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WEST DEVON COMMUNITY SERVICES COMMITTEE - TUESDAY, 30TH APRIL, 2013

Agenda, Reports and Minutes for the meeting

Agenda No Item

1. **Agenda Letter** (Pages 1 - 2)

2. **Reports**
 Reports to Community Services:
 - a) Item 5 - Leisure Contract Monitoring (Pages 3 - 8)
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 - c) Item 7 - Assessing the impact of Retail Development in West Devon Supplementary Planning Document (Pages 127 - 206)
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3. **Minutes** (Pages 213 - 216)

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Agenda Item 1

AGENDA – COMMUNITY SERVICES COMMITTEE – 30th APRIL 2013

PART ONE – OPEN COMMITTEE

1. **Apologies for absence**
2. **Declarations of Interest**
Members are invited to declare any personal or disclosable pecuniary interests, including the nature and extent of such interests they may have in any items to be considered at this meeting.

If Councillors have any questions relating to predetermination, bias or interests in items on this Agenda, then please contact the Monitoring Officer in advance of the meeting.

3. **Items Requiring Urgent Attention**
To consider those items which, in the opinion of the Chairman, should be considered by the Meeting as matters of urgency (if any).

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MINUTES

4. **Confirmation of Minutes**
Regular Meeting held on 26th February 2013 (previously circulated).

OPERATIONAL

5. **Leisure Contract Monitoring**
Joint Report of the Natural Environment & Recreation Manager and the Leisure Contracts Manager 3
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PART TWO – ITEMS WHICH MAY BE TAKEN IN THE ABSENCE OF THE PUBLIC AND PRESS ON THE GROUNDS THAT EXEMPT INFORMATION MAY BE DISCLOSED (if any).

If any, the Committee is recommended to pass the following resolution:

“**RESOLVED** that under Section 100(A)(4) of the Local Government Act 1972, the public be excluded from the Meeting on the grounds that exempt information may be disclosed as defined in the paragraph given in brackets below from Part I of Schedule 12(A) to the Act.”

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NAME OF COMMITTEE	Community Services Committee
DATE	Tuesday 30th April 2013
REPORT TITLE	Leisure Centre Contract Monitoring
Report of	Ross Kennerley – Natural Environment and Recreation Manager Jon Parkinson – Leisure Contracts Manager
WARDS AFFECTED	All

Summary of report:

This report highlights the overall performance and current key issues of the leisure centre management arrangements with Leisure Connection (LC). Also it provides an update on the current monitoring arrangements of the leisure centre contract.

Financial implications:

The overall budget for 2013/14 is approximately £395,000 which includes the key costs of the contract management fee of £326,000 and £47,475 for repairs and maintenance.

As reported at Council recently, the contract management fee has allowed for the anticipated savings arising from the revised management restructure of Leisure Connection / Leisure in the Community.

RECOMMENDATION:

It is recommended that the Committee reviews the current contract performance and comments on the performance of Leisure Connection, in particular increases in usage figures.

Officer contact:

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Ross Kennerley – ross.kennerley@swdevon.gov.uk tel; 01803 861379

1. BACKGROUND

- 1.1 This report provides an update on current monitoring issues relating to the performance of the leisure contract with the Council's contractor, Leisure Connection, for the provision of management services at both Meadowlands (Tavistock) and Parklands (Okehampton) Leisure Centres.

- 1.2 As previously reported, regular client monitoring meetings take place on a monthly basis and a strategic management meeting takes place quarterly. As well each centre has a quarterly User Group meeting involving key users of each centre and centre management.

2. ISSUES FOR CONSIDERATION – CONTRACT PERFORMANCE

Usage & Quality

- 2.1 Current usage figures for both leisure centres are outlined below for the half year to date (1st October 2012 – 31st March 2013) with a comparison to previous years for the same period, October through to March. Both centres have seen their overall attendances increase compared to previous like figures;

Site	First 6 months; Oct – Mar		
	2012/13	2011/12	2010/11
Meadowlands - Swimming	33,281	27,735	26,919
Parklands - Swimming	22,926	23,942	18,909
Parklands - Fitness	31,056	23,625	12,803

- 2.2 Meadowlands key usage figures;
- Since 2010/11, large increases in usage have been in adult swims, swim school and aqua fit numbers.
 - Swim memberships have increased, now standing at 321.
 - Swim school numbers continue to grow as well, with numbers now reaching 347 for this term. This is also linked with dedicated and staff incentives to sell memberships.
 - Two extra primary schools – Gunnislake and Delaware, have booked swimming sessions with 9 schools now attending.
 - New initiatives include a junior triathlon club with 18 members and a new partnership with Macmillan Cancer is being developed through the Hibiscus Project at Plymouth.
- 2.3 Parklands key usage figures;
- Swim school numbers stand at 383.
 - Fitness use and memberships have grown month by month and overall members stand at 874. In 2011 fitness membership was just 183. Attrition levels (members that do not renew) are very low at just 2.8%. Also since 2011 the centre has a dedicated Sales Advisor with other staff members being sales trained as well. Plus more classes are now put on for members.
 - There was a small dip in swimming use, which can be associated with the poor weather.
 - Sports hall usage is mainly based on school and club bookings, although not included in the above figures, overall approximate usage is highlighted below based on average attendances and number of weekly hours booked;

- I. School usage is from 9am to 5pm Monday to Thursday and 9am – 3pm on Friday. This involves approximately 30 students each hour, so over a 39 week school year; this would involve usage of c45,000 students.
- II. OCRA have approximately 10 hours of evening use each term week.
- III. Other bookings have approximately 10 - 12 hours of evening and weekend use, involving badminton, indoor cricket, fitness circuits, football, karate and netball.
- IV. Other sports hall events include; birthday parties, roller skating, go karting, charity events, OCRA holiday camps.

2.4 Both centres were assessed for the Quest Plus Accreditation Scheme in January, with both passing. Meadowlands received a Satisfactory score, whilst Parklands received a Good score. This involves a two day operational assessment, including a health and safety compliance and mystery visits.

Repairs & Maintenance/Asset Management

2.5 Recent key works that have taken place at both sites are as follows with such works being part of Leisure Connection’s maintenance costs and the Council’s allocated revenue maintenance budget;

Meadowlands;

- WDBC have cleaned the main glass dome and the plant roof.
- LC have drained and repaired the cold water tank.
- Quotes for repairing the external lighting have been received and work to start soon by LC.
- The outdoor ride flume requires repairs to the initial entrance floor. WDBC are currently investigating to obtain costs and carry out repair.

Parklands;

- LC has redecorated the dance studio as part of ongoing improvements and a new locker maintenance contract has started.
- Water Ingress in pool void – WDBC Engineering Manager has carried out a regime of investigation and testing regarding the build up of water along the side of the pool and behind the balance tank at the end. Various tests have been undertaken and Officers will be reviewing the results with Legal to ascertain if any action can be taken against other parties

2.6 Both centres have passed their recent internal Health and Safety and Pool Safety Audits.

Customer Feedback/User Groups

2.7 Recent customer comments for January – March 2013 for both sites show;

Meadowlands;	21 negative	26 positive
Parklands;	26 negative	20 positive

- 2.8 The Parklands User Group last met in February and the Meadowlands User Group has just met in early April. Along with other customer feedback, recent key issues raised are as follows;

Meadowlands:

- 16 positive comments on the pool temperature since January.
- 14 negative comments on cleanliness in changing rooms and toilets. Also depending on peak usage times, shower temperatures are affected. Response has been to increase staff checks during busy times and undertake further cleaning as required.
- Several comments on friendly, keen, knowledgeable staff – supported by Quest mystery visit.

Parklands:

- 8 positive comments on cleanliness since January, against 5 negative. Staff have undertaken additional cleaning and carried out more frequent checks when highlighted.
- Minor maintenance queries over hair / hand dryers, lockers. Response has been for Duty Manager to check items, where faulty place on maintenance log sheet for repair.
- Overall positive feedback from recent User Group.

Marketing Initiatives

- 2.9 All marketing and publicity materials reflect the partnership management agreement with the key objectives of increasing the frequency of participation and broadening the range of activity across all sections of the community.
- 2.10 Recent initiatives have included;
- Free mountain bike draw on new member referrals
 - 75% off member joining fees
 - £5 swim membership for family members
 - New junior clubs at Meadowlands – triathlon and snorkelling.
 - Promotion of sports hall
 - Promotions and links on Facebook, Twitter and Website.

3. LEGAL IMPLICATIONS

- 3.1 The provision of leisure services is a discretionary activity. The Council has powers to deal with leisure facilities under the general power of competence provided by Section 1 of the Localism Act 2011 and s19 of the Local Government (Miscellaneous Provisions) Act 1976.
- 3.2 The Council has a 10 year management contract with Leisure in the Community which started 1st Sept 2004 and therefore has circa 18 months remaining. The contract contains key provisions on contract performance, which will be identified in the Contract Operating Manual with compliance being monitored by the Leisure Contracts Manager.

4. FINANCIAL IMPLICATIONS

- 4.1 The Leisure Contract does maintain its regular monthly financial payments to enable Leisure Connection to fulfil its business plans and operational arrangements for the running of both centres.
- 4.2 Ongoing repairs and maintenance obligations on WDBC are met from the allocated maintenance budgets. Anticipated capital works will be reported against the capital programme.
- 4.3 The proposed contract restructure will enable LiTC to achieve VAT savings as well as their NNDR savings. The annual saving offered to the Council is slightly higher than originally anticipated and will come into effect when the revised structure takes place part way through 2013/14.

5. CONCLUSION

- 5.1 Over the last 2 years there has been a significant improvement in the relationship between the Council and LiTC / Leisure Connection, which has been reflected in recent monitoring reports and increased customer usage across both centres. The Council welcomes these improvements and the progress being made.

6. RISK MANAGEMENT

6.1

No	Risk Title	Risk/Opportunity Description	Inherent risk status			Mitigating & Management actions	Ownership	
			Impact of negative outcome	Chance of negative outcome	Risk score and direction of travel			
1	Poor Contract Performance	Leisure Connections underperforms with financial and customer implications	5	2	10	↓	Regular contract performance monitoring and review measures implemented as required.	Head of Assets
2	Legislative changes on current financial arrangement	Failure of Council to receive full benefit of savings if finance or tax regime changes	4	2	8	↔	Early warning of legal changes that enable financial risk management	Head of Finance

No	Risk Title	Risk/Opportunity Description	Inherent risk status			Mitigating & Management actions	Ownership
			Impact of negative outcome	Chance of negative outcome	Risk score and direction of travel		
3	Repairs, maintenance and life cycle costs	Ongoing costs of routine and lifecycle maintenance increase.	5	2	10 ↓	Regular monitoring and inspections of centres. Overall asset management of centres, including site condition surveys. Cost benefit assessment of works in light of strategic review.	Head of Assets

7. OTHER CONSIDERATIONS

Corporate priorities engaged:	Community Life
Statutory powers:	As above
Considerations of equality and human rights:	No issues identified
Biodiversity considerations:	No issues identified
Sustainability considerations:	Leisure Connection energy audit and carbon footprint reduction.
Crime and disorder implications:	Links to reduced crime and anti social behaviour.
Background papers:	Leisure Services Management Contract – Leisure Connection
Appendices attached:	

NAME OF COMMITTEE	Community Services
DATE	30 April 2013
REPORT TITLE	South and South-West of Tavistock Masterplan Supplementary Planning Document (SPD)
Report of	Strategic Planning Officer
WARDS AFFECTED	All Tavistock Wards

Summary of report:

A Supplementary Planning Document (SPD) has been prepared to provide guidance for the development of the allocated development sites in Tavistock. Members of the public have been invited to comment on a draft version of the SPD for a statutory four week consultation period.

Members are asked to adopt the SPD to use as a material planning consideration when determining applications for development on the allocated sites in Tavistock.

Financial implications:

There are no direct financial costs arising from this report.

RECOMMENDATIONS:

It is recommended that:

- Members adopt the *South and South-West of Tavistock Masterplan SPD* to use as a material planning consideration when determining applications for development on the allocated sites in Tavistock.
- Any changes considered necessary to the SPD are delegated to the Head of Planning, Economy and Community in consultation with the Lead Member for Strategic Planning of the Community Services Committee.

Officer contact:

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 Strategic Planning Officer
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1. BACKGROUND

- 1.1 The Council's Adopted Core Strategy (2011) allocates two areas of land for development in the south and south-west of Tavistock. These are referenced in the Core Strategy as SP23A and SP23B. Maps showing the locations of these sites are included within the Masterplan in Appendix A. The sites are allocated for a mix of uses, including housing, community and education facilities, open space, employment units and the reinstatement of the railway line between Tavistock and Bere Alston.
- 1.2 During the preparation of the Core Strategy, it was agreed to prepare a masterplan for the development of the allocated sites. This would help to ensure that a high quality development could be achieved. The production of a masterplan was therefore included as a policy requirement under Strategic Policy 23 of the Core Strategy which states that *"the development of land to the south and south west of Tavistock should be developed in accordance with a comprehensive masterplan"*.
- 1.3 During winter 2012/2013, Officers prepared a draft version of the South and South West of Tavistock Masterplan SPD. The masterplan sets out the principles for the overall development and design of the allocated sites, building on the work of specialist design consultants undertaken in 2011 and the aspirations of the community.
- 1.4 The Community Services Committee agreed at a meeting on the 26th February 2013 to publish the draft SPD for a four week consultation period. The consultation ran from 7th March to 8th April 2013. 50 responses were received from a range of individuals and organisations.

2. CONSULTATION

- 2.1 The consultation has generated a number of responses which have been summarised and recorded in the accompanying Statement of Consultation (Appendix B). This includes the changes that the Council is proposing to make to the final version of the masterplan to respond to concerns raised where it is appropriate to do so.
- 2.2 The main issues raised include:
- The principle and scale of development proposed. However, this is established in Core Strategy Strategic Policy SP23 and cannot be amended through the masterplan;
 - The ability to deliver all of the infrastructure requirements and concerned that the provision of the railway will compromise the delivery of other facilities needed and affordable housing provision;
 - Concerns relating to increased traffic on Callington Road and how this would be managed.
 - Concerns were expressed from developer agents regarding the need for reserve sites to be identified to supplement the town's housing land supply.

2.3 The Council has taken into account all of the responses and, subject to the changes recommended in Appendices A and B, the masterplan is considered to be an appropriate and sufficiently flexible framework to enable the development of the allocated sites in Tavistock.

3. LEGAL IMPLICATIONS

3.1 The masterplan is a policy requirement of the Council’s adopted Core Strategy Development Plan Document. It is therefore essential that the masterplan is prepared in order for the development sites in Tavistock to come forward and achieve key housing, employment, rail infrastructure and local facilities in the town.

3.2 The masterplan has been prepared in accordance with the National Planning Policy Framework which places a strong emphasis on high quality design, stating that: *“Good design is a key aspect of sustainable development, is indivisible from good planning and should contribute positively to making places better for people”*.

3.3 The *“Town and Country Planning (Local Planning) (England) Regulations 2012”* set out the procedures which govern the process of preparing a Supplementary Planning Document. This SPD has been prepared in conformity with these regulations.

4. FINANCIAL IMPLICATIONS

4.1 There are no direct financial implications arising from this report.

5. RISK MANAGEMENT

5.1 The Risk Management implications are shown at the end of this report in the Strategic Risks Template.

6. OTHER CONSIDERATIONS

Corporate priorities engaged:	Community Life; Housing; Environment; Economy
Statutory powers:	<ul style="list-style-type: none"> • Town and Country Planning (Local Planning) (England) Regulations 2012 • National Planning Policy Framework • Adopted Core Strategy 2011
Considerations of equality and human rights:	The masterplan seeks to ensure that all members of the community are equally able to enjoy and use the development and there are no aspects which have any direct impacts on human rights.
Biodiversity considerations:	The masterplan makes provision to conserve and enhance biodiversity through promoting the protection of key landscapes, the retention of boundaries, the use of sustainable urban drainage systems and the promotion of green corridors.

Sustainability considerations:	The masterplan sets out a framework to deliver a large-scale development project in a sustainable manner. The plan seeks to deliver a range of objectively identified needs. These will be of benefit to both existing and future residents of Tavistock and the surrounding area.
Crime and disorder implications:	The masterplan promotes options to design out crime and enhance opportunities for natural surveillance.
Background papers:	<ul style="list-style-type: none"> - <i>Draft South and South West of Tavistock Masterplan SPD – Consultation Version</i> - <i>South and South-West of Tavistock Design Brief</i> (October 2012) - <i>Tavistock Highway Improvements – Traffic Analysis Report</i> (March 2010) - <i>Tavistock Route Re-Opening: Option Refinement and Business Case</i> (October 2012) - <i>Tavistock to Bere Alston Community Rail Project – Evidence of Deliverability</i> (April 2009) - <i>Tavistock to Plymouth Corridor – Analysis of A386 and Proposed Rail Scheme</i> (September 2010) - <i>Affordable Housing Viability Assessment – Strategic Sites in Okehampton and Tavistock</i> (October 2012)
Appendices attached:	<p>Appendix A: <i>South and South West of Tavistock Masterplan SPD</i> (to follow separately)</p> <p>Appendix B: <i>Statement of Consultation</i></p>

STRATEGIC RISKS TEMPLATE

No	Risk Title	Risk/Opportunity Description	Inherent risk status				Mitigating & Management actions	Ownership
			Impact of negative outcome	Chance of negative outcome	Risk score and direction of travel			
1	There is no masterplan to support Core Strategy Strategic Policy 23	<p>The masterplan is a policy requirement of the Core Strategy. It requires new development on the allocated sites to be delivered in accordance with it. If the masterplan is not in place, it could lead to:</p> <ul style="list-style-type: none"> • Applications for development not in keeping with the Council's and community's aspirations; • A delay in the delivery of housing, the railway, employment and other key development needs in the town. 	4	3	12	↑	Adopt the masterplan to use as a material consideration when determining applications on the allocated sites.	Strategic Planning

Direction of travel symbols ↓ ↑ ⇄

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West Devon Borough Council

South and South-West of Tavistock Masterplan Supplementary Planning Document

April 2013 Committee Version – Tracked Changes



West Devon
Borough
Council

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West Devon Borough Council is committed to acknowledging the full diversity of our communities and to promoting equality of opportunity for everyone.

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| [19](#) April 2013 [Committee Version – tracked changes]

Produced by the Strategic Planning Team
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1. Introduction

a. What is a masterplan?

- 1.1 The purpose of a masterplan is to provide guidance on proposals for development. They are usually used in relation to large or strategic sites where there is a need to establish the overall context in which a development should be delivered. Masterplans can consider a range of topics including the design of buildings, the layout of development, the types of uses to be provided, the infrastructure requirements and the timescales for delivering the development.

b. Why are we preparing a masterplan for new development in Tavistock?

- 1.2 The Council adopted its Core Strategy in 2011. The Core Strategy is a plan which sets out where and how development will take place in West Devon between 2011 and 2026. As part of the Core Strategy, two areas of land in the south and south-west of Tavistock were allocated for development. For ease of reference, these are described in the Core Strategy as SP23A and SP23B and are shown on the map below. This masterplan relates to the development of these two sites.

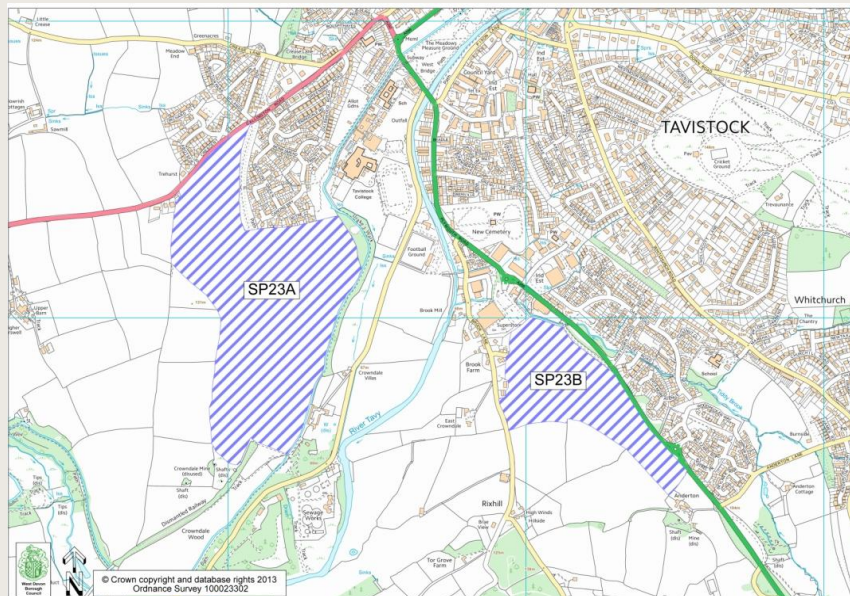


Figure 1: Location Map (SP23A and SP23B)

- 1.3 Along with housing land, the allocation includes provision for other uses, including employment, community facilities and the reinstatement of the railway line between Tavistock and Bere Alton. The specific requirements of the allocation are set out in [ChapterSection 4](#).
- 1.4 The Core Strategy explains that more detailed guidance around the design and implementation of the allocation will be set out in a 'comprehensive masterplan'.

C. What will this masterplan look at?

1.5 The overall aim of this masterplan is to set the context in which any applications for development across the sites SP23A and SP23B will be considered. The specific objectives of the masterplan are to:

- Provide detail to Strategic Policy 23 of the Core Strategy which sets out the key requirements of the development;
- Develop a vision for the new development which reflects the aspirations of the local community;
- Create a set of overarching design principles to achieve a high quality, locally distinctive and well-integrated development for Tavistock;
- Determine the main features of the development, including the major land uses to be accommodated and the associated infrastructure requirements.
- Put in place a framework to ensure a consistent approach to design and development across all aspects of the allocation. In this way, each element should contribute to the overall requirements of the development and the priorities of the town.

1.6 This masterplan establishes the context for development through the following three frameworks:

- **Land Use Framework:** Sets out the main types of development to be included within the allocation and guidance about how they should be distributed across the site.
- **Design Framework:** Sets out key design principles to guide the development of the site. This framework includes information about footpath and cycle links, building materials, development layout and landscape features. It also sets out good practice guidance for energy efficient design, sustainable construction and opportunities for low carbon and renewable energy.
- **Delivery Framework:** Sets out how the different elements of the sites will link together and the broad timescales for delivery.

1.7 These frameworks are designed to set clear principles for how the Council expects the sites to be developed and to ensure that the development is comprehensively planned across the whole site. They each contribute to the achievement of sustainable development and should be considered collectively as part of any application for development within the allocation.

1.8 Should more than one developer secure an option on land within the allocated sites, it will be vital that each application does not compromise the delivery of the vision, principles of development and infrastructure requirements for the site.

1.9 For the specific purposes of the allocated development in Tavistock, it is not considered necessary to set a rigid and prescriptive 'blueprint' for development and design. This is particularly important given the current market conditions and the high cost of infrastructure requirements associated with the allocation. It is therefore proposed that this masterplan will use the frameworks described above to set the key principles for the design and use of the site whilst allowing sufficient flexibility to enable the development to respond to other factors such as changes in housing demand, affordability of homes, building costs and infrastructure requirements etc.

d. How have we prepared the masterplan?

1.10 This masterplan has been prepared taking into account the following:

- *The South and South-West of Tavistock Design Brief*: this Design Brief has been prepared by specialist design consultants. The community was invited to be involved in this work and has helped to shape its content. The Design Brief does not set any policies but is being used as part of the evidence base supporting this SPD. It is available on the Council's website at www.westdevon.gov.uk.
- *Existing Evidence and Management Plans*: there is a range of existing evidence and information which has been useful in informing the overarching design principles for the development. These include the Tavistock Conservation Area Management Plan; the Tamar Valley Area of Outstanding Natural Beauty Management Plan; the West Devon and Cornwall Mining Landscape World Heritage Site Management Plan; and the West Devon and Tamar Valley Landscape Character Assessment.

e. What is the status of this masterplan and how should it be used?

1.11 This masterplan is being prepared as a 'Supplementary Planning Document'. Supplementary Planning Documents (SPDs) have a high level of 'weight' in the decision-making process as they must be prepared in accordance with national planning policies and have to go through a statutory consultation process. ~~Once the SPD has been adopted by the Council, it~~ will be used as a material consideration in determining applications for development.

~~1.12 Until this SPD is adopted, it will be used as emerging policy guidance to assist the Council in making decisions on proposals for new development on either SP23A or SP23B that may be submitted during this time. Any applicants who wish to submit an application during this time should be mindful of the guidance set out in this masterplan.~~

~~4.13~~ 1.12 This SPD is consistent with the National Planning Policy Framework (NPPF) and any applications will be considered alongside this as well as West Devon's Core Strategy ~~Strategic Policy 23~~.

4.14 1.13 Any developer wishing to submit an application for development on the allocated sites within Tavistock are encouraged to commence early pre-application discussions with the Council. Information on the pre-application service offered by the Council can be found on the website www.westdevon.gov.uk

2. New Development and a Vision for the Future of Tavistock

a. About Tavistock

- 2.1 Tavistock is the largest town in West Devon with a population of around 12,450 people (Patient and Practitioner Services Agency 2012). A lively and attractive town, Tavistock is well known for its Pannier and food markets, and attracts visitors from a wide area to see these and explore the many other unique shops, restaurants and attractions the town has to offer.
- 2.2 The town is largely contained within the valley of the River Tavy and is surrounded on all sides by a distinct and valued countryside. Dartmoor National Park to the east of the town and the Tamar Valley Area of Outstanding Natural Beauty (AONB) to the south are both part of this landscape and form a dramatic backdrop to the town.
- 2.3 The local architectural and historic interest also adds to Tavistock's charm and lends itself to the town's appeal as a popular tourist destination. The built environment is characteristic of its mining past and is celebrated as a key part of the West Devon and Cornwall Mining Landscape World Heritage Site (WHS).
- 2.4 As a local market town, Tavistock plays an important role in supporting both its local residents and the communities of its surrounding rural areas. Those living and working in these places look to Tavistock for many basic and essential facilities as well as for its more diverse collection of entertainment, leisure and cultural activities.
- 2.5 The town itself, whilst being relatively self-contained, looks to Plymouth as its main economic centre. Achieving improved physical links to the city are an important part of securing a sustainable and successful future for the town. The planned re-opening of the railway line between Tavistock and Plymouth is key to this and is an integral feature of new development in the town. It has a number of benefits, including reducing congestion on the A386, providing a better choice of travel for local residents and encouraging visitors into the town and onwards to Dartmoor.
- 2.6 Over the years, Tavistock has grown with more modern influences adding interest and diversity to the area. New growth and development will continue to take place as an essential part of securing a thriving future for the market town and supporting the expanding local community. It is important that any new development respects the many special qualities of Tavistock and adds value to the already attractive and vibrant town that it is.

b. What are the local community's aspirations for new development?

- 2.7 As part of the preparation for the South and South-West of Tavistock Design Brief, the local community was invited to two community workshops to talk about their priorities for the town and how the developments could look. The key community aspirations that were recorded from these workshops have been summarised [below on the following page. Additional community priorities for the development were highlighted during](#)

further consultation on the draft masterplan and these have also been reflected in the aspirations listed below:

- Continue to promote a strong, close-knit community which is proud of its town and heritage.
- Create places of activity for all ages, particularly young people.
- ~~Design buildings which are of their time~~ Create buildings which strive to achieve the best and most imaginative design of their time but are inspired by a mix of traditional local materials and styles in the town.
- Avoid streets dominated by parked cars.
- Maintain low crime rates and the safe environment enjoyed by residents and visitors to the area.
- Support small scale employment, with opportunities for workshops, starter units and home workspace.
- Plan a 'walkable' development with safe streets and easy links to the town centre.
- Ensure a distinct and individual design which celebrates its views to the moor, protects the treeline into the Tamar Valley AONB and keeps the skyline free from development.
- Incorporate the best methods of sustainable design and create a lasting image of Tavistock as a forward thinking community.
- Maximise opportunities for a low carbon environment.
- Minimise the use of resources and promote energy efficiency within construction and operation of buildings, streets and spaces.
- Encourage self sustaining lifestyles including opportunities to grow food.

c. What do we want new development to achieve?

2.8 With much to value and protect, it is extremely important that new development maintains a sense of pride, place and identity in the local community. ~~Whilst n~~ New development should achieve the best and most imaginative design ~~be~~ of its time, innovatively incorporating features within landmark buildings, the street scene and public art which are its design should be inspired by the many architectural qualities which already exist in the town, particularly those which have been influenced by the World Heritage Site and other architectural qualities of the town. ~~New~~ The development should build on the already successful relationship between the built environment and the surrounding countryside, ensuring that it blends seamlessly into the landscapes of the Tamar Valley and Dartmoor National Park as the rest of the town has done through the years. Through the delivery of the railway and enhanced connections to the city of Plymouth, new development should contribute to a self-sustaining and vibrant future for the town.

Vision

~~We want~~ ~~N~~new development in Tavistock ~~will to~~ contribute to the strong sense of local community and sense of pride in the town. It will provide a range of homes, infrastructure, jobs and facilities ~~for to help build~~ a diverse stronger community. The use of modern and imaginative design will be balanced with respect for the past and be inspired by the World Heritage Site and other~~The design will draw inspiration from the~~ architectural qualities of the town. ~~and respect the World Heritage Site designation.~~ New planting will add value to ~~T~~the existing trees and hedgerows and together they will feature strongly as part of a well landscaped development, supporting local wildlife and adding interest to the development. Development should continue to build on the strong links between the built environment and the surrounding countryside, the Tamar Valley and the Dartmoor National Park. New footpaths, cycleways and bus links will connect the development to the rest of the town and, alongside the railway, will provide a range of sustainable travel options for our community. A low carbon development will be achieved ~~t~~Through the use of efficient design, renewable energy technologies and quality construction. ~~and the promotion of green travel opportunities, the development will contribute to a sustainable future for the town.~~

3. Planning Policy Context

3.1 The strategic planning policy context in which this SPD is being prepared is provided by the National Planning Policy Framework and the Council's adopted Core Strategy 2011. The relevant policies are set out below.

a. What are the national planning policies influencing development?

3.2 The National Planning Policy Framework (NPPF) 2012 sets out the framework to guide new development in England. The framework provides relevant policies which must be considered in the context of this SPD and any subsequent development of the allocation.

3.3 The key principles in relation to the development include:

- A presumption in favour of sustainable development, which means positively planning to meet the development needs of the area.
- Planning for a range of housing types, tenures and sizes that reflects local demands and that contributes to achieving sustainable, inclusive and mixed communities.
- Promote high quality design, recognising that it is “a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people”.
- Facilitate social interaction and support the development of places which achieve, amongst other things, opportunities for meeting spaces, safe and accessible environments, clear paths and cycleways and high quality public space.
- Meeting the needs of retail, leisure, office and other main town centre uses and making sure these are not compromised by limited site availability.
- Having full consideration to flood risk and water supply and ensure that development is designed and located in ways to reduce greenhouse gas emissions.
- Protect, enhance and minimise impacts on valued landscapes, geology and soil conditions, ecosystems and biodiversity.
- Encourage a positive approach to the conservation and enjoyment of the historic environment and an appreciation of the wider social, cultural, economic and environmental benefits that can arise from the conservation of the historic environment.
- Ensure sufficient flexibility is included within plans and policies to respond to changing economic circumstances and facilitate flexible working practices such as the integration of mixed uses within the same unit.
- Promote the use of sustainable transport options and the provision of viable transport infrastructure to support sustainable development.
- To encourage less use of the private car, locate new development close to key facilities, such as schools and local shops.

b. What are the local planning policies influencing development?

3.4 Strategic Policy SP23 of the adopted West Devon Core Strategy 2011 sets out the key requirements of new development on land to the south and south-west of Tavistock. The policy is outlined on the following page:

SP23 Tavistock

1. Land to the south of Tavistock is allocated for mixed use development and will include:
 - i. Approximately 750 dwellings, predominantly within SP23A
 - ii. Approximately 13 hectares of employment land, predominantly within SP23B
 - iii. Appropriate levels of open space
 - iv. Appropriate education facilities
 - v. The enhancement of health and social care services
 - vi. The reinstatement of the railway line to Bere Alston and associated infrastructure including a station and car parking
 - vii. Provision of (or contributions to) on-site or off-site infrastructure requirements associated with the development including highway junction improvements
2. The Proposals Map shows the boundaries of the strategic allocation.
3. The development of land to the south and south west of Tavistock should be developed in accordance with a comprehensive masterplan, along with the following site specific development principles:
 - a. Create distinctive, safe, sustainable, high quality development.
 - b. Integrate new development within the landscape, minimising and mitigating landscape impacts.
 - c. Have regard to the Tamar Valley Area of Outstanding Natural Beauty, the West Devon and Cornwall Mining Landscape World Heritage Site and the Dartmoor National Park and mitigate for any impacts on these special designations.
 - d. Be well integrated with new and existing services and facilities in the town.
 - e. Increase travel choices for people to reduce their reliance on the private car.
 - f. Provide new connections for vehicles, cycles and pedestrians between the proposed development and the existing town to support and help ease traffic flows in the town.
 - g. Provide an appropriate level of affordable housing in accordance with SP9, subject to the overall viability of the development.
 - h. The provision of local and strategic green infrastructure, for public sport, recreation and play, and to include open space networks for wildlife and water management.
 - i. Provide a sustainable water strategy that includes minimising use of water, recycling grey water, has integrated sustainable drainage systems and provides flood water retentions where appropriate.
 - j. Incorporate the latest sustainable development principles available during the period of development and should maximise energy efficiency and the use of energy from renewable sources.
 - k. Include the provision of neighbourhood retailing and other facilities to meet the additional needs of the expanded community, subject to the nature and scale of development being justified by need and there being no adverse impact on the town centre.
 - l. The development should support and not prejudice the re-opening of the railway line or the provision of a new railway station.
 - m. The development should support and not prejudice the delivery of a road or highway linking Callington Road and Plymouth Road.
4. Additional reserve housing sites will be identified in the Tavistock and Southern Area DPD¹.

In accordance with this policy, a comprehensive masterplan is required to ensure a well connected, attractive and sustainable development that will contribute to the long term sustainability of Tavistock.

¹The identification of an additional reserve sites(s) will be looked at through the preparation of a subsequent development plan document and will not form part of this SPD. It should be noted that a reserve site(s) as referenced in SP23 will ~~only~~ be required in the event that the allocation cannot deliver ~~all of the housing and other development infrastructure~~ requirements identified in the Core Strategy.

4. Site Descriptions, Requirements and Constraints

a. SP23A

4.1 **Site Description:** this area of land is located on the south-western edge of Tavistock. It is accessed from Callington Road (A390) on its northern boundary. Overall, the site covers an area of approximately 37.6 hectares which is mainly in use as pastoral farmland. The site is bounded to the south by dense woodland clusters where it meets the boundary of the Tamar Valley Area of Outstanding Natural Beauty. There are two strongly defined green corridors associated with the site; one being the disused railway line which divides the site in two halves in a north-south direction and the other being the canal which borders the eastern edge of the site.

4.2 **Site Requirements:** this part of the allocation is expected to provide the majority of the 750 homes required as part of the overall allocation. It will also need to make provision for a small station facility associated with the new railway and accompanying parking arrangements. This should ideally be incorporated within a main local centre ('the Hub') which is easily accessible from all parts of the development. Other facilities and infrastructure will need to be incorporated as described later in this masterplan.

4.3 **Site Constraints:** the key constraints to development on this site have been identified in the following table and are illustrated on the above map:

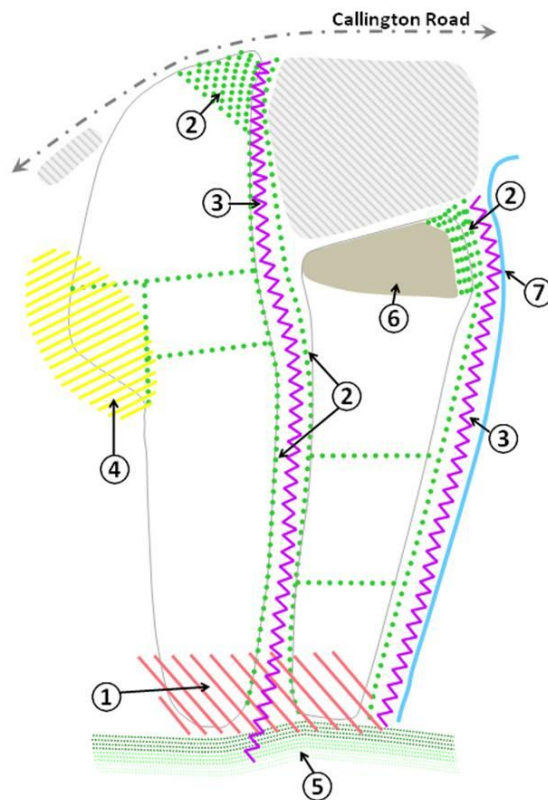


Figure 2: SP23A Constraints Map

1. Ground conditions	There has been previous mining work in the area and there is potentially an area of land to the south of the development which will need further geo-technical investigations prior to submitting an application to determine the extent of, if any, previous mining works.
2. Woodlands, hedgerows and trees	A number of well established hedgerows and granite hedgebanks are present and form clearly defined field boundaries. To the west of the site there is an established hedgerow running along the high ground and to the east a considerable tree boundary separates the development site from the World Heritage Site and canal.
3. Local heritage and archaeological assets	The West Devon and Cornwall Mining Landscape World Heritage Site borders the eastern boundary of the site, and includes the canal. The canal is an important feature relating to the industrial activity which took place in the area in the 19th century. The canal runs close to Crowndale Farm which is a listed building.

	Parts of the disused trackbed between Tavistock and Bere Alston (including the entire section within SP23A) fall within a conservation area, designated for its significance as an example of a late-Victorian railway.
4. Local high ground	The western edge of the site sits along a ridgeline and forms part of the local high ground. <u>This is particularly visible from the western edge of Dartmoor, namely Whitchurch Down. To retain this character, new development should not encroach on or over this natural ridgeline. Because of this, buildings in Tavistock generally sit below the skyline, and to retain this character new development should not encroach on or over this natural ridgeline.</u>
5. The Tamar Valley Area of Outstanding Natural Beauty (AONB)	The Tamar Valley AONB adjoins the site at its southern boundary, spanning an area of approximately 75 square miles that was designated in 1995. Development within SP23A must have regard to this important designation and reflect this accordingly within future proposals.
6. Steep topography	The entire site is generally sloping from the high ridgeline on the western boundary of the site down to the east. An area of land from the Monksmead estate rising west towards the disused railway line is steeply sloping and development may not be possible in this location.
<u>7. Tavistock Canal</u>	<u>Tavistock Canal runs along the eastern corridor of SP23A. The canal is bordered by dense woodland which provides important habitats for local biodiversity. In addition, the canal itself is an important watercourse and downstream links with the River Tamar at Morwellham Quay. This area is included within the Tamar Estuaries Special Protection Area (SPA).</u>

b. SP23B

4.4 Site description: this area of land is situated to the south of the town, next to Plymouth Road (A386). Its location means that it is the most suitable site for new employment-related uses as it benefits from the most convenient access to Plymouth and the major road network in the wider area. The site covers an area of 14.5 hectares and is currently in use mainly as pastoral farmland and paddocks. The site is generally sloping from higher ground on the south western edge of the site, down towards Plymouth Road on its eastern boundary. A narrow lane separates the allocation and is bounded either side by high Devon banks.

