultation response.

The Tavistock Town Council DMLC was consulted on both lists of designations ahead of the draft plan presentation to the council.<sup>26</sup>

### Community Facilities

With regard to community facilities, a separate online survey was undertaken to establish which facilities individuals wished to be included, as well as what types of policies were needed. The survey received more than 200 responses which then formed the basis of a report made available on the website.<sup>27</sup>

### General Consultation

In the Autumn, the Steering Group attended two public facing consultation events, the Tavistock Wellbeing Fair and Tamar Energy Festival as we had done in the previous two years in order to ensure that the draft policies and additional evidence gathering exercises were supported with public facing consultation events.

Having engaged in many smaller consultation exercises, the Steering Group decided not to hold separate public consultation events or a full survey on the draft policies in the plan in order to prevent consultation fatigue and potentially further delay the Reg 14 consultation.

---

<sup>24</sup>

<https://www.plymouth.gov.uk/sites/default/files/LandscapeCharacterAssessmentSouthHamsAndWestDevon.pdf>

<sup>25</sup> In identifying the properties for inclusion in the plan, seeking comments and handling objections, the group used the guidance available from Historic England here: <https://historicengland.org.uk/images-books/publications/local-heritage-listing-advice-note-7/heag301-local-heritage-listing/>

<sup>26</sup> <https://tavistock.gov.uk/sites/default/files/meetings/minutes/DM%26L%20Minutes%2028th%20November%202023.pdf>

<sup>27</sup> <https://tavistockplan.info/wp-content/uploads/2024/01/CommunitySurveyResults.pdf>  
<https://tavistockplan.info/wp-content/uploads/2024/01/Tavistock-NDP-Community-Assets-Survey.pdf>  
<https://tavistockplan.info/wp-content/uploads/2024/07/NDP-Analysis-Presentation.pptx>

### *What did they say?*

Comments from all interested parties were largely positive about the Plan. Reports were created by topic leads from the Steering Group to document responses on the various consultations and these form part of the evidence base on the website.<sup>28</sup>

### *How were the issues and concerns responded to?*

In summary, we received some valuable comments which helped to shape the policies further and provided overall endorsement of the direction of travel of the policies. Additional evidence was also gathered as a result of comments. The comments generally allowed the Steering Group to be more specific with regard to individual policies and to address any concerns raised by landowners.

## 6.5 Regulation 14 (Pre-submission Stage) Consultation

### *How did we consult?*

Neighbourhood Plan regulations require that a statutory consultation period of a minimum of 6 weeks is undertaken by the qualifying body (the Town Council) on the final draft plan prior to its submission to the Local Planning Authority in advance of their statutory Regulation 16 consultation. This Regulation 14 consultation was held in February and March 2024.

In addition to following the requirements set out in the Regulations, we contacted all of those on our email consultee list, and advertised the consultation through the usual media; the parish newsletter, website, social media, a press release, a newspaper article and posters.

The full Plan and the design codes, together with a response form, summary and associated documents was made available on the website. Weblinks were sent to consultees and included on any publicity material. A limited number of printed copies were available in key locations used during each stage of the process, including Tavistock Library and Tavistock Area Support Services (TASS) to ensure that those who cannot or did not want to engage with new technology could still view the Plan and anyone wishing to see a paper copy could contact the Town Council to do so.

Monday February 12, 2024 – Regulation 14 Consultation Began

Monday March 25, 2024 - Regulation 14 Consultation Completed

---

<sup>28</sup> <https://tavistockplan.info/wp-content/uploads/2023/11/Tavistock-NDP-SG-meeting-minutes-081123.pdf>



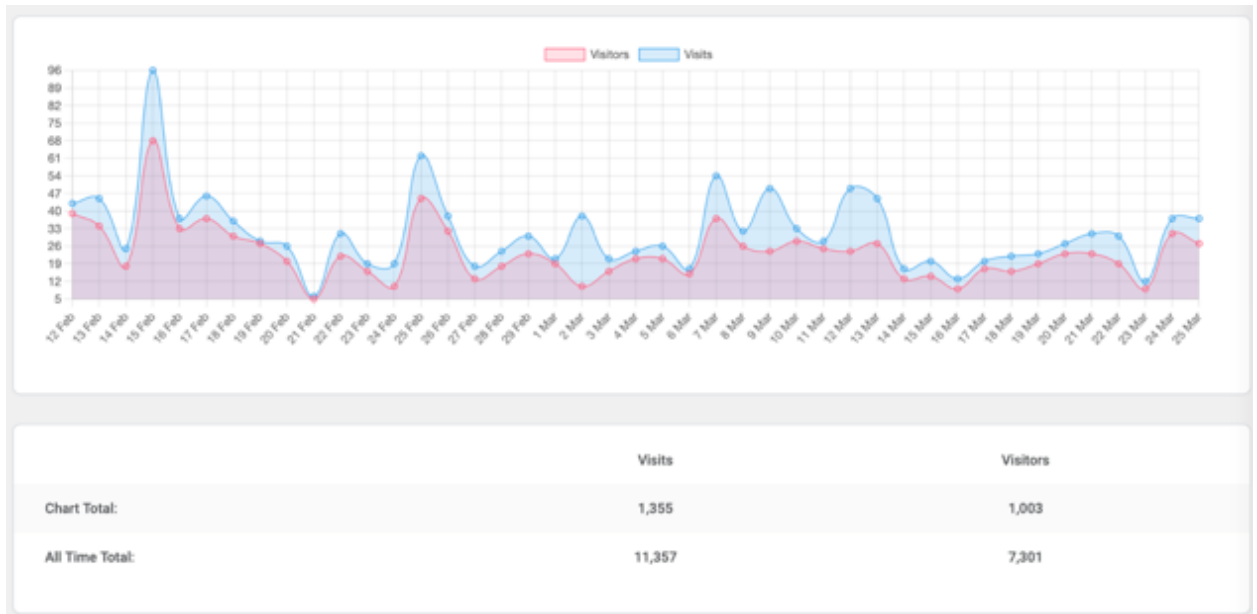
Throughout that period the Plan, related documents and evidence were available on the Tavistock Plan website and at public locations listed below. The plan was also promoted on local social media which generated much interest as can be seen from the data. The forms for comments was designed to allow individuals to comment separately on the Plan and the Design Codes, and paper forms that were aligned with this were presented at each event.

The following publications covered or advertised the consultation in print ahead of and during the consultation period: Tavistock Times Gazette, Tavy Links Magazine, and Moorlander Magazine. Reaching estimated audience of > 9000.

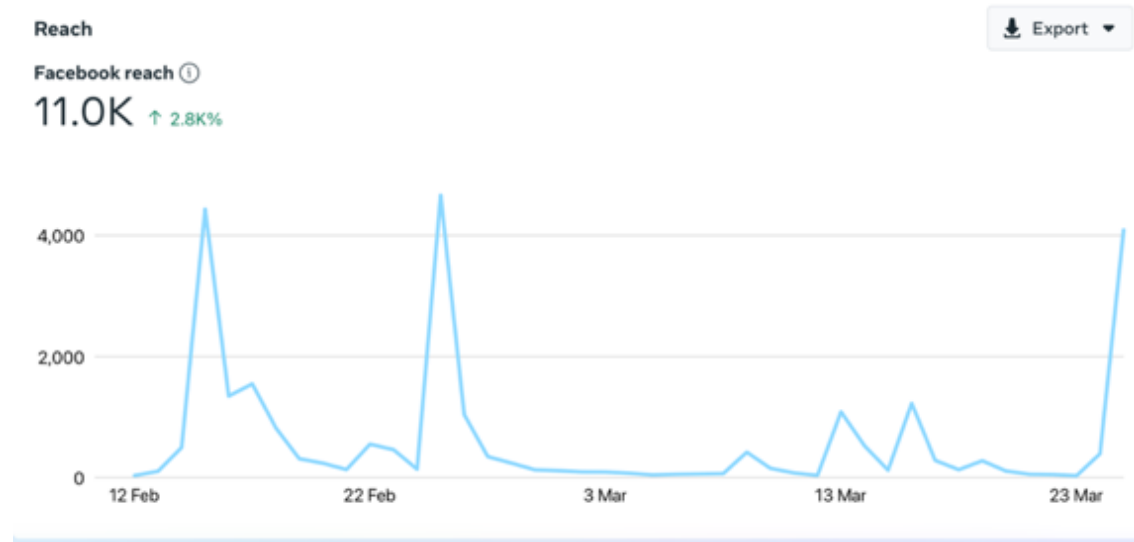
Finally, the Steering Group once again held in-person consultations, at which the Plan was available and one or two Steering Group members could answer questions about policies in the Plan. The total estimated attendance was around 300 residents across all events listed.

- Tavistock and District Chamber of Commerce, Breakfast Meeting Presentation Thursday February 15th 8-9am
- Guildhall Public Consultation days: Saturday Feb 17 11-2, Saturday March 9 11-2, March 16th 10-3pm (Heritage Fair)
- Red and Black Consultation Event: Wednesday February 20th 6:30-7:30
- Stannary Brewery Consultation Event: Wednesday March 13th 6:30-8:30
- Table top display at church social events: Parish Church Wednesday 14/2, URC Tuesday 20/2, Methodist Saturday 23/2
- TTC Annual Town Meeting, March 19th 6:30pm Town Hall





Chart showing the website page visits throughout the consultation period



Facebook reach throughout the consultation period



**Below are some examples of individual post reach about the consultation through the NDP social media pages.**

Title	Date published ↑↓	Reach ⓘ ↓
 Hope we've got your attention Tavistock! Make sur... Tavistock Neighbourhood Development Plan	Boost 14 February 18:22	7.8K Reach
 Have you looked at the map of Local Green Spaces... Tavistock Neighbourhood Development Plan	Boost 25 February 16:54	6.2K Reach
 Monday 25th March is the last day for comments d... Tavistock Neighbourhood Development Plan	Boost 24 March 22:18	5.4K Reach
 Consultation in the best possible environment! Sup... Tavistock Neighbourhood Development Plan	Boost 13 March 18:25	1.8K Reach

### *Neighbourhood Plan Public Consultation on Pre-submission Plan*

#### *Who was consulted?*

The Regulation 14 consultation is specific about organisations and stakeholders that should be consulted. The legislation requires that prior to submitting the Plan to the local planning authority the qualifying body (the Town Council) must:

- publicise it in a manner that is likely to bring it to the attention of people who live, work or carry on business in the neighbourhood area;
- consult any consultation body referred to in paragraph 1 of Schedule 1 whose interests the qualifying body considers may be affected by the proposals for a neighbourhood development plan; and,
- send a copy of the proposals for a neighbourhood development plan to the local planning authority.

All of the residents and businesses within the parish were consulted together with the required statutory and strategic bodies (see PART TWO of this Statement). An explanatory video was used and pinned on social media to help the public engage with the consultation and the Plan, due to its complexity.<sup>29</sup> A copy of the Plan was sent to the local planning authority, although its officers had previously provided comments to help shape the policies of the Plan as they were drafted and to provide guidance throughout its development.

#### *What did the Consultees say?*

A total of 68 respondents mostly commenting via email, with 24 online form responses, and 1 hand-delivered letter response was received. However, many of the individual respondents had more than one concern and comments have been further split into separate topics, resulting in a total of 199 comments. The comments and the Steering Group / Town Council agreed responses, with personal

<sup>29</sup> <https://youtu.be/UISH0IFsFQw>

details redacted, are appended to this Statement (see Appendix A) and are available to see on the website.

#### *How were the issues and concerns responded to?*

We set out the responses received (verbatim) and responded to them in terms of our reaction and whether or not they lead to any changes to the Plan and its policies (and if they did what those changes should be). Our report of the responses and our suggested changes to the Plan as a result is appended to this Statement as noted above.

### 7. Conclusions

The level of community consultation and engagement undertaken during the production of the Neighbourhood Plan has been varied and extensive. It has reached a wide range of the local population through a variety of methods and media. A variety of groups and different sections of the community have participated or commented on the emerging draft Neighbourhood Plan during the process.

The comments received at each stage of the Neighbourhood Plan's development have been fully considered and have helped to guide and shape the form of the Plan so that it is truly reflective of what local people wish to see happen in the parish.





## PART TWO: Statutory and Strategic Consultees

### 8. Overview and Summary of Main Strategic and Statutory Consultation Elements

This part of the Statement sets out how and at what stages we consulted strategic and statutory consultees. Our approach to consulting statutory and strategic consultees mirrored the principles we set for community consultation.

As all consultation was public, statutory and strategic consultees had the same opportunities to engage with the process as the community. However, consultation with strategic and statutory consultees took place specifically at the Pre-submission Draft Plan consultation (Regulation 14) stage in the neighbourhood planning process.

### 9. Summary of Consultation Approach to Engage Statutory and Strategic Consultees

We prepared a contact list of all bodies and organisations that serve or provide services to the parish for use during the development of the Plan and during the later stage of pre-submission (Regulation 14) consultation. All communication with statutory and strategic consultees (other than the Town Council) was undertaken via email and we are not aware of any such consultees attending our public consultation events. The Town Council was kept apprised of the plan with updates in person during DMCLC meetings as well as at full Council meetings.

### 10. The Local Planning Authority

As the local planning authorities, West Devon Borough Council (WDBC) and Dartmoor National Park Authority (DNPA) were engaged early in the process to provide guidance on the Plan's development and process, policy wording, and the interface with the Local Plan's strategic policies and planning system. While DNPA also has a planning role in parts of the Parish, WDBC agreed with DNPA to be the lead local planning authority for the purpose of the Plan.

Following communication of the appointment of the initial members of the Steering Group, the Steering Group maintained a dialogue with neighbourhood planning policy team officers at the local planning authority at key points during the Plan's development. Of particular relevance to the Steering Group was advice provided in 2021 as a result of the recently adopted Plymouth and South West Devon Joint Local Plan (JLP).

The Steering Group was given advice that the JLP provides a robust and up to date planning context for the preparation of the Tavistock Neighbourhood Plan and that on adoption of the JLP (March 2019) an adequate supply of housing land was identified to meet/exceed Government supply requirements. The LPA has continued to provide the Steering Group with updates throughout the process, most recently through the JLP review (March 2024) that for the Tavistock Neighbourhood Plan Area the JLP does not set an indicative housing requirement figure. As such there is no need for the NDP to allocate land for housing. The LPA further advised that it was for the Steering Group to decide whether it would be in the interests of the town to allocate additional site(s) which would need to be fully justified and comply with National and Local Policy requirements. In the meantime, the LPA advised that the Steering Group proceed with the preparation of a Neighbourhood Plan with policies and proposals that add value to the Planning process in Tavistock.

We also consulted the authority on the first draft Plan that was issued for community consultation, in order to get comments relating to alignment with strategic policies of the Local Plan and other

planning comments. Some amendments were made to the Plan prior to Regulation 14 Pre-submission consultation as a result.

Both WDBC and Dartmoor were also asked to provide comments, as required, at the Regulation 14 stage, and again, after Regulation 14 prior to submission. We also sought formal screening opinions for Strategic Environmental Assessment (SEA) as required.

We have appreciated the local authority's input during the process but have found communication with the Neighbourhood Planning team difficult at times because of the turnover within the Neighbourhood Planning Officer role. However, the current Neighbourhood Planning Officer has followed the draft plan through informal consultation to Reg 14 and post Reg 14 and this has been extremely helpful to the Steering Group.

## 11. Details of Consultation Approach to Engage Statutory and Strategic Consultees

### 11.1 Informal Consultation

#### *How did we consult?*

With regard to various statutory consultees Steering Group members typically met or discussed policies either via email or in set meetings (often online rather than in person). Where a strategic consultee provided permission, the Steering Group attended and presented information and updates throughout the Plan period.

#### *Who was consulted?*

A more limited range of the consultees that are listed under Regulation 14 were also consulted informally throughout the process.

#### *What did the Consultees say?*

Steering Group members reported about research undertaken, documented conversations held with strategic consultees and collated additional data for evidence as a result of informal consultation with Statutory and Strategic Consultees. This informed both the evidence base and direction of travel with the Vision, Aims and Objectives of the Plan.

#### *How were the issues and concerns responded to?*

The plan at Pre-submission stage took all informal feedback into account. The evidence for Local Green Spaces, Local Listed Heritage assets and Community Facilities were all shaped by the input of statutory or strategic consultees as well. Where feedback did not result in change or the Steering Group took a different view the informal consultation informed subsequent evidence gathering to assist the Steering Group in justifying policies for the community.

In large part, however, the Steering Group has aligned the policies with advice provided in order to ensure conformity with the local plan.

## 11.2 Regulation 14 (Pre-submission stage) Consultation

### *How did we consult?*

Neighbourhood Plan regulations require that a statutory consultation period of a minimum of 6 weeks is undertaken by the qualifying body on the final draft plan prior to its submission to the Local Authority in advance of their statutory Regulation 16 consultation. We contacted all required statutory consultees, informed by the local planning authority's guidance and Government guidance on the pre-submission stage.

A weblink to the Neighbourhood Plan was sent by email<sup>30</sup> to all of these bodies and organisations on our consultation list with explanation of what was required for the consultation and the date by when responses were required.

### *Who was consulted?*

The Regulation 14 pre-submission consultation is specific about statutory and strategic stakeholders that should be consulted. The legislation requires that prior to submitting the Plan to the local planning authority the qualifying body must:

- publicise it in a manner that is likely to bring it to the attention of people who live, work or carry on business in the neighbourhood area;
- consult any consultation body referred to in paragraph 1 of Schedule 1 whose interests the qualifying body considers may be affected by the proposals for a neighbourhood development plan; and,
- send a copy of the proposals for a neighbourhood development plan to the local planning authority.

All of the statutory and strategic bodies listed in the Regulations were consulted on the draft Neighbourhood Plan, thus ensuring we adhered to the requirements of Schedule 1 of the 2012 Regulations.

---

<sup>30</sup> Emails were sent to each of the statutory consultees. Each email contained a PDF document linking to the consultation survey, the website for the Plan and the dates of the Regulation 14 Consultation and method for taking part. One such letter is included in Appendix D as a reference, but each email may be made available to the planning inspector in order to ensure compliance with statutory notice provisions.

<b>Consultation Bodies</b>
West Devon Borough Council, Dartmoor National Park Authority: Planning
Devon County Council: Archaeology, Ecology, Education, Flooding, Highways, Minerals, Planning, Public Rights of Way, Public Health, Waste, County Councillor
Parish Councils (all adjoining the NP area) Mary Tavy, Gulworthy, Plaster Down Grouped Parish (Formerly Whitchurch CP), Lamerton, Peter Tavy
Homes England, Regulator of Social Housing, Natural England, Coal Authority, Environment Agency, Historic England, Network Rail Infrastructure Ltd., Highways England, Marine Management Organisation, National Grid, BT Open Reach, EE, Mobile UK, Mono Consultants, O2, Vodafone, Three, Airband, New Devon CCG, NHS Primary Care Trust, EDF Energy, Wales & West Utilities, Western Power Distribution, South West Water, Ofcom, Great Western Railway, Sustrans
Volunteer Sector: West Devon Community & Voluntary Service, TASS, Tavistock Food Hub, Devon Communities Together, Tavistock Youth Café, Tavistock Community Gardening, Tavistock Brownies, West Devon Art Workshops, Printworks, Ford Street Charity, Transition Tavistock, Tavistock Library, Tavistock Lions, Tavistock Rotary
Bodies representing different racial ethnic or national groups: Plymouth and Devon Racial Equality Council, Devon and Cornwall Chinese Association
Bodies representing religious groups: United Reformed Church, TACT, Anglican Diocese, Catholic Diocese, Tavistock Quaker Meeting (Through website form)
Bodies representing business interests: Tavistock and District Chamber of Commerce, Tavistock Business Information District, Tavi Rail, SouthWest National Farmers Union
Bodies representing disabled or vulnerable persons: Tavistock Area Support Services, Make a Difference Tavistock, Devon SEND Parents and Carers for Change
Devon Wildlife Trust, Forestry Commission, Woodland Trust, Devon Biodiversity Research Centre, Devon's Nature Recovery Communications and Engagement Officer, Tamar Valley Area of Outstanding Natural Beauty
Education establishments - Mount Kelly, Tavistock College, Tavistock Primary, St Peters and St Rumons, Whitchurch Primary
Livewest, South Devon National Landscape, Tamar Tavy National Landscape, The National Trust
Devon and Cornwall Police, Designing out Crime Officer
Sport England, Tavistock Football Club, Tavistock Rugby Club, Tavistock Cricket Club, Tavistock Athletics Club
World Heritage Site, Tavistock Heritage Trust, Tavistock History Society
Tavistock Times Gazette

### *What did the Consultees say?*

10 written responses were received from strategic or statutory stakeholders and consultees at Pre-submission stage, from 68 received in total. These responses are appended to this Statement, together with our response and what change to the Plan they informed, if any. (APPENDIX A)

### *How were the issues and concerns responded to?*

We set out the responses received and responded to them with our reaction and whether or not they lead to any changes to the Plan and its policies. As stated above, our responses and our suggested changes to the Plan as a result is appended to this Statement. All of the comments of statutory and strategic consultees have been highlighted with green in that table.

## 12. Sustainability

The local planning authority was initially sent a formal request for a screening opinion with regard to the need or not for a strategic environmental assessment (SEA) to be undertaken on the draft Plan on 3rd January 2024, following our informal consultation on the first draft of the Plan.

West Devon Borough Council does not have the capacity or knowledge base to run SEA screening exercises in-house to help determine whether the emerging plan would or would not have significant environmental impacts or likely significant effects on the parish (the Plan area). Because of the position taken by the LPA, the Steering Group, with the help of its project manager, arranged to have the SEA completed by consultants to Locality. This was then sent to the required statutory consultees for a 6 week period. The AECOM consultancy screening report recommended that no SEA would be required for the Plan.<sup>31</sup> We took the recommendations of the SEA into account prior to Submission of the Plan.

Following the SEA, West Devon Borough Council produced the habitat regulation assessment (HRA) which aligns with the SEA and is being consulted on through the summer of 2024.

## Conclusions

In preparing the Neighbourhood Plan we have sought to establish and maintain a dialogue with those bodies and organisations covered by Schedule 1 of the Regulations and those other bodies and organisations we identified as having an interest in our Parish. We contacted strategic and statutory consultees at the start of the process in addition to adhering to the requirements in the Regulations.

The views, comments and suggestions received at each stage of the Neighbourhood Plan have been fully considered and have helped to guide and shape the form of the Plan so that it not only reflects what local people wish to see happen in their area but also takes account of how we can share future planning and delivery with outside bodies and organisations so as to realise our aims and objectives.



---

<sup>31</sup> [https://tavistockplan.info/wp-content/uploads/2024/06/Tavistock-NP\\_SEA-Screening-Opinion-V1.0\\_060324.pdf](https://tavistockplan.info/wp-content/uploads/2024/06/Tavistock-NP_SEA-Screening-Opinion-V1.0_060324.pdf)

## Appendix A – Comments and Responses on the Reg 14 Consultation

The table below records the comments sent by individuals and organisations during the Reg 14 consultation. Those from statutory and strategic consultees are included along with those from the public and highlighted by green shading.

The “number” column distinguishes the individual (anonymised) members of the public or named organisations who sent in comments. For clarity in responding to the points made, comments from the same consultee on different topics are split across consecutive rows in the table

Number	Comments on the Plan	Comments on the Design Codes	Organisation	Steering Group Response
1	<p>Hi All, We were delighted to hear that this Neighbourhood plan linking history and conservation exists. We're the owners of The Toll House at 79 Parkwood Road and would very much like to be included in this process. We believe The Toll House is of significant historical value to the town, it is a part of the story of the town's development (we particularly like how the tolls were much despised by businessmen) and feel it important to preserve this for the future generations.</p>	.	Individual	Support for the designation of the property as a Heritage Asset is appreciated and noted.
2	<p>Re: The Toll House, 71 Plymouth Road, Tavistock</p> <p>I am the owner of the above property and am thrilled that it's being recommended to be included on a local list of heritage assets. I grew up in Tavistock and, from a very early age, was fascinated by this quirky house. It was derelict for many many years but then was renovated approximately 7/8 years ago. Some of its original features were kept i.e. granite above the fireplace and beams above a couple of windows. I couldn't have been more thrilled when it was for sale a few years ago and I was in the fortunate position to be able to buy it. It is a beautifully refurbished property but with plenty of character, as a result of some of its original features. I was surprised when I bought it that it wasn't a listed property, so I am so happy that it has been put forward for the local list of heritage assets.</p>		Individual	Support for the designation of the property as a Heritage Asset is appreciated and noted.
3	<p>Section 10.5 would save Tavistock. If many more shops go, Tavistock will die.</p>		Individual	Noted
4	<p>Include Hurdwick Farm which is part in Tavistock and part in Lamerton in the heritage section.</p>	Not a Tavistock Resident	Individual	This property is already a Grade II* listed property and therefore has protections beyond those offered through the Neighbourhood Plan.

5	I am very concerned that no policies seem to directly mitigate the potential negative impact of increased traffic congestion through increased private car ownership. There is indirect mitigation through encouragement of walking/cycling and public transport, but I can find nowhere where increased traffic congestion is addressed. Aim 12, p24 mentions traffic congestion but the objectives do not direct address this. Section 10 (p93-115) does not address traffic congestion at all that I can see.	My concerns about current and future traffic congestion are well summarised by the access and accessibility section, for each of the character assessment areas (pp 34, 42, 51, 60, 69). However, the impact of increased traffic does not appear in 'key points to consider when assessing planning applications' (p80) Design code 03 (pp 95-99) once again does not directly address the impact of increased traffic.	Individual	We recognise the respondent's justifiable concern about increased traffic congestion through increased private car ownership. The NDP initial consultation found public concern about new development leading to congestion, and the 2021 census showed, compared to 2011, a slight increase in the proportion of households with 2 or more cars, and fall in the proportion with one car or none. This is why Aim 12, on minimising negative impacts, was included. The objectives address that by trying to reduce the need to travel by private car, and make alternatives more attractive. Levers to proactively discourage car ownership or use are not available at this level of planning - nor is it evident that there would be overall public support for such an approach. It is not within the scope of an NDP to specify traffic management policies to smooth flow of traffic in particular locations, which is the responsibility of Devon CC as Highways Authority. However, aspects of the Design Guide, e.g. point 1 on page 95 (avoiding rat runs), do take account of how road layout affects movement. Section 1.9 of the NDP explains that the plan cannot reduce the level of development set out in (higher level) strategic plans for the area. Provisions such as the number of parking spaces for new homes and businesses are set within higher level planning guidance, and similarly cannot be restricted by NDP policies. Under current national planning rules, a new development can only be refused due to the level of traffic movements generated if these have "severe impact" on the local roads.
6	support the general emphasis on protecting the heritage environment and the environmental aspect throughout the policies.	Yes	Individual	Support for the plan is appreciated and noted.
7	I have a few comments and suggestions to make regarding the Plan, but before I do, I would like to say how impressed I am with the draft Neighbourhood Plan. It is clearly the result of a huge amount of work and shows tremendous erudition and vision. Well done!	Again, I would like to congratulate those who created this document - it is hugely impressive in it's scope and intention.	Individual	Support for the plan is appreciated and noted.



7		<p>A. The character assessment of Tiddy Brook in CA1 - Tiddy Brook (p 32) should include in the Pattern and Layout the fact that the area along Brook Lane includes several old properties such as Brook Mill (possibly 12th Century) and Courtenay Brook Farm (circa C17th). B. Given that West Devon experiences one of the highest rainfall in the country and one of the highest water rates, it would make sense if developers were obliged by law to include a rainwater harvesting system in all new builds - Design Code 05 Sustainability (p 111) - for flushing toilets, and as a supply of water for washing machines and outside taps.</p>	Individual	A. Noted as a consideration for the next version of the plan.
7	<p>A. The land north of Anderton Lane, between the Tiddybrook Estate and the old railway line, must be protected from future developments as it acts as an essential floodplain. This area has in the past been subject to planning applications by Reddraw. I strongly believe this area should be designated a Local Green Space (Section 8.2, p63) on grounds of tranquility and wildlife, and in the Environment Data (Map 5, p71) this area should be identified as being 'Wetland'. B. Another area of land that should be designated as a Local Green Space and also identified as being wetland is the land between the TTV19 (on Brook Lane) being developed by Westward Homes and the River Tavy. Again this area will be subject to a planning application for housing in the next 5 years</p>		Individual	<p>The land referred to, like much of eastern and southern Tavistock Parish, is in a Critical Drainage Area. A map of Tavistock's Critical Drainage Areas has been added to the plan and referred to in the text to emphasise the importance of considering flood risk. A part of this land (that between Whitchurch Community Primary School and the Bishopsmead estate) has been put forward as Local Green Space (LGS) on the basis of its wildlife qualities, a claim supported by its inclusion in the Nature Recovery Network. For the remaining fields, it is not possible to evidence claims of 'richness of wildlife', as required in the LGS designation process. For the same reasons we are unable to put forward for designation land at Brook Lane.</p>

7	C. I strongly agree that the old railway line that runs between Tavistock and Bere Alston should be redeveloped - not as a railway line, which, apart from being hugely expensive and lead to ever more ribbon development - but as a cycleway and pedestrian way. I have walked the length of the track (including through the tunnel) on a number of occasions and I am convinced that putting in a cycleway would be enhance Tavistock as an active tourist destination as well as providing connectivity with the existing railway at Bere Alston - the distance should easily be cycled in less than 30 minutes. As such I believe that the route should be added to Map 17b (p 102) : Proposed Active Travel Potential Improvement (South).		Individual	The suggestion for redeveloping the Tavistock / Bere Alston old railway line as a cycle and pedestrian way is inconsistent with the proposal, supported by Devon CC and many other local stakeholders, for redevelopment as a railway line (this now has provisional approval for government funding). Other options, including a cycle route, have been considered by councils in the past, but not pursued. NDP Policy TC4, supportive of restoration of rail services, reflects the clear balance of public and stakeholder support throughout the NDP consultation stages. The respondent rightly points to the benefit of a safe cycle route from Bere Alston to Tavistock, and Map17b includes this among the areas for improved cycling and walking connectivity.
7	D. I would suggest that the figures for current house building Section 5, p 31) are up to date when the Plan is finally submitted as The Baker Estate development (TTV17) has recently started and the huge Bovis site (TTV16) is advancing daily, with impacts on the town's valued landscape views (8.5 Map 10).		Individual	The policies relating to housing within the plan are designed to allow the local planning authority to use the most recent housing figures to inform affordable housing need.
8		Overall a thorough analysis and good guidance specific to Tavistock.	Individual	Noted and welcomed.
8	Page 23 - aim 9 says 2 conservation areas - objectives 23 &24 say 3 conservation areas. Three is correct.  Page 24 - define what 'micromobility' means  Page 28 - 3rd paragraph, 3rd/4th line: 'brief a Character Assessment' - needs correction		Individual	Tavistock has 3 conservation areas and this has been corrected.  Page 24 - The objective does not include a definition of micromobility, as the variety of legal forms of transport falling within it is likely to evolve during the lifetime of this plan. For information, a 2023 Local Government Association paper explained it as "Micromobility encompasses a wide range of

	<p>Page 53-56 - check numbers on map relative to table e.g. no 25 on map 3a and no 25 on the table do not match (on map = open space - on table = Museum) - suggest check all references.</p> <p>Overall the plan is clear and comprehensive, the explanation of how it sits within the context of plan making (national, local plan etc) - 'what it can and can't do; is good.</p> <p>The amount of work that has gone into the plan is obvious. However, I am not convinced that many of the policies add significantly to those contained within the Joint Local Plan or the NPPF. What makes Tavistock special? It is those special and specific features and requirements that need detailed and locally specific policies. Many of the policies seem to be generic and could be applied anywhere in England.</p>			<p>small lightweight vehicles including bikes/e-bikes, e-scooters and cargo bikes."</p> <p>Page 53-56 – The numbering system has been updated and corrected.</p> <p>The Steering Group thanks the respondent for their detailed comments. The most significant aspects of the plan protecting what makes Tavistock special are those that further refine the NPPF and JLP with specific additional evidence-based support.</p> <p>In this regard we point the respondent to the policies supporting community-led affordable housing, self-build, design codes, Local Green Space designation, local list of heritage properties and community facilities, and protection of moorland views.</p>
9	<p>A comprehensive summary of where we live. I fully support the plan, and am particularly keen on the approach to sustainability.</p>	<p>This is a very useful document to be read in conjunction with the plan, showing what is great about Tavistock and providing vital extra information about the desired nature of future development.</p>	Individual	<p>Support for the plan is appreciated and noted.</p>
10		<p>Enforcement action required. Developers are building houses designed to be 'in local keeping' but look the same across the country. Privacy should be central to all design decisions. Design codes should ensure enough indoor and outdoor space, more than what is legally required.</p>	Individual	<p>West Devon Borough Council is the entity with discretionary enforcement powers in relation to new development. Anyone may report a breach of planning via the WDBC website. <a href="https://www.westdevon.gov.uk/planning/planning-enforcement">https://www.westdevon.gov.uk/planning/planning-enforcement</a></p> <p>Unfortunately, Design Codes cannot ensure - they are only guidance, given prominence by policy in the Neighbourhood Plan.</p>

10	Need to be apolitical and satisfy residents rather than political parties. Needs to pay respect to Tavistock's listing as World Heritage site. This should impact every planning decision.		Individual	<p>Neighbourhood Planning is a community led process and as such the Steering Group recognises the importance that the plan reflects the views of the community, rather than any particular political view.</p> <p>The World Heritage Site forms a core part of the local plan and it is referenced throughout the Neighbourhood plan. These references have been strengthened in the final version to reflect the importance placed on this by the community and the LPA.</p>
11		SD1 These are not what I was expecting, in that the design codes section reads as being vague and aspirational rather than a set of design guidelines? Perhaps this plan proposal can do no more, and leaves detail to future planners?	Individual	Design Codes are guidance, given prominence by policy in the Neighbourhood Plan. Professional planners and developers should consult the design guide prior to submitting their plans to the local authority. The members of the Town Council DML committee are the body that may raise policies under the NDP in support of or in opposition to any planning application.
11	Not mentioned: Entertainment. There are only 2 uses of the word entertainment in the whole document. Neither is associated with a plan or policy. The Wharf has the basis of a great arts and entertainment space, and is valuable to the town. However, it is underdeveloped, often cold and currently has poor facilities . It is also the only place of comparable size to the Town Hall that is used for entertainment. It would benefit if it was extended, also seating needs to be improved as does the cinema technology.		Individual	Policy CF1 within the Community section of the plan, provides a list of community facilities and the Wharf is included within that list. The intention of the policy is to identify community facilities that are important to Tavistock so that they can receive additional support through funding or other means and so that they are considered when new development places additional demand on community facilities. There are also other facilities identified in the list in which entertainment, art and music take place regularly. Policy CF2 has identified community facilities that local residents wish to have improved or established. Further evidence regarding what type of community art facilities were needed was gathered following consultation and that report indicates that cultural facilities are a priority for residents. The policies in the plan will allow the local planning authority to consider this when development proposals are brought forward, or may provide evidence for individual facilities to seek grant funding to support and improve their existing offer.

