

A Neighbourhood Plan for the Bere Peninsula to 2034



EXAMINATION VERSION

VOLUME 2: APPENDIX

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Notes on terminology:

This Neighbourhood Plan is for the Parish of Bere Ferrers. The Parish area is also known as the Bere Peninsula as more than 90% of its boundaries are comprised of about 17 miles (27.4km) of the two rivers Tamar and Tavy, with only 1.4 miles (2.3km) across land to the north – see maps on page 6.

One of the two main centres of population is the village of Bere Ferrers. Thus, the term 'Bere Ferrers' can refer to either the Parish or the village and for clarity in this document, the term 'Bere Ferrers village' is used where appropriate to avoid confusion.

The terms 'Parish', 'Bere Ferrers Parish' and 'Bere Peninsula' are synonymous.

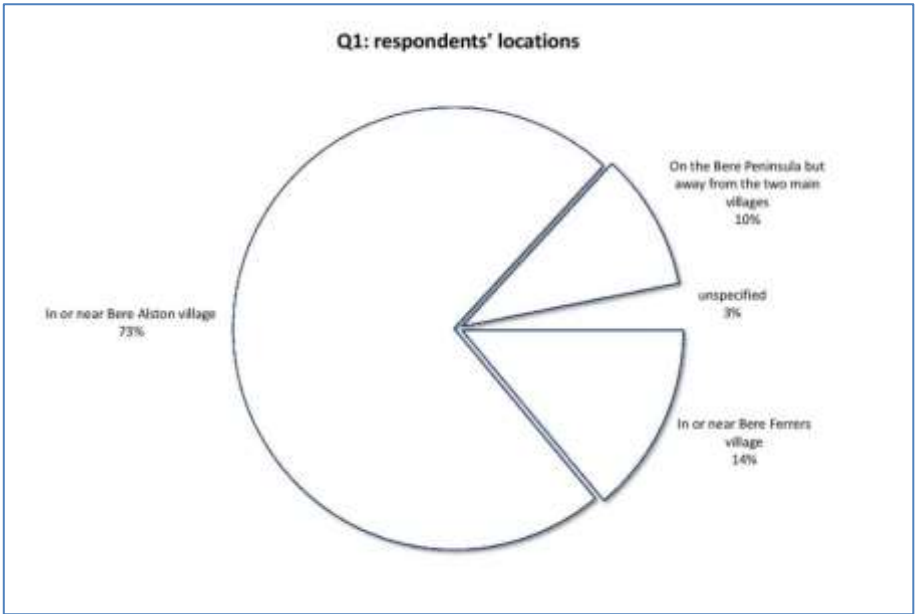
01. **Summary of Results from Community Questionnaire**

01.a.i.01 The survey questionnaire (printed booklets and online) was 'live' from 25 September to 31 October 2013. In all, 638 responses were received and, unless stated otherwise, reported 'response rate' in the following results refers to this figure.

01.a.i.02 Note: In several of the questions, you will see reference to 'free text files'. These contain additional information, far too lengthy to include in this summary. If you wish to access these files please visit the website at www.berepeninsulaplan.org.uk

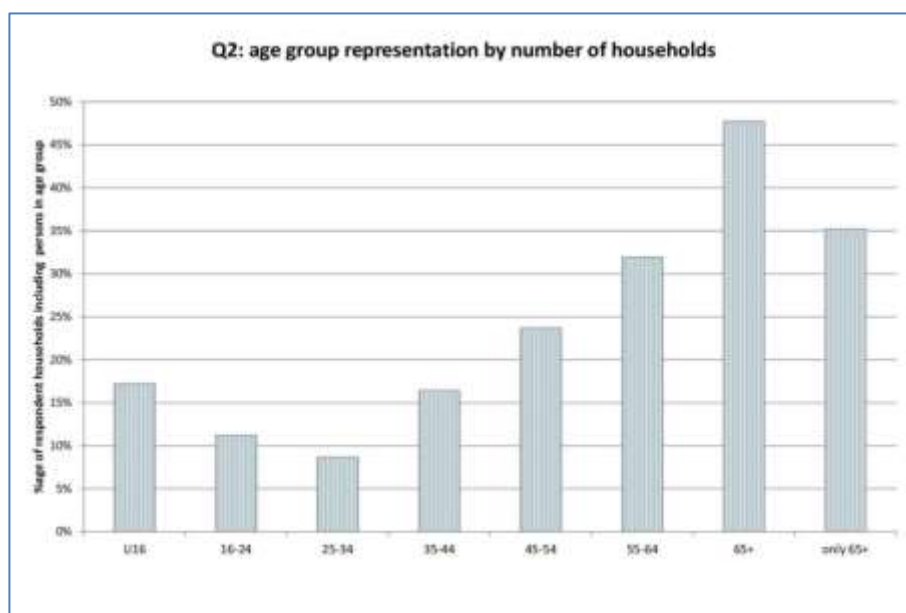
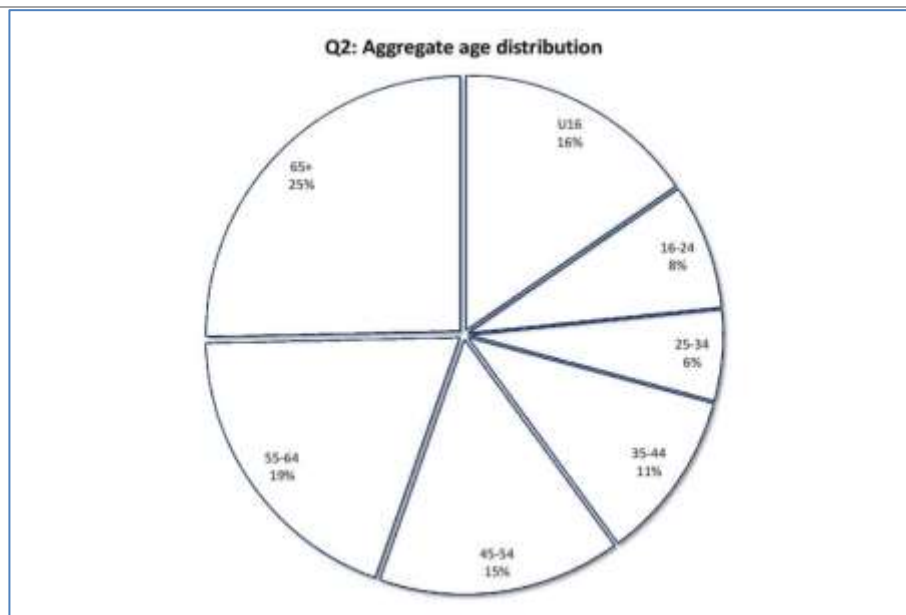
01.b **Question 1: Where do you live?**

Response rate 96.9%



01.c **Question 2: Ages of members of your household? (number in each of seven specified age groups)**

Response rate 99.2%. About a fifth of respondents simply ticked the boxes, rather than entering the number of persons in each age group. Hence this aggregate age distribution is based on 509 responses (about 80%). However, we can use all of the responses to see what proportions of households included any members of the respective age groups. In the second chart, the rightmost column shows how many households included only members of the 65+ age group.

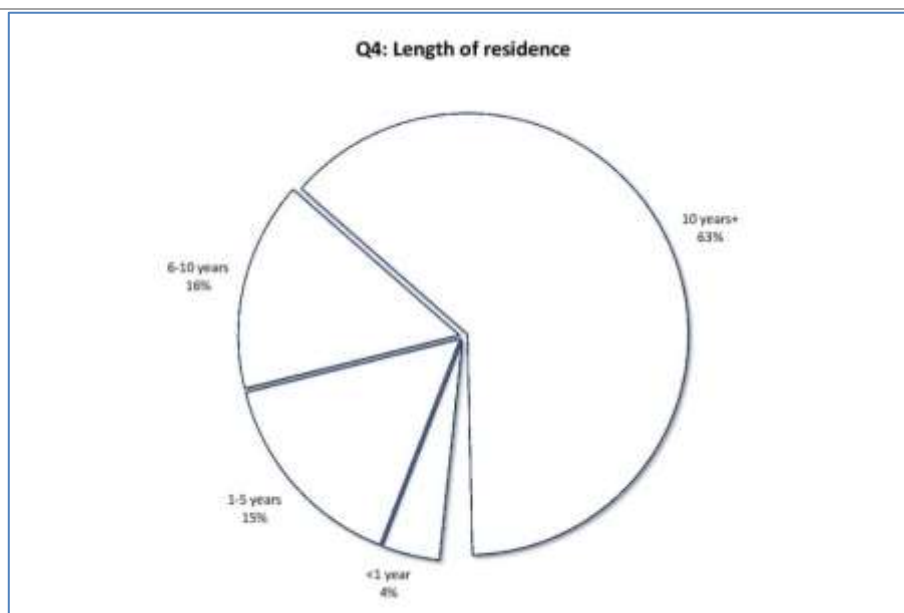


01.d **Question 3: Is anyone in your household registered disabled or a blue badge holder?**

Response rate 82.1%. 74 respondents (11.6%) answered 'Yes' to this question.

01.e **Question 4: How long have you lived on the Bere Peninsula?**

Response rate 98.0%

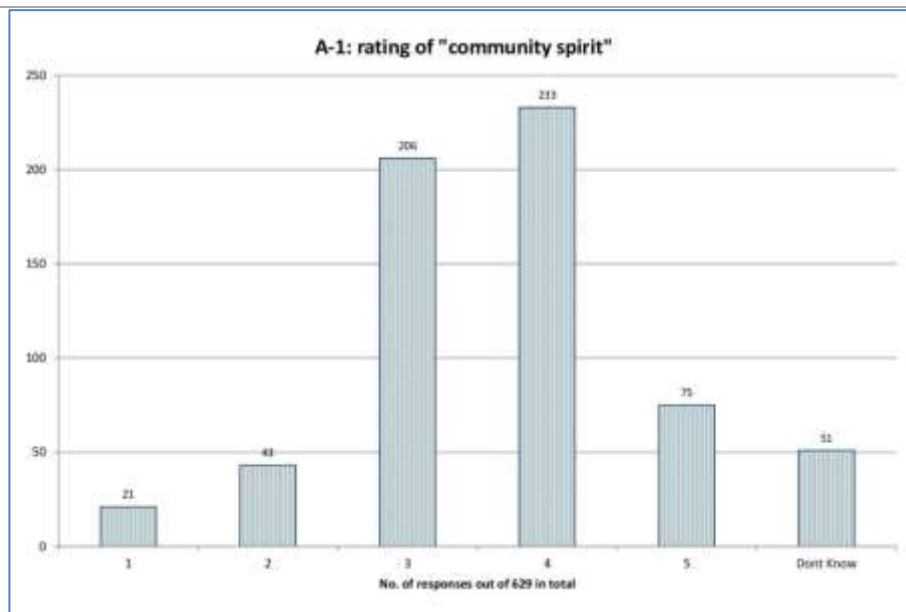


01.f **Question 5: Name and contact details**

Names and contact details, where supplied, have been stripped out of the main survey database to preserve confidentiality and the anonymity of respondents. The separate list of names and addresses will be used exclusively by the Group to circulate information about the continuing development of Community and Neighbourhood Plans for the Bere Peninsula. Any person on that list may request the removal of their name and/or address at any time. The mailing list is strictly confidential, and is not presented with the survey results.

01.g **Question A-1: How would you rate the community spirit on the Bere Peninsula? (scale of 1=poor to 5=excellent)**

Response rate 98.6%



01.h **Question A-2: Do you feel you are able to influence decisions concerning our community?**

- Response rate 97.8%
- Yes: 139 responses (22%)
- No: 292 responses (46%)
- Don't know: 193 responses (30%)

01.i **Question A-3: Do you feel safe living on the Bere Peninsula?**

- Response rate 99.1%
- Yes: 609 responses (95%)
- No: 23 responses (4%)
- Note: Six respondents who answered 'Yes' also made entries in the field 'If 'No', why not?' 27 respondents made an entry in this question's free-text field 'If 'No', why not?'

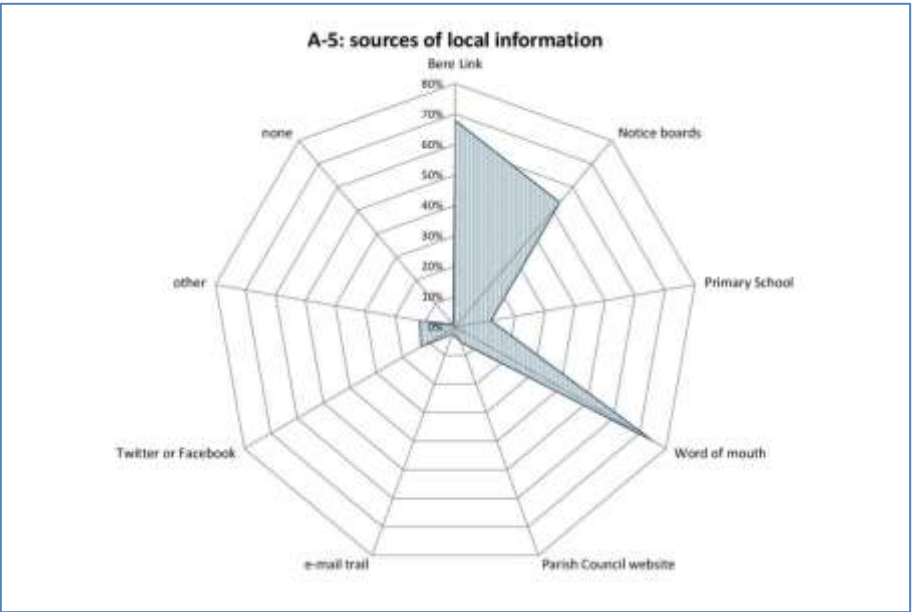
01.j **Question A-4: How can local people be encouraged and supported to take a greater role in making local decisions and assisting with local services?**

- Response rate 43.9%. 280 respondents made an entry in this question's free-text field.

01.k **Question A-5: How do you find out what is going on in the Bere Peninsula?**

Respondents were asked to tick one or more choices, and/or to specify 'other' sources of information.

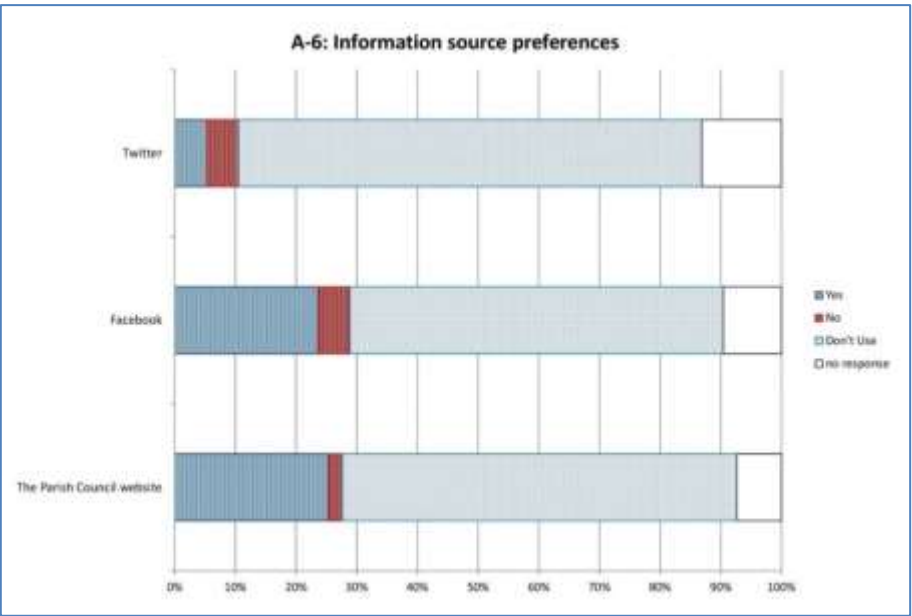
- Response rate 98.9%. 76 respondents made an entry in the free-text field 'Other [please specify]'.



01.l

Question A-6: Should more information be provided by using one or more of the following?

Response rate 96.1%



01.m

Question A-7: How might our community life be improved?

Response rate 48.3%. 308 respondents made an entry in this question's free-text field.

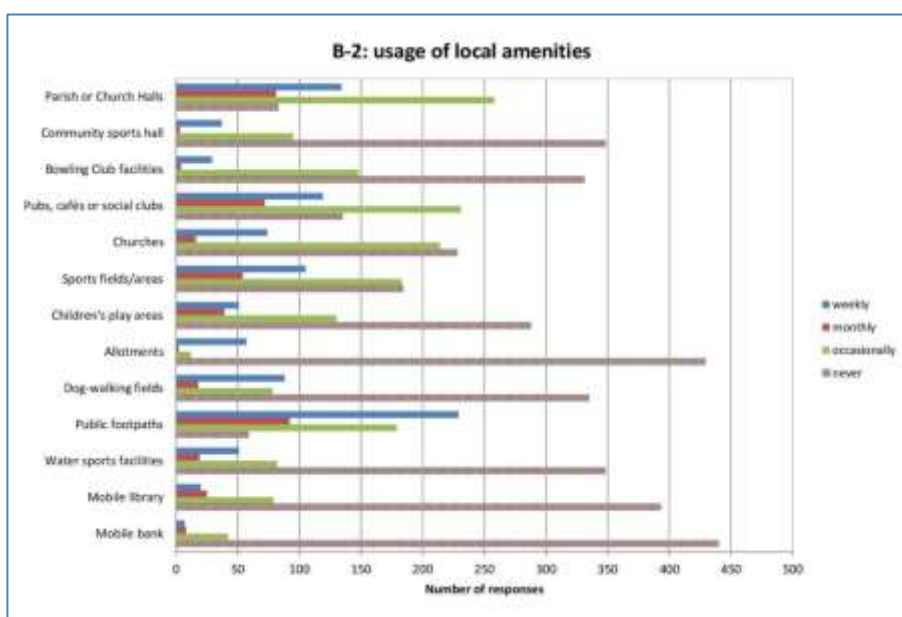
01.n **Question A-8: Suggestions for inclusion in WDBC Register of Community Assets**

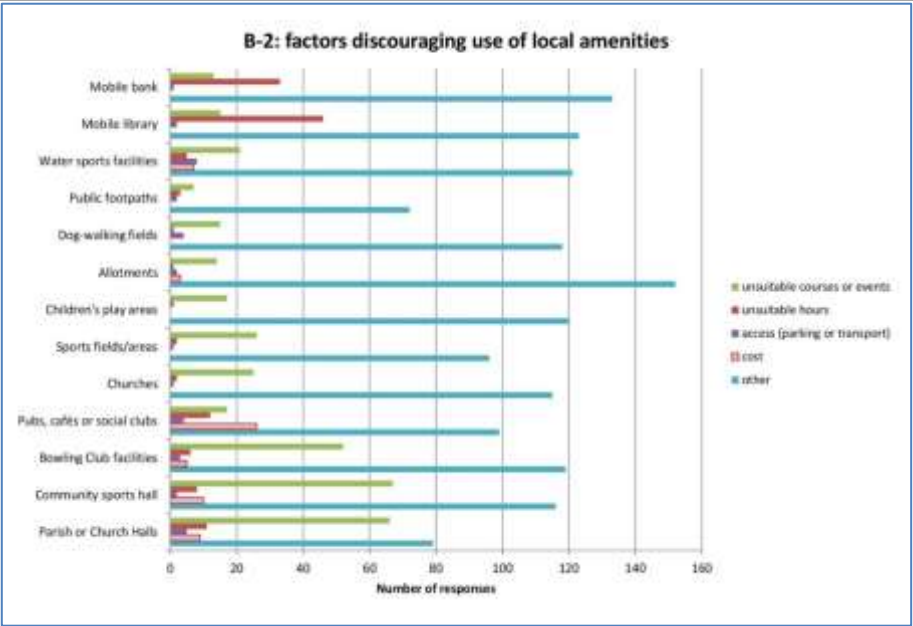
Response rate 32.3%. 206 respondents made an entry in this question's free-text field.

01.o **Question B-1: Are there any additional groups or societies that you would like to see within the Peninsula?**

- Response rate 71.2%
- Yes: 145 (23%)
- No: 287 (45%)
- 170 respondents made an entry in this question's free-text field 'If 'Yes', please specify'.

01.p **Question B-2: On average, how often do you and your family use the following shared facilities within the Peninsula? ...and what stops you from using them more frequently?**





01.q **Question B-3: If you feel that the Peninsula is short of facilities, what more would you like to see and use?**

- Response rate 34.3%. 219 respondents made an entry in this question's free-text field.

01.r **Question B-4: Are you a member of any social/recreational club(s) or regularly-meeting group(s)/team(s)?**

(Respondents were requested to tick only one answer)

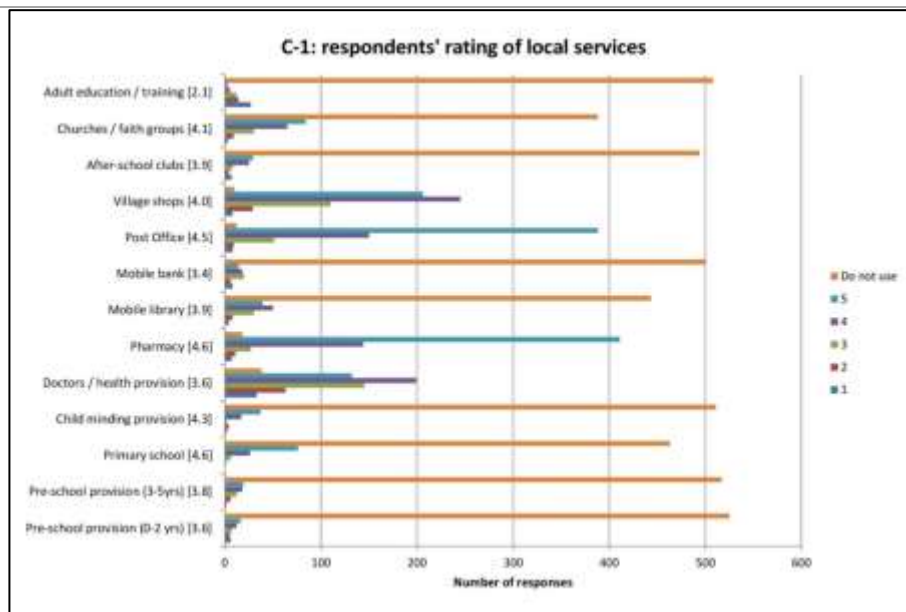
- Response rate 89.7%
- Yes, including clubs/groups meeting on the Bere Peninsula: 314 (49%)
- Yes, but usually meeting elsewhere: 64 (10%)
- No, there are no clubs or groups in the area which interest me: 194 (30%)

01.s **Question B-5: Would you welcome and support more regular organised entertainment?**

- Response rate 86.7%
- Yes: 338 (53%)
- No: 215 (34%)

01.t **Question C-1: Please rate the quality of the following services, as available on the Bere Peninsula (scale of 1=poor to 5=excellent)**

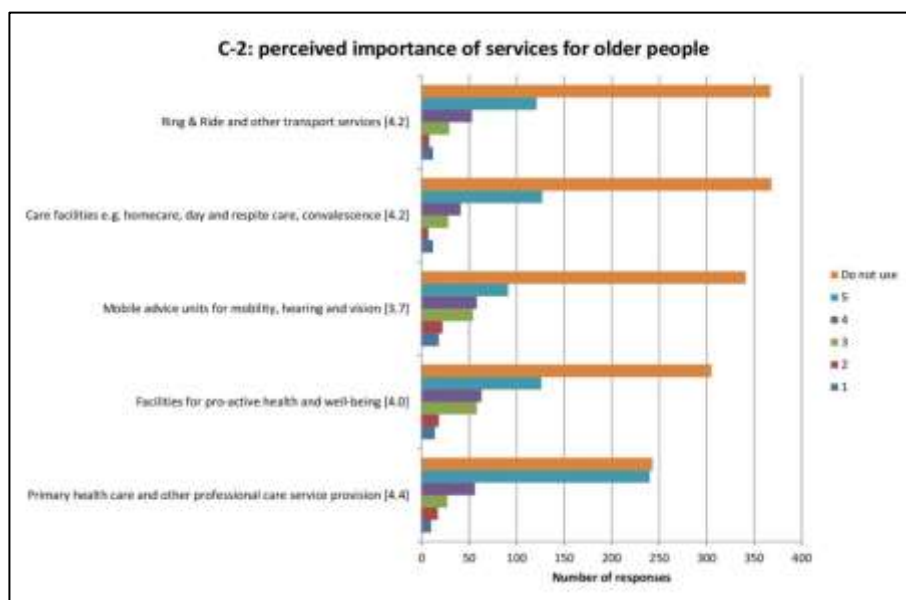
Figures in square brackets [] against each service are respondents' average scores. 149 respondents made an entry in this question's free-text field 'Are there any local services you would like to see that are not already provided?'

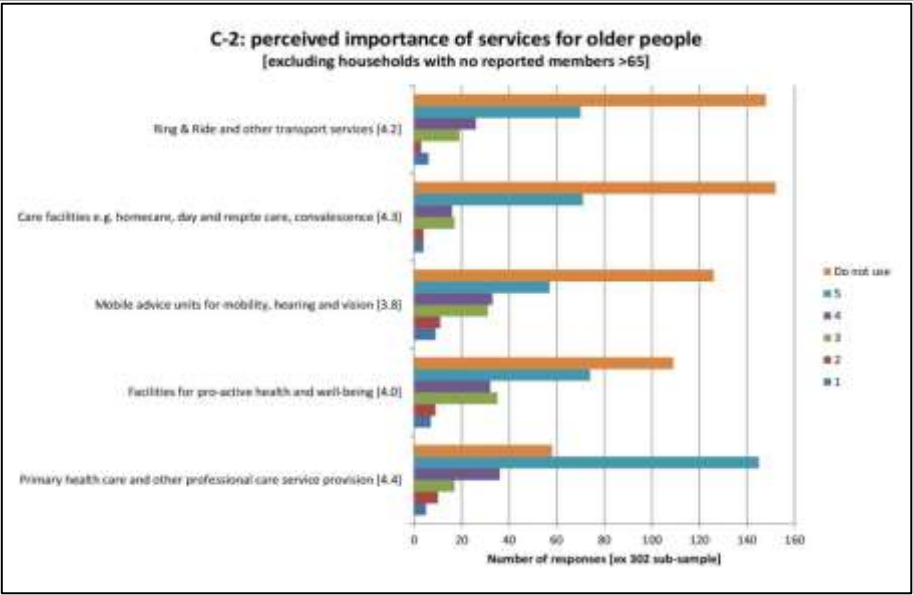


01.u

Question C-2: What level of importance do you attach to the following services for older people in the community? (scale of 1=low to 5=high)

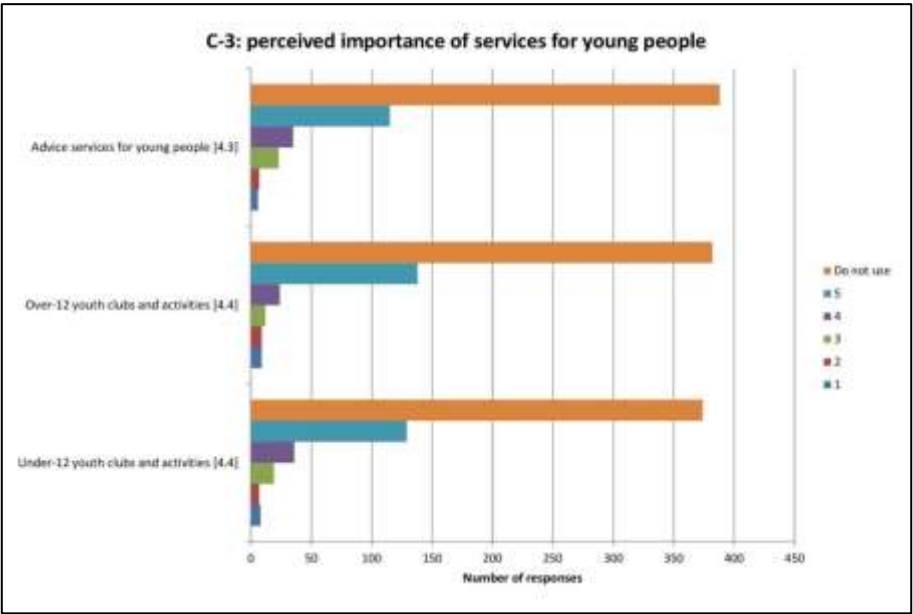
Figures in square brackets [] against each service are respondents' average scores. The second chart shows the sample restricted to respondents whose households include at least one member aged 65 or over. 118 respondents made an entry in this question's free-text field 'Are there any other services for the older person you would like to see provided locally?'