4.5 Site requirements: this part of the allocation is expected to provide the majority of the 13ha of employment land required by Strategic Policy 23. The focus of development will be to achieve high quality employment opportunities. It is accepted that it can be difficult in the current climate to develop land solely for employment uses and therefore the Council may consider a small proportion of higher value uses (e.g. housing or other development which has limited does not have any significant adverse impact on the town centre) to enable the cross-subsidisation of employment development. Further detail is provided in ChapterSection 5.

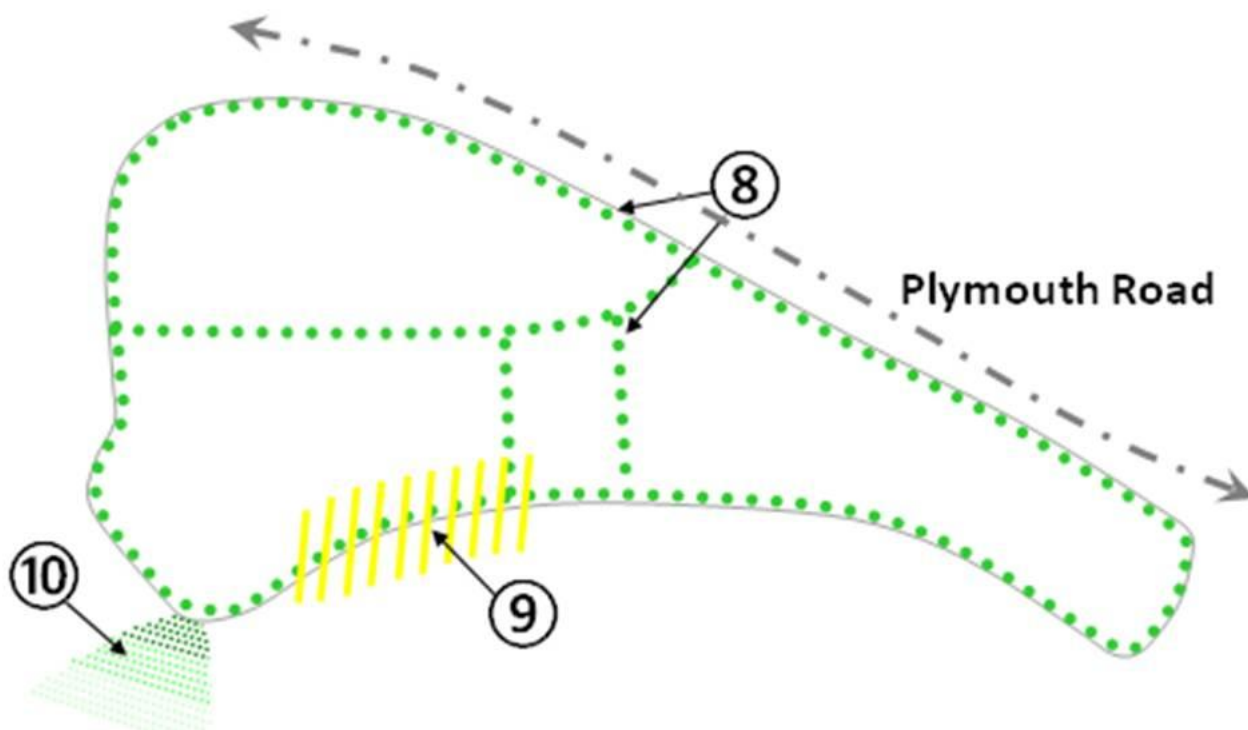


Figure 3: SP23B Constraints Map

4.6 Site constraints: the key constraints to development on this site have been identified as follows and are illustrated on the above map:

7.8. Hedgerows and granite hedgebanks	The site is bounded to the east by Plymouth Road (the main vehicle route into the town from the south). Along this boundary, well established trees and hedgerows separate the site from the main road. Clearly defined hedgerow boundaries and Devon banks are prominent on the western and southern boundaries of the site.
8.9. Local high ground	The site rises from Plymouth Road towards an area of local high ground on its south-western boundary. Buildings in Tavistock generally sit below the skyline and to retain this character new development should not encroach on or over this natural ridgeline.
9.10. The Tamar Valley Area of Outstanding Natural Beauty (AONB)	The Tamar Valley AONB adjoins the site at its southern boundary, spanning an area of approximately 75 square miles that was designated in 1995. Development within SP23A must have regard to this important designation and reflect this accordingly within future proposals.

C. Designated Sites

4.6 The Core Strategy is accompanied by a Habitats Regulation Assessment (HRA) Screening Report which assesses direct and indirect impacts on internationally and nationally designated sites. Of relevance to the Tavistock development is the Plymouth Sound and Estuaries Special Area of Conservation (SAC), the Tamar Estuaries Special Protection Area (SPA) and the Dartmoor Special Area of Conservation SAC. The HRA

has been agreed with Natural England and concludes that the allocation should not have any adverse effects on the integrity of these sites within and adjacent to its boundaries provided that the policies within the plan are implemented successfully. The principles and guidelines included within this masterplan seek to ensure that this is achieved in practice.

4.7 There are a number of Sites of Special Scientific Interest (SSSI) under 4km away from the allocated sites. These include the Grenofen Wood and West Down SSSI, the Whitchurch Down SSSI and the Tamar-Tavy Valley Estuary SSSI. It is important to note the presence of these protected sites, but given their distance away from the allocated land, it is considered that there are no direct impacts on them.

4.8 The Council has undertaken a Sustainability Appraisal/Strategic Environmental Assessment (SA/SEA) Screening Report of this SPD to establish whether or not a full SA is required. This Screening Report concludes that a separate SA/SEA is not required as the SPD does not result in any additional significant effects to those already identified in the higher level SA/SEA. This Screening Report is available alongside the masterplan.

c.d. Boundaries of the Allocation

4.4 4.10 The boundaries of the allocation are shown on the Proposals Map which accompanies the Core Strategy 2011. These boundaries define the extent to which development can take place and should be regarded as firm edges to the development unless in exceptional circumstances it can be demonstrated that a degree of flexibility would result in:

- A higher quality of design and overall development;
- Reduced impact on the landscape; and/or
- Securing requirements of the development which would not otherwise be viable.

4.2 4.11 This element of flexibility should not lead to an excess of development significantly above that set out in SP23.

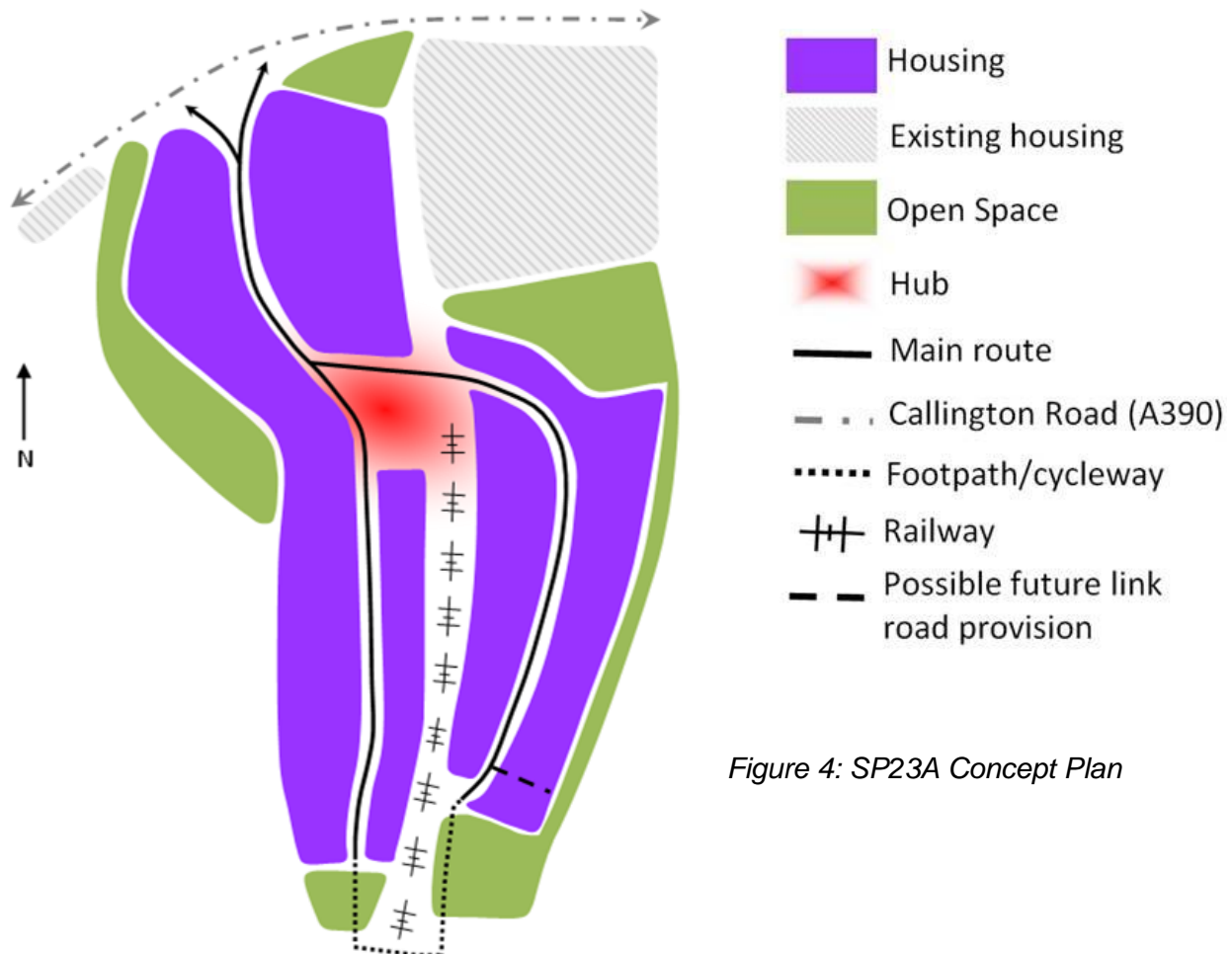
4.3 4.12 In such circumstances where an application for development extends beyond the boundaries as shown on the Proposals Map, the application will be advertised as a departure from the adopted Development Plan. This will enable those who support or oppose the application to engage in a robust decision-making process.

5. Land Use Framework

5.1 This land use framework provides guidance on the scale, type and proportion of uses that will be both required and acceptable as part of the allocation. It does not make provision for certain uses to be located in specifically identified areas but establishes the broad locations in which different types of uses will be appropriate. These are indicated on the concept maps set out below (Figures 4 and 5). These concept maps show broad outline designations which are based on the key constraints identified earlier in [ChapterSection 4](#). Within these broad locations, any applications for development should seek to deliver the main land uses, design specifications and infrastructure requirements set out in the following frameworks.

5.2 This framework takes into consideration the following:

- The policy objectives of the National Planning Policy Framework (NPPF);
- The specific requirements of Core Strategy Strategic Policy 23;
- The associated infrastructure requirements as set out in the Delivery Framework (section 7);
- The location of key existing and proposed access routes;
- Availability of funding and viability considerations; [and](#)
- Local evidence of housing needs.



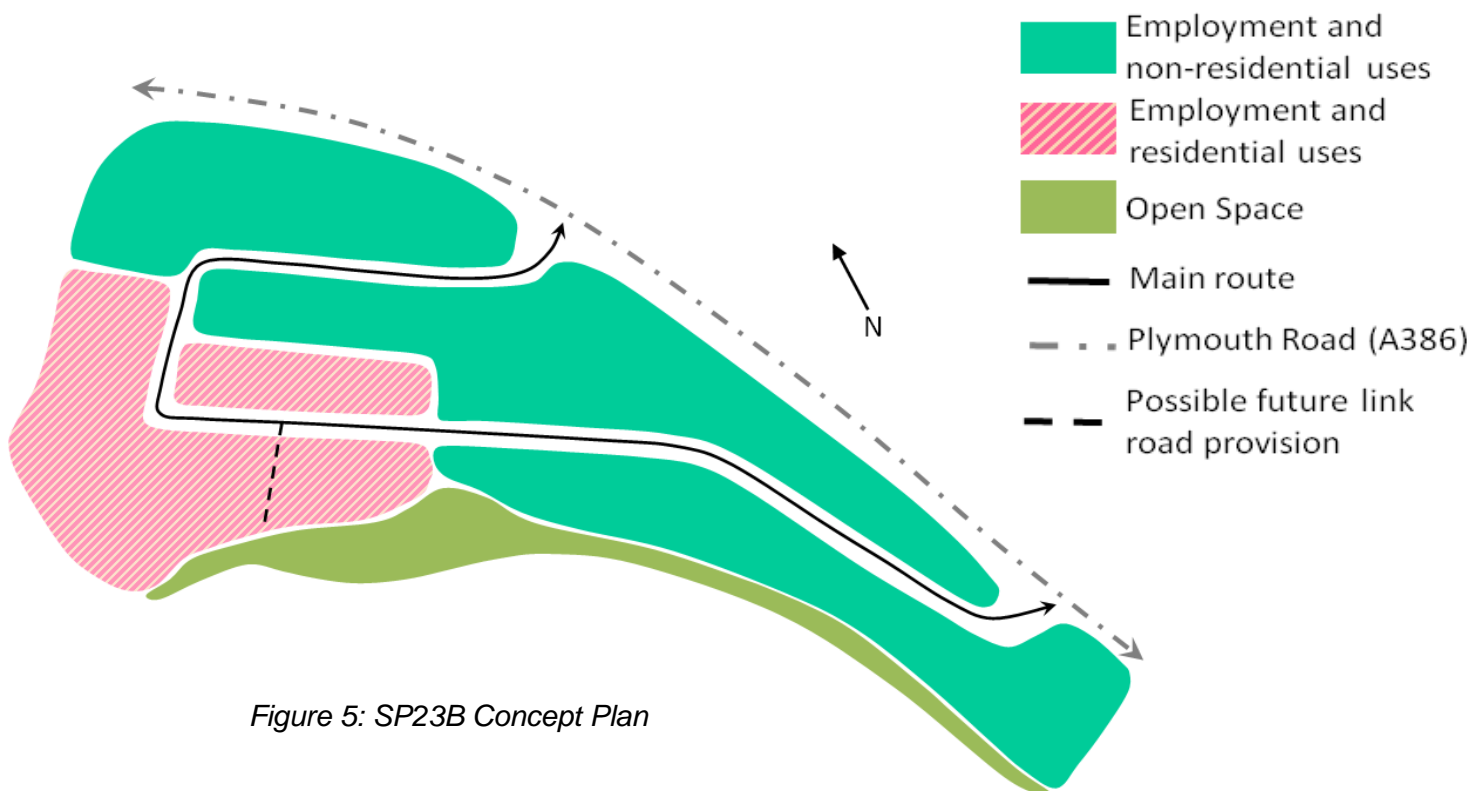


Figure 5: SP23B Concept Plan

a. Housing

Location

- 5.3 Strategic Policy 23 requires approximately 750 dwellings to be provided, predominantly within SP23A. This area is considered to be the more suitable of the two sites for residential development and contributions from new homes will be sought to fund a significant proportion of the railway.
- 5.4 A small proportion of residential development may be acceptable within SP23B and could be provided within the north-western area of the site. More information about this is provided in [section part \(d\)](#) of this [chapter section](#).

Affordable Housing

- 5.5 The Council’s affordable housing policy is set out in Core Strategy Strategic Policy 9 and requires 40% of new homes on sites of 10 or more dwellings to be affordable (i.e. low cost housing available for rent or sale to meet the local needs of people who are unable to afford open market prices).
- 5.6 During the preparation of the Core Strategy, the Council commissioned an Affordable Housing Viability Assessment and a specific viability assessment relating to the proposed development in Tavistock. These are both available on the Council’s website. This latter viability assessment has assessed the viability of the proposed development in Tavistock (with specific reference to SP23A). Taking into account the affordable housing target and the infrastructure costs associated with the development (in

particular the costs associated with the railway), the evidence concludes that delivering all of the affordable housing and infrastructure requirements in full is challenging.

- 5.7 Given these circumstances, the Council encourages early discussions with applicants and will aim to ensure the development achieves the highest level of affordable housing as possible whilst ensuring that the costs associated with the railway development and other critical pieces of infrastructure (see [ChapterSection 7](#)) can be met. Where it is not viable to meet the requirements of Strategic Policy 9 in full, developers should support this position with a viability assessment that substantiates this conclusion. Viability will be assessed in accordance with the Council's adopted Affordable Housing Code of Practice 2012.

Type, Size and Tenure

- 5.8 The Core Strategy requires new development to provide a mix of housing sizes and types to meet the needs of the local community. In particular, development should cater for a range of needs, including:
- Accommodation suitable for the elderly (e.g. ground floor/single-storey units). Such accommodation should be located in places which have easy access to key local facilities and public transport routes and are located in areas of least challenging topography;
 - An extra-care housing scheme providing [around-between 50 and 60](#) units is also required. As above, this should be situated in an accessible location. [It is considered that this type of use would benefit from being closely related to facilities and other residential development;](#)
 - A proportion of Lifetime Homes which are adaptable for all stages and circumstances of life;
 - Smaller (one, two and three bedroom) properties as accommodation for young people and families, enabling them to stay in the area. Tavistock is fortunate to have a significant proportion of larger bedroom properties and the provision of smaller bedroom units will help to balance existing supply for the benefit of current and future generations;
 - A mix of terraced, semi-detached and detached properties. Open market flatted properties do not typically sell well in the Tavistock area and therefore smaller bedroom terraced properties are preferable. However, a proportion of one and two bedroom apartments as part of the affordable housing provision will be considered.

b. SP23A – Other Uses

Education, neighbourhood shopping and the railway station

- 5.9 There are various uses other than residential which will need to be included within the development of SP23A. These range from a small neighbourhood shop [and open space](#) to educational facilities and a railway station. There is the potential for these to complement each other and be a focal point for community interaction by being co-located in a central location within the development. For the purposes of this masterplan, this will be known as the 'Hub'. The location of the Hub will be heavily influenced by where the railway station can be situated which has been determined by

engineering requirements. This is explained in more detail below. Co-locating these uses would enable:

- The use of shared car parking facilities;
- The concentration of main public transport links;
- An effective integration of footpaths, cycleways and roads around the development towards a central location where the key services within the development are provided;
- Dual use of facilities where appropriate.

5.10 The different types of uses that could be accommodated within the Hub are discussed in more detail below:

Railway Station

5.11 The Core Strategy includes provision for the reinstatement of the railway line between Tavistock and Bere Alston. The terminus of this line in Tavistock will be within SP23A, towards the north of the site as indicated on the concept map (Figure 4). The terminus will need to be accompanied by a station facility, and sufficient car parking, a bus stop and space for bus turning. The station facility will need to include a platform and shelter and any other ancillary uses (e.g. café, public toilets) as is appropriate and viable. Appropriate management arrangements for the maintenance and operations of the station and car park will need to be secured. Sufficient parking for around 70 – 100 spaces will need to be provided to accommodate rail passengers, as well as cycle parking. This provision of parking should be well related to other commercial uses in the area and be incorporated within the overall design of the Hub. The provision of the station will be managed by Devon County Council in connection with the reinstatement of the railway line.

5.12 The railway itself is expected to be delivered in phase with the mixed use development to the south west of the town and the intention is that new rail services will be in operation by the time the development is completed. Whilst the railway is a critical piece of infrastructure and is required to achieve the vision for the town, the residential development itself is not dependent on the railway being in place in the early stages of the plan period. The railway scheme is needed to mitigate for the impacts of new development on the A386 and any future developments in the town will be expected to contribute towards it in accordance with Core Strategy Strategic Policy 4. The delivery of the railway will be managed by Devon County Council as the Highway Authority for the area.

5.125.13 A range of studies and surveys have been undertaken which provide information and evidence to support the railway proposals. Devon County Council is continuing to gather and update information as it progresses the project to deliver the railway. These documents are available on the Council's website at www.westdevon.gov.uk and include:

- Tavistock Route Re-Opening: Option Refinement and Business Case (October 2012)
- Tavistock to Bere Alston Community Rail Project - Evidence of Deliverability (April 2009)

- [Tavistock to Plymouth Corridor – Analysis of A386 and Proposed Rail Scheme \(September 2010\)](#)
- [Affordable Housing Viability Assessment – Strategic Sites in Okehampton and Tavistock \(October 2012\)](#)

5.135.14 North of the planned railway station and access road, no further development should take place along the length of the old railway line that would restrict a possible eventual relaying of the line and rail link to Okehampton. [However it is important to note that this will be challenging to deliver and is not currently being developed as part of the on-going rail project.](#)

Neighbourhood Shopping Centre

5.145.15 The Core Strategy makes provision for some small-scale neighbourhood retailing (e.g. a small convenience shop equivalent to the town's existing Spar stores) to meet the needs of the expanded community. It is, however, important not to create a competing centre to the town and therefore the scale and type of uses promoted in this area will need to be carefully considered. The Core Strategy requires any proposals for this type of use within the development to be of an appropriate nature and scale to the development. [Any proposals for food and/or non-food retail units over the locally set threshold will need and to demonstrate that it will have no significant adverse impact on the town centre in accordance with local and national policy.](#)

Education Facilities

5.155.16 As part of the process of allocating the SP23 site for development, Devon County Council assessed the education needs arising from the new development. This assessment predicted that the development will generate approximately 188 primary pupils and 113 secondary pupils.

5.165.17 There is currently capacity within Tavistock College to accommodate the anticipated increase in secondary school pupils. However, it may be necessary to collect financial contributions from the development to cover the costs of this increased demand.

5.175.18 In terms of primary school provision, it is anticipated that the increased demand for school places cannot be met by existing provision and therefore a 1.3 hectare site for a new primary school is required to meet education needs in the later stages of the development. The location of this school should be well related to the other main community spaces and should therefore be provided within the Hub.

5.185.19 It is acknowledged, however, that it is inherently difficult to plan for new school provision. This is because the capacity of schools is continually changing due to fluctuations in birth rates and the choices parents make in respect of where they send their children to school. As such, this situation will be monitored and should it be evident that a site for the primary school is not required towards the end stages of the development, this site will revert to [either](#) a residential or [an](#) other use. The design and layout of the development will therefore need to plan for this contingency. Developers are encouraged to engage with Devon County Council at an early stage to discuss arrangements for education provision required as part of the development.

5.195.20 Where education facilities are provided, dual use of these buildings and outdoor areas should be promoted so that they can be used by everyone in the community. This will enable an efficient use of space as well as helping to ensure the viability of such places in the long-term.

c. Employment

5.205.21 Core Strategy Strategic Policy 23 requires approximately 13 hectares of employment land to be delivered, predominantly within SP23B.

5.215.22 It is accepted that achieving the level and type of development being sought (i.e. the more traditional B1, B2 and B8 uses) will be a significant challenge due to current market conditions and the costs of funding serviced land and associated infrastructure requirements. The Core Strategy therefore states that it will adopt a flexible approach to the type of business employment uses that would be acceptable, with the focus on achieving high quality employment opportunities.

5.225.23 In addition, the NPPF does not provide a strict definition of what economic development consists of, other than to state that it includes all B class uses, public and community uses and main town centres uses (excluding housing). In general, the NPPF promotes a positive approach to all forms of development which support a strong and prosperous economy.

5.235.24 As such, the Council is keen to see a mix of employment-related uses come forward across SP23B. This could include, including small workshop spaces, live-work units, light industry, storage and office development.

d. Employment Enabling Uses

5.245.25 As stated above, it is accepted that it can be difficult in the current climate to develop land solely for employment uses and therefore the Council may consider a small proportion of higher value uses to enable the cross-subsidisation of employment development.

5.255.26 In line with the NPPF, the Council will enable a degree of flexibility as a way of helping support other businesses and economic growth, by allowing a small proportion of higher value uses within the development. Whilst the majority of SP23B should be used for employment, other uses may be acceptable where they enable the delivery of serviced employment land, increase the supply of jobs in the local area and/or contribute to local economic growth. In such circumstances, proposals for these uses should clearly demonstrate that they have met these criteria, that they have no significant adverse unacceptable impact on the town centre and that they are compatible with the surrounding employment uses. The types of employment enabling development which may be considered acceptable include:

- Residential: the majority of residential development should be located within SP23A (in accordance with Core Strategy Strategic Policy 23). However, a small amount

~~element~~ of residential development ~~may be appropriate could be provided~~ within the western area of SP23B where it would ~~help to deliver the employment land. serve to cross-subsidise an element of employment development. Any residential development will need to be appropriately planned to ensure that it does not compromise the operation of surrounding employment uses.~~ The scale of residential development acceptable will be dependent on the proportion of other uses to be accommodated on the site. ~~This will need to and should~~ be considered alongside any proposals ~~which come forward~~ on SP23A to ensure there is not a significant over supply or undersupply of the required amount of residential units ~~and so that it does not compromise the delivery of other stated objectives.~~ Any residential development in this area will be subject to the Core Strategy affordable housing requirements and will need to be otherwise acceptable in planning terms. In this area the Council would wish to encourage ~~with~~ a proportion of live-work units and artisan workspaces (including self-build opportunities for these units where appropriate).

- Retail: any proposals for food or non-food retailing could have an impact on the vitality and viability of the town centre and therefore retail uses on the site need to be carefully considered. It is not within the remit of this masterplan to determine whether or not such uses will be acceptable and therefore any proposals for retail development within this site will need to be assessed against the policies of the NPPF, Core Strategy and the emerging SPD on Assessing the Impact of New Retail Development in the West Devon. They should also have regard to the Council's approved Position Statement on New Retail Development in West Devon. Any proposals for retail use should look to locate development on the lower slopes of SP23B to minimise impact on the landscape and benefit from good access onto Plymouth Road.
- Hotels, restaurants and other commercial uses: these types of uses create jobs and where they have no ~~unacceptable significant adverse~~ impact on the town centre may be considered acceptable within the development. As for retail uses outlined above, these types of uses should ideally be located on the lower slopes of SP23B to minimise visual impact and benefit from good links to Plymouth Road.

e. Open Spaces and Play Areas

~~5.265.27~~ This includes play and recreation areas, allotments, community gardens, orchards and informal spaces.

~~5.275.28~~ The NPPF states that access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well being of communities. The Council will require an appropriate proportion and quality of play areas and open spaces to be provided to meet this national policy objective. In line with the Council's Infrastructure Delivery Plan and its local assessment of needs, a development of 750 homes would require the following public open space provision: this equates to the following requirements as part of SP23A:

- Approximately 1 hectare of open space and informal areas for general recreational use. This should be spread around the development and effectively integrated into the wider countryside. Such areas could be used as communal spaces for growing food through allotments and community orchards. There are areas within the site

which lend themselves naturally to this type of use (e.g. the sloping area of land towards Monksmead and the area of high ground on the north-western boundary of the site). Developers are also encouraged to think about how open space can be incorporated within drainage schemes and as buffers to the sensitive landscapes which the development area encroaches onto.

- Approximately 2.5 hectares of playing fields, including changing facilities where appropriate, and informal kick-about areas. Given the proximity of the playing pitches at Crowndale to the new development, it may be more suitable to seek ~~off-site~~financial contributions to maintain and enhance the existing facility. It will therefore be important to ensure that there are appropriate footpaths and cycles links to the Crowndale pitches from the site.
- Approximately 40.7 hectare of age appropriate equipped play and recreation areas. These should also be provided in various locations throughout the development with the main provision being near to, or within, the Hub.

5.285.29 More detailed guidance on the design of these areas is provided in ~~Chapter~~Section 6, ~~section~~ (gh).

5.295.30 Within SP23B, the type and amount of open space and play areas required will be dependent on what uses come forward on the site and will be determined at the detailed planning application stage.

5.305.31 The type and amount of open space to be provided in the allocated sites should be discussed with Council officers as part of the pre-application discussions to ensure that it meets locally identified needs and is complementary to existing nearby facilities.

f. Health and Social Care Facility

5.315.32 Through the preparation of the Core Strategy, the Council consulted with NHS ~~Devon~~England (formerly NHS Devon) and the local healthcare consortium to identify any healthcare requirements that would be needed as a result of the planned development. The local healthcare consortium confirmed through this process that there would be sufficient general practitioner services to accommodate the proposed increase in population within the existing general practice infrastructure. However, both the local healthcare consortium and NHS ~~Devon~~England expressed an aspiration to provide a new health and social care facility for Tavistock as a replacement for the existing hospital. Provision has been made for this to be located within SP23B and any applicants wishing to submit plans on this site should consult NHS ~~Devon~~England at the earliest opportunity who are responsible for leading and funding this project. An area should be made available within SP23B for this facility so that when funding becomes available it can be provided in a location which has direct access onto Plymouth Road.

5.325.33 Appropriate financial contributions will be sought across all residential parts of the development as necessary towards primary healthcare provision in the town.

6. Design Framework

- 6.1 The NPPF stresses the importance of good design and the role it plays in creating positive environments for people to live in. As such, the Council wishes to see the following design guidance reflected in applications for development. This refers specifically to SP23A and SP23B but can also be used as good practice on other developments coming forward in the town.
- 6.2 It is understood that there are viability considerations that need to be taken into account but there are many cost effective options which can be used to achieve a high quality and distinctive design across all aspects of the development. Applicants are encouraged to engage early with the Council in pre-application discussions so that viable and effective layouts and designs can be developed.
- 6.3 The design framework is made up of the following categories:

- a. a. Access (Vehicle)
- b. b. Access (Footpaths and Cycleways)
- c. c. Biodiversity
- d. d. Boundaries
- e. e. Broadband Connections
- f. f. Building Materials and Style
- g. g. Character Areas and Development Densities
- h. h. Open Space Provision
- i. i. Orientation
- j. j. Parking
- k. k. Properties and their Usability
- l. l. Public Transport
- m. m. Site Entrances
- n. n. Street Layout
- o. o. Sustainable Energy
- p. p. Sustainable Urban Drainage
- q. q. Street Furniture
- r. r. World Heritage Site

- 6.4 Each of these categories contributes to reducing carbon emissions, achieving sustainable development, promoting safe and active communities and connecting the development with the surrounding landscape. They should be considered collectively and reflected in any application for development.

a.) Access (Vehicle)

- 6.5 As part of the process of allocating the SP23 site for development, Devon County Council assessed the potential impacts of the development on the highway network and demonstrated how increased traffic can be adequately dealt with.

6.6 This is provided in the following reports which are available on the Council's website at www.westdevon.gov.uk:

- [Tavistock Highway Improvements – Traffic Analysis Report \(March 2010\)](#)
- [Tavistock to Plymouth Corridor – Analysis of A386 & Rail Scheme \(Sep 2010\)](#)

~~6.6~~ 6.7 With regards to SP23A, initial assessments identified that improvements would be required to accommodate the development. A Traffic Highways Improvements Analysis Report was subsequently prepared which modelled the current use of the junctions within the western part of town and assessed the potential impact of new development in the area. This shows that local highway improvements, alongside the reinstatement of the railway line, will be required to mitigate the traffic impacts of the development. With particular reference to the highway improvements, various options to access the site were explored and the following was agreed:

- Improvements need to be made to the Drake Statue and Drake Stores roundabouts to accommodate the increase in traffic as a result of the new development. Further details about what this will involve should be discussed by applicants with County Highways at the earliest opportunity.
- The main access into the site can be achieved via Callington Road and there is sufficient capacity on these routes (subject to the above being implemented) to accommodate the entire development. No further access points are required to service the allocated development other than sufficient emergency routes as required.
- Access to the land east of the railway can be achieved from a road link across the disused railway line. Provision for future access will be required as part of any first phase of development which ensures that land to the east of the railway is not prevented from coming forward for development. and will be required as part of any first phase of development. This access will need to cross the disused line north of the final station location to ensure that it does not preclude the delivery of the railway.
- The design should not preclude a vehicle link between SP23A and SP23B should it be required beyond 2026. Such a link would need to carefully consider how it would impact on the World Heritage Site, Crowndale Farm and the Tavy Valley which lies between the two development sites.

~~6.7~~ 6.8 Suitable access can be achieved to SP23B via the A386. Specific arrangements should be discussed with Devon County Council in the early stages of preparing an application to determine the location and type of access required. Options to provide two access points onto the A386 (as shown on Figure 5) should be explored. This is likely to include the use of the existing roundabout at the junction to the Tiddy Brook estate and the creation of a new junction at the entrance to the Bishopsmead estate.

b) Access (Footpaths and Cycleways)

~~6.8~~ 6.9 Excellent footpath and cycle connections should be made to make it easy to move around the development, particularly between homes, play areas, key facilities, the

wider countryside and existing footpaths and cycleways. Consideration should be given to natural 'desire lines' and, where possible, the routes should be overlooked to create safe links. Paths situated to the rear of properties are actively discouraged as these have proven to generate crime. ~~Both sites have a mix of steep and gentle slopes and consideration should also be given to how people with mobility issues can effectively use these routes.~~

6.9 6.10 Both sites have a mix of steep and gentle slopes and consideration should also be given to how people with mobility issues can effectively use these routes. Options such as appropriately placed rest areas and routes which follow gentle inclines should be explored. Level footpaths and pavements should also be promoted wherever possible and unnecessary steps should be avoided. For ease of use by all types of users, cycleways and footpaths should be clearly segregated.

6.10 6.11 Specific requirements are listed below:

- From SP23A, a pedestrian and cycle link should be created which connects directly to Drakes Walk (NCN Route 27), providing access into the town centre, the canal, Tavistock Primary School, Tavistock College, the playing fields and Plymouth Road.
- All parts of the development should have safe and desirable footpaths and cycleways leading to the Hub and key open spaces.
- Developers are encouraged to provide safe and **secure** covered cycle storage as part of new development. At the Hub, appropriate safe provision should be provided for cycle storage, in connection with public transport linkages.
- In SP23B, the current Public Right of Way should be maintained to provide access into the surrounding countryside and a safe, dedicated route should be secured to link the development to NCN Route 27.
- **Disability Discrimination Act (DDA) compliant pedestrian and cycle access.**

6.11 6.12 The following plans show indicative walking and cycling routes for both SP23A and SP23B:

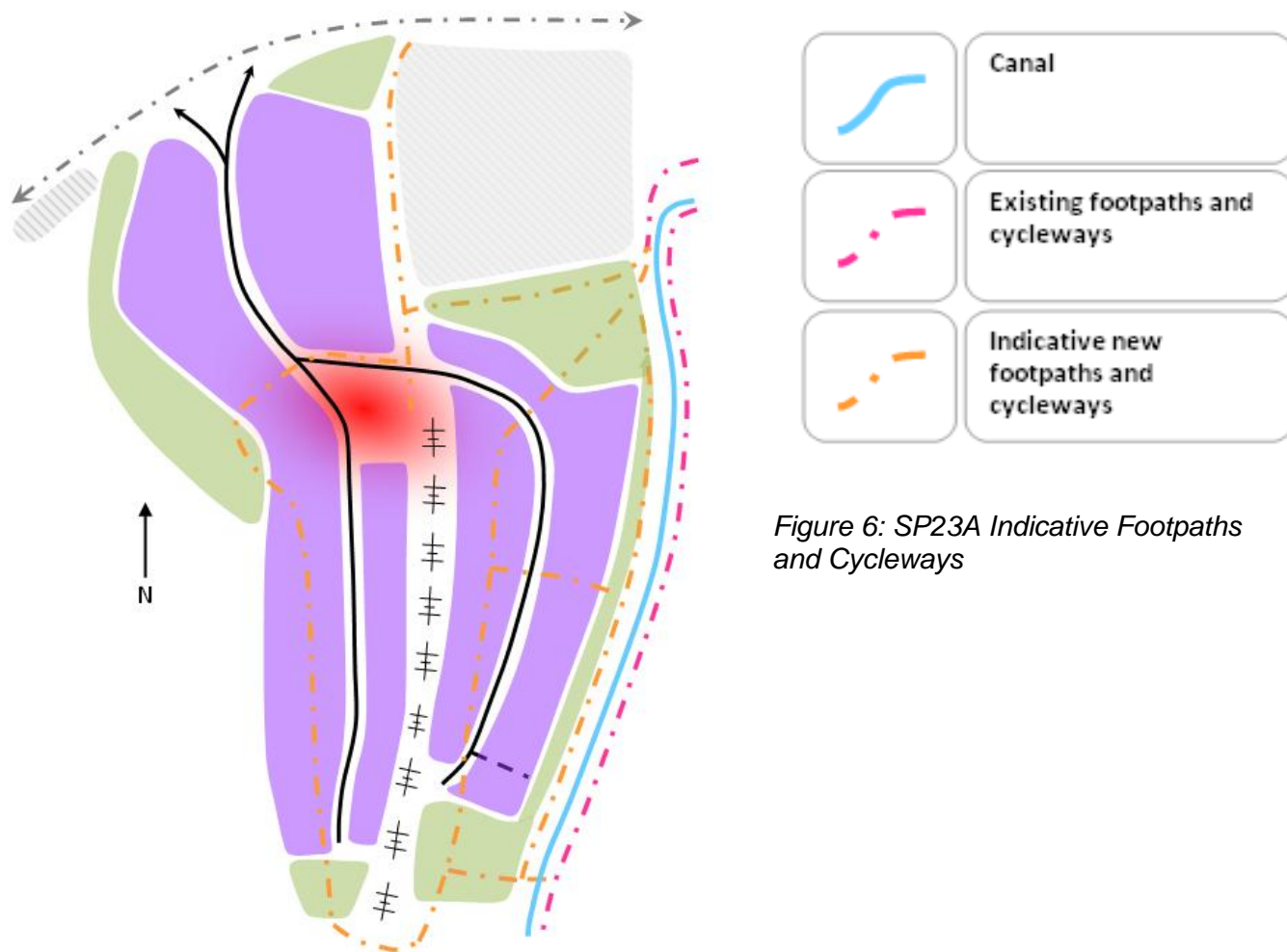


Figure 6: SP23A Indicative Footpaths and Cycleways

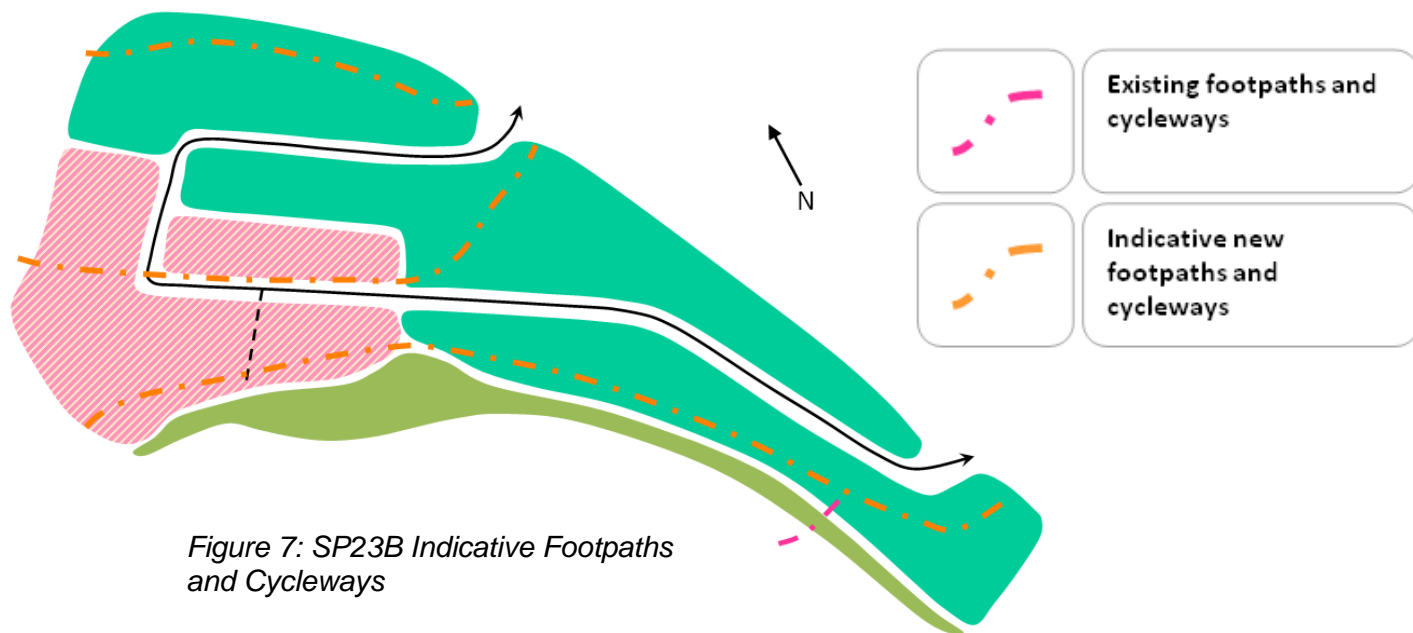


Figure 7: SP23B Indicative Footpaths and Cycleways

c) Biodiversity

6.13 Section 4 identifies the key sensitivities and constraints of both SP23A and SP23B. In particular it notes the presence of woodlands, hedgerows, trees, granite hedgebanks and watercourses which currently act as important wildlife corridors, as well as providing an important means of landscaping. In particular, applications for development will need to have regard to the following:

- a. On both sites, woodlands, hedgerows, trees, granite hedgebanks and watercourses should be retained and enhanced to provide continuous and varied open space networks for wildlife. In any circumstances where these are likely to be breached to achieve access, these should be limited in their extent and appropriate alternative corridors should be provided.
- b. There are opportunities for structural tree planting in SP23A and SP23B. This provides benefits in terms of improvements to air quality, local ecology and wildlife corridors and overall design quality. In particular, trees typical of the area should be used, notably purple beech, beech and lime.
- c. Sufficient buffering of hedgerows, hedgebanks and woodlands should be ensured for minimal disturbance of the wildlife corridors, recognising the importance of maintaining them as unlit corridors.
- d. The Tavistock Canal runs along the eastern corridor of SP23A. It is an important area for biodiversity both in terms of the water course and its surrounding woodland. Any development that occurs in the adjoining area should be mindful of its impact on this important landscape feature and take into consideration the management of surface water, drainage, ground water supplies and recreational use.
- e. Opportunities to maximise the biodiversity value of open space, footpaths, cycleways and allotments will be sought in terms of their connectivity, planting and maintenance (e.g. by including fruit and nut trees).
- f. Within the buildings themselves, opportunities will be sought to incorporate provision for bats and birds, with the provision sensibly located or grouped to support various species (e.g. located to provide easy access to linear features or wooded areas, or grouped as some bird species prefer).
- g. The presence of bats, particularly along the route of the canal, railway and hedgerows will need to be surveyed and appropriately located dark buffer zones and/or additional tree planting along these routes may need to be provided.
- h. Further assessment of the railway line will be required to determine whether there are any species along the track and alternative wildlife corridors may need to be identified to reduce adverse impacts.