11	TC4: I disagree with the restrictions proposed here. The reinstatement of the railway line is essential to the development of Tavistock, and if some sacrifices have to be made on biodiversity or the (unused) cycle track so be it.		Individual	Policy TC4 has been drafted to take account of the overall balance of views in consultation, other policies within the plan and the Conservation Area status of sections of the former railway line.
11	Page 109. TC10 Brook Street car park is less used because it is an awful car park. The spaces are too small, the access is too tight, the bay spaces confusing and difficult to access. I fully support the proposal to "redevelop" (demolish!) this carpark and provide something much better.		Individual	This observation illustrates the reason for the NDP including a separate policy covering Brook St car park. It is a policy - not a proposal, which would need to come from WDBC as the site owner / manager.
12		Whilst understanding the need for this code I must register my dissatisfaction with a planning system that resulted in a modern housing development such as Broadleigh Park without proper pavements and streetlights in many areas. This may be nice for bats but is obviously unsafe for humans. Please ensure that the codes and guidance include an overarching requirement for safety for residents.	Individual	The Design Code has been amended on page 81 in response to this comment to ensure that proposed external lighting is adequate and appropriate for its location and mitigates 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.
12	2.2.2 Housing I think the objectives also need to include new housing suitable for older people (empty nesters) moving to the area. As developments only have larger 2-3 story family homes that is what they purchase even though many rooms are not used. If there were new, spacious bungalows or apartments then there would be more family homes available to families.		Individual	The Vision, Aims and Objectives of the plan were confirmed at an earlier stage of public consultation and so are not being revised at this point. Noted as an aspect to re-examine in the next review  Accessibility has been addressed in the Design Code, but following the Reg 14 consultation HOU3 has been clarified with additional text regarding housing for the elderly, including the need for an extra care facility for Tavistock.

12	<p>10 Transport and connectivity</p> <p>I think this is a very important part of the plan. In particular the focus on important gaps in current provision in maps 17a and b.</p> <p>Changes need to focus on simple opportunities like wheeled access to the viaduct walk from Boulton House close and Granville road so that the cycle path can be accessed from the north area of Tavistock.</p>		Individual	<p>TC2.2 covers new or improved walking and cycling routes. While mainly applicable to traffic-free paths, it would also apply to aspects of new / changed highways (e.g. footway width) and connections to facilities (e.g. entrance points, parking areas) which assist pedestrian or cycle access. The lighting required for user safety - a concern raised by another respondent - and the presence of wildlife potentially affected, could therefore vary considerably. A rephrasing of TC2.2 (v) makes the need to consider both aspects clearer. While too detailed to include in the NDP itself, the point re step free access to the viaduct walk from Bolt House Close and Glanville Rd has been passed by the NDP Steering Group to the team preparing West Devon Local Cycling and Walking Infrastructure Plan. The Design Code does try to address accessibility on the basis of safety.</p>
13	<p>The plans for the railway to be reinstated from Okehampton to Plymouth are a non-starter. Plymouth station is in the middle of Plymouth and commuters going to work will not use it as most work places are in industrial areas in the outskirts of Plymouth, and people will still use their cars.</p> <p>Far better if the line from Okehampton were to use the old GWR line, terminating at Pitts Cleeve where there is room to build a new terminus. My thinking for this is that most people going to London do not go from Plymouth, but travel by road to Exeter, which is just 40 minutes, instead of 30 minutes to Plymouth, plus an extra hour on the train to Exeter.</p> <p>There is a lot of heavy goods traffic heading to and from N. Devon passing through Tavistock, and it would not be a great expense to re-route the Plymouth going traffic, from Dolvin road via the road past the Fire and Police stations, by making a cutting down to Pixon Lane. This would also be a major benefit to the firemen and police on an emergency, not having to come through the Square to use Plymouth Road.</p>		Individual	<p>Plans for restoration of the railway from Tavistock to Plymouth (via Bere Alston) are at an advanced stage, with the business case having been established. Restoration of the line between Tavistock and Okehampton is a more distant prospect. However, the NDP includes it within TC4 in response to the support shown for this in previous NDP consultation. In stakeholder interviews we established that Devon CC as Highways Authority do not have any proposals for establishing new road links within or around Tavistock. The NDP is not the appropriate vehicle for bringing these forward. The specific change proposed, while bringing some advantages, has drawbacks including loss of Riverside Car Park and disturbance to nearby residents including those in retirement living. No submissions from emergency services relating to changing traffic flow have been received by the NDP.</p>

14	SUDS - Who will be responsible for keeping attenuation ponds clear of silt.	Page 42 last paragraph identical to page 43 para 1.	Individual	<p>Flood risk policies are already provided in the NPPF and the JLP. There is little that the NP can add and, in addition, the Plan has no control over whether or not landowners clear drainage channels although they do have a responsibility to do so.</p> <p>However, the Steering Group received many comments regarding development increasing flood events in the plan area and therefore the plan has been amended in Section 4.4 to include a community action calling on the Town Council and other relevant organisations and landowners to raise awareness of measures that can be taken to prevent flooding.</p> <p>The plan also now includes the flood risk maps from the appendix to the main body of the report and has added the critical drainage map too. These now feature in the Introduction to the Environment section. We have added reference to current Devon CC SuDS guidance available here <a href="https://www.devon.gov.uk/floodriskmanagement/planning-and-development/suds-guidance/">https://www.devon.gov.uk/floodriskmanagement/planning-and-development/suds-guidance/</a> in the text and to policy SD1 to add emphasis and signpost guidance on SuDS provision.</p> <p>The Design Code has been amended post Reg 14 to remove the repeated paragraph.</p>
15	Congratulations on a major extensive piece of work. I could find no reference to the Whitchurch cricket pitch and Cricket club. It may be somewhere but I did not see it. Is this because it is in a field belonging to Whitchurch House?		Individual	<p>After making contact with Whitchurch Cricket Club this facility will now be included in the list of Community Facilities.</p>

15		I could find no reference to the solar panels. Since we are at the start of this major climate catastrophe I think that it is essential that all new build houses have solar panels in adequate quantity. I like the way they are done just before the Tesco shop in Plymouth but the ones in Sourton are obviously inadequate and the ones by Bovis in Tavistock are totally inadequate.	Individual	Solar panels were already mentioned within the Design Guidance but adequacy wasn't previously addressed. This has been addressed by amendment in the Design Guide, Page 111.
16	<p>Green Hill Open Space-The Green Hill site is a beautiful green open space which benefits wildlife, farm animals, trees and many species of wild plants. The views from these fields over Tavistock and towards Dartmoor are unique.</p> <p>Also the views from the other side of the valley towards this green area benefit many properties. It enables you to see views towards Dartmoor and appreciate what a beautiful area Tavistock is situated in.</p> <p>The area also provides an impressive view of green open spaces as you enter Tavistock from the Okehampton road.</p> <p>The fields are used all day everyday by walkers and dog walkers and provides the residents of both sides of this end of the town with a very accessible green open space for all.</p> <p>I would recommend that this area is kept as a green space.</p>	Page 29	Individual	Thank you for your comment. A portion of the Green Hill site is designated in the plan as a Local Green Space. However, an objection was raised by one of the landowners to the inclusion of their land as a Local Green Space (LGS). Under planning advice, the Steering Group agreed by majority vote to amend the designation of the Green Hill site to include only those parts of the lower slope that are identified as part of the Nature Recovery Network and where the landowners are in support of the designation. This is consistent with the Steering Group's approach to all private land which was considered for local green space designation in the plan.
17	Transition Tavistock support the aims of the Tavistock Plan and welcomes the opportunity for local people to influence a sustainable future for Tavistock.		Individual	Support for the plan is appreciated and noted.
18	The vibrancy of the town centre, p. 48, should also be able to adapt to changing shopping habits or it will be		Individual	Noted as evidence that should be examined at each review of the NDP.



	in danger of becoming a ghost town if businesses are no longer viable in the town centre.			
18	It is also good to see that green spaces will be protected from any development, p. 69. All the policies in the document are in general very good and well thought out. Thank you		Individual	Support for the plan is appreciated and noted.
18	The plan is well written and a lot of hard work has gone into its production. It is however lengthy and a little dry. A summary of the main points of each section would make it much easier to read, especially for those who are not so used to reading lengthy reports.		Individual	Support for the plan is appreciated and noted.  Following Reg 14, a summary linked index is presented in this plan. A separate Summary Policy Document has also been created for ease of reading the policies themselves.
18	I especially liked the idea of Community Land Trusts, p. 36, as a means of providing some form of social housing.	I was interested to read throughout the document of the focus on ensuring housing meets local need, including affordable housing. I did not see any reference to housing for homeless people or emergency housing for families who may have been evicted. I do feel it is important to ensure that conservation, whilst important to take into account, should not be to the detriment of local needs. It was good to read that sustainability and biodiversity is to be incorporated into any development, including ensuring that e.g. solar panels should be an essential component. This might be beyond the realm of a Neighbourhood plan but is there any mechanism which	Individual	Support for Community Land Trusts is noted and welcomed.  With regard to homelessness and emergency temporary housing these types of housing are the responsibility of WDBC to provide for residents who find themselves temporarily homeless. In Tavistock, WDBC is converting a set of offices on Plymouth Rd into units of temporary accommodation which the Steering Group welcomes.  This comment reflects many made to the Steering Group regarding the need for a more coordinated approach to infrastructure in planning and development. This is one reason that the Tavistock NDP focuses on a variety of key resources that form part of the infrastructure of the town. (Including protection and support for Local Green Spaces, Heritage Buildings, Accessibility, Community Led Housing, Walking and Cycling Routes, Traffic and Pollution, Full Fibre Broadband and Community Facilities) Unfortunately, not all infrastructure may be influenced directly through a Neighbourhood Plan and where that is the case, the Steering Group has identified that community action is needed to resolve the lack of infrastructure.  Following the Reg 14 consultation, HOU3 has been clarified

		could ensure that the infrastructure needed for an increase in residents is provided, eh. GP surgeries, schools etc.? There is reference on p.119 to the need to provide an extra care facility. Is this necessary?		with additional text regarding housing for the elderly, including the need for an extra care facility for Tavistock.
18		Also, I was pleased to see reference to good accessibility in new developments. The steps illustrated on p.95 at the Butchers Park Hill development as well as pedestrian access from the access road to the estate is potentially lethal. With either steep steps, as illustrated, or no pedestrian walkway on a busy narrow country road to be negotiated, it is an accident waiting to happen and should never have been permitted to go ahead. Those with baby and toddler pushchairs, or wheelchairs cannot safely leave the estate as pedestrians.	Individual	Support for the accessibility guidance in the Design Code is welcomed and Noted.

19		<p>Housing - Do not think new housing developments should be permitted on the skyline. Hundreds of peoples views have been ruined by the estate on Callington Road for example. Taking all trees and hedgerows out has not helped. Exterior coatings on new housing seem to look stained very quickly.</p>	Individual	<p>While a design guide may contain landscape and view guidance, the Tavistock Neighbourhood Plan adds a specific protection at ENV4: Protecting and Enhancing Landscape Character, Views and Vistas to address this common complaint about the effect on the skyline from new development, specifically at the Tors, received during consultation. The supporting evidence document has been added to the post Reg 14 plan as an appendix due to the number of comments received about recent ridgeline development in the area.</p>
----	--	--	------------	---

19	<p>Housing - feel that vast housing projects are completely changing the town without helping the local housing problem. How many of these new properties could be purchased by a single person, or even a couple, on minimum wage? Developers are making huge profit and are not improving the area or helping local people.</p> <p>Cannot find any reference to the large derelict building on Spring Hill. What plans are there to renovate the old nurses accommodation? An oversight? Or a non-profit making site being ignored?</p>		Individual	<p>The affordability of housing in the local area is of great concern to the community as documented by the Steering Group. There is affordable housing on most of the new build sites in the town. The term 'affordable housing' covers a large number of housing products, not all of which are based in purchase. The majority of affordable housing coming forward in Tavistock is either social rented or shared ownership. There are also some help to buy properties. The Joint Local Plan already provides support for affordable housing exception sites to come forward. Affordable housing sites could be proposed as exception sites where they are addressing the housing needs identified in Tavistock, which the Steering Group has highlighted through the Housing Needs Analysis and the Housing Stories project.</p> <p>However, if the community wishes to have a say, then a community led housing development like a community land trust is what the Steering Group would suggest. Community led housing can be delivered with a variety of housing products from first homes to social rented and may require local connection and ensure that properties are below market value in perpetuity. Housing policy HOU1 was designed to help encourage this type of development to come forward.</p> <p>Following Reg 14 consultation, the NDP has also provided additional support for self-build properties. There is evidence that self-build and custom-build properties may be more affordable than market housing which has now been added to the evidence under housing for the NDP.</p> <p>The houses on Spring Hill are in the ownership of West Devon Borough Council and their management and development is in the hands of the LPA. The Neighbourhood plan cannot add any weight to their status as historic buildings as they are already listed within the Conservation Area Management plan as positive buildings. The map associated with this has been added to the post Reg 14 Plan for information purposes.</p>
----	---	--	------------	---

20	See below	<p>In the introduction of new lighting, particularly on cycle tracks or in rural settings. The design of the scheme should be encouraged to minimise light pollution and to be wildlife friendly. The parts in the plan are;</p> <p>1) With reference to SD1 (page 30) part 2Vi “no adverse impact on local environment”. Does this section cover lighting? or is it dealt with in planning rules outside the plans remit.</p> <p>2) TC2 part 2v (page 103) “low energy lighting”. The term here I assume is being used to define low running cost lighting i.e. LED. This lighting also needs to be low temperature i.e. of warmer wave lengths so to minimise impact on wildlife.</p>	Individual	<p>Noted, The Design Code has been updated to reflect the concerns with regard to lighting on Page 81.</p> <p>TC2.2 covers new or improved walking and cycling routes. While mainly applicable to traffic-free paths, it would also apply to aspects of new / changed highways (eg footway width) and connections to facilities (eg entrance points, parking areas) which assist pedestrian or cycle access. The lighting required for user safety - a concern raised by another respondent - and the presence of wildlife potentially affected, could therefore vary considerably. A rephrasing of TC2.2 (v) makes the need to consider both aspects clearer.</p>
----	-----------	---	------------	--

21	The policies cover most aspects but fail to address the poor design of new developments in Tavistock. The future design must incorporate local materials and at the same time new buildings must use sustainable and high insulating materials with the incorporation of solar energy adapted roof coverings. Properties must be constructed for life time use incorporating the later installation of stair lifts etc.	The design code shows certain new properties within the Tavistock area but I would suggest that the author of the document visits Brook Lane. In part of Brook Lane certain new properties have been constructed to a high Architectural standard over the past decade and they have blended in with the original older properties. Such design should be undertaken in the future for all new developments to enhance the Town.	Individual	Noted as evidence that should be examined at each review of the NDP. The Design Code has specific provisions relating to accessibility that may address the respondent's concern. Support for care homes has and housing for the elderly as well as an extra care facility has been added to HOU3 after the Reg 14 consultation.
21	Further details are required within the document with regard to the future railway link to serve Tavistock, with all new developments paying a substantial amount per new dwelling towards the link.		Individual	<p>While the Steering Group agrees with the importance of the railway link between Tavistock and Plymouth, it is not possible for the NDP to require the LPA to collect money for the rail link through Section 106 (Planning Obligations). Planning obligations assist in mitigating the impact of unacceptable development to make it acceptable in planning terms.</p> <p>Planning obligations may only constitute a reason for granting planning permission if they meet the tests that they are necessary to make the development acceptable in planning terms. They must be:</p> <ul style="list-style-type: none"> <li>necessary to make the development acceptable in planning terms;</li> <li>directly related to the development; and</li> <li>fairly and reasonably related in scale and kind to the development.</li> </ul> <p>These tests are set out as statutory tests in regulation 122 (as amended by the 2011 and 2019 Regulations) and as policy tests in the National Planning Policy Framework. These tests apply whether or not there is a levy charging schedule for the area.</p>

22	<p>Please add to 8.4 Protecting and Enhancing Habitats and Biodiversity (pages 69-70) and Policy EN3 (page 76), because nest sites in buildings are overlooked by Biodiversity Net Gain:</p> <p>Existing nest sites for building-dependent species such as swifts and house martins should be protected, as these endangered red-listed species which are present but declining in Tavistock return annually to traditional nest sites. Mitigation should be provided if these nest sites cannot be protected.</p>	<p>We strongly support the inclusion of "bird boxes (BS 42021:2022 Integral nest boxes)" in Design Code 02 Green &amp; blue infrastructure page 89, but some additional guidance would assist, e.g. swift bricks, installed as high as possible, at least one per home on average for new developments.</p> <p>We also note the inconsistency and potential lack of clarity between Design Code 02 Green &amp; blue infrastructure page 89 "hedgehog gravel boards" and page 91 "hedgehog houses" - we suggest "hedgehog houses, and safe routes for hedgehogs" as the latter reflects the wording of paragraph 023 of NPPG 2019 Natural Environment paragraph 023 (<a href="https://webarchive.nationalarchives.gov.uk/ukgwa/20240102212154/https://www.gov.uk/guidance/natural-environment#biodiversity-geodiversity-and-ecosystems">https://webarchive.nationalarchives.gov.uk/ukgwa/20240102212154/https://www.gov.uk/guidance/natural-environment#biodiversity-geodiversity-and-ecosystems</a>).</p> <p>We also suggest "and bug hotels" rather than "or bug hotels" at the end of page 91, as these measures work well together rather than individually.</p>	Individual	<p>Thank you for these suggestions. Following Reg 14 consultation, The Design Guide has been amended to include these suggestions in the lists of wildlife-friendly design features.</p>
----	--	---	------------	--

23	What a lot of work, well done. A well prepared, presented and relatively easy to read document. Map 1. Not clear or easy to read other than the boundary, Overlay boundary on the local OS map?		Individual	Clearer format used in final plan. The Local Planning Authority will use official maps when reviewing proposed developments.
23	Housing 5.2. Is there any way of ensuring the money paid for housing units lost to Right to Buy legislation is ring fenced for future community housing projects. There was no specific referral to sheltered housing units for vulnerable adults or businesses that provide such housing. If they aren't mentioned in the plan then these vulnerable Tavistock residents could miss out. No mention of Nursing or Residential Homes in the plan.		Individual	<p>While the Steering Group agrees that income from the right to buy sales should be used for local community housing projects, the control of the scheme lies with central government and cannot be amended through the Neighbourhood plan. The Right to Buy scheme was introduced more than 40 years ago by the Housing Act 1980.</p> <p>In 2012, the government made changes to re-incentivise purchases from the scheme by once again increasing discounts and reducing the qualifying period for tenures. At this time, they also made a commitment to replace properties sold on a one-for-one basis at a national scale, noting that receipts would not be large enough in all areas to fund such replacements.</p> <p>The 2012 commitment to replacing homes sold on a one-to-one basis nationally has not been achieved, with over 110,000 homes sold and only 44,000 replaced in that period</p> <p>The recent change in government has brought a new pledge to resolve the housing crisis and the Plan will need to be reviewed in light of any significant changes in short course.</p> <p>Following the Reg 14 consultation, HOU3 has been clarified with additional text regarding housing for the elderly, including the need for an extra care facility for Tavistock.</p>



23	<p>Business.</p> <p>6.1 There is a Post Office and currently only one bank in the town centre</p> <p>There is no mention of plans for when this last bank closes for those Tavistock Residents who are not online, have a smart phone and are not digitally enabled. No mention of a banking hub... in the post office would be ideal, ensuring its future and it would have most of the necessary security too.</p>		Individual	Banking hubs are assessed by LINK who will do so automatically each time a local bank notifies them of a closure. However, following Reg 14 a community action has been added to request that Tavistock Town Council and Tavistock BID work together to support a banking hub when Tavistock has been assessed if the last bank in Tavistock closes.
23	The Allotments off Anderton Court are not included in the plan and neither is the Anderton Court flood alleviation scheme shown.		Individual	Following Reg 14 consultation, The critical drainage areas map and the flood risk maps which were in the appendix previously have been moved to the main body of the plan to help inform planners and developers of the need to consider flood risk as part of any development in the parish.
23		Involving younger members of the community in the putting together of proposals. 20-40 age group and 12-20.	Individual	The Steering Group agrees with the respondent that if a group of residents is formed to look at development proposals within the parish, having a breadth of ages represented on that group will be an important feature of ensuring that plans are made with a view to the future of the parish.
24	Think overall that it is an amazing piece of work - thank you. Only have one specific comment on Page 122 Policy TTV17 - point 3 - it mentions exploring opportunities for a second access - we would like to be reassured that this would not be on to Brook Lane as there is no capacity for further traffic and many pinch points.	TTV17 point 3	Individual	The Steering Group thanks the respondent for their consideration of the plan. Unfortunately, TTV17 is a policy in the <i>existing</i> Joint Local Plan therefore the respondent is encouraged to address their comments to West Devon Borough Council for consideration.

25	<p>On 9 Feb 2024, at 12:08, Hello Ursula, Thank you for the email. I have had a quick look, and it's an awful lot to get through. You have all clearly worked extremely hard on this. I had a look at the draft plan, CF2 cites Tavistock Skate Park as a project that will be supported. I understand this is only at the draft stage, but still it's nice to see it written up. Is there is anything else you'd like from us at this point.....or have we done all we can do for now? Will the consultation meetings be a form of voting for projects?</p> <p>Thank you again for all your hard work,</p> <p>Best Wishes,</p> <p>Vicki</p> <p>Vicki Lloyd-Walsh</p> <p>Tavistock Youth Café Manager, Youth and Community Development Worker &amp; Young Peoples Health and Wellbeing Coach</p>		Youth Café	<p>The Steering Group would like to thank the Youth Café in turn for the work they have done in support of the Neighbourhood Plan consultation by facilitating sessions for young people to meet with and provide comments to the Steering Group. The evidence gathered by the resulting lobby group 'Tavi Skate' (available on the Tavistock Plan website) is extremely helpful and shows a widespread support for the intention of redeveloping the Tavistock Skate Park.</p> <p>While a Neighbourhood Plan is a planning document that will eventually guide development in the parish, the real work of building momentum behind a community project is often in establishing relationships with partners like Tavistock Town Council, West Devon Borough Council, local schools and the Youth Café. The Steering Group commends those who have worked together towards this project and note that even while in post Reg 14 consultation stage, the skate park project has begun to take shape through further collaboration amongst the partners listed.</p> <p>The Steering Group hopes that the inclusion of the project in the plan will also be supported at referendum by the community at large which will assist with funding bids that may become available to support what is a highly valued project within the parish.</p>
----	--	--	------------	---

26	<p>From: Sent: Friday, February 9, 2024 3:44 PM To: tavistockplan@gmail.com Subject: Plymouth Road roadworks near Lidl's</p> <p>Dear Sir,</p> <p>I live on the Bishopsmead Estate, Tavistock, and am concerned about the groundworks that are being carried out just up from Lidl's on the Plymouth Road.</p> <p>By all accounts building there was prohibited, but it appears that someone is ignoring planning permissions. There appears to be a complete lack of care considering the flood risk this is going to produce.</p> <p>Today, I found out that properties are not in fact going to be built here, only the road infrastructure. What is the point of this?</p> <p>Can somebody provide answers to my questions as building roads only here appears to be a complete waste of time.</p> <p>Yours sincerely,</p>		Individual	<p>This is not a matter for the Neighbourhood Plan as it relates to a strategic JLP allocated housing development in the process of being delivered.</p> <p>All new developments must comply with relevant planning laws and conditions imposed by the local planning authority as well as other statutory requirements.</p> <p>The correct body to approach with any concerns about an existing development is West Devon Borough Council (Planning and Enforcement). The Steering Group has responded directly to the respondent with this information.</p>
27	<p>From: Alex Mettler Subject: TNDP Date: 15 February 2024 at 16:15:09 GMT To: Ursula Mann &lt;ursula.mann@tavistock.gov.uk&gt;</p> <p>Hello Ursula</p> <p>I have not ready every word in the two documents but maybe my comments, concentrated on Heritage issues, sent to THT are of interest for your consultation.</p> <p>As you know I am no longer a Trustee of the Tavistock Heritage Trust but I have sent my comments to Geri</p>		On behalf of Tavistock Heritage Trust	<p>The Steering Group thanks the respondent for their considered response to the NDP on behalf of Tavistock Heritage Trust. With regard to heritage protection, the inclusion of a property on the local list in the plan is treated as a non-designated heritage asset and will be considered in local planning decisions. The local planning authority will take into account their significance when reviewing planning applications, whilst aiming to mitigate potential adverse impacts on these properties during development.</p> <p>This designation is most significant for properties that sit outside the existing heritage designations in the parish, including the conservation areas and the World Heritage Site. The NDP does receive statutory weight when it is 'Made' and</p>

	<p>Parlby as she requested and as under. -----</p> <p>- sent to Geri Parlby</p> <p>My interest in this Neighbourhood Plan has primarily been to hope that there will be better protection for heritage assets which are not given protection by Listing status - I am not convinced that the TNDP gives this protection as it is not covered by any Statutory Instrument and the TNDP simply plays lip service to what is desired not how it can be achieved.</p> <p>Regarding the information provided on Heritage</p> <p>pp23 mentions WDBC's 'Local List' which is not attached as an Appendix pp86 mentions WDBC's 'Buildings of Interest' which is not added as an Appendix and is likely the same list as referred to on pp23 As far as I can see Ref 85 does not give one any further specific information regarding the above.</p> <p>If these documents are to have any positive effect with regard to protection of buildings of local interest which are not protected by the Listing mechanism by Planning Authorities, then both the buildings which are referred to and what protection can be given should, at the least, be documented in the TNDP, rather than simply highlighting proposed additions to a non-visible list.</p> <p>(According to my own records the WDBC List contained 43 buildings and I have a further list of Tavistock Buildings to consider for protection with 70 buildings - both lists are dated 2008. Some 29 buildings have been delisted since the 1951 official Listing, some of which have been Listed again. Since 1951 at least 15 Listed buildings have been</p>		<p>importantly, must be considered by planners when a development proposal is first received, rather than simply as part of a response from the Town Council as a consultee.</p> <p>The references to the list now includes the 2008 Tavistock Conservation Area Map showing Listed Buildings and Positive Buildings which is also available on the WDBC website. The list in the NDP is similar in effect as to those buildings which sit as positive buildings within the map. However, for property that has been listed in the NDP but sitting outside the conservation area, the NDP is the first planning document to provide any level of protection to these heritage properties. In order to do so, the evidence for each property included is very detailed and is made available on the Tavistock Plan website.</p> <p>A new community action suggests that Tavistock Town Council make the Tavistock Heritage Alliance along with a commercial heritage property developer available for consultation with the WDBC heritage planning officer for assistance or advice on planning matters involving heritage assets and planning applications.</p> <p>The references in the Aims and Objectives has been corrected to reflect the change to the using the 2008 Tavistock Conservation Area Map.</p> <p>Compliments for the Design Guide and the work of the Steering Group are noted and welcomed.</p>
--	---	--	---

	<p>demolished.)</p> <p>The Heritage Objectives Section S 2.2 table items 8 and 9 (xxii to xxv) are laudable but what I want to get from this TNDP is an assurance that mechanisms are in place within the overall planning for Tavistock. What I get, however, is a well presented document which appears to me to have no teeth.</p> <p>The Vision for Tavistock (pp20) is OK but may be better (para 1) to read "... safeguards its natural and historic townscape ..."</p> <p>-----</p> <p>The section on Design Guidance and Codes is excellent, especially with regard to Code 4 - Architecture and materials</p> <p>Criticisms apart these documents reflect a lot of dedicated and hard word by the team involved and for this they deserve the thanks of all who live in and/or visit Tavistock.</p>			
--	--	--	--	--

27	<p>From: Alex Mettler  Subject: Re: TNDP  Date: 15 February 2024 at 17:24:07 GMT  To: Ursula Mann &lt;ursula.mann@tavistock.gov.uk&gt;  Cc:</p> <p>Hello Ursula</p> <p>Although it obviously does not appear to be so I concentrated my efforts on pp86 thro 92 and did read HER1 and HER2 and agree with the objectives but I guess part of my problem is the use of 'will' and 'should' and how HER1 and 2 in their own right are sufficient to advance what we have in place as of now, in that Conservation Appraisals and Management Plans are already part of the Planning Process but in so many cases are ignored.</p> <p>So we have</p> <p>HER1/1 "...development proposals ... will take account of their significance and character..." and "... will only be supported where they do not cause significant harm..." which is the status quo but does not happen</p> <p>HER1/2 "...should take into account ... and are encouraged ..." which is again status quo but does not happen</p> <p>HER1/3 " Proposals should, where relevant, respond positively ..."</p> <p>HER1/1-3 need to be mandatory actions within a planning process and be documented as having been addressed in the Planning Process and, perhaps, your group would consider such wordage which goes as far as it can to ensure a documented record of such actions being taken are specifically recorded as part of that process.</p>		On behalf of Tavistock Heritage Trust	<p>The Steering Group thanks the respondent for their considered response regarding the heritage policies in the plan and welcomes the support for HER1 and HER2.</p> <p>We acknowledge the challenges in enforcement of planning requirements when proposed development comes forward. There are often competing provisions with the development plan which require careful balancing and may result in one consideration (heritage, environment, affordability) being outweighed by another (housing need, cost, transport).</p> <p>However, for an individual parish, a Neighbourhood Plan is a document with real statutory weight that adds an additional set of policies refining the meaning of existing planning policy and provides the Town Council with additional support for objections to proposals that are not in keeping with the local plan.</p>
----	--	--	---------------------------------------	--

	<p>I wholeheartedly agree with all the objectives within your HER1/2 but cannot see that the TNDP plan, as written, will move on weak planning decisions in regard to Heritage Assets not protected by Listing. A very good example of such problems are the buildings in Spring Hill which have received permission for demolition not only without due account being taken of the history of these buildings within Tavistock's development, but, in that case, no cost benefit was even looked at regarding demolition v new build (and here you could also take into account sustainability and carbon cost). There are others e.g. No4 Market St.</p> <p>I do not wish for a moment to criticise the work that your team has put into this project because that has been first class, but all will be to no avail if the TNDP has no teeth sharp enough to make an advance beyond the very poor way in which Heritage Assets are treated as of today.</p>			
28	<p>From: Tim Randell Date: 15 February 2024 at 10:26:08 GMT To: Ursula Mann &lt;ursula.mann@tavistock.gov.uk&gt;</p> <p>Hi Ursula,</p> <p>Once again, thank you for this morning, excellent and I have had great feedback.</p>		Tavistock and District Chamber of Commerce	Support for the plan is appreciated and noted. The Steering Group would like to thank Tim and the Tavistock and District Chamber of Commerce for their support throughout the consultation period, particularly with regard to providing the Steering Group the opportunity to inform, consult and liaise with the members of TDCC at important stages of the plan.