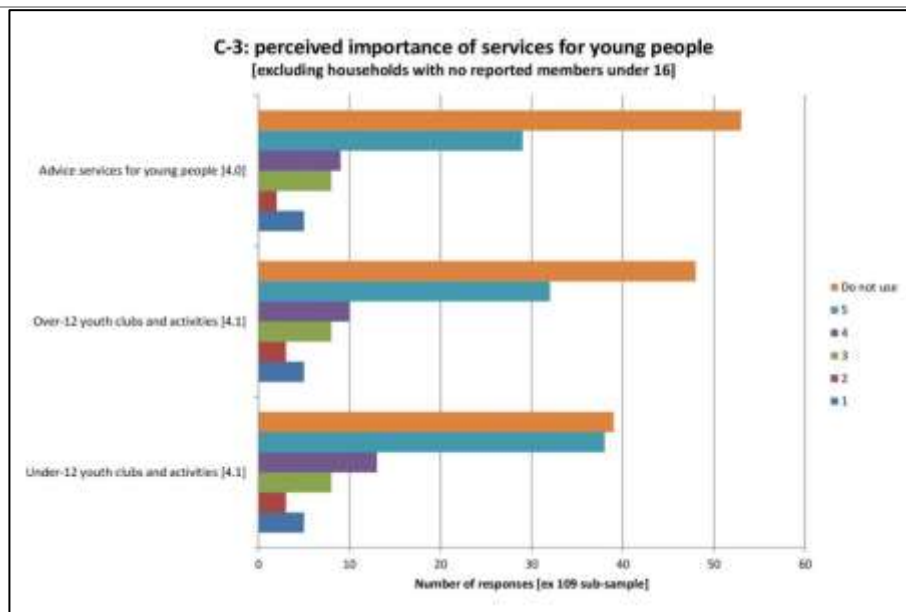




01.v **Question C-3: What level of importance do you attach to the following services for young people in the community? (scale of 1=low to 5=high)**

01.v.i.01 Figures in square brackets [] against each service are respondents' average scores. The second chart shows the sample restricted to respondents whose households include at least one member aged under 16. 108 respondents made an entry in this question's free-text field 'Are there any other services for young people you would like to see provided locally?'

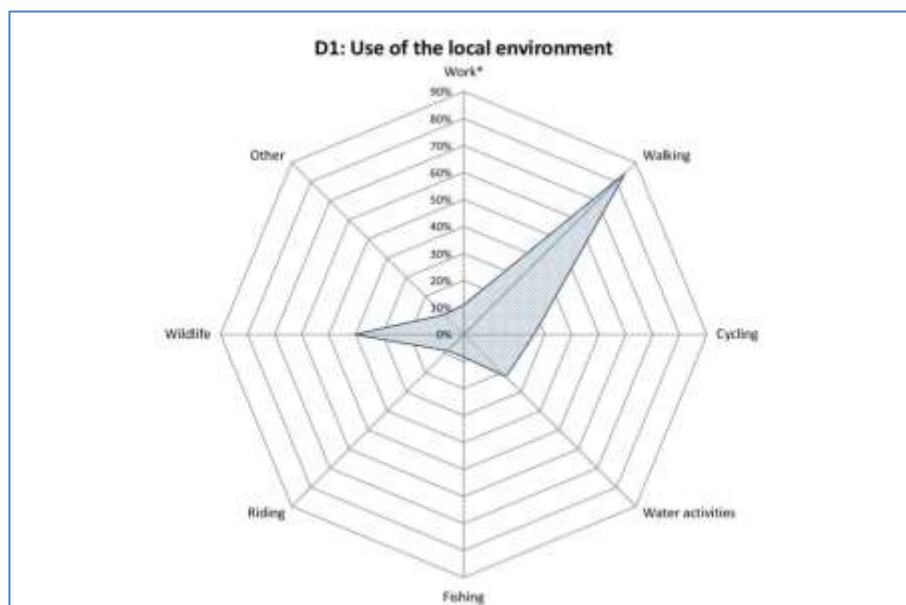




01.w

Question D-1: How do you use the local environment?

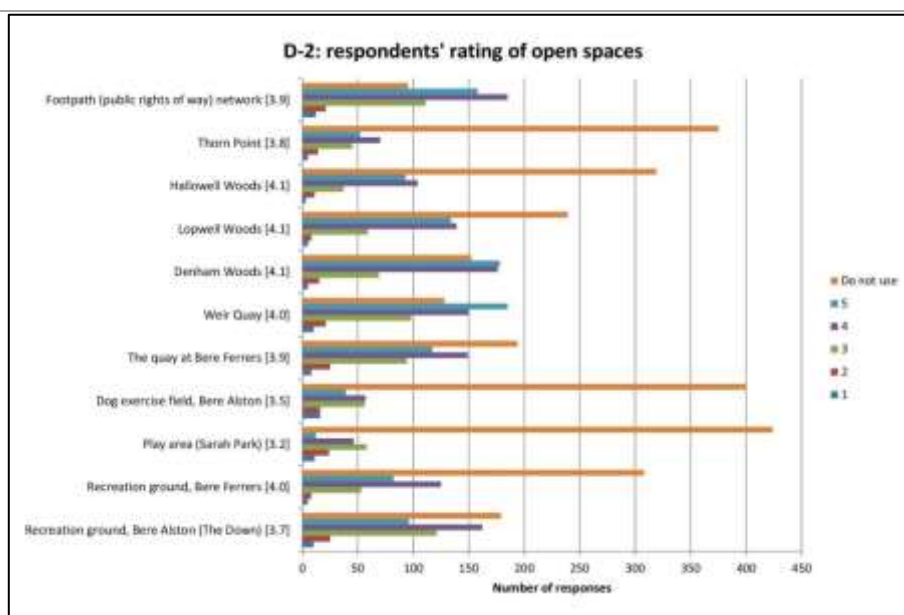
Response rate 89.8%. 95 respondents made an entry in the free-text field 'If 'Work' or 'Other', please clarify'.



01.x

Question D-2: How would you rate the open spaces on the Bere Peninsula? (scale of 1=poor to 5=excellent)

Response rate 96.4%. Figures in square brackets [] against each service are respondents' average scores. 13 respondents made an entry in this question's free-text field '...any others (please list)'.



01.y **Question D-3: Would you participate in environmental projects on the Bere Peninsula?**

- Response rate 93.3%.
- Already do: 24 (4%)
- Yes: 103 (16%)
- Perhaps: 352 (55%)
- No: 116 (18%)
- 96 respondents made an entry in this question's free-text field 'If 'Yes', what sort of project(s) would you like to see?'

01.z **Question D-4: Should renewable energy projects be encouraged on the Bere Peninsula?**

- Response rate 94.5%
- Yes: 348 (55%)
- No: 101 (16%)
- Don't know: 154 (24%)
- 165 respondents made an entry in this question's free-text field

01.aa **Question D-5: Should more be done to encourage wildlife habitats, e.g. at work, school or in public spaces?**

- Response rate 95.3%
- Yes: 377 (59%)
- No: 50 (8%)
- Don't know 181 (28%)
- 190 respondents made an entry in the free-text field 'If 'Yes', what more might be done?'

01.bb

Question D-6: Do you think that more could be done to preserve, enhance and promote our local natural and industrial heritage?

- Response rate 94.7%
- Yes: 277 (43%)
- No: 67 (11%)
- Don't know: 260 (41%)
- 194 respondents made an entry in the free-text field 'If 'Yes', what more might be done?'

01.cc

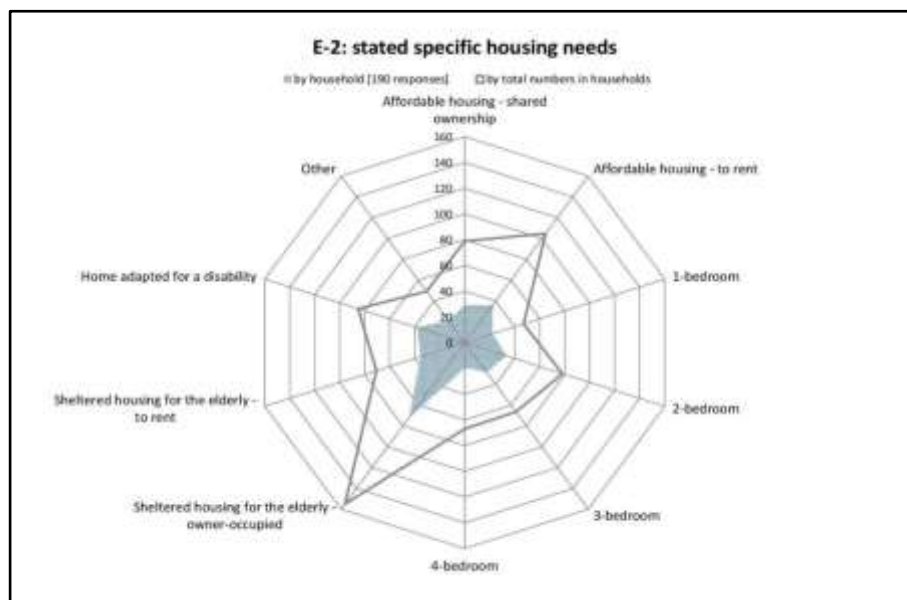
Question E-1: Do you believe that the Peninsula has the right number and type of homes to meet your own household's needs over the next 15 years?

- Response rate 93.9%
- Yes: 416 (65%)
- No: 95 (15%)
- Don't know: 88 (14%)

01.dd

Question E-2: Do you have a need for a specific type of housing?

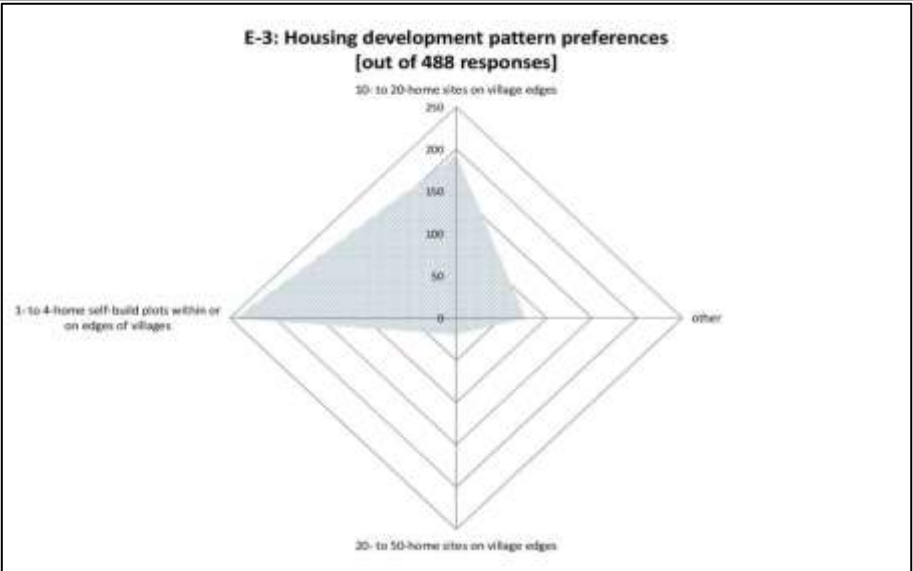
Response rate 29.8%. 43 respondents made an entry in the free-text field 'Other [please specify]'.



01.ee

Question E-3: How and where should any new housing need be provided for?

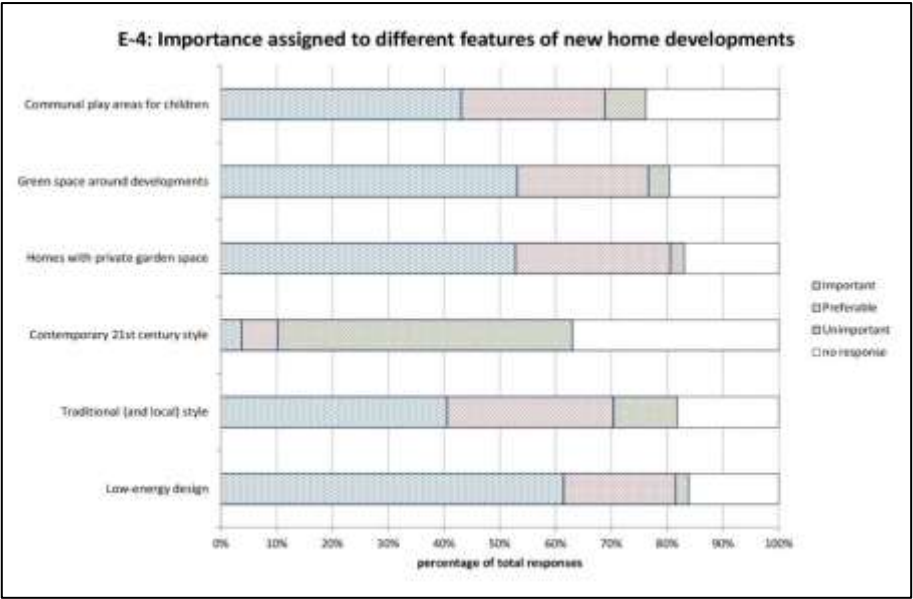
Response rate 76.5%. 153 respondents made an entry in the free-text field 'Other [please specify]'.



01.ff

Question E-4: What qualities do you think are important for future local homes?

Response rate 90.0%. 112 respondents made an entry in the free-text field 'Other [please specify]'.



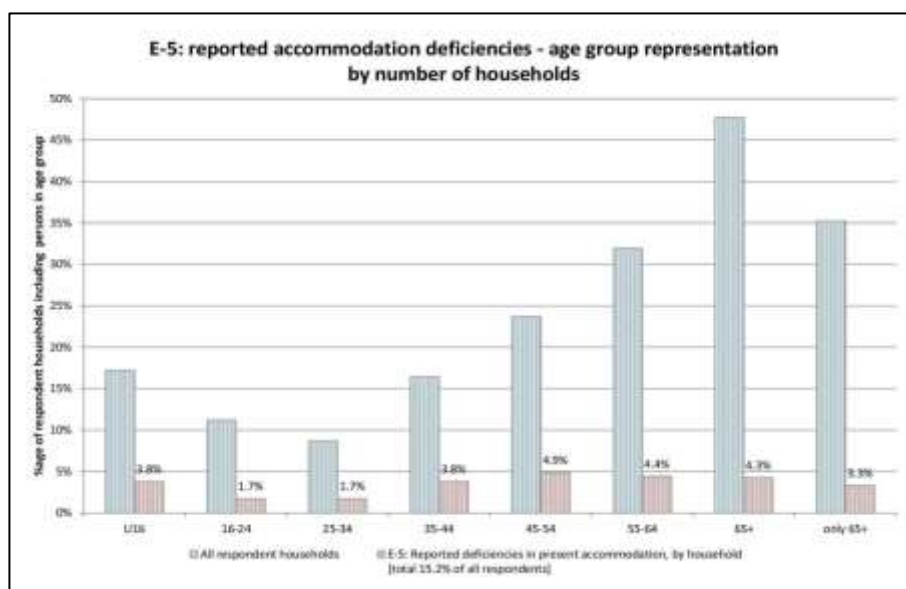
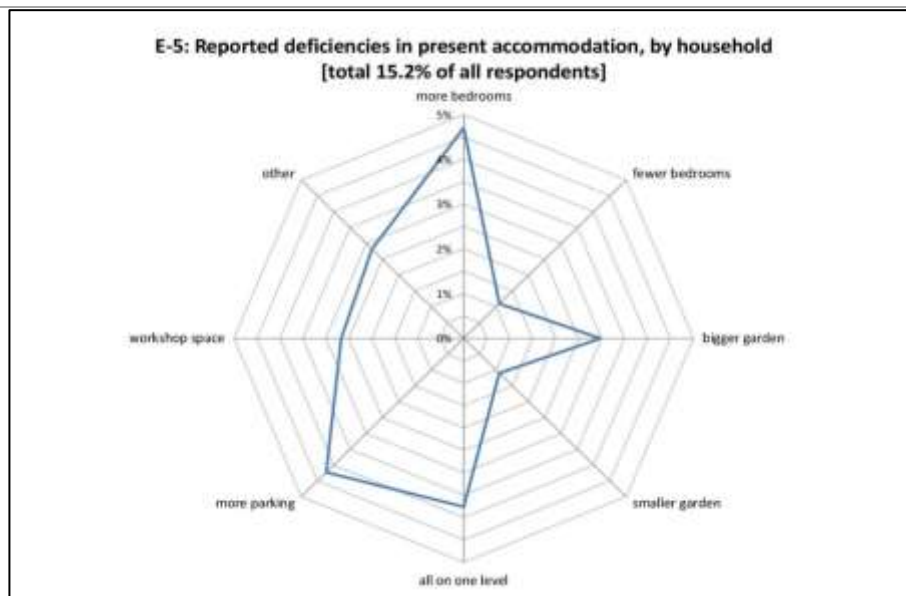
01.gg

Question E-5: Does your present home meet your main housing needs?

- Response rate 96.2%
- Yes: 530 (83%)
- No: 84 (13%)

If 'No', what do you need? (respondents were invited to select all that apply)

23 respondents made an entry in this question's free-text field 'Other' [please specify]'.



The chart above compares deficiencies with ages of household members. No clear correlation is evident between stated accommodation deficiencies and age group. Whereas the 65+ group is the most strongly represented generally, households aged entirely 65+ rank low in reporting deficiencies in present accommodation. However, the overall response rate for this question is low.

01.hh

Question E-6: Do you need advice on improving the insulation and energy efficiency of your home?

- Response rate 92.6%
- Yes: 33 (5%)
- No: 558 (87%)

Those who responded 'Yes' and provided contact details will be sent appropriate information in due course.

- 01.ii **Question E-7: Would you be interested in letting out a room or renting a room?**
- Response rate 4.1%
 - Letting out a room: 23 (4%)
 - Renting a room: 9 (1%)
 - Both: 6 (<1%)
 - The incidence of 'both' suggests that this question was imperfectly understood by several respondents.

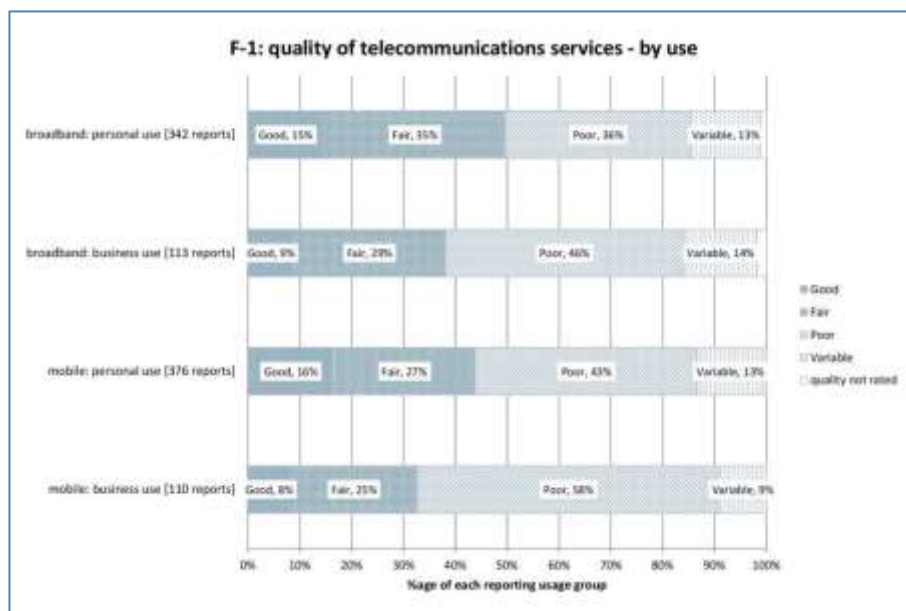
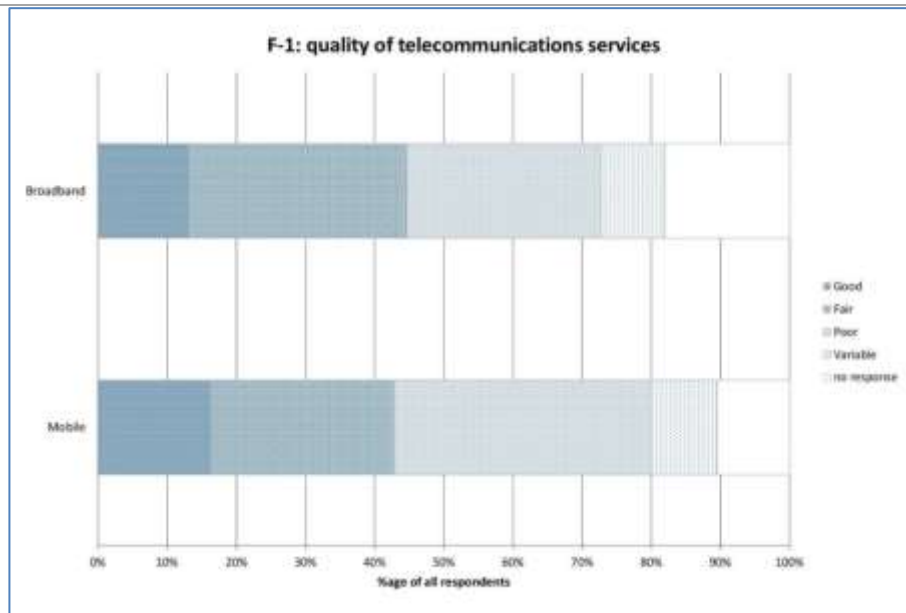
- 01.jj **Question E-8: Do you think that self-build homes for and managed by local people is a good idea? Would you be interested in participating in such a scheme?**
- Response rate 96.2%
 - To the first part of the question:
 - Yes: 353 (55%)
 - No: 66 (10%)
 - Don't know: 190 (30%)
 - To the second part of the question:
 - Yes: 66 (10%)
 - No: 426 (67%)
 - Don't know: 107 (17%)
 - Of the 353 respondents who supported the idea of such a scheme, 236 stated that they would be unwilling to participate.

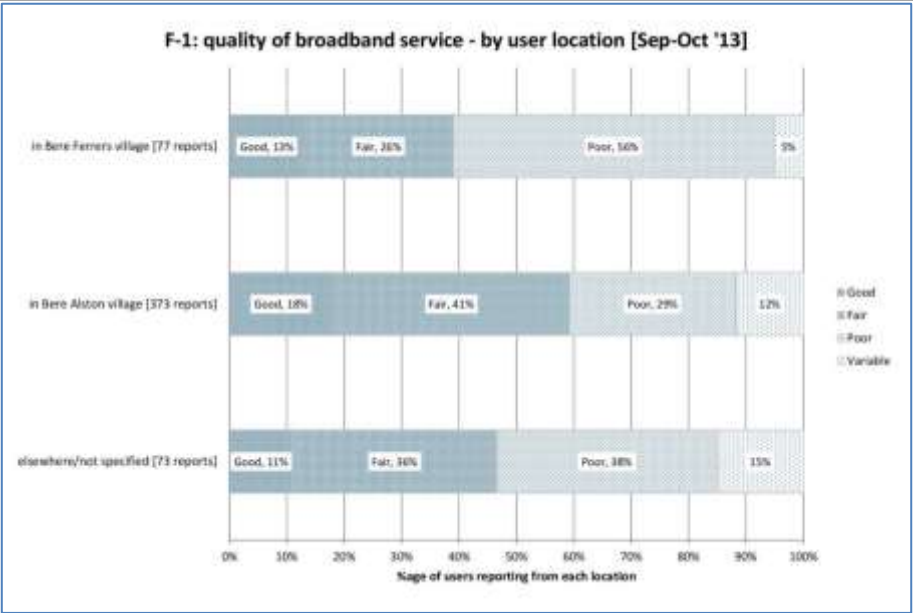
- 01.kk **Question F-1: How do you rate your current local mobile telephone reception and broadband speed?**

Response rate 89.5% mobile; 82.0% broadband

Broadband service quality is as reported by respondents according to categories 'good', 'fair', 'poor' or 'variable'; no objective measurements of line speed, latency etc. were made.

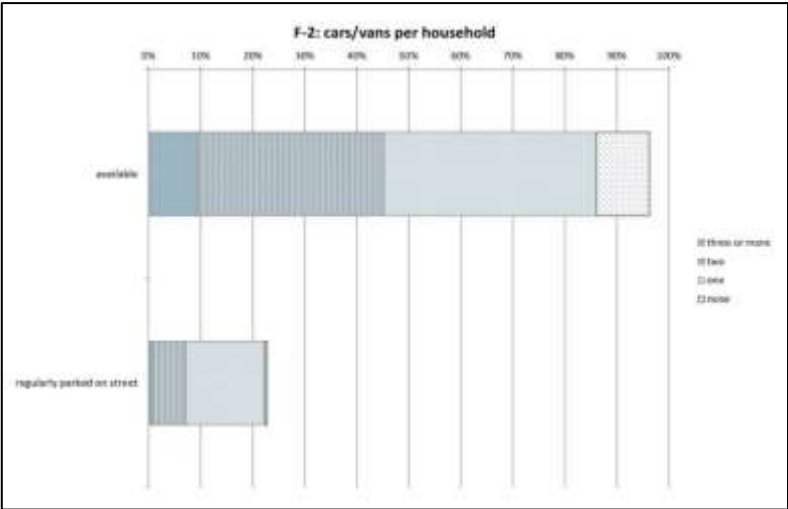
It is noted that certain broadband service improvements have been effected at Bere Alston telephone exchange since this survey was conducted, and that current responses from users close to the exchange might now (April 2014) be more favourable.





01.II **Question F-2: How many cars and vans are available for use in your household? How many are regularly parked on the street?**

Response rate 96.7%



of the question actually signify zero vehicles regularly parked on-street (indeed, only 3 respondents gave explicit zero entries).

We can derive an estimate in terms of vehicle numbers (taking '3 or more' as = 3, an insignificant potential under-estimate, given that this represents <1% of sample). Thus, for a total of 617 survey respondents [approx. 44% of Peninsula households], we have reported:

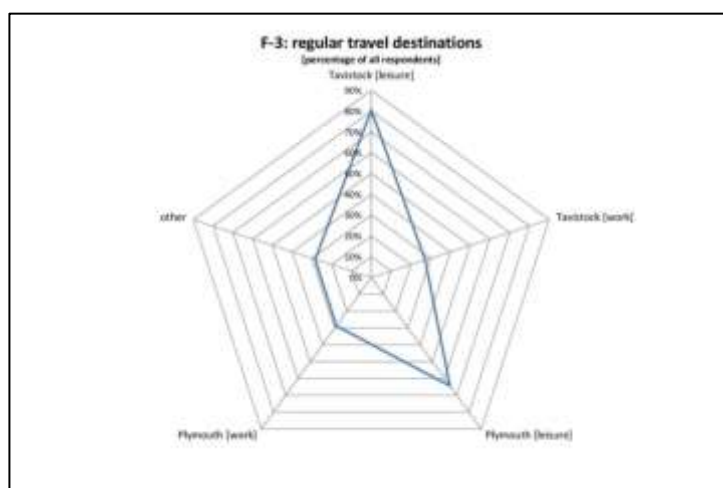
- 142 vehicles regularly parked on the street in Bere Alston
- 35 vehicles regularly parked on the street in Bere Ferrers
- 14 vehicles regularly parked on the street elsewhere on the Peninsula or at unspecified locations

On this basis, we derive a figure of an average 0.30 vehicles per respondent regularly parked on-street. This figure is 0.31 vehicles per respondent for Bere Alston and 0.39 vehicles per respondent for Bere Ferrers, with lower on-street parking elsewhere on the Peninsula. These figures include possible small under-estimates for the reasons aforementioned.