6.14 In accordance with the Core Strategy, all applications will need to demonstrate any potential impact on wildlife and biodiversity value and mitigatory measures will need to be put in place as required.

d) Boundaries

- 6.12 **6.15** Boundary treatments are essential in providing clear definition to public and private spaces and can increase security for households. Well designed boundaries can contribute positively to the overall character of the development and help to strengthen the local street scene.
- 6.13 **6.16** A variety of boundary treatments are evident in Tavistock including stone walls, cast iron railings, hedges and trees. The choice of boundary treatment in the new developments should reflect local character and the different character areas within the sites, with consideration given to the materials, height, colour and maintenance required to ensure that the quality of the street scene is not compromised and is appropriate to the different uses.
- 6.14 **6.17** Boundaries are an important means of landscaping within the development and existing hedges, trees and Devon Banks should be retained and enhanced wherever possible. This also has ecological benefits by ensuring there are sufficient wildlife corridors throughout the development. Buildings should be located a suitable distance away from existing tree corridors to avoid the over-shading of nearby properties and the risk of falling mature trees.
- 6.15 **6.18** The development of both SP23A and B provides opportunities for structural tree planting. This is characteristic of existing parts of the town where there is a very strong tree presence (e.g. Watts Road, Whitchurch Road). This should include the planting of trees typical of the area, notably **P**urple **B**eech, **B**eech and **L**ime.

e) Broadband Connections

- 6.16 **6.19** Tavistock is benefiting in 2013 from fibre network connections to superfast Broadband. It is important that new development is able to use this resource and be connected to the town's network supply. The most cost-effective option is to include these fibres as part of the construction of the development rather than fit these retrospectively. Developers are strongly encouraged to include this provision within the development of both SP23A and SP23B.
- 6.17 **6.20** Developers should refer to the published Openreach developer guidance available on the BT website.

f) Building Materials and Style

- 6.18 **6.21** Colours, materials and features used on individual buildings, rooftops and surfaces are all important in helping to achieve a high quality development that is distinctive to the area and contributes to achieving a sense of place. The following should be taken into consideration:

Materials

- 6.19 **6.22** In Tavistock, the design of new buildings should draw inspiration from the World Heritage Site and the buildings within the town's conservation area. Typical materials that have been used historically are Hurdwick stone, Dartmoor granite, copper, **natural local** slates and timber. New development should aim to incorporate these locally sourced materials in buildings, rooftops and surfaces wherever possible. The use of render on other materials has also featured on more recent 20th century developments in the town and more modern materials can be incorporated effectively into new developments where they are in keeping with the style of the area and can complement the more traditional materials.
- 6.20 **6.23** It is not necessary for new development to replicate the urban form of the past but to take inspiration from the special qualities of the historic built environment. The Council will encourage developments which successfully integrate features of the past with innovative, sustainable and modern design and construction methods. The 'fabric first' principle should be applied which means that the need for energy is reduced at the outset and the use of appropriate materials is key to this. This should be supported by overall energy efficient design which incorporates high standards of insulation, glazing and ventilation.
- 6.21 **6.24** The overarching aim is to achieve a high quality, locally distinctive development which embodies the enduring character of the town whilst creating a sustainable development of its time.
- 6.22 **6.25** Some materials (such as some mixes of self-coloured render) which have been used on recent developments have led to premature ageing of buildings and staining and the Council is keen to avoid the continued use of such materials and techniques. The Council will actively encourage the use of materials which will weather appropriately over time and contribute to the long-term attractiveness of the development. The highest specifications of design and materials possible will be sought across the development.

Building Form

- 6.23 **6.26** The provision of two storey houses is considered to be appropriate for Tavistock. ~~Around the hub, and in prominent positions, Well-proportioned three storey dwellings may be considered appropriate~~ **but only in locations where they providing that they** do not compromise the amenity of neighbouring properties (i.e by overlooking), **have minimal impact on the landscape** and contribute in a positive manner to the quality of design and local street scene.
- ~~6.24 Developers will be expected to demonstrate how the layout of the site will provide residents with a high quality living environment.~~
- 6.25 **6.27** All properties should have access to a reasonable amount of private open space. Larger properties in particular should make provision for good sized gardens. Where apartments and collections of smaller properties do not have access to good levels of private open space, they should be well located so as to ensure easy access to community spaces and play areas or the creation of roof gardens should be promoted.

Roof gardens can add vital private amenity space for residents as well as help to contribute ecological value to buildings.

Colours

6.26 **6.28** There is a clear palette of colours which are distinctive to Tavistock and should be used as the basis of building and street colour design in the new development. These are shown on the below:

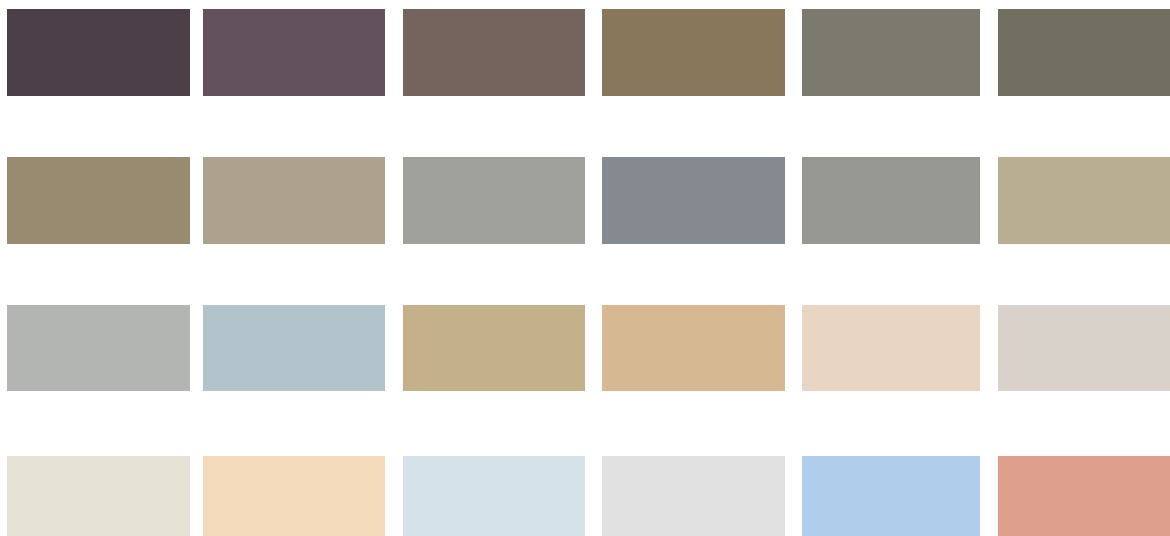


Figure 8: Tavistock Colour Palette
(Source: South and South-West of Tavistock Design Brief 2012)

Windows

6.27 **6.29** The design and placement of windows can make a strong contribution to the local character and quality of the development. They should be designed and located in ways which add significant detail and distinctiveness to buildings and maximise opportunities to overlook the street and open space.

6.28 **6.30** Across Tavistock, the types of windows that have been used on buildings vary considerably and therefore the design of windows within the new development should focus on being in keeping with the overall style that the development is keen to promote, being mindful of how they contribute to individual dwellings and the wider street scene. ~~It should be noted, however, that the positioning of windows can have significant energy efficiency benefits and they should aim to be positioned in ways which maximise passive solar gain.~~

6.31 Both the size and positioning of windows are important in maximising the provision of natural light into buildings. The use of well proportioned and well positioned windows is strongly encouraged as it reduces the requirements for artificial lighting and therefore improves the energy efficiency of the building.

6.29 **6.32** ~~All Front~~ elevations should ~~usually~~ contain windows that are located in a regularly patterned, well proportioned manner. Blank elevations should be avoided as windows

~~offer natural surveillance opportunities and therefore help to prevent crime and anti-social behaviour. Any buildings located on street corners should have windows on both street frontages to avoid blank walls in the street scene whilst offering opportunities for natural surveillance.~~

e. g) Character Areas and Development Densities

6.30 6.33 The purpose of identifying character areas is to ensure a variety of design and layout so that different parts of such a large development area are distinctive. These are not intended to be overly prescriptive but seek to provide guidance to inform a high quality design. The character areas have drawn on existing examples of character areas in the town, from the streets such as Watts Road and Carmel Gardens with larger plots on higher ground to the communal and higher density areas of the Bedford Cottages nearer to the valley floor; from tight-knit homes defining the boundaries of the main roads (e.g. Plymouth Road) to the industrial plots of Pixon Lane.

6.34 The Council has an adopted policy (SP6) to manage the density of housing development. This policy states that developments at less than 30 dwellings per hectare will generally be resisted but that lower densities may be acceptable where there is an existing strongly defined low density character.

~~6.31~~ 6.35 There should be different character areas providing a mix of densities throughout the allocation which each provide a style of development that is appropriate to Tavistock and meets a wide range of housing, employment and development needs. A mix of styles, ~~and~~ design and density will be encouraged to provide diversity and distinctiveness to the different parts of the development and to help ensure good quality living environments. The following character areas are useful in helping to design different areas appropriately. Indicative layouts and illustrations setting out how these character areas could be interpreted are shown in Figures 9, 10, 11 and 12:

SP23A

- Larger Plot Residential Character Areas

This character area will comprise a lower density layout of predominantly semi-detached and detached properties. Situated on the higher ground, buildings should be interspersed with dense tree clusters and hedgerows so that these form the dominant features on the ridgeline, rather than the homes themselves. Skyline development will be resisted and buildings should be set down on the appropriate contour to avoid roof break across the ridgeline.

The streets in this area should be designed as subtly defined carriageways with no major strategic movement role. Their primary use should be for walking, cycling and an extension of the outdoor living environment.

- Terraced Residential Character Areas

This character area does not simply mean rows of terraced properties but refers instead to a strong building line facing onto the main vehicle routes within the development. Pedestrian footpaths should be provided along the building line so that

the homes do not directly front the street. Along this building line, there should be an appropriate mixture of terraced town houses and semi-detached properties which have direct access onto the street. This should be interspersed by green frontages of hedges and/or trees to reflect the developments location on the fringes of the town. The main open spaces and community areas within the development should form part of this character area, benefiting from being easily accessible and overlooked by these homes. Higher densities of development can be accommodated within this character area, including opportunities for some flatted developments around the central 'hub'.

- **Shared Space Residential Character Areas**

This character area should be found on the lower slopes of development and where there are opportunities for residential development to flow seamlessly into the surrounding countryside. They should be located on the peripheries of the allocation and have a dominant character of quiet spaces in a safe and social environment where pedestrians and cyclists are given priority over the private car. To encourage this, no through traffic should be permitted within this character area.

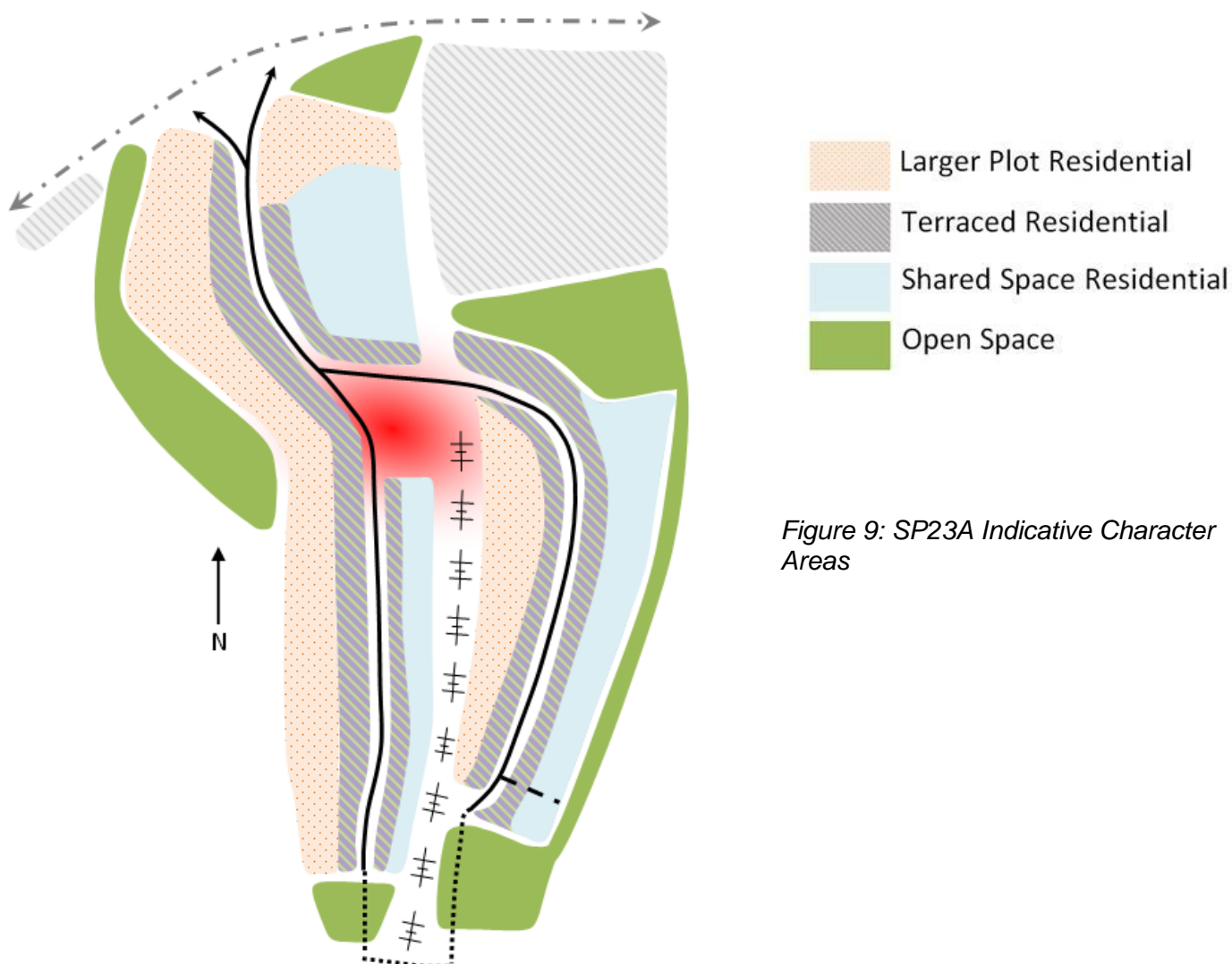


Figure 9: SP23A Indicative Character Areas



Figure 10: SP23A Indicative Character Area Structure
(Source: South and South West of Tavistock Design Brief 2012)

SP23B

- Workshop Clusters and Residential Character Area
 Within these areas, the types of uses that should be promoted could be incorporated include live/work units, artisan/craft workspaces, and smaller specialised workshop spaces and residential units. In a similar way to the Larger Plot Character Areas, these buildings should be positioned on the higher ground in a way which allows substantial tree groups and hedgerows to take visual prominence between units, enabling a green skyline to be maintained and sensitivity to the AONB. Away from the higher ground, buildings could be designed using a mix of the terraced and shared space residential character areas as set out above. To promote a tight-knit,

enterprising community, these types of units should be set within easily accessible clusters.

- Light Industry/Employment Character Area**
 This character area comprises units for specialised medium-sized manufacturers, light industry, storage at a range of scales and office space. These buildings should be in the form of small to medium sized units along the middle slopes of SP23B and fronting the narrow lane which divides the site in two.
- Larger-Scale Non-Residential Character Area**
 This character area defines spaces for buildings for commercial purposes where they are appropriate for the town and acceptable in other planning terms. The types of uses that sit within this character area include retail, a health and social care facility, hotel and restaurant. This character area broadly covers the lower areas of land within SP23B, allowing opportunities for larger floorspaces and reducing the chances of visual prominence in the wider landscape. This would follow the trend of similar larger units in the town along these lower levels. The architectural form of these buildings and the associated landscape must contribute to the important strategic route into Tavistock along the A386.

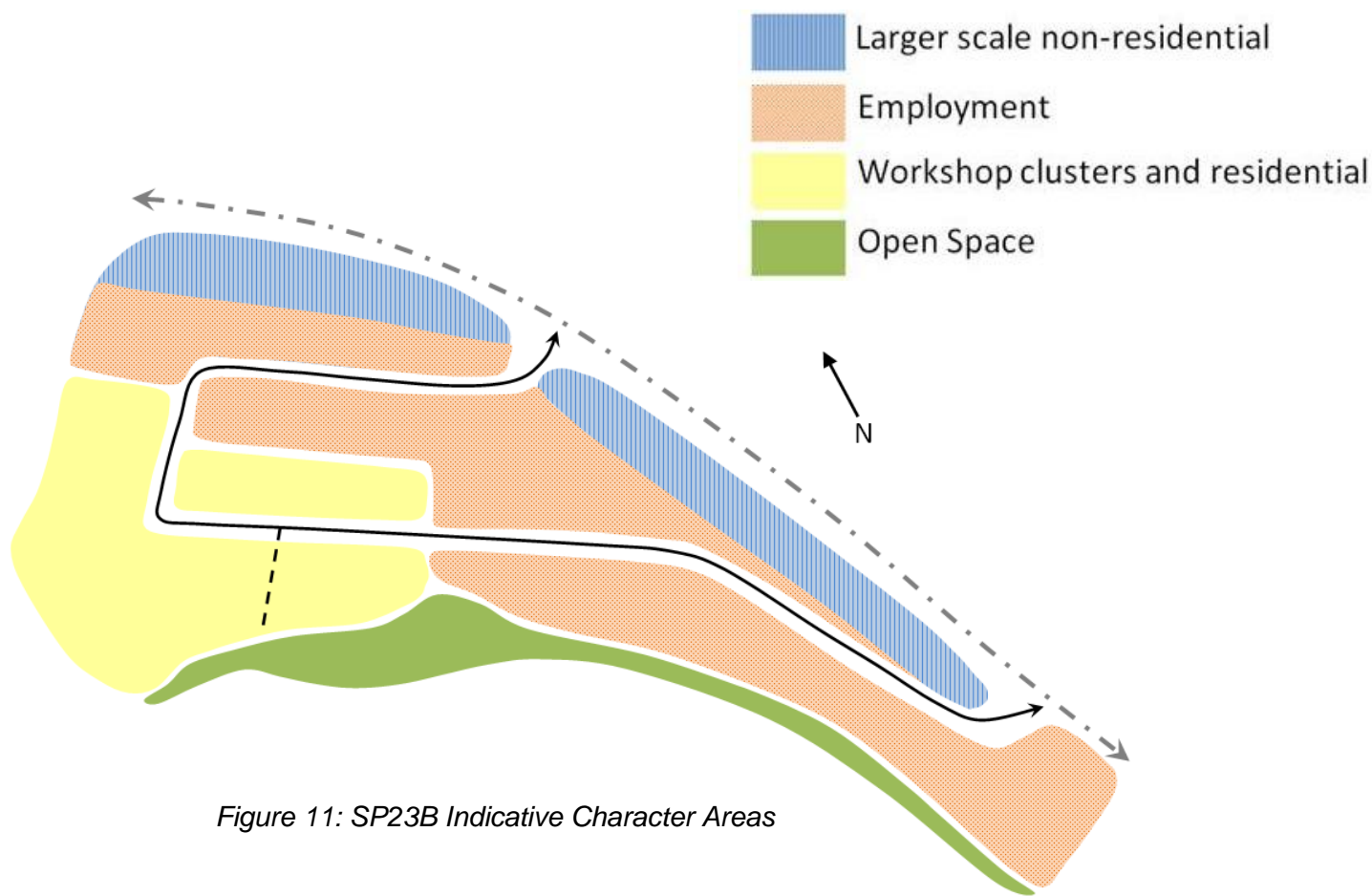


Figure 11: SP23B Indicative Character Areas



Figure 12: SP23B Indicative Building Designs
(Source: South and South-West of Tavistock Design Brief 2012)

6.316.32 **6.36** Service areas, storage areas, parking and turning will need to be developed in detail within any planning application that is submitted. The amount and layout of these will be dependent on the operational requirements of the different units and employment types.

6.326.33 **6.37** Traditionally within employment areas structural green landscaping tends to be on the edges of the development due to the operational needs of businesses for access, storage, servicing etc. These operational requirements will be equally important on SP23B but consideration should also be given to opportunities for meaningful landscaping to be incorporated within individual employment plots to enhance the attractiveness of the overall development and minimise visual intrusion into the surrounding landscape of the AONB.

f. h) Open Space Provision

6.34 6.38 Open space and recreation facilities are important to the quality of life of people who live, work and visit the area. Within the new developments, there is a requirement to provide easy and safe access to good quality, recreational space. The nature and scale of these open spaces should be appropriate to the location, topography and character of the area and discussed with Officers at the pre-application stage.

6.35 6.39 The location and siting of open spaces should be integral to the development. They should be and well related to the residential nearby development to provide natural surveillance and help to create a safe and secure environments which do not attract nuisance behaviour. It is expected that there should be a mix of formal and informal spaces across the site to provide a variety of opportunities for the local community to enjoy.

6.40 The town benefits from a centrally located park (the Meadows) which includes play facilities, teenage recreational areas (e.g. the BMX and skate parks) and a large area of open space. Wherever possible, the provision of new play and recreation areas, open spaces and footpath and cycle links should complement the facilities already provided in the Meadows and encourage the movement of people to the area. This will help to build community cohesion, fulfilling a key aim of the masterplan which is to integrate new development effectively with the existing town.

6.36 6.41 Where allotments, community gardens and orchards are proposed, these should be easily accessible and well connected to footpaths and cycle ways and, where possible, formal public transport routes. The location of allotments should have regard to the topography, orientation and local soil conditions so as to maximise the opportunities for community food production.

6.37 6.42 Applications for residential developments within SP23A and B should be accompanied by an open space strategy. This will need to address the layout and function of public open spaces and make appropriate arrangements for their long-term management and maintenance. Appropriate management of open spaces will need to be secured to ensure the long-term future of such facilities. This should be identified at the planning application stage and necessary arrangements put in place.

g. i) Orientation

6.38 6.43 Buildings should be orientated in a manner which takes into consideration the following:

- Local topography and contours: the topography of both sites, particularly SP23A, is challenging and this will have a significant influence on the design of the development. As such, a this will have a significant influence on the street layout is promoted which should reflects how Tavistock has been developed in the past, through a layering effect up the valley sides. This will help to reflect the traditional urban form in Tavistock which has seen development take place in a layering effect up the valley sides, with lower density properties further up the slope and

higher densities towards the valley floor. The north-western parcels of both SP23A and B are visually exposed and therefore suited to a lower density of development that makes best use of passive solar gain.

- Opportunities to maximise solar gain: facing the most frequently occupied rooms towards south will make maximum use of the sun's heat
- Well related to street layout: providing an active frontage and natural surveillance
- Focal points: local focal points should be located where they attract the attention and encourage people to move through the development, provide visual interest and positively contribute to the quality and interest of public spaces and streets.
- Responds to external views: in particular, the outward views towards Whitchurch Down, Crowndale Farm and the Church of St Mary Magdalen on Calington Road should be a primary consideration in establishing the layout of streets, buildings and open space.

h. i Parking

6.39 6.44 Within the rural area of West Devon, it is acknowledged that there remains a high dependency on the private car. As such, it is important to ensure that adequate car parking is included within the scheme without compromising the overall design quality and layout.

6.40 6.45 The layout and location of parking areas is a key feature that can affect the overall quality of the development. It will be important to ensure that parking does not dominate the street scene and that an appropriate balance is reached between incorporating sufficient parking spaces to serve the new development whilst reflecting the character of the area. Parking provision should be considered as an integral part of the design and layout of new development.

6.41 6.46 The Council would wish to see as much on-plot parking as is compatible with the design and layout. This should be provided in close and convenient proximity to the buildings and dwellings which it serves for people going about their daily business.

6.42 6.47 Elsewhere, the Council would wish to see a mix of parking arrangements appropriate to the use of the sites and the different character areas envisaged by this masterplan:

- Courtyard parking should only be considered where it can be demonstrated that is an efficient use of space and is overlooked by surrounding properties. Courtyards should be well related to residential units with easy and safe footpath access to properties. Spaces should be clearly demarcated to avoid confusion for residents and visitors about parking arrangements.
- Provision for disabled parking. Manual for Streets recommends that 5% of parking spaces are designated for disabled people and this should be considered as best practice within the development.
- Adequate provision for public use car parking (e.g. visitors, care providers, delivery vehicles, car club etc.).

- Adequate parking (approximately 70-100 spaces) should be provided around the railway station, alongside safe bicycle storage. Additional parking spaces should be provided as required for other uses at the Hub.
- At appropriate locations in the development, particularly at the Hub and station, provision should be made for electric car charging points. It should be possible to incorporate such facilities within individual residential units in the future and this should be considered at the design stage.
- Options for integrated on-street parking should also be explored and designed so as not to dominate the street scene whilst ensuring safe pedestrian access along the building line.
- Flats are not expected to make up a significant proportion of the housing stock but where they are used should be in keeping with the local character of the surrounding properties. Flats over garages (FOGs) can contribute to the mix of housing within a scheme as well as providing parking for neighbouring-its accompanying properties. It may be appropriate in some situations to provide access to courtyard parking beneath these units, offering natural surveillance. Consideration to the suitability of this type of property within the scheme and how the parking arrangements for the site can be delivered, should form a key part of the design and layout.
- Ad-hoc street parking should be discouraged through subtle design and landscape features.

i. k Properties and their Usability

6.43 6.48 The following should be considered within the overall design of development:

- Ensuring appropriate provision of indoor or outdoor drying areas;
- Providing adequately sized and integrated garages where appropriate;
- Providing facilities and space for general storage, e.g. dedicated storage areas or attic areas;
- Provision of recycling and refuse storage in locations where they do not dominate the street scene;
- Arrangements for waste collections and street cleaning (see Council guidance at www.westdevon.gov.uk).

j. l Public Transport

6.44 6.49 It will be important that the new developments are served by public transport to provide access to the town centre and offer sustainable travel options for the new development. Within SP23A it will be particularly important to ensure that the bus service serves the Hub and links to the railway station. Consideration should be given from the outset to the design of roads that are able to accommodate bus movement and turning.

6.45 6.50 The Council encourages developers to engage with Devon County Council at the early stages of the design preparation to discuss the provision of a bus service for the new development. These discussions should look at how the service can link into

existing operational routes, agree details of routes and understand appropriate highway specifications and turning facilities.

- 6.46 **6.51** All parts of the development should be accessed by easy, safe and attractive walking routes, ideally within 400m of a bus stop which is appropriately sited within the development. The most convenient location for a bus stop is often at a road junction so that it is able to connect to a number of pedestrian routes and well related to appropriate pedestrian crossings. Bus stops and the railway station should be easily accessible to take account of the mobility needs of all individuals. This should be encouraged wherever possible.

m) Site Entrances

6.52 Both sites are situated along main routes entering the outskirts of the town. Currently, these sites form part of the rural landscape and, as they are developed, the nature of these approaches will change to a more urban setting. It is therefore important that however these sites are developed, the entrances need to be safe, attractive and sensitive to neighbouring properties, uses and landscapes.

6.53 In particular, these site entrances should be developed in accordance with the following principles:

- Where buildings are located directly adjacent to the roads of the A390 or A386 they should provide a cohesive street scene and acknowledge the scale and character of neighbouring properties and the transition from the countryside to the town.
- On SP23A, buildings along the A390 and further into the development on higher ground should be no more than two storeys in height and avoid the ridgeline to protect the residential amenity of nearby properties and lessen the visual impact of the development.
- On both sites, the entrances should act as a transition between the rural and urban landscapes by being fully interspersed with a strong landscaped frontage.
- On SP23B, it may be necessary due to the nature of some commercial uses proposed for buildings to have suitable amounts of visibility from the main road. In these instances, the Council would expect the buildings to be of a design that complements the site's rural setting and incorporates suitable landscaping.

k. n) Street Layout

- 6.47 **6.54** The historic urban pattern of Tavistock shows how streets have largely followed the contours of the land creating a layering effect as development climbs up the valley sides. This has enabled an efficient use of land, creating homes and buildings with uninterrupted views across the valley and provides clear legible routes around the town. Wherever possible the typical street pattern found in the town should be reflected in new development.

- 6.48 [6.55](#) The development will require a mix of both main routes and more minor streets to make the development serviceable whilst also creating opportunities for safer, quieter areas. The broad locations for these routes should mirror the character areas as outlined in section [26 \(gf\)](#).
- 6.49 [6.56](#) On both main routes and minor streets, natural traffic calming solutions should be used instead of winding road networks which promote a less efficient use of space and are uncharacteristic of the historical urban pattern of Tavistock. Options such as using pinch points, different road materials, pedestrian crossing points, on-street parking and landscaping should be explored to promote this.
- 6.50 [6.57](#) The following requirements for the development should be incorporated within detailed planning applications for the sites and specific advice in relation to this should be sought from relevant highway officers:

Main Routes

- In SP23A, a main route should extend from ~~an access~~ [off point\(s\) at](#) Callington Road, continuing to the central 'hub' and beyond to access the entire stretches of land to both the east and west of the disused railway line. [Appropriate routes for emergency access will need to be provided as required by the highways authority.](#) Opportunities for a circular route linking the development via crossings at both the northern and southern sections of the development should be explored. The circular connection is important in promoting a more accessible and viable public transport route as well as creating an important secondary access in case of emergency.
- In SP23B, a main route should link the site north to south with two access points onto Plymouth Road, crossing the green lane and providing connectivity throughout all parts of the site.
- Main routes should link easily to the main play areas and other key community spaces within the development.
- Main routes should be built to a standard that is suitable for all types of vehicles required to serve the facilities within the development. This will include cars, buses, recycling and refuse vans and emergency vehicles. This list is not exhaustive and the main route will need to ensure that it is accessible for all other types of vehicles which require access to the development at the detailed planning application stage.
- Spaces for buses turning and appropriate bus stops/shelters should be incorporated along this main route.
- Clearly designated cycle lanes should be provided as well as safe and generous pedestrian pavements.
- Consideration should be given to the nature and siting of appropriate, safe pedestrian crossings on main routes that follow natural desire lines, link to footpaths and are well located in relation to services and facilities.

Minor Streets

- 6.51 [6.58](#) From the main route, a network of streets should be provided which feed naturally into the exterior areas of the development. Particularly within residential areas, a significant proportion of these streets should be designed as 'shared streets' where

walking and cycling is given priority over the private car. Developers are encouraged to refer to the Manual for Streets guidance as an example of best practice.

6.52 **6.59** In most cases within the minor street network, cul-de-sacs should be avoided as they do not help to achieve continual movement and connectivity throughout the development.

f. o) Sustainable Energy

6.53 **6.60** Core Strategy Strategic Policy 2 requires all new developments above 10 dwellings or 1,000 sq m of non-residential development to generate at least 10% of its energy from decentralised and renewable or low carbon sources.

6.54 **6.61** The Council is mindful of the progression of building regulations towards zero carbon development and would expect high levels of energy efficient and sustainable design so far as is compatible with the overall viability of the site.

6.55 **6.62** As referenced in **Section part (fe)** of this **chaptersection**, the 'fabric first' principle to energy efficiency should be applied.

6.56 **6.63** The orientation, design and layout should facilitate use of renewable micro-generation, such as installation of solar pv and solar thermal panels. Where the viability of the development does not permit this, 'future proofing' should ensure that roof structures, wiring and hot water tanks can accommodate technologies at a later date.

6.57 **6.64** The indicative total of 750 homes and proposed community and employment uses provides scope to investigate the feasibility of decentralised distributed energy networks and their viability. It is recognised that the allocated sites will be built out in a phased manner and it is therefore important that early phases of development do not preclude the later development or extension of distribution networks.

6.58 **6.65** The following aspects of delivery should be fully explored:

- Where development is occurring concurrently, or where the developer interests are known, a collaborative approach will be expected so that the cost of installing distribution networks and generating technology is spread evenly across the phases.
- In cases (for example because of market conditions, detailed site viability) where it is not possible to deliver low carbon energy supplies, infrastructure to enable the retrofitting of low carbon energy supplies will be expected – for example, installation of pipe work. This will enable properties to connect to a decentralised network even if it is not operational until later phases.
- Solutions that can be delivered for groups of buildings or at the whole site level.
- The degree to which distribution networks can be retrofitted into nearby development.
- The impact of the technologies on the amenity of the site and surroundings.
- Arrangements for the longer term management of the technology and energy supplies.

m. p) Sustainable Urban Drainage

~~6.59 Sustainable Urban Drainage systems (SUDs) should be used to reduce the rate and volume of surface water run-off. Options such as swales and filter drains for surface water conveyance and detention basins, permeable paving or soakaways for surface water attenuation and/or infiltration should be explored. SUDs can also offer benefits for the local environment and biodiversity of the development, alongside improved flood management. There are opportunities to integrate SUDs with wider landscaping and open space provision and this should be considered at the early stages of design.~~

6.66 Infiltration and ground investigations should be undertaken early on in the planning process to understand the drainage issues of the development sites. For each phase of development, the Environment Agency encourages a Sustainable Urban Drainage systems (SUDs) masterplan to be prepared to demonstrate how it will address surface water conveyance and storage.

6.67 SUDs will need to be used to reduce the rate and volume of surface water run-off as a result of the development. Options such as swales, open drainage features and filter drains for surface water conveyance are encouraged and detention basins, permeable paving or soakaways for surface water attenuation and/or infiltration should be explored. These will need to be capable of accommodating storm water and made with robust features which are able to cope with drainage system blockages and other unforeseen circumstances.

6.68 SUDs can also offer benefits for the local environment and biodiversity of the development, alongside improved flood management. There are opportunities to integrate SUDs with wider landscaping and open space provision and this should be considered at the early stages of design.

n. q) Street furniture

~~6.60~~ 6.69 Street furniture includes features such as signage, lighting, benches, bollards, public art, bus and railway shelters, waste bins and any other pieces of equipment which are situated on streets and within open spaces.

~~6.64~~ 6.70 In line with Government guidance, the Council is keen that there is not an over dominance of street furniture and that the overall design pays careful consideration to a clean and clutter-free street scene. The following principles should be taken into consideration:

- A bespoke approach using local materials and styles
- Signs should only be used where they serve a clear function.
- The positioning and style of street furniture should be considered as part of the overall design of the development and where used should be attractively located around the development. Opportunities to mimic the styles of the WHS and conservation area design (e.g. white writing on black backgrounds) should be explored.

- Where possible, street furniture should be incorporated within the actual building design (e.g. signs erected on buildings or boundary walls).
- Street furniture should be appropriately located so that it does not encourage inappropriate behaviour, thus affecting the quality of life of local residents.
- Street lighting should be used only in so far as it is essential for road safety and security. This should be in the form of low level lighting with downward firing to ensure that limited light escapes into the sky. Opportunities for a 'dark skies' element should be explored, to reflect the local presence of the World Heritage Site and respect local ecology. Applicants are referred to the County Council's policy for Street Lighting for Carbon Reduction which is available on their website – www.devon.gov.uk.

e. r) World Heritage Site

6.62 6.71 SP23A lies within close proximity to the West Devon and Cornwall Mining Landscape World Heritage Site (WHS). The designation borders the eastern boundary of the site and includes the Tavistock Canal. Features of the World Heritage Site are present all around this area, including most notably the listed building of Crowndale Farm and the disused railway line which forms part of Tavistock's conservation area. It is important that the design and layout of the proposed development has regard to its impact on the WHS and its wider setting and an appropriate buffer between the development and canal should be in place. Opportunities to enhance appropriate access to the WHS through the design of the development and options to do this should be explored. In particular, both sides of the canal should be opened up for public use.

6.63 6.72 With this in mind, applications for development within SP23A should demonstrate the following:

- Direct impacts on the WHS (Tavistock Canal) and its setting (Crowndale Mine Sett);
- Visual impacts on the WHS (Tavistock Canal) and its setting (Crowndale Mine Sett);
- Impacts on the disused railway line (conservation area);
- Impacts on earlier archaeological remains; and
- Opportunities to enhance access to, and understanding of, the WHS.