29	<p>From: Date: Thursday, February 15, 2024 Subject: Neighbourhood Plan 2022-2034 To: Tavistock Plan &lt;tavistockplan@gmail.com&gt;</p> <p>Good afternoon Ursula I write as the current Chairman of Trustees of The Ford Street and Maynard Almshouses Trust. About the properties:</p> <p>Maynards 21 &amp; 21A Ford St was built in 1879 on land donated by the Duke of Bedford and was updated in 1989 when converted into 2 flats from 4 smaller flats.</p> <p>Ford St 23-26 and 23A-26A Grade 2 listed was built in 1762 when it accommodated 16 one-roomed dwellings in 1988 the space was converted to eight self-contained one bedroom flats.</p> <p>Hope Cottage 22 &amp; 22A Ford street This derelict house was acquired by the Trustees in 1987 . After demolition and rebuilding work formed two Almshouse maisonettes.</p> <p>The joining of 2 charities to form The Ford Street and Maynard Almshouse charity was approved by the Charity Commission in 1983.</p> <p>Almshouses in this location have provided low cost accommodation for local people for hundreds of years. Our charity currently houses 14 people in twelve units. The principle of the charity is to provide low cost quality accommodation for local people. Within the draft plan you state the following: 5.2 [ page36] The provision of affordable housing to meet local needs in the parish is critical. 5.5 [ page39] A mix of types, sizes and tenure which responds to an up-to-date understanding of need. Our charity clearly enables both of the above</p>		The Ford Street and Maynard Almshouses Trust	The Steering Group welcomes the comments of this important local housing charity. HOU1 has been amended, including the title of the policy, to reflect its intention to support similar charitable and community led affordable housing for local people.
----	--	--	--	---



<p>outcomes identified in the draft plan.</p> <p>Through myself as Chairman and agreed by the Trustees we formally submit the following request that on page 37 of the Draft Tavistock Neighbourhood plan 2022-2034 HOU1 [ bullet point 2] be amended as below.</p> <p>Community housing schemes which provide and retain local affordable housing for the benefit of local people in need, for example through local low cost housing provided by local charities or through a Community Land Trust, will be supported, where they meet the requirements of other relevant development plan policies.</p> <p>We feel the purpose of our charity fits perfectly with the aims stated in the housing section of the Draft Plan and the inclusion of the words identified in red would recognize the contribution made to the provision of low cost housing for local people by organizations such as ours who strive to improve their provision.</p> <p>I look forward to your confirmation of a proposed amendment and in due course the outcome. Best regards</p> <p>Harry Smith [ Chairman of Trustees]</p> <p>Ford Street and Maynard Almshouse Charity</p>			
--	--	--	--

30	<p>From: Date: Mon, Feb 19, 2024 at 4:39 PM Subject: Potential flooding due to new developments To: &lt;tavistockplan@gmail.com&gt;</p> <p>Hi Could the Tavistock Neighbourhood Steering Group, please ensure as part of any new development plans that are considered. Adequate water drainage is added to the development plan, i.e. soak-away trenches, ponds (which could also be used as a natural wildlife habitat) etc. hopefully this would help to reduce potential flooding as recently seen in other parts of the county and Tavistock in the past. Regards</p>		Individual	<p>Much of Tavistock lies within zones identified by the Environment Agency as Critical Drainage Areas. These areas will be subject to more stringent water management strategies such as SuDS (Sustainable Drainage Systems). The Neighbourhood Plan has little agency over flood/drainage planning - this lies with bodies such as the Environment Agency, Local Flood Authorities, District and Borough Councils, Water and sewerage companies, Internal Drainage Boards and Highways authorities.</p> <p>However, the Plan, in its revision, is putting further emphasis on flooding in order that a) the plan highlights flooding as a community concern and b) goes as far as it can within its purview to address flooding. Including a new community action.</p> <p>Within the Design Guide we have also included principles that relate to 'Green and Blue Infrastructure (Design Guide Code 02) and Sustainability (Design Guide Code 05)</p>
30	<p>From: Date: Sat, Feb 17, 2024 at 2:45 PM Subject: New estate being considered for Plymouth Road To: tavistockplan@gmail.com &lt;tavistockplan@gmail.com&gt;</p> <p>An the neighbour plan committee please consider to review and raise my concerns regarding New holding proposals which require access to the highway must use current access points such as the roundabout by Tiddy Brook to ensure safe access to road users, pedestrians etc. I believe that this would help a continual flow of traffic and also be beneficial for the environment regarding air pollution. Regards</p>		Individual	<p>As the Neighbourhood Plan is not making new allocations of sites for development, it cannot recommend use of particular junctions for connecting them. While sympathetic to the respondent's concerns, a general policy prioritising use of existing junctions is a matter for the Highways Authority or Joint Local Plan, with full consideration of the impact on safety for all road users. Many existing junctions, including some within Tavistock, are regarded by users as unsafe, so just directing new traffic to them may not be the best option.</p>

31	<p>... at King's Church, was interested in the community facilities section and would value further discussion. The King's building is accessed from Pixon Lane. Address details here <a href="https://kingstavistock.weebly.com/contact.html">https://kingstavistock.weebly.com/contact.html</a>. It is shown as venue 17 on the Walkable Tavistock Map. The church leases the building from a family trust with local connections (as, I understand, do some other community facilities nearby), but I gathered that this arrangement may be under review. It is not currently listed in the NDP community venues section, and I suggested ...looks in more detail at the NDP policies and considers whether to request, through the consultation form, that it should be. I also pointed out that the Joint Local Plan is the relevant one on the potential future use of this whole area off Pixon Lane, and that there would be future consultations on that through WDBC. I said I would pass on ... contact details to you, but that you might not be available just now.</p>		Individual	As the Community Facilities section includes all of Tavistock's local churches, King's has been added to the list of facilities.
----	--	--	------------	--

32	<p>From: Date: Sat, Feb 24, 2024 at 10:35 AM Subject: Neighbourhood Plan To: &lt;tavistockplan@gmail.com&gt;</p> <p>Dear Cllr Mann, I have been reading about residents concerns expressed in the meetings etc. ,It worries me that nobody seems to be mentioning the lack of new infrastructure being built to cope with the hundreds of new houses currently in construction all around Tavistock .Does the Plan have any influence on the planning to provide the extra Doctors surgeries ,Dentists ,School places &amp; other facilities needed to cope with the influx of new residents ? In my opinion Tavistock as an attractive market town has already been ruined by the excessive house building which has already been allowed heaven help us if there is more in the pipeline . We moved to Tavi in 2007 because we liked the feel of it so much having visited it only once ,however I am upset that the ambience is spoiled . Yours Sincerely ,</p>		Individual	<p>This comment reflects many made to the Steering Group regarding the need for a more coordinated approach to infrastructure in planning and development. This is one reason that the Tavistock NDP focuses on a variety of key resources that form part of the infrastructure of the town. (Including protection and support for Local Green Spaces, Heritage Buildings, Accessibility, Community Led Housing, Walking and Cycling Routes, Traffic and Pollution, Full Fibre Broadband and Community Facilities) Unfortunately, not all infrastructure may be influenced directly through a Neighbourhood Plan and where that is the case, the Steering Group has identified that community action is needed to resolve the lack of infrastructure.</p> <p>To respond particularly to the infrastructure listed by the respondent, NHS services are commissioned by integrated care boards and are overseen by NHS England on a regional basis. Therefore, the NDP has no influence in and of itself on the provision of these services locally. However, we can document local concern about the need for these services to be expanded and convey this information to the local, borough and county council.</p> <p>School places are controlled and monitored by Devon County Council, so the NDP has little influence on this. There is already within the Joint Local Plan, land set aside for an additional primary school at the Tors Development on Callington Rd. We have asked Devon County Council for any input to the plan specifically regarding this and other infrastructure that they control. In July 2024, both the primary and secondary enrolment have remaining capacity for some hundreds of students.</p>
----	--	--	------------	---

32	<p>From: Subject: Re: Neighbourhood Plan Date: 12 March 2024 at 11:36:11 GMT To: Ursula Mann &lt;ursula.mann@tavistock.gov.uk&gt;</p> <p>Dear Ursula , Thankyou for taking the time to reply to my e-mail , I realise you must be a very busy person ! I would take a more active part in Tavistock affairs ,but I cannot walk far now [ arthritis ] so am mostly confined to home . We moved to Tavistock in 2007 from Essex ,we were looking for a home near my son in St Agnes ,but came to Tavi one day &amp; fell in love with it .On enquiring from local Estate Agents ,we were told that the 750 new houses off the Callington Road ,were the only large development planned for the town .This is why I have become so upset &amp; concerned about all the other mass development which has subsequently taken place .Good luck &amp; thank you for all your work for Tavi Yours sincerely,</p>		Individual	<p>The Joint Local Plan is the document that controls where and how much development will come forward in Tavistock until 2034. The Steering Group has not added any additional housing allocation at this time while the allocations in the JLP have yet to come forward.</p> <p>However, it's important to note that the overarching premise of the development plan in England is to support sustainable development, not prevent all development and therefore under current planning law, no plan trying to stop development would be able to be adopted.</p>
----	--	--	------------	--

33	<p>From: Date: Sun, Feb 25, 2024 at 8:25 PM Subject: Tavistock Neighbourhood Development Plan To: &lt;tavistockplan@gmail.com&gt;</p> <p>Good Evening, I have this evening seen the post on Facebook and would like to say that I support the designated green area's. May I ask please why Whitchurch Cricket Club ground is not designated as a public community space, when both Tavistock Cricket Club and Football Clubs grounds are. To my knowledge the Whitchurch ground has been in use as such since 1925 and is an important facility for the community which operates 2 mens teams in the Devon league and a thriving Sunday side, more importantly it has been a thriving training ground for local youngsters to learn the game, the Club running a number of junior teams in local leagues. Thanks</p>		Individual	<p>After making contact with Whitchurch Cricket Club this facility is now included in the list of Community Facilities.</p>
34	<p>From: Date: Mon, Feb 26, 2024 at 12:24 PM Subject: Queries and suggestions re the plan. To: tavistockplan@gmail.com &lt;tavistockplan@gmail.com&gt; Dear All, I should firstly like to offer my thanks for your great industry in devising the Neighbourhood Plan. Such voluntary effort and enthusiasm does not (always) go unrecognised!  My particular interest is with consideration for the natural environment, and have a special interest in the use of Whitchurch Down. I recognise that only part of the 490 acres owned by the town council are within the parish boundary, but I was rather surprised to see that even this part was not included in your list of "Local Green Spaces", and am wondering why this is.</p>		Individual	<p>Whitchurch Common is not eligible for designation as a Local Green Space due to the size of the common (exceeding 10 Ha) and the fact that it is already designated as a common (commons are excluded from LGS designation). However, following the Reg 14 consultation, we have amended the Plan to acknowledge and explain its exclusion.</p> <p>You are right to identify that suggestions of consultative groups (such as in relation to Whitchurch Down and The Meadows) are beyond the remit of the Plan but we note these suggestions. The Whitchurch Down Commoners Association and Tavistock Community Gardening (who have a number of biodiversity projects) are existing groups that might be best placed to work with on these matters. The Town Council is currently reviewing the Whitchurch Down Management Plan with the Whitchurch Down Consultative Group, minutes for the last meeting are available here: <a href="https://www.tavistock.gov.uk/sites/default/files/meetings/appe">https://www.tavistock.gov.uk/sites/default/files/meetings/appe</a></p>

	<p>The last "management plan" for the Downs was for 2016 -2020, and there appears to be nothing since. The "biodiversity" section merely described what was believed to be there, and although there is much scope for ecological improvement, there were no proposals.</p> <p>When I heard of the Neighbourhood Plan I was hoping that it might be able to help remedy this situation in its drive for sustainability. Maybe, the shadowy "consultative group" that administers the down (but in my experience doesn't seek to "consult" with the general public!), could be asked or even required to produce policies that would enhance biodiversity!</p> <p>In the same vein, I have explored the possibility of the meadows in "The Meadows" being restored to meadows. Is such a proposal appropriate for the Neighbourhood Development Plan?</p> <p>It may be that I misunderstand the remit of the Plan, and that it is essentially a defensive document which would act as a constraint on formal development proposals. In which case these more pro-active proposals would have less relevance.</p> <p>Many thanks, and best wishes</p>			<p><a href="#">ndices/Agenda%20Item%2010b%20-%20Notes%20of%20Whitchurch%20Down%20%20Consultative%20Group%2016th%20April%202024.pdf</a></p>
35	<p>From: Subject: Non-designated Heritage Asset list Date: 27 February 2024 at 20:09:09 GMT To: &lt;Ursula.mann@tavistock.gov.uk&gt;</p> <p>Dear Ursula,</p> <p>Firstly, thank you for taking the time to speak with ... at the meeting on Tuesday 20th Feb at the Red and Black Club.</p> <p>Upon receiving the letter, we have felt very concerned</p>		individual	<p>This email has been redacted in accordance with Data Protection (GDPR) and will be supplied to WDBC and the planning inspector separately on request due to the amount of personal and special category data contained within it and the Steering Group's belief that the respondent would not have expected that the email would be subject to verbatim publication. The core request to exclude the property from the local list remains.</p> <p>The Steering Group has had advice from the heritage officer at WDBC that as the property sits within the Tavistock Conservation Area, development proposals relating to the</p>

	<p>about ... (aka Wool Mill Offices) being listed and what this would mean. ... The letter contained limited information and the term 'Non-designated Heritage Asset' seems a bit of a woolly term with very limited information online.... It was helpful to be able to talk directly to you, gain advice on a more personal level and some extra information given was very useful.</p> <p>... From Tuesday's meeting I now understand that the property is already within the Conservation Management Plan and World heritage so ... we do not feel it is necessary for the property to be added to the list as this already offers protection.</p> <p>We do not wish to be added to the list and hope you will respect and support this decision. We will continue to love and care for the property as we have done up until now for example recently reinstating the bell in the tower. ... Please note, the information from ... in your notes regarding the bell and date inscribed is also incorrect.</p> <p>We feel being included on this list will draw more and at times unwelcome attention to the property and in turn further invasion of our privacy on private property.</p> <p>... Kind regards</p>			<p>property will already be subject to additional heritage considerations and therefore the inclusion on the local list would primarily provide recognition, but not confer additional protection to the property.</p> <p>On the basis of the owner's objection relating to the current use of the property being a family home and the inclusion of the property potentially increasing intentional trespass near to the home, the Steering Group have removed the property from the local list proposed in the plan.</p>
35	<p>On another note, we would like to show our support for the protection of the green site next to Green Hill. This forms the views from our lounge and bedroom windows and is a reminder of the beautiful moor and surroundings of Tavistock. There have been, and continue to be, a number or very large housing estate developments which have changed and blocked many views around the town. If this site was to be developed, it would be awful to have a huge hill of houses peering down on us, a loss of trees and wildlife etc.</p>		Individual	<p>Before Reg 14 consultation began, an objection was raised by the land owner for this area to be included as a Local Green Space (LGS). Under planning advice, the Steering Group agreed by majority vote to amend the designation of the Green Hill site to include only those parts of the lower slope that are identified as part of the Nature Recovery Network. This is consistent with the approach taken on all private land put forward for Local Green Space designation.</p>



36	<p>Dear Cllr Mann,</p> <p>Draft Tavistock Neighbourhood Development Plan The Northern Rail Route</p> <p>Thank you for your e-mail, of yesterday's date. It was very kind of you to acknowledge the receipt of my Paper.</p> <p>Section 10.5 and Policy TC4 in the draft Neighbourhood Plan appear to reflect the policy of Devon County Council with regard to the Northern Rail Route. However, Devon County Council's policy does not stand up to scrutiny, as explained in the 'APPENDIX Flawed analysis' section at the end of the Main Text of my Paper.</p> <p>It is a most serious omission that a Business Case for the Northern Rail Route has not been prepared by a firm of business or transport consultants. Required important future action on the Northern Rail Route issue is set out in the 'THE WAY FORWARD Preparation of the business case' section in the Main Text of my Paper.</p> <p>The Main Text of my Paper has been submitted to the current Peninsula Transport consultation process.</p>		Individual	<p>The Steering Group notes the information regarding a business case for a Northern Rail Route from Exeter to Plymouth and has indicated its support for safeguarding this route under the transport section of the plan in policy TC4. The comments showing the relevance of rail connections to the economy are welcome. Policy TC4 aims to safeguard potential future rail connections both to Plymouth (via Bere Alston) and to Okehampton. The role of such links within the overall strategic rail network is beyond the scope of a Tavistock focused NDP to determine. The Joint Local Plant already allocates a further 18k sq ft of employment land on Plymouth rd which has yet to be developed. In addition, there is a lack of evidence base showing the demand for employment land in the parish. At the time of the Reg 14 consultation, there was sufficient empty retail, light industrial and office space within the town to accommodate the demand. The Steering Group has received many comments from individuals about the need for employment land in the town, however, the focus of these comments has been around the need for jobs to be located in the town to support a flourishing economy. This desire for additional support for the local economy has been noted and a community action identified which calls upon the Town Council, BID, Tavistock District Chamber of Commerce and West Devon Borough Council to develop a town plan. The Steering Group believes that this process will be helpful to undertake before making a separate land allocation for employment land and understands that the organisations have already begun to work to this end.</p>
36	<p>From: Subject: Tavistock Neighbourhood Development Plan Date: 29 February 2024 at 18:18:30 GMT To: ursula.mann@tavistock.gov.uk Cc: For the attention of: Cllr Ursula Mann Chair of the Steering Group Tavistock Neighbourhood Development Plan</p>		Individual	<p>The comments showing the relevance of rail connections to the economy are welcome. Policy TC4 aims to safeguard potential future rail connections both to Plymouth (via Bere Alston) and to Okehampton. The role of such links within the overall strategic rail network is beyond the scope of a Tavistock focused NDP to determine.</p> <p>The Joint Local Plant already allocates a further 18k sq ft of employment land on Plymouth rd which has yet to be developed. In addition, there is a lack of evidence base</p>

<p>Draft Tavistock Neighbourhood Development Plan Submission to the Consultation Process Paper prepared by Malcolm Nettleton FACILITATING THE ECONOMIC DEVELOPMENT of WEST DEVON (including TAVISTOCK) and the SOUTH WEST PENINSULA The Business Case for the Re-instatement of the mainline Northern Rail Route between Exeter and Plymouth, via Okehampton and Tavistock [the Northern Rail Route]</p> <p>CONTENTS PREFACE relating to Tavistock MAIN TEXT: relating to West Devon, Plymouth and Cornwall INTRODUCTION Inherent problems Relevant government policies and funding opportunities WEST DEVON Economic potential PLYMOUTH Economic disadvantages Economic benefits CORNWALL Economic benefits FUNDING Comparative regional funding THE WAY FORWARD Preparation of the business case APPENDIX Flawed analysis PREFACE relating to Tavistock (a) Over time, the economy of Tavistock has been powered by its role as a market town and the presence of distinctive, independent retail shops. (b) The draft Neighbourhood Plan, under the section</p>			<p>showing the demand for employment land in the parish. At the time of the Reg 14 consultation, there was sufficient empty retail, light industrial and office space within the town to accommodate the demand. The Steering Group has received comments from several individuals about the need for employment land in the town, however, the focus of these comments has been around the need for jobs to be located in the town to support a flourishing economy.</p> <p>This desire for additional support for the local economy has been noted and a community action identified which calls upon the Town Council, BID, Tavistock District Chamber of Commerce and West Devon Borough Council to develop a town plan. The Steering Group believes that this process will be helpful to undertake before making a separate land allocation for employment land and understands that the organisations have already begun to work to this end.</p>
--	--	--	---

<p>'The Vision for Tavistock', reads: 'Tavistock is a sustainable, thriving market town.....'. According to the draft Plan, apparently 40% of the town-centre earning frontage is retail in nature.</p> <p>(c) However, changes in the retail pattern of behaviour are occurring. Significantly, more shopping is being carried out on-line, with a consequent effect on footfall in the town, leading to the retail presence experiencing difficulty now, and increasingly over the next decade and beyond.</p> <p>(d) In the following section headed 'West Devon', it is shown that increased connectivity with the rest of the UK through the re-instatement of the Northern Rail Route, would facilitate a significant increase in quality tourism to the area.</p> <p>(e) An increase in quality tourism to the area would provide a boost to the prosperity of Tavistock due to:</p> <p>(i) increased profitability, and hence increased spending power available in the town, for tourism sector providers,</p> <p>(ii) increased employment and earnings, and hence increased spending power available in the town, for tourism sector workers,</p> <p>(iii) increased footfall, and hence increased retail spending in the town centre, by tourist visitors, and</p> <p>(iv) during the construction phase, supplies to, and retail spending in the town centre by, construction workers.</p> <p>(f) Resulting from the Northern Rail Route 'enhanced tourism effect', the increased spending power available in the town for both tourism sector providers and tourism sector workers, as identified under (i) and (ii) above, would reasonably be expected to translate into an increase in retail activity in the town centre.</p> <p>(g) Tavistock is most fortunate because, albeit for somewhat different reasons, both Plymouth and Cornwall would also benefit from the re-instatement of the Northern Rail Route. This will enable a most powerful joint case to be made to Peninsula Transport,</p>			
---	--	--	--

<p>the sub-national transport body with responsibility, inter alia, for rail development in the region.</p> <p>(h) The proposal as set out in the following Main Text, relates to a major opportunity to increase future economic activity in West Devon, Plymouth and Cornwall deriving from new mainline rail connectivity with the rest of the UK through the Northern Rail Route. This proposal in the Main Text, which is supplemented in this Paper by the inclusion of the Tavistock-based Preface above, is wholly distinct from, and has no connection with, a proposal to complete a 5-mile branch line-end between Bere Alston and Tavistock.</p> <p>MAIN TEXT: INTRODUCTION</p> <p>Inherent problems: The economies of West Devon, Plymouth and Cornwall currently perform at below their potential level.</p> <p>The region's rail connectivity with the rest of the UK is very deficient.</p> <p>Relevant government policies and funding opportunities: The aim of the Government Levelling-Up policy is to improve connectivity with the rest of the UK and, thereby, to enhance regional economic performance.</p> <p>The aim of the Government Climate Change Committee's policy on infrastructure is to mitigate against disruption caused by adverse climate change, e.g. strong winds and rising sea levels, acting on vulnerable infrastructure by supplementing resilience measures with alternative strategies, such as route diversion.</p> <p>The above Climate Change Committee policy was published in January 2023, in a report entitled 'Investment for a well-adapted UK'.</p> <p>WEST DEVON</p> <p>Economic potential: West Devon is a major UK tourism destination. It</p>			
---	--	--	--

<p>contains a National Park, a UNESCO World Heritage Site, an Area of Outstanding Natural Beauty and several historic small towns, e.g. Tavistock.</p> <p>West Devon has no mainline rail connectivity with the rest of the UK.</p> <p>West Devon has significant economic potential, through the further development of the tourism sector, that would be facilitated by mainline rail connectivity with the rest of the UK.</p> <p>An illustration of the economic potential of the area is that, even without mainline rail connectivity with the rest of the UK, in 2022 (2023 figures not yet available), and despite the effects of Covid, Dartmoor National Park [DNP] had 3.327 million 'visitor days', adding £187.5 million to the regional economy (Source: DNP). In view of the foregoing, the potential beneficial effect for the West Devon tourism economy that would be derived from the re-instatement of the Northern Rail Route, is very clear.</p> <p>In relation to tourism traffic, the re-instatement of the Northern Rail Route would facilitate the evident trends towards:</p> <ul style="list-style-type: none"> <li>(i) green travel,</li> <li>(ii) 'staycation', and</li> <li>(iii) activity-based holidays, such as walking and cycling.</li> </ul> <p>Other sectors in the West Devon economy would also benefit significantly from the increased connectivity with the rest of the UK that would be derived from the re-instatement of the Northern Rail Route.</p> <p>The potential benefit for West Devon from the preparation, and submission to Government, of the business case for the re-instatement of the Northern Rail Route is evident from the above.</p> <p><b>PLYMOUTH</b></p> <p>Economic disadvantages:</p> <p>Plymouth is a major city that has very poor transport links with the rest of the UK.</p> <p>It has:</p>			
--	--	--	--

<p>(i) no motorway connection,  (ii) no regional airport,  (iii) only one rail connection, i.e.. the Southern Rail Route, and  (iv) the Southern Rail Route is vulnerable, due to the adverse effects of climate change, e.g. strong winds and rising sea levels. The route contains a more than 12-mile stretch of track, situated between the Teign and Exe estuaries, that is very closely adjacent to the sea.</p> <p>Economic benefits:  Under the terms of the Government Climate Change Committee's policy on infrastructure, the re-instatement of the Northern Rail Route would provide a diversionary route which would guarantee continued rail connectivity, at times of climate change-related disruption, to the Southern Rail Route. This would act to supplement the resilience measures that have been, and are being, introduced. At times of climate change-related disruption, this diversionary facility would enable repair work on the Southern Rail Route to be carried out quicker and more cheaply.</p> <p>Under the Government Levelling-Up policy, the increased rail connectivity with the rest of the UK facilitated by the diversionary route would:</p> <p>(i) increase rail capacity for freight and passenger traffic, and  (ii) in particular, the diversionary route would:  (a) provide more line capacity for in-coming freight movements to, inter alia, the Plymouth Free Port complex, and  (b) obviate the complex train manoeuvres necessitated by the need for heavy out-going freight trains negotiating a severe bank on the Southern Rail Route to be split into two to climb the bank and then be re-assembled at the top.</p> <p>The potential benefit for Plymouth from the preparation, and submission to Government, of the business case for the re-instatement of the Northern</p>			
--	--	--	--

<p>Rail Route is evident from the above.</p> <p><b>CORNWALL</b></p> <p>Economic benefits:</p> <p>The predominant feature of the economy of Cornwall is tourism, which is highly transport-dependent. The diversionary route facilitated by the Northern Rail Route would:</p> <p>(i) increase the capacity for Cornwall-bound tourism rail traffic, and</p> <p>(ii) provide the stability of continued rail connectivity at times of climate change-related disruption to the Southern Rail Route.</p> <p>The potential benefit for Cornwall from the preparation, and submission to Government, of the business case for the re-instatement of the Northern Rail Route is evident from the above.</p> <p><b>FUNDING</b></p> <p>Comparative regional funding:</p> <p>The cost of re-instating the Northern Rail Route would be relatively modest, in comparative terms. The government has already approved, under the Integrated Rail Plan, rail infrastructure expenditure of £36.9bn for the Northern Powerhouse Rail and Midlands Rail Hub areas.</p> <p>It is of note that (subject to a cost review) just 2.37% of the above £36.9bn expenditure on the Northern Powerhouse Rail and Midlands Rail Hub up-grades, would fund the re-instatement of the full Northern Rail Route.</p> <p>Expressed differently, the above government-approved expenditure on the Integrated Rail Plan up-grades for the Northern Powerhouse Rail and Midlands Rail Hubs, represents 42 times the cost of re-instating the full Northern Rail Route.</p> <p><b>THE WAY FORWARD</b></p> <p>Preparation of the business case:</p> <p>(i) The very strong business economics case for the Northern Rail Route rests on the revenue potential (from tourism traffic from the rest of the UK) of the full</p>			
--	--	--	--

<p>route, rather than the branch-line ends.</p> <p>(ii) Similarly, the benefits from a diversionary route relate to the full route.</p> <p>(iii) Following their successful report for the GWR, dated January 6, 2023, on Okehampton's multi-modal interchange, consideration should now be given to granting a further commission to the well-respected transport consultants Greengage21, to carry out a detailed review of the business case for the re-instatement of the full Northern Rail Route.</p> <p>APPENDIX</p> <p>Flawed analysis:</p> <p>In 2016, Devon County Council engaged a firm of consultants, who were neither transport consultants nor business consultants, to report on the feasibility of re-instating the Northern Rail Route.</p> <p>The consultants lamentably evaluated the Northern Rail Route using the methodology applicable to a commuter route, which it patently is not. Therefore, wholly predictably, the consultants concluded that the Northern Rail Route would be unlikely to be viable over a 20-year period. Unbelievably, for a route serving a major UK tourism destination, the crucial roles of high revenue-earning through tourism traffic to the area from the rest of the UK, and the associated tourism spend in the area, were completely ignored by the consultants.</p> <p>Most unfortunately, the consultants' flawed report was accepted, without question, by Devon County Council and the Peninsula Rail Task Force and this has shaped their ensuing '20-year Plan' for the Northern Rail Route, which omits the impact of tourism traffic and, in consequence, does not stand up to scrutiny.</p> <p>This email has been scanned for spam &amp; viruses. If you believe this email should have been stopped by our filters, <a href="#">click here to report it.</a></p>			
--	--	--	--



36	<p>Draft Tavistock Neighbourhood Development Plan Submission to the Consultation Process</p> <p>Paper prepared by</p> <p>FACILITATING THE ECONOMIC DEVELOPMENT of WEST DEVON (including TAVISTOCK) and the SOUTH WEST PENINSULA</p> <p>The Business Case for the Re-instatement of the mainline Northern Rail Route</p> <p>between Exeter and Plymouth, via Okehampton and Tavistock [the Northern Rail Route]</p> <p>CONTENTS PREFACE</p> <p>relating to Tavistock</p> <p>MAIN TEXT:</p> <p>relating to West Devon, Plymouth and Cornwall</p> <p>INTRODUCTION</p> <p>Inherent problems</p> <p>Relevant government policies and funding opportunities</p>		Individual	<p>The Steering Group notes the information regarding a business case for a Northern Rail Route from Exeter to Plymouth and has indicated its support for safeguarding this route under the transport section of the plan in policy TC4.</p>
----	---	--	------------	--

WEST DEVON			
Economic potential			
PLYMOUTH			
Economic disadvantages			
Economic benefits			
CORNWALL			
Economic benefits			
FUNDING			
Comparative regional funding			
THE WAY FORWARD			
Preparation of the business case			
APPENDIX			
Flawed analysis			
PREFACE			
relating to Tavistock			

<p>(a) Over time, the economy of Tavistock has been powered by its role as a market town and the presence of distinctive, independent retail shops.</p> <p>(b) The draft Neighbourhood Plan, under the section 'The Vision for Tavistock', reads: 'Tavistock is a sustainable, thriving market town.....'. According to the draft Plan, apparently 40% of the town-centre earning frontage is retail in nature.</p> <p>(c) However, changes in the retail pattern of behaviour are occurring. Significantly, more shopping is being carried out on-line, with a consequent effect on footfall in the town, leading to the retail presence experiencing difficulty now, and increasingly over the next decade and beyond.</p> <p>(d) In the following section headed 'West Devon', it is shown that increased connectivity with the rest of the UK through the re-instatement of the Northern Rail Route, would facilitate a significant increase in quality tourism to the area.</p> <p>(e) An increase in quality tourism to the area would provide a boost to the prosperity of Tavistock due to:</p> <p>(i) increased profitability, and hence increased spending power available in the town, for tourism sector providers,</p> <p>(ii) increased employment and earnings, and hence increased spending power available in the town, for tourism sector workers,</p> <p>(iii) increased footfall, and hence increased retail spending in the town centre, by tourist visitors, and</p> <p>(iv) during the construction phase, supplies to, and retail spending in the town centre by, construction workers.</p> <p>(f) Resulting from the Northern Rail Route 'enhanced tourism effect', the increased spending power available in the town for both tourism sector providers and tourism sector workers, as identified under (i) and (ii) above, would reasonably be expected to translate into an increase in retail activity in the town centre.</p> <p>(g) Tavistock is most fortunate because, albeit for</p>			
--	--	--	--

<p>somewhat different reasons, both Plymouth and Cornwall would also benefit from the re-instatement of the Northern Rail Route. This will enable a most powerful joint case to be made to Peninsula Transport, the sub-national transport body with responsibility, inter alia, for rail development in the region.</p> <p>(h) The proposal as set out in the following Main Text, relates to a major opportunity to increase future economic activity in West Devon, Plymouth and Cornwall deriving from new mainline rail connectivity with the rest of the UK through the Northern Rail Route. This proposal in the Main Text, which is supplemented in this Paper by the inclusion of the Tavistock-based Preface above, is wholly distinct from, and has no connection with, a proposal to complete a 5-mile branch line-end between Bere Alston and Tavistock.</p> <p>MAIN TEXT:</p> <p>INTRODUCTION</p> <p>Inherent problems:</p> <p>The economies of West Devon, Plymouth and Cornwall currently perform at below their potential level.</p> <p>The region's rail connectivity with the rest of the UK is very deficient.</p> <p>Relevant government policies and funding opportunities:</p> <p>The aim of the Government Levelling-Up policy is to improve connectivity with the rest of the UK and, thereby, to enhance regional economic performance.</p> <p>The aim of the Government Climate Change Committee's policy on infrastructure is to mitigate against disruption caused by adverse climate change, e.g. strong winds and rising sea levels, acting on vulnerable infrastructure by supplementing resilience measures with alternative strategies, such as route diversion.</p>			
--	--	--	--