01.mm

Question F-3: Does anybody in your household regularly travel to any of the following places for leisure or work purposes? (respondents were requested to tick all that apply)

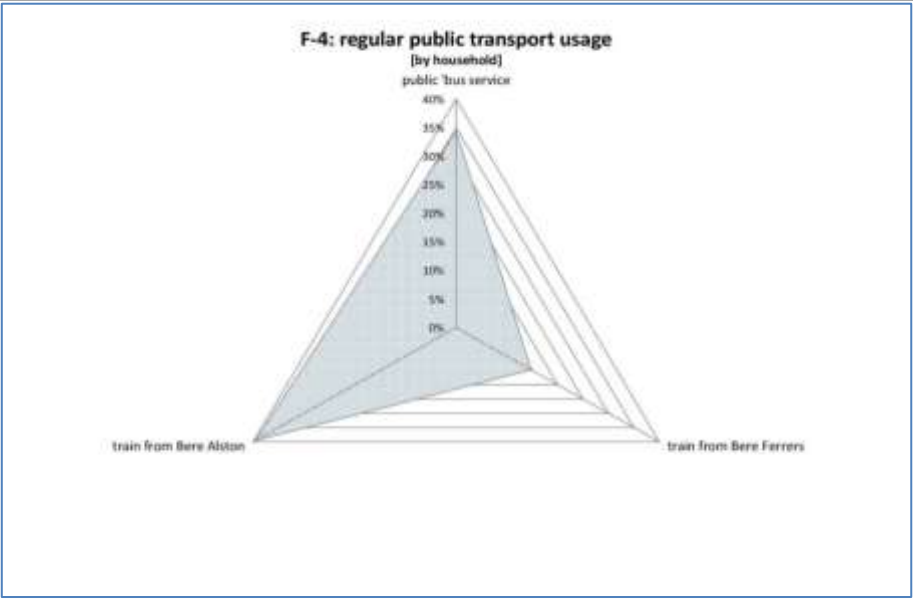
Response rate 90.1%. 181 respondents made an entry in the free-text field 'other destinations'.



01.nn

Question F-4: Does anybody in your household regularly use any of the following? (Respondents were requested to tick all that apply)

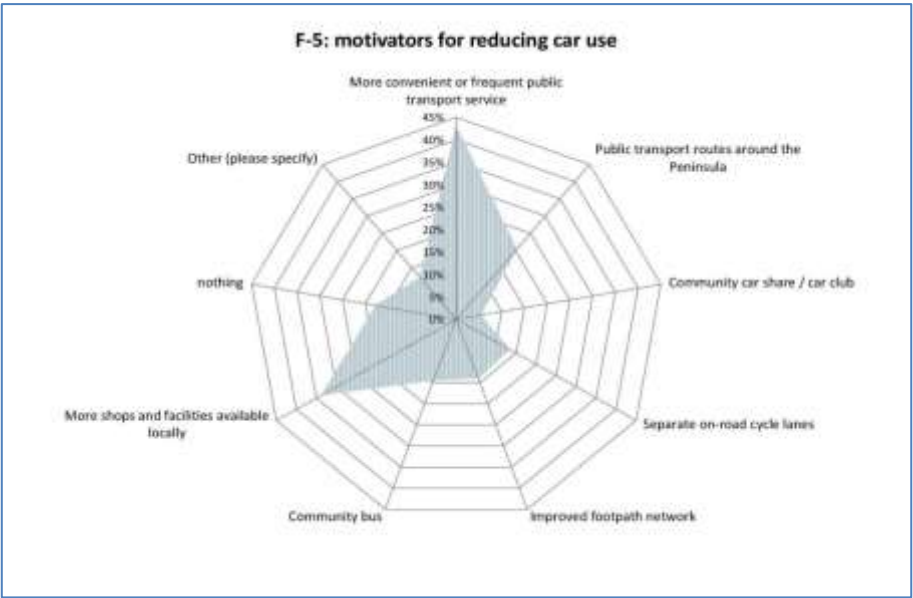
Response rate 61.1%



01.00

Question F-5: If you use your car regularly, would any of the following encourage you to use it less? (respondents were requested to tick all that apply)

Response rate 81.0%. 78 respondents made an entry in the free-text field 'Other [please specify]'.



01.pp

Question F-6: Are there any local traffic, goods traffic, travel or parking problems on the Bere Peninsula that you are concerned about, for example, HGV routes?

Response rate 88.4%. In addition to those answering 'Yes', a further 46 respondents made entries in the free-text field of this question. 370 respondents made an entry in this question's free-text field 'If 'Yes', please specify'.

- Yes: 330 (52%)
- No: 195 (31%)

01.qq

Question F-7: Are there any particular travel issues that make it difficult for you to get around?

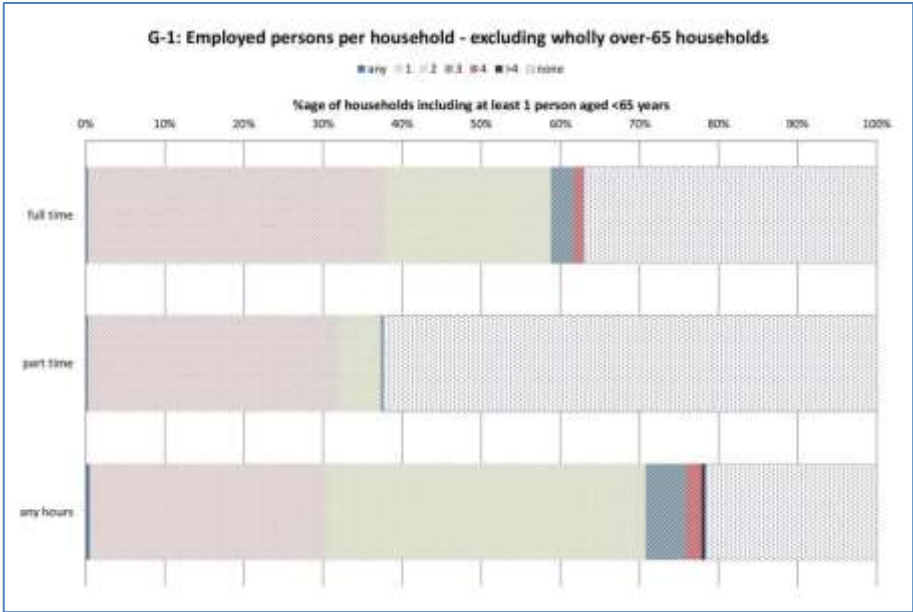
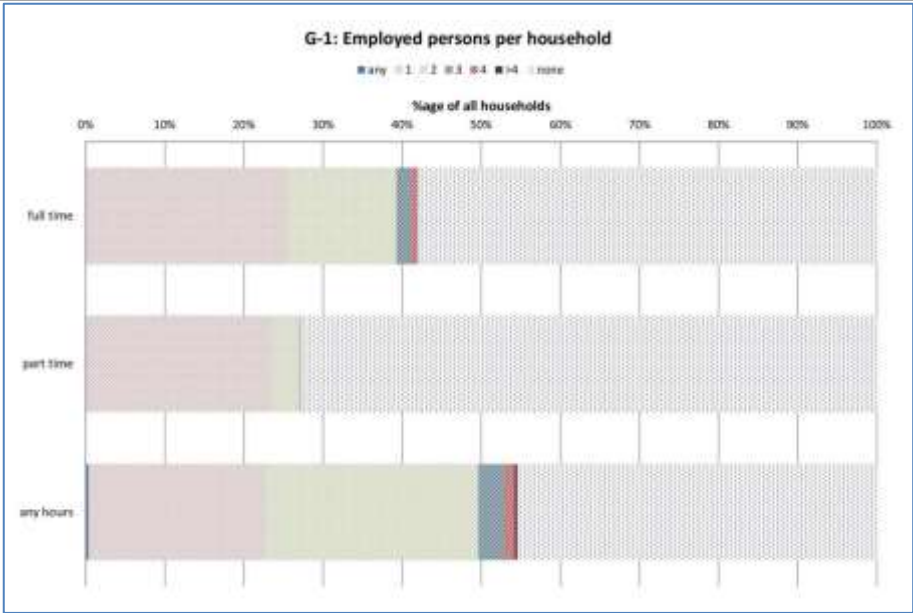
Response rate 86.8%. In addition to those answering 'Yes', a further 17 respondents made entries in the free-text field of this question. 151 respondents made an entry in this question's free-text field 'If 'Yes', please specify'.

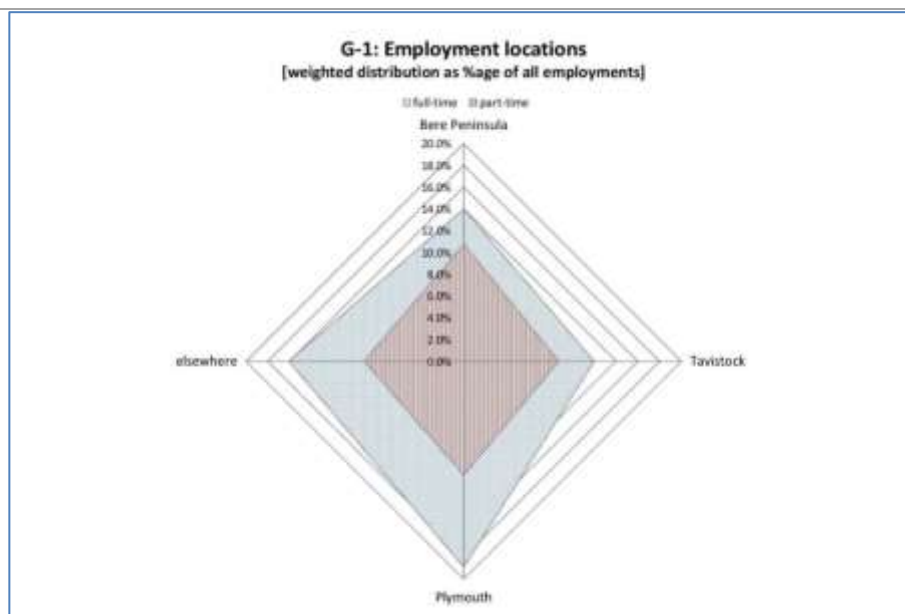
- Yes: 137 (21%)
- No: 408 (64%)

01.rr

Question G-1: How many in your household are in employment? Where do you/they work?

- Response rate 55.2%. 131 respondents made an entry in this question's free-text field 'Elsewhere [please specify]'.
- Note: Figures are for reported employments. However, it is to be supposed that many of the blank entries (given the relatively low response rate for this question) actually signify zero employment (only 4 respondents gave explicit zero responses).
- The second chart shows results filtered to exclude households whose members are all aged 65 and over. The elderly households so excluded account for a total of 8 full-time and 19 part-time employments.
- As to employment locations, the third chart presents a distribution wherein each employment has been weighted by a factor of (number of employments per household ÷ number of employment locations for that household).
- Full-time and part-time employments are separately calculated, and so represented in the graph. The larger shaded area represents full-time employment locations, and not the sum of full-time and part-time locations.





01.ss

Question G-2: Does anyone in the household run a business?

Response rate 82.9%. It seems likely that many of the 17.1% blank responses to this question signify 'No'. 107 respondents answered 'Yes' to this question. However, a total of 118 respondents replied 'Yes' to this question and/or responded to at least one of the questions in section H, the Business Survey.

01.tt

Question G-3: Where do you usually shop for the following? (respondents were requested to tick all that apply)

Response rate 97.0%. 211 respondents made an entry in this question's free-text field 'Other locations [please specify]'.



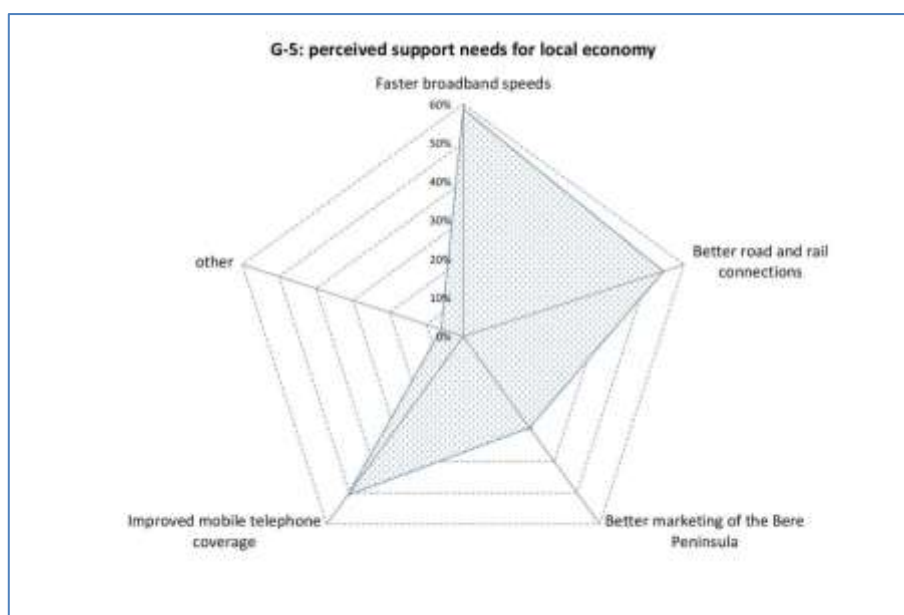
01.uu **Question G-4: Are there any shops, traders or other businesses not presently available on the Bere Peninsula, which you think would be useful to support the local community?**

Response rate 75.9%. 6 who replied 'No', and a further 39 who replied neither 'Yes' nor 'No', gave responses in the free-text field. 290 respondents made an entry in this question's free-text field 'If 'Yes', what would you like to see?'

- Yes: 250 (39%)
- No: 195 (31%)

01.wv **Question G-5: Which of the following do you think is important to support the local economy in the future? (respondents were requested to tick all that apply)**

Response rate 84.2%. 38 respondents made an entry in this question's free-text field 'Other'.



01.ww **Question G-6: The land adjacent to Bere Alston Station is designated for non-residential development. How do you think this can best be developed to boost the local economy?**

Response rate 51.4%. 328 respondents made an entry in this question's free-text field.

01.xx

Question G-7: If possible, would you prefer to work on the Bere Peninsula?

Response rate 87.1%. 98 respondents made an entry in this question's free-text field 'If 'Yes', what might assist you?'

- Yes: 150 (24%)
- No: 55 (9%)
- Not applicable: 345 (54%)

01.yy

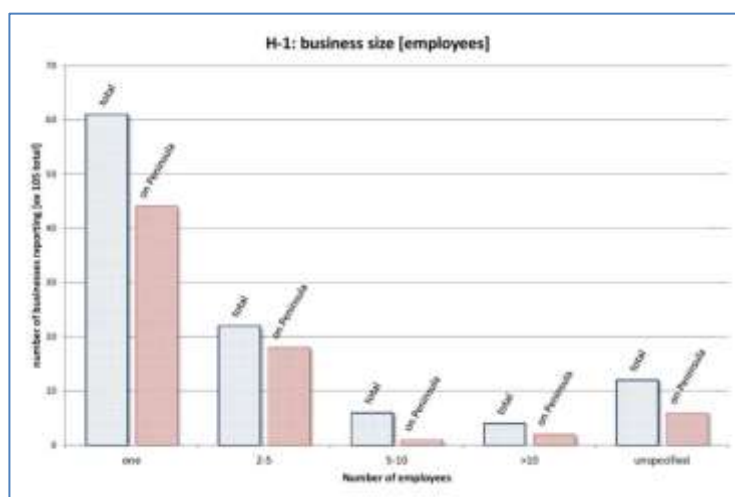
Question Section H: Supplementary Business Survey for Business Owners (to be completed by local business owners only)

Response rate 16.5%. 107 respondents answered 'Yes' to Question G-2 'Does anyone in the household run a business?'. 105 respondents made at least one entry in Section H: Business Survey. A total of 118 respondents replied 'Yes' to Question G-2 and/or responded to at least one of the questions in Section H; this has been taken as the 'business response' base figure.

01.zz

Question H-1: How many people does your business employ?

Response rate 78.8% of businesses. Because of the open-ended format of Question H-1, it has been expedient to classify business size by arbitrary employee-number groups. Several respondents indicated 'zero' employees, as signifying one-person entities or sole traders. This analysis may also be usefully filtered by businesses reporting a location on the Bere Peninsula [Question H-2].



01.aaa	<p>Question H-2: Is your business in the Peninsula?</p> <p>Response rate 83.9% of businesses. See also comment for Question H-5: 1 'Yes' response may be unreliable.</p> <ul style="list-style-type: none">• Yes: 71 (60%)• No: 28 (24%)• No response: 19 (16%)
01.bbb	<p>Question H-3: Are there any factors that threaten your business or restrict its development? (e.g. business rates, lack of suitable business premises or local skilled labour)</p> <p>Response rate 60.2%. 71 respondents made an entry in this question's free-text field.</p>
01.ccc	<p>Question H-4: What could be done to support your business and encourage expansion? (e.g. superfast broadband, business accommodation units to lease)</p> <p>Response rate 55.9% of businesses. 66 respondents made an entry in the free-text field.</p>
01.ddd	<p>Question H-5: If your business is currently based outside the Peninsula, what factors might help you decide to relocate here?</p> <p>Response rate 12.7% of businesses. Responses given simply as 'N/A' have not been included. One respondent to this question also reported the business to be based on the Peninsula (Question H-2), and that response may therefore be unreliable.</p> <p>15 respondents made an entry in this question's free-text field.</p>
01.eee	<p>Question H-6: Do you, or could you in the future, offer work experience or apprenticeships to young people on the Peninsula?</p> <ul style="list-style-type: none">• Response rate 73.7% of businesses• Yes (total): 28• No (total): 59• No response (total): 31• Yes (on Peninsula): 22• No (on Peninsula): 41• No response (on Peninsula): 8

01.fff

Question H-7: Are you intending to set up a business on the Peninsula in the near future?

- Response rate 59.3% of businesses
- Yes: 12
- No: 58
- No response: 48

01.ggg

Business name and contact details

Response rate 33.1% of businesses

Names and contact details, where supplied by business respondents, will be kept confidential, and used exclusively by the Group for circulating information and/or conducting further Plan-related research among members of the local business community.

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02. Summary of Results of First Public Consultation

These comments given by members of the public are transcribed verbatim.

02.a Bere Alston Saturday 11 October 2014

- Change is inevitable – we must influence the process!
- We need to ensure our GP's surgery. Worried that it could go
- Keep listening to the people that live here and if you must build, build sensibly
- Denham Bridge road improvements
- Jacketts's Transport very unreliable. Mr Jackett very unhelpful and ignores the fact that people sometimes are forced to have taxis
- One-way system to go into THE DOWN, then turn into FORE STREET on way into village. Go out via STATION ROAD the up BROAD PARK ROAD to re-join TAVY ROAD. Have a study done for HGVs to enter village between 12 – 2pm as not much traffic in FORE STREET at that time. Get Co-op and Spar to send in fresh and frozen in same lorry and not 2 separate lorries

02.b Bere Ferrers Saturday 18 October 2014

- If you build, you need to have road improvements re lane into Bere Ferrers
- Rail link to Tavistock
- Must have rail link – Peninsula – Tavistock – Plymouth
- NO housing estate for B/F please – let things develop naturally according to local need. Roads are already too busy and dangerous. Sewage facilities overloaded
- Housing to sustain local young people that want to live near family
- AONB – does this not count for anything?
- Housing – more low cost housing good for young families
- Not viable to build on site at B/F a few years ago but put forward again – this was due to road access
- Improved medical facilities as the population gets older
- Present broadband service is poor and slows considerably in the evenings
- No new housing until transport links improved (road, train, bus). Improve broadband
- Better broadband – it's so slow here
- If the rail link to Tavistock goes ahead, will this affect the line to Calstock and Gunnislake?
- Better roads into B/F
- I think some one-way designation in B/A would be a good idea
- Doctor's surgery, lovely building not enough appointments available. What's the point having modern 'practice' when you have to travel to Tavistock?

- Any development needs road upgrade to look after increased traffic density
- Far too many new dwellings being built for schools and amenities. This lovely village will soon be an eyesore town, then there won't be a 'community'
- Employment and Economy: yes, broadband good for business: railway good for jobs
- Road improvement, i.e. more passing places on road to B/F
- I can see that B/F needs to have a share of new housing but I am v concerned about impact on road safety. It is already v dangerous. Any plan MUST be linked to rail and road improvement. Also: access to services such as surgery, pharmacy and needs of younger families too

02.c

Bere Alston Parish Hall (Soft Play) Wednesday 22 October 2014

- Drivers go too fast at top of Bedford Street
- Tractors are driving too fast along Broad Park Road – accident waiting to happen
- Litter! Have people been asked not to drop litter?
- Dog Poo!
- Dog Mess on pavements
- Speed limits – introduce 20mph on roads with no pavements
- Broad Park Road – concealed entrances v dangerous coming out with kids
- Very much like to see later bus service from/to Tavistock Fri/Sat nights
- Why does the bus stop at 7pm?
- Need of a gym
- Mobile phone: EE/Orange 0 – 1 bar signal strength is terrible – don't know how this can improve?
- No swing for disabled children – a donut swing would be enjoyed by all
- Notice board – outside Parish Hall for things about Hall and general village notice board in on one of the shops about village stuff

02.d

Bere Alston School Thursday 06 November 2014

- To make the parks better Zip slide and Climbing Frame – Natasha
- New houses need bigger gardens
- Bere Alston Parish Hall Saturday 08 November 2014
- I support new development, but infrastructure needs to support proposed developments. We need more village parking facilities to support local shops
- One-way system for lorries and control of cars on pavement
- Bere Link Newsletter – v good source of communication and ? well supported. Increase readership through increased circulation and ads to pay for it
- Possibility of building a small block of retirement flats. This (for locals) or just flats – would free up larger houses with only one occupancy perhaps

- Roads communications very poor - too narrow – flooding - lack of maintenance
- Support improvement to Denham Bridge route – thus making BA more attractive. BA station is in poor state compared with BF – why? More train links to Plymouth needed
- More houses does not necessarily mean they support local shops. Shops need to make it attractive to customers including pricing and stock availability

02.e

Received After Public Events

- **HOUSING** On the basis of available land the peninsular is certainly not endowed with many acres. If all the heritage sites and protected sites (areas of outstanding beauty), farms and businesses, foreshore etc. are taken from the total land area then what is actually on offer according to the plan would be a fair percentage, but if these were developed (due to their location) they would cause an enormous change in the unique character of the area. To allow any large scale development that will be big enough to improve the local economy would be a disaster. Therefore, the 100 dwellings proposed should be maximum and should be spread across the area with not more than 5– 7 houses in each development. They should be developed over the 16 years to ensure no major impact is felt by any one part of the community and sold to people who can bring money and business to the area. Being a minor development this is the only way it will help the economy.
- **LOCAL FACILITIES SERVICES AND COMMUNITY LIFE** I am sure the grape vine works well in Bere Alston as it does in most villages and that there is not much wrong with the current methods employed by all the local organisations perhaps a register of e-mail addresses held by the post office and those with computers could ensure that those that live close and don't have a machine are told. We as most people in the village do help our neighbours when we can, but the main change that is needed in all communities is a feeling of collective self and anything that promotes that feeling will increase the pride and interest that makes belonging feel good. A good example of this is how the village rallied when the post office was threatened.
- **TRANSPORT** Development of the Denham Bridge Rd may be counterproductive, larger vehicles would consider using it and I am sure the reckless are slowed down only by its uncertainty.
- **COMMUNICATIONS** Superfast broadband will always improve communication and mobile phones should be catered for. These are part of the revolution in

communications that all people want. Improvements will allow IT-structured businesses to be run from almost anywhere, but it is people that drive businesses and if we want them they must be able to move into the area. So, more industrial small unit development will be needed as well as the 100 houses - possibly redeveloping some of the farm buildings that are not being fully utilised as small business units. As for a site for the phone mast, the allotment area or the top right hand corner of the recreation field behind the mound would place it near the top of the hill without upsetting too many people and being on top of the hill it would not have to be very tall.

- **EMPLOYMENT AND ECONOMY** The viability of the local traders will not necessarily be enhanced by more development, particularly if the transport links to Tavistock, Plymouth and maybe later Oakhampton come into being. The easier it is to travel the more likely the people on the peninsular will, therefore, with more choice be likely to spend their money elsewhere. It is for the traders to know their market and develop accordingly, and attract the visitors with the goods they sell not to hope for increased profit from less than 100 houses in 16 years which will not be a great improvement in trade. Although a feeling of community if developed may persuade peninsular people to buy more of their goods locally. To improve the local economy we need to attract people who are willing to spend money!!!!!!!!!!!!!! And the insistence of councils and the 'do-gooders' to build assisted housing developments in rural areas is crass in the extreme. They should be part of larger developments in larger conurbations where transport costs and the cost of goods will be lower for the inhabitants giving them more chance to save and buy their property. I say again the economy will only thrive if it can offer people who have money what they want and get those people to invest their money in the local economy. So in conclusion if we wish the peninsular to prosper it is not more housing or more development that's needed but marketing of what the peninsular has to offer. Its unique flora and fauna its rivers and activities such as riding, walking, sailing, boating and dining and not to stand in the way of organisations that wish to do this . It could be marketed as the paradise it is to attract outside money into our community (the traders would benefit). But as in 2 above the impact of more visitors will have to be managed.
- **ENVIRONMENT** With more people moving into West Devon, large developments planned in Tavistock(750 houses) and Plymouth and, as mentioned above, an increase in the transport infrastructure, the recreational ability of the peninsular will be challenged by people who do not live in the neighbourhood but have every right to use its amenities. As our green and

pleasant land in Devon becomes more developed the pressure will be two fold, i.e. more people with less space. Therefore, if we are to protect the environment we have, then it is important to be aware of the real population pressure that will be exerted on our fragile peninsular habitat and plan to minimise it. Even if we win the housing argument and are successful in limiting housing this pressure will come.

- These are just my thoughts and I am sure not shared by all but you did ask and therefore you have.
- Footnote I think from what I have seen to date our neighbourhood plan is in safe hands.
- The proposed housing development site in Bere Ferrers is unsuitable on the following counts: site access, suitability of terrain, drainage, dangerous road system, there is virtually no work in Bere Ferrers, we have lost our only food shop and post office and the whole place is within an AONB
- Additional passing places on Denham Bridge route – much needed
- A one-way system for BA very desirable and surely feasible
- Staggered deliveries to shops might be difficult to implement
- A lower speed limit in villages (max 20mph) would be of real value and I would view as a priority
- Later bus and rail services desirable – an evening bus service to Tavistock and a train service later than 2130 from Plymouth, for example. Improved public transport would be of great benefit to the community and relieve road congestion
- By all means investigate possibility of services manned by volunteers
- I think it would be of benefit to residents of The Bere Peninsula if the trains to Plymouth could be extended so that you can get back from an evening in Plymouth. Say from the theatre or watching a band.
- Obviously if the line was extended to Tavistock this would be of huge benefit to Tavistock residents as well as BP residents, who will then be able to get into

Tavistock for daily activities and evening leisure pursuits. A lot of BP residents are elderly and the infrequent buses are not adequate at all. They also take an inordinate amount of time to get there and back!