6.73 Applicants should have regard to the Tavistock Conservation Area Management Plan and the West Devon and Cornwall Mining Landscape World Heritage Site Management Plan when demonstrating the above.

7. Delivery Framework

- 7.1 This masterplan seeks to achieve an ambitious and exciting development for Tavistock which involves the delivery of a railway link into Plymouth alongside new homes and local employment opportunities.
- 7.2 As mentioned earlier in the document, the cost of delivering this development scheme is projected to be high and there needs to be an appropriate delivery and phasing plan in place which helps to ensure that funding from the new homes is available at necessary intervals to bring forward the infrastructure required.
- 7.3 This chapter sets out the key infrastructure requirements that are associated with the development of SP23A and B and the broad phases in which development is expected to come forward.

a. Infrastructure Requirements

- 7.4 Infrastructure planning is an essential part of the plan-making process. It enables the Council to ensure that any new development which takes place is supported by the right level of infrastructure at the right time and that new development contributes positively towards this.
- 7.5 The specific infrastructure requirements associated with the development of SP23A and B are set out in Table 1 on the following page. This updates the Tavistock section of the “2010 WDBC Infrastructure Delivery Plan”. This information will be regularly monitored throughout the development of the allocation to ensure that the required infrastructure is being delivered and that all infrastructure requirements are up to date. Any updates will be made as necessary through regular monitoring reports that the Council prepares. Any applications for development across the allocation should refer to the most up to date version of this information.
- 7.6 The Council works alongside key providers to identify the full extent of infrastructure requirements associated with new development.
- 7.7 For the purposes of this masterplan, the infrastructure requirements have been categorised as follows:
 - **Servicing and Utilities:** all types of infrastructure required to make the development accessible and useable. This includes roads, technological connections and utilities.
 - **Critical:** infrastructure which is needed to enable the development to take place and without which there would be an overburden on existing resources. These items of infrastructure are required to ensure a sustainable development can be achieved. These are not listed in any order of priority in order to ensure there is flexibility when negotiating planning obligations.

- Desirable: all other infrastructure requirements which would have benefits for the community but which are not needed to support the new development, e.g. library provision, youth facilities etc. It is important the items of desirable infrastructure are recorded in the Infrastructure Delivery Plan so that they can be delivered if funding becomes available. Contributions will only be sought where it is viable to do so and where the infrastructure is needed to support the sustainable growth of the community.

7.8 Affordable housing is not included within any of the above categories. It should be provided as part of the development in accordance with Core Strategy Strategic Policy 9.

7.9 Table 1 below sets out the items of infrastructure that will be required as part of the development. It refers to both SP23A and B but is also relevant to other development coming forward in the town and appropriate provision should be made in accordance with Core Strategy Strategic Policy 4. Where the requirements are different between the two sites, this is specified. This table should not be seen as an exhaustive list of requirements and will be monitored and updated during the plan period to ensure that the full infrastructure requirements of the site are being met.

Table 1: Infrastructure Requirements

Infrastructure Item	On-Site <u>Provision</u> / <u>Off-Site Financial Contributions</u>	Required Developer Contributions	Lead Delivery Organisation
Servicing and Utilities Infrastructure			
Sewage treatment and water resource facilities	<u>Applicant of residential sites to undertake and fund (as directed by SWW) an assessment of the foul sewerage capacity.</u> On-site connections to sewerage and water distribution networks <u>Off-site Financial</u> contributions to Sewage Treatment Works	All parts of development in SP23A and B expected to contribute.	South West Water
Energy supply	On-site provision of cables and/or pipework connections to local energy supply	All parts of development in SP23A and B expected to contribute.	Western Power Distribution Wales and West Utilities

			Other Energy Supply Companies as required
Telecommunications connections (High Speed Broadband and Telephone)	On-site provision of fibres and connections to local interchange	All parts of development in SP23A and B expected to contribute.	BT Openreach
Provision for waste disposal and recycling facilities	On-site	All parts of development in SP23A and B expected to contribute.	WDBC / DCC
Sustainable Urban Drainage systems	On-site	All parts of development in SP23A and B expected to contribute.	WDBC
Localised highway improvements on the A390 / A386 corridor	Off-site <u>contributions provision</u>	First phase of residential development within SP23A	DCC
<u>Highways infrastructure</u>	<u>On-site</u>	<u>All</u>	<u>Developer DCC</u>
Walking and cycling routes	On-site	All parts of development in SP23A and B expected to contribute	Developer
Landscaping and informal open space provision	On-site	All parts of development in SP23A and B expected to contribute	Developer
Critical Infrastructure			
Reinstatement of railway line between Tavistock and Bere Alston	<u>Off-site Financial contributions</u>	All parts of residential development within SP23A (and SP23B as appropriate)	DCC
Education Provision	On-site provision	SP23A	DCC
<ul style="list-style-type: none"> 1.3 hectare site for primary school within SP23A Enhancements/ extensions to Primary School provision 	<ul style="list-style-type: none"> <u>Off-site Financial contributions</u> 	All residential properties in SP23A and B.	DCC Contributions will be sought in accordance with

• Enhancements/ extensions to Secondary School provision	<u>Off-site Financial</u> contributions	All residential properties in SP23A and B.	DCC standard requirements and WDBC adopted <i>Infrastructure and Community Facilities to Support New Development SPD.</i>
Primary healthcare provision (to meet the needs of the increase in local residents)	<u>Off-site Financial</u> contributions	All residential properties in SP23A and B.	NHS <u>Devon England (formerly NHS Devon)</u>
Age appropriate equipped play and recreation areas	On-site	All residential properties in SP23A and B.	Developer
Extension of town bus service to serve new development	<u>Off-site Financial</u> contributions On-site provision of bus stops (and circular route if feasible).	All parts of development expected to contribute	DCC Bus Operator
Playing pitches	<u>Off-site Financial</u> contributions	All residential properties in SP23A and B.	Developer
Desirable Infrastructure			
Enhancement of Tavistock youth facilities	<u>Off-site Financial</u> contributions	All parts of development, where viable.	DCC
Enhancements to Tavistock Library	<u>Off-site Financial</u> contributions	All parts of development, where viable.	DCC
Town centre enhancements	<u>Off-site Financial</u> contributions	All parts of development, where viable.	WDBC Town organisations
Health and Social Care Facility	<u>Off-site Financial</u> contributions	All parts of development, where viable.	NHS <u>Devon England (formerly NHS Devon)</u>

7.10 Infrastructure should be provided in accordance with Core Strategy Strategic Policy 4 and the following principles:

- All servicing and utilities infrastructure should be integrated into the design of the development. Each phase should not preclude the onward development or extension of supply distribution networks or highways infrastructure.
- Infrastructure should be delivered broadly in accordance with the phasing requirements set out in Table 2.
- Applicants should engage at an early stage with the lead delivery organisation(s) as listed in Table 1 to ensure that the appropriate infrastructure can be accommodated to the required standard as part of the development.
- Developments on all parts of the site should contribute proportionally to the key elements of infrastructure required as part of the allocation where the infrastructure concerned benefits the site as a whole.
- Infrastructure that is required to accommodate all parts of the development should be considered in the initial design so that all new development is adequately served in the event that another part of the allocation fails to come forward either at all or within a reasonable timescale.

b. Phasing

7.11 The indicative phasing of development has been assessed based upon the best knowledge available at present. However, this will be subject to review as time goes on and more of the variables about market conditions and infrastructure costs become more certain.

7.12 The allocated sites in Tavistock are available and applications for development could come forward at any time. Following the development of the Manor and Tiddy Brook sites, residential development in Tavistock has fallen slightly over the last couple of years. The Council is therefore keen to see development commence on the allocated sites so that the local supply of housing is maintained. It is the Council's aspiration that development works on SP23A will commence by 2014. Depending on market circumstances, it is estimated that the entire site of SP23A will be delivered within 9 to 12 years. The broad phases for development are set out in the table below and illustrated in Figure 13. The requirements are not listed in any order of priority.

7.13 This information is based on best knowledge available at the time the document was adopted. As with Table 1, this will be monitored and updated as necessary through regular monitoring reports. This list should not be seen as exhaustive and each phase will be subject to discussion with relevant infrastructure providers in pre-application stages.

SP23A

Table 2: Indicative Phasing for SP23A

Phase	Key building and infrastructure requirements	Anticipated start date	Anticipated completion date
<p>Phase 1A: Land west of the railway – northern parcel</p>	<ul style="list-style-type: none"> • Approximately 200-300 homes*. • Off-site<u>Financial</u> contributions to the railway line • Affordable housing. • Serviced area providing land for Hub facilities (1.3 ha site for education facilities; station; neighbourhood shopping centre). • Off-site<u>Financial</u> contributions to primary and secondary school provision. • Off-site<u>Financial</u> contributions to primary healthcare provision. • Approximately 0.4 hectares of open space and informal areas**. • Approximately 0.3<u>4</u> hectares of age appropriate equipped play and recreation areas**. • <u>A</u> proportion of walking and cycling routes, including key links to the Hub. • <u>Financial contributions to town bus services and on-site provision of bus stops and routes.</u> • On-site provision of all necessary servicing and utilities infrastructure requirements. • On-site provision of bus stops/routes. • Off-site contributions to provision of A390/A386 highway improvements. • <u>Provision for future Primary</u> access route to land east of the railway. • Broadband fibre networks. 	<p>2014</p>	<p>2017</p>
<p>Phase 1B: Land east of the railway</p>	<ul style="list-style-type: none"> • Approximately 200-250 homes*. • Off-site<u>Financial</u> contributions to the railway line. • Affordable housing. • Off-site<u>Financial</u> contributions to primary and secondary school provision. • Off-site<u>Financial</u> contributions to primary healthcare provision. • Approximately 0.3 hectares of open space and informal areas**. • Approximately 0.2<u>3</u> hectares of age appropriate equipped play and recreation areas**. • Off-site<u>Financial</u> contributions to playing pitches**. • On-site provision of all necessary servicing and utilities infrastructure requirements. 	<p>2017-20***</p>	<p>2020-23***</p>

	<ul style="list-style-type: none"> • Off-site<u>Financial</u> contributions to extension of town bus service and on-site provision of bus stops/routes. • Walking and cycling links connecting the area to footpaths and cycleways at the Hub, and land west of the railway, <u>the canal and Tavistock College</u>. • Provision within the main route for future access across the valley to link with SP23B. • Broadband fibre networks. 		
<p>Phase 1C: Land west of the railway – southern parcel</p>	<ul style="list-style-type: none"> • Approximately 200-250 homes*. • Off-site<u>Financial</u> contributions to the railway line. • Affordable housing. • Off-site<u>Financial</u> contributions to primary and secondary school provision. • Off-site<u>Financial</u> contributions to primary healthcare provision. • Approximately 0.3 hectares of open space and informal areas**. • Approximately 0.23 hectares of age appropriate equipped play and recreation areas**. • Off-site<u>Financial</u> contributions to playing pitches**. • On-site provision of all necessary physical infrastructure requirements. • Off-site<u>Financial</u> contributions to extension of town bus service and on-site provision of bus stops/routes. • Walking and cycling links connecting the area to footpaths and cycleways at the Hub and land east of the railway. • Broadband fibre networks. 	2017-20***	2020-23***

* Each phase is expected to deliver the minimum number of units specified and should also have regard to the quantities of development delivered in other phases in order to ensure that there is no significant oversupply of development. The maximum levels of development proposed will only be supported where they help to secure requirements of the development which would not otherwise be viable.

**Open space, play area and pitch requirements have been calculated using Local Plan policy H26 and are based on an average occupancy rate of 2.3 persons per household. These requirements should be used as a guide but developers are encouraged to liaise with the relevant Council department during early application discussions to consider the most appropriate type, quantity and distribution of provision.

*** There is some flexibility regarding the development of phases 1B and 1C and it is anticipated that market conditions and the number of developers operating on the site will determine the rate of delivery. Phase 1A will be required to ensure that an access is provided across the line of the disused railway so that the continuation of development in 1B and 1C can be achieved either simultaneously or one after the other.

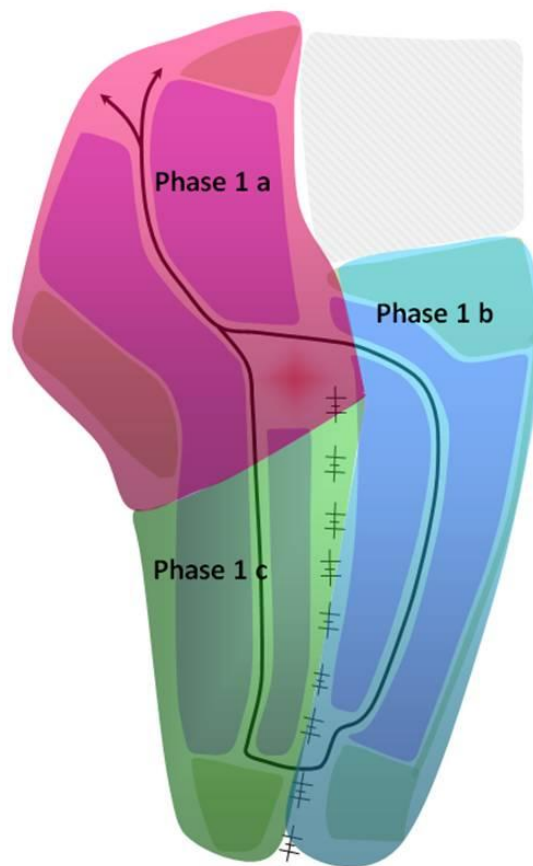


Figure 13: SP23A Phasing Plan

SP23B

7.13 **7.14** The timescales for the delivery of SP23B are more difficult to forecast due to the nature of development uses proposed, although it is envisaged that development of the site will be completed by 2026. This will be monitored and any updates will be provided in the Council's monitoring reports. Should any residential development come forward on this area of land it will be expected to contribute towards all necessary on-site and off-site provisions listed in Table 1. Developers are encouraged to engage with the Council in early pre-application discussions to understand the full infrastructure requirements that will be made necessary by the development.

7.14 **7.15** In particular, the Council will require the following on SP23B:

- All servicing and utilities infrastructure to be provided as required.
- Suitable access into the site via the A386. Specific arrangements should be discussed with Devon County Council in the early stages of preparing an application to determine the location and type of access required.
- Walking, cycling and public transport routes to serve each part of the development.
- High speed Broadband connections.
- Any higher value uses to directly enable the provision of serviced employment land and/or business development.

- Any residential development to contribute proportionally to the infrastructure requirements listed in Table 1.
- Affordable housing to be provided in accordance with Core Strategy Strategic Policy 9.
- Provision within the main route through the development for a vehicle link between SP23A and SP23B should it be required beyond 2026.

c. Managing Viability Considerations

~~7.15~~ 7.16 The Council recognises that viability is a material consideration and is keen to create the right conditions in which a viable development can be achieved. To this end, the Council welcomes an open book dialogue with prospective applicants and encourages early pre-application discussions.

7.17 With regards to SP23A in particular, the Council acknowledges that there is a range of competing infrastructure requirements and that these will need to be managed sensitively to ensure that both the long term aspiration of delivering the railway and some of the more immediate infrastructure and affordable housing needs are met. The consultation on the draft masterplan highlighted this as a key concern within the community and it is therefore important that the Council is able to secure those infrastructure needs that it considers to be most pressing at the time an application is submitted without compromising the long term railway project to which it is committed.

~~7.16~~ 7.18 In the event that issues of viability can be demonstrated and is preventing the scheme from proceeding, the Council reserves the right to negotiate planning obligations through Section 106 agreements.

Glossary

Affordable housing	Housing provided for those whose incomes do not allow them to compete in the open market or for whom private sector rents are too high.
Core Strategy	The Core Strategy is a plan for the Borough that sets out how much development will take place and where it should be located. It contains policies to manage the development and use of land in West Devon. It covers the period 2006 – 2026.
Decentralised or distributed energy	This refers to a range of low carbon technologies that do not rely directly on the national grid to deliver energy or heat and instead use a local distribution network.
Infrastructure	Services and facilities which support communities. These include education, energy and power, flood defences, healthcare, roads and transport, sport and recreation facilities, telecommunications, waste, water and sewage.
Lifetime Homes	These are buildings which are built in accordance with sixteen design criteria intended to make homes more easily adaptable for lifetime use.
Renewable energy	Types of energy which occur naturally and repeatedly in the environment (i.e wind, water, sun and biomass).
Section 106/financial contributions	Legal agreements between a planning authority and a developer, or undertakings offered unilaterally by a developer, that ensure that certain extra works related to a development are undertaken.
Supplementary Planning Document	Documents which provide further detail to policies in the Local Plan or Core Strategy.
Sustainable Development	Development which meets the needs of the present without compromising the ability of future generations to meet their own needs.
Sustainable Urban Drainage System	Management practices and control structures designed to drain surface water in a sustainable manner.
Viability	A development will be held to be viable when the gross value of the finished scheme is sufficient to cover all reasonable costs of the development, including agreed planning obligations, infrastructure contributions and appropriate returns to both landowners and developers.

West Devon Borough Council

South and South-West of Tavistock Masterplan Supplementary Planning Document

Statement of Consultation

April 2013 – Committee Version



West Devon
Borough
Council

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1. Introduction

- 1.1 This Statement of Consultation sets out how the Council consulted on the draft South and South West of Tavistock Masterplan Supplementary Planning Document. This Statement addresses the requirements of Regulation 12 of the Town and Country Planning (Local Planning) (England) Regulations 2012.
- 1.2 The purpose of this statement is to clearly set out details of the consultation that has taken place. The Statement sets out:
- Who was consulted.
 - How they were consulted.
 - Summary of the main issues raised.
 - How these issues have been addressed in the SPD.

What consultation has taken place?

- 1.3 Work on the masterplan began with the preparation of the South and South-West of Tavistock Design Brief. During this stage, the local community was invited to two community workshops to talk about their priorities for the town and how the developments could look. A stakeholder workshop was also held to identify the key constraints and opportunities of the development.
- 1.4 These workshops were held on:
- Stage 1 Community Visioning Event – 10th December 2011 at 10am
 - Stakeholder Workshop – 26th January 2012 at 1.30pm
 - Stage 2 Community Visioning Event – 29th March 2012 at 7pm
- 1.5 The Design Brief was finalised in the summer of 2012 and was subsequently approved by the Community Services Committee on 4th September 2012 to be used to inform the preparation of the masterplan. The masterplan was subsequently drafted and was taken to the meeting on the Community Services Committee on 26th February 2013 to seek approval for its consultation.
- 1.6 Following Member approval, the SPD was subject to a statutory four week consultation period that enabled all interested parties including statutory organisations to comment on the draft masterplan. The consultation process started on 7 March 2013 and ran until 8 April 2013.
- 1.7 An exhibition was held on Thursday 21st March from 11am – 4pm at Tavistock Town Hall. The exhibition material was also made available on the Council's website.
- 1.8 Officers held an informal workshop with Tavistock Town Council on Tuesday 19th March.
- 1.9 Prior to the public consultation, internal consultation was also undertaken with Elected Members.

Who was consulted?

1.10 The Council aimed to give all those who wish to comment on the SPD the opportunity to do so. The Council specifically consulted:

- Parish and Town Councils within West Devon
- Local councillors
- Statutory consultees
- Community contacts
- Development industry contacts
- Local interest groups
- Other non-statutory groups
- Neighbouring parishes outside of West Devon

1.11 A full list of consultees is provided in Appendix 1.

How were they consulted?

1.12 The Council notified people of the consultation by a range of means including:

- Direct mail/email
- The Council's website at www.westdevon.gov.uk
- A press release in the Tavistock Times and Okehampton Times

1.13 Copies of the draft SPD were available to view at:

- West Devon Borough Council, Kilworthy Park, Tavistock, PL19 0BZ
- West Devon Customer Service Centre, 10 St James Street, Okehampton, EX20 1DH
- On the Council's website

1.14 A response form was available for completion.

1.15 A summary of the consultation responses and the Council's comments about these are provided in Appendix 2.

Appendix 1: List of Consultees

Town and Parish Councils

Beaworthy	Belstone	Bere Ferrers	Bondleigh
Bratton Clovelly	Brentor	Bridestowe	Broadwoodkelly
Buckland Monachorum	Burrator	Chagford	Dartmoor Forest
Drewsteignton	Exbourne and Jacobstowe	Germansweek	Gidleigh
Gulworthy	Hatherleigh	Highampton	Horrabridge
Iddesleigh	Inwardleigh	Kelly	Lamerton
Lewdown	Lifton	Lydford	Mary Tavy
Meeth	Milton Abbot	Monokehampton	Northlew
North Tawton	Okehampton	Okehampton Hamlets	Peter Tavy
Plasterdown	Sampford Courtenay	Sourton	South Tawton
Spreyton	Sticklepath	Stowford	Sydenham Damerel
Tavistock	Throwleigh		

Statutory Consultees

British Gas	Cornwall Council	Dartmoor National Park Authority	Devon and Cornwall Constabulary
Devon County Council	English Heritage	Environment Agency	Exeter City Council
Highways Agency	Heart of the South West Local Enterprise Partnership	Homes and Communities Agency	Marine Management Organisation
Mid Devon District Council	Mobile Operators Association	Natural England	Network Rail
NHS Devon	Plymouth City Council	Secretary of State for Transport	South West Water
Teignbridge District Council	Torrige District Council	Wales and West Utilities	Western Power Distribution

Notified Organisations

Active Devon	Age UK	Airport Operators Association	Barn Owl Trust
Bere Alston Action Group	British Chambers of Commerce	British Geological Survey	British Toilet Association
BT	Campaign to Protect Rural England (CPRE)	CAMRA	Canal and Rivers Trust
Care and Repair	Centre for Ecology and Hydrology	Chemical Business Association	Church Commissioners and Diocesan Board of Finance
Churches Together in Devon	Civil Aviation Authority	CLA	Commission for Rural Communities
Community Council of Devon	Cornwall and West Devon Mining Heritage World Heritage Site	Council of Devon County Agricultural Association	Creating Excellence
Crowndale Recreation Association	Crown Estate Office	Dartmoor Partnership Ltd	Dartmoor Preservation Association
Dartmoor Railway	Department of Communities and Local Government	Design Council CABC	Devon and Somerset Fire and Rescue Service
Devon Archaeological Society	Devon Countryside Access Forum	Devon Disability Network	Devon Early Years Development and Childcare Service
Devon Gardens Trust	Devon Heartlands	Devon Local Access Forum	Devon Playing Fields Association
Devon Racial Equality Council	Devon Rural Transport Partnership	Devon Wildlife Trust	Devon Youth Network
Disabled Persons Transport Advisory Committee	Eco-nomic Ltd	Equality and Human Rights Commission	Federation of Small Businesses
Forestry Commission	Friends of the Earth	Friends, Families and Travellers	Gypsy Council
Gypsy Traveller Liaison Service	Hatherleigh Community Centre	Hatherleigh Market Town	Homestart
Inland Waterways Association	MABRAKE	National Federation of Gypsy Liaison Groups	National Grid
OCRA	Officers of the Crowndale Recreation Association	Okehampton Argyle Football Club	Okehampton and District Chamber of Trade
Okehampton Medical Centre	Okehampton RFC	Planning Inspectorate	Play England – South West
RenewableUK	RSPB	Rural Innovation	South Devon and Dartmoor Community Safety Partnership
South West Ambulance Service	South West Lakes Trust	South West Tourism	Sport England

Trust			
Sustrans	Tamar Belle Heritage Group & Tamar Valley Tourism Association	Tamar Estuaries Consultative Forum	TAVI Development Forum
Tavistock Area Support Services	Tavistock BID	Tavistock Chamber of Commerce	Tavistock Community Sports Club
Tavistock Forward	Tavistock Hospital League of Friends	Tavistock Learning Community	Tavistock Rugby Club
Tavistock Taskforce	Tavistock Youth Cafe	The Gypsy Council	The National Trust
The Ramblers Association	The Senior Council for Devon	The Tavonians	The Theatres Trust
Transition Tavistock	United Reform Church South West Synod	West Devon Branch of Small Businesses	West Devon CVS
West Devon Children and Young People's Partnership	Women's National Commission	Woodland Trust	Yelverton Surgery
Young Devon	Tamar Valley AONB	Local Primary and Secondary Schools	

Neighbouring Parishes

Black Torrington	Bow	Broadhempston	Broadwoodwidge
Buckland Filleigh	Calstock	Cheriton Bishop	Coldridge
Dolton	Dowland	Halwill	Hittisleigh
Huish	Landulph	Lawhitton	Lezant
Petrockstowe	Saltash	Sheepwash	St Dominic
St Giles on the Heath	Stoke Climsland	Winkleigh	Woodland
Zeal Monachorum			

Appendix 2: Summary of Consultation Responses

The Vision, Planning Policy Context, Site Descriptions, Requirements and Constraints

Rep number	Section	Comment	Council response	Changes required?
8	1.8 – 1.9	Support for an open minded approach to design.	Comments noted.	N
34 (Trustees to the Crowndale Estate)	1.8	The respondent requests that the Council provides more detail about how sites in multiple ownership will ensure the delivery of infrastructure.	The Council notes the comments. Development will be required to contribute proportionally to the infrastructure that is required as set out in section 7 of the masterplan. This is a matter of detail that will be addressed at the planning application stage.	N
34 (Trustees to the Crowndale Estate)	1.9	The respondent welcomes the general principles and approach to the masterplan, including the lack of prescription which will provide opportunities for flexibility in delivery.	The Council welcomes the support.	N
39, 50	Section 2	The respondents argue that the masterplan re-designates Tavistock as a “market town” whereas the Core Strategy was based on the designation of Tavistock and Okehampton as “main towns”. The respondent cites a recent case in Kent which suggests that the incorrect designation of a centre of population is grounds for the Strategy to be reversed.	The Council would like to clarify that no re-designation of the town has taken place through the masterplan. The masterplan refers to Tavistock as market town which relates to its chartered Market Town designation. The Core Strategy only refers to Tavistock as a ‘main town’ in the context of the settlement hierarchy and the functional classification of the town for the purposes of planning for future growth.	N
39, 50, 52	Section 2	The respondents consider that the identification of Plymouth as the main economic centre and introduction of a commuter train is at odds with the Core Strategy which states that the plan should “enhance the self-containment of Okehampton and Tavistock by promoting closer links between housing, employment and services.” A lot of high street shops have been forced to close due to outside competition. Suggest that the Masterplan	Whilst the comments are noted, the masterplan does seek to enhance local employment opportunities in Tavistock in accordance with the principles in the Core Strategy. This is particularly emphasised within Section 5 which provides the framework for enabling employment development. The relationship with Plymouth is important in terms of the services that it provides and it is this which is acknowledged in the masterplan.	N

		needs to promote increased local employment rather than basing the strategy on linking to Plymouth.		
8	2.7	The respondent suggests the re-wording of some of the bullet points for clarification.	The Council supports a recommended change in the wording and proposes the following, taking on board parts of the respondents suggestions. Bullet point 3 to be amended as follows: <ul style="list-style-type: none"> • <i>Create buildings which strive to achieve the best and most imaginative design of their time but are inspired by a mix of traditional, local materials and styles in the town.</i> Insert new bullet points: <ul style="list-style-type: none"> • <i>Incorporate the best methods of sustainable design and create a lasting image of Tavistock as a forward thinking community.</i> • <i>Avoid streets dominated by parked cars</i> 	Y
Page 77	2.7	The respondent suggests an addition to the text regarding crime and disorder.	The Council notes the suggestion and proposes to include the following bullet point at paragraph 2.7: <ul style="list-style-type: none"> • <i>“Maintain low crime rates and the safe environment enjoyed by residents and visitors to the area.”</i> 	Y
34 (Trustees to the Crowndale Estate)	2.7	The respondent supports many of the aspirations listed with the exception of the use of traditional local materials as this is often not practical.	The Council notes the comments but considers that, as this section is a reflection of the community aspirations and not a design guideline, the wording as it stands is appropriate.	N
5	2.8	Support for the Vision with the caveat that the size of the development should be scaled down.	The concerns raised by the respondent are noted by the Council. However, this comment relates mainly to the principle of the development which has already been established through the adoption of the Core Strategy and is therefore not part of this consultation. The Core Strategy provides an explanation about the scale of development proposed.	N
8	2.8	The respondent suggests the re-wording of paragraph 2.8 to make a more positive statement about how developments should be “of our time”.	The Council supports a change in the wording taking on board the suggestions of the respondent. It is proposed to amend the second sentence of paragraph 2.8 as follows: <i>“New development should achieve the best and most imaginative design of its time,</i>	Y

			<i>innovatively incorporating features within landmark buildings, the street scene and public art which are influenced by the World Heritage Site and other architectural qualities of the town.</i>	
53 (Tavistock Town Council)	The Vision	The Town Council suggests the following amendments to the Vision: <ul style="list-style-type: none"> • Second sentence to read: “new development will contribute to a range of homes, infrastructure...” • Replace ‘diverse’ with ‘stronger’ in the second sentence. 	The Council notes the suggestions and supports the recommended changes. These will be incorporated in the vision as follows, alongside other amendments that have been suggested: <i>“...pride in the town. It will contribute to a range of homes, infrastructure, jobs and facilities to help build a stronger community.”</i>	Y
8, 29, 33, 42 (Transition Tavistock)	The Vision	Suggests the Vision needs to be amended to take account of: <ul style="list-style-type: none"> • The need to look forwards as well as back for inspiration for design; • The need for new tree planting; • Cycling; • Exemplary development fit for the 21st century • Maximising opportunities for a low carbon environment and minimising the use of resources; 	The Council supports a change in the wording of the vision to reflect the respondent’s concerns and suggestions. The Council proposes to amend the wording of the third, fourth and final sentences as follows: <i>“The use of modern and imaginative design will be balanced with respect for the past and be inspired by the World Heritage Site and other architectural qualities of the town.</i> <i>“New planting will add value to the existing trees and hedgerows and together they will feature strongly as part of a well landscaped development, supporting local wildlife and adding interest to the development.”</i> <i>“New footpaths, cycleways and bus links will connect the development to the rest of the town and, alongside the railway, will provide a range of sustainable travel options for our community. A low carbon development will be achieved through the use of efficient design, renewable energy technologies and quality construction”.</i>	Y
13, 14	The Vision	Supports the vision in principle but suggests it is too broad.	The Council welcomes the support for the vision and will be making some changes to the vision as suggested by various respondents throughout the consultation (please see above).	Y
20, 22, 31	The Vision	Support	The Council welcomes the support for the vision.	N
27, 29, 33, 42 (Transition Tavistock)	The Vision	Suggests that more emphasis should be given to integrating the development into the existing Tavistock community and the provision of communal facilities within the development.	The Vision as is currently worded does make reference to new development contributing to the existing strong sense of local community. This is reinforced throughout the design and land use principles of the masterplan which encourage integration with the existing town.	N
43 (Redrow Homes)	The Vision	The respondent suggests that as the allocation was largely based on the	The Council notes the suggestion to include explicit reference to the railway line and considers that it is appropriate to amend the vision accordingly. Alongside other	Y

		<p>requirement for the reinstatement of the railway line, there should be explicit reference to this in the vision.</p> <p>The vision as it is currently worded seems to refer to all new development taking place and should be amended so that it only refers to the allocated sites.</p> <p>Supports the reference to providing a range of houses and the important contribution that affordable housing makes.</p>	<p>recommended changes to the vision, it is proposed to amend the final sentence of the vision as follows:</p> <p><i>“New footpaths, cycleways and bus links will connect the development to the rest of the town and, alongside the railway, will provide a range of sustainable travel options for our community. A low carbon development will be achieved through the use of efficient design, renewable energy technologies and quality construction”.</i></p> <p>With regards to what the vision relates to, it is considered that the aspirations of the community are equally applicable to the allocated sites and any other new development that takes place in the town.</p>	
41 (Bovis Homes)	The Vision	<p>The respondent supports the vision in general although notes the following comments:</p> <ul style="list-style-type: none"> • Paragraph 1.5 should be amended to “...reflects the reasonable aspirations of the local community...” • Supports paragraph 1.9 • The summary of community aspirations in paragraph 2.7 must be balanced against the need to deliver sufficient housing and achieve a viable and deliverable development. 	<p>The Council notes the comments and welcomes the support for certain sections. Whilst the Council acknowledges the points made by the respondent in bullet points 1 and 2, it is considered that the masterplan in its entirety provides sufficient flexibility to ensure there is a planning framework within which a viable and deliverable development can be achieved. As such, it is not considered to amend the text in response to these comments.</p>	N
44 (Mercian Developments Ltd)	3.3	<p>Suggests reference is made to the policies of the NPPF in relation to the ‘presumption in favour of sustainable development’ and the retailing.</p>	<p>The Council notes the comments made and proposes to include reference to these in the bullet points in paragraph 3.3 with the insertion of the following:</p> <ul style="list-style-type: none"> • <i>“A presumption in favour of sustainable development, which means positively planning to meet the development needs of the area;</i> • <i>Meeting the needs of retail, leisure, office and other main town centre uses and making sure these are not compromised by limited site availability”.</i> 	Y
43 (Redrow Homes)	3.4	<p>The respondent notes that the footnote at the bottom of page 9 of the masterplan is inconsistent with paragraph 8.32 of the Core Strategy in relation to reserve sites.</p>	<p>The Council notes the comment made and agrees that further clarification is required to ensure consistency between the masterplan and the Core Strategy. The Council proposes to amend the footnote as follows:</p> <p><i>“The identification of an additional reserve sites(s) will be looked at through the</i></p>	Y

			<i>preparation of a subsequent development plan document and will not form part of this SPD. It should be noted that a reserve site(s) as referenced in SP23 will be required in the event that the allocation cannot deliver the housing and infrastructure requirements identified in the Core Strategy”.</i>			
8	3.4	The respondent suggests removing the reference within the policy on page 9 (1 vii) to junction improvements alone as the whole highway needs improving.	This is the wording of an adopted policy and cannot be changed through this process. However, the specific works required are expanded on in chapter 7.	N		
39	Section 4	The respondent considers that the site constraints need expanding to point out that the local high ground is particularly visible across the valley from The Pimple and Dartmoor. As these are major local tourist sites, attention should be given to light pollution and not just the punctuation of the skyline by building rooflines.	<p>The Council notes the comments raised and considers that the issue of light pollution is adequately covered in paragraph 6.61 bullet point 5. In particular, this promotes low level lighting with downward firing to ensure that limited light escapes into the sky.</p> <p>The Council proposes to amend Section 4a Site Constraints as follows:</p> <table border="1"> <tr> <td>4. Local high ground</td> <td><i>“...local high ground. This is particularly visible from the western edge of Dartmoor, namely Whitchurch Down. To retain this character, new development should not encroach on or over this natural ridge line. Because of this, buildings in Tavistock generally sit below the skyline.”</i></td> </tr> </table>	4. Local high ground	<i>“...local high ground. This is particularly visible from the western edge of Dartmoor, namely Whitchurch Down. To retain this character, new development should not encroach on or over this natural ridge line. Because of this, buildings in Tavistock generally sit below the skyline.”</i>	Y
4. Local high ground	<i>“...local high ground. This is particularly visible from the western edge of Dartmoor, namely Whitchurch Down. To retain this character, new development should not encroach on or over this natural ridge line. Because of this, buildings in Tavistock generally sit below the skyline.”</i>					
39	Section 4	<p>The respondent notes that the site constraints for SP23A refer to Crowndale Farm as a listed building but considers there are two important features that should be identified:</p> <ul style="list-style-type: none"> • The Mill Barn (Grade 2) • The farm curtilage includes the ruins of the birthplace of Sir Francis Drake. This is not listed and has not yet been subject to archaeological investigation. <p>Suggests that the possible future tourism opportunities afforded by both of these features should not be adversely affected or constrained by the proposed housing development at SP23A and that preference should be given for sites designs which</p>	The Masterplan appropriately identifies Crowndale Farm as a key feature which needs to be sensitively considered. The farm cartilage and Mill Barn are considered as part of the setting of Crowndale Farm. The principles in the masterplan do not preclude possible future tourism activities and the development itself does not extend into this area.	N		

		enhance the future possible opening-up of Crowndale Farm as a visitor attraction.		
43 (Redrow Homes)	4.1	The reference to extending boundaries in exceptional circumstances is ambiguous and inconsistent with the adopted Core Strategy.	The Council notes the comments but would reiterate that any proposals of this nature would be advertised as a departure from the adopted Development Plan. The reference made to extensions within the masterplan reflects the need for a degree of flexibility that the NPPF promotes.	N
34 (Trustees to the Crowndale Estate)	4a	It should be highlighted that the topography and ground conditions of SP23A are likely to mean higher site delivery costs due to abnormal ground conditions.	The Council notes the comment made and will need to form part of the overall scheme viability exercise at the application stage.	N
44 (Mercian Developments Ltd)	4b	<p>The respondent welcomes the flexibility of uses but objects to the inclusion of the term ‘small proportion’ as the appropriate proportion will need to be tested through a viability exercise.</p> <p>The respondent also objects to the inclusion of the phrase “which has limited impact on the town centre” as this should relate directly to the NPPF requirements.</p>	<p>The Council notes the comments. However, the site is allocated in the Core Strategy for predominantly employment uses and therefore in order to be policy compliant, the majority of the site should be made available and developed for employment purposes. The Council considers that the current wording of ‘small proportion’ is appropriate and that details of overall scheme viability will be addressed at the detail application stage.</p> <p>The Council notes the comments in relation to 4b and proposes to amend the section titled ‘site requirements’ as follows:</p> <p><i>“...housing or other development which does not have any significant adverse impact on the town centre) to enable...”</i></p>	Y