<p>The above Climate Change Committee policy was published in January 2023, in a report entitled 'Investment for a well-adapted UK'.</p> <p>WEST DEVON</p> <p>Economic potential:  West Devon is a major UK tourism destination. It contains a National Park, a UNESCO World Heritage Site, an Area of Outstanding Natural Beauty and several historic small towns, e.g. Tavistock. West Devon has no mainline rail connectivity with the rest of the UK.  West Devon has significant economic potential, through the further development of the tourism sector, that would be facilitated by mainline rail connectivity with the rest of the UK.  An illustration of the economic potential of the area is that, even without mainline rail connectivity with the rest of the UK, in 2022 (2023 figures not yet available), and despite the effects of Covid, Dartmoor National Park [DNP] had 3.327 million 'visitor days', adding £187.5 million to the regional economy (Source: DNP).</p> <p>In view of the foregoing, the potential beneficial effect for the West Devon tourism economy that would be derived from the re-instatement of the Northern Rail Route, is very clear.  In relation to tourism traffic, the re-instatement of the Northern Rail Route would facilitate the evident trends towards:</p> <ul style="list-style-type: none"> <li>(i) green travel,</li> <li>(ii) 'staycation', and</li> <li>(iii) activity-based holidays, such as walking and cycling.</li> </ul>			
--	--	--	--

<p>Other sectors in the West Devon economy would also benefit significantly from the increased connectivity with the rest of the UK that would be derived from the re-instatement of the Northern Rail Route.</p> <p>The potential benefit for West Devon from the preparation, and submission to Government, of the business case for the re-instatement of the Northern Rail Route is evident from the above.</p> <p><b>PLYMOUTH</b>  Economic disadvantages:  Plymouth is a major city that has very poor transport links with the rest of the UK.  It has:  (i) no motorway connection,  (ii) no regional airport,  (iii) only one rail connection, i.e.. the Southern Rail Route, and  (iv) the Southern Rail Route is vulnerable, due to the adverse effects of climate change, e.g. strong winds and rising sea levels. The route contains a more than 12-mile stretch of track, situated between the Teign and Exe estuaries, that is very closely adjacent to the sea.</p> <p>Economic benefits:  Under the terms of the Government Climate Change Committee's policy on infrastructure, the re-instatement of the Northern Rail Route would provide a diversionary route which would guarantee continued rail connectivity, at times of climate change-related disruption, to the Southern Rail Route. This would act to supplement the resilience measures that have been, and are being, introduced. At times of climate change-related disruption, this diversionary facility would enable repair work on the Southern Rail Route to be carried out quicker and more cheaply.</p> <p>Under the Government Levelling-Up policy, the</p>			
---	--	--	--

<p>increased rail connectivity with the rest of the UK facilitated by the diversionary route would:</p> <p>(I) increase rail capacity for freight and passenger traffic, and  (ii) in particular, the diversionary route would:</p> <p>(a) provide more line capacity for in-coming freight movements to, inter alia, the Plymouth Free Port complex, and</p> <p>(b) obviate the complex train manoeuvres necessitated by the need for heavy out-going freight trains negotiating a severe bank on the Southern Rail Route to be split into two to climb the bank and then be re-assembled at the top.</p> <p>The potential benefit for Plymouth from the preparation, and submission to Government, of the business case for the re-instatement of the Northern Rail Route is evident from the above.</p> <p><b>CORNWALL</b>  Economic benefits:  The predominant feature of the economy of Cornwall is tourism, which is highly transport-dependent.  The diversionary route facilitated by the Northern Rail Route would:</p> <p>(I) increase the capacity for Cornwall-bound tourism rail traffic, and  (ii) provide the stability of continued rail connectivity at times of climate change-related disruption to the Southern Rail Route.</p> <p>The potential benefit for Cornwall from the preparation, and submission to Government, of the business case for the re-instatement of the Northern Rail Route is evident from the above.</p> <p><b>FUNDING</b></p>			
---	--	--	--

<p>Comparative regional funding:  The cost of re-instating the Northern Rail Route would be relatively modest, in comparative terms. The government has already approved, under the Integrated Rail Plan, rail infrastructure expenditure of £36.9bn for the Northern Powerhouse Rail and Midlands Rail Hub areas.  It is of note that (subject to a cost review) just 2.37% of the above £36.9bn expenditure on the Northern Powerhouse Rail and Midlands Rail Hub up-grades, would fund the re-instatement of the full Northern Rail Route.  Expressed differently, the above government-approved expenditure on the Integrated Rail Plan up-grades for the Northern Powerhouse Rail and Midlands Rail Hubs, represents 42 times the cost of re-instating the full Northern Rail Route.</p> <p>THE WAY FORWARD</p> <p>Preparation of the business case:  (i) The very strong business economics case for the Northern Rail Route rests on the revenue potential (from tourism traffic from the rest of the UK) of the full route, rather than the branch-line ends.  (ii) Similarly, the benefits from a diversionary route relate to the full route.  (iii) Following their successful report for the GWR, dated January 6, 2023, on Okehampton's multi-modal interchange, consideration should now be given to granting a further commission to the well-respected transport consultants Greengage21, to carry out a detailed review of the business case for the re-instatement of the full Northern Rail Route.</p> <p>APPENDIX</p> <p>Flawed analysis:  In 2016, Devon County Council engaged a firm of consultants, who were neither transport consultants</p>			
--	--	--	--



	<p>nor business consultants, to report on the feasibility of re-instating the Northern Rail Route.</p> <p>The consultants lamentably evaluated the Northern Rail Route using the methodology applicable to a commuter route, which it patently is not. Therefore, wholly predictably, the consultants concluded that the Northern Rail Route would be unlikely to be viable over a 20-year period. Unbelievably, for a route serving a major UK tourism destination, the crucial roles of high revenue-earning through tourism traffic to the area from the rest of the UK, and the associated tourism spend in the area, were completely ignored by the consultants.</p> <p>Most unfortunately, the consultants' flawed report was accepted, without question, by Devon County Council and the Peninsula Rail Task Force and this has shaped their ensuing '20-year Plan' for the Northern Rail Route, which omits the impact of tourism traffic and, in consequence, does not stand up to scrutiny.</p>			
37	<p>Begin forwarded message:  From: SPDC &lt;SPDC@environment-agency.gov.uk&gt;  Subject: RE: Tavistock Neighbourhood Plan Regulation 14 Consultation Notification  Date: 4 March 2024 at 16:27:28 GMT  To: Ursula Mann &lt;ursula.mann@tavistock.gov.uk&gt;  Cc: "tavistockplan@gmail.com" &lt;tavistockplan@gmail.com&gt;  Good afternoon,  Thank you for the recent consultation in respect of the Tavistock Neighbourhood Plan.  Please note that due to resource pressures we have had to limit our bespoke input to Neighbourhood Plan work outside of our local focus areas and/or where the plan proposes allocations/policies within areas at risk of flooding. The Tavistock area is not presently within such a focus area and therefore we will not be providing any bespoke advice in respect of this Neighbourhood Plan.</p>		Environment agency	Thank you for the response and information.

<p>However, it remains important that parish councils and neighbourhood forums are provided with the best available evidence to shape the future of the places in which people live and work. We therefore attach the guide 'Neighbourhood Planning for the environment' which has been prepared jointly by Environment Agency, Natural England, Forestry Commission and Historic England. This environmental toolkit focusses on:</p> <ul style="list-style-type: none"> <li>Opportunities to enhance your local environment through neighbourhood plan-making;</li> <li>Where to find information about your local environment;</li> <li>Good practice; and,</li> <li>A checklist to use whilst developing your plan.</li> </ul> <p>Kind regards  Sarah Squire MRTPI  Sustainable Places – Planning Advisor  Environment Agency – Devon, Cornwall and the Isles of Scilly Area  Tel: 0208 474 6316  Email: <a href="mailto:SPDC@environment-agency.gov.uk">SPDC@environment-agency.gov.uk</a>  Sir John Moore House, Victoria Square, Bodmin, Cornwall, PL31 1EB  Manley House, Kestrel Way, Exeter, Devon, EX2 7LQ</p> <p>Does Your Proposal Have Environmental Issues or Opportunities? Speak To Us Early.</p> <p>If you are planning a new project or development, we want to work with you to make the process as smooth as possible. Early engagement can improve subsequent planning applications to you and your clients' benefit and deliver environmental outcomes. For a cost recovery fee we will provide you with a project manager who will coordinate all meetings and reviews in order to give you detailed specialist advice with guaranteed delivery dates. More information can be found on our website here.</p> <p>I am doing the Associate Project Manager</p>			
---	--	--	--

	<p>Apprenticeship – if you would like to find out more, please ask</p>			
38	<p>From: Subject: Tavistock Neighbourhood Plan Date: 22 March 2024 at 06:46:56 GMT To: ursula.mann@tavistock.gov.uk</p> <p>Ursula</p> <p>Here are some other thoughts I have had about the 'Tavistock Neighbourhood Plan'. Somewhat muddled and incoherent I am afraid.</p> <p>The general despoliation of Tavistock by new estates is regrettable.</p> <p>The new estate on the Gunnislake road out of Tavistock is a mess and how the road infrastructure is supposed to cope with the extra traffic is beyond me. From the Pimple, and elsewhere, it does nothing to enhance Tavistock.</p> <p>The building that is in progress on the A386 around Lidl is a real shame. At the time of planning I did submit an objection to the proposed junction. Now it has been installed my view hasn't changed, it will be a</p>		Individual	<p>The new estates cited by the respondent are developments that were included in the Joint Local Plan and therefore the principle of development on those sites has been established.</p> <p>With regard to access, these aspects of the planning process are considered already and recommendations are made by the Highways Department through a formal and very technical process regarding estate entrances.</p> <p>However, the Steering Group would point out that the sites will not comply with Section 8.5 of the proposed NDP because it has not yet been 'made' through referendum and is an example of the importance of a Neighbourhood Plan for shaping development as it comes forward in the parish.</p>

	<p>real danger; traffic does not approach Tavistock at 30mph. People turning right out of Bishopsmead and right out of this new junction at the same time will pose a real and foreseeable hazard. How either of these developments complies with Section 8.5 of the plan leaves me bemused. Both are detrimental to the 'views and vistas' to a significant extent. ...</p> <p>I accept that new building has to take place. I accept that the new estate next to us, Tiddy Brook Estate, is occupied indicating that the housing is needed.</p> <p>It is just a shame that, if it has to be built, there is insufficient consideration of affordable housing. Were I to have arrived in Tavistock today in the same circumstances as I did 40 years ago then I would not have been able to afford to live in this area. The definition of 'affordable' is problematic.</p>			
38	<p>Section 10:- It always amazes me that 'transport infrastructure ...not within the remit of the planning system'. New estates can be built within the confines of Tavistock without any thought being given to the requirement of suitable transport infrastructure.</p> <p>I am not opposed to reinstating the former railway line. It just appears completely impractical. As a commuter to Plymouth for 30 years there is no way I would have used it.</p>		Individual	Noted.

38	<p>From: Subject: Tavistock Neighbourhood Plan Date: 4 March 2024 at 16:41:29 GMT To: ursula.mann@tavistock.gov.uk Cc:</p> <p>Ursula</p> <p>I am aware that you have been contacted by ... regarding the omission of Whitchurch Wayfarers Cricket Club from the 'Tavistock Neighbourhood Plan'.</p> <p>Your response to him suggests ... "ensure that, if possible, we can add that ground to the plan if appropriate".</p> <p>This leaves me somewhat bemused.</p> <p>a) Why was the club omitted in the first place? As ... pointed out, it has been in active existence since the 1960's. Whitchurch Wayfarers Cricket Club must surely qualify as a 'Locally Valued Community Facility'.</p> <p>b) Why is the addition of the Cricket Club to the list categorised as 'if possible'? Why on earth would it NOT be possible?</p> <p>Other community facilities apparently not present include ... and I have no connection to any of them.</p> <p>ATC (Air Training Corps), Squash Courts, Guides (Guide Hall), Scouts.</p> <p>Kind regards</p>		Whitchurch Wayfarers Community Cricket Club	After making contact with Whitchurch Cricket Club this facility will now be included in the list of Community Facilities.
----	--	--	---	---

38	<p>From: Subject: Re: Tavistock Neighbourhood Plan Date: 13 March 2024 at 14:14:33 GMT To: Ursula Mann &lt;ursula.mann@tavistock.gov.uk&gt;</p> <p>Ursula Thank you for getting back to me so quickly; it was really appreciated.</p> <p>a) Really good news about the parking meters in Tavistock. I certainly wrote directly to DCC and filled in the online petition. It was and is a bonkers idea that would have affected how we used the town centre. Thanks to all those who worked to persuade DCC. b) The town neighbourhood plan and Whitchurch Wayfarers Cricket Club. If you need any further information then I should be able to provide it having been closely involved for 30 'ish years. If the purpose is to identify 'community assets' then it doesn't make any sense to omit this cricket club and the other organisations. We have benefitted from grants from local and national authorities. The only thing I can see that might separate us from the extant list is ownership of the land we use. We are tenants on a 7 year lease. Being biased I can't see why that would prevent our inclusion particularly considering our long term existence.</p> <p>Kind regards</p>		Whitchurch Wayfarers Community Cricket Club	After making contact with Whitchurch Cricket Club this facility will now be included in the list of Community Facilities.
39	<p>From: Subject: Tavistock Neighbourhood Plan 2022-2034 Date: 4 March 2024 at 17:37:42 GMT To: Ursula Mann &lt;ursula.mann@tavistock.gov.uk&gt; Dear Ursula, Firstly I have to congratulate you and the whole team on a great and interesting piece of work. I would make the following comments:- I support the vision of the plan.</p>		Individual	Support for the plan is appreciated and noted.

39	I also support appropriate mixed-use development in the town centre where it meets the identified housing needs. I would also support a move to change the use of retail/commercial premises on the edges of the town to residential. A good example is the Old Red Cross House on West Street, now providing residential accommodation.		Individual	Support for mixed use development and change of use to residential is noted and appreciated. Thank you for the example.
39	<p>Page 24 XXIX Safeguard the route of a restored rail link in both Directions. I strongly support this - however there are a few mentions of the railway in the plan It is mentioned in the bid to the Department of Transport as the Tavistock to Plymouth Line which has been funded to delivery, subject to future updates to the project business case. For information at the Tavy Rail AGM Network Rail(who will prepare the detailed business case) announced that the £1.5 million required to prepare the case had been secured and the government has promised to fund it to delivery. It would help if the Neighbourhood Plan referred where appropriate to the Tavistock to Plymouth line rather than Tavistock to Bere Alston. Current estimates of cost are £100-£150 million.</p> <p>Kind regards,</p>		Individual	Text of policy justification for TC4 amended to include reference to Plymouth.
40	Page 41, Section 6 – Business. To support the vitality of the town centre businesses, attracting all parts of the community is important. So, accessibility to streets and shops, dementia friendly businesses, and transport links into the town centre must be considered.		Tavistock Memory Café	The Steering Group agrees that accessibility and transport links should be considered with regard to the town centre. However, knowing that a town centre plan is under consideration by the Tavistock BID and West Devon Borough Council, it was agreed that the Neighbourhood plan would focus on a wider set of initiatives captured in maps 17a and b and TC2.

40	<p>Begin forwarded message:  From:  Subject: Tavistock Town Plan - Feedback  Date: 6 March 2024 at 18:17:36 GMT  To: Ursula Mann &lt;ursula.mann@tavistock.gov.uk&gt;  Cc:</p> <p>Dear Ursula,  Thank you for the opportunity to give feedback on the plan. I enjoyed the read - an impressive and detailed document.  Attached is my feedback from a dementia perspective, although I feel this could be extended to our elderly population more generally.  I hope this is useful and I'm very happy to discuss in more detail.  Separately I will send my personal observations and feedback.  Kind regards</p>		Tavistock Memory Café	Noted and welcomed. Comments from attached document have been separately addressed in the spreadsheet.
40	<p>Thank you for the opportunity to review the draft plan and to give feedback. Most of my comments have been informed by our work with those living with dementia, their carers (family), and our volunteers.  Page 20 – The Vision – The statement ‘maintains high-quality community facilities and infrastructure that promote the health and well-being of residents’, this is important.  As the plan identifies Tavistock has a high proportion of elderly (Page 33, 5.1), therefore a high proportion of people living with dementia. Arguably as well as the ‘Golden Thread’, there might be a ‘Silver Thread’ through the plan which represents everything that promotes the health and wellbeing of our elderly community.  There are several themes relating to those living with dementia and carers that the plan could consider:  1/ Care for the Carers. Almost without exception the carers of those with dementia and living at home would</p>		Tavistock Memory Café	The Vision, Aims and Objectives of the plan were confirmed at an earlier stage of public consultation and so are not being revised at this point. Noted as an aspect to re-examine in the next review



	benefit from some time away from the caring, call it respite if you will. The daycare facilities in Tavistock are limited and considered inadequate. Private home care and short-term residential care is expensive. Therefore, all facilities, buildings, and organizations offering respite are highly valued. Of course these need to be accessible, dementia friendly, and affordable. (this should sit within Page 22, no. 5).			
40	<p>2/ Appropriate housing for the elderly population. It's worth remembering that our elderly population can have complex needs and various co-morbidities. Housing and the built environment should ideally be accessible with features that support independence. Equally, accessibility to local facilities e.g. shops, health and recreation is important. Sheltered or supported living accommodation would meet an unidentified, but I feel definite, demand. A stepping stone between fully independent homelife and residential care. Accommodation of this type is limited in Tavistock.</p> <p>Page 29 – High Quality Sustainable Design. Bullet Point: 'recognise the day-to-day impact of on-street parking on maintaining good access for pedestrians, parents and carers with prams, the disabled and those with mobility problems and other vehicles'</p> <p>Perhaps this list should include 'the elderly' or 'people of all ages'? As many of our community wouldn't identify with any of the other categories in the list.</p>		Tavistock Memory Café	Accessibility has been addressed in the Design Code, but following the Reg 14 consultation HOU3 has been clarified with additional text regarding housing for the elderly, including the need for an extra care facility for Tavistock.
40	<p>Page 56 – Community Facilities. There may be some other community buildings that are used by various organisations: Tavistock Scout Hall, the Parish Rooms, Kings, and others? Plus other sports locations; the squash club.</p> <p>Once again, ensuring accessibility, disabled toilet facilities, signage etc. is important. When the Memory Café hold a 'special event' we currently need a space that can accommodate over 100 people and we require the necessary accessible facilities.</p> <p>NOTE. I think it may be a worthwhile exercise to map</p>		Tavistock Memory Café	The planning policy has to be about land-use and not about organisations per se. The community facilities listed in these policies can support the buildings or land they use from loss, but cannot provide support for clubs without identified facilities. The Steering Group has updated the list of facilities and produced a report regarding the methodology for respondents to examine as well as including information about the groups using those facilities.

	<p>which Community Groups use what locations. For example The Memory Café use The Anchorage Centre, the Library, the Methodist Halls, the Bedford Hotel, the Sensory Garden, the Meadows.... And more!</p>			
40	<p>3/ Care home residents with dementia. There are several residential care settings in Tavistock, some for elderly care (many with dementia), others for adults with learning, or mental difficulties. It's worth emphasising that these people are all part of our community. Their homes are within the scope of this plan I would assume.</p> <p>Where residential care home providers wish to expand their provision e.g. day care, one would hope that this would be seen as a favourable development.</p>		Tavistock Memory Café	<p>Accessibility has been addressed in the Design Code, but following the Reg 14 consultation HOU3 has been clarified with additional text regarding housing for the elderly, including the need for an extra care facility for Tavistock.</p>
40	<p>4/ Transport. Page 93 - Transport and Connectivity. Ease of transport links, accessible public transport, and dementia friendly transport providers are required – perhaps outside of the scope of this plan. But appropriate parking, bus stops, and bus station infrastructure are important. Without the above, people living with dementia and their carers can become further isolated and have their wellbeing impaired.</p> <p>Page 98 – Accessible Development. Good to see this on Page 99: Dementia and Town Planning (ref 120).</p> <p>Page 106, TC6. The proposed improvements would be very welcome from a dementia perspective. Improved facilities, improved and clear information, accessible facilities. (I made over 50 bus journeys in the south west last year .... And I think Tavistock could create the best bus station in the region.</p> <p>Page 109. Planning may wish to consider dedicated or preferential parking in the town car parks or centre for those living with dementia .... As seen in Plymouth.</p>		Tavistock Memory Café	<p>Supportive comments noted. The routes, vehicles and staff training of public transport providers are indeed outside the scope of the NDP. The safeguarding of current off street public parking capacity, and support for improvement to Brook Street Car Park is covered by policies TC9 and TC10. Matters such as signage and designation of spaces for particular user groups within car parks are operational and outside the scope of planning, as is on-street parking (including spaces for disabled drivers), which managed by Devon CC.</p>

41	<p>Page 61 – The Environment. Here it seems there is the opportunity to make a measurable difference, and a start is the protection of the green spaces and potentially the town boundaries. I support all of the proposals.</p> <p>Page 66, No. 4 in list 'Abbotsfield Green Space' – I would suggest this offers 'recreational value' and 'richness of wildlife' (mature trees) as additional criteria. ....</p>		Individual	<p>It is hard to justify, without evidence, richness of wildlife for this site (for example, many of the sites we have included have been justified on these grounds because they form part of the Nature Recovery Network). However, the Local Green Space form has been amended to mention mature trees and in the conclusion a comment has been made to suggest the site may contribute to richness in wildlife.</p>
41	<p>Begin forwarded message:</p> <p>From: Subject: Tavistock Town Plan - Feedback Date: 6 March 2024 at 18:23:18 GMT To: Ursula Mann &lt;ursula.mann@tavistock.gov.uk&gt;</p> <p>Hello Ursula, So, this is some personal feedback on the town plan. I appreciate the constraints from planning above and beyond!</p> <p>I have to say, reading the plan was very informative as well as thought provoking. I'm all for aspirational goals and breaking free of the aspic, as you will sense.</p> <p>I had a detailed conversation with XXXXXX about walking and cycling today. Hopefully some useful little nuggets came from that.</p> <p>Good luck with the consultation and creating a first class plan.</p> <p>Kind regards</p>		Individual	<p>Noted and welcomed. Comments from attached document have been separately addressed in the spreadsheet.</p>

41	<p>Thank you for the opportunity to review the draft plan and to give feedback.</p> <p>Page 18 and 19 – Introduction – I agree that we have to 'help mitigate impacts' and to 'adapt to our changing climate', but these are responsive actions .... Where are the initiatives that are pro-active to promote actions towards net zero?</p> <p>Page 20 – The Vision – 'Sustainable' is used to describe Tavistock in 4 of the 5 vision paragraphs. It must be asked, 'what does sustainable look like?'. How will we measure moving Tavistock to a 'sustainable' town in the 10 years to 2034? The town will not be sustainable if we only mitigate and adapt. I feel there should be far more aspiration in the vision e.g. Tavistock will move further and faster to net zero than any other Devon town (and quantify this in the plan).</p>		Individual	<p>The Vision, Aims and Objectives of the plan were confirmed at an earlier stage of public consultation and so are not being revised at this point. The Steering Group would point the respondent to the Design Guide with regard to taking a proactive approach to sustainable development and climate change. In particular the general design considerations in 4.2 (9) which require '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 Design Code 05 regarding sustainability.</p>
41	<p>Page 23 – Objective 'Ensure that all types of new development are connected by convenient, safe, walkable routes to its immediate setting and to key facilities'.</p> <p>Unfortunately this objective has been overlooked in all of the recent housing developments on the edge of town. It may be a case of 'closing the door after the horse has bolted' but new development must be conditional on walking and cycling routes being in place before the first foundation stone is laid. E.g. Callington Road and Butcher Park Road developments.</p>		Individual	<p>The Design Code provides for early completion of accessibility and integrated walking and cycling routes to support residents living on a site earlier in the development process.</p>
41	<p>Page 31 – I'm uneasy with the negative approach to wind turbines (not withstanding national policy) on the basis of limiting the visual impact and adversely affecting Tavistock's landscape. All of the housing developments currently underway are situated on elevated positions that impact the vista from many</p>		Individual	<p>Noted and the policy approach to wind turbines is something that could be re-evaluated at the first review of the NDP.</p>

	vantage points (e.g. those identified in the map on Page 78).			
41	<p>Page 61 – The Environment. Here it seems there is the opportunity to make a measurable difference, and a start is the protection of the green spaces and potentially the town boundaries. I support all of the proposals.</p> <p>Page 66, No. 4 in list ‘Abbotsfield Green Space’ – I would suggest this offers ‘recreational value’ and ‘richness of wildlife’ (mature trees) as additional criteria. ....</p>		Individual	It is hard to justify, without evidence, richness of wildlife for this site (for example, many of the sites we have included have been justified on these grounds because they form part of the Nature Recovery Network). However, the Local Green Space form has been amended to mention mature trees and in the conclusion a comment has been made to suggest the site may contribute to richness in wildlife.
41	I often struggle with the heritage approach of retaining, maintaining, and protecting .... History and heritage are important of course, but this approach leads to stasis, the museum way of thinking. The ‘Golden Thread’ requires an aspirational vision.		Individual	Thank you for your comment. Certainly heritage is an important consideration within planning, but the Steering Group acknowledges the respondent’s concerns about the need to balance this with other important considerations. The development plan contains many provisions which require careful balancing when planning applications are being considered. Sustainable development recognises that the three ‘pillars’ – the economy; society; and the environment - are interconnected. The Steering Group has indicated the relative importance of heritage considerations in HER1 and also within the Design Code. The respondent may be interested by a new community action added after consultation suggests that Tavistock Town Council make the Tavistock Heritage Alliance along with a commercial heritage property developer available for consultation with the WDBC heritage planning officer for assistance or advice on planning matters involving heritage assets and planning applications.
41	<p>Page 86 – 9.2 – I agree with the protection of heritage assets as identified.</p> <p>Page 89 – no. 9 in the table. Abbotsfield Hall significantly housed the meeting of Montgomery and Eisenhower in 1944 planning the D-Day landings</p>		Individual	Support for the protection of Heritage Assets is appreciated and noted, as is the historical reference to Abbotsfield Hall's role in WWII.

	(pretty significant), and was the town YHA for many years..... significant for some I'm sure!			
41	<p>Page 93 - Transport and Connectivity.</p> <p>Page 99, TC1. i) Introduce pedestrian footpaths which ensure good connectivity and permeability through the site; iii) provide on-site wide shared cycle and pedestrian footpaths to accommodate safely all forms of non-vehicular transport, including mobility vehicles; iv) where feasible, provide or enhance footpath and cycle links off-site to local services and facilities; I'd like to see the local plan insist that the above are conditional at the start of any development. This encourages good behaviours (walking, cycling) from the start, and avoids getting into a car every time (then difficult to reverse).</p> <p>Page 99. 10.3 Protecting and Improving the Local Walking and Cycling Network</p> <p>I was very pleased to have a detailed discussion with Kit Harbottle about cycling in Tavistock. We covered quite a bit, but my main points were:</p> <p>a) To encourage children cycling, to and from school etc. Are there adequate bike storage facilities at the schools?</p> <p>b) Safe crossing points of cycle routes across main roads: A386 at Lidl, A390 above Monksmead.</p> <p>c) Improved cycle (and pedestrians) safety across the town – probably only achieved by a 20mph, and better street design.</p> <p>I would support all of the proposed cycling and walking routes .... And give us all more!</p> <p>Page 120. Policy TTV16 Callington Road development.</p> <p>Point 7. Safe and attractive connections for pedestrians and cyclists into the town centre and onto the National Cycle Network.</p> <p>As we discussed. What is the timeline on this commitment? What pressure can the local or district council put on the developer to fulfil this commitment?</p>		Individual	In respect of policy TC1:while planning policy cannot require developers to provide such infrastructure at the start of a development, the wording of TC1 has been modified to put more emphasis on timeliness. In respect of site TTV16 (Callington Road): it is indeed important that planning conditions relating to site are implemented promptly, this is for West Devon BC to address as enforcement of planning permission already granted. Other comments noted.