- Whilst there is not a huge choice of shops on BP, the essentials are provided for. Post Office, pharmacy, butchers, hairdressers, fresh home-made bread most days, two convenient stores and doctors. I don't believe a small supermarket would give much more choice and would just spread thinner the money available to the shops already present, making it harder for them. Tavistock and other towns provide a more comprehensive choice for those with cars.
- More houses will mean more traffic and the need for more parking. Our roads on the BP are adequate at the moment out of the two villages. However, both villages already suffer from congestion due to residential and shoppers parking. BA is particularly vulnerable along the main street where there is not enough room for traffic to move in both directions at the same time. A one-way system would help but there is no obvious route that exists that would lend itself to this without alterations being made to the width and access to some of the roads.
- Additional passing places on Denham Bridge route – much needed (T)
- A one-way system for BA very desirable – and surely feasible (T)
- Staggered deliveries to shops – might be difficult to implement (T)
- A lower speed limit in villages (max 20mph) would be of real value and I would view as a priority (T)
- The reinstated rail service BA to Tavistock may not have a very marked effect on the Peninsula (unless eventually linked to Exeter!). Tavistock residents might very well find it useful (T)
- Housing: The proposed number of 100 (40 + 60) seems reasonable and I would support this. But these homes should be either low cost or available to rent not expensive, large houses such as the ones at the approach to Broad Park Road (H)
- Community: I think we are well served for community spaces – 2 halls in both villages, a community sports hall and other smaller spaces – bowling club,

church hall, Hope Cottage. But perhaps some people are not aware of these facilities or what goes on in the two villages. Would be good to see the return of the cinema screenings but not until there is an improvement in sound quality (F)

- Transport and Communications: A speed limit in BA and a one-way system is a very good idea, but whenever it is suggested there is considerable opposition. Reinstatement of the rail link to Tavistock should bring benefits to the Peninsula e.g. less traffic on roads to Tavistock and maybe would open new employment opportunities. (T)
- Faster broadband is definitely needed (C)
- Employment and Economy: More houses would definitely increase the viability of local shops – I believe this is already happening for some of them (EC)
- Environment: I would like to see local renewable energy schemes, e.g. wind turbines, which would operate in the same way as those in parts of France whereby local communities benefit financially each year. Flora – don't cut the verges and hedges until the middle of summer, July or August, allowing the plants to seed. They are a tremendous asset to the Peninsula in spring and early summer both visually and for providing a habitat for lots of wildlife.

02.f

Summary

	No. of comments	%
Environment	6	7.2
Housing	10	12.0
Economy	4	4.8
Transport and Communications	41	49.4
Community	14	16.9
General	1	1.2
TOTALS	83	100

03. **Reports of Survey by Working Group, October 2016: Environment**

'I have never seen so many natural beauties in such a limited spot as I have seen here.' -The artist J.M.W. Turner referring to the Tamar Valley

03.a **Summary**

This report considers the Environment of the Bere Peninsula in terms of its unique geographical and geological history; the resulting development of mining and agricultural/market garden industries and their influence on the built environment and communications. The growth and demise of these industries has left this secluded corner of Devon with a distinctive and special environment that has attracted several significant national and international designations including, e.g. Area of Outstanding Natural Beauty (AONB) and World Heritage Site (WHS). The ecology is briefly described.

While acknowledging and fully supporting the management plans and policies of AONB and WHS, this Neighbourhood Plan makes some key proposals for Community Action on the increasingly important subjects of Energy Conservation and Sustainable Energy.

03.b **Introduction**

03.b.i.01 The Environment is the 'physical envelope' within which we all live. The Bere Peninsula has a well-defined 'skin' that this document will try to describe with details of what nature has gifted us, both the physical and the built legacy that we have inherited and will have to manage. The beauty and special character of the Peninsula is readily visible from the lane near Colliford Farm (OS map reference 466653) with a fine panorama over Bere Ferrers, the confluence of the two great rivers, Tamar and Tavy and against the background of Plymouth and Saltash linked by the two spectacular bridges. The high tide floods a large expanse of saltmarsh and reed beds at the margins of the land and water and the steep wooded valleys that lead down to the rivers. Thirty percent of the County's salt marsh habitat is found in the combined estuary of Tamar, Tavy and Lynher, greatly contributing to the ecological diversity of Devon.

03.b.i.02 The Bere Peninsula may be perceived as a 'forgotten-corner' of Devon. The long, complex evolution has made the Bere Peninsula a particularly distinctive place;

even the name of the striking and singular feature is reflected through its name, 'Bere' derived from a Celtic word meaning 'peninsula' or 'spit of land'. Ferrers derives from the family name of Sir Henry de Ferrers who was chairman of the Domesday Book Commission. Bere Alston's name seems to be from a document in 1339 – Alphameston, derived from the Saxon 'Aelfhelmstun' [Aelfelm's farm] a hamlet of 'Byrfferers'. [ref: P.4 - A History of Bere Ferrers Parish – Rev. A J C Beddow MA]

- 03.b.i.03 The peninsula is rural in character with two sizable communities – Bere Alston and Bere Ferrers. It has a Parish Council that reports to West Devon Borough Council (planning powers for housing, land use etc.) that in turn has Devon County Council [DCC] as the political authority with major powers such as road maintenance. Education is largely the job of DCC. The Devon and Cornwall Police and Devon and Somerset Fire services are dual county authorities. The peninsula is entirely within the parliamentary seat of Torridge and West Devon. Thus inhabitants have the right and privilege to vote to elect Parish, Borough, County, Parliamentary and European representatives (until the UK withdraws from the EU). Health is divided between local surgeries and the use of hospital services mostly at Derriford, Plymouth, some 10/15 miles away. Total population residing in the peninsula is ~3,000. There is one Primary School (founded in 1665 by Sir John Maynard).
- 03.b.i.04 There are two traditional C of E churches, St. Andrew's (13th century) in Bere Ferrers and Holy Trinity (1848) in Bere Alston and a United Reformed church in Bere Alston.
- 03.b.i.05 The area has long been a haunt for artists and travellers (eg artist J.M.W. Turner). Often, visitors were as fascinated by the industrial environment as by the picturesque landscapes. Today, there continues an active community of artists and craftspeople.
- 03.b.i.06 There has long been a relationship with Plymouth through the use of the railway and river as a recreational link. All levels of society were involved, from church outings to 'party fields' and more gentrified romantic tours. The railway and river remain perhaps the best ways to appreciate the Valley. Country sports, mostly controlled by the large estates, have had strong landscape and cultural influences.
- 03.b.i.07 The strong local identity is perhaps most rooted in the traditional land-based industries – farming, forestry and market gardening, mining and traditional salmon fishing. Local celebrations of the environment, such as strawberry and cherry fairs, daffodil and apple days, remain as important links and reminders. This sense of

place remains one of the area's great strengths and one that needs careful stewardship.

03.c

Geology: The Natural Legacy

03.c.i.01

Apart from its relatively narrow northern limits, the parish is mostly bounded by tidal water. This long 'water frontier' has affected the settlement and land use of the Bere Peninsula over many centuries, and is still an important current and future influence, both positively and negatively; such as it contributes greatly to the area's scenic beauty, individuality and insulation from 'overdevelopment', but constrains road communication in most directions. The topography of the Bere Peninsula is also central to its distinctive character, featuring deep, narrow valleys and steep slopes, etched by the encircling Tamar and Tavy rivers and their tributary streams.

03.c.i.02

The evolution of the local physical landscape has taken place over millions of years, although today's landforms were moulded during the geologically recent ice ages. During the last glaciation, conditions were harsh, even though there was no permanent ice-cover this far south. In spring, meltwater from heavy snow cover, especially on Dartmoor, would have rushed over frozen subsoil en-route to the sea that was at a much lower level than today (the mouth of the 'Tamar' was near the Eddystone, 20 miles away and ten miles off shore).

03.c.i.03

Periodically, powerful floodwaters scoured their way down deep, bare valleys. As the climate warmed around 12,000 years ago, the ice retreated globally and sea levels rose. The deepest valleys were drowned by rising sea levels, creating the Tamar and Tavy estuaries and gradually, these drowned valleys were partially filled with sediment washed down from upstream erosion.

03.c.i.04

The Bere Peninsula is composed of 'Upper Devonian' rocks, which are over 360 million years old. Slate-type rocks are especially widespread, forming the stony 'shillet' so familiar on farmlands and in gardens in the peninsula. Since its formation in seas around the Equator, this section of the Earth's crust that became 'Bere' was subjected to millions of years of turbulent change as it drifted north – volcanic activity, mountain-building, erosion, burial by the sea, re-emergence, folding and fracturing and more erosion. The striking meanders of the rivers, such as the big loop around the Hooe Peninsula, were laid-out on an ancient Tamar river floodplain. Later, the land was pushed up when the Alps were being formed, leaving the meanders 'incised' in their valley.

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- 03.c.i.05 All these dramatic earth processes, distant and more recent in time, have left us a splendidly diverse and attractive physical environment and important natural habitats. Such influences as slope, aspect and proximity to the rivers have fostered different vegetation types and land usage. Steep valley-side woodlands, such as those that flank the River Tavy above Lopwell, contrast with salt marshes and reed-beds on the shorelines, or the plateau areas south and east of Bere Alston, which are echoes of past higher sea level. The River Tamar is a major drainage system for much to the South West and forms both the county border between Cornwall and Devon and is the western boundary of the Bere Ferrers Peninsula. Of course, the immediate physical environment cannot be detached from its wider surroundings. At the local scale, part of the appeal of the area as a place to live and visit comes from the views beyond – across the rivers or out to the granite upland horizons of Dartmoor, the Hingston Down-Kit Hill ridge and Bodmin Moor. At the regional scale, the Bere Peninsula is a prize element in the wider far South West, with its contradictory interplay of a magnificent physical environment and relative isolation.
- 03.c.i.06 Its physical environment has influenced the Bere Peninsula in various other ways. The proximity of tidal water, as well as the wider regional setting, ensures a relatively mild climate, so that frost is less of a hazard for agriculture and horticulture. The peninsular status is both a constraint and protection from substantial additional development and population growth, and is arguably an influence on property values. However, the high visual quality and diversity of the landscape and its habitats make the area potentially very attractive as a place to visit and live.
- 03.d **Mining**
- 03.d.i.01 To gauge the level of importance of mining to the whole region, one only has to know that in July 2006, UNESCO [United Nations Educational, Scientific and Cultural Organisation] awarded World Heritage Site [WHS] status to the Cornwall and West Devon Mining Landscape area with Morwellham strategically sited at the centre of the Tamar Valley Mining District which, together with nearby Tavistock, forms the easternmost gateway area to the rest of the World Heritage Site.
- 03.d.i.02 As elsewhere in the Tamar Valley, mineral exploitation has been an important human intervention on the Bere Peninsula, especially the exploitation of its Arsenic, Copper and Lead-Silver ore lodes. Past mining activity has been of fundamental importance in shaping the settlement pattern. Although the mines had closed by
-

the late 1860s, the momentum they gave to Bere Alston has continued; it is the dominant local service centre and site for most additional residential development.

03.e **Silver and Lead**

03.e.i.01 Silver-lead was not found in the central tin and copper mining district, but was to be found only on its fringes. Three principal areas of deposits were exploited, the earliest and most extensive of which was around the village of Bere Ferrers, in the peninsula between the estuaries of the Tamar and Tavy, to the south of the main mineralised district. Mineralisation of several north-south faults included silver-rich deposits of galena (lead ore). Two closely parallel lodes ran up the western side of the peninsula, the eastern of which was the richest at shallow depth, while the western was only rich at greater depth. As the varying depths were above and below river level, the deeper deposits could not be exploited until the introduction of steam pumping machinery in the later 18th and 19th centuries.

03.e.i.02 Although far less influential than mining, stone has long been extracted from the peninsula. Small quarries produced slate (as above Liphill Creek) and resilient volcanic felsite stone was taken from narrow outcrops on Vinegar Hill above Bere Ferrers.

03.e.i.03 The demand for timber in the mines, and as fuel for the smelting/refining processes, meant that woodland was exploited in a wide area around Bere Ferrers.

03.e.i.04 There are considerable and important relics of past industrial activity: the mining legacy is both an attraction, through its role in the development of mining for metallic ores and also a problem by virtue of the heavy metals and contaminated discharges that continue to leach into some of the water courses.

03.f **Heritage Designations**

03.f.i.01 The Tamar Valley AONB (Area of Outstanding Natural Beauty) was designated in 1995 and includes the whole of the Bere Peninsula, which in turn encompasses a section of the Cornwall and West Devon Mining World Heritage Site. The AONB contains 27 scheduled monuments, 645 listed buildings, 4 registered parks and gardens, and 14 conservation areas. 16.5% of the AONB is within the Cornwall and West Devon Mining Landscape World Heritage Site. The Tamar Valley AONB has 11% (1,688 hectares) of nationally designated land as a Site of Special Scientific Interest (SSSI); there are 7 SSSI sites including four European Special Areas of Conservation (SAC). There are also 33 County Wildlife Sites (CWS) (13.3% of the

AONB), and the rivers are designated as the Plymouth Sound and Estuaries Special Area of Conservation (SAC), the Tamar Estuaries Complex Special Protection Area, and Tamar Estuary Marine Conservation Zone (MCZ).

03.g

Biosphere: What Grows, and Where?

03.g.i.01

At low tide, the rivers appear to contain nothing but glorious mud. The accumulated organic debris and invertebrate animals make a rich feeding ground. Gulls are always present, but the statuesque figures of both grey herons and pure white Egrets can be spotted, often at close quarters. Fast, low flying wading birds skim the surface uttering clear piping calls as they pass. The resident redshanks are most frequent during the summer months but they are soon joined by several other species including, by Christmas, elegant avocets and other waders including curlews and plovers. Water drains down many small streams into the rivers, flowing through an almost primeval world of steep-sided valleys and tall thin trees festooned with ivy lianas.

03.g.i.02

The ground becomes increasingly wet underfoot where the valleys end in small creeks colonised with vegetation, including full-sized willows. These eventually seem to get top-heavy, keel over and take root along the branches producing an impenetrable boggy thicket. The valley sides were once used for horticulture and orchards that now lie abandoned; as they have reverted to woodland, deer (mainly roe) have increased and regularly visit gardens on the edges of both villages from dusk to dawn. Two birds that have taken advantage of this altered habitat – the greater spotted woodpecker and the nuthatch are regular accompaniments on any walk or gardening activity.

03.g.i.03

Whilst some fields are dedicated to modern agriculture, typified by a bright green monoculture surrounded by hedges shorn to the minimum and depleted of flora and fauna, enough rough grazing still survives, and skylarks can be seen and heard above the relevant fields accompanied by the mewing call of the buzzard. The ghostly white barn owl may still be seen, though sightings are increasingly rare. From early spring until summer, the roadside verges and hedges produce a riotous succession of flowers - Primroses, Bluebells, Campions culminating in the frothy show of Queen Anne's Lace, Hedge Parsley and in hidden corners, the rare Bastard Balm.

03.g.i.04

Few sights on the Peninsula are more spectacular than the River Tavy in full flow. At Denham Bridge, one can marvel at the sheer force of the water as the debris from well-established trees flows past. For most of its course, the river has carved

out a deep gorge through the relatively softer parts of the underlying rocks to form the characteristic steep-sided valley. In prehistoric times, when Dartmoor was formed by volcanic activity, the surrounding muddy sediments were baked under pressure and changed into the slatey 'metamorphic' rock that is usually referred to as shillet. This rock can be seen all along 'our' stretch of the river, having been scoured clean by the river currents. The gravel bed of the river is largely composed of such fragments. Fortunately, the Denham Woods section of the river has remained relatively undisturbed. A short distance away from the more popular spots, dippers and kingfishers still can be seen. In spring, on the Buckland side of the river a (protected) area of wild daffodils can be seen. Much of the hillside is covered by commercial plantations of conifers with a scattering of the original oak trees. Approaching Lopwell Dam, the river suddenly becomes broader, deeper and quieter, even when in flood. Reeds and willows have colonised this area, providing a welcome freshwater habitat for water-birds. Below the dam, the river merges with the tidal salt-water. This is the haunt of the egret and all the visiting winter migrants. Once again, the kingfisher will put in an appearance, especially on the quay-side at Bere Ferrers.

- 03.g.i.05 The AONB sustains a diversity of wildlife habitats. Wildlife in the estuary is internationally important, especially for wintering waders and wildfowl, mudflats, salt marsh, reed-beds, wet grassland, fen and fringing oak woodland. The rivers support a range of species, including otters and many scarce and endangered fish, such as the Allis Shad, salmonids and eels. Woodland includes large tracts of well-managed coniferous forest and equally large areas of broadleaved woodland, much of it ancient semi-natural, supporting important species including the heath fritillary butterfly and the nightjar. Lowland heathland remains in places. Species-rich hedges are a particular feature, and traditional orchards contain increasingly rare Tamar Valley varieties of apples, cherries and other fruit.
- 03.g.i.06 The dominant landscape structure across much of the AONB results from medieval and post-medieval enclosures. This relatively unspoilt pattern of settlement, lanes, fields, woodland and hedge banks is an outstanding landscape legacy and the combination of workers' housing, chapels, chimneys, engine houses, inclines and associated infrastructure has created a distinctive mining landscape. Evidence of the river's importance can be seen across the landscape by a series of structures, leats, weirs, quays, fords, viaducts, limekilns and bridges. In the first half of the 20th century the Valley's unique market gardening industry supplied many crops, via railway and river, to London and elsewhere, and evidence of this activity is still visible in the landscape today. The River Tamar that was once a major industrial and trading route, busy with waterborne traffic and noise; is now a tranquil place,

valued by visitors and locals alike for its peace and quiet, a silence only punctuated by bird calls.

- 03.g.i.07 Most of the Peninsula is a mix of grass, trees in copses and hedgerows and some ploughed land for root crops. There is a wide range of birds that reflect the mix of hedgerows, marshy land and shoreline habitats. Mammalian wildlife includes badger, deer, fox, rabbits and rodents. The occasional snake and amphibians can be seen.

03.h **Land Use**

- 03.h.i.01 This diverse landscape is defined and shaped by the rivers Tamar and Tavy and by the human activity focused around them. Although for centuries the River Tamar has marked the Celtic border between Cornwall and England, for much longer the rivers have united the area, enabling commerce, powering industry, transporting goods and providing food. The human imprint upon the area contributes to its sense of place; all around today's tranquil valleys, is evidence of episodes of huge historical landscape change. Industrialisation, mining and market gardening form a unique parallel story within the rolling pastoral landscape. These historical legacies have become intermingled within extensive woodland, mostly on the steep valley sides.

- 03.h.i.02 Still retained within the formed countryside are medieval structures such as small fields, high hedge-banks, deep narrow lanes, small farmsteads, great estates and remarkable 15th century stone bridges. The survival of these features on this scale is rare and we must be vigilant to avoid future loss.
Farmland: 67% of the AONB is farmed.
Woodland: 3,668 hectares, 20.2% (above the regional average)
Public rights of way: 127 km

- 03.h.i.03 Like much of Britain, the environment of the Bere Peninsula has been altered by thousands of years of human activity; it is an intimate blend of 'nature' and people. Although the inter-tidal zone in the rivers, marshes and some of the woodland is 'semi-natural'; most of the landscape has been managed and adapted to human needs, especially through farming and mining.

- 03.h.i.04 The dominant land use in terms of area has long been pasture and livestock rearing, although arable production also has a long history on the Peninsula. Generally, the soils are relatively acid, rather stony and thin. As farm production became more intensive, as with the expansion of horticulture in the 19th century, it

became essential to boost soil fertility with lime [from local lime-kilns], manures and other fertilisers – an intervention in the ‘natural’ environment” that continues. The majority of the farms are of modest acreage. The farmland is generally undulating and not particularly amenable to mechanised-agricultural techniques.

03.h.i.05 Centuries of land management have altered the landscape in other ways, adding to the range of habitats, including the miles of hedgerows, woodland and rough pasture. The interface between land and water, so characteristic of ‘Bere’ has also been changed in places: for example, short creeks leading from the estuaries have been dammed (as at Bere Ferrers), quays built (as at Hole’s Hole and Weir Quay), while the railway viaduct over the Tavy and Denham Bridge have moderated, but not overwhelmed our peninsular status. The shoreline is largely undeveloped, the boatyard and hard at Weir Quay is the most prominent and there is a small quay and slipway at Bere Ferrers.

03.h.i.06 The land usage of farming, housing and woodland with crops from the peninsula include early flowers, especially daffodils and summer fruits, especially apples for eating and cider production and dairy products. Records from 1796 show that market garden crops included cherries, pears, strawberries and walnuts. Plum orchards led to the opening of a jam factory at Weir Quay. Around 1890 onwards, daffodils and the soft fruits were sent in large quantities to the London market.

03.i **The Built Environment**

03.i.i **Housing**

Bere Alston gained importance as the hilltop service centre for the nearby medieval silver industry. Bere Ferrers had a quay giving access to the Tamar Estuary for fishing, maritime transport and smuggling! Details on Housing are published elsewhere in this Neighbourhood Plan. The housing stock has a high percentage of older dwellings, many of which fall under the categories of ‘hard to heat’ that leads to Fuel Poverty for its householders. Fuel Poverty is a social blight with many negative effects such as poor health, social isolation and depression. It is environmentally harmful and some amelioration measures are addressed below.

03.i.ii **Railway**

The great Victorian railway-rush reached the peninsula in the late 1800’s with a line created to serve all the areas along the Tamar, the Peninsula and up to Calstock and into east Cornwall. The London and SW Railway (LSWR) was opened in June 1890 after three years of construction. The route went through Tavistock and Okehampton and on to London. The route from Calstock via Bere Alston to

Plymouth remains a speedy alternative for commuters who wish to avoid the A386 from Tavistock to Plymouth. The line from Bere Alston to Tavistock was closed in 1968 but now pre-restoration work is in progress to reopen it. Campaigners are seeking the full re-opening to Okehampton and on to Exeter as the alternative 'inland' route out of the South West.

03.i.iii Roads

The peninsula is a 'dead-end' with only one 'B' road connecting it to the rest of Britain. A secondary minor route, that reduces the distance from Bere Alston to Plymouth by about 8.5 miles, crosses the River Tavy at Denham Bridge. Unlike the B3257, the Denham Bridge Road is both very narrow and steep in many places within the Parish and beyond the river towards Plymouth, yet its daily load exceeds 1,000 transits. The B3257 is a full two-carriage road and carries ~2,000 transits daily. All other roads within the Peninsula are of a similar profile to the Denham Bridge Road, so the presence of a farm vehicle or delivery lorry can be very disruptive.

03.i.iv Pollution and climate change issues

Our engagement with the 'physical environment' is now global. We depend on a vast array of distant resources that are extracted from land and sea, processed and transported into the Peninsula. All these materials are consumed and may become 'waste' to be disposed via properly managed sites or into the surrounding waters and atmosphere. Air-quality within the peninsula is not compromised as there are few industrial emissions within or 'up-wind' of the Peninsula. The two rivers are vulnerable to natural detritus and manufactured waste being washed ashore along with waste washing down from areas upstream and beyond the Parish.

Farming practices are not closely monitored but as there is little high-intensity agriculture on the Peninsula, excess nitrates etc. do not seem to be a problem. Land dumping and casual fly-tipping does not appear to be a major issue [ref: BF Parish Council] but litter from motorists is visually significant, especially on the roads in and out of the area. A litter removal campaign started in June 2016 to tackle the removal of litter and dog-faeces from the streets and roadsides across the Parish.

03.i.v What are the community's views regarding the environment?

The Community Questionnaire of October 2013 produced the following answers to questions on the Environment with a response rate of 90% or greater in each case:

- Walking is the greatest use made of the local environment (90% of respondents)

- 50% (of respondents) would probably participate in environmental projects
- 55% believe renewable energy projects should be encouraged
- 59% consider that more should be done to encourage wildlife habitats
- 43% think more should be done to preserve, enhance and promote the area's heritage

03.i.vi **How can we harness at least some of this apparent enthusiasm?**

AONB policies and management initiatives work to promote wildlife and habitat projects and heritage issues attract commercial interests. It is therefore suggested that our Neighbourhood Plan should concentrate on increasing awareness of ENERGY issues in the community by promoting the following ideas and possible actions.

03.i.vii **A move to low carbon?**

Climate change, energy security and fuel poverty are global and national priorities but their effects are felt most acutely at the local level, and this is from where some of the most innovative and powerful solutions have come. The Paris Agreement [2015] on climate change saw an unprecedented consensus from 185 countries around the Globe on the need to take action. The agreement commits Nations to keep global average temperatures 'well below 2°C above pre-industrial levels and to pursue efforts to limit the temperature increase to 1.5°C'.

Nationally, the UK has committed to generating 30% of its electricity from renewable sources by 2020 [currently 25% - 2016] and to cutting greenhouse gas emissions by 50% from 1990 levels by 2025, increasing to 80% by 2050. These targets seek to avoid a global average temperature increase considered to be dangerous. The UK Committee on Climate Change states that whilst 'analysis does not point to one specific danger point as temperatures rise, it does suggest a range of increasingly harmful effects and increased probabilities of irreversible losses'.

03.i.vii.01 **Expected climate change in the south west by 2050**

Temperature: Annual warming of 1.0 to 2.5°C with greater warming in summer/autumn than in winter/spring. On a daily basis, there may be greater night-time than day-time warming in winter; and the reverse in summer.

Rainfall: Annual rainfall may decrease by up to 15%, with a greater contrast between summer (15 to 30% drier) and winter (5 to 15% wetter). Winter and spring rainfall may become more variable and snowfall may decrease significantly.

Summers as dry as 1995 (37% drier than average) are expected to be more common.

Extreme weather events: Winter depressions are expected to become more frequent and deeper, with high winds and heavy rainfall more common, leading to more severe flood damage. In summer, extreme rainstorms are expected to decrease in number but be greater in intensity.

The new EU Environmental Policy 29 for the period to 2020 sets priorities which will affect UK government policies and funding priorities. These are:

- To protect, conserve and enhance the natural environment
- To move towards a resource-efficient, green, and competitive low-carbon economy
- To safeguard citizens from environment-related pressures and risks to health and wellbeing.

03.i.viii

Renewable options

Renewable energy sources are seen as a priority for governments across Europe, with the UK committed to reducing carbon emissions by 80% by 2050. Local planning authorities should promote appropriate renewable energy schemes, but in nationally designated areas they must be compatible with the purposes of the designation. The AONB will develop policies to support the provision of renewable energy technologies and ensure that these are appropriate in nature, scale and siting in line with the protected landscape status. Technologies that are growing in the region include wood-fuel, local micro-generation from wind, solar, water, geothermal, heat exchange and anaerobic digesters. Through the Cordiale project the potential to harvest timber, in particular from hedges for wood-fuel heating is being explored and guidance for best practice being developed so that we maintain the wooded landscape character of the AONB whilst sustaining the natural and cultural heritage.

Previously, Government incentives to encourage investment in renewable energy generating capacity, has led to an increase in the number of proposals for industrial-scale wind and solar energy facilities. These incentives have undergone substantial reduction since 2015. There are a number of local initiatives to promote renewable energy installations including Tamar Energy Community, allied to the Transition Tavistock movement. The Government has set a target to deliver 30% of the UK's energy consumption from renewable sources by 2020 (this is a legal obligation, and stems from a Europe-wide 20% target). UK Renewables share of electricity generation was 23.5 per cent in 2015 Q3, up 5.9 percentage points on

the share in 2014 Q3. Apart from a few private installations of PV solar panels and the commercial hydro schemes at Lopwell (Tavy) and Morwellham (Tamar), there are no renewable energy systems within the peninsula. Responses to the Community Plan Survey of October 2013 indicated 55% support for encouraging renewable energy projects. However, since that time subsidies for renewable energy have shrunk so that initiatives have now to be largely self-funded.

03.i.ix

Exploring renewable energy: Proposals for Action

To date, many Neighbourhood Plans have limited their consideration of energy to a question of whether or not residents support wind turbines or large solar farms. There are many different ways for our community to benefit from renewable energy. To encourage active engagement about energy, Our Neighbourhood Plan should lead the broader community, by seeking answers to these questions:

- What opportunities are there for renewable electricity generation within the area?
- What opportunities are there for renewable heat generation in the area?
- How do households and businesses feel about energy costs? Are rising energy bills a problem?
- Would the Community support energy schemes, which are owned by and benefit them?
- How might any revenue from community-owned renewable energy projects make households and businesses less vulnerable to rising fuel costs, for example through energy efficiency schemes?
- Could such income be used to improve local services and build long term community resilience?
- Are there key local facilities and/or services missing or threatened with closure in our community that could be re-opened or supported by such schemes (e.g. libraries, pubs, the village shop, a community bus service)?
- Would there be support for commercial renewable energy developments, or joint ventures with commercial renewable energy companies?

Increasingly 'smart' measures, such as matching energy supply with demand and energy storage will become available. Does the community want to encourage these technologies to help tackle the cost of energy?