Land-Use Framework

Rep number	Section	Comment	Council response	Changes required?
13	All	The respondent supports the Land-Use Framework but suggests it could be more robust.	The Council welcomes the support and notes the concerns that the Framework should be more robust. However, it is important that the masterplan contains sufficient flexibility to be able to respond to changing circumstances during the lifetime of the development.	N
16	All	The respondent suggests that new development should be designed in a way that makes best use of public transport links. Suggests that a park and ride facility could be provided to alleviate traffic coming into the town.	The masterplan does promote effective links throughout the developments for public transport use as well as walking and cycling links. There are specific council departments and local groups exploring traffic and travel issues in Tavistock and options such as a park and ride may be considered as part of this. The masterplan does not preclude this type of facility being provided in the town.	N
20	All	The respondent objects to the removal of the link road between Callington Road and Plymouth Road.	The most up to date traffic analysis has shown that the link road between Plymouth Road and Callington Road is not required to accommodate the development. However, provision is made in the masterplan for this to be delivered beyond 2026 if it is required. Various junction improvements to the A390/A386 will be required as part of the first phase of development to accommodate the increase in traffic.	N
Page 82	All	<p>The respondent considers that the distribution of employment and residential uses on SP23B has been sensibly allocated. However, concerned at the increase in population in the town.</p> <p>Considers that the proposals for SP23B are vague and unclear. The current examples of the types of uses proposed are unsightly and provide a poor first impression to visitors. As such, the respondent would be more supportive of B1 and B8 uses.</p>	<p>The Council welcomes the support for the proposed distribution of uses but notes the concerns raised.</p> <p>The planned homes and jobs are required to support local housing and employment needs which are required as a result of natural population change, in-migration and changes in household requirements (e.g. emerging households, divorcing/separating households etc.).</p> <p>It is difficult to be prescriptive within the masterplan about the specific types of uses that will and will not be allowed on the site. This is because the masterplan is intended to set a framework within which opportunities for a range of employment-generating uses can be explored, responding to different demands that may occur during the lifetime of the plan.</p> <p>The approach into Tavistock along the A386 is important and it is considered that further emphasis within the masterplan needs to be given to this. As such, it is proposed to include a section within the Design Framework entitled "Site Entrances". Please refer to comments in the Design Framework section for the suggested</p>	Y

			wording.	
5, 7, 28 (Amethyst)	All	Support.	The Council welcomes the support for this section.	N
34 (Trustees to the Crowndale Estate)	Figure 4	The respondent supports the broad principles of land use as shown on the map.	The Council welcomes the support.	N
47 (Devon County Council)	5.1 and 5.2	The Tavistock Canal (WHS) needs to be set in an area of open space to provide greater opportunity for conservation and appropriate access to, and enjoyment of, the heritage asset. Although indicative, the Land Use Framework shows only a narrow band of green space augmenting the existing woodland. The document refers to 'opening up' both sides of the canal for public access, however indicative plans (Figure 6) show paths/ cycleways within what is a minimal buffer. This buffer could be extended.	The Council notes the comments and considers this to be a question of illustration on the concept map. The area alongside the canal does not lend itself naturally to development due to the topography and open space provision in the form of a buffer will be provided here. The Council proposes to amend the concept map to indicate a slightly larger buffer alongside the canal.	Y
Page 89	5.1	Figures 4 and 5 (Concept Plans) should be amended to show the physical boundaries of the site, Plymouth Road and Callington Road and the future connections which could link SP23A and SP23B.	The purpose of the concept plans is to provide the broad context in which the development could take place. The details of the development will be determined at the application stage. However, the Council notes the suggestion to include more of the surrounding area and the potential future link connection and proposes to amend the concept maps accordingly.	Y
41 (Bovis Homes)	5.1	With reference to Figure 4, the respondent suggests that the highway arrangement onto Callington Road is amended to show a roundabout as this is more likely to be acceptable to the highways authority. The hub is likely to require a larger area than shown to accommodate all of the proposed uses. A second vehicular access at the south of the site is not necessary and is unlikely to	The Council notes the comments raised. Figure 4 is intended to be a conceptual diagram indicating key access points and land uses. Whilst a roundabout may be the preferred option at the detailed application stage, it is considered that it is not necessary to illustrate this on the concept map. The map it is currently drawn would not prevent a roundabout from being implemented if this was agreed as the necessary highway requirement at the application stage. With regard to the south-western area of the site, a buffer has been included to recognise the potential constraints in terms of ground conditions and to protect the setting of the AONB. However, the Council notes that more detailed landscape and geo-physical analysis has been undertaken in this area and that the extent of the buffer could be less than originally suggested as the level of impact appears to be	Y

		<p>be deliverable. However, a pedestrian and cycle link at the south of the site may be possible.</p> <p>Survey work undertaken on the site by Bovis Homes suggest the land shown as open space on the south-west of the site is developable.</p>	<p>minimal. This area of land is well screened from the AONB and its visibility in the wider landscape is minimal. As such, the Council proposes to reduce the buffer on this side of the railway line to reflect this. However, the buffer to the south of the land east of the railway will remain as there are significant constraints in terms of the setting of Crowndale Farm and the landscape impacts into the AONB.</p>	
34 (Trustees to the Crowndale Estate)	5.3	<p>The respondent is concerned about the potential impact of the re-instatement of the railway on the delivery of the 40% affordable housing target. A Community Infrastructure Levy (CIL) is not in place in West Devon and as such is not referenced in the SPD. The Council cannot expect CIL payments on top of other S106 payments which are required now. Contributions towards the railway should not be sought solely from development within Tavistock but from the wider area as it will have benefits to the wider district and beyond.</p>	<p>The Council is currently considering the preparation of a Community Infrastructure Levy. However, at this stage there is not one in place for the Borough and therefore the main mechanism for securing infrastructure contributions will be through the use of S106 agreements.</p>	N
10, 20, 27, 28 (Amethyst), 29, 33, 42 (Transition Tavistock), 53 (Tavistock Town Council)	5.5	<p>Respondents raise concern at how affordable housing, design and other infrastructure may be compromised because of the delivery of the railway. The Council should be firm in achieving 40% and this would be more viable if the railway was scrapped.</p>	<p>There are many competing priorities for infrastructure and affordable housing and these will need to be balanced carefully at the time an application is submitted, taking into account viability. The Core Strategy has consistently highlighted the importance of the railway in accommodating further growth in the town and the proposed route does serve key parts of the city where there are significant employment opportunities and services. The Council notes the concerns raised and proposes the following paragraph to be included in the delivery framework after paragraph 7.15 to make sure that the most pressing infrastructure needs can be accommodated:</p> <p><i>7.16 With regards to SP23A in particular, the Council acknowledges that there is a range of competing infrastructure requirements, and that these will need to be managed sensitively to ensure that both the long term aspiration of delivering the railway and some of the more immediate infrastructure and affordable housing needs are met. The consultation on the draft masterplan highlighted this as a key concern within the community and it is therefore important that the Council is able to secure those infrastructure needs that it considers to be most pressing at the time an</i></p>	Y

			<i>application is submitted without compromising the long term railway project to which it is committed.</i>	
4	5.5 – 5.7	The respondent questions the need for such a high proportion of affordable housing and suggests that contributions are instead provided to the local housing associations to provide stock in places where it is needed and to re-furbish existing stock.	The Council's evidence (e.g. Strategic Housing Market Needs Assessment) demonstrates a significant amount of affordable housing need for existing and emerging households in West Devon and we have a duty to meet this need. The allocations make provision to address some of this need within Tavistock. The Council's Allocations Policy for affordable housing gives priority to local residents (i.e. those with a West Devon connection).	N
8, 29, 33, 42 (Transition Tavistock)	5.6	Suggests provision should be made for alternative ways of meeting affordable housing need (e.g. Community Land Trust, self-build etc).	The Council is currently looking at affordable self-build options/models and this will be discussed in subsequent planning documents.	N
39 Page 85	5.6 & 5.7	The respondent considers that paragraph 5.6 comprises more comment than guidance in discussing the challenging nature of delivering affordable housing. Concerned that paragraph 5.7 goes a step too far and is already ceding the Council's negotiating position in favour of the developers before discussion on the S106 has commenced.	The Council is bound by issues of site viability. An objective of the Core Strategy is to deliver the development we need, to the best possible standard, alongside the accompanying infrastructure. The National Planning Policy Framework makes it clear that viability is a key issue – <i>"To ensure viability, the costs of any requirements likely to be applied to development, such as requirements for affordable housing, standards, infrastructure contributions or other requirements should, when taking account of the normal cost of development and mitigation, provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable"</i> (NPPF para 173). The Council has undertaken strategic viability testing of the Tavistock sites, under a variety of market scenarios. The master planning document has to be sufficiently flexible to be deliverable in a range of different economic scenarios.	N
41 (Bovis Homes)	5.8	The respondent suggests that reference is made in bullet point 2 of paragraph 5.8 to an extra-care housing scheme being acceptable in either SP23A or SP23B.	The Council notes the suggestion and considers that clarification is necessary as this use could come forward on either site, providing it is well related to facilities, is easily accessible and is near other residential development. The Council proposes to amend the wording of paragraph 5.8 bullet point 2 as follows: <ul style="list-style-type: none"> <i>"An extra-care housing scheme providing between 50 to 60 units is also required. As above, this should be situated in an accessible location. It is considered that this type of use would benefit from being closely related to facilities and other residential development"</i>. 	Y
41 (Bovis Homes)	5.9	The respondent questions whether the desire to secure a focal point for community interaction would allow for the	The Council notes the question and considers that the dual use of buildings can be an effective use of space and should be promoted where it is appropriate to do so. It is proposed to include an additional bullet point in paragraph 5.9 as follows:	Y

		possible dual use of the buildings and outdoor areas.	<ul style="list-style-type: none"> “Dual use of facilities where appropriate” 	
29,33, 39, 42 (Transition Tavistock)	5.9	Suggests this section should include the need for a community building/facility.	Whilst this could help to encourage community interaction, it is not a policy requirement of the Core Strategy. However, the masterplan as currently worded does not preclude this type of use coming forward. It is important that a balance is achieved between providing basic local facilities within a close proximity to the new development whilst also ensuring that they become part of the existing town by using facilities already provided.	N
53 (Tavistock Town Council)	5.9	The Town Council proposes that the hub site could incorporate an area of green and/or open space.	The Council notes the suggestion and considers that as this is the central area of the community it would be appropriate to encourage this type of use in the hub area. The Council proposes to include reference to this is paragraph 5.9 as follows: <ul style="list-style-type: none"> “...development of SP23A. These range from a small neighbourhood shop and open space to educational facilities and a railway station. There is the potential...”. 	Y
47 (Devon County Council)	5.11	This paragraph includes reference to the facilities which should be incorporated into the delivery of the railway station. Reference should also be made to the need for the facility to include provision of a bus stop and space for bus turning.	The Council agrees with the suggestion and proposes to amend the wording of paragraph 5.11 as follows: <p>“...as indicated on the concept map (figure 4). The terminus will need to be accompanied by a station facility, sufficient car parking, a bus stop and space for bus turning. The station facility will...”</p>	Y
20	5.11	Concerns that the cost implications of the railway have not been identified and consulted upon fully. As such the respondent is concerned that the railway is not viable and therefore unsustainable.	Both viability appraisals and evidence of delivery of the railway proposals have been provided alongside the preparation of the Core Strategy to demonstrate how it will be achieved. This is an on-going project for which the development will be expected to fund a significant proportion of. Devon County Council (as lead organisation) is looking at other sources of funding specifically for transport infrastructure projects to assist in its deliverability.	N
39	5.11 & 6.42	The respondent considers that the provision of a car park with only 70-100 spaces is inadequate and that if DCC are promoting the railway on the basis of free parking, then a far greater number of spaces will be required, particularly when there are likely to be cars in the car park using other hub facilities.	Some initial work has been undertaken to assess the likely number of car parking spaces required. The number of spaces has been calculated on the basis of potential patronage of the railway in future together with assumptions regarding the likely modes of transport which people will use to travel to the station site. This has been calculated on the basis of data for similar stations from the National Rail Travel Survey. Further assessments will be undertaken as the project moves forward.	N
8, 29, 33, 42 (Transition Tavistock)	5.11	If the rail link is not completed, the respondent asks what would happen to the car park and suggests that there could be	Adequate car parking needs to be provided in association with the station and the other uses of the Hub to ensure that the railway and area is accessible for a number of users. The provision of a car park is accompanied by new cycle ways and	N

		<p>other options to avoid car use (e.g. a mini bus link from existing car parks to co-ordinate with the train times).</p> <p>The respondent suggests that the money could be more wisely spent on safe bicycle lanes into Plymouth.</p>	<p>footpaths. The amount of spaces provided has been advised by Devon County Council as the highways authority. The situation will be monitored throughout the development period and if not all of the planned car parking spaces are required, the Council would need to discuss with the community and other stakeholders what alternative uses could be suitable.</p> <p>The National Cycle Network Route 27 currently links Plymouth to Tavistock and work is being undertaken to provide more traffic-free sections of this route. The planned development will be required as per the masterplan to link to NCN route 27.</p>	
15, 18, 24, 35, 45, 49, 55	5.11	<p>The respondent is concerned about the railway for the following reasons:</p> <ul style="list-style-type: none"> • The cost of it will be at the expense of the ratepayers; • It does not cater for people working at Derriford Hospital; • The locations of the stations will be outside of the centres of both Tavistock and Plymouth. • Questions who would use the train and whether it offers a realistic alternative to the private car – the current assessment of capacity seems optimistic. 	<p>The railway will be funded through new development that takes place in the town as well as other transport infrastructure grants that may be available. The railway will link to the city centre where there is a significant employment and service base which a number of people will use. There are many links (public transport, pedestrian and cycle ways) from the station to other areas of the city. Plymouth city centre is within a short walking distance from the station. Alternatively, there is a good bus service from Tavistock to the Derriford area of Plymouth.</p> <p>Various studies have already been undertaken about the viability, deliverability and use of the railway, including assessments of likely levels of passenger use. A range of documents are available on the Council’s website which provide this information. The Council proposes to include specific reference within the masterplan to these as follows:</p> <p>Insert after paragraph 5.12:</p> <p><i>“5.13 A range of studies and surveys have been undertaken which provide information and evidence to support the railway proposals. Devon County Council is continuing to gather and update information as it progresses the project to deliver the railway. These documents are available on the Council’s website at www.westdevon.gov.uk and include:</i></p> <ul style="list-style-type: none"> – <i>Tavistock Route Re-Opening: Option Refinement and Business Case (October 2012)</i> – <i>Tavistock to Bere Alston Community Rail Project – Evidence of Deliverability (April 2009)</i> – <i>Tavistock to Plymouth Corridor – Analysis of A386 and Proposed Rail Scheme (September 2010)</i> – <i>Affordable Housing Viability Assessment – Strategic Sites in Okehampton and Tavistock (October 2012)”</i> 	Y

			Devon County Council is continuing to develop the evidence base on the railway project and any publicly available reports will be provided on the County Council's website - http://www.devon.gov.uk/tavistock-bere-alston-railway .	
45	5.11	The respondent considers that the location of the railway line will have limited value as it is not central to Tavistock as a whole.	The Council notes the comments raised. Whilst the location of the station will be on the outskirts of the town, there will be associated car parking and a range of bus, footpath and cycle links which will provide alternative ways of accessing the station.	N
29, 33, 42 (Transition Tavistock)	5.12	It is important that the railway is provided early on in the development.	The plan to deliver new homes and employment opportunities alongside the reinstatement of the railway line provides a sustainable option for new growth in the town. However, the residential development itself is not dependent on the railway line being in place in the earlier stages. As with all infrastructure, its delivery relies on funds being secured before it can be put in place.	N
43 (Redrow Homes)	5.12	The respondent expresses concerns about the viability of the railway line and that evidence commissioned by themselves estimated the costs to be higher than those estimated by Kilbride/DCC. There is no information about how the railway will be delivered in tandem with the development.	Various studies have already been undertaken about the viability, deliverability and use of the railway, including assessments of likely levels of passenger use. A range of documents are available on the Council's website which provide this information. The Council proposes to include specific reference within the masterplan to these as explained above.	N
45 (Bovis Homes)	5.12	The respondent suggests that the mechanism by which other developments in the town will contribute to the railway should be clarified.	The Council notes the comments and considers that further clarification would be useful. However, it is considered that this is relevant to all infrastructure (not just the railway) and therefore the Council proposes to amend paragraph 7.9 as follows: <i>"...It refers to both SP23A and B but is also relevant to other development coming forward in the town and appropriate provision should be made in accordance with Core Strategy Strategic Policy 4. Where the requirements are...."</i>	Y
47 (Devon County Council)	5.13	This paragraph includes reference to the need for the development not to preclude the delivery of the railway line back towards Okehampton in future. This is supported in principle, but it should be noted that the deliverability of reinstating the line back to Okehampton would be very challenging and is currently not being developed as part of the on-going rail project.	The Council notes the comments and suggests adding the following wording to the end of paragraph 5.13 as follows: <i>"...and rail link to Okehampton. However it is important to note that this will be challenging to deliver and is not currently being developed as part of the on-going rail project."</i>	Y
41 (Bovis	5.14	The reason why neighbourhood shopping	The Council notes the comments and agrees that clarification is required. The Council	Y

Homes)		facilities should demonstrate that there is no impact on the town centre should be clarified.	proposes to amend paragraph 5.14 as follows: <i>"...and scale to the development. Any proposals for food and/or non-food retail units over the locally set threshold will need to demonstrate that it will have no significant adverse impact on the town centre in accordance with local and national policy".</i>	
46 (Marchfield Properties)	5.14	The masterplan states that a competing centre to the town centre should not be created within SP23A. As such, the respondent suggests that a floorspace cap (e.g. 300m ²) should be introduced to remove the ambiguity relating to the potential quantum of floorspace in this area. A cap of 300 m ² would achieve the Council's ambition of servicing the needs of new residents whilst maintaining the character and function of the retail floorspace as a local facility.	Any proposals for retail development within the allocated sites will be assessed in accordance with relevant local and national policies, including the emerging 'Assessing the Impact of New Retail Development SPD' which sets a local threshold for assessing significant adverse impact. This will ensure that any neighbourhood retailing facilities are of an appropriate scale.	N
8, 29, 33, 42 (Transition Tavistock)	5.14	The respondent suggests that the neighbourhood retailing facility could be provided as a "community" enterprise.	The masterplan does not preclude this type of shop from being developed but the onus would be on the community to provide and manage this facility.	N
46	5.14	Provision of retail is unlikely to be viable as shown by the closure of shops at Greenlands and Bishopsmead.	The masterplan provides a framework to enable a small scale neighbourhood retail facility to be provided. Such a facility will be considered as part of the overall viability of the scheme and is likely to only be pursued where there is a viable market for it.	N
34 (Trustees to the Crowndale Estate)	5.15	The respondent agrees with the principle of providing a site for a primary school but its delivery should be linked to a proven need, with the site considered for alternative uses if it is not required for the development. Any financial contributions to secondary and primary school provision will need to be justified.	The Council notes the response and considers that the suggestions made are sufficiently covered in the existing wording of the masterplan in paragraphs 5.15 to 5.19.	N
39	5.15 – 5.19	The respondent notes that during the work on the Design Brief, there was considerable support for the primary school to be located at the top of SP23A where the land is flatter, the sports field area could encompass the "high ground" thereby mitigating the problem of roofs	Various areas within SP23A have been looked at for the school. The key consideration is to make sure the school is as centrally located as possible so as to be a focal point for the community. The masterplan proposes that this is located reasonably near the north of the site within the Hub and through the general principles of the masterplan, we would expect the building to be designed taking into account its visual impact.	N

		punctuating the skyline and there would be less light pollution in this location, thereby diminishing the intrusiveness of buildings being visible from Dartmoor across the valley.		
29, 33, 42 (Transition Tavistock)	5.20	Care should be taken not to lose the opportunity to provide storage and workspace for SMEs.	The Council agrees with the comments and considers this is sufficiently covered within paragraphs 5.20 – 5.23.	N
49	5.20	The respondent notes that there are already many empty employment units and questions who will use the new units.	The Council notes the comments. However, evidence shows that there is a need to provide more serviced employment land in the town and that the demand for smaller office development is likely to increase in the future. It is therefore important that a range of employment opportunities are enabled to support Tavistock in the future and encourage more job growth in the town.	N
44 (Mercian Developments Ltd)	5.21	In the second sentence the word ‘business’ should be replaced with ‘employment’.	The Council notes the comment and agrees that the wording of paragraph 5.21 should be amended as follows: <i>“...the type of employment uses that would be acceptable....”</i>	Y
44 (Mercian Developments Ltd)	5.23	The specification of particular uses that may be appropriate may lead to a mis-application of the document.	The Council notes the comments and proposes to amend the wording as follows: <i>“...forward across SP23B. This could include small workshop spaces, live-work units, light industry, storage and office development. “</i>	Y
53 (Tavistock Town Council)	5.24	The Town Council would like provision to be made within SP23B for a multi-use facility that could incorporate a relocation of the cattle market and a park and change facility. There could also be opportunities for a coach/lorry park and cycle destination. There should also be provision for a much needed budget hotel.	The Council notes the comments and considers that the masterplan as it is currently worded would not prevent these types of uses coming forward, subject to standard planning policies.	N
40 (Boyer Planning on behalf of Cavanna Homes (South West) Limited)	5.25	The respondent considers that the inclusion of residential units on SP23B could give rise to a number of difficulties, particularly around the impact on residential amenity issues such as noise and light pollution, while the proximity of	Any residential development provided on SP23B will need to be appropriately planned to ensure that it does not compromise the operation of surrounding employment uses. The Council notes the comments raised and proposes to acknowledge this within paragraph 5.25 bullet point 1 as follows: • <i>“...employment development. Any residential development will need to be</i>	

		the residential units could mean that the allocated employment areas are less attractive to potential operators due to constraints that they may have placed on them, such as limited operating hours. It is therefore suggested that this element of the draft Masterplan is removed and the SP23B area is allocated for employment purposes only.	<i>appropriately planned to ensure that it does not compromise the operation of surrounding employment uses. The scale of residential development..”</i> Through the Core strategy, SP23B was allocated for <i>predominantly</i> employment uses and therefore the overarching policy does not preclude this type of use from taking place where it is in line with the masterplan and helps to achieve the overall requirements of SP23.	
47 (Devon County Council)	5.25	This paragraph makes reference to the potential for enabling uses to be delivered on SP23B. The level of development on this site should not undermine the need for development on SP23A.	The Council notes the comments and proposes to add the following text to paragraph 5.25 bullet point 1: <i>“...proportion of other uses to be accommodated on the site. This will need to be considered alongside any proposals on SP23A to ensure there is not a significant oversupply or undersupply of the required amount of residential units and so that it does not compromise the delivery of other stated objectives. Any residential development...”</i>	Y
43 (Redrow Homes)	5.25	The respondent is concerned about allowing residential development on SP23B in order to cross-subsidise employment development. If there is a significant amount of residential on this site then this will be contrary to SP23 which states that the residential development will be predominantly located in SP23A. Clarity on the amount of residential development to be allowed in SP23B is necessary.	Through the Core strategy, SP23B was allocated for <i>predominantly</i> employment uses and therefore the overarching policy does not preclude this type of use from taking place where it is in line with the masterplan and helps to achieve the overall requirements of SP23. As per paragraph 5.25 (bullet 1) of the masterplan, it is only expected that a <i>“small amount of residential development could be provided”</i> . To clarify this, the Council proposes to include the following at the beginning of bullet point 1 of paragraph 5.25: <i>“The majority of residential development should be located in SP23A (in accordance with Core Strategy Strategy Policy 23). However, a small element of residential development may be appropriate within the western area of SP23B where it would help to deliver the employment land. The scale of...”</i>	N
44 (Mercian Developments Ltd)	5.25	Any reference to impact (arising from town centre uses) should adopt the test of the NPPF (namely ‘significant adverse impact’). (NB: the respondent would like to record that it does not support the conclusions of the 2012 Town Centre and Retail Study).	The Council notes the comments and considers that the relevant wording relating to this in paragraph 2.5 (bullet 2) addresses this sufficiently by referring to the appropriate policy documents.	N
29, 33, 42	5.27	The provision of allotments and community	The Council agrees that reference to this is appropriate and proposes the following is	Y

(Transition Tavistock)		orchards should be included.	included within the first bullet point: <i>"...wider countryside. Such areas could be used as communal spaces for growing food through allotments and community orchards. There are areas..."</i>	
41 (Bovis Homes)	5.27	The text should clarify that the public open space provision relates to 750 dwellings. The requirement for 1 hectare of equipped play areas appears to be at odds with Local Plan policy H26.	The Council notes the suggestion to highlight that the public open space provision relates to 750 dwellings and proposes to amend paragraph 5.27 as follows: <i>"...In line with the Council's Infrastructure Delivery Plan and its local assessment of needs, a development of 750 homes would require the following public open space provision: "</i> The quantity of public open space required by the masterplan is based on policy H26 of the local plan and uses a 2.3 occupancy rate. This equates to 0.69 hectares. The Council proposes to amend paragraph 5.27 bullet point 3 accordingly: <ul style="list-style-type: none"> <i>"Approximately 0.7 hectares of age appropriate equipped play and recreation..."</i> 	Y
Page 92	5.31	The respondent agrees that any enhanced health provision should be accessed on Plymouth Road.	The Council welcomes this support.	N
	(Tavistock Town Council)	5.31	The Town Council stresses the importance attached to maintaining provision for health and social care facilities both now and in the future.	The Council notes the comments and agrees that future health and social care provision is important in the town. The provision of such facilities is the responsibility of the health service (now the Northern Eastern and Western Devon Clinical Commissioning Group) and the Council works with them to plan for the future needs of the town. The masterplan sets out the current situation relating to the future provision of health and social care facilities in Tavistock in paragraph 5.31.
46 (Marchfield Properties)	5.25	In light of the foodstore proposals being brought forward at the former Focus DIY site on Plymouth Road, the masterplan should limit the amount of food retail floorspace on SP23B and explicitly set out that only non-food bulky goods retail will be acceptable.	The Council notes the comments. However, the Council wishes to be flexible around the mix of uses on the site to ensure that employment land can be delivered. Any proposals for food and non-food retail development within the allocated sites will be assessed in accordance with relevant local and national policies, including the emerging 'Assessing the Impact of New Retail Development SPD' which sets a local threshold for assessing significant adverse impact. This will ensure that any retailing facilities on SP23B are of an appropriate type and scale.	N
34 (Trustees to the Crowndale Estate)	5.27	The document appears to contradict itself by saying that 2.5 hectares of playing pitches are required and then saying that off-site contributions to the existing Crowndale pitches may be suitable.	The Council does not consider that the masterplan is contradictory in this respect but considers that it provides flexibility and sets out a number of options for delivering public open space. This is a matter of detail and will be determined through the application stage.	N

		Respondent suggests that financial contributions to the undevelopable land in the floodplain where the existing pitches are would be more appropriate.		
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Design Framework

Rep number	Section	Comment	Council response	Changes required?
5, 22, 28 (Amethyst)	All	Support.	The Council welcomes the support for this section.	N
7, 45	All	Respondent would like to see the development more dispersed around the site by providing green areas between sections of housing rather than around the edges. Suggest the allocation of the recreation areas 'appear to be designed simply to use sloping land unsuited to building'.	<p>The Council recognises the importance of providing both functional and recreational green open spaces. Much of the green areas proposed in the masterplan reflect where the main constraints to development are. Where there are opportunities to do so, informal recreational areas can be a good use of space on land that is undevelopable.</p> <p>Within the development, usable open spaces will be required but this needs to be balanced with achieving a layout that is typical of Tavistock's urban form and providing necessary amounts of development required by the Core Strategy. A range of public open spaces will be provided across the development including equipped play spaces which are easily accessible and in suitable locations for their use.</p>	
Page 94	All	<p>The respondent supports the design framework and encourages an emphasis on the following:</p> <ul style="list-style-type: none"> • A pedestrian access from the north-east corner of the site for access into the town; • Gardens of adequate size; • Installation of PV panels and south facing roofs; • Homes suitable for older people with mobility problems; • Good public transport; and • Electric car charging points. 	The Council welcomes the support for the Design Framework and considers that the points raised by the respondent are currently adequately covered in the draft version of the masterplan.	N
17	All	The respondent welcomes the intention to keep existing trees and hedgerows as a way of softening the impact of the large scale development. Requests that the development of land between the A390 and railway embankment be restricted to buildings of low height with adequate	<p>The Council welcomes the support for the retention of trees and hedgerows. The Council also notes the request for adequate screening and considers that greater acknowledgement of the design of the entrances into both SP23A and SP23B could be made in the masterplan. Changes are proposed to the masterplan with particular reference to building height, ridge lines and landscaping at the site entrances.</p> <p>Insert section in Design Framework titled "Site Entrances" as follows:</p>	Y

		screening.	<p><i>“Both sites are situated along main routes entering the outskirts of the town. Currently, these sites form part of the rural landscape and as they are developed, the nature of these approaches will change to a more urban setting. It is therefore important that however these sites are developed, the entrances need to be safe, attractive and sensitive to neighbouring properties, uses and landscapes.</i></p> <p><i>In particular, these site entrances should be developed in accordance with the following principles:</i></p> <ul style="list-style-type: none"> - <i>Where buildings are located directly adjacent to the roads of the A390 or A386 they should provide a cohesive street scene and acknowledging the scale and character of neighbouring properties and the transition from the countryside to the town.</i> - <i>On SP23A, buildings along the A390 and further into the development on higher ground should be no more than two storeys in height and avoid the ridgeline to protect the residential amenity of nearby properties and lessen the visual impact of the development.</i> - <i>On both sites, the entrances should act as a transition between the rural and urban landscapes by being fully interspersed with a strong landscaped frontage.</i> - <i>On SP23B, it may be necessary due to the nature of some commercial uses proposed for buildings to have suitable amounts of visibility from the main road. In these instances, the Council would expect the buildings to be of a design that compliments the site’s rural setting and for the incorporation of suitable landscaping.</i> 	
31	All	<p>The respondent considers that overall the principles seem well intentioned except for:</p> <ul style="list-style-type: none"> - Wholeheartedly disagrees with the highways analysis on the A386 and the assessment; - Concerns that development of SP23B will mean that the adjoining landscape will be ruined. Supports proposals to improve on existing boundaries and tree lines and welcomes the recommendations regarding in-site character areas; - Concerns around drainage from 	<p>The Council notes the concerns raised.</p> <p>With regards to the highways analysis, this has been commissioned by Devon County Council using a robust and standard methodology. It has assessed a range of options and has concluded that junction improvements, alongside the reinstatement of the railway line, will be able to accommodate the increased traffic as a result of the development. The Council proposes to include reference to the relevant reports within the masterplan so that this evidence is sufficiently signposted for members of the public.</p> <p>Insert after paragraph 6.5:</p> <p><i>“This is provided in the following reports which are available on the Council’s website at www.westdevon.gov.uk:</i></p>	Y

		<p>SP23B and that development will significantly add to the risk of flooding in the Tiddybrook estate.</p>	<ul style="list-style-type: none"> - <i>Tavistock Highway Improvements – Traffic Analysis Report</i> (March 2010) - <i>Tavistock to Plymouth Corridor – Analysis of A386 and Proposed Rail Scheme</i> (September 2010) <p>The Council notes the support for the retention of existing boundaries and trees and the use of character areas. These principles, alongside the proposals to create sensitive site entrances, protect ridgelines from development and provide new functional footpaths and cycleways are all intended to contribute to protecting the surrounding landscapes.</p> <p>Section 6 (M) provides the context in which drainage and attenuation will be managed. It is also a policy requirement within Core Strategy Strategic Policy 23 that the development incorporates the latest sustainable development principles available during the period of development.</p>	
53 (Tavistock Town Council)	All	<p>The Town Council notes the following in relation to the Design Framework:</p> <ul style="list-style-type: none"> • The scheme should have appropriate road links both within the development and to the existing highway network; • Access to superfast broadband should be made at the design stage; • Appropriate use of pv cells and the orientation of buildings should be encouraged; • On-street parking should be discouraged and adequate parking should be provided throughout; • The provision of enhancements to Crowndale is widely supported; • The use of west country slate could be used where appropriate. 	<p>The Councils welcomes the comments and the support for various sections of the Design Framework. Many of the comments raised are included within the current wording of the masterplan and therefore no changes are proposed to points 1 – 5.</p> <p>The Council notes the comment relating to west country slate and proposes to reference this within paragraph 6.19 as follows:</p> <p><i>“conservation area. Typical materials that have been used historically are Hurdwick stone, Dartmoor granite, copper, local slates and timber. New development should...”</i></p>	Y
39	All	The respondent does not agree with the	The Council notes the concerns raised regarding three storey dwellings around the hub	Y

		<p>Design Framework for the following reasons:</p> <ul style="list-style-type: none"> • Para 6.23 – does not consider that three storey houses are appropriate around the hub as this land already towers above the housing at the bottom end of Deacons Green. Suggests that housing in this location should be low/squat as to minimise visual intrusion to the existing residents of Deacons Green. • Para 6.53 – considers that although the Core Strategy dictates a 10% local generation requirement, this is still light in terms of the current building technologies. Suggests that there are opportunities on SP23A to favour designs which utilise community-based multi-dwelling schemes, such as a wood-chip boiler providing heat to a cluster of 10-20 dwellings. 	<p>and acknowledges that there may be visual impacts relating to these in certain locations. The Council proposes to change the wording of paragraph 6.23 to reflect this as follows:</p> <p><i>“6.23 The provision of two storey houses is considered to be appropriate for Tavistock. Well proportioned, three storey dwellings may be considered appropriate but only in locations where they do not compromise the amenity of neighbouring properties (i.e. by overlooking), have minimal impact on the landscape and contribute in a positive manner to the quality of design and local street scene.”</i></p> <p>With regards to paragraph 6.53, there are statutory standards for development which are set within Building Regulations and not development policy.</p> <p>The Core Strategy requires each phase of development to achieve at least the standards in force at the time it is delivered.</p> <p>On a strategic site of this scale, it is more likely to be appropriate and cost effective to consider low-carbon or renewable district heat supplies as is outlined within section 6l. In terms of this approach, this will need to be considered as part of the overall viability of the scheme.</p>	
54 (Redrow Homes)	All	The long list of design guidelines is likely to make the development unviable and could delay its delivery further. This means that the need to identify reserve sites is more urgent.	The Council notes the comments. Design quality is important in ensuring a sustainable development. The Council does not consider that the principles overburden the developers as they will all need to be considered as part of the overall viability of the scheme. As such, the development should not be delayed as a direct result of this.	N
56 (English Heritage)	All	English Heritage is concerned that the SPD does not devote sufficient attention to the wider historic and heritage assets of the town and a greater interpretation of these assets (and the WHS) in the design and layouts proposed.	The Council notes the comments made by English Heritage and in particular the concern raised that there is not sufficient incorporation of heritage considerations in the masterplan. The Council acknowledges that there is not a specific section about this (other than to reference the WHS considerations) but considers that a lot of attention has been given to heritage and history throughout the remaining design principles. For example, this is considered within the boundary treatments, building materials and styles, development height, street layout, street furniture, historic views etc. We will also be looking to see where enhancements can be made to help the interpretation of the WHS. As such, the historic elements of the evidence base (Tavistock Conservation Area Management Plan, WHS Management Plan, Design Brief etc.) have been included as a running thread throughout the document. The masterplan has been written as a framework document which means that it is not intended to be prescriptive about how	N

			new development should be designed and therefore considers that the plan as it is currently written provides sufficient scope for any developer to respond to the historic cues that have been outlined in the document.	
44 (Mercian Developments Ltd)	Figure 5	The respondent objects to the specific identification of 'light industry' on the indicative concept plan as other employment uses (e.g. offices, warehousing, sui generis) may be equally applicable to this area of land. This labelling should be replaced with 'employment generating uses'.	The Council notes the objection and considers that the current map could be clarified. The Council proposes to amend Figure 5 appropriately to reflect this.	Y
23 (Devon Wildlife Trust), 25 (Woodland Trust), 26 (Natural England), 29, 38 (RSPB), 42 (Transition Tavistock), 57 (WDBC Natural Environment and Recreation Manager)	6.03	<p>Respondents suggest greater emphasis on:</p> <ul style="list-style-type: none"> • Specific provision for a wildlife network – a new category entitled "Biodiversity" should be included. • Tree planting and the "Trees in Townscape" document; • The NPPF biodiversity policies; • The England Biodiversity Strategy; • Benefits of trees on air quality; • Consideration of tree species that can yield fruit and nuts and other edible produce; • Reference to three Sites of Special Scientific Interest (SSSI) in the local area; • How the negative impacts in terms of environmental criteria are mitigated for; • The Habitats Regulations Assessment Screening Report undertaken alongside the Core Strategy; • Green Infrastructure; 	<p>The Council notes the suggestions and acknowledges the need for more reference to biodiversity be included and proposes the following:</p> <p>Insert new section titled "Biodiversity".</p> <p><i>Biodiversity</i></p> <p><i>Chapter 4 identifies the key sensitivities and constraints of both SP23A and SP23B. In particular it notes the presence of woodlands, hedgerows, trees granite hedgebanks and watercourses which currently act as important wildlife corridors, as well as providing an important means of landscaping. In particular, applications for development will need to have regard to the following:</i></p> <ul style="list-style-type: none"> • <i>On both sites, woodlands, hedgerows, trees, granite hedgebanks and watercourses should be retained and enhanced to provide continuous and varied open space networks for wildlife. In any circumstances where these are likely to be breached to achieve access, these should be limited in their extent and appropriate alternative corridors should be provided.</i> • <i>There are opportunities for structural tree planting in SP23A and SP23B. This provides benefits in terms of improvements to air quality, local ecology and wildlife corridors and overall design quality. In particular, trees typical of the area should be used, notably purple beech, beech and lime.</i> • <i>Sufficient buffering of hedgerows, hedgebanks and woodlands should be ensured for minimal disturbance of the wildlife corridors, recognising the importance of maintaining them as unlit corridors.</i> • <i>The Tavistock Canal runs along the eastern corridor of SP23A. It is an important area for biodiversity both in terms of the water course and its surrounding</i> 	Y

- Ecology (in particular bats).

woodland. Any development that occurs in the adjoining area should be mindful of its impact on this important landscape feature and take into consideration the management of surface water, drainage, ground water supplies and recreational use.

- *Opportunities to maximise the biodiversity value of open space, footpaths, cycleways and allotments will be sought in terms of their connectivity, planting and maintenance (e.g. by including fruit and nut trees).*
- *Within the buildings themselves, opportunities will be sought to incorporate provision for bats and birds, with the provision sensibly located or grouped to support various species (e.g. located to provide easy access to linear features or wooded areas, or grouped as some bird species prefer).*
- *The presence of bats, particularly along the route of the canal, railway and hedgerows will need to be surveyed and appropriately located dark buffer zones and/or additional tree planting along these routes may need to be provided.*
- *Further assessment of the railway line will be required to determine whether there are any species along the track and alternative wildlife corridors may need to be identified to reduce adverse impacts.*

In accordance with the Core Strategy, all applications will need to demonstrate any potential impact on wildlife and biodiversity value and mitigatory measures will need to be put in place as required.