42	<p>From: Subject: good to meet you, Neighbourhood plan comment Date: 6 March 2024 at 20:21:56 GMT To: "ursula.mann@tavistock.gov.uk" &lt;ursula.mann@tavistock.gov.uk&gt;</p> <p>Dear Ursula</p> <p>It was nice to meet you at Gulworthy, and it will be good to chat again sometime.</p> <p>I thought you gave a good explanation of how the Plan might work and be able to influence development etc. in Tavistock. The Plan is impressive in many ways and I can see how much work has gone into it.</p> <p>Regarding specific feedback, I suggest the following or similar could fit in with the Housing objectives under Aims 1 and 2. support the provision of affordable housing via self-build projects, and especially via “low impact developments”, for example (small-scale buildings of wood or other highly renewable resources and including reusing ‘waste’ materials, with minimal ecological ‘footprints’ )</p> <p>However I do realise that this may seem 'fringe' or obscure to some people and that it is a rather late phase in the consultation.</p> <p>Best regards</p>		Individual	<p>Thank you for your comments regarding self-build as a form of affordable housing. This is representative of other comments mentioned during the consultation. WDBC already provides a register of interest for Self Build properties. <a href="https://www.westdevon.gov.uk/your-council/council-plans-policies-and-reports/policies/planning-policies/register-interest-self">https://www.westdevon.gov.uk/your-council/council-plans-policies-and-reports/policies/planning-policies/register-interest-self</a></p> <p>There is evidence that self-build and custom-build properties may be more affordable than market housing which has now been added to the evidence under housing for the NDP. The Steering Group has amended the plan to support self-build and custom -build properties in the plan area.</p>
42	<p>I was also wondering about the Plan stating support for the encouragement/provision of more allotment-like sites for local horticulture etc. by local people (maybe under the Community section?).</p>		Individual	<p>CF2 has identified additional allotments as a community infrastructure project supported both by evidence (See the report, Allotment-Research-and-Evidence on the plan documents page of the Tavistock Plan website) and through direct consultation with the community.</p>

43	<p>From: tavistockplan@gmail.com  Sent: 07 March 2024 08:54  To: Ayling, Guy (Staff)  &lt;Headmaster@mountkelly.com&gt;  Cc: Head's Secretary (Staff)  Subject: RE: Zoom meeting wth Guy Ayling, Mount Kelly and TNDP</p> <p>You brought up the following points – here are our responses and action points.</p> <p>10.10 ref. possible charging facility at MK  10.11d ref. schools planning to reduce peak time travel  Kit Harbottle, Transport and Connectivity lead, has provided the links below which I believe cover the discussion points you raised.</p> <p>Please feel free to contact Kit direct.  EV chargepoints: <a href="https://www.find-government-grants.service.gov.uk/grants/workplace-charging-scheme-2">https://www.find-government-grants.service.gov.uk/grants/workplace-charging-scheme-2</a>. (This seems to be restricted to chargepoints for staff use, not "customers".)  Travel Devon toolkit for businesses: <a href="https://www.traveldevontoolkit.info/">https://www.traveldevontoolkit.info/</a>  Walk to School Week  <a href="https://www.livingstreets.org.uk/walk-to-school/secondary-schools/">https://www.livingstreets.org.uk/walk-to-school/secondary-schools/</a>  Car Share Devon  <a href="https://liftshare.com/uk/community/Devon">https://liftshare.com/uk/community/Devon</a>  Walkable Tavistock map  <a href="https://transitiontavistock.org.uk/walkmap/">https://transitiontavistock.org.uk/walkmap/</a>. Available on request to schools as paper copy (A3 folded to A6) free while stocks last.  Contact for Transition Tavistock Travel Action Group  <a href="mailto:travel@transitiontavistock.org.uk">travel@transitiontavistock.org.uk</a></p>		Mount Kelly	Noted and welcomed.
43	<p>7.3d ref. Prep astro refit  We note Mount Kelly is keen to work and engage with the local community on use and development of facilities – and what would work best.  ACTION: Ian Wright, Community Facilities Lead, to get in touch to discuss the specifics of the resurfacing of</p>		Mount Kelly	Noted. The community actions in Section 7.3 would allow for Mount Kelly to develop facilities along with the local community. The Steering Group suggests that the list of Community Infrastructure projects in CF2, which resulted from community consultation, indicate the variety of



	the pitch at the Prep school and consider what Town Council engagement there might be.			infrastructure projects and this may match the aspirations of this local prep school.
43	8.2 ref. LGS and Trendle (#50 p.68) and No Response from Landowner ACTION: Sharon Gedye, Steering Group lead on Environment, is your point of contact for all matters green.		Mount Kelly	Confirmation that The Trendle site can be included as a Local Green Space is appreciated and noted.
43	9.1 Intro ref. to 'Kelly College' Change to read 'Mount Kelly' on p.77 ACTION: Ursula Mann to make amendment Guy – would I be right in thinking that 'Kelly College' as mentioned in 9.2 below, is a historical reference, so for context we would keep as is?		Mount Kelly	Thank you for the clarification. The terminology has been updated except where it is part of quote.
43	9.2 ref. to 80-88 Whitchurch Rd and Admiral Kelly (p.90) ACTION: Heritage lead is your point or contact so you can share any more insight on the history of these properties		Mount Kelly	The Steering Group suggests that Mount Kelly work with the Tavistock Heritage Alliance to ensure that the history of the school and of Admiral Kelly are accurately reflected within the historic context of the parish.
44	From: Subject: Re: Tavistock Plan Date: 7 March 2024 at 20:23:48 GMT To: Ursula Mann <ursula.mann@tavistock.gov.uk>  Dear Ursula  ... has written a letter to you with enclosed photos etc. following meeting you at the consultation in the Guildhall regarding any proposed housing development on the land north of Callington Road. Could you please supply her with your postal address for sending her correspondence to you.  Thanking you in advance  Yours sincerely		Individual	Thank you to the respondent for detailed and specific comments. These are noted. The respondent was provided with the council's postal address and the Steering Group received and considered the respondents documents which described land North of Callington Rd and requested local green space designation. These will be made available to the planning inspector on request.  The land in question is a large area of field used for livestock with important Devon hedgerows and a small stream. However, the field and hedgerow were found to be essentially similar in nature to many within the Tavistock Parish Boundary and, while obviously valuable for the environment and biodiversity locally, did not, in the opinion of the Steering Group, meet the criteria for local green space designation at this time.  The information and evidence submitted could be presented by the respondent as part of an objection should a planning application be submitted to develop the property and any

				planning application in that location would be subject to all of the provisions of the local plan, including those in the NDP once the plan is 'made'.
44	<p>From: Subject: Land north of Callington Road Date: 23 March 2024 at 12:50:17 GMT To: ursula.mann@tavistock.gov.uk</p> <p>Dear Ursula</p> <p>Thank you for your email.</p> <p>I handed in a hard copy of my objections to the above land being developed into the Council Offices last week, addressed as per your instructions.</p> <p>I decided to present my thoughts, via hard copy, as I have enclosed some pictures, which I think will give you a clearer understanding of the area.</p> <p>Whilst writing, I had always assumed that planning permission had been sought but my husband went on the planning portal and it would appear no planning application was submitted. However, what was produced was a feasibility study for possible development. The planners felt the area was not suitable for the following reasons : -</p> <ol style="list-style-type: none"> <li>1. Access</li> <li>2. Landscape and ecology</li> <li>3. Flood risk and drainage</li> <li>4. Accumulative impact of development and traffic issues at Callington Road and Drakes Statue</li> <li>5. The removal of trees at the end of Orchard Close, with TPO's, would have an unacceptable impact on existing properties and the sewage pumping station.</li> <li>6. Detrimental impact on the gateway to the town from the West.</li> </ol>		Individual	<p>The Steering Group notes the comments and would recommend to the respondent that they provide their evidence to West Devon Borough Council should any planning application on the land in question be brought forward.</p> <p>With regard to designation as an area of outstanding natural beauty (now national landscapes), Natural England are the agency tasked with identifying landscapes in this way.</p> <p>The idea for what would eventually become the AONB designation was first put forward by John Dower in his 1945 Report to the Government on National Parks in England and Wales. Dower suggested there was need for protection of certain naturally beautiful landscapes that were unsuitable as national parks owing to their small size and lack of wildness. Dower's recommendation for the designation of these "other amenity areas" was eventually embodied in the National Parks and Access to the Countryside Act 1949 as the AONB designation.</p> <p>The purpose of an AONB designation is to conserve and enhance the natural beauty of the designated landscape.</p> <p>To designate an AONB, Natural England must issue an order under section 82 of the CROW Act for the purpose of conserving and enhancing the natural beauty of that area.</p>

	<p>I have read in another publication that it was felt that this area wouldn't be suitable because it could be construed as 'an area of outstanding natural beauty.' If Tavistock Town Council could influence the planners into gifting this status, then myself and many others living in Orchard Close and the surrounding area, would hope this would be the case to prevent any development. This would guarantee the protection of everything that lives, grows and thrives in this wonderfully diverse meadowland.</p> <p>Yours sincerely</p>			
45	<p>From: Date: Thu, Mar 7, 2024 at 11:24 AM Subject: Planned youth provision To: &lt;tavistockplan@gmail.com&gt;</p> <p>Dear Ursula and committee,</p> <p>I've read with interest the comments regarding ideas for a new Skate Park and as Co-ordinator of Tavistock Street Pastors, I think it's important that I put forward a response.</p> <p>I'm sure a facility like this would be very much welcomed by the youth in Tavistock, who are very vocal when we engage with them on daytime and night time patrols about how little there is for them in our beautiful town.</p> <p>We, as Street Pastors believe that an indoor space, especially for them is what they really would like and need. A space such as a diner with games systems, pool tables, non-alcoholic drinks etc. where they can meet in safety. We are aware that the Youth Cafe does a great job in providing a space for some youngsters at set hours, but this is not enough! We find them at all different times and that's why a well-</p>		Tavistock Street Pastors	<p>The Steering Group recognizes the important and good work that the Street Pastors engage in with young people in Tavistock and value the comments added here. Unfortunately, though there has been some supportive evidence of the need for indoor facilities for young people, there is no ability for the NDP to make this happen independently from the community. However, to address this important topic, a community action has been listed in Section 7.3 (c) identifying the need for key partners, like Tavistock Town Council, The Youth Cafe, Local Schools, the Police and Street Pastors to explore whether additional provision for children and young people is needed in addition to the aspirational projects identified in the NDP.</p>

	<p>resourced youth centre is required. A safe space away from the lure of drink and drugs with trained volunteers able to engage with them as we do on the street, able to signpost those who need it on to specialist help for mental health and addictions. These issues are widespread amongst the youth in our town now and many tell us that they can't wait to grow up and move away, as there's nothing for them. That is a very sad reflection on us as a community, which is very well esteemed for other things such as heritage and natural beauty.</p> <p>Thank you for your openness as a body to the voice of all those who live, work and play in our community.</p> <p>Kind regards,</p> <p>Jo Wright (Co-ordinator, Tavistock Street Pastors)</p>			
46	<p>From: Subject: RE: LCWIP comments Date: 8 March 2024 at 14:57:24 GMT To: "ursula.mann@tavistock.gov.uk" &lt;ursula.mann@tavistock.gov.uk&gt;, Cc: Cllr Ursula Mann &lt;cllr.ursula.mann@westdevon.gov.uk&gt;,</p> <p>Thank you Ursula... A safe crossing to the Bannawell Park playground which is currently being refurbished with S106 money is a must!</p> <p>This area is used by both young and old and it's a constant crossing point for residents trying to access the town centre of Tavistock by foot. Kind regards</p>		Individual	<p>New crossing points on existing highways are outside the scope of NDP policies, but Town Council support for this request would be consistent with community action 10.11c. The concern regarding this crossing point has also been shared with WDBC through the LCWIP.</p>

47	<p>From: Sent: Sunday, March 10, 2024 5:01 PM To: tavistockplan@gmail.com Cc: Subject: Tavistock hockey club</p> <p>Hi Stuart and Ursula,</p> <p>Tavistock hockey club would like to comment on the neighbourhood plan. I have copied XXX, the Chairman, please could you send him a copy of the draft plan and let him know how to submit comments.</p> <p>Many thanks,</p>		Tavistock Hockey Club	Following the consultation, the hockey pitches used by Tavistock Hockey Club have been added as community facilities to the plan.
48	<p>From: Sent: Sunday, March 10, 2024 4:34 PM To: tavistockplan@gmail.com Subject: Tavistock Plan Comments</p> <p>Hi,</p> <p>I have read the draft Tavistock Neighbourhood Plan which has been well developed and has clearly required a significant amount of input and work. I have the attached comments which are intended to be positive and not negative. They are generally in document order except towards the end where there is some brain storming of potential missing issues.</p> <p>Best regards,</p>		Individual	The Steering Group thanks the respondent for their detailed response and has separately responded to the comments in the attachment by topic.
48	<p>1. The Vision for Tavistock p20 Para 2 is rather a mouthful and seems to suggest that it only relates to the town centre and markets which I don't think is the intention. Suggested edit is as follows: Tavistock retains: · Its renowned town centre and markets with</p>		Individual	The Vision, Aims and Objectives of the plan were confirmed at an earlier stage of public consultation and so are not being revised at this point.

	<p>associated events and activities.</p> <ul style="list-style-type: none"> <li>· A diverse range of sustainable businesses to provide local employment and serve the community.</li> </ul> <p>Tavistock develops high-quality community facilities and infrastructure that promote the health and well-being of residents, from the young to the elderly.</p>			
48	<p>2. Housing Objective p.22</p> <p>Suggest that another objective is added (needs further thought and editing):</p> <p>Support and encourage accommodation for residents with special needs such as the elderly, mentally vulnerable, and disabled e.g., care/nursing homes, sheltered accommodation, supported accommodation etc.</p>		Individual	<p>The Aims and Objectives of the plan were confirmed at an earlier stage of public consultation and so are not being revised at this point. Objective ix in Housing also covers the issue raised by the respondent.</p>
48	<p>3. Business Objectives p.22</p> <p>Objective x) is suggested to include reference to entertainment as retail by itself is no longer enough ie. flourishing town centre with retail and entertainment at its heart. I realise objective xii) addresses this later but entertainment should be included in the main town centre objective.</p>		Individual	<p>The Vision, Aims and Objectives of the plan were confirmed at an earlier stage of public consultation and so are not being revised at this point. Noted as an aspect to re-examine in the next review</p>
48	<p>4. Community Facilities Objectives p22/23</p> <p>I think an added objective should be included either in this section or under sustainability:</p> <p>Any future town development or expansion should be expected to either provide the necessary social, physical and green infrastructure to support the development or at least contribute to the expansion of existing community facilities, otherwise there is dilution of facilities.</p>		Individual	<p>The Vision, Aims and Objectives of the plan were confirmed at an earlier stage of public consultation and so are not being revised at this point. However, the Steering Group believes that the objective suggested already forms part of the National Planning Policy Framework that applies to all development. See NPPF 11(a)</p> <p>'all plans should promote a sustainable pattern of development that seeks to: meet the development needs of their area; align growth and infrastructure; improve the environment; mitigate climate change (including by making effective use of land in urban areas) and adapt to its effects'</p>

48	<p>5. High Quality Sustainable Design p2</p> <p>The first sentence of para 3 is too long and needs to be broken into two sentences – otherwise difficult to digest. In fact, this comment is applicable to quite a few sections of the document. Long sentences make for difficult reading.</p>		Individual	<p>Noted. Following Reg 14, a summary linked index is presented in this plan. A separate Summary Policy Document has also been created for ease of reading the policies themselves.</p>
48	<p>6. High Quality Sustainable Design p28/29</p> <ul style="list-style-type: none"> <li>· First bullet point should include air, noise and light: environmental (air, land, water, noise and light) impact</li> <li>· Second bullet point is not clear and needs further editing: be a sustainable development for construction (i.e.. low carbon footprint), during operation/use (high energy efficiency with good ease of access) and eventual demolition/replacement (e.g. recyclable non-toxic materials)</li> <li>· Seventh bullet point. Suggest include practical: ensure it is practical and fit for purpose</li> </ul> <p>The plan does not seem to address the following in this section:</p> <ul style="list-style-type: none"> <li>· Insulation for existing infrastructure / homes – more important than and a pre-cursor to solar panels, heat pumps etc.</li> <li>· Noise – point noise and cumulative noise needs to be a sustainability consideration</li> <li>· Light – night sky pollution and unnecessary lighting</li> <li>· Provision of low carbon public transport (e.g. hydrogen/electric buses) and infrastructure (cycle lanes).</li> <li>· Provision of low carbon fuels supply in Tavistock (e.g. Public EV charging, hydrogen etc.)</li> </ul>		Individual	<p>The Steering Group notes the comments and recommends the respondent consider the provisions of the Design Codes and Guidance document which captures more detail regarding design principles in this area. The language ahead of the list at this point in the plan makes clear that these are meant to be a minimum with regard to good design rather than a prescriptive or comprehensive list.</p>

48	7. Community Actions and Projects Section 4.4 · Suggest add home/building insulation and damp remedial on – a pre-cursor to item a.		Individual	<p>The Steering group is aware of ongoing work by West Devon Borough Council regarding home insulation and damp. The Council has been awarded funding from by the Department of Energy Security and Net Zero (DESNZ) to improve the energy efficiency of 200 homes across South Hams and West Devon by March 2025. HUG2 will be delivered in partnership with local community energy groups, supporting the applicant throughout the whole process.</p> <p>HUG2 focuses on a whole house approach, ensuring a solution is developed for the whole home. This would start with a fabric first approach - the insulation, and then low-carbon heating, and if possible, any further measures. <a href="https://www.westdevon.gov.uk/housing/housing-support/housing-grants-loans-and-services/help-reduce-fuel-bills/home-upgrade-grant">https://www.westdevon.gov.uk/housing/housing-support/housing-grants-loans-and-services/help-reduce-fuel-bills/home-upgrade-grant</a></p> <p>As this is already underway, it has not been replicated for community action in the plan.</p>
48	8. Suggest the document has an abbreviations list. This should also include abbreviations imported from other documents e.g. on maps and diagrams.		Individual	<p>Thank you for this suggestion. An abbreviations list will be included in the revised Plan.</p>
48	9. Housing Section 5. · This section addresses standard housing but there is no reference to ensuring Tavistock maintains, encourages or expands other accommodation such as nursing/care homes, sheltered accommodation supported living, etc. There should be an objective of maintaining/developing these facilities and as a 1st step identifying existing facilities.		Individual	<p>Following the Reg 14 consultation HOU3 has been clarified with additional text regarding housing for the elderly, including the need for an extra care facility for Tavistock.</p>
48	10. Community Actions and Projects p.51 · Work with partners to improve existing house/building standard especially with respect to damp and insulation standards		Individual	<p>Damp and insulation are addressed through Building Regs nationally rather than through the local planning system. Therefore the respondent is pointed to <a href="https://www.gov.uk/housing-local-and-community/building-regulation#policy_and_engagement">https://www.gov.uk/housing-local-and-community/building-regulation#policy_and_engagement</a></p>



48	<p>11. Community Facilities Maps and Legend Map3a-3c p.53-55</p> <ul style="list-style-type: none"> <li>· There seems to be a problem with legend numbering around no.'s 19 &amp;20 which makes later no.'s incompatible e.g. 21 is Tavistock Cricket Club not Tavistock Athletics Club</li> <li>· There are a number of missing sporting facilities such as Tavistock Squash Club, Tavistock Hockey Club and Whitchurch Cricket Club.</li> <li>· What about community facilities such as doctor surgeries, police station, local hospitals, fire station etc.</li> <li>· What about community facilities such as venues such as Kings (Picton Lane). Community halls are not just for meetings but also for leisure activities.</li> </ul>		Individual	<p>The planning policy has to be about land-use and not about organizations per se. The community facilities listed in these policies can support the buildings or land they use from loss, but cannot provide support for clubs without identified facilities. The Steering Group has updated the list of facilities and produced a report regarding the methodology for respondents to examine.</p>
48	<p>12. Community Organizations</p> <p>There seems to be no recognition of importance of maintaining community organizations including a healthy voluntary sector such as:</p> <ul style="list-style-type: none"> <li>· Essential services such as doctor surgeries, police station, local hospitals, fire station etc. – there does not seem to be any recognition of their importance to the town anywhere in the document.</li> <li>· Children (e.g. Scouts, Brownies, .....)</li> <li>· Teenagers</li> <li>· Elderly (nursery/care homes, assisted living, ...)</li> <li>· Vulnerable (food banks, ...)</li> <li>· Voluntary (TASS, CA, Lions .....)</li> <li>· Public houses</li> </ul>		Individual	<p>The planning policy has to be about land-use and not about organizations per se. The community facilities listed in these policies can support the buildings or land they use from loss, but cannot provide support for clubs without identified facilities. The Steering Group has updated the list of facilities and produced a report regarding the methodology for respondents to examine.</p>
48	<p>13. Environment Section 8 Map 4: Local Green Space p.65</p> <p>Not exactly sure why common around Tavistock Cricket Club, Pimple, golf course and Middlemoor not included.</p>		Individual	<p>Whitchurch Common is not eligible for designation as a Local Green Space due to the size of the common (exceeding 10 Ha) and the fact that it is already designated as a common (commons are excluded from LGS designation). However, we have amended the Plan to acknowledge and explain its exclusion.</p>

48	14. Map 10: Locally Valued Landscape, Views and Vistas p.10 · Slightly surprised that moorland views from the Pimple not included. · Perhaps include a photo montage of these valued views as not all will be familiar.		Individual	The Pimple lies on the eastern edge of the Parish. There is only a small area of land that looks towards the moor from the Pimple, between the Pimple and the Parish boundary (and therefore over which the Plan applies). This area is common land, which is already protected from development. The Plan includes a link to the 'Locally Important Views in Tavistock Parish' report in which photographic evidence is provided.
48	15. Heritage p80. · Grade 1 and Grade 2 headings not clear.		Individual	Noted. The maps in the plan are for illustrative use and planners will be working from professional mapping services to identify heritage designations. The public may access maps online through Historic England which show all listed heritage properties <a href="https://historicengland.org.uk/listing/the-list/map-search/">https://historicengland.org.uk/listing/the-list/map-search/</a>
48	16. Map 17b: Proposed Active Travel Potential Improvements (South) p.102 There are several footways between Green Lane and Down Road so not clear on intention.		Individual	Text in label amended to "Accessible footway on Green Lane and round corner to Down Road" for clarity.
48	17. Facilitating Pedestrian Access p104 TC3: Facilitating Pedestrian Access relates to furniture that needs planning permission. What about furniture that does not require planning permission? Shouldn't this plan indicate strong preference for this policy to act as a guideline for permitted development furniture?		Individual	Supporting text to Policy TC3 has been added to encourage voluntary reference to the principles for installations which do not require planning permission. Note that this cannot be enforced.
48	18. Supporting Reinstatement of the former Railway Line Section 10.5. For people not familiar with the original rail line routing or the proposed new location of the railway station an annotated map would be helpful. Although TC4 address the railway line itself what about the railway station infrastructure (station, car park, access, power supply etc., impact on others)? The policy should perhaps address these issues as well.		Individual	The likely station location is near the tip of the arrow from the relevant text on Map 17b. The general policies in the NDP will apply to the building of the railway station, including factors such as accessibility, sustainability, and impact on views.

48	19. Fibre Infrastructure Section 10.7. Similar issue to item 17. Shouldn't this plan indicate strong preference for this policy to act as a guideline for permitted development furniture?		Individual	Policy TC7 is not suitable for the suggested generalisation to situations outside planning scope.
48	20. TC7: Fibre Infrastructure p.107 Why include "unless there is evidence .....or economically viable". There is nowhere within Tavistock where this should apply. This is just opening an unnecessary door. In my opinion the plan should state a preference for full-fibre connections rather than wireless to minimise street furniture (tall telegraph polls) and probably better connectivity/reliability even if a bit more disruptive to install.		Individual	Policy TC7 aims to be supportive of wider West Devon policy. A significant change of the nature proposed is not justified on the basis of a single comment. Fibre infrastructure noted as an area for potential consideration in a future review of the NDP.
48	21. Parking Provision for bicycles, E-scooters and Mobility Vehicles p.108 Similar issue to items 17 and 19. Shouldn't this plan indicate strong preference for this policy to act as a guideline for permitted development infrastructure?		Individual	Encouragement to apply this policy where planning permission is not required has been added to the supporting text in Section 10.8. This cannot be enforced.
48	22. Within the document there is reference to Tavistock expansion, EV chargers, heat pumps etc. but there is no information/comment as to whether the existing electrical infrastructure can accommodate this expected expansion or whether upgrades will be required and what this might involve and how it might impact the town.		Individual	Thank you for raising this point. Such provision is a statutory undertaking down to National Grid and Western Power as infrastructure providers and thus lies outside the agency of the Neighbourhood Plan.
48	23. Within the document there is no reference to reuse, recycling and waste disposal or the Crowndale Waste / Recycling centre or any aspirations/targets, expansions, pollution or sustainability related to this. Waste is the responsibility of Devon County Council but has potential impacts on Tavistock.		Individual	Waste is either a service provided by the Local Authority or, in relation to waste planning, by Devon County Council as the Waste Planning Authority. This lies beyond the purview of the Neighbourhood Plan.

48	24. Within the document there is no reference to water supply and capacity and whether there are any potential impacts of increased expansion on Tavistock area.		Individual	Water supply is a statutory service provision and lies beyond the purview of the Neighbourhood Plan.
48	25. Within the document there is reference to SuDS but no reference to sewage treating capacity and performance, river quality and any future planned improvements/expansions. Not clear if planned expansion will require sewage works upgrade and any impacts.		Individual	Sewerage capacity is already addressed in the planning system and by Building Regulations. Most planning applications (for major development), as part of the planning application validation list, must submit details of sewerage arrangements as part of the Utilities Statement (see <a href="https://www.westdevon.gov.uk/planning/planning-applications/apply/planning-validation/local-requirements/utilities-statement">https://www.westdevon.gov.uk/planning/planning-applications/apply/planning-validation/local-requirements/utilities-statement</a> ). Smaller applications, where relevant, will be subject to building regulations and likely require a Foul Drainage Assessment (for example, see <a href="https://www.planningportal.co.uk/permission/common-projects/drains-and-sewers/planning-permission">https://www.planningportal.co.uk/permission/common-projects/drains-and-sewers/planning-permission</a> ). JLP DEV25 also covers sewers.
48	26. There does not seem to be any policy on the following: · Litter and dog poo in public and green spaces. · Street furniture advertisements.		Individual	These issues do not fall within the remit of a Neighbourhood Plan.
48	27. Do some of the objectives require a target or monitoring indicator so as to judge actual progress against the plan? Then progress against the plan could be recorded using a traffic light system (red, yellow and green) or similar technique. This requires having good up-to-date information of the current situation so that the future can be measured against it. Section 11 addresses monitoring of the plan for updates of the plan but does not measure actual performance against the plan		Individual	Once the plan is made, Tavistock Town Council and the Local Planning Authority will be the entities who monitor the plan. The suggestion for a traffic light system will be passed to both as a possible method for tracking progress across the objectives.

49	<p>From: Subject: Neighbourhood development plan number 6 Date: 11 March 2024 at 10:05:11 GMT To: Ursula Mann &lt;ursula.mann@tavistock.gov.uk&gt;</p> <p>Hi Ursula.</p> <p>Thanks for getting back to me yesterday,</p> <p>The area of concern is number 6 on the plan, covering Banawell park and the former swimming pool.</p> <p>We own the field surrounding the area and a small piece of it seem to have been included in area number 6.</p> <p>This shows our land edged in blue</p> <p>And to make it clearer we have annotated the below image of number 6.</p> <p>Hope this makes sense, as we are applying for a bat roost and couple of car parking spaces in that area it could make things really complicated if this is not adjusted.</p> <p>Many thanks for your help.</p> <p>If you need any more information please don't hesitate to contact me.</p>		Individual	This site has been amended to reflect the separate ownership of the area.
----	--	--	------------	---

50	<p>From: Sent: Tuesday, March 12, 2024 4:40 PM To: tavistockplan@gmail.com Cc: Subject: The Wharf</p> <p>I have read and in the main support the plan but was confused as to why The Wharf is mentioned as a town asset on p 12 but then not identified on p57 as a valued community facility nor is it mentioned as of heritage value, as far as I can see. Should it not be included? Regards</p>		Individual	<p>Support for the plan is appreciated and noted. The Wharf has been added as a community facility in the post Reg 14 plan. The Wharf is already a grade II listed building and therefore there was no additional benefit to be conveyed through the NDP.</p>
51	<p>From: Sally Parish Date: Thu, Mar 14, 2024 at 12:06 PM Subject: Tavistock Neighbourhood Plan Regulation 14 Consultation Notification - National Highways response To: tavistockplan@gmail.com &lt;tavistockplan@gmail.com&gt; Cc:</p> <p>Dear Tavistock Neighbourhood Development Plan Steering Group,</p> <p>Thank you for providing National Highways with the opportunity to comment on the pre-submission draft of the Tavistock Neighbourhood Plan. We are responsible for operating, maintaining and improving the strategic road network (SRN) which in this instance consists of the A30 trunk road running approximately 13km north of the Plan area and the A38 trunk road running approximately 14km south of the Plan area.</p> <p>Following our review of the pre-submission draft we are satisfied that the proposed policies within the Plan are unlikely to result in development which will adversely impact the SRN and we therefore have no specific comments to make. This does not however prejudice any future responses National Highways may</p>		National Highways	<p>The Steering Group thanks National Highways for their response to the NDP consultation.</p>

	<p>make on site specific applications as they come forward through the planning process, and which will be considered by us on their merits under the prevailing policy at the time.</p> <p>Kind regards,</p> <p>Sally Sally Parish, Highways Development Management, South West Operations National Highways   Ash House   Falcon Road   Sowton Ind. Estate   Exeter   EX2 7LB</p>			
52	<p>From: "Baker, Emily" Subject: Tavistock Neighbourhood Plan: SEA Screening Opinion Date: 14 March 2024 at 10:57:14 GMT To: Ursula Mann &lt;ursula.mann@tavistock.gov.uk&gt; Cc:</p> <p>Hi Ursula,</p> <p>Thank you for reviewing the SEA Screening Opinion for the Tavistock Neighbourhood Plan. It has been updated to include reference to the Morrisons store.</p> <p>I sent the Screening Opinion out to consultation on Monday. It has been sent to the statutory consultees (Natural England, Historic England, and the Environment Agency), as well as your provided contacts at West Devon Borough Council, and to contacts at the Dartmoor National Park.</p> <p>I will be in touch when consultation ends (16th April) with any responses.</p> <p>Kind regards, Emily</p> <p>Emily Baker BSc (Hons), MSc, GradIEMA</p>		Aecom	Noted. No action required.

	She/Her Graduate Environmental Planner, Environment and Sustainability, UK&I			
53	<p>From: Nita Jarram Sent: 15 March 2024 15:43 To: Tavistock Information Subject: West Devon Visitor Economy data Importance: High</p> <p>Good afternoon, I hope you are well. I wanted to send you a copy of some Visitor Economy reports that we commissioned from South West Research Company, following on from the Tavistock data I sent to you a while ago. Attached is a report for West Devon, a summary report for Tavistock and the South West How's Business Survey which was carried out last Summer and offers an overview of 2023.</p> <p>Although tourism data always runs one year behind, some of the 2022 data was late in being released, hence the report only just becoming available. We have been assured that the West Devon 2023 report will be ready a lot earlier, hopefully later this year.</p> <p>The South West Research Company has also produced a spreadsheet showing comparative data going back to 2005 (although there are a few years missing – namely 2014-2018 and 2021). This offers an insight into how the industry has changed over the years and that 2022 figures climbed back up to sit just below pre-pandemic figures of 2019.</p> <p>If you would like to see this spreadsheet or have any questions regarding the overall data, please do let me know.</p> <p>Many thanks, Nita.</p>		West Devon Borough Council	This additional evidence is welcomed and noted by the Steering Group.



54	<p>From: Sent: Tuesday, March 19, 2024 12:46 PM To: tavistockplan@gmail.com Cc: Subject: Access to proposed Rail Station</p> <p>With the DFT this week discussing the reopening of the Tavistock - Plymouth line, I believe that the NP should concentrate on an access policy to the proposed station off the Callington Road.</p> <p>1 The present access is really only for vehicles through a tortious route within the new Estate. There does not appear to be any thought for access by pedestrians and those using cycles, but there is a fairly easy answer.</p> <p>2 To develop a cycle and pedestrian route from the Plymouth road, where:</p> <p>a On the southern side there is a public footpath, passing Tavistock College and then crossing into Highfields and Monksmead estate.</p> <p>b There is an existing road, on the northern side of the canal, leading towards Monksmead estate but separated by a boundary fence.</p> <p>Both routes come out below the proposed Station site and a flight of steps or a smooth surface gives immediate access to the trains.</p> <p>This means that there is a pleasant access route available from the Town and especially from residents of Bishopsmead and Whitchurch and where the distance is probably near the same as if you had to walk up to the site of the old station at Kilworthy Park.</p> <p>There is the added bonus of access from Tavistock</p>		individual	<p>The need for a walking and cycling route to the proposed station from the south is indicated on Map 17b. While the Neighbourhood Plan does not propose a specific route at this stage, the Steering Group has drawn this point to the attention of West Devon BC staff involved in preparation of the Local Walking and Cycling Infrastructure Plan.</p>
----	--	--	------------	---

	<p>College where at least two coaches each day carry schoolchildren to Bere Alston and Bere Ferrers. Those two coaches generate 12 movements per day through Tavistock, when you consider empty trips to and from the College each day. Also knowing schoolchildren I am sure that they will soon find a short route to the station! A number of the College staff are also likely to use the train in their journeys to work.</p> <p>3 Finally would you please consider the size of the proposed railway car park with the station attracting passengers from outside Tavistock.</p> <p>Please give consideration to the above and propose appropriate policies.</p> <p>Thank You</p> <p>--</p> <p>Remember Confucius said, " One phone call equals five E mails!"</p>			
55	<p>From: Catherine  Subject: Tavistock Neighbourhood Plan  Date: 20 March 2024 at 17:40:41 GMT  To: Ursula Mann &lt;ursula.mann@tavistock.gov.uk&gt;, Matthew Godfrey &lt;vicar@tavistockparishchurch.org.uk&gt;, Dear Ursula</p> <p>Thank you so much for meeting with us on Tuesday.</p> <p>We wish to record that the Vicar and Churchwardens support the designation of Tavistock Parish Church Churchyard as a Green Space in line with the Neighbourhood Plan.</p> <p>Very best wishes  Catherine</p>		Vicar and Churchwardens Tavistock Parish Church	Confirmation that Tavistock Parish Church Churchyard can be included as a Local Green Space is appreciated and noted.

56	<p>From: Brady-Hooper, Rachel  Date: Thu, Mar 21, 2024 at 8:31 AM  Subject: Tavistock Neighbourhood Plan - Reg 14 Submission  To: tavistockplan@gmail.com  &lt;tavistockplan@gmail.com&gt;  Cc: Turner, Danielle</p> <p>Good morning</p> <p>Please find attached reps on behalf of Barratt David Wilson Homes, for the Tavistock Neighbourhood Plan consultation.</p> <p>Kind regards</p> <p>Rachel Brady-Hooper</p> <p>Land Manager</p> <p>Barratt David Wilson Homes (a trading name of BDW Trading Ltd)  Vanguard House, Yeoford Way, Matford Business Park, Exeter, Devon EX2 8HL</p>		Barratt David Wilson Homes	The Steering Group thanks Barratt David Wilson Homes for their representation during the consultation and has separately responded to the comments in the attachment by topic.
56	<p>This letter is submitted in response to the Tavistock Neighbourhood Plan (TNP) under Regulation 14 of the Neighbourhood Planning (General) Regulations 2012. Legal Requirements</p> <p>Before a Neighbourhood development plan can proceed to referendum, it must be tested against a set of basic conditions in paragraph 8(2) of Schedule 4b of the Town and Country Planning Act 1990 (as amended). The basic conditions that the TNP must meet are as follows:</p> <p>“(a) Having regard to national policies and advice contained in guidance issued by the Secretary of State, it is appropriate to make the order.</p> <p>(d) The making of the order contributes to the achievement of sustainable development.</p>		Barratt Homes / David Wilson Homes	The NDP as proposed complies with Regulation 14 of the Neighbourhood Planning (General) Regulations 2012 and the principals of sustainable development in the NPPF.