Homes and non-domestic buildings in our villages are, on average, less energy efficient than the national average, resulting in energy bills up to £400 above the average UK household, creating higher than average CO2 emissions. For some residents, paying their monthly energy bills is a struggle – 13% of village households are classified as being in fuel poverty (total energy bills exceeding 10%

of income) and is higher than the regional average. High energy costs are also an increasing pressure on our local businesses.

Annual fuel bills could be reduced by an average of £150-300 for each property using a few simple energy efficiency measures, such as cavity wall and loft insulation. The Government has an ambitious target of reducing the UK's CO₂ emissions by 80% by 2050, and the National Planning Policy Framework says that 'local planning authorities should...actively support energy efficiency improvements to existing buildings'. We have a responsibility to contribute towards meeting the national target for carbon dioxide reduction and increasing the energy efficiency of our existing buildings has to be central to this aim.

03.i.x

Proposed Community Actions

Within our plan, we can include the following objectives, actions or initiatives that our Community is keen to pursue but which are not planning issues – so these are statements of intent for what our Community wishes to do, or would like to see happen (but are clearly labelled as non-planning issues).

Set up a local Energy Group of volunteers to seek answers to the questions detailed above. If responses are supportive, develop and write an appropriate Sustainable Energy Plan for the community. This might incorporate:

- 'Passive' measures to conserve energy. An Energy Plan would be an opportunity both to plan for upgrading the energy performance of existing housing stock as well as encouraging new development to meet higher levels of energy performance - even aspiring to carbon neutrality. This could include the integration of on-site renewable energy, the use of local and environmentally-sound materials, or simply a requirement for all new buildings to achieve higher ratings in their Energy Performance Certificates than those stipulated in building regulations.
- Setting up a community owned renewable energy project or,
- Setting up a local renewable energy company. Whilst still something of a new phenomenon, there are a growing number of communities setting up community renewable energy companies – as more formal entities that can drive forward project ideas and deliver renewable energy projects at scale.
- Support, resources and some funding to enable community groups to embark on such projects are available, e.g. PlanLoCaL3 www.planlocal.org.uk, Urban Community Energy Fund (UCEF) and Rural Community Energy Fund (RCEF) www.bit.ly/1gJdKq4. Community groups can apply to these funds for grants and loans to fund the feasibility and development work for their own renewable energy projects.

04. **Reports of Survey by Working Group, October 2016: Housing Provision**

04.a **Purpose**

The purpose of this Report of Survey on Housing Provision is to explain the approach taken by the Bere Peninsula Neighbourhood Plan (NP) in assessing how the area's key features will influence its long term development, with particular reference to how many new homes will be needed to accommodate the area's likely population needs 2011-31, and how these new homes can best be accommodated in the most sustainable way.

04.a.i.01 In carrying out this assessment the NP team has taken into account the National Planning Policy Framework (NPPF), the current West Devon Local Development Framework Core Strategy 2006-26, the emerging West Devon 'Our Plan' covering the period 2011-31 and its supporting evidence base, the Tamar Valley AONB Management Plan 2014-19, The Cornwall and West Devon Mining Landscape World Heritage Site Management Plan 2013-18, as well as conducting Neighbourhood Plan surveys, site assessments and site meetings with the land owners or their agents to consider the most sustainable opportunities for housing development.

04.a.i.02 This report will form an important evidence base document supporting the Neighbourhood Plan's allocation of Suitable, Available and Achievable housing sites to meet local needs.

04.a.i.03 The following sections set out Planning Policy Considerations, Community Views, The Housing Requirement, Considering Sites for Development, Consideration of Alternatives, Conclusions.

04.b **Planning Policy Considerations**

04.b.i **Background**

Much of the Bere Peninsula, outside of the villages of Bere Alston and Bere Ferrers, remains open countryside. The area as a whole has a particularly special and sensitive environment and looks to Tavistock as its main service provider, with Plymouth acting as the main centre for the wider sub-region. The villages themselves have experienced considerable expansion, particularly Bere Alston the largest and most accessible settlement on the peninsula and the only centre that provides a range of shops and services to meet local needs.

- 04.b.i.01 In terms of the form of development, the vast majority of housing is 'traditional' in nature – low-rise dwellings, mostly detached or semi-detached with some significant areas of terraced housing, particularly in Bere Alston.
- 04.b.i.02 Access by road is good between the Peninsula and Tavistock, as well as by train between the Peninsula and Plymouth city centre. Conversely, the road connection to Plymouth is very poor, whilst the train line to Tavistock is still not reconnected, (although progress has been made with the Callington Road development in Tavistock which brings the Tavistock to Bere Alston rail connection a step nearer). With regards to pedestrian movement, at Bere Ferrers there are virtually no pavements at all, and at Bere Alston pavements occur sporadically, located only to the more central parts of the village and the newer areas of housing.
- 04.b.ii **National Planning Policy**
The NP has to be in compliance with the National Planning Policy Framework 2012, at the heart of which is a presumption in favour of promoting sustainable development (para.14 refers). This means the NP should:
- Positively seek opportunities to meet the development needs of its area, with sufficient flexibility to adapt to rapid change, unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits
 - Take into account specific national policies that indicate where development should be restricted.
- 04.b.ii.01 Within this context, the following considerations are particularly relevant:
- The Peninsula falls within the Tamar Valley AONB and includes part of the Tamar Valley World Heritage Site, the purpose and key features of which are explained in the Environment Report of Survey. A key consideration is that the NPPF (para. 115-116) requires that: Great weight should be given to conserving the area's landscape and scenic beauty, as well as its wildlife and cultural heritage. This means that planning permission should be refused for major developments, except in exceptional circumstances and where it can be demonstrated they are in the public interest.
- 04.b.ii.02 These National Policies are further explained in a supporting document, Planning Practice Guidance. This confirms that:
- While AONB management plans do not form part of the statutory development plan, none the less they contribute to setting the strategic context for development by providing evidence and principles, which should be taken into

account in the local planning authorities' Local Plans and any neighbourhood plans in these areas.

- World Heritage Sites are defined as designated heritage assets. Their Outstanding Universal Value, which derives not only from its physical presence, but also from its setting and cultural heritage, is considered of the highest significance and has to be taken into account by the relevant authorities in plan-making, determining planning and related consents, as well as by the Secretary of State in determining such cases on appeal or following call-in.

04.b.ii.03 Parts of the Peninsula are also protected under the more recent UNESCO designation as a World Heritage Site, the purpose and key features of which are explained in the Environment Report of Survey. In essence, this designation reflects the international significance of the mining history of the Tamar Valley area, and means that in addition to the designated areas, its immediate setting together with important views and other areas or attributes that are functionally important, should be protected.

04.b.iii Local Planning Policy

The NP is also required to be in compliance with the local Development Plan, which is currently the Local Development Framework Core Strategy, as well as having regard to the emerging West Devon 'Our Plan', and the Tamar Valley AONB and WHS Management Plans. Promoting sustainable development lies at the heart of these plans.

04.b.iv Core Strategy 2006-26

Strategic Objective 3 of the Core Strategy states that an overarching aim is to 'Locate the majority of new homes and employment opportunities in places that are well served by essential services, facilities and sustainable transport links'.

04.b.iv.01 Strategic Policy 1(i) requires the protection of natural and man-made landscapes with particular reference to the Tamar Valley AONB and World Heritage site.

04.b.iv.02 Strategic Policy 5 confirms that new development will be concentrated in the main towns of Okehampton and Tavistock, and that limited development in the Local Centres (including Bere Alston) and Villages may be permitted where it is demonstrated that it will contribute to wider sustainability benefits for the area. Development in the countryside will be strictly controlled and housing only permitted where there is a clear essential agricultural, horticultural or forestry need.

04.b.v	<p>'Our Plan' 2011-31</p> <p>These essential requirements are echoed in the emerging 'Our Plan', which reaches a similar conclusion through Policy OP1, OP2, OP3 and more specifically in Policy OP4 that states that:</p> <ul style="list-style-type: none">• The majority of new development will be focused in Okehampton and Tavistock• Small to medium scale development (e.g. 15-100 homes) will be supported in the Local Centres and Main Villages)• Very small scale development (e.g. less than 15 homes) in smaller villages, hamlets and the open countryside will be supported in exceptional circumstances where there is a proven local need or where it can be demonstrated that it brings significant benefits to the wider community.
04.b.v.01	<p>The minimum planned requirement for Bere Alston is set out in Policy OP5, Table 2 of Our Plan, requiring the provision of a total of 86 homes over the period 2011-31, with 36 of these homes being existing commitments and a further 50 new homes to be allocated through the Neighbourhood Plan process. Policy OP20 provides further guidance on managing development in our main towns, local centres and main villages, and Policy OP21 provides further guidance on managing development in smaller villages, hamlets and the open countryside.</p>
04.b.v.02	<p>It is also noted in paragraph 5.26 of 'Our Plan' that while Bere Alston is named as a Local Centre, it is only expected to provide a supporting role to Tavistock by supplying more locally accessible basic services for the outlying smaller rural communities, and that most of Bere Alston's services are not sufficient to support regular activities, such as commuter patterns.</p>
04.b.v.03	<p>Parts of the Bere Peninsula are also designated within the Cornwall and West Devon Mining Landscape World Heritage site. Policy OP45 states the need to conserve and enhance the outstanding universal value of these assets, recognising their strategically significant contribution to the local character and distinctiveness of the area.</p>
04.b.vi	<p>Conservation Areas</p> <p>Much of the central historic parts of Bere Alston and Bere Ferrers have been designated as Conservation Areas. There are examples of period buildings from the 19th, 18th and even 17th centuries to be found around the Bere Peninsula, mostly reflecting its agricultural and mining history, but also including fine examples of Georgian and even Restoration architecture, which needs to be</p>

protected. Policy OP45 requires any development to respond positively and creatively to conserve and enhance these historical assets.

04.b.vii **Tamar Valley AONB Management Plan 2014-19**

The Bere Peninsula falls within the Tamar Valley AONB area and, in order to achieve a balance between sustaining the landscape character and ensuring a vibrant, living countryside, the Management Plan, (together with its Landscape Character Assessment), provides procedures and technical information to enable an objective assessment of the potential impact of development on the natural beauty and special qualities of the AONB.

- 04.b.vii.01 Some of the key questions that need to be considered are whether the proposed development would impact on the:
- Significant views up and down the River Tamar
 - Extensive ancient and mixed broadleaved and coniferous woodlands
 - Improved grassland and pasture on lower lying areas
 - Pockets of arable or horticultural land on the higher valley edges
 - Variety of field boundaries
 - Numerous features associated with mining and industry
 - County Wildlife Sites on the valley side, floor and wetlands
 - Built environment with its combination of stone, slate hanging and pastel coloured render or painted buildings
 - Enclosed and sunken paths and lanes which give the Bere Peninsula a particular feeling of remoteness and an unchanged landscape (due to the restricted road communications, as well as the tranquillity and dark skies away from Plymouth).
- 04.b.vii.02 To ensure a positive approach to both the need for development, while ensuring that 'great weight' is given to conserving and enhancing the special qualities of the AONB, the Management Plan expects sustainable development proposals to meet one or more of the following criteria:
- Demonstrates that it conserves or enhances the natural beauty of the special qualities of the AONB
 - Meets the economic and social needs of local communities while conserving and enhancing the AONB landscape
 - Meets the demand for recreational opportunities within the AONB whilst accounting for the natural beauty of the AONB and the needs of agriculture, forestry and other uses.
- 04.b.vii.03 The Management Plan also recognises that if, as paragraph 116 of the NPPF states, 'Planning Permission should be refused for major development in these
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designated areas (AONBs) except in exceptional circumstances and where it can be demonstrated they are in the public interest...’, there is a question as to what constitutes ‘major development’.

04.b.vii.04

It is generally accepted that the definition of 'major development' varies according to the scale, location and type of development proposed and therefore a 'blanket definition' is not possible or appropriate. The Management Plan, however, provides the following key indicators to help judge whether a development is likely to be 'major' in its effect on the landscape quality of the AONB. These are:

- Where the scale of development is likely to have a detrimental visual impact that harms the scenic quality of the AONB, either within the AONB or in its setting
- Where the location of development would erode the special qualities and features of the AONB
- Where the type of development is not directly compatible with its surroundings; and /or where the development would conflict with the economic and social needs of local communities and the AONB's guiding principles of sustainable development.

04.b.vii.05

If the proposed development has the potential to generate any of the above, the Management Plan considers that (reflecting the tests set out para 116 of the NPPF) any ‘major’ development should be judged against the following criteria:

- ‘The need for the development, including in terms of any national considerations, and the impact of permitting it, or refusing it, upon the local economy’. (This would require such a proposal to be supported by an objective statement of need.)
- ‘The cost of, and scope for, developing elsewhere outside the designated area, or meeting the need for it in some other way’. (This would require such a proposal to be supported by evidence concerning the consideration of alternatives.)
- ‘Any detrimental effect on the environment, the landscape and recreational opportunities, and the extent to which that could be moderated’. (Again this would require the submission of supporting evidence as to how this could be achieved.)

04.b.viii

The Cornwall and West Devon Mining Landscape World Heritage Site

The landscapes of Cornwall and West Devon were radically reshaped during the eighteenth and nineteenth centuries by deep mining for predominantly copper and tin. The remains of mines, engine houses, smallholdings, ports harbours,

canals, railways, tram roads and allied industries, along with new towns and villages reflect an extended period of industrial expansion and prolific innovation.

- 04.b.viii.01 The World Heritage Site encompasses these historically important mining landscapes where significant industrial and social impacts occurred. 'The substantial remains within the Site are a prominent reminder of the contribution Cornwall and West Devon made to the industrial revolution in Britain and to the fundamental influence the area asserted on the development of mining globally.'
- 04.b.viii.02 The Tamar Valley Mining District (Area 10), comprises both the valley and upland setting for tin, copper, silver-lead and arsenic mining, ore processing and smelting. The boundary has been drawn to contain all the principal mines in the upland area from west to east, and in the valley setting from north to south (including the Bere silver mines in the south), as well as the mining quays, villages and mineral railway network.
- 04.b.viii.03 The UK Government protects WHS through both Listed Buildings and Conservation Area designations, as well as through the Spatial Planning System. The WHS Management Plan provides a framework 'to ensure that the internationally significant designated mining heritage assets are protected, conserved, presented and transmitted to future generations, in line with the obligations set out in the UNESCO Convention for the Protection of World Cultural and Natural Heritage (1972)'. 'The Plan encompasses both the substantial physical assets and landscapes that make up the Site, together with the cultural traditions that created them, as elements of its Outstanding Universal Value (OUV).' It provides a wide range of Policies designed to protect, conserve and enhance the Site and its setting.
- 04.b.viii.04 To assist in applying these policies a Supplementary Planning Document is being produced which explains how the planning system will assess any development proposals which might impact on the WHS assets by considering:
- What heritage assets are at risk of being harmed by the proposed development;
 - How that harm might be caused; and
 - Opportunities to prevent this harm happening.
- 04.b.ix **Implications for future housing provision**
The above planning policy considerations will have a very significant impact on the amount, location and form of future development within the Bere Peninsula. The basic requirement is to balance the particularly special and sensitive environment of the Bere Peninsula, (with its AONB /WHS /SSSI and Conservation Area

designations), against the need for sufficient homes to meet the area's local needs. Any approach to planning the long term sustainable future for the Peninsula will therefore need to be based on an understanding of how the peninsula's communities work, both individually, collectively as well as within the wider borough and sub-regional context.

04.b.ix.01

In considering future levels of change and the most sustainable locations for development, the following principles of promoting sustainable development apply:

- Because of the peninsula's relative isolation and particularly high environmental quality, development should be limited to meeting local needs only and should not be contributing to meeting West Devon's wider, overall future growth. Development on the peninsula should be focused on meeting local needs only. Note: 'Our Plan' states Bere Alston's minimum planned requirement is 86 homes over the period 2011-31.
- Because Bere Alston, (a designated Local Centre), is the only village in the peninsula that provides locally accessible basic services and facilities, any new development should primarily be located on 'allocated sites' in or around the village, in as close proximity to its services and facilities as possible. Development in the peninsula should primarily be focused on Bere Alston.
- Even if the Peninsula's needs can be fully met at Bere Alston, this cannot preclude any development in the rest of the area. However, any such development should be limited to meeting specifically identified local needs and would be most appropriately provided through the 'windfall' process (Policies OP 20 and 21 of 'Our Plan' refer). Development outside Bere Alston should be considered through the 'windfall' process.

04.b.ix.02

In considering which sites to 'allocate' at Bere Alston to meet the Peninsula's needs, as well as defining how they should be developed, there is a clear presumption that:

- Brownfield sites, both within and outside the existing built area, should be considered first.
- As brownfield sites are very limited, however, any future development will of necessity be on the edge of the village. As the whole of the Bere Alston area is constrained by AONB or WHS or Conservation Area designations, those sites where development best supports the key aims of these designations, or where the impact on these designations can be most effectively minimised, will be considered first.

- Sites on the edge of the village should also be well related to and provide safe access to the centre, bound on at least one side by existing development supporting containment of the village without unnecessary sprawl into the countryside, and ideally make a positive contribution to improving the edge of the village in that location. The connection between transport/pedestrian movements and housing will be an important consideration.
- Any new development needs to be accommodated within the existing infrastructure, or any necessary improvements funded through planning obligations.
- The development will be of an appropriate size, type and tenure to meet locally identified need.

04.c **Community Views**

In order to understand the community's views about their area a questionnaire survey was undertaken in Sept/Oct 2013, and updated through a further consultation in Oct 2014. The following is a brief synopsis of the key results from the Community Plan Questionnaire.

- 04.c.i.01 Question E1: 15% of respondents stated that their housing needs would not be met within the next 15 years by their current accommodation. This figure represents over 84 households of the responses. If this is representative of the entire community, it is possible that the overall figure could be higher, although it may also be that a number of respondents may not be in a position to afford their desired level of accommodation.
- 04.c.i.02 Question E2: Residents who expressed specific housing needs listed the following (in order of importance); Sheltered housing for the elderly (owner occupied); affordable housing (to rent); homes adapted for disability; affordable housing (shared ownership); 2 bedrooms; sheltered housing for the elderly (to rent); 4 bedrooms; 3 bedrooms; 1 bedroom and; 'other'.
- 04.c.i.03 Question E3: The vast majority of respondents expressed a preference towards smaller developments, with a large amount of support for small self-build projects for local residents. There was also a very strong voice against any development at all. However, the main preference expressed was for 1 – 4 home self-build plots within or on the edges of the villages, followed by 10 – 20 home sites on the village edge. A very small number of respondents supported the suggestion of sites of 20 – 50 units on the village edge. There were also a number of write-in entries expressing a desire for the use of infill and brownfield sites where possible to limit the sprawl of housing.

04.c.i.04	Question E4: Respondents rated the various architectural design features in the following order of importance; Low energy design; Homes with private garden space; Green space around developments; Traditional (and local) style; Communal play areas for children and; Contemporary and 21st century style. This last category attracted just less than 5% support on an 'importance' rating, whilst the other categories attracted significantly higher support, (in each case at least 40% rating +).
04.c.i.05	Question E5: 83% (530 respondents) are satisfied with their current housing situation. However, 13% of all respondents felt that their current housing situation was deficient (84 respondents). Amongst those houses deemed to be deficient, the main issues in order of concern are as follows; need more bedrooms; need for more or better parking; require accommodation all on one level; need a larger garden; 'other'; require workshop space; require smaller garden and; require fewer bedrooms.
04.c.i.06	Question E6: 5% of respondents would benefit from advice on improving insulation and/or the energy efficiency of their home.
04.c.i.07	Question E7: 4% of respondents were interested in letting out a room. 1% were interested in renting a room for themselves.
04.c.i.08	Question E8: 55% of respondents supported the idea of self-build homes for and managed by local people. 10% of respondents were not supportive of the idea and 30% did not know. This relatively high level of support came despite the fact that only 10% of respondents would be interested in such a scheme for themselves, however this still equates to 117 people who wish to take part in such a scheme.
04.c.ii	<p>Implications for future housing provision</p> <p>The above community views will play an important role in shaping the amount, location, type and form of development that should be promoted through the NP. They provide support for:</p> <ul style="list-style-type: none">• Limiting the amount of development within the Peninsula to meeting local needs. Note: the survey highlighted that some 84 household were in need which helps confirm the minimum planned requirement of 'Our Plan' for 86 new homes.• Looking to meet that need through appropriate infill development within the village, but recognising that development will also need to be on the edge of the village.

- Limiting the impact of development, by promoting smaller sized developments, (preferably up to 20 homes on one site).
- Ensuring property sizes meet local needs (RIBA, 'Case for Space' refers). This means properties should provide sufficient space to meet basic lifestyle needs, and where appropriate include reasonably sized gardens with suitable planting schemes and sensitive boundary treatment.
- Ensuring any new development is in keeping, of a high quality, inclusive and safe. New development should complement adjacent properties, be at a density that is in keeping with the current village density of some 30 dwellings per hectare, and make a positive visual impact providing a meaningful contribution to the area and its residents. The survey indicated a preference for traditional design reflecting local distinctiveness, particular in key areas such as the conservation area or in prominent locations. Roofscape design, along with car parking, should also be considered to avoid adverse visual impact. Spaces between and in front of properties and communal play areas (in larger developments) were considered as having an important role to play in assimilating new development into the village.
- Ensuring an emphasis on housing with low energy consumption. Properties should benefit from solar gain with an emphasis on south facing, high levels of insulation, draught-proofing and in some cases micro-generation, as well as including water efficiency devices where appropriate.
- Wherever possible, new development should aim to improve pedestrian access to the centre. Safe access for young children to the school and play areas is seen as a priority.

04.d

Housing Requirement

The NP has to allocate sufficient land to meet the Development Plan's minimum planned requirement, although it can identify additional land if justified. West Devon Borough Council defines the minimum planned requirement for the Bere Ferrers Peninsula through their adopted LDF Core Strategy, although the emerging review 'Our Plan' is also a material consideration.

04.d.i.01

The Core Strategy concludes in Strategic Policy 5 that new development will be concentrated in the main towns of Okehampton and Tavistock. However it also recognises that some limited development, a total of some 430 new homes (over the period 2006-26), may be permitted in the four Local Centres (Hatherleigh,

North Tawton, Lifton and Bere Alston), as well as in the surrounding villages, where it is demonstrated that it will contribute to the wider sustainability benefits of the area. As to development in the countryside, the Core Strategy states that this will be strictly controlled and housing only permitted where there is a clear essential agricultural, horticultural or forestry need. The Core Strategy concludes that the future level of development in the surrounding communities will be determined in consultation with the relevant communities - a process which 'Our Plan' is now taking forward through the Neighbourhood Plan process.

- 04.d.i.02 In reviewing the Core Strategy through 'Our Plan', the Council has considered a number of alternative scenarios for estimating population change and based their final assessment of the 'objectively assessed housing need' on 'demographic trend-based projections' - which reflects both population change (births, deaths, net migration and household change), as well as an estimate of the area's likely economic fortunes.
- 04.d.i.03 In the case of the Bere Peninsula, 'Our Plan' designates Bere Alston as a 'Local Centre' with a minimum planned housing requirement for 86 new homes to be built between 2011-31. (This means providing just over 4 dwellings per annum.) Of this total, 36 new homes have already been granted planning permission (covering the period 2011-16), leaving a further 30 new homes to be provided between 2016-21, and 20 new homes to be provided between 2021-31. (ie an additional 50 new homes have to be allocated at Bere Alston during the period 2016-31 through the Neighbourhood Plan process.)
- 04.d.i.04 In addition to this 'minimum' planned requirement, West Devon have also calculated that the windfall allowance, (i.e. development arising on sites not allocated through 'Our Plan'), for the borough as a whole is 960 new homes. By definition, however, these windfalls in the rural areas can realistically only come forward in response to specifically identified local needs which are over and beyond the needs being met through the 'Allocations' process.
- 04.d.i.05 In terms of confirming WD's assessment that 86 new homes are needed 2011-31 to meet the area's local needs, it should firstly be noted that this estimates closely relates to the local need identified through the community questionnaire (section 3 above) - that some 84 households felt that their present accommodation would not meet their needs in the future.
- 04.d.i.06 Further confirmation of WD's estimate of local need comes from the fact that some 80 applicants are currently registered with Devon Home Choice as having a local
-

housing need. These applicants can be categorised both by band (degree of need), as well as by bedroom need, as follows:

Bere Alston

Bedroom need	Band B	Band C	Band D	Band E	Grand Total
1	5	3	12	21	41
2	4		2	16	22
3		2	1	7	10
4				2	2
Grand Total	9	5	15	46	75

Bere Ferrers

Bedroom need	Band B	Band D	Grand Total
1	1	3	4
2	1		1
Grand Total	2	3	5

*Priority Bands Definitions: B – High Need, C – Medium Need, D – Low Need, E – No AH Need
Information from Devon Home Choice*

- 04.d.i.07 These figures indicate that in order to meet local needs:
- a range of housing types should be provided, (with some 56% being 1 bedroom, 29% 2 bedroom, 12% 3 bedroom, and 3% being 4 bedroom - although it is recognised that it is unlikely to be economic for a developer to build such a large number of single bed units).
 - WD's current Affordable Housing requirement, (Core Strategy Strategic Policy 9) which requires 40% of dwellings on sites of 10 or more to be affordable, (Our Plan Policy OP31 requires the provision of 30% Affordable Homes), would provide for those identified in Bands B to D as being in need.

- 04.d.i.08 Note: WDBC subsequently reviewed 'Our Plan' in the light of concerns raised, and revised the end date for the plan from 2031 to 2034, as well as a revised windfall allowance, along with incorporating the findings from new evidence based studies conducted jointly with the surrounding authorities.

04.d.i.09 Although the WD's 'Our Plan' has stated that the NP must make provision for a minimum of 50 new homes by 2034, (in addition to the 36 already with planning permission), this is a minimum target rather than a maximum. To put this into perspective, this level of development is about half the development rate the Peninsula experienced over the last 10 years, and even with this level of growth the peninsula's population decreased by some 2.5%.

04.d.i.10 A task of the NP is to determine whether a higher allocation could be locally justified and whether the community deem it desirable. There are of course advantages and disadvantages in doing so, and some of the key considerations to building additional homes are set out below:

Advantages	Disadvantages
The Peninsula has an ageing population meaning people stay in their homes for longer. Building new homes may enable local young people to stay in the area who otherwise may not be able to find a house in the area.	New development will bring with it associated problems such as increased road usage and congestion.
If the Parish does not grow it is likely that the percentage of the population in work will decrease and those in retirement will rise. This has implications for the local economy, local services and the nature of the community.	The Peninsula offers little or no opportunity for development on brownfield /previously developed land, so new development will need to be located on greenfield sites on the edge of the village.
Encouraging new development will ensure that local facilities and services are well used and less likely to be closed.	The level of development required to support new services and facilities would be relatively high. As the whole of the Parish falls within an AONB, and includes a World Heritage Site, high levels of development would have a significant environmental impact and be incompatible with the AONB and WH designations. Development levels beyond meeting the area's local needs should be located in more sustainable locations.

Advantages	Disadvantages
New housing development could help improve those parts of the edge of the village which need improving, as well as help deliver new facilities, such as sport and recreational facilities.	The relationship between the village and the countryside would be altered where new housing is built.

04.d.ii Implications for future housing provision

The task of the NP is to find the right balance between meeting the area's local needs, but recognising that only in exceptional circumstance, where it can be demonstrated that it is in the public interest, can development be allowed which is detrimental to the AONB and/or World Heritage designations.

- 04.d.ii.01 From the work undertaken it is concluded that the NP needs to meet WD's minimum planned requirement of 86 new homes for the period 2011-31, by allocating land to accommodate some 50 new homes (which will be in addition to the 36 homes already built or with planning permission). This estimate of Local Needs is supported by both the findings from the Community Questionnaire, as well as by the numbers currently registered with Devon Home Choice.
- 04.d.ii.02 It is considered that, because of the significant environmental constraints imposed by the AONB and World Heritage designations, a higher housing allocation, over and above meeting local needs, could not be justified.
- 04.d.ii.03 In terms of providing for an appropriate range, mix and type of housing to meet this local need, the evidence indicates that:
- A range of housing types should be provided, recognising that the current demand is for some 56% being 1 bedroom, 29% 2 bedroom, 12% 3 bedroom, and 3% being 4 bedroom, although accepting that such a large proportion of 1 bedroom properties is likely to be un-economic from a developer's perspective.
 - WDBC's current affordable housing requirement, for the provision of 40% of dwellings on sites of 10 or more to be affordable, would meet the area's identified affordable housing need.
 - There is also an identified need, from the community questionnaire, for the provision of some sheltered housing for the elderly, as well as an opportunity for self-build housing.