In addition, the Council proposes to include further detail about the presence of internationally and nationally designated sites and watercourses in relation to the development area within Chapter 4a as follows:

7. Tavistock Canal	Tavistock Canal runs along the eastern corridor of SP23A. The canal is bordered by dense woodland which provides important habitats for local biodiversity. In addition, the canal itself is an important watercourse and downstream links with the River Tamar at Morwellham Quay. This area is included within the Tamar Estuaries Special Protection Area (SPA).
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The text below should be inserted before Section 4c as follows:

c. Designated Sites

The Core Strategy is accompanied by a Habitats Regulation Assessment (HRA) Screening

			<p><i>Report which assesses direct and indirect impacts on internationally and nationally designated sites. Of relevance to the Tavistock development is the Plymouth Sound and Estuaries Special Area of Conservation (SAC), the Tamar Estuaries Special Protection Area (SPA) and the Dartmoor Special Area of Conservation SAC. The HRA has been agreed with Natural England and concludes that the allocation should not have any adverse effects on the integrity of these sites within and adjacent to its boundaries provided that the policies within the plan are implemented successfully. The principles and guidelines included within this masterplan seek to ensure that this is achieved in practice.</i></p> <p><i>There are a number of Sites of Special Scientific Interest (SSSI) under 4km away from the allocated sites. These include the Grenofen Wood and West Down SSSI, the Whitchurch Down SSSI and the Tamar-Tavy Valley Estuary SSSI. It is important to note the presence of these protected sites, but given their distance away from the allocated land, it is considered that there are no direct impacts on them.</i></p> <p><i>The Council has undertaken a Sustainability Appraisal/Strategic Environmental Assessment (SA/SEA) Screening Report of this SPD to establish whether or not a full SA is required. This Screening Report concludes that separate SA/SEA is not required as the SPD does not result in any additional significant effects to those already identified in the higher level SA/SEA. This Screening Report is available alongside the masterplan. “</i></p>	
34 (Trustees to the Crowndale Estate)	6.05	<p>Clarity is required with regard to the timing of improvements identified in the DCC Traffic Analysis Report.</p> <p>The future link road between SP23A and B should not place any financial burdens on the development as it is not needed in the plan period.</p>	<p>The Council notes the comments. However, it is considered that Table 2 sets out that the provision of off-site highway improvements are required in the first phase of development and the detailed arrangements will be made at the planning application stage.</p> <p>The Council notes the comments in relation to the link road. The masterplan does not require any contributions to the link road other than to ensure that both allocations do not prevent a link from being delivered beyond 2026 if it is required.</p>	N
27, 29, 33, 42 (Transition Tavistock)	6.05 & 6.08	<p>Concerns about increased congestion around Drakes Monument and Drakes Spar shop and suggest this may be alleviated by a shuttle bus service, communal facilities and pedestrian and cycling links.</p>	<p>The Council notes the concerns. Both the Land Use Framework and Design Framework take these into consideration including through the provision of a “Hub”, walking and cycling links and a bus link to the town centre.</p>	N
41 (Bovis Homes), 47 (Devon	6.06	<p>This section identifies that a vehicular crossing of the former railway line north of the future station will be required as a</p>	<p>The Council considers it necessary to ensure that this access is provided in the first phase to enable development of land east of the railway to come forward. However, the Council notes the comment made and proposes to clarify this position within bullet</p>	Y

County Council)		first phase of development. Although this link will be required it will be required in phase with development to the east of the former railway line and in phase with the development of the railway and other facilities as provided at the hub. It may therefore not be required with the first phase of development.	point 3 of paragraph 6.6 as follows: <i>“Access to the land east of the railway can be achieved from a road link across the disused railway line. Provision for future access will be required as part of any first phase of development which ensures that land to the east of the railway is not prevented from coming forward for development.”</i>	
47 (Devon County Council)	6.06	This section implies that with local junction improvements, there may be sufficient capacity on the highways to accommodate the entire development. The railway reinstatement, alongside the local highway measures, is required to mitigate the impact of the development. This should be clarified.	The Council notes the comments and agrees that clarification is required and suggests the following addition to paragraph 6.6: <i>“...new development in the area. This shows that local highway improvements, alongside the reinstatement of the railway line will be required to mitigate the traffic impacts of the development. With particular reference to the highway improvements, various options...”</i>	Y
47 (Devon County Council)	6.06	The document makes several references to a need to maintain the option to have a link between SP23A and SP23B. Such a link would have to run through or over the WHS, which would therefore be a very material planning consideration. This is not given consideration in these sections of the document.	The Council notes the comments raised and proposes to add the following text to paragraph 6.6 bullet point 4 as follows: <i>“...required beyond 2026. Such a link would need to carefully consider how it would impact on the World Heritage Site, Crowndale Farm and the Tavy Valley which lies between the two development sites.”</i>	Y
48	6.06	Consideration must be given to the route of any road linking SP23A and B to ensure that a repeat of the Tiddy Brook/Buzzard Road issue is not repeated.	The route of the possible future link will be largely dependent on engineering restrictions and other various constraints in the area (e.g. Crowndale Farm, the Tavy Valley and associated flood zone). Devon County Council has previously modelled a number of possible routes and will be consulted fully at the time an application is submitted to ensure that an appropriate future link can be delivered if and when it is required. It is important to note that any route of this nature would not be a residential street, unlike the Tiddy Brook/Buzzard Road street.	N
49, 53 (Tavistock Town Council), 55	6.06	The respondents raise concerns about the increase of traffic on the local road network, particularly on Callington Road and Drake’s Statue. The levels on the development site will not encourage walking or cycling.	An assessment of the impact of the development on the local roads has been commissioned by Devon County Council. Using a robust and standard methodology, this has assessed a range of options and has concluded that junction improvements, alongside the reinstatement of the railway line, will be able to accommodate the increased traffic as a result of the development. The Council proposes to include reference to the relevant reports within the masterplan so that this evidence is sufficiently signposted for members of the public (see above).	Y

			Footpaths and cycleways will be provided both as functional and recreational routes and designed in the most appropriate way to encourage people to use these instead of the private car where it is suitable to do so. These will link to existing networks where possible.	
53 (Tavistock Town Council)	6.06	The Town Council requests that the plans associated with the development show the prospective route of, and protect the land designated for, a future link road between Callington Road and Plymouth Road.	<p>The route of the possible future link will be largely dependent on engineering restrictions and other various constraints in the area (e.g. Crowndale Farm, the Tavy Valley and associated flood zone). Devon County Council has previously modelled a number of possible routes and will be consulted fully at the time an application is submitted to ensure that an appropriate future link can be delivered if and when it is required.</p> <p>The Council notes the suggestion to show the potential future link connections and proposes to amend the concept maps accordingly.</p>	Y
14	6.07	The respondent is concerned that the main access entering the A386 in two places will create congestion.	As referenced in section 6.5 – 6.7 of the masterplan, Devon County Council has advised that the land at SP23B can be adequately accessed.	N
Page 102	6.08	The respondent is concerned that the canal footway will be ruined by the creation of a new cycle path.	The new cyclepath is proposed within the development area along the western edge of the canal. The route along the eastern edge of the canal will be unaffected by the development. Any development in this area will need to respect the setting of the World Heritage Site.	N
22 (Police Architectural Liaison Team Leader)	6.08	The respondent suggests reference should be made to designing footpaths so that they do not encourage crime, disorder and nuisance behaviour.	<p>The Council notes these suggests and proposes the following amendments to paragraphs 6.8 and 6.9.</p> <p><i>6.8 Excellent footpath and cycle connections should be made to make it easy to move around the development, particularly between homes, play areas, key facilities, the wider countryside and existing footpaths and cycleways. Consideration should be given to natural 'desire lines' and, where possible, the routes should be overlooked to create safe links. Paths situated to the rear of properties are actively discouraged as these have been proven to generate crime.</i></p> <p><i>6.9 Both sites have a mix of steep and gentle slopes and consideration should also be given to how people with mobility issues can effectively use these routes. Options such as appropriately placed rest areas and routes which follow gentle inclines should be explored. Level footpaths and pavements should also be promoted wherever possible and unnecessary steps should be avoided. For ease of use by all types of users, cycleways and footpaths should be clearly segregated.</i></p>	Y
36 (Devon	6.08	The Forum agrees with the general	The Council welcomes the support and considers that the masterplan incorporates all	N

Countryside Access Forum)		<p>policies in the masterplan which relate to sustainable travel and recreational access.</p> <p>The Forum has sent its standard position statement which advises Councils on the necessary principles to include within plans for new development. Please refer to the full representation available on the Council's website for details.</p>	of the relevant guidance as provided in the position statement.	
57 (WDBC Natural Environment and Recreation Manager)	6.08	Gaining high quality and Disability Discrimination Act (DDA) compliant pedestrian and cycle access is crucial to the sustainability of the site.	<p>The Council notes the comment and proposes to include reference to this as an additional bullet point under paragraph 6.10 as follows:</p> <ul style="list-style-type: none"> - <i>"Disability Discrimination Act (DDA) compliant pedestrian and cycle access"</i>. 	Y
22 (Police Architectural Liaison Team Leader)	6.10	Add in "secure cycle storage"	<p>The Council proposes the following amendment to paragraph 6.10 bullet point 4</p> <ul style="list-style-type: none"> • <i>"Developers are encouraged to provide safe and secure covered cycle storage..."</i> 	Y
29, 33, 42 (Transition Tavistock)	6.11	Concerns that a footpath link is missing from Figure 6 that was previously identified in the Design Brief (i.e a link running across the railway cutting between the west and eastern sections of the development in SP23A).	The Masterplan makes provision for a circular footpath/cycleway which links the eastern and western sections at the south of the site. Whilst it does not preclude alternative links from being made, such a link across the railway cutting will be costly and may not be practical.	N
22 (Police Architectural Liaison Team Leader)	6.12	Include reference to the fact that good boundary treatments increase security for householders.	<p>The Council proposes to add in a reference at paragraph 6.12 as follows:</p> <p><i>"6.12 Boundary treatments are essential in providing clear definition to public and private spaces and can increase security for households...."</i></p>	Y
45	6.18	Support most elements of the design framework but are concerned that there is a tension between using good building materials and affordability.	The Council notes the comments made. This will need to be considered as part of the overall viability of the scheme.	N
41 (Bovis Homes)	6.24	It is not clear how applicants will be required to demonstrate this requirement.	The Council notes the comment and agrees that this sentence is ambiguous. The Council considers that this requirement is covered in more detail through many of the design principles and therefore proposed to delete paragraph 6.24.	Y
41 (Bovis	6.27	It is considered that the reference to	The Council considers that the design and placement of windows is a key part of	N

Homes)		<p>'significant detail and distinctiveness' is too vague and unnecessarily onerous.</p> <p>The following text should be inserted at the end of paragraph 6.28: "wherever possible having regard to other site constraints".</p>	<p>achieving a high quality design and that the inclusion of this requirement in the masterplan is appropriate. It is not considered necessary to be prescriptive regarding specific design types.</p>	
20, 29, 33, 42 (Transition Tavistock)	6.28	<p>Windows must be used to maximise opportunities for natural daylight and reduce the need for artificial lighting. This should be reflected in this section.</p>	<p>The Council suggests amending paragraph 6.28 taking into account the respondents suggestions.</p> <p>Delete final sentence of paragraph 6.28. Insert new paragraph as follows:</p> <p><i>"Both the size and positioning of windows are important in maximising the provision of natural light into buildings. The use of well proportioned and well positioned windows is strongly encouraged as it reduces the requirements for artificial lighting and therefore improves the energy efficiency of the building."</i></p>	Y
20 (Police Architectural Liaison Team Leader)	6.29	<p>Suggests reference to avoiding blank elevations to help prevent crime and anti social behaviour.</p>	<p>The Council notes the suggestion and agrees that paragraph 6.29 can be strengthened as follows:</p> <p><i>"6.29 All elevations should usually contain windows that are located in a regularly patterned, well proportioned manner. Blank elevations should be avoided as windows offer natural surveillance opportunities and therefore help to prevent crime and antisocial behaviour."</i></p>	Y
26 (Natural England)	6.30	<p>Natural England welcomes the protection given to the skyline from intrusion from development.</p>	<p>The Council welcomes this support.</p>	N
50, 52, 55	6.30	<p>The respondents are concerned that building on the western edge of SP23A will impact on the natural ridgeline and the approach into Tavistock from Callington Road.</p>	<p>The Council notes the concerns and agrees that there is a natural ridgeline running along the north-western edge of the site. Development on this ridgeline could be both prominent in the wider landscape and could impact on the amenity of surrounding properties. The Council acknowledges this in several places throughout the masterplan with an emphasis on keeping the development below the ridgeline. In response to similar concerns of this nature, the Council proposes to include a section in the Design Framework relating to site entrances (see above) and will also amend the concept map (Figure 4) to show an extension of the ridgeline along the north-western boundary of the site.</p>	Y
43 (Redrow Homes)	6.30	<p>The respondent comments that there is no illustration or plan to demonstrate the character areas as suggested. This does</p>	<p>The Council notes the comments and proposes to include plans within the final version which demonstrate where the different character areas could be located. The Council also proposes to insert relevant diagrams and photographs from the Design Brief to</p>	Y

		not provide the necessary clarity needed for an SPD.	illustrate what is meant by the different character areas.	
4	6.30 - 6.33	The respondent is concerned that the density of development could be too high and that there are examples of recent high density developments which have resulted in poor quality design.	<p>The Council notes the respondents concerns and considers it appropriate to include design guidance about density within the masterplan which reflects Core Strategy Strategic Policy 6.</p> <p>It is proposed to rename section e within chapter six as “Character Areas and Development Density” and to insert the following wording after paragraph 6.30:</p> <p><i>“The Council has an adopted policy (SP6) to manage the density of housing development. This policy states that developments at less than 30 dwellings per hectare will generally be resisted but that lower densities may be acceptable where there is an existing strongly defined low density character.”</i></p> <p>Amend paragraph 6.31 as follows: <i>“6.31 There should be different character areas providing a mix of densities throughout the allocation...A mix of styles, design and density will be encouraged to provide diversity and distinctiveness to the different parts of the development and to help ensure good quality living environments...”</i></p>	Y
Page 105	6.34	The respondent considers that the open spaces and play areas are desirable but is concerned about who will maintain them.	Appropriate management arrangements for open spaces and play areas will need to be secured to ensure the long-term future of such facilities. Such arrangements can be made with public sector organisations (e.g. the town council), private management companies or community groups (e.g. a community interest company). Such management arrangements will be required as part of the application and the Council considers that this issue is sufficiently covered in paragraph 6.37 of the masterplan.	N
53 (Tavistock Town Council)	6.34	The Town Council would like the masterplan to encourage the movement of people to the Meadows to use the facilities there. This would promote community cohesion by acting as a focal point for the eastern and western areas of the town.	<p>The Council notes the comments and agrees that a key aim of the development is to ensure that the new development integrates well with the rest of the community. The proposed footpath and cycle routes will be required to link with the National Cycle Network 27 which provides an off-road link directly to the Meadows. The Council proposes to acknowledge the importance of the new developments linking with this important area of open space by including a paragraph in section 6(f) after paragraph 6.35 as follows:</p> <p><i>“The town benefits from a centrally located park (the Meadows) which includes play facilities, teenage recreational areas (e.g. the BMX and skate parks) and a large area of open space. Wherever possible, the provision of new play and recreation areas, open spaces and footpath and cycle links should complement the facilities already provided in the Meadows and encourage the movement of people to the area. This will help to build</i></p>	Y

			<i>community cohesion, fulfilling a key aim of the masterplan which is to integrate new development effectively with the existing town."</i>	
57 (WDBC Natural Environment and Recreation Manager)	6.34	<p>The SPD should require a positive design and function for all public open space to avoid an oversupply of poorly located and isolated spaces. An open space strategy should be a requirement of a planning application. Such a strategy should bring forward a comprehensive layout of the allocated sites and address the long-term management and maintenance of the public open spaces.</p> <p>In terms of equipped areas of play, the SPD could usefully reference the Fields in Trust guidance note ("Planning and Design for Outdoor Sport and Play") which indicates that locally equipped play areas should be within 400m of each property.</p> <p>There should also be reference to teenage recreational facilities that are available in the Meadows (e.g. BMX and skate parks) so these would not necessarily need replicating on the allocated site. It is more appropriate to provide play areas targeting the under 12's with particular opportunities where appropriate for some teenage use, including kickabout areas.</p> <p>Play areas should be appropriately located to allow for informal supervision but with adequate separation from residential properties.</p>	<p>The Council notes the comments and proposes to amend paragraph 6.37 as follows:</p> <p><i>"6.37 Applications for residential developments within SP23A and B should be accompanied by an open space strategy. This will need to address the layout and function of public open spaces and make appropriate arrangements for their long-term management and maintenance."</i></p> <p>The comments relating to teenage facilities have been noted and amendments have been made after paragraph 6.35 as set out above in response to the Town Council's comments.</p>	
22 (Police Architectural)	6.35	Suggests including reference to a safe and secure environment that does not	The Council notes the suggestion and proposes the following amendments to paragraph 6.35:	Y

Liaison Team Leader)		attract nuisance behaviour.	<i>“The location and siting of open spaces should be integral to the development. They should be well related to nearby development to provide natural surveillance and help to create safe and secure environments which do not attract nuisance behaviour.”</i>	
41 (Bovis Homes)	6.38	The respondent notes that this section does give enough recognition to the challenging topography of SP23A and that this will key bearing on design.	The Council notes the comments and considers it appropriate to include reference to this. The Council proposes to amend the first bullet point of paragraph 6.38 as follows: <ul style="list-style-type: none"> • <i>“Local topography and contours: the topography of both sites, particularly SP23A, is challenging and this will have a significant influence on the design of the development. As such, a street layout is promoted which reflects how Tavistock has been developed in the past, through a layering effect up the valley sides. This will help to reflect the traditional urban form in Tavistock with lower density properties further up the slope and higher densities towards the valley floor. The north-western parcels...”</i> 	Y
20	6.39	The respondent considers that parking will continue to be a problem on new estates unless there is a better property layout. Similar designs to the Westbridge, Fitzford and Parkwood Road developments could be used which incorporate car access without making the streets a permanent garage.	The Council notes the respondents concerns and agrees with the concerns expressed. However, it is considered that the masterplan as it is currently worded addresses this and encourages as much on-plot parking as is compatible with the design and layout and the avoidance of ad-hoc on-street parking.	N
4	6.39 – 6.42	The respondent is concerned that there is not enough private parking and that usage of the railway line will mean that more parking is required.	The respondents comments are noted. Within section 6(h), the masterplan makes provision for as much on-plot parking as is compatible with the design and layout of the development and acknowledges the high local dependency of the private car and there is provision around the hub for sufficient parking for railway use.	N
8	6.42	The respondent suggests that mention should be made of providing under-house parking.	The masterplan would not preclude underhouse parking, but this would need to be balanced with the overall character and design of the development e.g. if this were to result in three storey buildings.	N
29, 33, 42 (Transition Tavistock)	6.42	Provision should be made for individual electric vehicle charging points. Easy access to car parking spaces for car clubs must be included.	The Council considers the point relating to electric car charging points is appropriately covered in bullet point 5 of paragraph 6.42. Car club parking could be provided within the public use parking outlined in bullet 3 and specific reference will be made to this as follows:	Y

			<i>"Adequate provision for public use car parking (e.g. visitors, care providers, delivery vehicles, car club)."</i>	
8	6.50	The respondent suggests that an over emphasis on through-routes should be avoided for safety and amenity reasons. The respondent questions why cul-de-sacs have been discouraged.	The masterplan's "main routes" are not proposed to be "through-routes" as the respondent suggests. They are intended to be used to define a sense of place rather than create a continuous residential estate. The defined routes will help to make the development easier to get around and the smaller shared streets will feed off these main routes for the calmer environment that the respondent mentions.	N
47 (Devon County Council)	6.50	This section identifies the potential need for a circular vehicular route on both sides of the development. Although this principle is supported, it is likely to be challenging to deliver because an at-grade crossing of the railway line is unlikely to be acceptable in terms of rail safety. Furthermore, bus service options may not require a circular route. A circular route should therefore not be an absolute requirement of the development but should be strongly considered. The masterplan should provide for the provision of an alternative, emergency vehicular access to the site should the access off Callington Road be out of use.	This comment is noted and the following amendment to bullet point 2 of paragraph 6.6: <i>"...service the allocated development other than sufficient emergency routes as required."</i> Amend bullet point 1 of paragraph 6.50 <i>"...west of the disused railway line. Appropriate routes for emergency access will need to be provided as required by the highways authority. Opportunities for..."</i> The Council considers that the current wording relating to the circular bus service does not make it an absolute requirement and provides sufficient flexibility, so proposes no further changes.	Y
8	6.53	No mention is made of creating "passive" housing design. Good design of the house in the first place is more efficient than alternative energy sources.	The Council agrees with the respondents comments. The fabric first principle is promoted in the masterplan as suggested. However, the Council can only require the current building regulation standards and therefore it is not appropriate to make it a policy requirement to achieve passive housing design.	N
12	6.53	The respondent agrees with the principles for sustainable energy in this section and that energy supply is key to affordability. The respondent raises concerns that the developers will not meet the requirements.	The Council welcomes the support for this section of the masterplan. The Council will work with the developers to ensure that the principles of the masterplan are implemented in as much as they are viable and appropriate for the overall development.	N
29, 33, 42 (Transition	6.53	This section reinforces a weak commitment to sustainability. The	There are statutory standards for development which are set within Building Regulations and not development policy.	N

Tavistock)		<p>Council should set a minimum standard of Code for Sustainable Homes level 5 and see how the market responds.</p> <p>The way this section is worded suggests that developers do not even have to try to meet the principles. The developer should be asked to bring forward proposals for such infrastructure to serve each phase as it is built.</p>	<p>The Core Strategy requires each phase of development to achieve at least the standards in force at the time it is delivered.</p> <p>The Council considers that this is sufficiently covered in paragraph 6.54.</p> <p>The Council will seek to achieve all of the benefits listed. However, if they cannot be met to the standard sought, then there is inevitably a trade off to be negotiated that reflects the Council's priorities. In this scenario the Council could negotiate for the development to be 'future proofed' so that decentralised or renewable energy systems could be retrofitted if commercially viable at a later date, even if it could not be provided at the outset.</p>	
41 (Bovis Homes)	6.53	The respondent suggests that this should include reference to viability in accordance with Core Strategy Strategic Policy 2.	The Council considers that viability is sufficiently considered within paragraph 6.54.	N
34 (Trustees to the Crowndale Estate)	6.53	The respondent suggests that Policy SP2 of the Core Strategy is no longer fully consistent with the NPPF. There should be more flexibility in order to be consistent with the NPPF with a greater emphasis on the thermal efficiency of new buildings.	The NPPF continues to promote a positive approach to low carbon development and the supply of renewable and low carbon energy. In accordance with the NPPF, the masterplan does promote the 'fabric first' principle and this is set out in paragraphs 6.54 and 6.55 of the masterplan.	N
48	6.56	<p>Rainwater harvesting should be fitted as standard.</p> <p>Any solar pv panels fitted should be non-glare so that there is no visual intrusion from the Whitchurch Road area.</p>	The Council notes the comments but considers that this is a matter of detail which will be taken into account at the detailed design and application stage.	N
4, 48	6.59	The respondents raise concerns about Sustainable Urban Drainage Systems and how they can become an issue if not built properly or adopted by SWW. The additional contribution of surface run-off to the Tavy floodplain must be fully considered.	<p>The Council notes the comments. However, it is important to clarify that SWW does not adopt SUDs systems.</p> <p>The Environment Agency and the Council's Senior Engineer will be consulted on applications for development and will object/raise concerns if there is likely to be a problem.</p>	N
54 (Environment	6.59	Suggest this section is strengthened by including the following:	The Council notes the suggestions and proposes to delete paragraph 6.59 and replace it with the following:	Y

Agency)		<ul style="list-style-type: none"> - The importance of open drainage features for both storage and conveyance; - A presumption for infiltration and ground investigations early in the planning process; - A SUDS masterplan to be produced for each phase of the development; - Combine open spaces with storm water storage for storms up to an including the 1 in 100 year storm category; - Robust features that are able to cope with drainage system blockages or over design events. - 	<p>6.59 <i>“Infiltration and ground investigations should be undertaken early on in the planning process to understand the drainage issues of the development sites. For each phase of development, the Environment Agency encourages a Sustainable Urban Drainage systems (SUDs) masterplan to be prepared to demonstrate how it will address surface water conveyance and storage.</i></p> <p>6.60 <i>SUDs will need to be used to reduce the rate and volume of surface water run-off as a result of the development. Options such as swales, open drainage features and filter drains for surface water conveyance are encouraged and detention basins, permeable paving or soakaways for surface water attenuation and/or infiltration should be explored. These will need to be capable of accommodating storm water and made with robust which are able to cope with drainage system blockages and other unforeseen circumstances.</i></p> <p>6.61 <i>SUDs can also offer benefits for the local environment and biodiversity of the development, alongside improved flood management. There are opportunities to integrate SUDs with wider landscaping and open space provision and this should be considered at the early stages of design. “</i></p>	
Page 110	6.61	Add in reference to street furniture which should be appropriately located so as to not encourage inappropriate loitering or inappropriate behaviour.	<p>The Council notes the suggestion and proposes the following amendments to paragraph 6.61.</p> <p>New bullet point:</p> <ul style="list-style-type: none"> • <i>“Street furniture should be appropriately located so that it does not encourage inappropriate behaviour thus affecting the quality of life of local residents.”</i> 	Y
47 (Devon County Council)	6.62	This paragraph identifies positivity regarding the Cornwall & West Devon Mining Landscape World Heritage Site (WHS) and the need to have regard to it and its setting. This is welcome. The National Planning Policy Framework (NPPF) identifies that Local Plans should set out ‘a positive strategy for the conservation and enjoyment of the historic environment’. Although the masterplan is not a Local Plan, it should set out a more coherent strategy identifying how the development will meet the requirements of the NPPF to maximise both the conservation of the	<p>This section sets out the broad principles for having regard to the World Heritage Site. It is not proposed to expand on this section as suggested, but to provide reference to the Tavistock Conservation Area Management Plan and the West Devon and Cornwall Mining Landscape World Heritage Site Management Plan.</p> <p><i>6.64 Applicants should have regard to the Tavistock Conservation Area Management Plan and the West Devon and Cornwall Mining Landscape World Heritage Site Management Plan when demonstrating the above.</i></p>	Y

		heritage asset and the opportunities for heritage led regeneration that are available here to conserve and enhance the Outstanding Universal Value of the WHS. This should develop the concept of an appropriate buffer for the WHS.		
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Delivery Framework – Infrastructure

Rep number	Section	Comment	Council response	Changes required?
7	All	Support.	The Council welcomes the support for this section.	N
47 (Devon County Council)	All	Given the WHS status, Section 7 should include a greater reference to the need for works on and off site that interpret and enhance the WHS (e.g. developing WHS hub facilities within Tavistock and access to them from the sites).	The Council notes the aspiration but does not consider that it is a direct requirement of the development and therefore should not be included within the critical items of infrastructure. There is the potential for this to be listed as a desirable item of infrastructure but the current information provided does not give the evidence for this. It is suggested that DCC supply the Borough Council will further information with a view to this being incorporated if appropriate within subsequent reviews of the Infrastructure Delivery Plan.	N
39	All	The respondent does not agree with this section and considers that the use of the site was originally proposed on the understanding that the railway would be reinstated. Any S106/CIL monies required for the railway should be ring-fenced and not used to satisfy other requirements. Suggests that any developer proposing to build on SP23A or B or within reasonable commuting distance of Tavistock Station should satisfy at the outside the conditions necessary to ensure that the rail link is completed.	The Council is committed to the delivery of the railway, but there is only a finite amount of financial contributions which can be made available for infrastructure due to development viability. As such, the Council has to balance the contributions required for the railway alongside other infrastructure requirements such as education provision and open space provision.	N
45	All	There is no consideration given to the impact on Derriford Hospital which is already overstretched.	The Council has consulted with the health service (now the Northern Eastern and Western Devon Clinical Commissioning Group) throughout the preparation and adoption of the Core Strategy. The requirements of the health service are outlined in paragraphs 5.31 and 5.32 of the masterplan.	N
45	All	There is no consideration given to the additional pressure on town centre car parking.	The masterplan encourages effective walking, cycling and public transport routes into the town centre to avoid the need for increased town centre car parking.	N
41 (Bovis Homes)	7.10	The text in the third bullet should include “wherever possible” in case the lead delivery organisation is unable to engage	The Council notes the comment. However in nearly all instances, the lead delivery organisations are statutory organisations it is unlikely that they will be unavailable for discussion.	N

		in detailed discussions.		
1 (South West Water)	Table 1	<p>South West Water advise that it will be necessary for the foul sewerage capacity to be assessed, and necessary improvements made (funded by the developer/landowner) for development to progress.</p> <p>Employment uses (B1, B2 and B8) will be supported within current infrastructure capacity.</p>	<p>Amend row 3 column 2 of Table 1 to include the following:</p> <p><i>“Applicant of residential sites required to undertake and fund (as directed by SWW), an assessment of the foul sewerage capacity.”</i></p>	Y
4	Table 1	<p>The respondent considers that the development is being sold on the promise of a new rail link but has concerns about the railway as follows:</p> <ul style="list-style-type: none"> • The stations at Bere Alston and Gunnislake are easily accessible and could be used instead. • People still prefer to travel by car • The cost of the railway could be better spent on the link road between Callington Road and Plymouth Road. 	<p>There are various reasons why the railway is important and why it forms part of the future strategy for development in Tavistock. The Council proposes to include a series of Frequently Asked Questions alongside the masterplan so that this information is available for anyone viewing the document.</p> <p>Whilst the link road does not form part of this development because the evidence suggests that it is not required, provision will be made within the allocations to ensure that it could be delivered if it is required beyond 2026.</p>	N
4	Table 1	<p>The respondent does not consider that any of the desirable infrastructure will be delivered.</p>	<p>The Council can only require developers to pay to make contributions to or provision for the infrastructure that is directly related to the development. However, it is important to record the items of desirable infrastructure so that they can be delivered if funding becomes available.</p> <p>Amend paragraph 7.7 bullet point 3 to read:</p> <ul style="list-style-type: none"> • <i>“Desirable: all other infrastructure requirements which would have benefits for the community but which are not needed to support the new development e.g. library provision, youth facilities etc. It is important that the items of desirable infrastructure are recorded in the Infrastructure Delivery Plan so that they can be delivered if funding becomes available.”</i> 	Y
5, 24, 31	Table 1	<p>Objections to the delivery of the railway on the following grounds:</p> <ul style="list-style-type: none"> • New owners and their families 	<p>There are various reasons why the railway is important and why it forms part of the future strategy for development in Tavistock. More information about this is contained in the Council’s Frequently Asked Questions which are available on the Council’s website</p>	N

		<p>will be unlikely to use the railway line to get to Plymouth because of the journey times, which include travel to and from the station at each end. It is more attractive for people to use the car in terms of cost and comfort.</p> <ul style="list-style-type: none"> • There is no analysis of journey times, cost of journeys, viability of the railway line or provision for subsidy of the railway line by building contractors. • There are “get-out” clauses which will mean that the development of the railway line will be “wriggled out of” by the building contractors. • Should the railway be a viable option and will significantly reduce car use on the A386, it should be provided before a single house is sold as should the completion of the new school and the hub. • Affordable housing, the school and hospital should not be compromised by the railway being restored. • The benefits of the railway have been over-emphasised and leaves a significant concern for the ability of the current road network to cope with increased demand. 	<p>alongside this consultation.</p> <p>There is evidence on the Council’s website and Devon County Council is currently undertaking more up-to-date surveys to provide information about the use and viability of the railway. Any publicly available documents will be displayed on their website at http://www.devon.gov.uk/tavistock-bere-alston-railway</p> <p>The masterplan does include an element of flexibility around the delivery of infrastructure because economic circumstances can change and affect viability of schemes. The flexibility therefore allows the Council to negotiate with developers when applications are submitted.</p> <p>The railway is expected to be delivered in phase with new development and, as with the other items of infrastructure, an element of development is required to fund its delivery. The Delivery Framework sets out the phasing of when different items of infrastructure are required taking into consideration viability and when facilities such as new schools will be required. This is explained in more detail in chapter 5.</p>	
20	Table 1	The respondent queries why there is no mention of employment opportunities as it is vital that job opportunities are available early in the development.	The Council agrees with the need to encourage employment opportunities in the town. However, this is development in its own right and is not therefore considered to be “infrastructure” as is defined in the masterplan. The Land-Use Framework (chapter 5) provides information as to how the council will facilitate the development of	N

			employment land.	
23 (Devon Wildlife Trust)	Table 1	Respondent suggests adding “wildlife habitat enhancement” to the “Landscaping and informal open space provision” infrastructure requirement.	The Council notes the comments. Any landscaping in relation to the public open spaces and boundaries will be expected to enhance and be in keeping with the existing landscaping and that opportunities will be sought to manage and enhance the landscaping for the benefit of wildlife. It is considered that this is sufficiently covered in the Design Framework.	N
41 (Bovis Homes), 47 (Devon County Council)	Table 1	Localised highway improvements on the A390 / A386 corridor could be provided by the developer. As such, the developer could potentially be required to undertake the works themselves in lieu of a financial contribution.	These comments are noted and the table will be amended to read “ <i>off-site provision</i> ” which will allow for the works to be undertaken by the developer.	Y
47 (Devon County Council)	Table 1	The wording in relation to the contributions requirement for the railway should be revised to provide greater flexibility in relation to which development types may be required to provide contributions. It would be more appropriate not to differentiate between different development types in this context.	The comments are noted and the Council proposes to amend paragraph 7.9 as set out earlier in this statement.	Y
37 (Network Rail)	Table 1	Network Rail requests that policy is incorporated which includes: <ul style="list-style-type: none"> • A requirement for development contributions to deliver improvements to the rail network where appropriate; • A requirement for Transport Assessments to take cognisance of impacts to existing rail infrastructure and any necessary developer contributions made; and • A commitment to consult Network Rail where development may impact on the rail network 	<p>The first bullet relates to a request for developer contributions to improve the existing rail network. In the case of Tavistock, the railway is not yet in place and is therefore considered that the items of critical infrastructure listed in Table 1 are currently appropriate. The Council will monitor and review the infrastructure delivery plan which is included within Chapter 7 to ensure that it is updated as necessary so that when the railway infrastructure is in place, on-going contributions may be sought as appropriate.</p> <p>As above, the railway is not yet in place. We will encourage Transport Assessments to look at the positive role that the future reinstatement of the railway could have on the local road network. The scope of a Transport Assessment will be agreed at the pre-application stage.</p> <p>Network Rail is a statutory consultee and is consulted as part of the Council’s standard procedures in accordance with the regulations.</p>	N

48	Table 1	The respondent notes that Devon County Council is now the lead organisation for delivering the railway and that this means it will be funded by the tax payer and not the developer.	Devon County Council is the lead delivery organisation which means that it will be responsible for coordinating the project to deliver the railway. However, new development in the town will be required to contribute to it as is set out in Section 7 of the masterplan.	N
43 (Redrow Homes)	Table 1	The respondent is concerned about the manner in which the Infrastructure Delivery Plan (IDP) has been updated and considers that it would have been more appropriate to have consulted on a revised version of the 2010 IDP. Table 1 omits reference to other infrastructure which was included in the 2010 version, including the expansion of Whitchurch School which was previously identified as critical.	<p>The IDP is a living document that sits alongside the Core Strategy. It relates to the infrastructure requirements that are needed to accommodate planned increases in population as a result of development. It was envisaged that the IDP would be updated throughout the plan period as it was required to take into account changing circumstances. The preparation of this masterplan has enabled the Council to get a better understanding of the demands of the planned development and has consulted with the local infrastructure providers to incorporate the requirements that they have requested. With reference to primary school provision, the information we have been provided by DCC (as education authority) is that the planned development may require a new school towards the end of the plan period. The preferred approach to accommodating this is through the provision of a new school within the new development as part of the objective of creating a sustainable community.</p> <p>If any other sites come forward in the town through the reserve sites process then the IDP will be updated accordingly at the time.</p>	N
45 (Bovis Homes)	Table 1	The respondent suggests that reference to playing pitches should include on site provision as well as off site contributions.	The nearby Crowndale playing pitch facilities are within a short distance from the development area and it is considered that it would be more appropriate for contributions to be made to this facility than on-site provision. This is particularly important given the challenges with topography and constraints to the development area.	N

Delivery Framework – Phasing

Rep number	Section	Comment	Council response	Changes required?
7, 31	All	Support.	The Council welcomes the support for this section.	N
20	All	<p>The respondent has no major concerns about the phasing proposed with the following exceptions:</p> <ul style="list-style-type: none"> • The railway should be built in the early phases of development; • Provision of employment is excluded from the infrastructure phasing requirements; and • All critical infrastructure should be provided first or very early in the development. 	<p>The plan to deliver new homes and employment opportunities alongside the reinstatement of the railway line provides a sustainable option for new growth in the town. However, the residential development itself is not dependent on the railway line being in place in the earlier stages. As with all infrastructure, its delivery relies on funds being secured before it can be put in place.</p> <p>The Council agrees with the need to encourage employment opportunities in the town. However, this is development in its own right and is not therefore considered to be “infrastructure” as is defined in the masterplan. The Land-Use Framework (chapter 5) provides information as to how the council will facilitate the development of employment land.</p> <p>Not all of the items listed as critical infrastructure are required to be delivered before development can commence but should be provided when there is demand for it as a result of the new development. This is explained in more detail in the Land Use Framework.</p>	N
17 (Amethyst)	7.11	The respondent considers that the phasing is unrealistic given past building rates and the site specific challenges.	The phasing in the masterplan is indicative and there is a commitment to review and monitor this through the plan period.	N
47 (Devon County Council)	7.11	In general terms, it would be helpful if the wording in Section 7 of the masterplan could explicitly identify that the all development phases will be required to provide contributions to the relevant elements of infrastructure. Currently, it could be read in a manner which implies that development from only some of the phases will be required to contribute to specific infrastructure requirements (for example, development in phase 2 would still be required to	<p>The Council notes the comments raised and proposes to include a new paragraph 7.13 as follows:</p> <p><i>“This information is based on best knowledge available at the time the document was adopted. As with Table 1, this will be monitored and updated as necessary through regular monitoring reports. This list should not be seen as exhaustive and each phase will be subject to discussion with relevant infrastructure providers in pre-application stages.”</i></p>	Y

		contribute to potential localised highway infrastructure improvements).		
40 (Boyer Planning on behalf of Cavanna Homes (South West) Limited)	7.12	The respondent notes that the Core Strategy states that SP23 is to be developed during the period 2011 – 2019, but the masterplan proposes a much longer period. This has implications for the site and wider supply of housing within the Borough. The suggested phasing timetable set out in the Core Strategy plays a major role in determining the Council's overall housing trajectory. Concerned that the Council's short term housing land supply requirements will not be met. Considers that house building rates of over 100 units per annum is optimistic in current market conditions. It is therefore suggested that the reserved housing sites identified in the SP23 should be brought forward through the new Local Plan in the short term in order to alleviate the potential housing supply issue.	The Council notes the respondents reference to the Core Strategy. Paragraph 4.17 of this document states that the detailed phasing will be determined through the SPD. This is therefore clarified through the masterplan in paragraph 7.12 which proposes a build out rate of between 60 – 80 homes per year. This should not be considered in isolation to other housing supply which comes forward in other areas of the Borough. The Council will be preparing a Housing Position Statement which will provide the most up to date information in relation to the Borough's five year land supply. As per the Inspectors Report, the Council is required to identify alternative reserve sites in the town to help to support the provision of the railway, affordable housing and other infrastructure if it is required to do so. The identification of these sites will be undertaken as part of the new Local Plan.	N
43 (Redrow Homes)	7.12	The respondent considers the timescales for delivery are unrealistic as it will take at least 2 years for the delivery of homes to start. This will mean that the reserve sites are required more urgently. The respondent is concerned that the process of identifying reserve sites is being delayed and is now being carried out as part of the new Local Plan which will delay the process further.	The Council is engaging with the developers of SP23A and understands that an application for the site is expected imminently. As this is the allocated site and it has been tested through a public examination, the Council will be pursuing its development ahead of identifying reserve sites. It is important to note that the Inspectors Report requires reserve sites to be brought forward to supplement its housing supply and support infrastructure needs only where some or all of SP23 fail to come forward as anticipated. As such, part of the process of identifying reserve sites will be to understand whether there will be, if any, a shortfall in the infrastructure and/or affordable housing provision as part of the development of the allocated site.	N
34 (Trustees to the Crowndale Estate)	7.15	The respondent suggests that the Council should adopt the conclusions of the 2010 Affordable Housing Viability Assessment that recommended assessments be made at appropriate trigger points to	Viability will be managed through a regular review process and details will be discussed at the application stage.	N

		assess viability, rather than adopting a rigid framework of contributions upfront as proposed by the Council.						
47 (Devon County Council)	Table 2	Each phase of development should include the provision of the appropriate section of the development access roads.	The Council notes the comments and proposes to include reference to this as an additional row under Servicing and Utilities Infrastructure in table 1. Table 1 <table border="1"> <tr> <td><i>Highways infrastructure</i></td> <td><i>On-site</i></td> <td><i>All</i></td> <td><i>Developer DCC</i></td> </tr> </table>	<i>Highways infrastructure</i>	<i>On-site</i>	<i>All</i>	<i>Developer DCC</i>	Y
<i>Highways infrastructure</i>	<i>On-site</i>	<i>All</i>	<i>Developer DCC</i>					
47 (Devon County Council)	Table 2	Phase 1a should make reference to the need for the provision of land for an additional primary school.	The Council considers that this is adequately covered under the fourth bullet point in section 1a.	N				
47 (Devon County Council)	Table 2	Phase 1b includes reference to the need for a potential access road between SP23a and SP23b. At this stage, a potential route for this access has not been decided upon and therefore this principle should also apply to the provision of development access in other phases of the development, particularly phase 1c.	Whilst the Council acknowledges the comments, it appears to contradict an earlier statement made by the County Council in relation to a circular route – that “it is likely to be challenging to deliver because an at-grade crossing of the railway line is unlikely to be acceptable in terms of rail safety.”					
47	Table 2	Phase 1b should make reference to the provision of pedestrian and cycle links to routes outside of the development site, particularly the canal and Tavistock College.	The Council agrees with the comments and proposes to add the following text to Table 2, phase 1b bullet point 11 as follows: “...land west of the railway, the canal and Tavistock College.”	Y				
47	Table 2	All phases should make reference to the need for contributions to bus services.	The Council agrees with the suggestions and proposes to add the following bullet point in table 2 Phase 1a: <ul style="list-style-type: none"> “Financial contributions to town bus services and on-site provision of bus stops and routes.” 	Y				
39	Table 2	The respondent does not agree with the phasing proposed and considers that the phasing implies that the railway is still receiving contributions right through to 1c. Suggests the wording needs changing to ensure that the railway is being built by this time, not merely awaiting contributions from the third phase.	All phases of the development will be required to contribute to the delivery of the railway and the Council considers that the current wording of Table 2 is appropriate and will enable contributions to be secured as required.	N				