<p>(e) The making of the order is in general conformity with the strategic policies contained in the development plan for the area of the authority (or any part of the area).</p> <p>(f) The making of the order does not breach, and is otherwise compatible with EU obligations.</p> <p>(g) Prescribed conditions are met in relation to the Order (or plan) and prescribed matters have been complied with in connection with the proposal for the order (or Neighbourhood plan).”</p> <p>Barratt David Wilson Homes (a trading name of BDW Trading Ltd) Vanguard House, Yeoford Way, Matford Business Park Exeter, Devon EX2 8HL Registered in England and Wales. Reg No. 03018173. Reg Office: Barratt House, Cartwright Way, Forest Business Park, Bardon Hill, Coalville, Leicester, LE67 1UF</p> <p><b>National Planning Policy Framework</b> The National Planning Policy Framework (the Framework) sets out the Government’s planning policies for England and how these are expected to be applied. In doing so, it sets out the requirements for preparing Neighbourhood plans to be in conformity with the strategic priorities for the wider area and the role they play in delivering sustainable development to meet development needs. At the heart of the Framework is a presumption in favour of sustainable development, which should be seen as a golden thread through plan-making and decision-taking. This means that plan makers should positively seek opportunities to meet the development needs of their area and Local Plan should meet objectively assessed housing needs, with sufficient flexibility to adapt to rapid change. This requirement is applicable to Neighbourhood plans. The recent Planning Practice Guidance (PPG) updates make clear that Neighbourhood plans should conform to national policy requirements and take account of the</p>			
--	--	--	--

	<p>most up-to-date evidence. This is so that the TNP can assist West Devon Borough Council in delivering sustainable development and be in accordance with basic condition (d).</p> <p>The application of the presumption in favour of sustainable development will have implications for how communities engage with Neighbourhood planning. Paragraph 13 of the Framework makes clear that Qualifying Bodies preparing Neighbourhood plans should develop plans that support strategic development needs set out in Local Plans, including policies for housing development and plan positively to support local development.</p> <p>Paragraph 15 further makes clear that Neighbourhood plans should set out a succinct and positive vision for the future of the area. A Neighbourhood plan should provide a practical framework within which decisions on planning applications can be made with a high degree of predictability and efficiency. Neighbourhood plans should seek to proactively drive and support sustainable economic development to deliver the homes, jobs and thriving local places that the country needs, whilst responding positively to the wider opportunities for growth.</p> <p>Paragraph 29 of the Framework makes clear that a Neighbourhood plan must be aligned with the strategic needs and priorities of the wider area and plan positively to support the delivery of sustainable growth opportunities.</p>			
56	<p><b>Policy SD1</b> Barratt David Wilson Homes (Exeter) support the general thrust of draft Policy SD1 'High Quality Sustainable Design' which echoes national policy in elevating the importance of good and sustainable design and acknowledge the important role that development can have in assisting to address the challenges posed by climate change. The introduction of the Future Homes Standard in 2025 will ensure that new build houses are future-proofed with low carbon</p>		Barratt Homes / David Wilson Homes	Support for SD1 is noted and welcomed.

	<p>heating with the intention that an average home will produce 75% lower CO2 emissions than one built to current energy efficiency requirements.</p> <p>Whilst exceeding the sustainability standards above those required by Building Regulations is encouraged by draft Policy SD1, this must ultimately be done in the context of considering site viability for any scheme.</p> <p><b>Conclusions</b></p> <p>Barratt David Wilson Homes (Exeter) welcomes the opportunity to comment on the Regulation 14 Tavistock Neighbourhood Plan consultation and we would like to be kept informed as the Neighbourhood plan progresses.</p>			
57	<p>From: Sarah Charker  Subject: Re: Green Space Designation, Tavistock  Date: 21 March 2024 at 16:53:13 GMT  To: Ursula Mann &lt;ursula.mann@tavistock.gov.uk&gt;  Cc: David Curry</p> <p>Hi Ursula,  I am sorry for the delay in getting back to you, it has been a particularly hectic couple of weeks. It seems that there is some uncertainty within the diocese as to who would authorise the Green Spaces Designation of churchyards.</p> <p>There are already many regulations and processes in place to protect these spaces as you can imagine! There has been concern voiced that by allowing these spaces to be designated as green spaces this may prove a barrier in the future to their primary use of being church space. Thinking more widely I am aware of a church in Devon who are aiming do a small modern development linked to the building to facilitate better space for the church and community. Across the country there are many churches who have completed sensitive developments which enhance the use of the building for the needs of the modern church - as you can imagine there are already many 'hoops' that</p>		Exeter Diocese	Following Reg 14, the Diocese position on designation of churchyards as Local Green Space has now been confirmed as allowing local parish churches to decide whether to support the designation.

	<p>churches need to go through to achieve something like this. There is concern that setting a precedent that churchyards are designated green spaces could be a barrier for some churches should they wish to pursue a project on their land.</p> <p>Please could I ask that you put this on hold whilst I do some further research on this, as it certainly isn't my decision but it seems that it also may not be down to the PCC as I first thought.</p> <p>Sorry for the mixed messages on this, I am fairly new to the diocese and I am still getting my head around all other processes and committees etc.!</p> <p>Every blessing,</p>			
58	<p>From: Graham Swiss  Date: Friday, 22 Mar 2024 at 1:46 pm  To: tavistockplan@gmail.com  Cc: Cllr Ursula Mann SW-Neighbourhood Planning  Subject: Tavistock NP Reg.14 consultation - WDBC response</p> <p>Please find attached the response to the current consultation from WDBC.</p> <p>Kind regards,</p> <p>Graham Swiss   Senior Strategic Planning Officer,  Planning Services  South Hams District Council   West Devon Borough Council</p>		West Devon Borough Council	The Steering Group thanks West Devon Borough Council and particularly the Neighbourhood Planning team for their advice, assistance and considered comments on the NDP. The individual comments from the attachment have been separately addressed by topic.

58	<p>From: Graham Swiss  Date: Friday, 22 Mar 2024 at 2:31 pm  To: Cllr Ursula Mann  Cc: SW-Neighbourhood Planning Amanda Urmson ,  Jon Parkinson  Subject: RE: Tavistock NDP</p> <p>Hi Ursula,</p> <p>I have just submitted the WDBC response by e-mail (copied to you).</p> <p>Please find a copy attached.</p> <p>Most of the comments made informally previously have been taken on-board and I think that the plan is shaping-up very well! I hope that you receive a good level of response, and that this is very largely positive.</p> <p>The WDBC response includes several comments from our Landscape Specialist (Amanda Urmson), with some concern. Although this is an 'objection' I suppose, it is made in a positive light. Amanda understands what you are seeking to achieve, but considers that you can go further – so her comments are seeking to strengthen the plan in these regards.</p> <p>In order to assist, Amanda has provided the following (in addition to her more 'formal' comments that are included in the WDBC response). Helpfully Amanda has provided some references to other NPs' policies, as good examples:</p> <p>I remain concerned that the plan is still not adequately addressing many of the issues that I raised informally last November / December, especially in terms of what makes the town 'special', and therefore what is it that they are seeking to protect and enhance.</p>		West Devon Borough Council	The Landscape Officer, following review of the design guide and supporting evidence following Reg 14 has withdrawn these comments.
----	--	--	----------------------------	--



<p>There are other 'made' NP plans that have quite good examples of how they have embedded the issue of respecting / responding to / reinforcing local character and distinctiveness throughout all of their plan policies – which so far, this one is not obviously achieving.</p> <p>For example, the Totnes NP:</p> <p>Policy En1: Sustainable development and the settlement boundary, manages to cover local identity, character and distinctiveness, and the importance of high quality design and avoiding adverse impacts.</p> <p>The section on Local Identity which works well, leading to policy V1 – which is all about respecting local distinctiveness and historic character. It also has a well-worded policy on development and design (En2).</p> <p>Section 3 - 'What makes Totnes special' – supported by an appendix that identifies and describes the town's different neighbourhoods.</p> <p>Section 4.4 - Landscape setting of Totness – En4 is quite simple, but clear!</p> <p>Salcombe's NP has a clear, stand-alone policy for important views and vistas which is quite effective: SALC Env6 locally important views.</p> <p>The North Tawton NP:</p> <p>Theme 1: Policy CH2 - clearly worded policy for design, heritage and the built environment –, which makes reference to the North Tawton Town Design Statement, but also emphasises the need to respect the key characteristics of the surrounding built environment, as well as the visual character and quality of the wider landscape.</p> <p>Key views in this policy, with reference to minimising adverse impacts and effective mitigation.</p> <p>Theme1:PolicyCH3 – Important Amenity Views and Landscape Character importantly, the supporting text refers to published Landscape Character Assessments</p> <p>Theme 3:Policy E1 Local Employment Land – development proposals will be supported which would ... have no adverse impacts on the quality of ... the character of the built and natural environment and the</p>			
---	--	--	--

<p>site setting – and repeated again in Policy E3- Live-Work Units. Also, the following comments are from Jon Parkinson. These are largely providing background information – which I trust will be useful to you and may help inform the thinking behind the plan, without necessarily being included in it.</p> <p>I would add that the SHWD PPS and Joint Sports Facilities Plan provide a summary position below for the local provision in Tavistock:</p> <p>3G FTP – although no substantial increase in population is predicted to 2034, situation to be kept under review. The current facility at Tavistock College will need major enhancements and possibly replacement in order to meet the requirements for being re-registered by the FA in 2024. Tavistock CC’s ground has no spare capacity at peak times and the other pitch serving the town, need for an additional 0.5 of a new pitch to meet future demand. Rugby: Continuation of purchase of freehold of rugby pitches for Tavistock RFC, need for an additional 0.5 of a new pitch to meet future demand. Hockey: Construction of clubhouse for Tavistock Hockey Club at Mount Kelly College. Meadowlands Leisure Centre – the swimming pool is over 30 yrs. old and requires improvements to maintain its provision.</p> <p>I have copied this e-m to Amanda and Jon – they would be happy to advise you as you consider the comments and any amendments to the plan following the current consultation.</p> <p>I hope that you will find this to be helpful.</p> <p>Kind regards,</p>			
---	--	--	--

	<p>Graham</p> <p>Graham Swiss   Senior Strategic Planning Officer, Planning Services South Hams District Council   West Devon Borough Council</p>			
58	<p><b>Section 2: Vision, Aims and Objectives</b></p> <p>The vision statement refers to Tavistock safeguarding its natural and built historic environment, but the Aims and Objectives place little emphasis on the importance of respecting local character and distinctiveness.</p> <ul style="list-style-type: none"> <li>• Objective xiii), p22 'respect the town's character' in relation to business development ...not very strong.</li> <li>• Aim 7. mentions 'landscape attractiveness' (a very woolly and imprecise term that will be difficult to interpret effectively).</li> <li>• Objective xxi) 'value and protect landscape, its role and character and the views it frames as part of Tavistock's setting' ...another imprecise statement.</li> </ul> <p>There are up-to- date, strong evidence base documents available to refer to (published landscape character assessments, Protected landscapes' management plans, Conservation Area appraisals, the Design Codes and Guidance, etc.).</p> <p>Greater emphasis should be given to set the expectation for new development (for employment / housing etc.):</p> <ul style="list-style-type: none"> <li>• ensure that new development protects, conserves and enhances the CMWHS and its setting ...</li> <li>• have due regard of its impact on nationally protected landscapes, landscape and townscape character and green infrastructure...</li> <li>• respect the character and distinctiveness of the town and surrounding landscape...</li> <li>• the distinctive local character and valued scenic qualities...</li> </ul>		West Devon Borough Council	The Vision, Aims and Objectives of the plan were confirmed at an earlier stage of public consultation and so are not being revised at this point. Aims and objectives need to present a balance between being specific enough for intent to enable policies to be 'hung' from them, providing a 'hook' but not too detailed to not provide flexibility when it comes to policy development.

58	<p><b>Objective vii)</b>  <b>Support the use of community land trusts to achieve affordable, sustainable and high-quality housing design for the benefit of local people</b></p> <p>This should make reference to community led developments not just CLT's. This would provide flexibility within the plan but still focus this on community!</p>		West Devon Borough Council	HOU1 is drafted to include community led development other than community land trusts. However, following the consultation the title and descriptive text has been updated to ensure that this wider support for community led development is clear.
58	<p><b>S.1 Introduction</b></p> <p>There should be early (and frequent, as appropriate) reference to the CWDML WHS. Para. 1.2.2 refers at the outset to the DNP and TVNL, but not to the WHS – which is of international importance as a heritage asset of the 'highest significance'.</p>		West Devon Borough Council	Noted. Following discussion with WDBC the references to the World Heritage Site were reviewed in this section of the plan and agreed to be sufficient.
58	<p><b>Section 4: Sustainable Development</b></p> <p>This section refers to the DNP Local Plan policy but could also refer to the management plans for both the DNP and for the CWDMLWHS – both of which cover sustainability issues.</p> <ul style="list-style-type: none"> <li>• DNP Partnership Plan</li> <li>• CMWHS Management Plan, section 6.2.1, addressing the issue of Neighbourhood Plans...</li> </ul> <p>4.2 High Quality Sustainable Design - bullet points on good design: 'integrate new development with its surroundings while also providing identity' - this could be much more strongly phrased, in terms of respecting local character and distinctiveness and sense of place. For example, Policy SD2: Small Scale Renewable and Low Carbon Energy Proposals – the wording is more appropriate as it is stronger and gives a clear indication that proposals should be supported by a proportionate assessment of potential effects on the environment.</p>		West Devon Borough Council	<p>Management Plans have been added as a reference.</p> <p>On review of Design Guide, WDBC was satisfied that local distinctiveness was addressed appropriately in the plan.</p>

58	<p><b>S.5 Housing Policy HOU1: Community Land Trusts</b></p> <p>The policy should reference wider than just CLT's, because as currently drafted this would likely restrict other community groups coming forward if they were not constituted as a CLT. A wider reference would provide an appropriate and more flexible approach.</p>		West Devon Borough Council	HOU1 is drafted to include community led development other than community land trusts. However, following the consultation the title and descriptive text has been updated to ensure that this wider support for community led development is clear.
58	<p><b>S.6 Business Policy B2: Town Centre Development and Protecting Character</b></p> <p>This policy contains a lot of 'negative' phraseology and emphasis. Clauses i) – iv) could be re-phrased to indicate supportable approaches, such as 'should enhance'... 'should reinforce' ... 'should 'do" whatever it is without harming the special qualities / distinctive characteristics / environmental qualities... etc.</p>		West Devon Borough Council	The phrases used have been supported and encouraged by Historic England in other 'Made' Neighbourhood Plans which the local planning authority acknowledged during post-consultation discussion with their Neighbourhood Planning team.
58	<p><b>S.7 Community Facilities</b></p> <p>On p.50 there is a list of relevant JLP policies. Policies DEV 3: Sport and Recreation, DEV 4: Playing Pitches and DEV 5: Community Food Growing and Allotments are also relevant in this section and should be included.</p>		West Devon Borough Council	Noted and added.
58	<p><b>S.8 Environment</b></p> <p>Re. the second paragraph of the introduction (p.61) – this is a strong statement and is supported. However, it should include reference to the CWDMLWHS – which is a landscape designation, even though historic / industrial. So reference to JLP Policy DEV22 ought to be included, and the relevant management plans for the Tamar Valley National Landscape and the CWDMLWHS.</p>		West Devon Borough Council	References have been added as requested.

58	<p><b>S.10 Transport and Connectivity</b></p> <p>P.103, first para. - up-date text as follows: The suggested links reflect, to a degree, some of the routes identified within the West Devon Local Cycling and Walking Infrastructure Plan (LCWIP) being considered as potential investment priorities by WDBC through the West Devon LCWIP (although at the time of writing the LCWIP has not been completed).</p> <p>P.108, first para – please delete the final sentence, as this cannot be confirmed: It is understood that work done to help develop the West Devon LCWIP suggests that community groups see the benefit in providing additional parking facilities for bicycles</p>		West Devon Borough Council	P103 amended as requested. P108 reworded to remove reference to West Devon LCWIP, but cites same evidence from community group as this was also provided direct to the NDPSG.
58	<p><b>Policy HOU3: Responding to Local Housing Needs (Tenure, Type, Size and Mix)</b></p> <p>HOU3 – Concern that there is an over-reliance on the March 2023 Housing Needs Assessment. When assessing the appropriate tenure, type, size and mix of any housing development it is important to take into account other datasets and evidence from the local authority (regardless of the status of the HNA). These are of no less relevance than the HNA, which as time progresses will become increasingly out-of-date and therefore other sources of data will be of significant relevance. Therefore, clause 2 of the policy would be better if it deleted the opening phrase (reference to the HNA) and started ‘Proposals should be informed by updated data...’</p> <p>This change in emphasis, by recognising the importance of other sources of information to give a comprehensive and accurate picture of the true housing needs, will better ensure that Objective ix) can be achieved.</p>		West Devon Borough Council	Following consultation with the LPA they are satisfied that this provision is open enough to include the data referenced in the comment.

58	<p><b>Policy CF1: Protecting Locally Valued Community, Play and Sports Facilities from Loss</b></p> <p>Number 20 is listed as Tavistock Amateur Football Club. Understand that their correct name is Tavistock Association Football Club.</p> <p>Several important community facilities appear to be missing from the list in policy CF1, e.g. Tavistock Community College 3G pitch and Tavistock Community College Sports Hall (both of which have community use), Whitchurch Cricket Club ground, Tavistock Hockey Club and The Wharf.</p> <p>The numbering within policy CF1 needs to be checked; numbering re-starts at i after number vii. There also appear to be more sites listed in the policy than on the list on p.56 (some sites are listed twice e.g. sensory garden – vii and xvi).</p>		West Devon Borough Council	<p>Thank you for your comments. The title of the football club has been updated.</p> <p>The planning policy has to be about land-use and not about organisations per se. The community facilities listed in these policies can support the buildings or land they use from loss, but cannot provide support for clubs without identified facilities. The Steering Group has updated the list of facilities and produced a report regarding the methodology for respondents to examine.</p> <p>The list has been updated to correct typographical errors.</p>
58	<p><b>Policy CF2: Community Infrastructure Projects</b></p> <p>It would be useful to add some further context to the projects listed in policy CF2 – why are these projects needed, what evidence of need is there, etc.? At the moment there's only a brief reference to them being identified through community consultation in the text at the top of page 57.</p> <p>It would add weight if potential sites could be identified/allocated within the plan for MUGA/allotments/cemetery/community arts facility. It is suggested that project i) 'skate park' should be changed to 'skate park redevelopment' to make it clear that there is an existing skate park and it won't be a completely new facility. Similarly, should project v) be 'cemetery extension'?</p> <p>As highlighted previously, there is a JLP 'hook' for</p>		West Devon Borough Council	<p>Following Reg 14, the Steering Group has collected some additional evidence regarding projects listed in CF2. A further report has captured the nature of the evidence that supported the list previously as well. Both have been added to the plan documents on the Tavistock Plan website.</p> <p>Potential sites have not been identified by the Steering Group although the allotment research and evidence makes clear that allotments are needed nearer to the South West of the Parish as there are already community allotments available in the North. Allocating a site, compared to having a generally supportive policy, provides additional certainty that a site will come forward assuming that it has demonstrated that the site in question is deliverable but it doesn't add "weight" over and above a generally supportive policy and site allocation could constrain opportunities to provide alternative sites.</p> <p>Skate park has been amended to 'skate park improvements' as redevelopment could be misconstrued as redevelopment</p>

	<p>securing contributions towards a replacement skate park, Meadows playpark improvement, new MUGA and new allotments. These is not a similar 'hook' for securing contributions towards a new cemetery (or extension) or a community arts facility, so consideration should be given to adding those to the NP.</p> <p>Suggest consideration is given to adding further projects to policy CF2 as follows:</p> <ul style="list-style-type: none"> <li>o 'vii) projects identified in the most up to date WDBC Playing Pitch Strategy (current version <a href="https://www.westdevon.gov.uk/leisure-and-outdoors/playing-pitch-strategy">https://www.westdevon.gov.uk/leisure-and-outdoors/playing-pitch-strategy</a>) .</li> <li>o 'viii) projects identified in the most up to date WDBC Sports and Leisure Facilities Plan (current version <a href="https://www.plymouth.gov.uk/our-plan-sport-and-leisure-facilities">https://www.plymouth.gov.uk/our-plan-sport-and-leisure-facilities</a>) .'</li> <li>o 'viii) club house/community building for Tavistock Athletics Club.'</li> </ul> <p>There may be other projects from sports clubs which fall outside the scope of the Playing Pitch Strategy and Sports and Leisure Facilities Plan which warrant inclusion e.g. tennis club, bowls club.</p>			<p>to anything. Cemetery has been changed to new site or extension because the main Plymouth Road cemetery is surrounded by existing developed land, so an extension may not be possible.</p> <p>The need for a 'hook' for contributions is intended by the policy in CF2.</p> <p>The Steering Group is happy to add these references to the community infrastructure project list.</p> <p>While the Steering Group would be happy to add any evidenced projects for other sports groups to the plan, the Steering Group has done so where it has gathered this evidence during consultation.</p>
58	<p><b>Policy ENV1: Local Green Space</b></p> <p>Although some justification for designation is provided in the list e.g. listing which criteria the site is 'demonstrably special and holding particular local significance for', it would be useful to include (in an appendix/evidence base) more information about each site - e.g. a general description, some photos and text explaining the justification for inclusion. This should include consideration of the details in the table below.</p>		West Devon Borough Council	WDBC following review of the Design Guide and supporting evidence from the NDP website following Reg 14 has withdrawn these comments.



58	<p><b>Policy ENV2: Extending Access into the Countryside</b></p> <p>The wording of this policy should be re-phrased. By finishing the policy with ‘...will be supported’ without qualifying this implies that proposals will be acceptable even if there is conflict with other policies or issues. It should be reworded to state that proposals will be supported when they demonstrate that the development will have no adverse impacts on the quality and character of the built and natural environment and the townscape/ landscape setting.</p>		West Devon Borough Council	All provisions in the NDP must be read as part of the local plan which includes a variety of provisions that will also apply and qualify the support in this provision. Following discussion with the LPA, the Steering Group has not amended this provision.
58	<p><b>Policy ENV3: Protecting and Enhancing Habitats and Biodiversity</b></p> <p>Clause 3 of the policy should include reference to Devon Landscape Character Assessments and West Devon Landscape Character Assessments. Including reference to the Devon Environment Viewer (ENV3.3.iii) is questionable – it is a database / mapping tool to signpost users to further information on a whole range of topics – so does this imply that everything it maps should be taken into account?</p>		West Devon Borough Council	The references have been added.
58	<p><b>Policy ENV4: Protecting and Enhancing Landscape Character, Views and Vistas</b></p> <p>Views, vistas and scenic qualities are important, but not to the exclusion of the character considerations. The absence of any reference to Landscape Character Assessments and Guidelines or any other character appraisals for the town is a significant oversight, as is absence of any reference to the nationally protected landscapes. The wording / emphasis of this policy is very concerning. And just because you can't see something, doesn't mean that it does not have an impact on character and perceptual qualities of the landscape.</p>		West Devon Borough Council	WDBC, following a review of the design guide and supporting evidence following Reg 14 has withdrawn these comments.

58	<p><b>Policy HER1: Protecting Local Heritage Assets</b></p> <p>The policy refers to LBs, SMs and CAs, but not to the WHS – which being of international importance should also be referenced.</p>		West Devon Borough Council	Noted and amendment made.
58	<p><b>Policy HER2: Priority Projects in the Historic Environment</b></p> <p>It is not clear why just these two specific projects are included. The policy would be better worded to apply generically, rather than to specific heritage assets.</p>		West Devon Borough Council	These two projects were identified through consultation with residents and interested parties. Additional information has been added to the website in support for these projects following the consultation. As heritage projects may take many years to complete, the Steering Group is satisfied that two projects are enough and that any additional projects could be added at the first review of the NDP.
58	<p><b>Policy TC4: Supporting the Reinstatement of the Former Railway Line</b></p> <p>Welcome references to the Conservation Area designation in the policy and text. Reference to Archaeology should also be included.</p>		West Devon Borough Council	This Conservation Area is described earlier in the Plan (section 9, Heritage). Given the strong support within public consultation for restoration of the rail line, it is not appropriate for the NDP to add to the wider planning policies for sites of potential archaeological interest under JLP SPT11 and the National Planning Policy Framework.
58	<p>Maps and a list of facilities have now been provided which is useful.</p> <p>There appear to be some discrepancies between the numbering on the maps (3a – 3c) and in the list on page 56 e.g. number 21 on map 3b shows the location of Tavistock Cricket Club but on the list on p56 number 21 is Tavistock Athletic Club. Numbering therefore needs to be checked.</p>		West Devon Borough Council	Much appreciated. The list has been updated and corrected following Reg 14.

59	<p>To: tavistockplan@gmail.com &lt;tavistockplan@gmail.com&gt;</p> <p>Please note the following comments made by NHS Devon Integrated Care Board and University Hospitals Plymouth NHS Trust in response to the Tavistock Neighbourhood Plan – Draft Consultation:</p> <p>Thank you for inviting the NHS to review the draft Neighbourhood Plan and we would like to highlight that access to both GP and hospital services are considered by the public as critical community facilities which supports their health and wellbeing.</p> <p>There is a perception that local health capacity will naturally grow with increases in demand however that is not always true.</p> <p>Following the recent Covid pandemic there is currently unprecedented demand on all NHS services and this along with an older population and additional new housing creates further pressure on the health system. Both NHS Devon Integrated Care Board (ICB) and University Hospital Plymouth (UHP) are actively engaged with the West Devon District Council planning teams and will be responding to all major planning applications should a development in your area create an adverse impact on the local health services.</p> <p>With this in mind and as sustainable access to healthcare is a key foundation for supporting health and wellbeing would it be possible for the introduction in 7.1 Community Facilities to also reference health services?</p> <p>Regards Malcolm Dicken   Head of LPA Engagement On behalf of NHS Devon Integrated Care Board (ICB)</p>		<p>NHS Devon Integrated Care Board and University Hospitals Plymouth NHS Trust</p>	<p>Thank you for the comments on the plan. The Steering Group is aware of the strong feelings of the community about the provision of GP and Hospital services locally, however, as a land use plan neither the Plan nor the planning system can increase the capacity of services. Essentially, GP and hospital services are not community facilities, but the Plan aims to protect the buildings from which those services operate. The Steering Group have made the distinction clearer in the text in 7.1 between facilities and services.</p>
----	---	--	--	--

60	<p>From: Date: Sat, Mar 23, 2024 at 6:59 PM Subject: Tavistock Plan Consultation Comments To: tavistockplan@gmail.com &lt;tavistockplan@gmail.com&gt;</p> <p>Good evening</p> <p>Further to the above consultation, having read through the plan and attending the meeting in the magistrates court we, that is ...support the Tavistock plan at referendum. Our age bracket is 65-74 Post code PL19 0JQ</p> <p>Kind Regards</p>		Individual	Support for the plan is appreciated and noted.
61	<p>From: Daniel Phillips Date: Fri, Mar 22, 2024 at 3:44 PM Subject: Tavistock Neighbourhood Plan - Regulation 14 consultation DCC Response To: tavistockplan@gmail.com &lt;tavistockplan@gmail.com&gt; Cc: Rachel Tuckett</p> <p>Good afternoon</p> <p>Please see attached Devon County Council's response on the draft Tavistock Neighbourhood Plan (Regulation 14). Also attached is the latest report from the Local Data Company for Tavistock as provided by the Economy team.</p> <p>If you have any queries regarding the response, please do not hesitate to get in touch.</p> <p>Kind regards,  Daniel Phillips</p>		Devon County Council	Noted. The Steering Group thanks Devon County Council for the considered response to the NDP consultation. The individual comments from the attachment are responded to separately by topic.

61	<p>Thank you for providing the opportunity to comment on the Tavistock Neighbourhood Plan. This response provides the formal views of Devon County Council in relation to:</p> <ul style="list-style-type: none"> <li>· Local education provision</li> <li>· Minerals and waste planning;</li> <li>· Economy; and</li> <li>· Gypsy and Traveler provision.</li> </ul>		Devon County Council	Noted.
61	<p><b>Local education provision</b></p> <p>The Tavistock Town education planning area includes one secondary school: Tavistock College, two primary schools: Whitchurch Primary and Tavistock Primary, and St Rumon's C of E Infants and St Peter's C of E Junior Schools.</p> <p>The continual review of birth data and registrations with GPs confirms a projected falling primary cohort across Devon in the short term and sufficient capacity in the local schools to meet numbers and parental preference.</p> <p>Looking ahead to the long-term future, the County Council could see a potential re- organisation of education in Tavistock to meet future need arising from the impact of the large allocated development sites in Tavistock town and other smaller development. The delivery of housing has been moderate in recent years and thus the transfer of the primary school site under the terms of the section 106 Agreement has not yet been triggered.</p> <p>Tavistock College has been successful in its bid to join the Department for Education's School's Rebuilding Programme which carries out major rebuilding and refurbishment projects across England. Tavistock College was selected in 2023 as one of three Devon secondary schools that will receive this funding. It is expected to formally enter the programme in 2025 but there is not a set date for completion of the works.</p> <p>Devon continues to see an increasing demand for special educational needs provision and has seen a significant increase in the number of children with</p>		Devon County Council	<p>The Steering Group welcomes and notes the comments of Devon County Council regarding the provision of education within the parish. Education infrastructure is a key concern that has been expressed throughout the consultation and it is important that the monitoring of school places and housing delivery in Tavistock remains under continual review to ensure that the education infrastructure needed to support local residents is in place.</p>

	<p>Education and Health Care Plans (EHCP) in recent years. Devon is currently revising its SEND (Special Educational Needs and Disabilities) Sufficiency Strategy and in response to this, is undertaking a county- wide strategy to increase Resourced Provision in mainstream schools to enhance inclusive capacity for learners with Education, Health and Care Plans. Devon is also exploring the provision of satellite SEND provision in Tavistock, linked to an existing Special School.</p> <p>The monitoring of school places and housing delivery in Tavistock remains under continual review.</p>			
61	<p><b>Minerals and waste planning</b></p> <p>The inclusion of policies in section 1.3 in relation to the Devon Waste and Mineral Plans are welcomed by the County Council. With regards to waste, it is advised that on p.21, Aim 1 could include sustainable waste management which could be added into objective iii. Policy SD1 could also refer to minimising waste and include sustainable waste management in construction.</p> <p>In relation to minerals, p.92 identifies the source of Hurdwick stone but the project is not covered by the plan. Hurdwick stone is listed as a key building stone within Table 6.1 of the Devon Minerals Plan for which Policy M15 supports the provision of Hurdwick stone. The Minerals Planning Authority would be happy to discuss any future proposals.</p>		Devon County Council	DEV 31 in the Joint Local Plan refers to policy W4 in the Devon Waste Plan and therefore the Steering Group believes that including specific information about waste management in construction would be duplicative of existing planning policy in the local plan.
61	<p><b>Economy</b></p> <p>The County Council is supportive of the aims within the Neighbourhood Plan in relation to boosting the town centre, retaining its character, and promoting independent shops and local spend particularly through Policies B1 and B2. It may be beneficial for these policies to be strengthened to promote commercial uses within the retail core and retain an attractive retail offer.</p> <p>Also attached alongside this letter for your reference is a Local Data Company report for Tavistock which may</p>		Devon County Council	Thank you for the Local Data Company report, which is useful information to help provide the up-to-date context for the town's economy. Within the context of the use classes order and rules set for permitted development, the proposed policies do all they can to support and help prioritise the retention of economic uses within the town centre. However, we will add some additional wording to the justification text for the policies to reinforce the intent that commercial and retail uses are preferred in the town centre.

	be useful in evidencing policies within the Neighbourhood Plan.			
61	<p><b>Gypsy and Traveler provision</b></p> <p>Neighbourhood Plans offer a good opportunity for local sites to be identified for Gypsy and Traveler provision in accordance with the assessed need outlined in the Plymouth and South West Devon Joint Local Plan. The County Council would welcome a consideration of Gypsy and Traveler provision within the Tavistock Neighbourhood Plan.</p>		Devon County Council	The allocation of Gypsy and Traveler provision is a strategic planning policy matter and one that requires site selection process in the first instance, which the Tavistock Plan has not completed because no site allocations are necessary in the plan. The NDPSG understands that the JLP is entering review this year and believes that this provision should be passed to the JLP team to assess across the entire plan area rather than solely the Tavistock plan area. As such, the comment has been passed to the LPA.
62	<p>From: SM-NE-Consultations (NE)          &lt;consultations@naturalengland.org.uk&gt;          Date: Mon, Mar 25, 2024 at 8:19 AM          Subject: Consultations Response - FAO Cllr Ursula Mann - Tavistock Neighbourhood Plan - Pre-submission Regulation 14 Consultation          To: tavistockplan@gmail.com          &lt;tavistockplan@gmail.com&gt;          For the attention of Cllr Ursula Mann</p> <p>Please find Natural England's response in relation to the above mentioned consultation attached.          Kind regards,          Sally Wintle</p>		Natural England	Noted

62	<p>Tavistock Neighbourhood Plan - Pre-submission Regulation 14 Consultation</p> <p>Thank you for your consultation on the above dated 09 February 2024.</p> <p>Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.</p> <p>Natural England is a statutory consultee in Neighbourhood planning and must be consulted on draft Neighbourhood development plans by the Parish/Town Councils or Neighbourhood Forums where they consider our interests would be affected by the proposals made.</p> <p>Natural England does not have any specific comments on this draft Neighbourhood plan.</p> <p>However, we refer you to the attached annex which covers the issues and opportunities that should be considered when preparing a Neighbourhood Plan and to the following information.</p> <p>Natural England does not hold information on the location of significant populations of protected species, so is unable to advise whether this plan is likely to affect protected species to such an extent as to require a Strategic Environmental Assessment. Further information on protected species and development is included in Natural England's Standing Advice on protected species .</p> <p>Furthermore, Natural England does not routinely maintain locally specific data on all environmental assets. The plan may have environmental impacts on priority species and/or habitats, local wildlife sites, soils and best and most versatile agricultural land, or on local landscape character that may be sufficient to warrant a Strategic Environmental Assessment.</p> <p>Information on ancient woodland, ancient and veteran trees is set out in Natural England/Forestry Commission standing advice.</p>		Natural England	Noted and added to evidence base. The advice appears to be generic and not specific to the Tavistock Plan.
----	---	--	-----------------	--



	<p>We therefore recommend that advice is sought from your ecological, landscape and soils advisers, local record centre, recording society or wildlife body on the local soils, best and most versatile agricultural land, landscape, geodiversity and biodiversity receptors that may be affected by the plan before determining whether a Strategic Environmental Assessment is necessary.</p> <p>Natural England reserves the right to provide further advice on the environmental assessment of the plan. This includes any third party appeal against any screening decision you may make. If an Strategic Environmental Assessment is required, Natural England must be consulted at the scoping and environmental report stages.</p> <p>For any further consultations on your plan, please contact: <a href="mailto:consultations@naturalengland.org.uk">consultations@naturalengland.org.uk</a>.</p> <p>Yours sincerely Sally Wintle Consultations Team</p>			
62	<ul style="list-style-type: none"> <li>• Managing existing (and new) public spaces to be more wildlife friendly (e.g. by sowing wild flower strips in less used parts of parks or on verges, changing hedge cutting timings and frequency).</li> <li>• Planting additional street trees.</li> <li>• Identifying any improvements to the existing public right of way network, e.g. cutting back hedges, improving the surface, clearing litter or installing kissing gates) or extending the network to create missing links.</li> <li>• Restoring neglected environmental features (e.g. coppicing a prominent hedge that is in poor condition, or clearing away an eyesore).</li> </ul> <p>Natural England's Environmental Benefits from Nature tool may be used to identify opportunities to enhance wider benefits from nature and to avoid and minimise any negative impacts. It is designed to work alongside Defra's Biodiversity Metric and is available as a beta test version.</p>		Natural England	Noted and added to evidence base. The advice appears to be generic and not specific to the Tavistock Plan.