04.d.iii	<h3>Considering sites for development</h3> <p>West Devon, through their site information pack - Considering Sites for Development in the Bere Ferrers Parish - provides the starting point for the NP's analysis of which sites are currently 'Available' for development, as well as providing key information as to whether they are 'Suitable' and 'Achievable' for development. In addition to this several sites have come forward through the NP process for consideration for housing development.</p>
04.d.iii.01	<p>From WD's initial analysis a number of sites have been identified which, although they are constrained in various ways, none the less should be considered through the Neighbourhood Plan process for potential housing development. These are:</p> <ul style="list-style-type: none">• Land North of Woolacombe road, Bere Alston (WD_48_19_08/14)• Woolacombe Road, Bere Alston (WD_48_04_08/13)• Land at Broad Park Road, Bere Alston (WD_48_08_08/13)• Land at Long Orchard, Bere Alston (WD_48_11_08/13)• Land rear of Trevethan Park, Bere Ferrers (WD-48_09_08/13)
04.d.iii.02	<p>WD have also identified a number of sites as having significant constraints relating to location, access and impact on designated areas, and therefore should not be considered through the Neighbourhood Plan process for housing allocation. These are:</p> <ul style="list-style-type: none">• Land off New Road, Bere Alston (WD_48_14_13)• Bere Alston Station - considered as a potential employment site (WD_48_18_13)• Clamoak Farm (South), Bere Alston (WD_48_16_13)• Clamoak Farm (North), Bere Alston (WD_48_17_13)
04.d.iii.03	<p>In addition to the above, two further sites have subsequently been put forward for consideration, through the NP process, as potential housing sites at:</p> <ul style="list-style-type: none">• Sleepy Hollow - Bedford Street• Land at Bere Ferrers - Hillcrest ,Baslick Gardens, Bere Ferrers ,PL20 7JT
04.d.iii.04	<p>In considering which of these sites should be allocated to provide the 50 homes needed to meet local needs, the NP has:</p> <ul style="list-style-type: none">• Firstly considered whether this allocation can be met at Bere Alston, the area's Local Centre with a range of facilities and services to meet local needs, therefore providing the most sustainable location for development.• Considered the opportunities for potential development options within Bere Alston village, but, because these are so limited, has also gone on to consider potential sites on the edge of the village in terms of their impact on the AONB, WH site, as well as their likely impact on the village as a whole.

- Considered the opportunities for development at Bere Ferrers and has concluded that, because it lacks the required facilities and services, as well as being constrained by the AONB designation, this is a far less sustainable option than focusing development at Bere Alston. It is therefore considered that any development at Bere Ferrers should only be in response to specifically identified local needs and is best dealt with through the 'windfalls' process.

04.d.iii.05 In terms of the NP considering potential development opportunities in the surrounding rural areas, the current Development Plan (LDF Core Strategy 2011) makes it quite clear that - 'Development in the countryside will be strictly controlled and housing only permitted where there is a clear essential agricultural, horticultural or forestry need'. Clearly any such development needs to be considered through the windfall process.

04.d.iv Bere Alston Housing Sites - Strategic Considerations

In considering the development opportunities for new housing at Bere Alston, a range of factors from the strategic to the site specific have been taken into account.

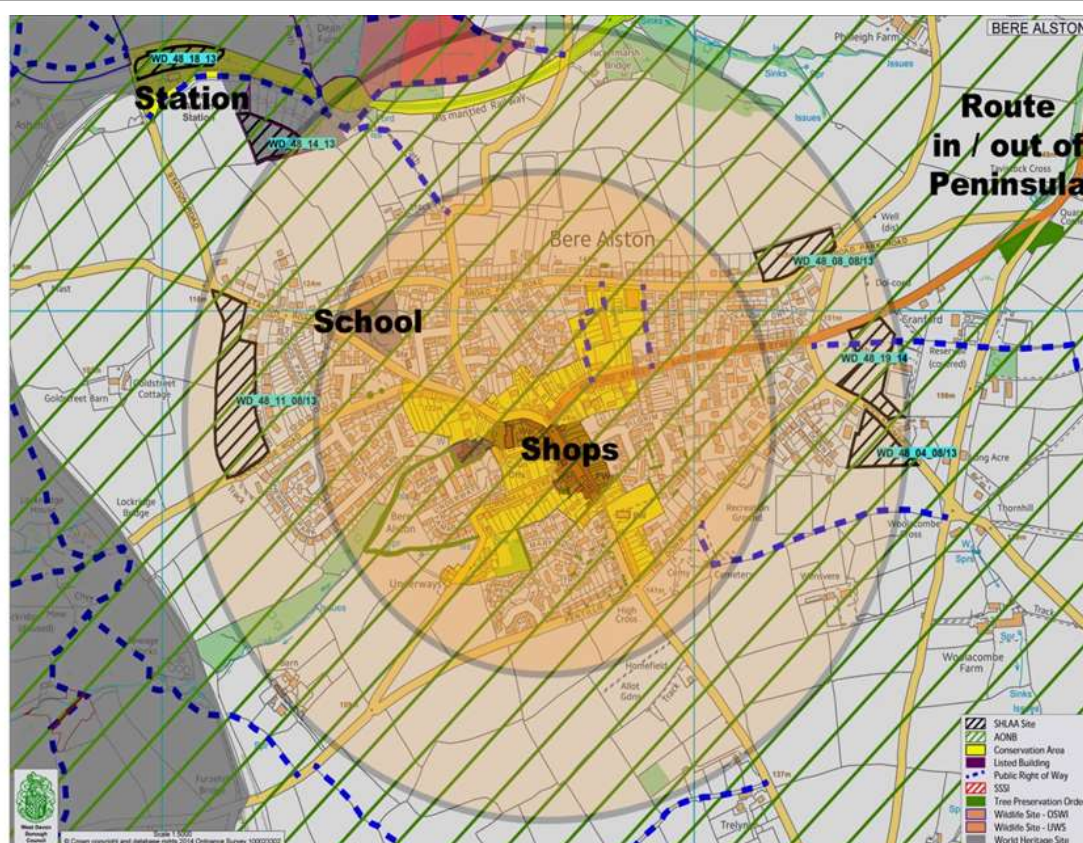
04.d.iv.01 At the strategic level, the following section explains how the potential impact of housing development on the Tamar Valley AONB and World Heritage Site, the need to locate development in close proximity to facilities and services, as well as accessibility and the potential consequences of traffic generation, have been taken into account.

04.d.v The Tamar Valley AONB and World Heritage Site

The whole of Bere Alston falls within the Tamar Valley AONB, therefore any development to meet local needs will have an impact on the Landscape to a greater or lesser extent.

04.d.v.01 The World Heritage Site lies to the west of Bere Alston and only the potential development of the land at Long Orchard has any significant implications for the setting of the World Heritage designation.

04.d.v.02 In terms of assessing the potential impact of the four sites under consideration, the AONB and WH Management Plans, together with WD's Landscape Character Assessment for the proposed sites impacting on the Tamar Valley AONB, have been used in the following detailed sites assessments as the way to make an objective assessment of how the natural beauty and special qualities /features of the AONB and WHS might be affected.



04.d.vi

Proximity to the essential services

In terms of choosing the sites which are closest to essential services, it can be seen on the above diagram that all the available sites fall within the same approximate 10 minute walking distance from the village centre, (as illustrated by the radius of the outer orange circle drawn on the map above). However, the Long Orchard site is closer to the school and the railway station than the other sites.

04.d.vi.01

The only undeveloped land that would be closer to the village centre lies to the south of the village, between Underways and Pentillie Road, falling within the inner orange circle drawn on the map. However, none of this land has come forward for consideration through West Devon's call for sites and therefore cannot be considered as 'available' for development.

04.d.vii

Impact of traffic generation


In terms of choosing the sites which will have least impact on the village from traffic generation, it can be deduced that the three sites to the East of the Bere Alston will generate less congestion in the village, as traffic leaving the peninsula has no need to travel through the village. Conversely, the site to the west at Long Orchard will generate more congestion in the village, as traffic leaving the peninsula has to travel through the village. However, the proximity of the Long

Orchard site to the school and railway station are also factors to be taken into account.

04.d.viii

Bere Alston Housing Sites - Detailed Site Considerations

The following section provides a detailed analysis of the Bere Alston sites listed above, and their potential Suitability, Availability and Achievability for housing development, taking into account a wide range of policy constraint, potential impacts, physical constraints, accessibility, as well community views.

Site Information	Site Reference: WD_48_19_08/14
Location	Land to North of Woolacombe Road, Bere Alston
Site Area	1 Hectare
Existing /Previous Use	Farmland (Greenfield)
Topography	Level site.
Adjacent uses	Residential to West. Bowling club, the old reservoir and farmland to East.
Within /Adjacent settlement or in Open Countryside	Adjacent to settlement
Location Map	
Policy Constraints	

Site Information	Site Reference: WD_48_19_08/14
Historic Environment	None identified
Landscape Designations (AONB and WH)	<p>This site is only moderately prominent within the landscape and its development would not have a significant impact on the AONB designation.</p> <p>It would not affect the views along the Tamar, nor does it play an important role in the character forming arable and horticultural land on the higher valley edges. Its development need not detract from existing field boundaries, or the enclosed and sunken paths and lanes which are so important to the area's character.</p> <p>Its development would not impact on the setting of the WH site. Any impacts could be mitigated through appropriate landscaping and limiting the height of development, although this would result in a reduction of development area and yield.</p>
Biodiversity	Mature Hedgerows. No particular features identified
Flood Risk	None identified
Other Policy constraints	None identified
Potential Impacts:	
Impact on Settlement /Integration with surrounding area.	<p>Located on the eastern edge of Bere Alston. It adjoins a current development for 17 affordable houses on Bedford street, and is adjacent to existing development along Woolacombe Road, being some 900 meters from the centre.</p> <p>This is the main 'gateway site' into Bere Alston which will have implications for its overall design and layout.</p>
Physical Constraints:	
On site -Vegetation /Trees /Hedgerow /Buildings	Grassland, enclosed by established hedges with no important buildings.
Hydrological features	No streams or watercourses identified.
Contamination	None identified.
Other features	There are underground water pipes which may have implications for design /viability.

Site Information	Site Reference: WD_48_19_08/14
Accessibility:	
Distance from services	Although on the outskirts of the village, the site is within reasonable walking distance of Bere Alston centre. (Approximately 10 minutes walk to the centre.)
Public Rights of Way	There is a public right of way across the site which would need to be retained.
Access to adopted highway	Acceptable vehicle access, (in principle), preferably onto the main road out of the village, or alternatively onto Woolacombe Road.
Impact on traffic generation	As the site lies on the eastern boundary of the village, any traffic from this site leaving the peninsula would not need to travel through the village, therefore its development would not add to traffic traveling through Bere Alston.
Connection to Utilities	No service provision issues identified, although the south end of the site will need to be raised to enable gravity feed to the mains.
Restrictive covenants	None identified
Site Appraisal	
Appropriateness for development	<p>Local Residents have objected to development in this area.</p> <p>Bere Ferrers Parish Council consider that this site has potential for some development.</p> <p>West Devon have concluded that while there are limited constraints to the site's development, because of its potential impact on the AONB and the consequential need for screening, its overall yield will be reduced.</p>

Site Information	Site Reference: WD_48_19_08/14
Site Capacity	<p>West Devon has assessed the total site capacity at 30.</p> <p>Because of the need for landscaping, West Devon has assessed the potential yield as 25, and anticipates that this will come forward between 2012-21.</p> <p>The developer has provided initial sketch layouts that indicate the site has the potential to accommodate some 36 dwellings.</p> <p>An allocation within this range of 25 to 36 dwellings would enable a reasonable sized development in keeping with the character of the village - meeting local needs for a number of years.</p>
Suitability	The site is considered suitable to accommodate a range of housing types, although landscape considerations will limit the height and form of development
Availability	It is understood that the landowner both controls all the necessary land required to enable the development, and has expressed (through the call for sites process and at site meetings) an intention for it to be developed.
Achievability	<p>It is considered that there is reasonable prospect that a viable housing development could be achieved within the timescales of this plan, given the sites limited constraints and the owner's wish to proceed.</p> <p>At the time of the site meeting the prospective developer was starting the process for developing this site.</p>

Summary of Conclusions - Site Reference: WD_48_19_08/14	
Reasons AGAINST development	Reasons FOR development
Falls within the Tamar Valley AONB and its development would have an impact on the landscape.	Bere Alston falls within the Tamar Valley AONB, therefore any development to meet local needs will have an impact. However, it is considered that this site would only have a moderate impact on the landscape and that this impact could be mitigated through landscaping.

Summary of Conclusions - Site Reference: WD_48_19_08/14	
Reasons AGAINST development	Reasons FOR development
Greenfield site.	Local needs can realistically only be met on Greenfield sites.
Edge of village site	Local needs can realistically only be met on the edge of the village. The site is within a reasonable walking distance of the centre.
	There is a need for improvement in this area, and this site provides an opportunity to enhance the character of the main gateway into Bere Alston .
	Potential access onto the main Tavistock road out of the village, or alternatively onto Woolacombe Road. The site lies to the east of Bere Alston, which means that traffic from it, leaving the Peninsula, would not need to travel through the village.
	With capacity for between 25 -36 dwellings, this would enable a reasonable sized development, which would be in keeping with the character of the village, meeting local needs over several years.


04.d.viii.01

This land to the north of Woolacombe Road has been assessed as being Suitable, Available and Achievable for the development of some 30 dwellings. It is considered that this site could provide a sustainable form of development, contributing to meeting the needs of the local community to 2031, and that appropriate mitigation measures could ensure the proposed development does not harm the scenic quality, or erode the special qualities and features of the AONB.

In particular, careful consideration will need to be given to:

- **housing layout, house heights and relationship to adjacent properties.**
- **creating a positive visual frontage as a key gateway to the village**

- **careful landscape treatment of the countryside edge, with enclosing hedge and banks, as well as selected on and potential off site tree planting to assist development to sit down when viewed from a distance**

Site Information	Site Reference: WD_48_04_08/13
Location	Land to south of Woolacombe Road, Bere Alston.
Site Area	0.7 Hectares
Existing /Previous Use	Farmland (Greenfield)
Topography	Level site. (Land falls away to south.)
Adjacent uses	Residential to West and north. Farmland to South.(Field pattern disrupted by sub-division to horse paddock and related uses.)
Within /Adjacent settlement or in Open Countryside	Adjacent to settlement
Location Map	
Policy Constraints	
Historic Environment	None identified

Site Information	Site Reference: WD_48_04_08/13
Landscape Designations (AONB and WH)	<p>This site is only moderately prominent within the landscape, but its development would sit within wider views of village from more distant views to the south, and therefore would not have a significant impact on the AONB designation.</p> <p>It does not play an important role in the character forming arable and horticultural land on the higher valley edges. Its development need not detract from existing field boundaries, or the enclosed and sunken paths and lanes which are so important to the area's character.</p> <p>Any impacts could be mitigated through appropriate landscaping and limiting the height of development, although this would result in a reduction of development area and yield.</p> <p>It would not impact on the setting of the WH Site.</p>
Biodiversity	Hedge Banks are varied and in mixed condition.
Flood Risk	None identified
Other Policy constraints	None identified.
Potential Impacts:	
Impact on Settlement /Integration with surrounding area.	<p>Site lies on the eastern outskirts of Bere Alston, immediately alongside bungalow development at The Down, but locks into an indent within the edge of the village. The land falls away to south and its development will be seen as subservient to adjacent development whilst not breaking sky or ridgeline.</p> <p>In landscape terms it provides a reasonably natural extension to existing settlement envelope but would require a landscape setting that integrates well and provides both containment and some variability of setting through both on site and potential off site feature tree planting.</p>
Physical Constraints:	
On site -Vegetation /Trees /Hedgerow /Buildings	Grassland, enclosed by an established hedge and fenced with no important buildings.
Hydrological features	No streams or watercourses identified.

Site Information	Site Reference: WD_48_04_08/13
Contamination	None identified.
Other features	None identified.
Accessibility:	
Distance from services	Although on the outskirts of the village, the site is within reasonable walking distance of Bere Alston centre. (Approximately 10 minutes walk to the centre.)
Public Rights of Way	None
Access to adopted highway	Acceptable vehicle access, (in principle), directly onto Woolacombe Road.
Impact on traffic generation	As the site lies on the eastern boundary of the village, any traffic from this site leaving the peninsula would not need to travel through the village, therefore its development would not add to traffic traveling through Bere Alston.
Connection to Utilities	No service provision issues identified. However, while the adjoining property is connected to mains drainage, this site does slope down to the south, so the question as to whether the whole site could be connected to mains drainage will need to be considered at the detailed planning stage.
Restrictive covenants	None identified
Site Appraisal	
Appropriateness for development	<p>Local Residents have previously objected to development on Woolacombe Road.</p> <p>Bere Ferrers Parish Council considers that this site has potential for some development.</p> <p>West Devon have concluded that while there are limited constraints to the site's development, because of the need to mitigate its potential impact on the AONB by appropriate screening, its overall yield will be reduced.</p>

Site Information	Site Reference: WD_48_04_08/13
Site Capacity	<p>West Devon has assessed the total site capacity at 21. The landowner considers the capacity should be 27.</p> <p>Because of the need for landscaping, West Devon has assessed the potential yield as 15, and anticipate that this could come forward between 2012-21.</p> <p>This would enable a reasonable sized development in keeping with the character of the village, as well as meeting local needs for several years.</p>
Suitability	The site is considered suitable to accommodate a range of housing types, although landscape considerations will limit the height and form of development
Availability	It is understood that the landowner both controls all the necessary land required to enable the development, and has expressed an intention for it to be developed.
Achievability	<p>It is considered that there is reasonable prospect that a viable housing development could be achieved within the timescales of this plan, given the sites limited constraints and the owner's wish to proceed.</p> <p>At the time of the site meeting, however, the owner had still to involve a prospective developer in taking forward this proposal.</p>

Summary of Conclusions - Site Reference: WD_48_04_08/13	
Reasons AGAINST development	Reasons FOR development
Falls within the Tamar Valley AONB and its development would have an impact on the landscape.	Bere Alston falls within the Tamar Valley AONB, therefore any development to meet local needs will have an impact. However, it is considered that this site would only have a moderate impact on the landscape and that this impact could be mitigated through appropriate landscaping.
Greenfield site.	Local needs can realistically only be met on Greenfield sites.


Summary of Conclusions - Site Reference: WD_48_04_08/13	
Reasons AGAINST development	Reasons FOR development
Site on the village edge where there is no real need for improvement.	Local needs can realistically only be met on the edge of the village. The site is within a reasonable walking distance of the centre.
	Potential access onto Woolacombe road. The site lies to the east of Bere Alston, which means that traffic from it, leaving the Peninsula, would not need to travel through the village.
	With capacity for between 15 -27 dwellings, this would enable a reasonable sized development, which would be in keeping with the character of the village, meeting local needs over several years.

04.d.viii.02

This land to the south of Woolacombe Road has been assessed as being Suitable, Available and Achievable for the development of some 20 dwellings. It is considered that this site could provide a sustainable form of development, contributing to meeting the needs of the local community to 2031, and that appropriate mitigation measures could ensure the proposed development does not harm the scenic quality, or erode the special qualities and features of the AONB.

In particular, careful consideration will need to be given to:

- **housing layout, house heights and relationship to adjacent properties.**
- **creating a positive visual frontage to adjacent Woolacombe Lane to avoid remnant boundary sandwiched between road and housing.**
- **careful landscape treatment of the countryside edge, with enclosing hedge and banks, as well as selected on and potential off site tree planting to assist development to sit down when viewed from a distance.**

Site Information	Site Reference: WD_48_08_08/13
Location	Broad Park Road, Bere Alston
Site Area	0.7 Hectares
Existing /Previous Use	Farmland (Greenfield)
Topography	North facing relatively level site, but falls away to the east.
Adjacent uses	Site is within relatively recently sub-divided open field, but with flanking development to the west and more elevated properties to the south (on the southern side of Broad Park Road)
Within /Adjacent settlement or in Open Countryside	Adjacent to settlement
Location Map	
Policy Constraints	
Historic Environment	None identified

Site Information	Site Reference: WD_48_08_08/13
Landscape Designations (AONB and WH)	<p>This site is north facing, sloping land with open views out and in, from a panoramic aspect, to the Tamar Valley. This means it has some prominence in the Tamar Valley, extending the eastern frontage of Bere Alston when viewed from the north.</p> <p>While the site is distinct and visible from distant views, the open field pattern in this area, however, has already been denuded by adjacent ribbon style development to the west and preparatory field subdivision and planting belts around the site.</p> <p>While the site is viewed and appreciated from adjacent roads there are only limited and very long distance views of the site from the wider road and path network – at which distance the site could blend with adjacent development. In addition the site already has an enclosed appearance creating a relationship to the village and turning away from the open countryside.</p> <p>While the development of this site would have some impact on views along the Tamar, its development would not significantly detract from the character forming arable or horticultural land on the higher valley edges. While some existing field boundaries would need to be altered to enable site access, which would change the nature of the enclosed and sunken lane in this locality thus affecting the particular feeling of remoteness and an unchanged landscape in this particular location, none the less sensitive siting of development and careful consideration of build heights and density, along with landscape scheme would reduce its impact. It would not impact on the setting of the WH site.</p>
Biodiversity	Mature hedgerows and trees. No particular features identified
Flood Risk	None identified
Other Policy constraints	None identified
Potential Impacts:	
Impact on Settlement /Integration with surrounding area.	<p>Site lies on the eastern outskirts of Bere Alston, adjacent to existing development along Broad Park Road, some 900 meters from the centre. Development on Broad Park Road already provides a suitable village edge and entrance to the village.</p> <p>This would be a 'gateway site' into Bere Alston which will have implications for its overall design and layout.</p>

Site Information	Site Reference: WD_48_08_08/13
Physical Constraints:	
On site -Vegetation /Trees /Hedgerow /Buildings	Grassland, enclosed by established hedges with some mature trees, including a Tree Preservation Order. No important buildings.
Hydrological features	No streams or watercourses identified.
Contamination	None identified.
Other features	None identified.
Accessibility:	
Distance from services	Although on the outskirts of the village, the site is within reasonable walking distance of Bere Alston centre. (Approximately 10 minutes' walk to the centre.)
Public Rights of Way	None
Access to adopted highway	Acceptable vehicle access, (in principle), onto Broad Park Road. However, the site is on the inside of a bend which will require part of the bank to be removed to achieve a satisfactory access.
Impact on traffic generation	As the site lies on the eastern boundary of the village, any traffic from this site leaving the peninsula would not need to travel through the village, therefore its development would not add to traffic traveling through Bere Alston. However, as the land leading out to the crossroads is within the control of the site owner, this raises the possibility of enabling some road improvements along this difficult lane.
Connection to Utilities	No service provision issues identified, although it could not be connected by gravity to the mains drainage and therefore its development would require either pumping to connect to the mains drainage or the provision of a SUDS.
Restrictive covenants	None identified.
Site Appraisal	

Site Information	Site Reference: WD_48_08_08/13
Appropriateness for development	<p>Local Residents have expressed a number of concerns relating to the potential development of this site.</p> <p>Bere Ferrers Parish Council considers that this site has potential for some development.</p> <p>West Devon have concluded that while there are limited constraints to the site's development, because of its potential impact on the AONB and the consequential need for screening, as well as the limitations relating to access, its overall yield will be reduced.</p>
Site Capacity	<p>West Devon has assessed the total site capacity at 21.</p> <p>Because of the need for landscaping and access arrangements, West Devon has assessed the potential yield as 10, and anticipate that this could come forward by 2026.</p> <p>This would enable a reasonable sized development in keeping with the character of the village, as well as meeting local needs for several years.</p>
Suitability	<p>The site is considered suitable to accommodate a range of housing types, although landscape and access considerations will limit the form of development</p>
Availability	<p>It is understood that the landowner both controls all the necessary land required to enable the development, and has expressed an intention for it to be developed.</p>
Achievability	<p>It is considered that there is reasonable prospect that a viable housing development could be achieved within the timescales of this plan, given the sites limited constraints and the owner's wish to proceed.</p> <p>At the time of the site meeting, however, the owner had still to involve a prospective developer in taking forward this proposal.</p>

Summary of Conclusions - Site Reference: WD_48_08_08/13	
Reasons AGAINST development	Reasons FOR development
Falls within the Tamar Valley AONB and its development would have an impact on the landscape.	Bere Alston falls within the Tamar Valley AONB, therefore any development to meet local needs will have an impact. However, while it is considered that this site would have an impact on the landscape, this could be mitigated through appropriate landscaping.
Greenfield site.	Local needs can realistically only be met on Greenfield sites.
Site on the edge of the village where there is limited need for improvement. This is a gateway site, however there is no requirement to develop it in order to improve an already appropriate gateway to the village.	Local needs can realistically only be met on sites on the edge of the village. It is within a reasonable walking distance of the centre.
The site is on the inside of a bend which will require part of the bank to be removed to achieve a satisfactory access.	Potential access onto Broad Park road. The site lies to the east of Bere Alston, which means that traffic from it, leaving the Peninsula, would not need to travel through the village.
	With capacity for 10 dwellings, this would enable a reasonable sized development, which would be in keeping with the character of the village, meeting local needs over several years.

04.d.viii.03 **This land at Broad Park Road has been assessed as being Available and Achievable for the development of some 10 dwellings. It is noted, however, that this site has more development constraints than the two sites being considered to the north and south of Woolacombe road, which would make it a less suitable alternative.**

04.d.viii.04 **While it is judged that this site could provide a sustainable form of development, providing there were appropriate mitigation measures, its development would inevitably have some impact on the AONB. Therefore,**


providing the needs of the local community can be met in full to 2034 on the two sites at Woolacombe road (considered above), it would not be appropriate to allocate this land at this time.