41 (Bovis Homes)	Table 2	<p>The phasing strategy is generally supported.</p> <p>The supporting text to Figure 6 should clarify that phases 1b and 1c can come forward simultaneously or in any order.</p>	<p>The Council welcomes the support.</p> <p>The Council considers that the request to clarify the phasing of 1b and 1c is sufficiently covered in this respect in the third footnote to Table 2.</p>	N
34 (Trustees to the Crowndale Estate)	Table 2	<p>The respondent does not consider that the phasing is appropriate as the initial phase of the development will have to bear a disproportionately high amount of costs for delivering the site as a whole.</p>	<p>With any development, there are standard infrastructure requirements that will need to be provided for alongside new development. The impact of these requirements on the viability will be tested when any application is submitted to ensure the overall scheme is viable.</p>	N

General

Respondent number	Paragraph	Comment	Council response	Changes required?
Page 121	3	<p>The respondent objects to the SPD on the following grounds:</p> <ul style="list-style-type: none"> • Development of a greenfield site • Continued development in the town which is unsustainable • A satellite community would spoil the character of Tavistock • Unsuitable location for the railway station • Development should be concentrated on brownfield sites in Plymouth to reduce commuting distances and carbon footprint. <p>The respondent supports the smaller scale SP23B development with more affordable housing alongside employment uses.</p>	<p>The concerns raised by the respondent are noted by the Council. However, these comments relate mainly to the principle of the development which has already been established through the adoption of the Core Strategy and is therefore not part of this consultation.</p> <p>The Core Strategy and the masterplan do provide explanations and information as to why the development is required and the ways in which it will contribute to a sustainable future for the town.</p>	N
	4	<p>The respondent suggests that “the scheme is more about attracting funding, boosting Council taxes and making profit for the home builders than answering a need in the community”.</p>	<p>The Council’s adopted Core Strategy has made the allocations for development in Tavistock based on evidenced need of housing and employment requirements. More information about this is contained in the Council’s Frequently Asked Questions which are available on the Council’s website alongside this consultation.</p>	N
	7	<p>The respondent is concerned about the financial viability of the railway and therefore encourages WDBC to ensure a frequent and cheap commuter railway service and put pressure on the railway providers to enhance the tourism trail on the railway.</p>	<p>These comments are noted and will be passed on to Devon County Council who are the Highways Authority and are leading the project to deliver the railway.</p>	N
	8, 20, 29, 33,	All	<p>The respondent suggests that a Design</p>	<p>This is something that the Council is exploring as part of the pre-application</p>

42 (Transition Tavistock)		Review Panel should be established to objectively and professionally assess the design principles of development.	process. It is important to note that any Design Review Panel or such forum which may be established would be required to assess applications against the guidance and principles in the adopted masterplan.	
10,11, 12, 14, 15, 16, 17, 18, 24, 27, 35, 55	All	<p>Objections to the SPD on the following grounds:</p> <ul style="list-style-type: none"> • Scale of development concentrated in one part of the town and dispersed development would have been a better option; • No through road between Plymouth Road and Callington Road; • Traffic congestion on the A390; • Lack of parking in the town for additional homes; • There is a lack of emphasis on the consequences of extra traffic/lack of schools/support services; • The railway should be provided before the homes; 	<p>The concerns raised by the respondent are noted by the Council. However, this comment relates mainly to the principle of the development which has already been established through the adoption of the Core Strategy and is therefore not part of this consultation.</p> <p>The Core Strategy provides an explanation about the scale of development proposed. The Council proposes to include a series of Frequently Asked Questions alongside the masterplan so that this information is available to anyone reading the document.</p> <p>The most up to date traffic analysis has shown that the link road between Plymouth Road and Callington Road is not required to accommodate the development. However, provision is made in the masterplan for this to be delivered beyond 2026 if it is required. Various junction improvements to the A390/A386 will be required as part of the first phase of development to accommodate the increase in traffic. Reference to the studies that have been undertaken will be included within the final version of the masterplan, as noted in the comments relating to the Design Framework above.</p> <p>The masterplan encourages effective walking, cycling and public transport routes into the town centre to avoid the need for increased town centre car parking.</p> <p>The Delivery Framework (chapter 7) sets out how the infrastructure requirements have been considered and what improvements/new infrastructure will be needed to effectively accommodate the development.</p> <p>The plan to deliver new homes and employment opportunities alongside the reinstatement of the railway line provides a sustainable option for new growth in the town. However, the residential development itself is not dependent on the railway line being in place in the earlier stages. As with all infrastructure, its delivery relies on funds being secured before it can be put in place.</p>	Y
15, 35	All	The respondents were disappointed with the exhibition arrangements i.e. that it took place on a week day and from the hours of 11am – 4pm. The	The consultation that was carried out was relative and proportionate to the type of document that was being consulted on. A significant amount of public consultation had taken place to prepare the masterplan and it was considered that a one day event would be suitable for sharing the draft plan with the	N

		respondent suggests that at the Community Services Committee (26 th February) it was agreed that the Officers would be available throughout the consultation period for discussion.	community. However, we appreciate the concerns and will take them into consideration when undertaking future consultations. For clarification, it was agreed at the Community Services Committee to look at the consultation arrangements and venues outside of the meeting. Officers were available at Kilworthy Park throughout the consultation period for anyone wishing to discuss the masterplan.	
29, 33, 42 (Transition Tavistock)	All	Considers that much of the masterplan is positive but the language used does not appear to be enforceable. Questions whether things “should” be considered....or “must” they be put in place. Many of the requirements are qualified by statements (e.g. subject to viability) that give the developer an option to “explain them away”.	The masterplan is a <i>framework</i> for development, rather than being a prescriptive set of rules. There has to be sufficient flexibility to allow the developer to creatively respond to the requirements we set and to demonstrate the outcomes sought from the policy are met. The Council is bound by issues of site viability. An objective of the Core Strategy is to deliver the development we need, to the best possible standard, alongside the accompanying infrastructure. The National Planning Policy Framework makes it clear that viability is a key issue – “ <i>To ensure viability, the costs of any requirements likely to be applied to development, such as requirements for affordable housing, standards, infrastructure contributions or other requirements should, when taking account of the normal cost of development and mitigation, provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable</i> ” (NPPF para 173). The Council has undertaken strategic viability testing of the Tavistock sites, under a variety of market scenarios. The master planning document has to be sufficiently flexible to be deliverable in a range of different economic scenarios.	N
35	All	Respondent notes that Bovis Homes has stated it will be building to their development standards. Is concerned that no account will be taken of the aspect, site, history, sustainability etc.	The development is required to be built in accordance with the Council’s adopted policy (namely Core Strategy Strategy Policy 23), current Building Regulations and the masterplan. As such, any development will need to be delivered in accordance with these.	N
37 (Network Rail)	All	The respondent requests that Network Rail is specifically consulted where a proposal impact on a level crossing and would like this to be stated through planning policy.	The Council notes the request and has confirmed with Devon County Council that the proposed route of the railway line will not affect or include any level crossings and that the planned development will not have an impact on any existing level crossings. For clarification, the masterplan cannot set policy, but the Council will bear this in mind when preparing new policies.	N
40 (Boyer Planning on	All	The respondent notes that there does not appear to be any explicit reference	The Council notes the comments. In line with the Core Strategy, the reinstatement of the railway line alongside local highway improvements will be	N

<p>behalf of Cavanna Homes (South West) Limited</p>		<p>in the masterplan to the railway line being built as part of the strategic allocation. It is acknowledged that throughout the masterplan there is proposed reference to residential development making off-site contributions to the funding of the railway line but there does not seem to be any direct link between the two. Concerned that the lack of delivery of the railway could result in a substantial residential development to the south of the town without a sustainable transport solution, exacerbating current traffic issues facing the town.</p> <p>Client considers that the SPD does not accurately reflect the debate at the Core Strategy and is contrary to the justification used to support the strategic allocation and if the railway were not forthcoming, it would raise significant doubts about the soundness of the adopted Core Strategy.</p> <p>Suggests that if new residential development will solely help fund the railway, this role could easily be undertaken by other sites such as New Launceston Road.</p>	<p>required to mitigate the impacts of the development.</p> <p>There are many references in the masterplan which link the reinstatement of the railway line and new development in the town and emphasises the significant role that the allocation will play in providing it. This reflects the policy requirement of SP23. As per the Inspectors Report, the Council is required to identify alternative reserve sites in the town to help to support the provision of the railway, affordable housing and other infrastructure if it is required to do so. The identification of these sites will be undertaken as part of the new Local Plan and the Council notes the availability of land at New Launceston Road which will be taken into consideration.</p>	
45	All	<p>There is insufficient explanation in the masterplan about why the development has been allocated and contains no consideration of the impact of development on the town. Because these issues are not addressed in the masterplan, the impression is that they have not been considered.</p>	<p>The Council notes the objections raised and considers that it is a valid point that explanations about why the allocation was made should be included within the document. Whilst it is not usually necessary to repeat information which is provided in other plans, the Council considers that it would be useful in this instance to help provide context to the allocation. As such, the Council proposes to include a set of 'Frequently Asked Questions' alongside the masterplan. This will provide explanations behind the decisions made in allocating the new development in Tavistock.</p>	Y

45	All	Respondent is concerned that there will be traffic problems as a result of new development and this will lead to a new supermarket on the western fringes of the town.	The Council notes the comments. The masterplan makes provision for a small-scale neighbourhood retailing facility but there are no proposals for a supermarket. Any proposals of this nature would need to be considered in the context of local and national policies.	
51	All	<p>The respondent objects to the masterplan on the following grounds:</p> <ul style="list-style-type: none"> • 750 homes is excessive; • Doubts that the railway will happen; and • The traffic will be horrendous. 	<p>The concerns raised by the respondent are noted by the Council. However, this comment relates mainly to the principle of the development which has already been established through the adoption of the Core Strategy and is therefore not part of this consultation.</p> <p>The Core Strategy provides an explanation about the scale of development proposed. The Council proposes to include a set of Frequently Asked Questions alongside the masterplan so that this information is available to anyone reading the document.</p> <p>An assessment of the impact of the development on the local roads has been commissioned by Devon County Council. Using a robust and standard methodology, this has assessed a range of options and has concluded that junction improvements, alongside the reinstatement of the railway line, will be able to accommodate the increased traffic as a result of the development. The Council proposes to include reference to the relevant reports within the masterplan so that this evidence is sufficiently signposted for members of the public (see above).</p>	Y
43 (Redrow Homes)	All	<p>The respondent considers that the document is too vague and lacks detail about the sites' constraints, phasing, railway link and affordable housing requirements. Considers that the document should be reviewed and re-consulted on.</p> <p>The reference to the Design Brief and its status is ambiguous. If due weight is going to be given to it, it should form part of the SPD.</p>	<p>The Council notes the comments. However, as explained in the introduction, the purpose of the masterplan is to set the context in which the development can take place and not to be prescriptive about the detail of the development. This is particularly important given the scale and nature of the development proposed. Flexibility is a key theme of the NPPF and the masterplan responds to this requirement accordingly. It is therefore not considered appropriate to amend the emphasis of the document and re-consult.</p> <p>The Design Brief was undertaken to inform the masterplan and Members of the Council formally agreed to use it in this manner. It forms part of the evidence base alongside other documents of this nature. Much of its content has been reflected in the draft masterplan. There have been a number of responses to the consultation suggestion that further references are made to the Design Brief and changes will be made to reflect these suggestions where it is appropriate to do so.</p>	N

43 (Redrow Homes)	All	<p>The SPD does not reference the need to 'significantly boost' housing supply in accordance with the NPPF. The respondent is concerned that the limited housing delivery in the town over the past few years is set to continue. It is clear that reserve sites are urgently needed now. The site at Tiddy Brook is available, suitable and deliverable and should be identified as a reserve site urgently.</p>	<p>The Council notes the comments. However, it is considered that the masterplan is not the appropriate document to look at housing supply. The masterplan (as a supplementary planning document) can only provide detail to existing policies and does not go into the realms of setting or amending existing policies, such as housing requirements and targets. This will be reviewed as part of the preparation of the new Local Plan.</p> <p>It is important to note that 731 homes have been completed in Tavistock between 2006 and 2012 and therefore the Council does not agree with the statement that there has been limited housing delivery in the town over the past few years. It is also important to note that housing supply in Tavistock should not be considered in isolation to other housing supply which comes forward in other areas of the Borough. The Council will be preparing a Housing Position Statement which will provide the most up to date information in relation to the Borough's five year land supply.</p> <p>The identification of reserve sites will be undertaken as part of the new Local Plan and the Council notes the availability of land at New Launceston Road which will be taken into consideration.</p>	N
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WEST DEVON BOROUGH COUNCIL

NAME OF COMMITTEE	Community Services
DATE	30th April 2013
REPORT TITLE	Assessing the Impact of Retail Development in West Devon Supplementary Planning Document
Report of	Strategic Planning Officer
WARDS AFFECTED	All

Summary of report:

A Supplementary Planning Document (SPD) (Appendix A) has been prepared to assist the Council in assessing the impact of new retail development in West Devon. Members of the public have been invited to comment on a draft of the SPD for a statutory four week consultation period.

Members are asked to adopt the SPD to use as a material planning consideration when determining applications for retail development in the Borough.

Financial implications:

There are no direct financial implications of this SPD. However, there are costs associated with independent reviews of Retail Impact Assessments which may be required in some circumstances. Further information can be found in Section 4 of this report.

RECOMMENDATIONS:

It is recommended that:

- Members adopt the *Assessing the Impact of Retail Development in West Devon Supplementary Planning Document (SPD)* to be used as a material planning consideration when determining applications for retail development in the Borough.
- Any changes considered necessary to the SPD are delegated to the Head of Planning, Economy and Community, in consultation with the Lead Member for Strategic Planning of the Community Services Committee

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1. BACKGROUND

- 1.1 The Council received the final version of the Town Centre and Retail Study in July 2012. This was followed by a public consultation with the community, local businesses and development industry to seek their views on the findings of the Study and aspirations for future retail development in Okehampton and Tavistock. After considering the findings of the report and consultation responses, the Council considered it necessary to prepare some guidance in the form of a Supplementary Planning Document (SPD) around assessing the impact of new retail development proposals in West Devon.
- 1.2 In January/February 2013, Officers prepared a draft version of the *Assessing the Impact of Retail Development in West Devon Draft SPD*. This document proposed to set locally based requirements for when and where Retail Impact Assessment (RIA) will need to be provided and what it should consider.
- 1.3 The Community Services Committee agreed at a meeting on the 26th February 2013 to publish the draft SPD for a four week consultation period. The consultation ran from 7th March to 8th April 2013. 17 responses were received from a range of individuals and organisations.

2. CONSULTATION

- 2.1 The consultation has generated a number of responses which have been summarised and recorded in the accompanying Statement of Consultation (Appendix B). This includes the changes that the Council is proposing to make to the final version of the document to respond to concerns raised where it is appropriate to do so.
- 2.2 The main issues raised include:
- Consultants have raised concern about the threshold being too low, but the Council's evidence supports the proposed approach. In the absence of any other evidence, threshold is considered to be robust;
 - The requirement for the SPD to have a stronger emphasis on the policies in the National Planning Policy Framework;
 - The conclusions of the Retail Study relating to future retail provision in the Borough and its recommendations in terms of a local threshold for Retail Impact Assessments; and
 - The need to clarify the criteria of Policy Guidance Box 3 to ensure that they do not over-burden applicants and do not repeat higher tier policy and validation requirements.
- 2.3 The Council has take into account all of the responses and, subject to the changes recommended in Appendices A and B, the approach set out in the document is considered to be a robust framework for appropriately assessing the impact of new retail development proposals in the Borough.

3. LEGAL IMPLICATIONS

- 3.1 The National Planning Policy Framework requires Local Authorities to prepare plans that are positive and promote competitive town centre environments. Along with establishing a presumption in favour of sustainable development, the NPPF also emphasises the importance of ensuring the vitality of town centres. The SPD has been prepared in the context of the NPPF policies and addresses the requirements through setting a local threshold for retail impact assessments.
- 3.2 The “*Town and Country Planning (Local Planning) (England) Regulations 2012*” set out the procedures which govern the process of preparing a Supplementary Planning Document. The preparation of this SPD has been in conformity with these regulations.

4. FINANCIAL IMPLICATIONS

- 4.1 In some circumstances it may be necessary to independently review Retail Impact Assessments. The cost of this will be dependent on the scale and nature of the development proposed. This cost will be met through the Development Management budget if required.

5. RISK MANAGEMENT

- 5.1 The Risk Management implications are shown at the end of this report in the Strategic Risks Template.

6. OTHER CONSIDERATIONS

Corporate priorities engaged:	All
Statutory powers:	National Planning Policy Framework Town and Country Planning (Local Planning) (England) Regulations 2012
Considerations of equality and human rights:	This report seeks to ensure that the Council properly considers the impact of retail proposals on the existing centres of West Devon.
Biodiversity considerations:	There are no proposals contained in this report which have direct biodiversity implications to consider. The planning application would assess the impact that the proposed development would have on biodiversity.
Sustainability considerations:	This report seeks to ensure that proposals for retail development adequately assess the impact on the existing centres of West Devon.
Crime and disorder implications:	There are no proposals contained in this report which have direct crime and disorder implications to consider.

<p>Background papers:</p>	<ul style="list-style-type: none"> • Town Centre and Retail Study 2012 and Appendices • Summary of Retail Consultation Responses for Okehampton and Tavistock • Assessing the Impact of Retail Development in West Devon Draft Supplementary Planning Document – Consultation Version
<p>Appendices attached:</p>	<p>Appendix A: <i>Assessing the Impact of Retail Development in West Devon Supplementary Planning Document (SPD)</i></p> <p>Appendix B: <i>Statement of Consultation</i></p>

STRATEGIC RISKS TEMPLATE

No	Risk Title	Risk/Opportunity Description	Inherent risk status				Mitigating & Management actions	Ownership
			Impact of negative outcome	Chance of negative outcome	Risk score and direction of travel			
1	New applications for retail development in edge, out of centre and out of town locations are submitted which fall below the NPPF threshold for requiring a Retail Impact Assessment	<ul style="list-style-type: none"> The Council is not able to properly consider the impact of proposed retail development in Okehampton and Tavistock The Council does not have any influence over the criteria to be considered as part of the RIA 	4	5	20	↑	Adopt the SPD to use as a material consideration when determining applications for retail development in the Borough.	Strategic Planning Team.

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Direction of travel symbols ↓ ↑ ⇄

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West Devon Borough Council

Assessing the Impact of New Retail
Development in West Devon
Draft Supplementary Planning Document

April~~March~~ 2013: Committee~~Consultation~~
Version



West Devon
Borough
Council

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~~March 2013 April 2013~~ [~~Consultation Committee~~ Version]

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Section 1: Introduction

a. What is the role and purpose of this document?

- 1.1 Okehampton and Tavistock are the main market towns of the Borough. Between them, they supply a wide range of retail provision from independent shops and local markets to larger supermarkets and national high street stores. Whilst recent evidence shows that they are both supporting their local communities well, there is a need to make sure that suitable planning policy guidance is in place to ensure that the retailing needs of the towns continue to be met in the future. This Supplementary Planning Document (SPD) has therefore been prepared to enable full and effective consideration of proposals for retail development in these two towns.
- 1.2 This SPD supplements and adds detailed guidance to the requirements of Core Strategy Strategic Policy 12 and provides a local interpretation of the retailing policies included within the National Planning Policy Framework. In particular, the purpose of this SPD is:
 - to provide clarity to the development industry in respect of applications for retail development which are not in accordance with an up-to-date Local Plan;
 - to enable retail schemes to progress where there is no unacceptable significant adverse impact on the town centre;
 - to establish a locally set threshold where impact assessments will be required for new retail development in relation to Core Strategy Strategic Policy 12;
 - provide detail about where and when a Retail Impact Assessment (RIA) will be required; and
 - to establish criteria that should be demonstrated in a Retail Impact Assessment (RIA).
- 1.3 The Council is committed to ensuring the vitality and vibrancy of our towns for those who live, work, visit and carry out business in the area. This SPD is therefore being prepared to help the Council achieve this by providing more clarity in the decision making process.
- 1.4 Although Okehampton and Tavistock are the main retail centres of the Borough, there are other smaller settlements which also play an important role in providing local shopping facilities. As such, it is necessary to protect their centres from retail developments which could impact on their vitality and viability. It is therefore considered appropriate to apply the guidance set out in this SPD in other locations within the Borough, as required.
- 1.5 As per the above, applications made for new retail development in West Devon should have regard to this SPD alongside other relevant Local Plan, Core Strategy and National Planning policies (see Section 2).

b. What is the status of this document?

- 1.6 Supplementary Planning Documents must be prepared in accordance with national planning policies and go through a statutory consultation process. As such, they carry a high level of “weight” in the decision making process. Once this SPD has been adopted by the Council, it will be used as a material planning consideration in determining applications for new retail development.
- 1.7 Until this SPD is adopted, it will be used as emerging policy guidance to assist the Council in making decisions on proposals for new retail development in the Borough. Any applicants wishing to submit an application during this time should be mindful of the guidance set out in this SPD.

c. What will this document look at?

- 1.8 This SPD will consider the following:
- Where retail impact assessments will be required;
 - When retail impact assessments will be required; and
 - What information Retail Impact Assessments (RIAs) will be required to demonstrate.

These are discussed in more detail in Section 3.

- 1.9 It should be noted that this SPD does not consider a review of the Core Shopping Frontages as these changes can only be made through a revision to the Proposals Map as part of a development plan process (i.e. it needs to be subject to independent examination).

Section 2: Policy Context

a. What is the national and local policy context for preparing this document?

2.1 This SPD has been prepared in the context of the adopted West Devon Development Plan which includes the adopted Core Strategy (2011) and Local Plan Review 2005 (as amended by the Core Strategy 2011), and in accordance with the provisions of the National Planning Policy Framework.

National Planning Policy Framework (NPPF)

2.2 Relevant to this SPD, the NPPF ~~states that Local Planning Authorities should~~ highlights that:

- Local Planning Authorities should Recognise town centres as the heart of their communities and pursue policies to support their vitality and viability; ~~and~~
- Local Planning Authorities should Promote competitive town centres that provide customer choice and a diverse retail offer and which reflect the individuality of town centres;
- Sequential tests to planning applications for main town centre uses should be applied where they are not in accordance with an up-to-date Local Plan;
- Only if suitable sites are not available for main town centre uses, should edge of centre and out of centre sites be considered;
- When assessing applications for retail, leisure and office development outside of town centre, which are not in accordance with an up-to-date Local Plan, the local authority should require an impact assessment of the development where it is over a proportionate, locally set threshold;
- Should an application fail to satisfy the sequential test or is likely to have a significant adverse impact on the town centre, it should be refused.-

2.3 The NPPF makes provision for Local Authorities to set locally relevant planning guidance to apply national policy at the local level.

West Devon Core Strategy (2011) and Local Plan 2005 (as amended by the Core Strategy 2011)

2.4 At the local level, the Council's Core Strategy and Local Plan sets out the policies that will be used when dealing with new retail development in the Borough:

- *Core Strategy Strategic Objective 10*: Reinforces the role of the town centres by encouraging development which supports their function as main service providers.

- *Core Strategy Strategic Policy 12*: Retail development will be encouraged where it reinforces the role of the town centre and enhances the attractiveness, viability and safety of the town. Proposals for out-of-centre retailing will only be supported where the sequential approach justifies the proposal and there is no unacceptable impact on the town centre.
- *Local Plan Policy R1*: The change of use of ground floor shops (class A1) to alternative uses will not be permitted within the core shopping frontages as shown on the inset maps (as updated, 2011).

b. What local evidence and information does the Council have to support this document?

2.7 Town Centre and Retail Study 2012

The Council published the Okehampton and Tavistock Town Centre and Retail Study in 2012. This evidence has given the Council a better understanding of:

- The role of Okehampton and Tavistock and how well they are meeting the retail and leisure needs of the Borough;
- Whether there are any gaps in existing provision;
- Whether new shops are required in the Borough up to 2031;
- Appropriate floorspace thresholds for assessing the impact of new retail proposals outside of the town centres; and
- The main shopping areas of the town.

The report and appendices are available on the Council's website at www.westdevon.gov.uk

The Council has prepared a Position Statement which confirms support for the findings and recommendations of the Study.

2.8 Community Consultation – Autumn 2012

It is important when assessing the impact of any application for new retail development to consider the quantitative evidence (i.e. the objectively assessed needs of the study) alongside the qualitative views (i.e. the opinions of the community from the consultation) to have an all-round understanding of how people are using the towns and shopping facilities already provided.

As such, the Council held a consultation exercise in autumn 2012 which provided local residents, the business community and development industry with an opportunity to:

- Comment on the findings of the Town Centre and Retail Study 2012; and
- Share their aspirations for future retail developments in Okehampton and Tavistock.

The Position Statement confirms the Council's commitment to considering community views alongside the Town Centre and Retail Study 2012 and policy requirements when determining applications for retail development.

Section 3: Retail Impact Assessment Requirements

3.1 The Council strongly encourages pre-application discussions for all new retail development proposals. These discussions will agree whether a Retail Impact Assessment is required, what the scope of the assessment should be and what an appropriate methodology is to use. This section provides clarification on where and when Retail Impact Assessments will be required and what they will be expected to demonstrate.

3.2 This SPD will apply to applications for retail units in relation to new build developments, change of use applications for A1 food and non-food use, and extensions and alterations to existing units e.g. the variation of conditions and legal agreements and the addition of mezzanine floors.

3.3 The Council will balance the positive and negative effects of the proposal, together with local considerations and other wider material planning considerations in reaching an overall planning decision.

~~3.13.4~~ In the event that the Council considers it necessary to do so, it reserves the right to undertake an independent review of the Retail Impact Assessment.

a. Where will Retail Impact Assessments be required?

~~3.23.5~~ There is a need to provide some clarity about where retail assessments will be required to avoid placing an unnecessary burden on all retail development proposals.

~~3.3~~ ~~As such, this SPD will apply to all new applications for retail development in the Borough in edge-of-centre, out-of-centre, or out-of-town locations. This applies to new build developments, change of use applications for A1 food and non-food use and extensions to existing units.~~

~~3.4~~ ~~The following definitions are provided, as advised by the Town Centre and Retail Study 2012:~~

3.6 National policy requires applications for retail development to demonstrate that the location of the proposal is as well related to the town centre as possible. This 'sequential' test is used with the aim of selecting a site for development that is appropriate and as closely related to the existing town centre as possible. Only if town centre sites are not available should other locations be considered.

3.7 A Retail Impact Assessment should therefore be accompanied by a sequential assessment as required by the NPPF and Core Strategy Strategic Policy 12.

3.8 Given this principle, it is understood that the further away from the town centre a retail proposal is, the more impact it is potentially likely to have on the town

centre. As such, the Council will require Retail Impact Assessments to be provided in edge of centre, out of centre and out of town locations. The following definitions are provided, as advised by the Town Centre and Retail Study 2012.

Edge of centre¹	A location that is well connected and within easy walking distance (i.e. up to 300 metres) of the centre.
Out of centre	A location that is not in or on the edge of the town centre but is not necessarily outside of the urban area.
Out of town	A location that is outside of the existing urban area.

Policy Guidance Box 1

Retail Impact Assessments will be required where proposals are located in an edge of centre, out of centre or out of town location.

b. When will Retail Impact Assessments be required?

3.53.9 The NPPF sets an overarching policy for assessing applications for retail development outside of town centres, which are not in accordance with an up to date Local Plan (e.g. the Core Strategy). The NPPF makes provision for Local Authorities to determine locally set thresholds for assessing the impact of retail proposals. If Local Authorities choose not to set their own thresholds, the default is 2,500m².

3.63.10 The evidence has shown that there is not a significant need for any additional retail development in Okehampton or Tavistock up to 2031. It has also identified that both towns are performing well in relation to their scale and function as market towns in terms of their current retail provision. Both town centres also have their own unique offer as retail and tourist destinations and it is clear from the consultation that local businesses and the community wish to secure attractive, thriving and successful town centres for the future. As such, it is considered that any proposals for new retail development outside of the town centres could have a significant impact on the way that the centres are able to support their communities and continue to attract visitors in the future.

3.73.11 Given these circumstances and based on the evidence from the Town Centre Retail Study 2012 which notes the special characteristics of both Okehampton and Tavistock, it is considered that the impact on the existing town centres will become evident at a lower threshold and it is therefore

¹ The NPPF defines edge of centre locations as up to 300m from the Primary Shopping Area. The Councils current development plan (2005 Local Plan and 2011 Core Strategy) does not define Primary Shopping Areas. However, in both Okehampton and Tavistock, there are defined core shopping frontages. For the purposes of this SPD, where these frontages exist, these will constitute the "centre" for the purposes of measuring the distance to edge of centre locations (until superseded by subsequent amendments to the Proposals Map). In other areas of the Borough where there are no identified core shopping frontages, the centre should be regarded as the area where there is a concentration of key town centre uses.

appropriate to set a blanket threshold of 250m² net for any new retail proposals in edge of centre, out of centre and out of town locations for new build development, change of use or extensions to existing units.

- | ~~3.83.12~~ Although the evidence and community consultation has focused on Okehampton and Tavistock, it is considered that similar concerns face other smaller settlements in the Borough. As such, it is considered appropriate to apply the same threshold requirements in these locations as required.

Policy Guidance Box 2

Retail Impact Assessments will be required for proposals for new build developments, change of use and extension of existing units above 250m² net floorspace in edge of centre, out of centre or out of town locations.

c. What information will Retail Impact Assessments be required to demonstrate?

- | ~~3.93.13~~ Retail Impact Assessments should be fit for purpose and will be required to test the detailed impacts of a specific proposal. Assessments should be proportionate to the scale of the proposal, though this does not necessarily relate to the size of the proposed development. It should not be necessary to undertake detailed impact assessments or consider the effects of minor proposals where the scope for significant adverse impact is agreed to be limited.

- | ~~3.103.14~~ When assessing the impact of new retail development proposals over 250m² net floorspace, the Council will expect assessments to demonstrate the criteria listed in Policy Guidance Box 3.

3.113.15 These criteria have been informed by the guidance provided in “*Planning for Town Centres: Practice guidance on need, impact and the sequential approach (2009)*”. This should not be seen as exhaustive as other impacts may arise which are directly related to the proposal. Retail Impact Assessments should use the most up-to-date evidence available (e.g. Experian Goad Centre Reports or CoStar Town Centre and Retail Focus Reports).

Policy Guidance Box 3

A: Purpose of the Retail Impact Assessment

The Assessment will be expected to clearly evidence conclusions relating to:

- The likely impact of the proposal on the vitality and viability of the town centre;
- The likely implications for the vitality and viability of the town centre if the proposal did not go ahead.

B: Future retail growth scenarios and the appropriateness of the development

The Assessment will be expected to clearly evidence conclusions relating to:

- The potential changes on the role and function of the town centre and the area where the development is proposed as a result of the development;
- The appropriateness of a proposal’s scale in relation to the level and range of existing provision in the area;
- Whether the proposal is of an appropriate scale in terms of net floorspace in relation to the size of the town and its role now and in the future in meeting the retail needs of the Borough;
- ~~A consideration of different proportions~~ The proposed mix of convenience and comparison floorspace and how ~~it~~ this will impacts on the town centre.
- A consideration of existing and future retail expenditure capacity levels in the area;

C: Detailed impacts

The Assessment will be expected to clearly evidence conclusions relating to:

- The likely impact of the proposal on the local retail sector including any independent and national multiple stores where the proposed goods are comparable;
- The impact on local consumer choice and trade in the town centre;
- Key impacts on the town centre focusing on the first 5 years after the implementation of the proposal. For major schemes (i.e. superstores over 2,500m²) this may need to extend to 10 years from the time the application is implemented;
- The extent to which the proposal complements or meets identified existing deficiencies in shopping provision.

Continued...

Policy Guidance Box 3 (Continued)

The impact of the proposal on existing committed planned public and private investment in the town centre;

- Where there are opportunities to mitigate for any adverse effects on the vitality and viability of the town centre through appropriate contributions.
- The impact of the proposal on the turnover of existing provision within the local area and the possible effects of trade diversion;
- The impact of the proposal on other known commitments, taking into account the cumulative impact of retail developments in the local area.

D: Environmental and sustainability impacts

The Assessment will be expected to clearly evidence conclusions relating to:

- ~~Any significant impacts of the proposal on the local environment or biodiversity and how these could be mitigated;~~
- ~~The proposed sites accessibility by a means of transport and the opportunity to promote sustainable travel;~~
- The impact of the proposal on existing committed planned public and private investment in the town centre;
- ~~The potential changes to the quality, attractiveness and character of the town centre and the area where the development is proposed as a result of the development;~~
- ~~A consideration of community aspirations as identified in the autumn 2012 consultation;~~
- ~~Where there are opportunities to mitigate for any adverse effects on the vitality and viability of the town centre through appropriate contributions.~~

Sequential Assessments

~~3.12 Sequential Assessments are used with the aim of selecting a site for new development that is appropriate and is as closely related to the existing town centre as possible. Only if town centre sites are not available should other locations be considered.~~

~~3.13 A Retail Impact Assessment should be accompanied by a sequential assessment as required by the NPPF and Core Strategy Strategic Policy 12.~~

d. Dealing with Applications

~~3.14 The Council will balance the positive and negative effects of the proposal, together with local considerations and other wider material planning considerations in reaching an overall planning decision.~~

~~3.15 In the event that the Council considers that the proposed development will have an unacceptable impact on the town centre, the Council reserves the right to undertake an independent review of the Retail Impact Assessment.~~

~~Section 4: Next Steps~~

~~a. What happens next?~~

- ~~4.1 This SPD will be subject to the statutory minimum four week consultation period from Thursday 7th March to Monday 8th April 2013.~~
- ~~4.2 All responses to the consultation will be considered and any changes required as a result will be incorporated into the final version of the document, where appropriate.~~
- ~~4.3 Following the consultation, this SPD will be taken through committee processes to seek approval to adopt in spring/summer 2013.~~

~~Consultation Questions:~~

- ~~1. Do you agree with the Council's approach about where a Retail Impact Assessment is required?~~
- ~~2. Do you agree with the Council's approach about when a Retail Impact Assessment is required?~~
- ~~3. Do you agree with the Council's approach about what a Retail Impact Assessment should consider?~~

~~Please complete a response form which is available on the Council's website (www.westdevon.gov.uk).~~

West Devon Borough Council is committed to acknowledging the full diversity of our communities and to promoting equality of opportunity for everyone.

This document can be made available in large print, Braille, tape format or in any other language on request.

For further information please contact:

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West Devon Borough Council

Assessing the Impact of New Retail
Development in West Devon
Supplementary Planning Document

Statement of Consultation

April 2013 - Committee Version



1. Introduction

- 1.1 This Statement of Consultation sets out how the Council consulted on the draft South and South West of Tavistock Masterplan Supplementary Planning Document. This Statement also addresses the requirements of Regulation 12 of the Town and Country Planning (Local Planning) (England) Regulations 2012.
- 1.2 The purpose of this statement is to clearly set out details of the consultation that has taken place. The Statement sets out:
- Who was consulted.
 - How they were consulted.
 - Summary of the main issues raised.
 - How these issues have been addressed in the SPD.

What consultation has taken place?

- 1.3 Work on this Supplementary Planning Document (SPD) began with a consultation on the findings of the *“Okehampton and Tavistock Town Centre and Retail Study”* which was published in 2012. The aim of this consultation was to:
- Share information about the findings of the Study;
 - Gather feedback and ideas from the community and stakeholders about shopping and leisure provision in the towns; and
 - Learn more about local aspirations for the future of the towns.
- 1.4 The consultation ran for a period of seven weeks from Thursday 4th October to Friday 23rd November 2012. A series of exhibitions, workshops and drop-in surgeries were held as follows

Community Exhibitions:

- Saturday 13th October – 10am till 3pm
2 Eastside Stores (formerly Georgi M), Pannier Market, Tavistock.
- Saturday 20th October – 10am till 3pm
40 Red Lion Yard (formerly Honey Bea), Okehampton.

Drop-In Surgeries:

At Okehampton Customer Service Centre, St James Street, Okehampton or WDBC Offices, Kilworthy Park, Tavistock on:

- Wednesday 7th Nov – 10am till 1pm
- Wednesday 14th Nov – 10am till 1pm

Business Workshop

- Tuesday 23rd October from 7pm at Okehampton Business Centre, Okehampton
- Thursday 8th November from 7pm at Kilworthy Park, Tavistock

- 1.5 Summaries of the consultation can be viewed on the Council’s website – www.westdevon.gov.uk.

- 1.6 Following this consultation, the Council considered it necessary to prepare some guidance in the form of a Supplementary Planning Document (SPD) around assessing the impact of new retail development proposals in West Devon. A Supplementary Planning Document was subsequently drafted and was taken to the meeting of the Community Services Committee on 26th February 2013 to seek approval for its consultation.
- 1.7 Following Member approval, the SPD was subject to a statutory four week consultation period that enabled all interested parties including statutory organisations to comment on the draft SPD. The consultation process started on 7 March 2013 and ran until 8 April 2013.
- 1.8 Two drop-in surgeries were held at Okehampton Customer Service Centre on:
- Tuesday 12th March from 2pm to 4pm.
 - Wednesday 20th March from 10am to 12 noon.