62	<p><b>Wildlife habitats</b> Some proposals can have adverse impacts on designated wildlife sites or other priority habitats (listed here<sup>8</sup>), such as Sites of Special Scientific Interest or Ancient woodland<sup>9</sup>. If there are likely to be any adverse impacts you'll need to think about how such impacts can be avoided, mitigated or, as a last resort, compensated for.</p> <p><b>Priority and protected species</b> You'll also want to consider whether any proposals might affect priority species (listed here <sup>10</sup>) or protected species. To help you do this, Natural England has produced advice here<sup>11</sup> to help understand the impact of particular developments on protected species.</p> <p><b>Best and Most Versatile Agricultural Land</b> Soil is a finite resource that fulfils many important functions and services for society. It is a growing medium for food, timber and other crops, a store for carbon and water, a reservoir of biodiversity and a buffer against pollution. If you are proposing development, you should seek to use areas of poorer quality agricultural land in preference to that of a higher quality in line with National Planning Policy Framework para 112. For more information, see Guide to assessing development proposals on agricultural land <sup>12</sup>.</p> <p><b>Improving your natural environment</b> Your plan or order can offer exciting opportunities to enhance your local environment and should provide net gains for biodiversity in line with the National Planning Policy Framework. If you are setting out policies on new development or proposing sites for development, you should follow the biodiversity mitigation hierarchy and seek to ensure impacts on habitats are avoided or minimised before considering opportunities for biodiversity enhancement. You may wish to consider identifying what environmental features you want to be retained or enhanced or new</p>		Natural England	Noted and added to evidence base. The advice appears to be generic and not specific to the Tavistock Plan.
----	--	--	-----------------	--

<p>features you would like to see created as part of any new development and how these could contribute to biodiversity net gain and wider environmental goals. Opportunities for environmental enhancement might include:</p> <ul style="list-style-type: none"> <li>• Restoring a neglected hedgerow.</li> <li>• Creating a new pond as an attractive feature on the site.</li> <li>• Planting trees characteristic to the local area to make a positive contribution to the local landscape.</li> <li>• Using native plants in landscaping schemes for better nectar and seed sources for bees and birds.</li> <li>• Incorporating swift boxes or bat boxes into the design of new buildings.</li> <li>• Think about how lighting can be best managed to reduce impacts on wildlife.</li> <li>• Adding a green roof to new buildings.</li> <li>• Providing a new footpath through the new development to link into existing rights of way.</li> </ul> <p>Defra's Biodiversity Metric should be used to understand the baseline biodiversity value of proposed development sites and may be used to calculate biodiversity losses and gains where detailed site development proposals are known. For small development sites the Small Sites Metric may be used. This is a simplified version of Defra's Biodiversity Metric and is designed for use where certain criteria are met.</p> <p>Where on site measures for biodiversity net gain are not possible, you should consider off site measures. You may also want to consider enhancing your local area in other ways, for example by:</p> <ul style="list-style-type: none"> <li>• Setting out in your plan how you would like to implement elements of a wider Green Infrastructure Strategy (if one exists) in your community.</li> <li>• Assessing needs for accessible greenspace and setting out proposals to address any deficiencies or enhance provision. Natural England's Green Infrastructure Framework sets out further information</li> </ul>			
---	--	--	--

	<p>on green infrastructure standards and principles</p> <ul style="list-style-type: none"> <li>• Identifying green areas of particular importance for special protection through Local Green Space designation (see Planning Practice Guidance<sup>13</sup>).</li> </ul> <p>8  <a href="https://www.gov.uk/government/publications/habitats-and-species-of-principal-importance-in-England">https://www.gov.uk/government/publications/habitats-and-species-of-principal-importance-in-England</a>  9 <a href="https://www.gov.uk/guidance/ancient-woodland-and-veteran-trees-protection-surveys-licenses">https://www.gov.uk/guidance/ancient-woodland-and-veteran-trees-protection-surveys-licenses</a>  10  <a href="https://www.gov.uk/government/publications/habitats-and-species-of-principal-importance-in-England">https://www.gov.uk/government/publications/habitats-and-species-of-principal-importance-in-England</a>  11 <a href="https://www.gov.uk/protected-species-and-sites-how-to-review-planning-proposals">https://www.gov.uk/protected-species-and-sites-how-to-review-planning-proposals</a>  12 <a href="https://www.gov.uk/government/publications/agricultural-land-assess-proposals-for-development/guide-to-assessing-development-proposals-on-agricultural-land">https://www.gov.uk/government/publications/agricultural-land-assess-proposals-for-development/guide-to-assessing-development-proposals-on-agricultural-land</a>  13 <a href="https://www.gov.uk/guidance/open-space-sports-and-recreation-facilities-public-rights-of-way-and-local-green-space">https://www.gov.uk/guidance/open-space-sports-and-recreation-facilities-public-rights-of-way-and-local-green-space</a></p>			
62	<p>Annex 1 - Neighbourhood planning and the natural environment: information, issues and opportunities  Natural environment information sources  The Magic<sup>1</sup> website will provide you with much of the nationally held natural environment data for your plan area. The most relevant layers for you to consider are: Agricultural Land Classification, Ancient Woodland, Areas of Outstanding Natural Beauty, Local Nature Reserves, National Parks (England), National Trails, Priority Habitat Inventory, public rights of way (on the Ordnance Survey base map) and Sites of Special Scientific Interest (including their impact risk zones). Local environmental record centres may hold a range of additional information on the natural environment. A list of local record centres is available from the Association of Local Environmental Records Centres . Priority habitats are those habitats of particular importance for nature conservation, and the list of them can be found here<sup>2</sup>. Most of these will be</p>		Natural England	Noted and added to evidence base. The advice appears to be generic and not specific to the Tavistock Plan.

<p>mapped either as Sites of Special Scientific Interest, on the Magic website or as Local Wildlife Sites. Your local planning authority should be able to supply you with the locations of Local Wildlife Sites.</p> <p>National Character Areas (NCAs) divide England into 159 distinct natural areas. Each character area is defined by a unique combination of landscape, biodiversity, geodiversity and cultural and economic activity. NCA profiles contain descriptions of the area and statements of environmental opportunity, which may be useful to inform proposals in your plan. NCA information can be found here<sup>3</sup>.</p> <p>There may also be a local landscape character assessment covering your area. This is a tool to help understand the character and local distinctiveness of the landscape and identify the features that give it a sense of place. It can help to inform, plan and manage change in the area. Your local planning authority should be able to help you access these if you can't find them online.</p> <p>If your Neighbourhood planning area is within or adjacent to a National Park or Area of Outstanding Natural Beauty (AONB), the relevant National Park/AONB Management Plan for the area will set out useful information about the protected landscape. You can access the plans on from the relevant National Park Authority or Area of Outstanding Natural Beauty website.</p> <p>General mapped information on soil types and Agricultural Land Classification is available (under 'landscape') on the Magic<sup>4</sup> website and also from the LandIS website<sup>5</sup>, which contains more information about obtaining soil data.</p> <p>Natural environment issues to consider</p> <p>The National Planning Policy Framework<sup>6</sup> sets out national planning policy on protecting and enhancing the natural environment. Planning Practice Guidance<sup>7</sup> sets out supporting guidance.</p> <p>Your local planning authority should be able to provide</p>			
--	--	--	--

	<p>you with further advice on the potential impacts of your plan or order on the natural environment and the need for any environmental assessments.</p> <p>Landscape</p> <p>Your plans or orders may present opportunities to protect and enhance locally valued landscapes. You may want to consider identifying distinctive local landscape features or characteristics such as ponds, woodland or dry stone walls and think about how any new development proposals can respect and enhance local landscape character and distinctiveness.</p> <p>If you are proposing development within or close to a protected landscape (National Park or Area of Outstanding Natural Beauty) or other sensitive location, we recommend that you carry out a landscape assessment of the proposal. Landscape assessments can help you to choose the most appropriate sites for development and help to avoid or minimise impacts of development on the landscape through careful siting, design and landscaping.</p> <p>1 <a href="http://magic.defra.gov.uk/">http://magic.defra.gov.uk/</a></p> <p>2 <a href="https://www.gov.uk/government/publications/habitats-and-species-of-principal-importance-in-England">https://www.gov.uk/government/publications/habitats-and-species-of-principal-importance-in-England</a></p> <p>3 <a href="https://www.gov.uk/government/publications/national-character-area-profiles-data-for-local-decision-making">https://www.gov.uk/government/publications/national-character-area-profiles-data-for-local-decision-making</a></p> <p>4 <a href="http://magic.defra.gov.uk/">http://magic.defra.gov.uk/</a></p> <p>5 <a href="http://www.landis.org.uk/index.cfm">http://www.landis.org.uk/index.cfm</a></p> <p>6 <a href="https://www.gov.uk/government/publications/national-planning-policy-framework--2">https://www.gov.uk/government/publications/national-planning-policy-framework--2</a></p> <p>7 <a href="http://planningguidance.planningportal.gov.uk/blog/guidance/natural-environment/">http://planningguidance.planningportal.gov.uk/blog/guidance/natural-environment/</a></p>			
--	---	--	--	--

63	<p>From: Subject: Re: Update and schedule Date: 25 March 2024 at 09:51:44 GMT To: Ursula Mann &lt;ursula.mann@tavistock.gov.uk&gt;</p> <p>Hi Ursula</p> <p>I have tried to add a comment based on my conversation with XXX to reflect concern about lack of new business land (we spoke about this at the Stannary Brewery the other day).</p> <p>On submitting the form I am not getting a clear message to say it is successfully submitted despite trying three times. You will either have no comment from me or you will have it three times over! I have screenshotted it so if you and XXX don't see it I have recorded the evidence.</p>		Individual	<p>The Steering Group considered whether to allocate additional employment land as part of the NDP. Despite consulting with local businesses, the Tavistock and District Chamber of Commerce and Tavistock Business Information District, and local commercial estate agents, no persuasive supporting evidence of the need for additional employment land allocations beyond those in the JLP was presented or discovered. Mindful of the current employment land allocations in the JLP that have yet to be developed, the Steering Group believe that it is premature to allocate additional employment land in the parish.</p> <p>However, in Section 6.3(b) of the plan, a community action has been included in order to better understand the need for employment land in the local area and if that does result in a need being identified, or if the JLP allocations fail to come forward, this could be addressed through a review of the NDP or through working with WDBC to ensure that additional strategic employment land allocations in the parish are included in the update of the JLP.</p>
64	<p>From: Date: Mon, Mar 25, 2024 at 9:43 AM Subject: Tavistock Neighbourhood Plan To: &lt;tavistockplan@gmail.com&gt;</p> <p>Dear Plan Team</p> <p>I attach my comments on the Reg 14 Plan. I would be happy to discuss these if necessary.</p> <p>Regards</p>		Individual	<p>The Steering Group thanks the respondent for their detailed response and has separately responded to the comments in the attachment.</p>
64	<p>1 SETTLEMENT BOUNDARY 1.1 I urge the Neighbourhood Plan Team to identify and adopt a Settlement Boundary for Tavistock 1.2 One of the key aspects of the JLP is the plan's approach to the sustainable location of development. Put simply, development is directed to sites within the settlement hierarchy and away from the open</p>		Individual	<p>Following the Reg 14 consultation and having sought additional advice and guidance from the LPA and the JLP planning team, the Steering Group reaffirms its decision not to identify and adopt a Settlement Boundary for Tavistock at this time. The Steering Group sets out its reasoning below:</p> <p>During the initial launch of the NDP, identifying a settlement</p>

<p>countryside. The larger and more self-contained a settlement is, the more development it is allocated.</p> <p>1.3 Three policies, TTV1, TTV26 and TTV27, work together to prevent the uncontrolled spread of settlements into the countryside and to focus development within the designated settlements. Specific allocations within the built-up area of Tavistock amount to 11931 dwellings and 18,600 sq. of employment. These are set out in policies TTV16, 17 and 19</p> <p>1.4 The 3 planning authorities originally intended to adopt settlement boundaries as an integral part of the plan and the submission draft JLP contained the following statement:      “In order to focus sustainable development into settlements that have the facilities to support and accommodate them, settlement boundaries will be identified for settlements in the top three levels of the settlement hierarchy and kept under regular review through supplementary planning documents ...”</p> <p>1.5 The submission draft was accompanied by a Topic Paper which set out the justification and methodology for determining settlement boundaries. It also contained proposed Settlement Boundaries for the Sustainable Settlements in the Thriving Towns and Villages area. This paper was issued for consultation in June 2018.</p> <p>1.6 However, a procedural error meant that the Inspectors could not accept this approach. They explained that, since the Settlement Boundaries proposed had not received the same level of statutory publicity and consultation as the main plan, they could not be embedded into the plan’s policies.</p> <p>1.7 After negotiation with the three Councils, modifications were made to the draft plan, which resulted in the definition of Settlement Boundaries being delegated either to Neighbourhood Plans or to a Development Plan Document to be prepared by WDBC.</p>		<p>boundary and policies related to that featured on the posters as an example of policies that the community may wish to take forward. It is not a policy that has been requested or raised by the community during the consultation process until this Reg 14 consultation. The Steering Group has consulted extensively with the community and the messages that we have received have been clearly focused on affordability of housing and a settlement boundary is not needed to encourage exception sites for affordable housing or community led housing such as community land trusts. However, whether to identify a settlement boundary was carefully considered by the Steering Group and Tavistock Town Council.</p> <p>The Steering Group initially discussed adopting a settlement boundary for Tavistock during the Vision, Aims and Objectives setting for the NDP in October 2022, and again with the input and feedback from Tavistock Councillors from the Town Council and Tavistock Ward members from West Devon Borough Council in January 2023 following a presentation of the Vision, Aims and Objectives in an NDP meeting called specifically to discuss the plan. The decision not to pursue a settlement boundary was further reviewed by the Steering Group and the decision was presented to the Town Council without objection during the informal consultation on the draft policies (October 2023) and once more ahead of the Reg 14 consultation with the Town Council (December 2023).</p> <p>A settlement boundary was considered because the JLP provides in explanatory language in paragraph 5.5 under TTV1 that 'Neighbourhood plans <i>may</i> choose to identify settlement boundaries for the towns and villages.' [Emphasis from SG]</p> <p>The Steering Group originally considered the idea of adopting the settlement boundary as proposed in the JLP in 2017. However, the Steering Group received advice from the Neighbourhood Planning Officer at WDBC that the settlement</p>
---	--	---



	<p>1.8 The modifications were set out in the Inspectors' report:  "34. Nevertheless (draft) Policy TTV1 states that settlement boundaries will be identified and kept under review through supplementary planning documents. Such documents do not form part of the development plan, cannot form policy and therefore this approach to defining future settlement boundaries needs to be deleted from the policy. MM21 rectifies this and clarifies that settlement boundaries can be designated in Neighbourhood plans. The modification also makes other consequential changes to the supporting text to ensure that the approach is sound." (word in italics is mine – ...)...  "91. MM34 and MM35 ... Whilst the amended wording refers to development being 'within' the sustainable villages, the Plan does not define settlement boundaries. It will be up to Neighbourhood plans or other development plan documents to determine what sites are 'within' each settlement."  1  There is a typing error in the JLP at paragraph 5.95, which record a requirement for 1203 dwellings.</p>		<p>boundary prepared in 2017 for the JLP would need to be updated to take account of new development in Tavistock before being proposed and then would need to be fully consulted on with the community. The settlement boundary prepared in 2017 for the JLP also extends outside the area of Tavistock Parish and the Steering Group was advised that this, therefore, would require the Steering Group to seek to designate an extension to the neighbourhood area covering part of the Plasterdown Grouped Parish Council area.</p> <p>The Steering Group considered advice on identifying settlement boundaries available from Locality, Cornwall Council Neighbourhood planning advice available online, and that of our planning consultant and the Neighbourhood Planning officer from WDBC. The work involved to define the boundary was considered significant, time-consuming and would require professional input for processes like considering in-fill and rounding off. Thus, the Steering Group took the position that the benefit to the community provided by a settlement boundary needed to be significant in order to commit to undertaking the exercise.</p> <p>In making the decision in January 2023 not to establish policies linked to a settlement boundary for the plan, the Steering Group considered advice from the JLP team and Senior planners from WDBC indicating that the JLP is robust enough to stop speculative development where it conflicts with the local plan policies supporting sustainable development and still allow exception sites to come forward in the countryside where they meet the criteria in the JLP policies.</p> <p>The Steering Group was also advised that establishing a settlement boundary can place additional pressure and possible overdevelopment within the boundary or at the edge of boundary. The Steering Group considered evidence from planning decisions that suggests that where a settlement boundary is tightly drawn around a settlement, this has not necessarily led to a more a defensible position regarding</p>
--	---	--	---

				<p>proposed development than in those areas where no settlement boundary has been introduced.</p> <p>As a result, the Steering Group and the Town Council agreed that on balance, the JLP already provides an effective policy framework for identifying whether development is located in the countryside and applying the correct local plan policies to applications that come forward.</p> <p>In Tavistock, the effective application of SPT1, SPT2 and TTV1 and TTV26 is evidenced by decisions from WDBC regarding development in the countryside at sites like Hazeldon House 4004/21/FUL (June 11, 2024) and by the Planning Inspectorate in Wilminstone Farm 4257/20/OPA Appeal (July 16, 2024).</p> <p>Finally, the Steering Group agrees with the respondent that there remain uncertainties with regard to when and in what form existing developments allocated by the JLP are delivered. Rather than establishing the settlement boundary at this time with the development within the boundary uncertain, the Steering Group suggests that the Town Council monitor the plan once 'made' to ensure that sustainable development continues to come forward as intended by the JLP and review the plan if it becomes clear that there is a need to adopt a settlement boundary.</p>
64	<p>1.9 The JLP sets out the resulting approach in paragraph 5.5:  “5.5 The plan does not define settlement boundaries. However, development outside built up areas will be considered in the context of Policy TTV26 (development in the countryside). Neighbourhood plans may choose to identify settlement boundaries for their towns and villages. A consistent approach will be encouraged through the use of overarching principles for the drawing of settlement boundaries established by the LPAs. These principles, which were published in the JLP Settlement Boundaries Topic Paper, will be</p>		Individual	Response above

<p>incorporated in the Thriving Towns and Villages SPD.”</p> <p>1.10 For reasons that remain a mystery, WDBC has refused to work on the promised Supplementary Planning Document. Furthermore, having prepared a draft of a Development Plan Document on Settlement Boundaries, the document was, inexplicably, ‘buried’.</p> <p>1.11 However, it remains a fact that the JLP supports the adoption of settlement boundaries and sets out mechanisms for their creation and adoption. One of these mechanisms is a Neighbourhood Plan.</p> <p>1.12 Why do I believe that Tavistock needs a defined settlement Boundary?</p> <p>1.13 The reason is that I believe that Tavistock will soon face a housing crisis, in two respects. I set out my views on this in Section 2 of this comment but, briefly, I suggest that:</p> <p>1. Despite the assurances given to the Neighbourhood Plan Team by WDBC, the JLP allocations are by no means certain to be delivered and there is a strong possibility that additional major housing sites may need to be identified in order to meet the requirements of the JLP.</p> <p>2. The Housing Needs Assessment commissioned by the Neighbourhood Plan Team demonstrates that, even if all of the allocated sites were to be developed, there would still be a significant shortfall in the provision of Affordable Housing. This conclusion is strengthened by WDBC’s recent declaration of an Affordable Housing crisis in the Borough.</p> <p>1.14 In short, Tavistock is very likely to continue to be under pressure from housing developments. There is already evidence of pressure at Callington Road, Uplands, Anderton Lane, Brook Lane, Hazelden House and Violet Lane.</p> <p>1.15 If the Neighbourhood Plan Team wishes to exert any influence over where new development should be permitted, then the first – crucial – policy decision is to establish a Settlement Boundary. Within the Settlement Boundary, development proposals will be</p>			
---	--	--	--

	<p>encouraged, subject to principles of good design. Proposals outside the Settlement Boundary, in countryside, will be assessed against the JLP's countryside policies TTV26 and 27.</p> <p>1.16 The decision to introduce such a policy ought to be straightforward and it should a simple matter to incorporate it into the Neighbourhood Plan. This ought to be even simpler since WDBC has already done the groundwork by publishing a draft Settlement boundary, in 2019.</p> <p>Extract from the JLP Settlement Boundary Topic Paper.</p> <p>1.17 I urge the Neighbourhood Plan Team to amend the draft plan by introducing a Settlement Boundary policy that applies the principles of sustainable location set out in the JLP. To assist, I draw the Team's attention to the relevant policy in the MACK Plan (the plan for Milton Abbot and surrounds):  "Policy 9-4. Settlement Boundary  "Within the settlement boundary, as shown on the Settlement Boundary Map, there will be a presumption in favour of housing development, subject to compliance with Development Plan policies.  "Outside the Settlement Boundary, there will be a presumption against residential development unless the proposal meets the requirements of Local Plan Policy TTV26 or policy TTV27"</p> <p>1.18 Interestingly, this policy was drawn up by the Independent Examiner himself and has been accepted by WDBC as according with the JLP. It has been supported in Referendum and, consequently, it is now a part of the statutory Development Plan.</p>			
64	<p><b>2 HOUSING ALLOCATIONS</b></p> <p>2.1 The Examiner who dealt with MACK Plan (Milton Abbot) set out one of the principles of Neighbourhood Planning much more succinctly than I can:</p>		Individual	<p>The Joint Local Plan review has recently been published and contains the most recent data with regard to the overall housing delivery and affordable housing delivery within the plan area. <a href="https://www.plymouth.gov.uk/5-year-housing-land-supply-position-statement-and-housing-delivery-test-result">https://www.plymouth.gov.uk/5-year-housing-land-supply-position-statement-and-housing-delivery-test-result</a>  As the respondent notes, the Steering Group has been</p>

<p>“Turning to the consideration of other possible housing sites, I place great weight on the fact that one of the purposes of Neighbourhood plans is to allow the community to decide what sites should be developed.”</p> <p>2.2 I believe that the Tavistock Neighbourhood Plan does not adequately consider the issues of overall housing delivery or Affordable Housing Delivery.</p> <p>Housing Delivery - General</p> <p>2.3 Comment – I urge the Neighbourhood Plan Team to establish the facts about housing commitments in the Town. It is likely that there will be increased pressure for major housing sites in Tavistock and it would be astonishing if the Neighbourhood Plan had nothing to say about this.</p> <p>2.3 Comment – I urge the Neighbourhood Plan Team to establish the facts about housing commitments in the Town. It is likely that there will be increased pressure for major housing sites in Tavistock and it would be astonishing if the Neighbourhood Plan had nothing to say about this.</p> <p>2.4 I fully understand that the Neighbourhood Plan Team has been advised by WDBC that there is no need for the Neighbourhood Plan to consider the quantum of housing development before 2034:</p> <p>“Data provided by WDBC states that since the JLP’s adoption, relating to the quantum of development required at the town (not just the parish) a total of 470 dwellings have been completed (built), with a further 104 currently under construction and 687 with planning</p>		<p>advised by WDBC and the JLP Team that there is no need to allocate additional housing within the parish at this time.</p> <p>The lead planner for the JLP explains 'As a named main town in the JLP, allocated sites have been identified in and on the edge of Tavistock, with the express purpose of contributing to our identified plan-wide housing needs. There are allocated sites within the JLP in Tavistock that have been granted planning consent, and that can be delivered to further boost housing supply in the Tavistock area. Recent engagement with landowners and developers inform the monitoring figures, and to date there has been no suggestion that the allocated sites cannot be delivered.</p> <p>Housing needs figures are expressed across the Joint Local Plan area, and one of the key benefits of planning jointly across local authority areas is the ability to monitor and report on housing supply across the plan area, rather than just a parish or local authority level.</p> <p>Should the anticipated delivery of allocated sites slow or stall for any reason, the short term implications of this should be absorbed within the plan-wide monitoring arrangements that we have in place, meaning that there is no immediate requirement to identify alternative allocated sites within the same locality as stalled allocations or allocations with slower than anticipated build out rates. Of course if this situation is replicated on numerous sites, with delays occurring across a number of monitoring periods, the LPAs may need to consider options to ensure additional supply – but this is most effectively considered across the plan area.'</p> <p>In deciding not to do a call for sites, the Steering Group also considered the following:</p> <ul style="list-style-type: none"> <li>• land allocation within a Neighbourhood plan is often the most emotive and divisive issue within a Neighbourhood planning area, even where it is absolutely clear that allocation is required.</li> <li>• the Steering Group has repeatedly been told by residents st</li> </ul>
---	--	---

<p>permission and not yet started. This equates to a total of 1,261 either completed, being built or committed, more than the minimum figure stated in the JLP for the plan period to the year 2034. This suggests that there is no real priority to allocate additional housing sites as the minimum JLP amount has already been reached with 10 years of the Plan period remaining and it is expected that other, windfall, sites will come forward in that time. The policies in this Plan and the JLP can give sufficient direction to potential places in the parish which could be suitable for development.”</p> <p>2.5 Although I understand why the Neighbourhood Plan Team has reached this conclusion, with respect, I disagree with it.</p> <p>2.6 As an aside, it is difficult to understand the amount of development that has been attributed to Gulsworthy Parish and I suggest that this should be investigated further.</p> <p>2.7 However, there seems to be considerably fewer homes actually committed than the Neighbourhood Plan Team has been led to believe. There are two key sites that are in serious doubt:</p> <p>Callington Road – the JLP allocates the site for 600 homes. The planning permission granted is for 750 homes. However, only 399 homes have full planning permission, and there are strong indications that the developer proposes not to continue beyond that figure. This would lead to a shortfall of 201 homes, assessed against the JLP requirement.</p> <p>Plymouth Road – only 44 homes have planning permission. The former Linden Homes permission</p>		<p>every stage of the consultation (including more than 100 comments on the initial survey) that before new housing is allocated, the need for design, sustainability, protection of green space and community facilities should be in place to ensure developments come forward with high quality housing and the right types of infrastructure to support it.</p> <ul style="list-style-type: none"> <li>• the rate of housing delivery is not within the gift of the Town Council nor WDBC. The inertia of delivery is being felt across the whole of the southwest and much of the rest of the country.</li> <li>• the NDP cannot de-allocate existing allocations or commitments identified through the JLP process. Adding additional development on different sites is unlikely to result in faster delivery and would likely add to the existing JLP commitments in terms of the scale eventually delivered.</li> <li>• the other policies included in the Neighbourhood , when ‘made’ will apply to any speculative planning applications and carry statutory weight and this will be a significant improvement over the current situation, in which there is no local policy being applied.</li> <li>• after the NDP is ‘Made’ the Town Council may, at any time, review the plan if there is evidence of a need for additional land allocations for housing or employment land for development.</li> </ul> <p>Finally, the planning laws change regularly and are likely to change following the general election, but the NPPF sustainable development goals are likely to remain. The NPPF provides a framework within which locally-prepared plans can provide for sufficient housing and other development in a sustainable manner. Preparing and maintaining up-to-date plans should be seen as a priority in meeting this objective.</p> <p>It is not the intention of the NDP to prevent additional housing coming forward - that would clearly contravene national policy and the basic conditions. When the housing market recovers from the current slow rates of delivery, it is likely that additional housing sites may well come forward through</p>
--	--	---

<p>has lapsed. It is important to note that: No reserved matters submissions have been made, and the time has passed for this to happen.</p> <p>With due respect to the WDBC Chief Legal officer, his acceptance that a material start has been made on the site is wrong. Condition 37 permitted access marking out to be carried out prior to completion of the S106 Agreement. However, it did not absolve the applicant from complying with Condition 2, which requires, prior to any works being carried out, details to have been approved of, amongst other things “(j) the design, layout, levels, gradients, materials, drainage, lighting and method of construction of all new roads and connection with existing roads.” None of these details have been provided. Thus, the works that were carried out (‘marking out the access) were unauthorised.</p> <p>Furthermore, even if Condition 2 had been complied with it would still be necessary for the works to have been carried out in accordance with the drawings approved at Outline stage. From the limited drawings available at the time of the decision, it is clear that the posts marking out the access road were placed in the wrong location.</p>			<p>the planning application process and if this happens, due to market demand, by adopting the NDP, the policy framework will be in place to help ensure that if such proposals are granted permission, they are delivered in appropriate locations and respecting locally developed planning policies and design considerations.</p>
---	--	--	---

64	<p>Therefore, the only permission that exists in this location is for the 44 homes granted permission and under construction by Baker Estates. No progress has been made in the 4 years since the Linden permission was granted and it is simply wrong to include this site as a commitment.</p> <p>2.8 In summary, there is a realistic prospect that the JLP requirement for a minimum of 1193 homes within the settlement of Tavistock will be missed by as many as 450 homes:</p> <p>Site JLP Requirement  Extant Planning Permission  &lt;750 148 110 44 12 23 1087  Committed or completed  399 148 110  44 12 23  736  Callington Road  New Launceston Road  Butcher Park Hill  Plymouth Road  Trundle 12 Brook Lane 23 Total 1193  600 148 110 300</p> <p>2.9 I strongly advise that the Neighbourhood Plan Team should formally clarify the intentions of the owners of the Callington Road and Plymouth Road sites. Once these intentions are known, an urgent discussion should take place with WDBC to establish:</p> <ul style="list-style-type: none"> <li>• Whether a shortfall of 450 homes makes any significant difference to housing delivery in the JLP Area – if not, whether the shortfall can simply be ignored.</li> <li>• If it does make a significant difference, whether any shortfall will need to be met within Tavistock</li> </ul>		individual	
----	--	--	------------	--