04.d.viii.05

Should this site be required for development in the future, careful consideration will need to be given to:

- **Sensitive siting of development and careful consideration of build heights and density, along with a landscape scheme to help ameliorate impact.**
- **The eastern extreme of site, which would need careful consideration of housing layout, heights and massing to minimise any intrusive appearance.**
- **Landscape treatment to the outer boundaries (utilising existing) along with selective tree specimen planting to assist visual integration.**

Site Information	Site Reference: WD_48_11_08/13
Location	Land at Long Orchard, Bere Alston
Site Area	2 Hectares
Existing /Previous Use	Farmland (Greenfield)
Topography	Site slopes from the north to the south, and falls away to the west. Site topography results in a very high degree of prominence to a significant proportion of the Tamar Valley to the west.
Adjacent uses	Sits adjacent to linear bungalow development (on rising land to east) and the already stepped out development of Sherrell Park to the south. Farmland to West.
Within /Adjacent settlement or in Open Countryside	Adjacent to settlement

Site Information	Site Reference: WD_48_11_08/13
Location Map	 <p>The map shows a hatched area labeled 'WD_48_11_08/13' located between a river (likely the River Tavy) and a residential area. To the west of the hatched area is 'Goldstream Coltraine' and to the south is 'Lackridge'. The map also shows various streets and buildings in the surrounding area.</p>
Policy Constraints	
Historic Environment	<p>This site is in close proximity to and its development would have an impact on the setting of the World Heritage Site. Its layout and design would also need to respect the medieval field boundaries.</p>

Site Information	Site Reference: WD_48_11_08/13
Landscape Designations (AONB /WH)	<p>The site's topography results in a very high degree of prominence within the AONB, as well as the setting of the World Heritage Site, being in an elevated location with open panoramic views. It would be viewed widely in the wider landscape, but primarily from distant views, and have a significant impact on the views out and to the into and across the AONB and WH site, affecting a significant proportion of the Tamar Valley to the west.</p> <p>The site's development would extend the western boundary of Bere Alston into the open field pattern with apparent loss of the earlier more enclosed boundary pattern. While the historic field pattern has already been disrupted by adjacent development and apparent alterations to historic boundary features, this site's development would none the less detract from the character forming arable or horticultural land on the higher valley edges, as well as changing the nature of the enclosed and sunken lanes in this locality, affecting the particular feeling of remoteness and an unchanged landscape.</p> <p>A large area of strategic landscaping would be required on the site's western boundary to help reduce these impacts, but in doing so this landscaping would inevitably alter the character of this area. This could, however, offer an opportunity to recreate a more intimate and complex landscape, possibly improving the current built edge which is not entirely sympathetic to the landscape character. In addition the high points within the site may need to be kept clear of development to allow housing to sit beneath strategic landscape and feature planting. Both these requirements would reduce the potential development area and yield - although this could be addressed using adjoining land in the same ownership, for landscaping.</p>
Biodiversity	Mature hedgerows and trees. No other particular features identified
Flood Risk	None identified
Other Policy constraints	The site is on Grade 2 agricultural land. Local Planning Authorities are required to seek to use land of poorer quality in preference to that of higher agricultural quality.
Potential Impacts:	

Site Information	Site Reference: WD_48_11_08/13
Impact on Settlement /Integration with surrounding area.	The site lies on the western outskirts of the settlement, some 900 meters from the centre; it is bordered by low rise and well screened development along Long Orchard which already provides a reasonable edge to the village in this area.
Physical Constraints:	
On site -Vegetation /Trees /Hedgerow /Buildings	Arable, enclosed by established hedges with some mature trees. No important buildings.
Hydrological features	No streams or watercourses identified.
Contamination	Lockeridge Mine is within 200 meters of the site which raises possible contamination and stability issues which will need to be assessed further.
Other features	None identified.
Accessibility:	
Distance from services	Although on the outskirts of the village, the site is within reasonable walking distance of Bere Alston centre, (approximately 10 minute walk), and closer to the school and railway station than the other sites being considered.
Public Rights of Way	None
Access to adopted highway	Acceptable vehicle access, in principle, to the north onto Station Road, although some development could be served from Lockeridge road to the south.
Impact on traffic generation	As the site lies on the western boundary of the village, any traffic from this site leaving the peninsula will need to travel through the village, thus adding to potential congestion within Bere Alston. However, if /when the railway line is extended /improved then this site would be well placed for any residents wishing to use the rail links to Plymouth /Tavistock.
Connection to Utilities	No service provision issues identified.
Restrictive covenants	None identified.

Site Information	Site Reference: WD_48_11_08/13
Site Appraisal	
Appropriateness for development	Local Residents have raised concerns about the potential development of this site. Bere Ferrers Parish Council considers that this site has potential for some development. West Devon have concluded that there are some constraints to development due to the potential impact on the AONB and World Heritage site. However, they have concluded that there should be further opportunity through the Neighbourhood Plan or Allocations Process to explore the potential for the development of this site.
Site Capacity	West Devon has assessed the total site capacity at 60. Because of the need for strategic landscaping to protect the World Heritage site and AONB, West Devon have assessed the potential yield as 30, and anticipate that this could come forward between 2012-21. The agent on behalf of the landowner considers that because the adjoining land is within the same ownership, this could be made available for strategic landscaping which would increase the potential yield from this site to some 48 dwellings. This would provide a significant level of development, effectively on one site, which would therefore need to be phased in order to ensure it is in keeping with the character and needs of the village. This development could meet local needs for a significant part, if not all of the plan period.
Suitability	The site is considered broadly suitable to accommodate a range of housing types, although it would have a significant on the AONB and World Heritage designations. Consequential landscaping requirements would limit the overall form of development and potential contamination and stability issues will need to be considered further.
Availability	It is understood that the landowner both controls all the necessary land required to enable the development, and has expressed an intention for it to be developed.
Achievability	It is considered that a viable housing development could possibly be achieved within the timescales of this plan, given the owner's wish to proceed - notwithstanding the sites constraints.

Summary of Conclusions - Site Reference: WD_48_08_08/13	
Reasons AGAINST development	Reasons FOR development
<p>The site is near to and can be seen from the World Heritage Site which would potentially impact on its setting.</p> <p>The layout and design of the site would also need to respect the medieval field boundaries.</p>	<p>While this is the only potential development site which would affect the World Heritage site, its impact could be reduced through strategic landscaping, although this in turn would change the setting of this location.</p>
<p>Falls within the Tamar Valley AONB and its development would have an impact on the landscape.</p>	<p>Bere Alston falls within the Tamar Valley AONB, therefore any development to meet local needs will have an impact. However, while it is considered that this site would have an impact on the landscape, this could possibly be reduced through appropriate strategic landscaping.</p>
<p>Greenfield site.</p> <p>Grade 2 Agricultural Land.</p>	<p>Local needs can realistically only be met on Greenfield sites.</p>
<p>Lockeridge Mine is within 200 meters of the site which raises possible contamination and stability issues</p>	<p>Contamination and stability issues will need to be assessed further.</p>
<p>Site on the edge of the village where there is no need for improvement.</p>	<p>Local needs can realistically only be met on the village edge. The site is within a reasonable walking distance of the centre.</p>
<p>The site lies on the western boundary of the village, therefore any traffic from it leaving the peninsula will need to travel through the village, thus adding to potential congestion within Bere Alston.</p>	<p>The site has two potential access points, both onto Station road to the north, as well as onto Lockeridge road to the south, which could spread the impact of traffic going through the village.</p> <p>However, if /when the railway line is extended /improved then this site would be well placed for any residents wishing to use the railway links to Plymouth /Tavistock. It is also closer to the school than the other sites under consideration.</p>

Summary of Conclusions - Site Reference: WD_48_08_08/13	
Reasons AGAINST development	Reasons FOR development
The potential size of this development means a phasing policy would be required to ensure it remains in keeping with the character of the village.	With capacity for some 30 -50 dwellings, this would be a significant sized development, which could enable the provision of additional benefits for the village and meet local needs for a significant part, if not all of the plan period.

- 04.d.viii.06 **This land at Long Orchard has been assessed as being Available and Achievable for the development of some 30 - 50 dwellings, although there are a number of constraints which makes it a far less suitable alternative to the three sites considered above.**
- 04.d.viii.07 **There are a number of concerns about its potential impact on the AONB and WH Site, as well as its impact on the village because of the increased volume of traffic generated which would have to pass through the village when traveling into and out of the area. On the other hand it is noted that this site is the closest to the local school and the railway station, although the role of the rail connection has still to be maximised through its connection to Tavistock and increased services.**
- 04.d.viii.08 **To ensure a positive approach to balancing the need to give 'great weight' to conserving and enhancing the special qualities of the AONB and protecting the setting of the WH site, the criteria set out in the AONB Management Plan have been applied as follows:**
- **It is questionable as to whether the development of this site would be sustainable because, even though it has the potential to meet the whole of the community's needs to 2034, such a large development would inevitably impact on a number of the key characteristics of the AONB, as well as the setting of the WH Site, even when mitigated by landscaping - which in itself, (because it would require extensive landscaping), would inevitably change the character of this area.**
 - **Such a proposal has to be considered as a 'major development', within the context set by paragraph 116 of the NPPF, and could only be taken forward in 'exceptional circumstances and where it can be demonstrated they are in the public interest'.**

- **The final question is whether the community's local needs could be better met elsewhere. Based on the analysis above, the two sites north and south of Woolacombe road could in combination adequately meet the communities needs to 2034 with considerably less impact on the special qualities of the AONB and WH Site. (It should also be noted that the site at Broad Park Road has been judged to have less impact on the AONB than this site at Long Orchard.)**

04.d.viii.09 **Therefore, because the Peninsula's minimum planned requirement for housing can be met on far less constrained sites, means that this site at Long Orchard is not considered suitable for development, at this moment in time.**

04.d.viii.10 **Should this site be required for development in the future, careful consideration will need to be given to:**

- **The opportunity to recreate a more intimate and complex landscape form – with variety in house form, build boundary, additional enclosure with hedge banks, subdivisions beyond the build line within the site and a sympathetic landscape treatment which could deliver a more varied and characteristic approach to improve the existing urban edge.**
- **A very careful approach to design with development needing to front the street, have varied depth of development, avoid dense layout and massing and allow for high points to be avoided. This will need to be within a context of comprehensive landscape led design with on site and off site feature tree planting and re-introduction of boundary hedges.**

04.d.ix **Other sites considered for housing development**

In addition to the above sites, where the NP's assessments have been set out in detail, the other sites that have been raised as potential development options have also been considered, although for the reasons set out below have not been found appropriate for housing allocations through the NP process.

04.d.x **Sleepy Hollow, Bedford Street, Bere Alston**

While this site is ideally suited for housing development, being on brown field land within the village and having appropriate access and connections to services, because the owners particular requirements relating to its development do not accord with WD's Local Plan, it cannot be considered as truly 'available' for development and therefore cannot be taken forward for a housing allocation through the NP.

However, should circumstances change which would enable its appropriate development within the context of National and WD's general planning requirements, then it should be considered for housing development within the 'windfall' process.

04.d.xi

Sites at Bere Ferrers

The NP has considered the need and potential for development at Bere Ferrers and has concluded that, because this village lacks the required facilities and services, as well as being constrained by the AONB designation, this is a far less sustainable option than focusing development at Bere Alston.

It has therefore been concluded that any development at Bere Ferrers should only be in response to specifically identified local needs for a particular type of development, and that this is best met through the 'windfalls' process.

04.d.xii

Sites at Clamoak Farm, Weir Quay

In terms of the NP considering any potential development opportunities in the surrounding rural areas, the current Development Plan (LDF 2011) makes it quite clear that - 'Development in the countryside will be strictly controlled and housing only permitted where there is a clear essential agricultural, horticultural or forestry need'.

It has therefore been concluded that any development at Weir Quay should only be in response to specifically identified local needs for a particular type of development, and that this is best met through the 'windfalls' process.

04.d.xiii

Summary analysis of potential housing sites at Bere Alston

04.d.xiii.01

Based on the above detailed analysis of the potential housing sites at Bere Alston, the following table summarises the key considerations in determining which would be the best sites to be allocated for housing development in the Bere Peninsula Neighbourhood Plan.

Policy Restrictions	N. Woolacombe Rd. WD_48_19_08/14	Woolacombe Rd. WD_48_04_08/13	Broad Park Rd. WD_48_08_08/13	Long Orchard WD_48_11_08/13
Greenfield or brownfield	Greenfield	Greenfield	Greenfield	Greenfield
World Heritage Site impact	None	None	None	High
AONB impact	Medium	Medium	Relatively high	Very high
Archaeology impact	None	None	None	Medieval field boundaries
Potential Impacts				
Impact on settlement	Adjacent	Adjacent	Adjacent	Adjacent
Edge of village in need of improvement	Gateway Site in need of improvement	Limited opportunity for improvement	Gateway Site with limited opportunity for improvement	Limited opportunity for improvement
Physical Constraints				
Flood risk	None	None	None	None
Contamination issues	None	None	None	Yes - Old Mine nearby
Accessibility				
Distance to village centre	Aprox.10 minutes walking distance	Aprox.10 minutes walking distance	Aprox.10 minutes walking distance	Aprox.10 minutes walking distance
Site access constraints	None	None	Hedge and road realignment	None - 2 potential access points
Traffic generation Impact	Limited through traffic	Limited through traffic	Limited through traffic	Through traffic
Connection to utilities	No issues identified?	No issues identified?	No issues identified?	No issues identified?
Suitable/available/achievable	Suitable/available/achievable	Suitable/available/achievable	Available/achievable but less suitable than others	Available/achievable but not entirely suitable

Colour coding: Green - least impact, Orange - greater impact, Red - considerable impact

04.d.xiii.02 Based on this analysis and summary table, it is apparent that while all the sites at Bere Alston could potentially be developed, some have considerably more constraints than others. Therefore those sites with the least constraints should be considered before those with the greatest constraints, as follows:

- Land north of Woolacombe road -WD_48_19_08/14
- Land south of Woolacombe road -WD_48_04_08/13
- Land at Broad Park Road -WD_48_08_08/13
- Land at Long Orchard -WD_48_11_08/13

04.e

Consideration of Alternatives

There is a clear dichotomy between the local residents' desire for little or no development on the peninsula and WD's requirement to provide for the area's local needs. While a 'not here' attitude is understandable, it is apparent that a substantial amount of new housing is required for the wider West Devon area. Given this, it is important that we prepare a robust plan to ensure that the future development of housing on the peninsula is proportionate, balancing local needs against the area's environmental constraints, is sustainable and suitable to meet current and future needs, and is available and achievable, ensuring accessibility for local residents.

04.e.i.01

In looking at the four sites that have been considered as potential development options, against the Peninsula's need to provide for a minimum of 50 new homes through the Neighbourhood Plan, two clear alternatives present themselves, with a third alternative being a combination of these two alternatives.

04.e.ii

Alternative 1

Firstly, the Long Orchard site has the potential to accommodate the Peninsula's housing requirement in full, particularly if the owner makes additional land available for any necessary strategic landscaping.

However, this site would have a very significant detrimental impact on the World Heritage Site, AONB, and result in additional traffic congestion through the village, (although this might be balanced to some extent by its close proximity to the school and railway station).

04.e.iii

Alternative 2

Alternatively, there are the three sites to the east of the village, (to the north and south of Woolacombe Road and on Broad Park Road), which in combination have the potential to more than accommodate the Peninsula's housing requirement, as well as providing a considerable degree of flexibility to adapt to rapid change.

04.e.iii.01

In contrast to the Long Orchard site, none of these sites would have a detrimental impact on the World Heritage Site. They would have less impact on traffic congestion and significantly less impact on the AONB than the Long Orchard site. The two sites at Woolacombe Road would have the least impact on the AONB and could in combination meet the area's local needs in full, as well as providing an appropriate degree of flexibility.

04.e.iv

Alternative 3

While a third alternative could theoretically be some combination of the above two alternatives, because the two sites around Woolacombe Road have the least constraints and could adequately meet the area's local needs, the consideration of a third alternative becomes academic.

04.e.v

Other Sites

While other sites have been considered, those at Bere Ferrers have been discounted because they would be a far less sustainable alternative to the sites at Bere Alston, due to the lack of facilities and services at Bere Ferrers. As to development in the remainder of the Parish, the current Development Plan provides clear guidance on how sites in the countryside should be considered for development. It is therefore considered that any development outside Bere Alston should be dealt with through the windfall process in response to identified local needs.

04.f

Conclusions

The above considerations will determine the amount, location and form of future housing development within the Bere Peninsula. It has been concluded that the Neighbourhood Plan should:

- Make provision to meet the Parish's local housing needs, as defined in 'Our Plan', by enabling the development of 86 new homes over the period 2011-34. (i.e. allocating land for 50 new homes, in addition to the 36 homes already built or with planning permission.) It is considered that, because of the significant environmental constraints imposed by the AONB and World Heritage designations, a higher housing allocation over and above meeting local needs, could not be justified.
- Promote Bere Alston as the most sustainable location for new housing development, as this is the only location in the peninsula that provides locally accessible basic services and facilities.
- Recognise that there will be a need to respond to specifically identified local needs in the rest of the peninsula, and that such development would be best dealt with through the 'windfall' process. Applications for windfall development will need to be supported by an objective statement of need, evidence concerning the consideration of alternatives and how any detrimental impacts could be moderated
- Ensure new development sites can provide for a range of housing types of an appropriate size, type and tenure to meet locally identified needs, that they are well related to and provides safe access to the centre, bound on at least one side by existing development supporting containment of the village without

unnecessary sprawl into the countryside, and where appropriate makes a positive contribution to improving the edge of the village in that location, particularly in gateway site(s).

- Allocate the two sites to the north and south of Woolacombe road, (site references WD_48_19_08/14 and WD_48_04_08/13), to meet the Parish's local housing needs for 50 new homes during the period 2011-31. These two sites would in combination provide for at least 50 new homes, as well as provide a degree of flexibility in meeting that need, enable the provision of sufficient on-site affordable housing to meet identified need and, with appropriate mitigation, have the least impact on the AONB and WH site.
- Review the need for the Land at Broad Park road and Long Orchard for housing at the first review of the NP, along with any other sites that come forward at that time. Both these sites would have a greater detrimental impact on the special characteristics of the area than the two sites at Woolacombe road and are not required to meet local housing needs to 2031.
- Ensure future development is in keeping with the traditional nature of the village, making a positive visual impact and providing a meaningful contribution to the area through high quality, inclusive, and safe homes with sufficient space to meet basic lifestyle needs. Where appropriate developments should include:- reasonably sized gardens along with suitable planting schemes and sensitive boundary treatment; complement adjacent properties; be at a density that is in keeping with the current village density; and provide low energy type housing. Roofscape design, along with car parking, should also be considered to avoid adverse visual impact. Spaces between and in front of properties and communal play areas (in larger developments) will have an important role to play in integrating new development into the village. Wherever possible, new development should aim to improve pedestrian access to the centre. Safe access for young children to the school and play areas is seen as a priority.

05. **Reports of Survey by Working Group, October 2016: Economy and Business**

05.a **Overview**

This section of the Neighbourhood Plan looks at the three key elements of the local economy. These are:

- Employment - looking at employment levels and patterns plus potential local growth opportunities
- Local Economy - identifies people's spending patterns, local business outlets and potential gaps in supply.
- Local Business Owners - indicates the range of business owners and the potential growth and constraints.

This report will underpin the NPPF's stated aim to support prosperous rural communities such as the Bere Peninsula.

05.b **Setting the scene for the Peninsula economy**

The Bere Peninsula is primarily an agricultural rural community with one major and one smaller village settlement, the larger of which, Bere Alston, has grown over recent decades to house over 2,000 residents against some 400 in Bere Ferrers (based on population figures in the Profile of Bere Ferrers Parish - June 2014). Agriculture is the biggest single user of land in the Peninsula, and in common with many other rural communities, it experiences varying economic fortunes of both short and long term nature, which is reflected in the fortunes of many of the smaller businesses that serve the community that grow up or decline in consequence. Recently, the area has appealed as a retirement area not only for local residents, but for others with a desire to seek a quieter life style. The widespread pressure on property prices for both domestic and business premises as experienced in the Country as a whole has equally been felt in the Peninsula.

05.b.i.01 The Bere economy operates in one of the larger village structures in West Devon. In his classic work Industrial archaeology of the Tamar Valley Frank Baker's note 6 to Chapter 3 states: 'In 1851, when the mines were most prosperous, Bere Alston had a population of 3,400 of which over 1,000 were employed in the mines. It then had three schools, nine dressmakers, four shoemakers, four wheelwrights, eleven shopkeepers, two millers and three bakers'.

05.b.i.02 The centre of Bere Alston provides an important base for the Peninsula. It offers a range of retail services including Post Office incorporating a bakers, general convenience stores, butchers, pharmacy, hairdresser, public house and fast food

outlet. There is no full-time cafe, hardware, shoe, clothes, electrical or white goods outlet available in the Peninsula. In addition to agriculture other employers and services include the primary school, the Medical Centre, a residential care home, and an estate agent.

05.b.i.03 The businesses in the Peninsula are very small with only 4% reported more than 10 employees and 61% were sole traders. Just two employers on the peninsula have more the 40 employees, that is the primary school and a residential home, based on information given by them.

05.b.i.04 Constraints on business development more particularly applicable to the Bere Peninsula relate to its geographical, topographical, environmental, and demographical situation. It is geographically it is isolated some 4 miles off a major road (A390) and the only classified road (B3237) is effectively a dead end as it goes no further than Bere Alston itself. Much of the area is included in the AONB, and part of it is within the World Heritage Site thus the scope for developing large commercial or industrial units is limited.

05.c **Issues identified through consultations**

Questionnaire Responses (October 2013)

The responses to the Questionnaire identified the following key issues:

- The community values its retail businesses which provide a good quality of service with limited resources. The community want to keep and increase the retail opportunities.
- There is a concern expressed by some businesses that developer constraints makes building difficult and can threaten establish businesses. Examples given include the additional planning rules that are relevant to an AONB area or World Heritage site or the new Care Act.
- A major constraint on local business and economy is the poor connectivity that the peninsula
- Poor transport links especially roads
- Standard Broadband service which varies across the peninsula. Very limited superfast connection a maximum of 80 properties.
- Mobile Phone service is poor with a variable signal within the peninsula.
- There are limited employment opportunities on the peninsula (just 25% of the working population). There is a strong demand for more local jobs
- There is no business support network to assist local businesses, for example identifying skill shortages or simply sharing experiences.

- The economy could benefit from visitors, if the Bere peninsula was promoted more.

For more detail see the summary of Key Responses in section A of Supporting Documentation

05.c.i **Questionnaire Feedback Events (Oct/Nov 2014)**

- It was said that more houses would definitely increase the viability of local shops, although others thought that it would make little difference.
- Local businesses could benefit from encouraging more people to buy local.
- Attract visitors who will spend more money.
- Better transport links could encourage locals to spend more outside the peninsula, where they have a wider choice of goods.

05.c.ii **Comments from West Devon Our Plan Event - February 2015**

- Re-instated Railway to Tavistock - Positive about the impact on the Bere Peninsula, if and when it happens.
- There is a growing need and recognition of the potential economic benefits to be gained by connecting with the Tamar Trails Centre and Gawton Gravity Hub

05.d **Summary of evidence**
Community Questionnaire Results

- Strong desire for more opportunities for local employment near home, currently approximately 25% work within the peninsula.
- Recognises that local retail facilities are limited, with just 10% doing the main shop in Bere Alston, with 75% using them for 'Top Up' shopping.
- Very strong demand for a DIY shop, with a greengrocers, bakery and cafe also popular request
- Strong demand for the improved connectivity in terms of transport, superfast broadband and mobile phone
- 45% of the responses suggested the Employment Land adjacent to Bere Alston station should be developed as Small Business Units. Other suggestions included Heritage, Leisure and Retail use.
- 13 businesses are considering opening on the peninsula

05.d.i **Summary of Stakeholder Strategies**

05.d.i.01 **NPPF**

The NPPF requires planning policies should support economic growth in rural areas in order to create jobs and prosperity by taking a positive approach to

sustainable new development. To promote a strong rural economy, local and neighbourhood plans should:

- Support the sustainable growth and expansion of all types of business and enterprise in rural areas, both through conversion of existing buildings and well designed new buildings;
- Promote the development and diversification of agricultural and other land-based rural businesses;
- Support sustainable rural tourism and leisure developments that benefit businesses in rural areas, communities and visitors, and which respect the character of the countryside. This should include supporting the provision and expansion of tourist and visitor facilities in appropriate locations where identified needs are not met by existing facilities in rural service centres; and
- Promote the retention and development of local services and community facilities in villages, such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship.

05.d.i.02

DEFRA

DEFRA's publication entitled 'Towards A One Nation Economy: A 10-Point Plan For Boosting Productivity In Rural Areas' outlines the Government's approach by providing the right environment for growth and increased productivity through:

- Rural areas fully connected to the wider economy
- A highly skilled rural workforce
- Strong conditions for rural business growth
- Easier to live and work in rural areas
- Greater local control

For further information see the summary in section C of Supporting Documentation

05.d.i.03

Heart of South West - Local Enterprise Partnership

The LEP's Strategic Economic Plan (SEP), March 2014, sets out how the LEP proposes to create economic growth in the Heart of the South West and our vision for achieving jobs, growth and prosperity. The 5 key priorities, include improve our transport system; superfast broadband and 4G mobile access

05.d.i.04

Government Priority - Reducing Unemployed

The National Enterprise Allowance (NEA) supports unemployed to enable them to become self-employed by Starting Up their own business. The Business Information Point based in West Devon has managed a successful scheme in

Devon and Cornwall, with over 1,200 people starting a business through the NEA scheme, including at least 3 new businesses on the peninsula.

05.d.i.05

Government Devolution Agenda - Statement of Intent

20 partners across the Heart of the South West area outlined their case for a devolution deal which would benefit the HotSW area and the whole of the UK. A 'Statement of Intent' has been submitted to Government in response to its move to devolve powers and budgets from Westminster. With key themes of economic growth; health, social care and wellbeing; infrastructure and local resilience, the document is not a fully worked-up proposal, but sets the scene for discussions with Government about what powers could be devolved. For further information see the summary in the Supporting Documentation

05.d.i.06

West Devon Our Plan

WDBC had been working up its own Strategic Plan known as 'Our Plan' and had produced a draft Regulation 19 submission for community comments. This identified proposed policies which are relevant to this Neighbourhood Plan and covers:

- OP2 - Sustainable Development
- OP11 - Area of Employment Opportunity - The Station, Bere Alston
- OP24 - Supporting West Devon's Economy
- OP29 - Neighbourhood and Village shopping
- OP32 - Infrastructure Provision
- OP33 - Communications Infrastructure
- OP34 - Transport Infrastructure

05.d.i.07

WDBC has changed its approach and is producing a Joint Local Plan with South Hams District Council and Plymouth City Council instead

05.d.i.08

WDBC economic vision has identified outcomes which include:

- Job Growth Target for West Devon - 1,500 by 2025 with the Key Sector Growth - Construction / Information and Communications / Business and Finance, whilst the Growth Drivers identified:- Enterprise / Investment / Innovation and Skills
- Priority Action:- Strategic Planning / Enterprise / Business Support
- It recognises the potential benefit that re-developing the land at Bere Alston station yard could bring to the area

For further information see the summary in the Supporting Documentation

05.d.i.09 **Business Support**

The main business advice and support provided through the Business Information Point in Okehampton, or the on-line support website from the Growth Acceleration and Investment Network (GAIN) www.gaininbusiness.com which is hosted by Plymouth University.

05.d.i.10 **Tamar Valley Management Plan**

Tamar Valley AONB Management Plan recognises the importance of building a sustainable tourism and recreational framework for the area, by working with local bodies

05.d.i.11 **Greater Dartmoor LEAF Local Development Strategy**

The fund which opened in June 2012⁵ has identified 4 main themes, with 2 of particular relevance to our economy, that is:

Objective C: Strengthening key local sectors and capitalise on natural resources

- C1. Building the food and drink sector
- C2. Deriving business benefit from the natural/cultural environment
- C3. Supporting local supply chains
- C4. Enhancing the tourism offer and increasing visitor spend

Objective D: Supporting enterprising communities

- D1. Developing community enterprises
- D2. Improving accessibility (including transport solutions)
- D3. Benefitting from virtual infrastructure improvements
- D4. Supporting delivery of local plans

05.d.i.12 **Summary of Input from Local Stakeholders**

118 business owners living on the peninsula responded to the special business owner questionnaire supplement. The summary of these responses are contained section A of the supporting documents hereunder. Two major items stand out from the responses:

- The need for major improvements in mobile phone and high-speed broadband services
- The lack of suitable premises available to set up and run a business.

05.d.i.13

There are generalised comments concerning red tape, the lack of support from planning procedures and local finance sources to give help to start and develop business, the inadequate infra structure of roads (especially parking) and services, and the lack of help for small businesses by way of lower rates and taxes.

- 05.d.i.14 Comments from local retailers shows that most are focussed on survival rather than expanding. They would welcome more houses and visitors as this could increase footfall.
- 05.d.i.15 Meanwhile 13 of the businesses who responded to the Questionnaire indicate that given the right infrastructure and support they would consider expanding in the peninsula.
- 05.d.i.16 The Care Act (2014) will change the provision of care services prioritising the delivering care at home, which may impact the local residential home, a significant employer on the peninsula.
- 05.d.i.17 The Bere Alston telephone exchange has been 'Fibre Enabled' facilitating superfast broadband for village once the street cabinets. Currently just 80 properties can access this. This does not cover businesses on the peninsula outside of Bere Alston village
- 05.d.i.18 The proposed re-instatement of the railway line to Tavistock is getting nearer with funding being secured through a signed Section 106 Agreement and DCC capital contribution. The spur line from the Tamar Valley Line could be open in 2020 connecting Tavistock to Plymouth via Bere Alston and Bere Ferrers.
- 05.d.i.19 DCC has indicated that there is limited scope for road improvements on the peninsula. The direct road to Plymouth is single tracked and crosses over the River Tavy via the very narrow ancient Denham bridge, however it may be possible to improve the passing places to ease traffic flow.
- 05.d.i.20 Several businesses have expressed an interest in forming a local business group.
- 05.d.i.21 For further information see the summary in section E of Supporting Documentation

05.e

Business development and start-ups

05.e.i

Business Support

The stakeholders strategies identified in Section 4.2 above demonstrates that Business Growth is core aim running through Government strategies at all levels from DEFRA, HOTSW-LEP down to WDBC.