Who was consulted?

- 1.9 The Council aimed to give all those who wish to comment on the SPD the opportunity to do so. The Council specifically consulted:
- Parish and Town Councils within West Devon
 - Statutory consultees
 - Development industry contacts
 - Other non-statutory groups
 - Neighbouring parishes outside of West Devon
 - Community contacts
 - Local interest groups
 - Local councillors

1.10 A full list of consultees is provided in Appendix 1.

How were they consulted?

- 1.11 The Council notified people of the consultation by a range of means including:
- Direct mail/email
 - The Council's website at www.westdevon.gov.uk
 - A press release in the Tavistock Times and Okehampton Times
- 1.12 Copies of the draft SPD and response forms were available to view at:
- WDBC Offices, Kilworthy Park, Tavistock, PL19 0BZ
 - WDBC Customer Service Centre, St James Street, Okehampton, EX20 1DH
 - On the Council's website
- 1.13 A summary of the consultation responses and the Council's comments about these are provided in Appendix 2.

Appendix 1: List of Consultees

Town and Parish Councils

Beaworthy	Belstone	Bere Ferrers	Bondleigh
Bratton Clovelly	Brentor	Bridestowe	Broadwoodkelly
Buckland Monachorum	Burrator	Chagford	Dartmoor Forest
Drewsteignton	Exbourne and Jacobstowe	Germansweek	Gidleigh
Gulworthy	Hatherleigh	Highampton	Horrabridge
Iddesleigh	Inwardleigh	Kelly	Lamerton
Lewdown	Lifton	Lydford	Mary Tavy
Meeth	Milton Abbot	Monokehampton	Northlew
North Tawton	Okehampton	Okehampton Hamlets	Peter Tavy
Plasterdown	Sampford Courtenay	Sourton	South Tawton
Spreyton	Sticklepath	Stowford	Sydenham Damerel
Tavistock	Throwleigh		

Statutory Consultees

British Gas	Cornwall Council	Dartmoor National Park Authority	Devon and Cornwall Constabulary
Devon County Council	English Heritage	Environment Agency	Exeter City Council
Highways Agency	Heart of the South West Local Enterprise Partnership	Homes and Communities Agency	Marine Management Organisation
Mid Devon District Council	Mobile Operators Association	Natural England	Network Rail
NHS Devon	Plymouth City Council	Secretary of State for Transport	South West Water
Teignbridge District Council	Torridge District Council	Wales and West Utilities	Western Power Distribution

Notified Organisations

Active Devon	Age UK	Airport Operators Association	Barn Owl Trust
Bere Alston Action Group	British Chambers of Commerce	British Geological Survey	British Toilet Association
BT	Campaign to Protect Rural England (CPRE)	CAMRA	Canal and Rivers Trust
Care and Repair	Centre for Ecology and Hydrology	Chemical Business Association	Church Commissioners and Diocesan Board of Finance
Churches Together in Devon	Civil Aviation Authority	CLA	Commission for Rural Communities
Community Council of Devon	Cornwall and West Devon Mining Heritage World Heritage Site	Council of Devon County Agricultural Association	Creating Excellence
Crowndale Recreation Association	Crown Estate Office	Dartmoor Partnership Ltd	Dartmoor Preservation Association
Dartmoor Railway	Department of Communities and Local Government	Design Council CABE	Devon and Somerset Fire and Rescue Service
Devon Archaeological Society	Devon Countryside Access Forum	Devon Disability Network	Devon Early Years Development and Childcare Service
Devon Gardens Trust	Devon Heartlands	Devon Local Access Forum	Devon Playing Fields Association
Devon Racial Equality Council	Devon Rural Transport Partnership	Devon Wildlife Trust	Devon Youth Network
Disabled Persons Transport Advisory Committee	Eco-nomic Ltd	Equality and Human Rights Commission	Federation of Small Businesses
Forestry Commission	Friends of the Earth	Friends, Families and Travellers	Gypsy Council
Gypsy Traveller Liaison Service	Hatherleigh Community Centre	Hatherleigh Market Town	Homestart
Inland Waterways Association	MABRAKE	National Federation of Gypsy Liaison Groups	National Grid
OCRA	Officers of the Crowndale Recreation Association	Okehampton Argyle Football Club	Okehampton and District Chamber of Trade
Okehampton Medical Centre	Okehampton RFC	Planning Inspectorate	Play England – South West
RenewableUK	RSPB	Rural Innovation	South Devon and Dartmoor Community Safety Partnership

South West Ambulance Service Trust	South West Lakes Trust	South West Tourism	Sport England
Sustrans	Tamar Belle Heritage Group & Tamar Valley Tourism Association	Tamar Estuaries Consultative Forum	TAVI Development Forum
Tavistock Area Support Services	Tavistock BID	Tavistock Chamber of Commerce	Tavistock Community Sports Club
Tavistock Forward	Tavistock Hospital League of Friends	Tavistock Learning Community	Tavistock Rugby Club
Tavistock Taskforce	Tavistock Youth Cafe	The Gypsy Council	The National Trust
The Ramblers Association	The Senior Council for Devon	The Tavonians	The Theatres Trust
Transition Tavistock	United Reform Church South West Synod	West Devon Branch of Small Businesses	West Devon CVS
West Devon Children and Young People's Partnership	Women's National Commission	Woodland Trust	Yelverton Surgery
Young Devon	Tamar Valley AONB	Local Primary and Secondary Schools	

Neighbouring Parishes

Black Torrington	Bow	Broadhempston	Broadwoodwidge
Buckland Filleigh	Calstock	Cheriton Bishop	Coldridge
Dolton	Dowland	Halwill	Hittisleigh
Huish	Landulph	Lawhitton	Lezant
Petrockstowe	Saltash	Sheepwash	St Dominic
St Giles on the Heath	Stoke Climsland	Winkleigh	Woodland
Zeal Monachorum			

Appendix 2: Summary of Responses

Where a Retail Impact Assessment is required

Rep number	Section	Comment	Council response	Changes required?
6, 18,28, 45	3a	Support.	The Council welcomes the support for this section.	N
30 (The Co-operative Group)	3a	The respondent considers that this section requires more clarity and suggests that the box below paragraph 3.4 needs better explanation on what the 'centre' is in terms of these definitions with regards to the definitions in the NPPF for Sequential Assessments.	<p>The Council notes the comments and considers that a footnote is needed to clarify the centre for the purposes of defining edge of centre locations.</p> <p>The Council proposes to insert the following footnote within the edge of centre description under paragraph 3.4 as follows:</p> <p><i>"The NPPF defines edge of centre locations as up to 300m from the Primary Shopping Area. The Councils current development plan (2005 Local Plan and 2011 Core Strategy) does not define Primary Shopping Areas. However, in both Okehampton and Tavistock, there are defined core shopping frontages. For the purposes of this SPD, where these frontages exist, these will constitute the "centre" for the purposes of measuring the distance to edge of centre locations (until superseded by subsequent amendments to the Proposals Map). In other areas of the Borough where there are no identified core shopping frontages, the centre should be regarded as the area where there is a concentration of key town centre uses."</i></p>	Y
30 (The Co-operative Group)	Policy Guidance Box 1	The respondent suggests that Policy Guidance Box 1 needs amended to read <i>"When assessing applications for retail development outside of town centres, which are not in accordance with an up-to-date Local Plan, local planning authorities should require an impact assessment over the threshold set by this SPD."</i>	<p>The Council notes the comments made and proposes to clarify paragraph 1.2 bullet point one as follows:</p> <ul style="list-style-type: none"> <i>"To provide clarity to the development industry in respect of applications for retail development which are not in accordance with an up-to-date Local Plan."</i> <p>Policy Guidance Box 1 applies to where Retail Impact Assessments (RIA) will be required and therefore it is considered that the wording is appropriate subject to the changes proposed in the footnote relating to paragraph 3.4 and the definition of edge of centre.</p>	Y

30 (The Co-operative Group)	3.3	The respondent considers that this list is not exhaustive enough and should also make reference to proposals to vary conditions and legal agreements (under Sections 73 106a) and the insertion of mezzanine floors.	<p>The Council notes the comments raised and proposes to clarify the scope of when and where RIAs will be required. It is considered most appropriate to do this after paragraph 3.1 as follows:</p> <p><i>“This SPD will apply to applications for retail units in relation to new build developments, change of use applications for A1 food and non-food use, and extensions and alterations to existing units e.g. the variation of conditions and legal agreements and the addition of mezzanine floors.”</i></p> <p>The Council also considers that the following text should be included to ensure the SPD is in line with the NPPF:</p> <p><i>“This SPD will not apply to applications for small scale rural offices, or other small scale rural development”.</i></p>	Y
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When a Retail Impact Assessment is required

Rap number	Section	Comment	Council response	Changes required?
2, 5, 6, 18, 28, 30 (The Co-operative Group), 45	3b	Support.	The Council welcomes the support for this section.	N
44 (Mercian Developments Ltd), 46 (Marchfield Properties Ltd)	3.6	The respondents object as they do not accept the findings of the Town Centre and Retail Study 2012 and in particular consider that the Study has significantly underestimated the capacity for additional convenience floorspace in the Tavistock because of the errors the Study has made in its assessment.	<p>The Council notes the objection. The Study was carried out in accordance with government guidance on how to assess future leisure and retail needs. The Council is satisfied that the methodology used is robust and that the conclusions drawn have been based on sound evidence.</p> <p>The Council has confirmed its support of the study through the Position Statement.</p>	N
46 (Marchfield Properties Ltd)	3.6	Considers that the Retail Study does not provide any evidence to support the statement that new retail development is likely to have an impact on the town centre, because it did not	As per national policy, local planning authorities are able to set a local threshold given that there is a national requirement to test that there are no significant adverse effects of new retail proposals on existing town centres. As such, it is important that	N

		<p>assess impact of new out of town centre retail floorspace in Tavistock. It is therefore inaccurate to state that the evidence has shown that further out of centre retail floorspace will lead to significant adverse impacts on the town centre, as no such assessment has been undertaken in the Retail Study. An absence of capacity does not itself mean that significant adverse impacts will occur.</p>	<p>the Council takes steps to ensure that this can be achieved in practice and that the policy guidance is relevant to the local context.</p> <p>The SPD enables sufficient flexibility to discuss the scope and content of Retail Impact Assessments on a case by case basis.</p>	
<p>32 (Sainsburys Supermarkets Ltd) , 44 (Mercian Developments Ltd)</p> <p>Page 157</p>	<p>Policy Guidance Box 2</p>	<p>Respondents object to the threshold of 250 sq m for the following reasons:</p> <ul style="list-style-type: none"> • note that it is significantly below the default threshold set out in the NPPF. • Consider that the draft SPD and Retail Study do not provide sufficient evidence to justify such a low threshold and without such necessary evidence, the threshold should be 2,500 sq m; • The respondent considers that requiring all retail development above 250 sq m to submit a RIA places an unreasonable burden on smaller retail development which could unnecessarily act as a deterrent to sustainable economic growth; • Proposals of such small scale will not give rise to impact concerns in either Okehampton or Tavistock; and • Suggest a more appropriate threshold would be 1,000 sq m 	<p>The Council notes the concerns raised by the respondent but considers that there is sufficient justification for the 250m² threshold. It is considered that this is adequately demonstrated within paragraphs 3.6 and 3.7 on the basis that:</p> <ul style="list-style-type: none"> • Recent evidence in the Town Centre and Retail Study 2012 showed limited capacity for further retail development which suggests that additional retail units could have a greater impact on the town centres than if there was capacity for retail growth; and • The town centres have a unique offer as retail and tourist destinations and their future vitality and viability needs to be protected. 	<p>N</p>

The criteria a Retail Impact Assessment should consider

Rep number	Section	Comment	Council response	Changes required?
6, 18, 45	All	Support.	The Council welcomes the support for this section.	N
2	All	Priority should be given to retail development on brownfield sites to provide local job opportunities.	The NPPF (para 17) and the Council's adopted Core Strategy (SP1) encourage the reuse of previously developed land. The SPD is clear in paragraph 1.5 that this guidance should be read alongside these higher tier policies. As such, the Council recommends no amendments to this comment as the issue is sufficiently covered in existing policy.	N
30 (The Co-operative Group)	Policy Guidance Box 3, Section B	The respondent is broadly supportive of the impact assessment requirements but suggests it would be appropriate to consider existing and future retail expenditure capacity levels in the local area. This is a useful material consideration when examining how much expenditure is available to support existing and proposed retail floorspace.	<p>The Council notes the suggestion and considers that it would be appropriate to include reference to capacity levels as suggested. This formed a key part of the conclusions of the Town Centre and Retail Study as capacity can affect impact on the town centre. Therefore it is appropriate that RIAs take this into consideration.</p> <p>It is proposed to include the following bullet point in Policy Guidance Box 3, Section B:</p> <ul style="list-style-type: none"> • <i>"A consideration of existing and future retail expenditure capacity levels in the local area"</i>. 	Y
30 (The Co-operative Group)	Policy Guidance Box 3, Section B	The respondent considers that the fourth bullet point is not clear and needs revising.	<p>The Council proposes to amend the wording to reflect the respondent's suggestion. It is proposed to amend the final bullet point in Policy Guidance Box 3, Section B as follows:</p> <ul style="list-style-type: none"> • <i>"The proposed mix of convenience and comparison floorspace and how this will impact on the town centre"</i>. 	Y
30 (The Co-operative Group)	Policy Guidance Box 3, Section B	The respondent considers that the theme of financial impact on town centres needs to be better explained. Suggests that Box 3 should be clear that a financial impact assessment for all types of proposed retail floorspace should be provided. It should also be the requirement that impact assessments thoroughly assess the current and financial performance of town centres and assess in detail how trade diversion from the town centre will affect the	<p>The Council notes the suggestion and proposes to include a new bullet point in Policy Guidance Box 3, Section C as follows:</p> <ul style="list-style-type: none"> • <i>"The impact of the proposal on the turnover of existing provision within the local area and the possible effects of trade diversion."</i> 	Y

		viability of key retail sectors in the town centre as a whole.		
30 (The Co-operative Group)	Policy Guidance Box 3, Section B	The respondent questions the lack of reference to cumulative impact and suggests that this should be rectified. Recent developments, floorspace under construction and unimplemented permissions with the same town or over-lapping catchment areas with the proposed development, should be required to be included in cumulative assessments.	The Council notes the suggestion and proposes to include a new bullet point in Policy Guidance Box 3, Section C as follows: <ul style="list-style-type: none"> “The impact of the proposal on other known commitments, taking into account the cumulative impact of retail developments in the local area.” 	Y
28	Policy Guidance Box 3, Section C	The respondent questions the logic in requiring an assessment of a supermarket application more than five years in the future.	This criterion is in line with the National Planning Policy Framework (paragraph 26). There is sufficient flexibility within the wording to ensure that this is only requested in exceptional circumstances.	N
28	Policy Guidance Box 3, Section D	The respondent objects to this section on the basis that the criteria go beyond the retail policy based implications of an application.	The Council notes the objections and considers that it may be more appropriate to remove bullet points 1, 2, 4 and 5 of Policy Guidance Box 3 section D, as they are sufficiently covered in higher tier policy and other validation requirements. Bullets 3 and 6 should be moved to section C as these are considered to relate to direct impacts of the proposal and therefore should be considered as part of the RIA. With regards to the community aspirations that have been identified through previous consultations, these will be taken into consideration by the Borough Council when considering applications in accordance with the approved Retail Position Statement (February 2013). This is clarified in paragraph 3.14 of the SPD.	Y
44 (Mercian Developments Ltd), 46 (Marchfield Properties Ltd)	3.11 Policy Guidance Box 3	Respondents consider the policy guidance should be omitted from the document as it is overly prescriptive and goes beyond the requirements of the NPPF. At most, reference should be made to the NPPF and to the consideration of factors set out in the accompanying Good Practice Guidance. Any new guidance produced should be factual	The comments are noted. The Council considers that the majority of the guidance included in the draft version is necessary but taking into consideration these and other comments that have been made, some amendments will be made to Policy Guidance Box 3. The Council is mindful that should the Practice Guidance be revoked, there needs to be sufficient guidance in local policy to inform the content of Retail Impact Assessments. The Council does not consider that the SPD or the evidence base pre-judges a decision - their purpose is to set a planning framework in which	N

		and not influenced by broad subjective judgments that essentially pre-determine the Council's approach to future applications. Generalised and fundamentally misjudged statements on the likelihood of significant adverse impacts occurring are wholly inappropriate.	appropriate decisions can be made which are in line with the NPPF and contribute to the overarching aim of achieving sustainable development.	
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Sequential Assessments

Rep number	Section	Comment	Council response	Changes required?
30 (The Co-operative Group) Page 160	3.12 and 3.13	<p>The respondent is disappointed that the SPD does not provide more guidance on the level of information that the Council wishes to see in relation to the sequential approach to site selection. Strongly recommend that the Council gives serious consideration to broadening the scope of the SPD or producing separate guidance in relation to the sequential approach. This additional information should include</p> <ul style="list-style-type: none"> - The need to incorporate flexibility when assessing alternate sites; - The sequence of locations which should be followed; and - The need to assess the suitability, availability and viability of alternative sites. 	<p>The Council notes the comments made and agrees that section 3a and the Sequential Assessment could benefit from being merged and providing further guidance about what will be required.</p> <p>It is therefore proposed to replace paragraph 3.3 and 3.4 with the following:</p> <p><i>“3.3 National policy requires applications for retail development to demonstrate that the location of the proposal is as well related to the town centre as possible. This ‘sequential’ test is used with the aim of selecting a site for development that is appropriate and as closely related to the existing town centre as possible. Only if town centre sites are not available should other locations be considered.</i></p> <p><i>3.4 A Retail Impact Assessment should therefore be accompanied by a sequential assessment as required by the NPPF and Core Strategy Strategic Policy 12.</i></p> <p><i>3.5 Given this principle, it is understood that the further away from the town centre a retail proposal is, the more impact it is potentially likely to have on the town centre. As such, the Council will require Retail Impact Assessments to be provided in edge of</i></p>	Y

			<p><i>centre, out of centre and out of town locations. The following definitions are provided, as advised by the Town Centre and Retail Study 2012.”</i></p> <p>Delete paragraphs 3.12 and 3.13.</p>	
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Dealing with applications

Rep number	Section	Comment	Council response	Changes required?
30 (The Co-operative Group)	3.14 and 3.15	The respondent suggests that reference is made in this section for the need to active pre-submission scoping of Retail Assessments in order that ample opportunity is provided to both the Council and the applicant to ensure that all relevant issues are included within the Retail Assessment prior to submission.	The Council notes the suggestion but feels that this is sufficiently covered in paragraph 3.1. However, it is considered that alongside other changes that have been suggested, it may be more appropriate to move paragraphs 3.14 and 3.15 and insert them after paragraph 3.1.	Y

Page 161
General

Rep number	Section	Comment	Council response	Changes required?
5	All	The respondent is objecting to the further development of out of town retail sites, particularly on greenfield land.	<p>The Council notes this comment. However, the consultation does not relate to specific development proposals.</p> <p>Any application for out of town retail development will be considered on its own merits in accordance with the NPPF, Core Strategy and this SPD.</p> <p>The Council does not propose to make any changes to the SPD based on these comments.</p>	N
9	All	The respondent is concerned that new supermarket on the Thompson site will 'rip the	These comments do not relate directly to the contents of the SPD but to the application for a new Tesco store in Okehampton. The	N

		heart and soul' out of the shopping area of Okehampton and suggests that the rates collected from a new supermarket could be used to offset the loss to the smaller businesses in the town. The respondent also suggests that a reduction in business rates for small businesses could be introduced for the first three years of the supermarket opening.	respondent has been contacted and advised to send his comments to Development Management to be considered as part of the application process.	
10	All	The respondent is concerned that more retail development on Plymouth Road would exacerbate traffic problems in the area.	These comments do not relate directly to the contents of the SPD.	N
11, 35	All	The centre of Tavistock should be kept thriving by expanding retail in the town centre and not on the outskirts.	These comments reflect the intention of the SPD which is to ensure applications for retail development outside of the town centre demonstrate their impact on the town centre.	N
19 (WM Morrison Supermarkets (C))	All	The respondent raises concerns that the SPD is overly prescriptive, complex and does not allow sufficient flexibility. This will place undue additional risk on delivering new retail development and threaten potential new investment, regeneration and job creation.	The Council notes the concerns, however considers it important to balance the positive effects of new retail proposals with the continued viability and vitality of our town centres. This is in line with the NPPF.	N
162 (English Heritage)	All	In relation to Policy Guidance Box 3, section D, the respondent (English Heritage) has provided detailed comments on the design of new retail developments and their impact on the historic areas of Tavistock and Okehampton. In particular, this relates to protecting the historical, architectural and archaeological significance of sites in relation to applications for retail developments. This includes attention to appropriate urban design, scale, massing, local character, layout, materials, historic street patterns and flexibility for future needs. For new retail schemes in existing buildings, a site analysis should be undertaken, the significance of the building should be researched and the architectural and historic integrity of the building should be preserved.	The Council notes the comprehensive comments provided. However, as per other objections raised, the Council proposes to remove bullet points 1, 2, 4 and 5 of Policy Guidance Box 3, Section D as they are sufficiently covered in higher tier policy and other validation requirements. The additional suggestions provided are currently addressed in higher tier policy and it is not relevant to include this level of detail in the SPD.	N

22 (Devon and Cornwall Police)	All	The respondent suggests that consideration should be given to the impact of new development or change of use on community safety.	The suggestion is currently addressed in higher tier policy and it is not relevant to include this level of detail in the SPD.	N
51	All	The respondent objects to retail development on greenfield sites.	The Council notes this comment. However, the consultation does not relate to specific development proposals.	N
44 (Mercian Developments Ltd)	1.2 second bullet point	The respondent considers that any reference to consideration of impact should adopt the test of the NPPF in paragraph 27, namely “a proposal should not have a significant adverse impact”. The SPD should be amended to make reference to this as the impact test.	The Council notes the comments and considers it is appropriate to amend the bullet point as follows: <i>“to enable retail schemes to progress where there is no significant adverse impact on the town centre.”</i>	Y
30 (The Co-operative Group)	1.4	The respondent considers that it is appropriate for the SPD to apply to the whole of the Borough.	The Council welcomes the support for the scope of the document.	N
44 (Mercian Developments Ltd)	2.2 and 2.3	The respondent considers that the summary of the guidance of the NPPF fails to make sufficient reference to the paragraphs 24 – 27 of the NPPF. That guidance sets tests against which edge-of-centre and out-of-centre proposals should be judged. Suggests that the SPD should refer to this guidance as it is at the core of assessing new retail proposals.	The Council notes the suggestions and considers it appropriate to include additional information in paragraph 2.2 as follows: <ul style="list-style-type: none"> • <i>“Sequential tests to planning applications for main town centre uses should be applied where they are not in an existing centre and are not in accordance with an up-to-date Local Plan.</i> • <i>Only if suitable sites are not available for main town centre uses in town centres, should edge of centre and out of centre sites be considered;</i> • <i>When assessing applications for retail, leisure and office development outside of town centres, which are not in accordance with an up-to-date Local Plan, the local authority should require an impact assessment of the development where it is over a proportionate, locally set floorspace threshold.</i> • <i>Should an application fail to satisfy the sequential test or is likely to have a significant adverse impact on the town centre, it should be refused.</i> 	Y
44 (Mercian Developments)	2.8	Welcome the acknowledgement that in addition to the 2012 Retail Study, the Council	The Council notes the comments and will consider community views at the time any such application is made.	N

Ltd)		will have regard to the views expressed in the public consultation which revealed considerable support for a new foodstore in Tavistock and this is to be welcomed. Greater weight should be accorded to those views than the flawed views of the Retail Study.		
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DRAFT

NAME OF COMMITTEE	Community Services Committee
DATE	30th April 2013
REPORT TITLE	Interim Renewable Energy Guidance for West Devon
Report of	Strategic Planning Officer (PW)
WARDS AFFECTED	All

Summary of report:

The report recommends the preparation of a set of interim guidance notes for wind and solar photovoltaic (pv) development, pending preparation of a new Local Plan. These guidance notes are intended to bring to the attention of developers:

- the nature of the issues they will need to consider;
- the methodologies to be used to assess impacts; and
- to clarify the roles of both developers and the Development Management service.

Financial implications:

The costs associated with the recommendations relate to staff time only.

RECOMMENDATIONS:

It is recommended that:

1. Interim guidance notes for wind and solar pv energy development are prepared;
2. The Strategic Planning Officer and Member Group (SPOMG) agrees the scope and content of the guidance notes
3. A report to the Community Services Committee in June considers:
 - (i) The draft interim guidance notes and their release for public consultation; and
 - (ii) The findings of the South West Devon Community Energy Partnership (SWDCEP) evidence base and its implications for future strategy and policy development.

Officer contact:

Pauline Warner
 Strategic Planning Officer
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1. BACKGROUND

- 1.1 The Strategic Planning Officer and Member Working Group (SPOMG) has been considering the role and content of policies and guidance for renewable energy development. The National Planning Policy Framework (NPPF) makes it clear that all Local Planning Authorities have a responsibility to contribute to energy generation from renewable or low carbon sources, as well as making sure that the environmental impacts are acceptable and important assets are protected.
- 1.2 The West Devon adopted Core Strategy contains strategic objectives to minimise resource and energy consumption arising from new development. Strategic Policies 2 and 3 provide a positive approach to renewable and low carbon development, set against criteria that safeguard amenity and the environment.
- 1.3 Proposals for renewable energy development raise contentious issues and there is often considerable public concern about its impacts. There have been requests for a review of policy and more detailed guidance on the acceptability of proposals. Interim guidance could help inform the Development Management process when dealing with planning applications for wind turbines and solar arrays and set out what needs to be considered when dealing with planning applications.

2. STRATEGIC RENEWABLE ENERGY ISSUES

- 2.1 The NPPF requires Local Plans to set out what sustainable development means in the local context and develop policies for development that “meet objectively assessed needs”. Local Planning Authorities are to have a “positive strategy” to promote energy from renewable or low carbon sources. This includes the option to identify suitable areas for renewable and low carbon sources, and supporting infrastructure, where this would help secure the development of such sources.
- 2.2 The review of the Core Strategy and preparation of a new Local Plan will address this. It will also enable many of the issues of concern put forward by Members and the public to be fully aired and tested, when options for renewable energy strategy are considered and consulted on. This work is likely to take place in the next 18 months.
- 2.3 A commitment of the Connect Strategy is to produce a Community Energy Plan. This is being taken forward by the South West Devon Community Energy Partnership (SWDCEP)¹. The SWDCEP has commissioned Exeter University to undertake a review of energy-related data, including renewable energy resource assessments. This work is largely complete and will recommend indicative priority actions for the partnership, for further testing at both community and Local Authority level. The report will also provide the evidence base for Local Plan renewable energy strategy and policy development.

¹ representatives of 10 community groups; West Devon Borough Council; South Hams District Council; Dartmoor National Park Authority; Devon County Council; Devon Assoc for Renewable Energy

3. RENEWABLE ENERGY: INTERIM GUIDANCE

3.1 The NPPF, Core Strategy and 'saved' Local Plan policies are used by Development Management to reach a view about the acceptability of renewable energy proposals. Proposals can range in scale from small turbines to serve a farm holding, to large commercial wind clusters like that proposed for Den Brook. There is a role for further guidance to clarify the nature of information that will be required with turbine and solar array planning applications and to signpost to sources of information and advice. Other Local Authorities have produced guidance of this type; the most well known "best practice" example is the guidance prepared by Cornwall Council, available from the following link: <http://www.cornwall.gov.uk/default.aspx?page=25182>.

3.2 This report proposes that interim guidance notes are prepared which will:

- bring to the attention of developers the nature of the issues they will need to consider when submitting applications for renewable energy developments;
- set out the methodologies the Council will use to assess impacts of renewable energy proposals; and
- clarify the roles of both developers and the Development Management service in applications for renewable energy developments.

For reference purposes, South Hams is currently consulting on a set of draft guidance notes similar in scope and content to the Cornwall documents. These can be viewed on <http://www.southhams.gov.uk/article/1884/Current-Plans--Projects>. The consultation period ends on 17 May 2013.

3.3 The South Hams documents have been developed through a shared officer resourced by both Councils and progressing this work in West Devon will enable the Council to make best use of the evidence and knowledge already gained. In so doing, it will enable documents to be prepared in a timely and efficient manner. The content of the interim guidance can be drafted to reflect the specific Development Plan policies in place and to be sensitive to the environmental and other characteristics which are unique to West Devon. There is the added advantage of being able to learn from the consultation feedback on the South Hams guidance which also includes consultation with statutory consultees. Delegation of drafting the interim guidance to the Strategic Planning Officer and Member Group would mean draft guidance could be agreed by the Committee in June for subsequent consultation in July, hence enabling the Council to have guidance in place in a timely and efficient manner.

4. LEGAL IMPLICATIONS

4.1 The NPPF continues to promote the plan led system stating that Local Plans are the key to delivering sustainable development that reflects the vision and aspiration of communities. Up to date, NPPF compliant Local Plan policies therefore have full weight in the decision making process. Interim guidance has value as an engagement and advisory tool, helping to raise the quality of planning applications and make the decision making process more transparent.

5. FINANCIAL IMPLICATIONS

- 5.1 The only financial cost to the Authority arising from the recommendations is the staff time required to progress interim guidance by June.

6. RISK MANAGEMENT

- 6.1 The Risk Management implications are shown at the end of this report in the Strategic Risks Template.

7. OTHER CONSIDERATIONS

Corporate priorities engaged:	Environment
Statutory powers:	NPPF
Considerations of equality and human rights:	No direct impacts; consultation on interim guidance will allow all groups to respond to the draft. Impacts of renewable energy development on residential amenity and health will fall within the scope of the interim guidance
Biodiversity considerations:	No direct impacts. Drafting of interim guidance will set out the steps to be taken to assess the impacts of renewable energy development on biodiversity and the role of mitigating measures
Sustainability considerations:	Draft interim guidance will improve the quality of planning applications received and result in better information for decision makers. The purpose of the planning system is to deliver sustainable development and the NPPF promotes renewable energy and low carbon development as an important contributor to this.
Crime and disorder implications:	No impact
Background papers:	Cornwall Council Renewable Energy Guidance http://www.cornwall.gov.uk/default.aspx?page=25182 Draft South Hams Interim Guidance Notes: http://www.southhams.gov.uk/article/1884/Current-Plans--Projects
Appendices attached:	None

STRATEGIC RISKS TEMPLATE

No	Risk Title	Risk/Opportunity Description	Inherent risk status				Mitigating & Management actions	Ownership
			Impact of negative outcome	Chance of negative outcome	Risk score and direction of travel			
1	Applications for renewable energy development that do not address the requirements of existing Development Plan policies or where impact assessment is not of sufficient standard to aid decision making	Clarity around information required for planning applications and issues to be addressed in response to existing Development Plan policies, enabling Council to make fully informed decisions	3	2	6	↑	Dissemination of interim guidance to renewable energy stakeholders and potential applicants; alignment with Development Management validation procedures	Strategic Planning team and SPOMG

Direction of travel symbols ↓ ↑ ⇄

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Agenda Item 3

At a Meeting of the **COMMUNITY SERVICES COMMITTEE** held at the Council Chamber, Council Offices, Kilworthy Park, Drake Road, **TAVISTOCK** on **TUESDAY** the **30th** day of **APRIL 2013** at **2.00 pm**.

Present:

Cllr R J Oxborough – Chairman	
Cllr R F D Sampson – Vice-Chairman	
Cllr K Ball	Cllr M J R Benson
Cllr K A Clish-Green	Cllr M V L Ewings
Cllr A F Leech	Cllr N Morgan
Cllr M E Morse	Cllr D E Moyse

Corporate Director (AR)
Leisure Contracts Manager
Strategic Planning Officer (ML)
Strategic Planning Officer (RB)
Strategic Planning Officer (PW)
Committee & Ombudsman Link Officer

In attendance:

Cllr R Baldwin	Cllr W Cann OBE
Cllr D Cloke	Cllr T Hill
Cllr J Moody	Cllr T Pearce
Cllr P Sanders	Cllr J Sheldon

***CS 49 CONFIRMATION OF MINUTES**

The Minutes of the Meeting held on 26th February 2013, were confirmed and signed by the Chairman as a correct record subject to the following paragraph being included in the last paragraph of the preamble to Minute No CS 45 – Draft South and South West of Tavistock Masterplan Supplementary Planning Document (SPD):

“However, it was acknowledged and agreed that an area should be left free of development to the north of the proposed Tavistock railway station, to enable the railway to continue to Okehampton, should the need be identified at some point in the future.”

***CS 50 LEISURE CENTRE CONTRACT MONITORING**

The Natural Environment & Recreation Manager and the Leisure Contracts Manager presented a joint report (page 3 to the Agenda) on the overall performance and current key issues of the leisure centre management arrangements with Leisure Connection.

The numbers using the swimming pool at Meadowlands had increased during the period October 2012 to March 2013 and this included the addition of both Gunnislake and Delaware Primary Schools booking for swimming sessions, bringing the total to 9 schools attending, and a number of new initiatives which included a junior triathlon club and a new partnership with Macmillan Cancer Care.

At the Parkland swimming pool there had been a slight reduction in the number of swims but this had been attributed to poor weather but, in

contrast, the numbers using the Fitness facilities had continued to increase.

Both centres had been assessed for the Quest Accreditation Scheme and both had passed with Meadowlands achieving a “Satisfactory” score and Parklands a “Good” score.

Both centres had passed their respective internal Health and Safety and Pool Safety Audits.

It was **RESOLVED** the Committee notes the current contract performance and welcomes in particular the increase in usage figures.

***CS 51**

SOUTH AND SOUTH-WEST OF TAVISTOCK MASTERPLAN SUPPLEMENTARY PLANNING DOCUMENT (SPD)

Arising from Minute No CS 45 – 2012/2013, the Strategic Planning Officer (ML) presented a report (page 9 to the Agenda) on the outcome of the consultation held in respect of the draft South and South-West of Tavistock Masterplan SPD.

The consultation had raised a number of issues and concerns with the principle issues being:

- (i) the scale of proposed development
- (ii) the ability to deliver all of the infrastructure requirements and concern that the provision of a railway would compromise the delivery of other facilities needed and affordable housing provision
- (iii) increased traffic flow on Callington Road and its management
- (iv) concerns expressed by developer agents on the need for reserve sites being identified to supplement the town’s housing land supply.

Two appendices were presented with the report. Appendix A (circulated separately to the Agenda) detailed the proposed changes to the draft SPD as “tracked changes” and Appendix B – A Statement of Consultation (page 14 to the Agenda) detailed the comments received during the consultation period. Further to the circulation of Appendix A, an amendment was tabled in respect of paragraph 6.7 regarding SP23A:

6.7 With regards to SP23A, initial assessments identified that improvements would be required to accommodate the development. A Traffic Highways Improvements Analysis Report was subsequently prepared which modelled the current use of the junctions within the western part of town and assessed the potential impact of new development in the area. ~~This shows that local highway improvements, alongside the reinstatement of the railway line, will be required to mitigate the traffic impacts of the development. With particular reference to the highway improvements,~~ This shows that local highway improvements, alongside the reinstatement of the railway line, will be needed to address the traffic impacts of new development. As per paragraph 5.12, the residential development of SP23A is not dependent on the railway being in place in the early stages of the plan period. However, it was confirmed

through the Core Strategy that the railway was needed to mitigate the longer term traffic impacts of new development taking place in the town and to provide Borough wide benefits by reducing congestion on the A386, providing a wider choice of travel options and linking Tavistock to the national rail network. Various options to access the site were explored and the following was agreed.”

Arising from the discussion a Member expressed concern that in all of the documents seen there appeared to be no figures supporting the development and use of the proposed railway and how it was to be funded, however, the Committee was advised that the reinstatement of the railway was embedded in both this Council’s Core Strategy and in Devon County Council’s Local Transport Plan 3.

It was **RESOLVED** that:

- (i) the South and South-West of Tavistock Masterplan Supplementary Planning Document as presented at Appendix A with the tracked changes incorporated together with the tabled amendment to paragraph 6.7 as set out above, be adopted and used as material planning consideration when determining planning applications for development on the allocated sites in Tavistock; and,
- (ii) the Head of Planning, Economy and Community, in consultation with the Chairman, Vice-Chairman of the Committee and the current Lead Member for Strategic Planning, be authorised to make any changes considered necessary to the SPD.

***CS 52**

ASSESSING THE IMPACT OF RETAIL DEVELOPMENT IN WEST DEVON SUPPLEMENTARY PLANNING DOCUMENT

Arising from Minute No CS 42 – 2012/2013, the Strategic Planning Officer (RB) presented a report (page 72 to the Agenda) on the outcome of the consultation held in respect of the Assessing the impact of new Retail Development in West Devon SPD.

The consultation had raised a number of issues and concerns with the principle issues being:

- (i) concern that the threshold was too low;
- (ii) the SPD should have a stronger emphasis on the policies of the National Planning Policy Framework;
- (iii) the conclusions of the Study relating to future retail provision in the Borough and its recommendations in terms of local thresholds for Retail Impact Assessments; and,
- (iv) the need to clarify the criteria of Policy Guidance Box 3 (page 11 to Appendix A) to ensure applicants are not over burdened and that higher tier policy and validation requirements are not repeated.

Two appendices were presented with the report. Appendix A (page 77 to the Agenda) detailed the proposed changes to the draft SPD as “tracked changes” and Appendix B – A Statement of Consultation (page 90 to the Agenda) detailed the comments received during the consultation period.

It was **RESOLVED** that:

- (i) the Assessing the Impact of Retail Development in West Devon Supplementary Planning Document (SPD) be adopted and used as a material planning consideration when determining applications for retail development in the Borough; and,
- (ii) the Head of Planning, Economy and Community, in consultation with the Chairman and Vice-Chairman of the Committee and the Lead Member for Strategic Planning, be authorised to make any changes considered necessary to the Supplementary Planning Document.

***CS 53**

INTERIM RENEWABLE ENERGY GUIDANCE FOR WEST DEVON

The Strategic Planning Officer (PW) presented a report (page 106 to the Agenda) on the preparation of a set of interim guidance notes for wind and solar photovoltaic (pv) development pending the preparation of a new Local Plan. It was intended that the guidance notes, which would be advisory and not carry the weight of a Supplementary Planning Document, would bring the following to the attention of developers:

- (i) the nature of the issues that they would have to consider;
- (ii) the methodologies to be used when assessing impacts; and,
- (iii) to clarify the roles of both developers and the Council's Development Management service.

The National Planning Policy Framework required Councils to have a "positive strategy" to promote energy from renewable or low carbon sources. The review of the Core Strategy and preparation of a new Local Plan would address this issue.

It was **RESOLVED** that:

- (i) interim guidance notes for wind a solar pv energy development be prepared;
- (ii) the Strategic Planning Officer and Member Group (SPOMG) agree the scope and content of the proposed guidance notes; and,
- (iii) a report to the Committee's next meeting in June 2013, considers the draft interim guidance notes and their release for public consultation and the findings of the South West Devon Community Energy Partnership evidence base and its implications for future strategy and policy development.

(The Meeting terminated at 3.40 pm.)