	<p>or whether some or all of it can be ‘transferred’ to sites elsewhere in West Devon or South Hams.<sup>3</sup></p> <p>2.10 Whatever the outcome of those discussions, there is a real prospect that there will be pressure for additional large-scale housing in Tavistock in the near future.</p> <p>2.11 One of the purposes of the Neighbourhood Plan is to enable the community of Tavistock to express a view as to where developments should be located. If the Plan does not take this on board – perhaps the most important issue facing Tavistock – then it will be resolved by a combination of WDBC, developers and the Planning Inspectorate without the community’s serious involvement.</p> <p>2.12 However, also whatever the outcome of these discussions, this development pressure reinforces the very urgent need to establish an appropriate settlement boundary.</p> <p>2</p> <p>I have not factored in small sites because their impact on this shortfall would be minimal.</p> <p>3</p> <p>It is not possible to transfer any shortfall to Plymouth, only to other locations within the Thriving Towns and Villages Area.</p>			
64	<p>Affordable Housing</p> <p>2.13 Comment – there is an urgent requirement to clarify the residual need for Affordable Housing and to adopt policies and proposals to satisfy, if not all, then a defined portion of this need</p> <p>2.14 The immediate background is that very recently, WDBC declared an affordable housing crisis.</p> <p>2.15 Having identified a need for 324 affordable/social rent homes and 517 affordable homes leading to home ownership, the Housing Needs Assessment prepared</p>		Individual	See Above

<p>by Aecom reinforces that this crisis applies to Tavistock: “West Devon’s adopted policy on this subject DEV8 requires 30% of all new development on schemes of 11 or more units to be affordable. Recent housing delivery in the parish has yielded around 29% Affordable Housing which is very close to the policy target. If this requirement is met on every site allocated in the JLP, around 358 affordable homes might be expected in Tavistock. This constitutes less than half the total need estimated here. Therefore, every effort should be made to maximise delivery where viable.”</p> <p>2.16 Aecom’s conclusion is very clear – that there is a shortfall in Affordable Housing provision amounting to over 50% of the identified need, even assuming that 30% of all of the JLP allocations will be Affordable.</p> <p>2.17 Sadly, it is not true that every site will produce 30% Affordable Housing:</p> <ul style="list-style-type: none"> <li>• the Callington Road development is only required to provide 17% Affordable Housing</li> <li>• the Baker Estates development is required to provide no Affordable Housing at all.</li> <li>• the Butcher Park Hill and New Launceston developments do provide 30%.</li> </ul> <p>Applying these percentages to development in Tavistock reveals that, so far, the 736 dwellings completed or committed will produce approximately 150 Affordable Homes – a mere 20%, rather than the 29% assumed by Aecom.</p> <p>2.18 Put another way, even if every one of the Affordable Homes constructed so far had been for Affordable/social rent<sup>4</sup> (which they were not), then there would still be a shortfall of around 170 homes for rent. At 30%, it would require the development of some 570 new homes by 2034 to resolve this shortfall.</p> <p>2.19 If one was to add in the ‘routes to Home Ownership’ category<sup>5</sup>, the total shortfall would be 687 Affordable Homes which would require the development of an astonishing 2,290 new homes by 2034.</p>			
---	--	--	--

64	<p>2.20 Even if the Plymouth Road site was to be developed for 250 homes<sup>6</sup>, it would only produce 75 Affordable Homes which will hardly make a dent in the outstanding need identified by Aecom.</p> <p>2.21 In short, two conclusions are possible:</p> <ul style="list-style-type: none"> <li>• WDBC’s assessment of an Affordable Housing crisis is perfectly correct, and very serious.</li> <li>• The plan’s basic strategy of relying on private housing development to resolve this crisis is not a viable option.</li> </ul> <p>2.22 I entirely support the proposal to create one or more Community Land Trusts and I support the policy to encourage additional homes in the Town Centre. However, as Aecom has pointed out, there are other routes to providing Affordable Housing. These include a number which the plan does not appear to have explored, which can be used separately or together:</p> <p>4 5 6</p> <ul style="list-style-type: none"> <li>• Neighbourhood Development Orders/Community Right to Build Order</li> <li>• Exception sites</li> <li>• Use of publicly owned land</li> <li>• Self build</li> <li>• Custom Build</li> </ul> <p>4. As noted above, Aecom estimates this need as 324 homes</p> <p>5. As noted above, Aecom estimates this need at 517 homes</p> <p>6. Which it is unlikely to do – see my later comment on employment.</p> <p>2.23 Given the scale and urgency of the residual need for Affordable Homes, it is vital that every possible approach be explored.</p> <p>2.24 However, all of these approaches would require land to be identified on which Affordable Housing proposals could be located, but the plan avoids this issue altogether. One of the commonest and most useful tools of Neighbourhood Planning is a Housing</p>		Individual	See above
----	--	--	------------	-----------

	Land Assessment, to sit alongside the Housing Needs Assessment. It is surprising that the Neighbourhood Plan Team has not carried out a call for sites to form the basis for such an Assessment, and I urge the Team to do this.			
64	<p>Elderly and Extra Care</p> <p>2.25 Comment – the Neighbourhood Plan can help resolve the current uncertainty about the need for Extra Care provision in Tavistock</p> <p>2.26 There is a clear difference of opinion on Tavistock about Extra Care provision:</p> <ul style="list-style-type: none"> <li>• In the draft JLP, WDBC allocated the Hazelden House site owned by Mount Kelly for Extra Care.</li> <li>• That proposal was opposed by Mount Kelly and their consultants partly on the grounds that there was no need for such development in the town. The County Council agreed with that and between them, the owners and the County persuaded the Local Plan Inspector.</li> <li>• At the Inspector’s instruction, WDBC removed the allocation.</li> <li>• Almost immediately after the adoption of the JLP, the same consultants argued that there is a real need for Extra Care in Tavistock and promoted the site at Plymouth Road – a site partly owned by the County Council.</li> <li>• The County Council supported this proposal, and it was granted outline consent.</li> <li>• An appeal Inspector noted that there is no policy in the JLP requiring the provision of Extra Care – merely a general objective.</li> <li>• There is, apparently, a real prospect that the Extra Care proposal at Plymouth Road will not be built,</li> </ul> <p>2.27 If there is a real need for Extra Care provision, as the Aecom HNA indicates, then – in the absence of a JLP policy – it would be helpful both to potential</p>		Individual	While the Steering Group is not allocating a site for an extra care facility, the plan has been amended to add supportive language for both accessible accommodation and care homes, including extra care facilities.

	operators and to the local community if the Neighbourhood Plan was to identify a suitable location.			
--	---	--	--	--

<p>64</p>	<p><b>3 EMPLOYMENT</b></p> <p>3.1 I support the policies and proposals set out in Section 6. I have but one comment.</p> <p>3.2 Comment – I ask the Neighbourhood Plan team to work with WDBC to ascertain the intentions of the owner of the Plymouth Road land and to determine a practical strategy for bringing forward additional employment either at Plymouth Road or at another agreed location.</p> <p>3.3 The plan notes the JLP requirement for 18,600 sq.m. of employment on the Plymouth Road mixed use development site. It is important to note that the JLP does not propose this simply in order to meet identified market demand but:</p> <ul style="list-style-type: none"> <li>• To help to accommodate the employment needs of the additional population generated by the new housing developments.</li> <li>• To help Tavistock to become more sustainable and self-contained.</li> <li>• To provide a local alternative to some the outward commuting from the town.</li> </ul> <p>3.4 In order to achieve this, WDBC committed to proactive support for the proposal, including sourcing development finance.</p> <p>3.5 The JLP locates this employment development on what is now known as the Baker part of the site. However, this became the site of the ill-fated Extra Care proposal, partly because WDBC claimed that the full 18,600 sq.m requirement could be met on the adjacent ('Linden') part of the site. This was to be secured by a S106 Agreement.</p> <p>3.6 However, after granting the permission, WDBC admitted that no work had been done to demonstrate that 18,600 sq.m. of Employment floorspace can actually be accommodated on the site. When they did do the work, it transpired that less than half of this amount of floorspace can actually be accommodated there.</p> <p>3.7 Four years later, the permission has lapsed.</p>		<p>Individual</p>	<p>As stated by the respondent, the Joint Local Plan allocates employment land in TTV17. The implementation of the strategic policies and allocations in the Joint Local Plan are matters that are the responsibility of West Devon Borough Council. If issues arise in the Tavistock area or, the JLP area generally, in relation to existing allocations, they are for WDBC to address.</p> <p>The Steering Group has not been advised by WDBC that the permission on the site allocated has lapsed or that the employment land allocation cannot be accommodated on the site. During the post Reg 14 consultation period, a 'reserved matters' planning application has been brought forward on the site identified in TTV17 and WDBC will be reviewing that application.</p> <p>Regardless, the Steering Group considered whether to allocate additional employment land as part of the NDP. Despite consulting with local businesses, the Tavistock and District Chamber of Commerce, Tavistock Business Information District, and local commercial estate agents, no persuasive supporting evidence of the need for additional employment land allocations beyond those in the JLP was presented or discovered. Mindful of the current employment land allocations in the JLP that have yet to be developed, the Steering Group believe that it is premature to allocate additional employment land in the parish.</p> <p>However, in Section 6.3(b) of the plan, a community action has been included in order to better understand the need for employment land in the local area and if that does result in a need being identified, or if the JLP allocations fail to come forward, this could be addressed through a review of the NDP or through working with WDBC to ensure that additional strategic employment land allocations in the parish are included in the update of the JLP.</p>
-----------	--	--	-------------------	---

	<p>3.8 It is noteworthy that if the same proposal was to be submitted today, it would be contrary to the Development Plan because it does not provide for 18,600 sq.m. of floorspace. The presumption would be, therefore, that permission should be refused. There would be three possible ways to resolve this:</p> <ul style="list-style-type: none"> <li>• The amount of residential development could be reduced. This may well be acceptable since Baker Estates is providing residential development that was unanticipated by the JLP.</li> <li>• The area of the planning application could be extended.</li> <li>• Additional land could be sought elsewhere in or close to the Town to make up the shortfall.</li> </ul> <p>3.9 On the other hand, since there has been no progress on moving this development forward, it is possible that the employment provision may never come forward. In this case, it would be necessary to assess whether a suitable alternative location could be identified.</p> <p>3.10 Since this is the only significant West Devon employment allocation within many miles of Tavistock, and given its importance to the Town's sustainability agenda, I believe that the Neighbourhood Plan Team and WDBC need to clarify the site owner's intentions and either pursue the strategy set out in the JLP or build an alternative sustainable Employment Strategy for Tavistock (always bearing in mind that a Neighbourhood Plan cannot propose less development than a statutory Local Plan.)</p>			
--	--	--	--	--

64	<p><b>4 COMMUNITY FACILITIES</b></p> <p>4.1 The evidence base for this section of the plan is not clear about what facilities were considered and what criteria for selection were employed for selecting facilities for selection. An Examiner will want to understand these and I suggest that the relevant information be set out in a Topic Paper.</p> <p>4.2 Three omissions stand out for me, and I ask that they be included:</p> <ul style="list-style-type: none"> <li>• Whitchurch Cricket Club</li> <li>• Tavistock Golf Club</li> <li>• The play area at the rear of St Andrews Church</li> </ul>		Individual	<p>The planning policy has to be about land-use and not about organisations per se. The community facilities listed in these policies can support the buildings or land they use from loss, but cannot provide support for clubs without identified facilities. The Steering Group has updated the list of facilities and produced a report regarding the methodology for respondents to examine. With regard to the specific facilities mentioned, the Whitchurch Cricket Club has been added to the plan. The play areas have been removed from the community facility section of the plan as they overlap with the local green spaces designations made for the same facilities.</p>
64	<p><b>5 LOCAL GREEN SPACE</b></p> <p>5.1 I support the principle of designating and protecting local green spaces. However, I cannot locate the Green Space Assessment Report referred to on page 64 which seems to be the key document in understanding why some areas have or have not been selected for protection.</p>		Individual	<p>Thank you for highlighting that this was missing. The methodology and form used was that laid out by Plymouth City Council and available from <a href="https://www.plymouth.gov.uk/local-green-space-development-plan-document">https://www.plymouth.gov.uk/local-green-space-development-plan-document</a>. We will include a link to this in the revised version of the plan. The other documents that are important are listed on the plan website and describe each property.</p>
64	<p>5.2 With regard to the views assessment, some of the most important views are of the new developments from outside the town. The impact of new development on these views is particularly highlighted by the Tors development which is intrusive in views from Whitchurch and as far away as Pew Tor.</p>		Individual	<p>The Steering Group understand the strength of feeling of the impact of The Tors development on views from the eastern parish to this development on the west. This is why 'views and vistas' have been included within the Plan and why the Design Guide includes guidance as to building heights, rooflines, views and landmarks.</p>



64	<p><b>6 HERITAGE</b></p> <p>6.1 The 2014 Conservation Area Management Plan is in the process of being reviewed. On March 24th 2024, a draft report was approved by for public consultation.</p> <p>6.2 May I ask if the Neighbourhood Plan Team was consulted on this review? Since it was being worked on at precisely the same time as the Neighbourhood Plan, it would be astonishing if you weren't.</p> <p>6.3 On a brief look at the Review, one thing jumps out at me. After a decade and a half of neglect by West Devon Borough Council, the houses at Spring Hill have had their designation changed from 'positive' buildings, which are offered a measure of protection, to negative' buildings ... presumably preparing the ground for demolition.</p> <p>6.4 The Town Council will no doubt be consulted formally on this document but it would be helpful to have the expert advice of the Neighbourhood Plan Team.</p> <p>6.5 May I also suggest that the Plan propose the establishment of a Tavistock Conservation Advisory Panel, to assist and advise WDBC on Heritage Assets and on planning applications.</p>		Individual	<p>WDBC has not yet consulted the Steering Group on the draft review of the Tavistock Conservation Area Management Plan. The Steering Group notes your comments with regard to the buildings on Spring Hill and suggests that the respondent submit the comment at such time that the review of the Conservation Area Management Plan is made available to the public for consultation. The Steering Group agrees that the buildings should be listed as 'positive' buildings within the conservation area.</p> <p>While the Steering Group has not called for establishing a Tavistock Conservation Advisory Panel, it has added a new community action suggesting that Tavistock Town Council make the Tavistock Heritage Alliance along with a commercial heritage property developer available for consultation with the WDBC heritage planning officer for assistance or advice on planning matters involving heritage assets and planning applications.</p>
64	<p><b>7 TRANSPORT</b></p> <p>7.1 I am supportive of the policies in this section.</p> <p>7.2 However, in recent developments, the JLP Spatial Priority to connect the town to the proposed rail station by bus has been ignored by the County Council.</p> <p>7.3 I believe that the Neighbourhood Plan should make it clear that all major developments should contribute financially to the Town Bus Service. This has been practice in Tavistock for 15 years and at least one Inspector's decision has confirmed that such a policy would meet the CIL Requirements.</p>		Individual	<p>Bus services to the rail station, when operational, will indeed be important. The approach by road is via a development which already has planning permission and is partially built, so it is for West Devon BC to ensure adherence to provisions within that for suitable bus infrastructure. Devon CC will have a future responsibility to ensure suitably timetabled and routed bus services are in place as soon as rail services start operating. Public comments throughout the NDP consultation stages have raised concern about funding for public services to support any increase in housing, including health and education facilities as well as transport. The Neighbourhood Plan does not therefore specify how developer contributions to wider infrastructure or services should be split across the service areas. Although a town bus service is indeed important, the NDP consultation evidence does not show</p>

				that residents as a whole would make it their top priority for developer contributions.
64	<p><b>8 NEW SCHOOL</b></p> <p>8.1 One final point. In the Tors permission, there is a provision for a new school to serve Tavistock's growing population. This should be now in the County Council's Capital programme. However, it seems as if the County's commitment to providing this has waned, if not disappeared altogether.</p> <p>8.2 Would it be appropriate for the Neighbourhood Plan to contain a statement committing us to continuing support for that provision?</p>		Individual	<p>The Steering Group agrees that schools, as important infrastructure for the plan area, should be brought forward and developed in -line with the needs arising from new housing development in the area. The Steering Group has been informed by Devon County Council that, 'The continual review of birth data and registrations with GPs confirms a projected falling primary cohort across Devon in the short term and sufficient capacity in the local schools to meet numbers and parental preference.'</p> <p>The Steering Group has confirmed that there is capacity for further enrollment currently for both primary and secondary schools in the Parish.</p>
65	<p>From: Date: Mon, Mar 25, 2024 at 2:24 PM Subject: Comments on the Plan To: Tavistock NDP Group &lt;tavistockplan@gmail.com&gt; Dear Tavy NDP Steering Group,</p> <p>Please could the following be considered for a local listing for heritage protection (photos attached):</p> <ul style="list-style-type: none"> <li>- the stone sculpture on the viaduct path</li> <li>- the Bedford style cottages that follow part of the circumference of the hill to the northwest of the viaduct, and which are visible from the viaduct as well as from places along Glanville Road. Inhibiting the painting of arbitrary colours and adhoc extensions including inappropriate replacement of the original bay windows would be beneficial. Opportunities to bring the houses back to a unified civic appearance would also be beneficial. These could be protected as a view (see attached photo) - the Victorian brick buildings to the front I see as detrimental to the distinctive row of cottages behind.</li> </ul> <p>With regards to the tollhouse on Pixon Lane- I believe</p>		Individual	<p>The Steering Group welcomes your comments. The heritage topic lead for the Steering Group has examined the sculpture and it will not meet the threshold for listing as a heritage asset at this time.</p> <p>The properties mentioned on Trelawney Road are already protected by sitting within the Tavistock Conservation area and being listed as positive buildings in the maps from 2008. While the suggestion for bringing them into unified civic appearance aligns with the aims and objectives of the plan, as the homes are privately owned there is little ability to ensure that this will happen unless there is will from amongst the owners to do so.</p> <p>The Steering Group acknowledges the comments regarding the tollhouse on Pixon Lane but again, the private ownership of the property means that its improvement sits with the landowner.</p>

	<p>the form and location and the quality of natural slate is more significant than the style of hanging the slate in particular. I think it should be recognised that whilst the distinctive qualitative elements should be conserved, there are less valuable aspects to the design of this building, which in my view the design of the window frames, the window cills, the limited amount of windows (albeit the positioning is important and the relationship between the first floor window and the doorway is important, as is the distinctive canopy), the finish to the chimney. Upgrades carefully done could improve the appearance of this building to those arriving at Tavistock from this direction but should only improve the building in terms of natural materials, detailing and composition. No new rainwater goods should be located to the elevations facing the public highway. Alterations would need to be adequately justified- I suggest a concise but relevant heritage impact assessment and with accompanying drawings.</p>			
65	<p>Please protect this tree to 28 Glanville Road, PL19 0EB, looking towards Dartmoor (above) framing the view in the style of Claude Lorrain (below). Similar view framing trees should be encouraged in new developments and protected from removal where existing, throughout Tavistock.</p>		Individual	<p>Thank you for your concern for this tree. Tree Protection Orders are outside the purview of the NDP. West Devon Borough Council has a duty to protect trees that have significant public amenity value. There are different types of protection available explained on the council's website here: <a href="https://www.westdevon.gov.uk/trees/protected-trees#lgd-guides__title">https://www.westdevon.gov.uk/trees/protected-trees#lgd-guides__title</a></p> <p>Trees in conservation areas are protected if their main stem (trunk) is 75 mm or greater in diameter, measured at 1.5 metres from ground level - about the width of a tin can</p> <p>WDBC has Interactive Mapping available to find out if your tree or the tree you are interested in is subject to a Tree Preservation Order and/or within a Conservation Area.</p> <p>Trees in a Conservation Area hold the same level of protection against unauthorised works as trees subject to a Tree Preservation Order. Unauthorised tree works can lead</p>

				<p>to hefty fines (up to £20,000) and criminal prosecution of the offenders.</p> <p>Anyone may request a Tree Preservation Order from WDBC, but Tree Preservation Orders can only be served on trees which have been assessed as having significant value to the community, and where there is a possible threat to the tree. You can make that request on their website here: <a href="https://www.westdevon.gov.uk/trees/protected-trees/tree-preservation-orders-tpos">https://www.westdevon.gov.uk/trees/protected-trees/tree-preservation-orders-tpos</a></p>
65	Please protect this view (above)- Bedford style cottages seen from Viaduct		Individual	<p>The Steering Group consulted on views and vistas in September and October 2023 and the views that are described and included in the plan are those that were submitted to the group at that time. This new suggestion is noted and will be carried forward for consideration when the plan is reviewed.</p> <p>It is worth noting however, that both the cottages and the viaduct fall within the Tavistock Conservation Area and that the Viaduct is both grade listed and part of the World Heritage Site. As such, any development likely to effect the view of the cottages will already be subject to additional planning restrictions. You can learn more about the management of the conservation area on WDBC's website here: <a href="https://www.westdevon.gov.uk/planning/conservation-and-listed-buildings/conservation-areas-west-devon/tavistock">https://www.westdevon.gov.uk/planning/conservation-and-listed-buildings/conservation-areas-west-devon/tavistock</a></p>
65	Please could you also place a TPO on the tree on the so-named photo attached and encourage trees to the foreground of very stark open views without other features so there is a foreground that sets off the hinterland. Those trees should not obscure the views, rather enhance them in the framing arrangement coined by French painter Claude Lorrain.		Individual	<p>The Steering Group recommends that the respondent request the TPO through the WDBC website. All trees within the conservation area are automatically TPOd. <a href="https://www.westdevon.gov.uk/trees/protected-trdees">https://www.westdevon.gov.uk/trees/protected-trdees</a></p>

66	<p>From: "Thompson, Alan" Subject: Tavistock Neighbourhood Development Plan - Regulation 14 consultation - formal response  Date: 25 March 2024 at 20:25:47 GMT  To: "tavistockplan@gmail.com" &lt;tavistockplan@gmail.com&gt;, "ursula.mann@tavistock.gov.uk" &lt;ursula.mann@tavistock.gov.uk&gt;</p> <p>Dear Ursula</p> <p>Thank you for your email of the 9 February 2024, inviting us to comment on the Regulation 14 consultation for the Tavistock Neighbourhood Development Plan.</p> <p>Our role as a national statutory consultee for Neighbourhood Planning focuses mainly on ensuring there is no risk of undue harm to heritage assets. The most common way that risk of harm emerges in Neighbourhood Plans is when new, site-specific allocations for development are being made.</p> <p>We note that the Tavistock Neighbourhood Development Plan itself does not make specific site allocations for development. Furthermore, we cannot detect any obvious cause for concern in the suite of emerging policies. Given the limited risk of harm to heritage, we do not wish to make any detailed comments. However, we welcome Policy HER1: Protecting Local Heritage and Policy HER2: Priority Projects in the Historic Environment. The heritage evidence base is well researched and the policies are carefully framed to protect the heritage.</p> <p>I hope that our response has been helpful. We wish the Neighbourhood plan Steering Group well with their on-going work. We look forward to being invited to comment further at the regulation 16 stage.</p>		Historic England	The Steering Group thanks Historic England for their considered response and support for HER1 and HER2 is noted and welcomed.
----	---	--	------------------	---

	<p>Kind Regards,</p> <p>Alan Alan Thompson   Historic Places Adviser</p>			
67	<p>From: Sent: Monday, March 25, 2024 12:02 PM To: tavistockplan@gmail.com Subject: Response</p> <p>First, a thank you to all those involved in bringing together this huge document. Your skill and determination are manifest in the end product. Briefly some comments.</p> <p>a) These are huge documents and very technically written. They will be an excellent provision for the Planners and Developers, as well as academics. For the rest of us not being paid to look at these documents, it is a mammoth task to fit in with the rest of our busy lives. A summary would have been very helpful. And a summary that includes a clearer statement of what you hope to achieve and how we can help you.</p> <p>b) Many of the sections are excellent and all of them are very good. I would like to comment on Section 7: Community Facilities. The tables detailing the existing facilities were accurate enough but what is lacking is any in-depth assessment of whether existing facilities are adequate in quality or sufficient in size and number. I will offer several examples based on personal experience, but I am sure there are many more worth looking at. First, the range of facilities for yoga and similar activities. These are popular and often over-subscribed. One reason is that the range of facilities available is insufficient. There are very few</p>		Individual	<p>The respondent's thanks and compliments to the Steering Group are noted and welcomed.</p> <p>We note the concerns regarding the adequacy of the current provision of community facilities in the parish. This is similar to the concerns frequently voiced throughout the consultation about infrastructure.</p> <p>Additional evidence has been added to the table of Community Facilities, though not at the level of detail requested. In addition, the existing evidence used to generate the list is explained in a new community facility evidence report available on the Tavistock Plan website.</p> <p>Following Reg 14, a summary linked index is presented in this plan. A separate Summary Policy Document has also been created for ease of reading the policies themselves.</p> <p>The comments regarding a further needs study will be recommended for the first review of the Neighbourhood Plan.</p> <p>Young people age 16+ were consulted separately throughout the plan-making process and their priorities were taken into account in the plan, particularly with reference to the redevelopment of the Tavistock Skate Park.</p> <p>The planning policy has to be about land-use and not about organisations per se. The community facilities listed in these policies can support the buildings or land they use from loss, but cannot provide support for clubs without identified facilities. The Steering Group has updated the list of facilities</p>

	<p>rooms for hire for yoga that are large enough or suitable for larger classes. Second, dance activities are constrained by the lack of cheap and suitable venues. Third, as a user, it seems that the highly efficient and much-appreciated Meadowlands Fitness complex is operating at its capacity. The staff do a superb job but the facility for classes and the gym are very restricted in size. The classes are routinely over-subscribed. With the town expanding I hope that these facilities will also expand.</p> <p>c) Finally, the lack of a separate section for Youth speaks volumes. I doubt that your efforts will reach many young people. But as a plan for the future, these are the people who will be affected. I would like to see more of an assessment of the needs as well as what exists, however good it may be. What are the potential meeting places for young people and could they not be expanded?</p>			<p>and produced a report regarding the methodology for respondents to examine as well as including information about the groups using those facilities.</p>
--	--	--	--	---

68	<p>From: E Young &lt;gulworthypc.clerk@gmail.com&gt;  Date: Tue, Mar 26, 2024 at 9:40 AM  Subject: Gulworthy PC  To: &lt;tavistockplan@gmail.com&gt;</p> <p>Hello Ursula</p> <p>I hope you are keeping well.</p> <p>I am sorry but I was waiting to hear back from all the Gulworthy Cllrs and then missed last nights deadline, so perhaps this is too late?</p> <p>A comment made was, Page 105</p> <p>Railway line reinstatement is crucial if Tavistock continues to build houses you will need the railway connection to Bere Alston, nothing should prevent the smooth reinstatement of this.</p> <p>--  Best wishes</p> <p>Emily Young  Gulworthy Parish Clerk and RFO  Please note I work part-time hours and will not be reading emails every day.</p>		Gulworthy Parish Council	Noted, policy TC4 supports the reinstatement of the railway line. The Steering Group express their appreciation to the adjoining Gulworthy Parish Councillors and Clerk for their time considering the plan.
----	---	--	--------------------------	--



## Appendix B – Sample Green Spaces Letter



# Tavistock Town Council

Working for the local community



Town Council Offices  
Drake Road Tavistock  
Devon PL19 0AU

Tel: 01822 613529  
E-mail: [office@tavistock.gov.uk](mailto:office@tavistock.gov.uk)  
Website: [www.tavistock.gov.uk](http://www.tavistock.gov.uk)  
[www.tavistockplan.info](http://www.tavistockplan.info)

Dear Mr. Mayor,

I am writing as the Chair of the Tavistock Neighbourhood Development Plan Steering Group to let the council know before any public consultation that the steering group have identified the green space on your property as highlighted on the enclosed map as demonstrably special to Tavistock.

These Tavistock Town Council properties hold a particular local significance as outlined in the attached spreadsheet and therefore have been proposed for designation as a 'Local Green Space' in the emerging Neighbourhood Plan.

I am including some basic information about Local Green Space designation for you below, but I am writing this letter so if the council have questions or concerns you can speak to me or the group about its designation before public consultation.

The designation of land as Local Green Space through the Neighbourhood Plan allows residents to identify and protect green areas of particular importance to them. Designating a green area as Local Green Space gives it protection consistent with that in respect of Green Belt, but otherwise there are no new restrictions or obligations on landowners. For example, designation does not grant public access to land which does not already have that access. Management of land designated as Local Green Space remains the responsibility of its owner.

You can read more about Local Green Space designation on Gov.uk here:  
<https://www.gov.uk/guidance/open-space-sports-and-recreation-facilities-public-rights-of-way-and-local-green-space#Local-Green-Space-designation>

If you would like to speak to me about the designation or the plan, please feel free to call me on 07956 628083 or email [Ursula.mann@tavistock.gov.uk](mailto:Ursula.mann@tavistock.gov.uk)

Sincerely,

Cllr Ursula Mann  
Chair, Tavistock Neighbourhood Development Plan



# Tavistock Town Council

Working for the local community



Town Council Offices  
Drake Road Tavistock  
Devon PL19 0AU

Tel: 01822 613529  
E-mail: [office@tavistock.gov.uk](mailto:office@tavistock.gov.uk)  
Website: [www.tavistock.gov.uk](http://www.tavistock.gov.uk)  
[www.tavistockplan.info](http://www.tavistockplan.info)

Freeholder  
Address  
Tavistock POSTCODE

Dear [Freeholder's Name],

I hope you have heard about the developing Tavistock Neighbourhood Plan. I'm writing as the Chair of the Tavistock Neighbourhood Development Plan Steering Group to let you know before the public consultation that the steering group have proposed your property at [Property Address] be included on a local list of heritage assets in the neighbourhood plan.

After thorough consideration and evaluation by the Neighbourhood Plan Steering Group and local volunteers, your property has been recognized for its historical significance and/or cultural value. Including your property in the local list may enhance its value due to its unique architectural features and historical importance. The historical significance of your property can attract tenants or buyers who appreciate its heritage.

Your property's inclusion on the local list indicates its positive recognition within our community, and may provide opportunities for engagement with heritage preservation groups and historical societies.

It's important to note that property included on the local list is treated as a non-designated heritage asset and will be considered in local planning decisions. The local planning authority will take into account their significance when reviewing planning applications, whilst aiming to mitigate potential adverse impacts on these properties during development.

We value your property's contribution to Tavistock's heritage and character and enclose some of the information relating to the property that was considered as part of the process for including it in the list.

Should you have any questions or wish to request your property is not included on the local list, please call me on 07956 628083 or email [tavistockplan@gmail.com](mailto:tavistockplan@gmail.com) and the steering group will get in touch.

You will also have the opportunity to submit any comments or concerns when the proposed Neighbourhood Plan is considered by the community during consultation.

Sincerely,

Clr Ursula Mann  
Chair, Tavistock Neighbourhood Development Plan

## Appendix D – Sample Reg 14 Consultation Letter



**Tavistock Town Council**

*Working for the local community*



Town Council Offices  
Drake Road Tavistock  
Devon PL19 0AU

Tel: 01822 613529  
E-mail: [office@tavistock.gov.uk](mailto:office@tavistock.gov.uk)  
Website: [www.tavistock.gov.uk](http://www.tavistock.gov.uk)  
[www.tavistockplan.info](http://www.tavistockplan.info)

09/02/24

Dear Sir or Madam,

### **TAVISTOCK NEIGHBOURHOOD PLAN – DRAFT CONSULTATION**

I am writing to inform you that the Tavistock Neighbourhood Plan Steering Group is undertaking consultation on its draft Neighbourhood Development Plan in accordance with Regulation 14 of the Neighbourhood Planning (General) Regulations 2012.

The purpose of this letter is to seek representations from Statutory Consultees and other Stakeholders and interested parties as part of the process of finalising the content of the Tavistock Neighbourhood Plan.

There will be a six-week period to do this, **commencing on 12 February 2024 and closing at 5pm on 25 March 2024.**

PDF copies of the Draft Plan and Design Codes and Guidance are available on our website [www.tavistockplan.info](http://www.tavistockplan.info). A hard copy is available to view at the Town Council office listed above or at Tavistock Library, The Quay, Plymouth Rd, Tavistock PL19 8AB. You can also view the plan and speak with the steering group during the consultation by attending one of the public events listed on the Tavistock Plan website.

You are invited to comment on the plan by:

- Email by reply or on [tavistockplan@gmail.com](mailto:tavistockplan@gmail.com) or
- through a comment form on the Tavistock Plan website or
- via post to Tavistock NDP, Town Council Offices Drake Rd Tavistock.

All responses received by the above date will be considered and may be utilised to amend the Draft Neighbourhood Plan. Wherever possible, please ensure that you specify the document policy, paragraph or page number to which your response relates. Details of the process we have undertaken and all relevant documentation is accessible on the Tavistock Plan website.

Comments will influence our final draft before it is submitted to West Devon Borough Council. There will then be a further opportunity for you to comment when the Neighbourhood Plan is published prior to Independent Examination.

We look forward to hearing from you.

Sincerely,

Cllr Ursula Mann  
Chair, Tavistock Neighbourhood Development Plan

*Gateway to the Cornwall and West Devon Mining World Heritage site*