- 05.e.i.01 The Government Devolution Agenda seeks move to devolve powers and budgets from Westminster to the regions. The Devon and Somerset partnership proposal covers the key theme of economic growth. A Better Business for All (BBfA) is a programme that brings together business and regulators together. The support it offers includes:
- Reducing the regulatory burdens
 - Tailored training to businesses
 - On-line Growth Hub links / sign-posting with business support providers
 - Promotes Best Practice
- 05.e.i.02 Note: The South Hams - WDBC BBfA officer is evaluating the potential for an on-line hub providing the basis of a business forum to complement /facilitate local initiatives.
- 05.e.i.03 The Business Information Point (BIP) based in Okehampton provides support to businesses in Devon and Cornwall but has limited capacity. It has over 1,700 signed up to receive their fortnightly newsletter which provides regular advice, news and information. On-line support is currently available through the GAIN programme co-ordinated by Plymouth University.
- 05.e.i.04 For further information see the summary in the Supporting Documentation
- 05.e.ii **Business Start-Ups**
- 05.e.ii.01 The creation of Jobs is a fundamental objective, for example by encouraging new business start-ups. BIP supports the NEA Business Start Up scheme managed by Job Centre Plus, supporting unemployed into employment. BIP provides support and guidance from its own specialist staff plus they will appoint a Business Mentor. The Mentor is an experienced businessman, who gives his time, providing advice and guidance to assist the development of a solid business plan.
- 05.e.ii.02 For people not on the NEA scheme they meet with an experienced BIP Business advisors who will discuss and test your business idea to test it, help you sitting down with an experienced Advisor, you can test your idea, understand the key elements and ensure you are putting best practice into place. Help includes preparing business plans, applying for grants/loans, marketing, sales and legislative requirements.
-

05.e.ii.03 BBfA is proposing to support Business Start Ups providing advice and workplace coaching, possibly using Business mentors too. Whilst GAIN on-line support will include Business Start Up advice and guidance too.

05.e.iii **Apprenticeships**

Apprenticeships are recognised as an excellent route into employment for young people. Being an apprentice gives you the opportunity to gain a recognised qualification and develop professional skills, while earning a salary.

05.e.iii.01 There are two Government websites which provide advice and guidance.

- <https://www.gov.uk/government/news/national-apprenticeship-week-2016-dates-announced>
- <http://www.apprenticeships.gov.uk/>

05.e.iii.02 Apprentices are aged 16 or over and combine working with studying for a work-based qualification - from GCSEs or equivalent up to degree level.

- Apprentices can be new or current employees.
- You could get a grant or funding to employ an apprentice if you're in England.
- You must pay the apprentice at least the minimum wage during their placement with you.

The apprentice must:

- Work with experienced staff
- Learn job-specific skills
- Study for a work-based qualification during their working week, e.g. At a college or training organisation

05.e.iii.03 A snapshot of apprenticeships available in April 2016 in the Plymouth area identified 49 apprenticeships being offered based on information from Plymouth City College.

Subject	Qty	Qualification	Comments
Business Administration	10	NVQ Level 2	
Care and Childcare	3	NVQ Level 3	One qualification not stated
Catering and Hospitality	11	NVQ Level 2	
Construction	1	NVQ Level 2	
Engineering	5	NVQ Level 2	One Year
	7	NVQ Level 3	Three Year
Hair and Beauty	3	NVQ Level 2	One Year

	2	NVQ Level 3	Three Year
ICT	2	NVQ Level 2	
Retail	1	NVQ Level 3	
Marketing	1	NVQ Level 2	One Year
	1	NVQ Level 3	Three Year
Warehousing, Operations and Logistics	2	NVQ Level 2	

05.e.iii.04 The 'Apprenticeship4Me' website offers 106 apprenticeships currently available in the Plymouth area plus 3 in the Tavistock area. The four main apprenticeship vacancy are:

- 29 within the construction trade, particularly bricklaying
- 21 in Hair and Beauty
- 16 in Business Administration, and
- 12 in Childcare and Care

This equates to 6% of the 1,800 unfilled apprenticeships in the south west (the area covered was not defined) with construction industry vacancy specifically mentioned as reported by local television news.

05.f **Objectives, policies and community actions to address issues raised**

Our objectives for the local economy

05.f.i.01 The Neighbourhood Plan supports the vision to create a vibrant, well connected, active and sustainable rural community with a strong sense of its distinct environmental and historic heritage. A strong local economy will be a cornerstone. The Plan will support initiatives that:

- Support and promote local businesses
- Increase the supply of Small Business Units
- Raise awareness of what is available locally
- Encourage business exchange network
- Encourage local supply chains
- Support projects to enhance connectivity
 - Railway enhancements
 - Superfast broadband
 - Good mobile phone connection across the peninsula
- Promote Bere Peninsula for tourism / recreational use
- Work with Tamar Valley AONB
- Work with TAVATA (Local Tourism Group)

- Work with Tamar Valley Railway operator
- Work with other attractions - Tamar Trails / Gravity Hub / Morwellham Quay

05.f.ii

How the proposals will be implemented

Policy BE1

Small scale expansion of existing retail and other business premises in the Parish will be supported, subject to it respecting the established sense of place and local character of the existing buildings in the area of the development and the surrounding countryside.

Policy BE2

At Bere Alston station planning permission will be granted for the redevelopment of the Goods Yard for employment uses that maximise the tourist potential of the site and linkages with the railway consistent with the location of the site in the Tamar Valley AONB and the Bere Alston Conservation Area, and also:

- **Maximise the linkages between the network of cycling and pedestrian routes services and promoted by the railway line AND/OR**
- **Support the provision of facilities associated with increased use of the railway, and do not prejudice the future delivery of railway infrastructure to enable the reinstatement of the line to Tavistock.**

Policy BE3

Small scale changes to residential properties to enable home working and home-based small businesses will be supported, subject to them respecting the established sense of place and local character of the existing buildings in the area of the development and the surrounding countryside.

05.f.ii.01

Community Actions

The local economy and environment will not support major infrastructure programmes, however there are benefits and opportunities arising from them such as the rural superfast broadband delivery in Devon and Somerset or the re-opening of the railway to Tavistock. A local Business Information Network could facilitate this.

05.f.iii	Local Business Information Network The Issue: to facilitate the potential for local businesses to benefit from external programmes and initiatives it is vital that they can keep informed and are aware of opportunities as they arise.
05.f.iii.01	Community Actions To develop a Bere Peninsula Business website, which could include: <ul style="list-style-type: none">• Local Business Directory (Business Activity /Contact Details)• Business Information - Including updates from Business Support organisations; delivery of infrastructure projects (e.g. railway); tourism information update; training opportunities;• Create a virtual local business discussion group via Facebook and/or Twitter which encourage shared working and informal learning
05.f.iii.02	The website would require updating and monitoring by website administrator, which we would suggest should be a paid position. Once set up it will be 1-2 hours per week.
05.f.iii.03	It could include as a 'PDF' document the latest issue of Bere Link, which would extend its availability.
05.f.iii.04	The main impact would be that the business community would be better informed about activities, local businesses and opportunities to participate / work together. This would: <ul style="list-style-type: none">• Enhance sustainability of existing businesses• Encourage the use of local businesses• The local business directory will promote businesses to community members and visitors
05.f.iii.05	The virtual discussion group will be a vehicle to identify topics of concern and encourage ad hoc business meetings and events. This could evolve into a local Business Group.
05.f.iii.06	Strategic Plan This will help to addresses the sustainable development priorities contained in DEFRA's 10-Point Plan For Boosting Productivity In Rural Areas, WDBC's 'Our Plan' and Tamar Valley AONB Management Plan. The project would deliver priorities identified in the Greater Dartmoor LEAF Strategic Plan, e.g. creating local supply chains.

05.g

Supporting Documentation

Bere Peninsula Community Plan Questionnaire: A Brief Guide to Key Results

05.g.i.01

The survey questionnaire (printed booklets and online) was 'live' from 25th September to 31st October 2013. In all, 638 responses were received; and, unless stated otherwise, reported 'response rate' in the following results refers to this figure.

05.g.i.02

Note: this brief summary covers the factual responses to the 'tick-box' type questions. For some questions, it does take input from the supplementary 'free text' information provided by responders, but only where considered necessary or appropriate for a reasonable understanding of the results. It is thus not comprehensive and occasionally necessarily subjective. If you wish to see comprehensive, detailed, original data resulting from the questionnaires, you will need to go on line to the website www.berepeninsulaplan.org.uk

05.g.i.03

Economy

Question G-1: How many in your household are in employment? (and where do you/they work?)

- Response rate 55.2%
- 41% of responding households have up to 3 people in full-time employment
- 27% of responding households have up to 3 people in part-time employment
- The ratio of full-time to part-time employees is 1.99:1 (note that a part-time employee may have more than one job)
- Note: These figures are for reported employments. Of the 45% of households returning blank entries, it is to be supposed that most will actually signify no members in employment (part or full-time). Taking into account the 4 explicit zero responses, this implies that up to 46% of respondent households include no employed members. A more significant analysis, excluding all households with no members under 65 (default retirement age), reduces the jobless household ratio to 22% (maximum). (The excluded group accounts for 7 full-time and 18 part-time employments.)
- Reported employment locations have been analysed as weighted distributions between Bere Peninsula, Tavistock, Plymouth and 'elsewhere', such as would also be reflected in the number of commuter journeys made. Full-time working Peninsula residents are employed predominantly in Plymouth (31%) or 'elsewhere' (26%), while 23% work on the Peninsula and the remaining 20% in Tavistock. For part-time employments the distribution is more even: 27%, 23%, 28% and 22% respectively.

- 05.g.i.04 Question G-2: Does anyone in the household run a business?
- Response rate 82.9%
 - The blank responses to this question are assumed to signify 'No'.
 - 107 (17%) respondents answered 'Yes' to this question. However, a total of 118 respondents gave 'Yes' to this question and/or responded to at least one question in Section H: Business Survey.
- 05.g.i.05 Question G-3: Where do you usually shop for the following?
- Response rate 97.0%
 - Most respondents' main shopping is done in Tavistock with Plymouth in second place
 - Bere Alston dominates for 'top-up' shopping
 - Household, DIY and 'other' shopping is done mainly in Plymouth followed by Tavistock
 - Respondents reported virtually no shopping on the Peninsula outside of Bere Alston
- 05.g.i.06 Question G-4: Are there any shops, traders or other businesses not presently available on the Bere Peninsula, which you think would be useful to support the local community?
- Response rate 75.9%
 - Yes 250 (39%)
 - No 195 (31%)
 - This question prompted many responses (290) in 'free text'.
- 05.g.i.07 Question G-5: Which of the following do you think is important to support the local economy in the future?
- Response rate 84.2%
- Of the suggestions offered:
- 375 respondents supported the idea of faster broadband
 - 347 supported better road and rail connections
 - 324 supported improved mobile telephone coverage
 - 186 supported better marketing of the Bere Peninsula
 - 38 respondents made further suggestions in 'free text'.
- 05.g.i.08 Question G-6: The land adjacent to Bere Alston Station is designated for non-residential development. How do you think this can best be developed to boost the local economy?
- Response rate 51.4%
 - 328 respondents made an entry in this question's free-text field.
-

05.g.i.09	<p>Question G-7: If possible, would you prefer to work on the Bere Peninsula?</p> <ul style="list-style-type: none">• Response rate 87.1%• Yes 150 (24%)• No 55 (9%)• Not applicable 345 (54%)• 98 respondents made an entry in this question's free-text field 'If 'Yes', what might assist you?'
05.g.i.10	<p>Supplementary Business Survey for Business Owners (to be completed by local business owners only)</p> <p>A total of 118 respondents replied 'Yes' to Question G-2 and/or responded to at least one question in Section H; and this has been taken as the 'business response' base figure.</p>
05.g.i.11	<p>Question H-1: How many people does your business employ?</p> <ul style="list-style-type: none">• Response rate 79% of businesses• 1 employee/sole proprietor: 61 in total, 44 on the Peninsula• 2 – 5 employees: 22 in total, 18 on the Peninsula• 5 – 10 employees: 6 in total, 1 on the Peninsula• More than 10 employees: 4 in total, 2 on the Peninsula <p>Note: Figures under 'total' include businesses owned by Peninsula residents but which are not situated on the Peninsula.</p>
05.g.i.12	<p>Question H-2: Is your business in the Peninsula?</p> <ul style="list-style-type: none">• Response rate 84% of businesses• Yes 71 (60%)• No 28 (24%)
05.g.i.13	<p>Question H-3: Are there any factors that threaten your business or restrict its development? (e.g. business rates, lack of suitable business premises or local skilled labour)</p> <ul style="list-style-type: none">• Response rate 60% of businesses• 71 respondents made an entry in this question's free-text field.
05.g.i.14	<p>Question H-4: What could be done to support your business and encourage expansion? (eg superfast broadband, business accommodation units to lease)</p> <ul style="list-style-type: none">• Response rate 56% of businesses• 66 respondents made an entry in this question's free-text field.

- 05.g.i.15 Question H-5: If your business is currently based outside the Peninsula, what factors might help you decide to relocate here?
- Response rate 13% of businesses
 - 15 respondents made an entry in this question's free-text field. (One respondent had also reported the business as based on the Peninsula (H-2), and that response may therefore be unreliable.)
- 05.g.i.16 Question H-6: Do you, or could you in the future, offer work experience or apprenticeships to young people on the Peninsula?
- Response rate 74% of businesses total on Peninsula
 - Yes: 28 in total, 22 on the Peninsula
 - No: 59 in total, 41 on the Peninsula
- Note:** Figures under 'total' include businesses owned by Peninsula residents but which are not situated on the Peninsula.
- 05.g.i.17 Question H-7: Are you intending to set up a business on the Peninsula in the near future?
- Response rate 59% of businesses
 - Yes 12
 - No 58

05.g.ii **WDBC'S Our Plan Compliance Summary**

No.	Policy Title	Policy Objective	Comment
OP2	Sustainable Development	Endorses NPPF presumption in favour of sustainable development, i.e. by balancing the economic, environmental and social benefits against specific criteria.	BPP is an all in embracing plan, which promotes sustainable development within the community
OP3	Meeting Future Development Needs	Sufficient land to meet new homes @ 216 pa and sufficient opportunities for 120 new jobs pa	

OP11	Area of Employment Opportunity - The Station, Bere Alston	<p>Redevelopment of the goods yard - Expansion of existing business from BF parish and/or support the start-up of SME's providing:</p> <p>Has regard to location AONB and Conservation Area</p> <p>Fitted to accommodate fibre optic superfast broadband,</p> <p>Maximises the tourism potential</p> <p>Linked to cycle and footpaths and promote railway</p> <p>Enable complementary use e.g. craft workshops</p> <p>Support the provision of facilities for railway to Tavistock</p>	<p>Community supports more local employment opportunities. The respondees to the Questionnaire said that Small Business Units was the best use for the 'Employment Land' adjacent to B A station. Other popular suggestions were Heritage, Leisure and Retail.</p> <p>Potential to link Gawton Gravity Centre, Tamar Trails, cycle path to Tavistock</p>
OP19	Area of Employment Opportunity – Yelverton Business Park, Crapstone	Redevelopment of the goods yard - Expansion of existing business from BM parish and/or support the start-up of SME's	Nearest Business Park to the Peninsula.
OP24	Supporting West Devon's Economy	Seeks to improve the balance of jobs within WD through positive support to employment development subject to specific criteria.	BPP is an all in embracing plan, which promotes sustainable development within the community
OP25	Existing Employment Sites	Change of Use under specific circumstances	Community wants to maintain and expand local retail outlets, therefore is concerned about loss of shop premises
OP28	Out of Centre Shopping	Criteria for supporting developments over 250 sq m outside of the town centre	

OP29	Neighbourhood and Village shopping	Will support developments proposals raised through Community and Neighbourhood Plans. Lays down criteria for change of use	Community wants to maintain and expand local retail outlets, therefore is concerned about loss of shop premises. Recognises that tourism development built upon natural and historic heritage Tamar Valley AONB / World Heritage - Mining would boost the local economy.
OP32	Infrastructure Provision	New developments to be supported by the appropriate infrastructure i a w Infrastructure Delivery Plan or as otherwise identified. Infrastructure should be delivered in phase or in advance.	Support initiatives that will Improve the connectivity by: The extension of the railway to Tavistock Superfast Broadband Small Business Units Improved mobile connections
OP33	Communications Infrastructure	New developments to contribute to the delivery of High Speed Broadband. Specifies criteria for new communications mass and antennae	
OP34	Transport Infrastructure	Supports new developments and initiatives that meet specific criteria	
OP45	Historic Environment	Developments will need to sustain WD's local character and distinctiveness and protect or enhance its historic environment and its heritage assets	Support projects that will build upon natural and historic heritage Tamar Valley AONB / World Heritage - Mining would boost the local economy

05.g.iii Towards A One Nation Economy: A 10-Point Plan for Boosting Productivity in Rural Areas (DEFRA)

Rural areas fully connected to the wider economy

Extensive, fast and reliable broadband services:

- The government is committed to delivering superfast broadband of at least 24Mbps to 95% of UK households and businesses by 2017. Decisions on further broadband rollout will be taken in the Spending Review in November.

- By the end of 2015, access to standard broadband will be available to anyone unable to get a service of at least 2Mbps, through the option of satellite broadband.

05.g.iii.01

High quality, widely available mobile communications

- The government will work closely with industry to support further improvements to mobile coverage.
- The government proposes to extend permitted development rights to taller mobile masts subject to conclusions from the Call for Evidence which closed on 21 August 2015.

05.g.iii.02

Modern transport connections

- The government will improve transport connections for rural areas, including through its £15 billion Road Investment Strategy and £38 billion rail investment programme. To support smaller airports serving regions across the UK, the government is publishing proposals for new publicly-supported passenger air routes, with final decisions on funding for successful routes to be made in November.

05.g.iii.03

A highly skilled rural workforce

Access to high quality education and training

- The government will ensure fairer funding for schools, including those in rural areas. It will turn inadequate schools into academies and focus efforts to support school improvement in underperforming rural areas.
- The government will invite local areas to participate in the re-shaping and commissioning of local post-16 skills provision.

05.g.iii.04

Expanded apprenticeships in rural areas

- The government will increase apprenticeships in rural areas, including by tripling apprenticeships in food and farming and by helping small tourism businesses to provide more, high quality apprenticeships.

05.g.iii.05

Strong conditions for rural business growth

Enterprise Zones in rural areas

- In the current bidding round for Enterprise Zones closing on 18th September 2015, preference will be given to proposals involving smaller towns, districts and rural areas.
- The government's ambition is that businesses in all Enterprise Zones in rural areas will be able to access high speed broadband.

05.g.iii.06

Better regulation and improved planning for rural businesses

- Alongside wider measures to reduce the regulatory burden and improve planning, the government will review planning and regulatory constraints facing rural businesses and measures that can be taken to address them by 2016.
- The government will introduce a fast-track planning certificate process for establishing the principle of development for minor development proposals.

05.g.iii.07

Easier to live and work in rural areas

More housing

- Through the right combination of measures, the government wants to ensure that any village in England has the freedom to expand in an incremental way, subject to local agreement.
- The government will make it easier for villages to establish neighbourhood plans and allocate land for new homes, including the use of rural exception sites to deliver Starter Homes.

Increased availability of affordable childcare

- The government will work with local authorities and providers to ensure there is sufficient high-quality childcare to meet the needs of parents in rural areas.
- The government will welcome high quality early expressions of interest from rural areas to deliver 30 hours of free childcare to working parents.

05.g.iii.08

Greater local control

Devolution of power

- The government will encourage further proposals from local areas for devolution of powers in return for strong and accountable local governance.

05.g.iv

Government Devolution Agenda - Heart of the South West Response (Extract From Heart of the South West Statement of Intent - Towards a Devolution Deal, September 2015)

To Unlock Productivity: Creating the right conditions for growth, developing our workforce and capitalising on our assets

Outcomes we want by 2030:

- GVA of £49bn
- 163,000 new jobs
- 179,000 new homes
- 3%+ annual growth
- Improved journey times to the South West

- Devolving the powers and resources to those best able to tackle our challenges and maximise our opportunities will release the productivity, competitiveness and growth that we and the nation need.

05.g.iv.01

Successes

- An acknowledged strong Local Enterprise Partnership (LEP)
- Hinkley New Nuclear
- Exeter and East Devon Growth Point
- Relocation of the Meteorological Office
- Innovation Exeter, the Science Park and university growth
- Plymouth and South West Peninsula City Deal
- Cross-boundary working on tourism and inward investment
- Delivering public sector efficiencies and savings

05.g.iv.02

Challenges

- Comparative productivity is 29th out of 39 LEP areas
- An aging workforce and major skills shortages reported in every sector of the local economy
- Our performance remains low on key productivity measures: wages, innovation, inward investment exports and global trade.

05.g.iv.03

We will:

- Develop and deliver a clear business-led strategy for skills and apprenticeships
- Deliver single, simple and easy to access business support
- Review how our property portfolios can be used to drive growth more effectively

05.g.iv.04

What we need:

- Joined-up locally accountable funding for education and skills
- A flexible single funding pot for investment
- Discussion with Government on fiscal reforms that incentivise investment
- A single public estate aligning national and local resources

05.g.iv.05

To Improve **Connectivity and Resilience**: We will ensure our businesses are not hampered by poor infrastructure or extreme weather. We will build on our proven track record of growth based on targeted investment and deliver more cost effective, innovative and focused investment. This will increase our contribution to the national economy, accelerate housing delivery and respond to environmental challenges.

05.g.iv.06

Successes

- Key infrastructure projects including the South Devon Link Road and dualling the A303/A358/A30
- High levels of house building, for example in Exeter, Taunton, Cranbrook and Sherford
- Infrastructure investment agreed as part of the Hinkley Deal
- Somerset Levels and Moors Flood Action Plan
- Connecting Devon and Somerset broadband programme
- Peninsula Rail Task Force working on a 20-year improvement plan
- Balancing protection of our environment with sensitive investment

05.g.iv.07

Challenges

- Strategic infrastructure has good coverage, but is incomplete
- Insufficient capacity of the road network and motorway junctions
- Uncompetitive travel times to London and the South East
- Incidents and extreme weather threatens transport resilience
- Housing supply not keeping up with demand
- Threats to our National Parks and Areas of Outstanding Natural Beauty

05.g.iv.08

We will:

- Improve delivery of infrastructure through better coordination with local growth
- Deliver a clear and stretching programme of investment, including additional housing and economic infrastructure
- Improve coordination and delivery of flood and coastal defence, protection and prevention infrastructure

05.g.iv.09

What we need:

- Exploration of additional powers to support our growing population and economy
- Locally pooled funding and greater financial independence and certainty
- Greater local control over infrastructure and resilience budgets and decision-making
- Extension of the Strategic National Corridor to include Plymouth

05.g.iv.10

Our working principles:

Devolution to the Heart of the South West area must be built on principles that all can sign up to. It is essential that local authority partners, other public sector and commercial stakeholders and Government share a common approach and are

clear how to proceed. To achieve that, we have drafted eight key principles that are central to our approach to devolution:

- A politically-led process without local government reorganisation
- Powers devolved to councils collectively working with the Heart of the South West Local Enterprise Partnership, then passported to the appropriate level
- Space for collaborative propositions with other authorities within the wider South West, on issues where it would make sense
- Equal voice for all of the local authorities involved
- A pragmatic and flexible, mutually supportive approach, ensuring that no authority would be disadvantaged, even if they would not directly benefit
- Arrangements focussed on gaining new powers that are currently unavailable to local authorities and will deliver benefits for all.
- Wherever possible, partners will use or adapt existing arrangements to manage and deliver on proposals to avoid extra layers of bureaucracy
- Cost-effective solutions, pursuing fiscal neutrality in line with Government expectations.

05.g.v

Local Stakeholders Input

Bere Peninsula Plan Shops Consultation - November 2014 (This information should be treated as confidential at present)

- Retailer A would like to stock more lines, bakery going well, but concerns over what Head Office may require in the future.
- Retailer B had no benefit from the development of Pentillie Rd site, does not think more development will help. Less people buying produce through them.
- Retailer C - Store to be refurbished in New Year, doing well at present.
- Retailer D may do better for more homes but not sure. Has steady flow of customers currently.
- Retailer E it or lose it many not using village, can we encourage more to use local shops, new incentives, introducing pound lines.
- Retailer F Introduced home deliveries, a few more houses might help. On-line has helped.

05.g.v.01

Situation Update - January 2016

The local retail outlets have not changed since November 2014, however one retailer is under new owners whilst two others have plans to refurbish their stores, thus offering a wider range of goods and services for the community.

05.g.vi

Business Development - Useful Guidance

Scene Setting

The thrust of economic strategies in the South West as outlined in Section 4.2 - Summary of Stakeholder Strategies above. These are targeting:

- the creation of jobs
- enhancing rural connectivity and infrastructure
- developing a high skilled workforce and new technologies

05.g.vi.01

Funding Opportunities - October 2015

There has been a shift in the emphasis in funding towards economic projects being part funded by grants (typically 40% of the project value) with the balance funded by private contributions or loans and possibly another grant . This compares with the situation in the early 2000's and 1990's, when business development projects would be funded primarily through EU and Government funding (e.g. Regional Development Funds).

Information on funding options for businesses within Devon - source WDBC website.

- Rural Community Energy Fund (RCEF) Waste and Resources Action Programme (WRAP). This £15 million programme supports communities in England to develop renewable energy projects which provide economic and social benefits to the community. Contact for more information <http://www.wrap.org.uk/content/rural-community-energy-fund>
- Greater Dartmoor - Local Enterprise Action Fund. Maybe you are seeking financial support for forestry, farming or enterprise, if so contact gdleaf@drcompany.co.uk <http://drcompany.co.uk/gdleaf/>
- Unlocking business investment fund - Heart of the South West LEP. The £5million scheme is open to businesses across Devon providing grants between £25,000-£499,000 to businesses with firm plans for expansion and just need to unlock the finances to make it happen. <http://www.heartofswlep.co.uk/news/unlocking-business-investment>
- University of West of England (UWE) - Launches £4m fund South West Businesses. This is the relaunch of the UWE Innovation 4 Growth (I4G) programme www.innovation4growth.co.uk/
- South West Growth Fund (SWGF) grant scheme open to applications from businesses across Devon. There is £8.7m of grants to distribute and the scheme is targeted at SME's and in some locations large businesses. More details including links to the guidance notes and prospectus will be available at https://gaininbusiness.com/news_items/south-west-growth-fund

- 05.g.vi.01(a) If you are setting up a business you need all the help, advice and support you can get. The information here should give you a flying start. Information from WDBC web site.
- 05.g.vi.01(b) Business Support for new businesses with BIP. If you are looking at starting a business, BIP can assist by providing in depth knowledge, information and advice across a range of topics. Help includes preparing business plans, applying for grants/loans, marketing and sales advice, legislative requirements. Remember, by sitting down with an experienced advisor, you can test your idea, understand the key elements and ensure you are putting best practice into place. Visit the Business Information Point (BIP) website to find out more.
- 05.g.vi.01(c) Devon and Cornwall Enterprise Allowance Programme. An initiative for people that have been unemployed for six months or more and are thinking of starting up their own business or becoming self-employed. This programme provides support from business advisors and mentors in developing a business plan prior to commencing trading. The assistance also continues during the first six months of operating the business. Visit the BIP - New Enterprise Allowance Programme website to find out more.
- 05.g.vi.01(d) The Princes Trust Enterprise Programme supports unemployed young people aged 18-30 to work out if their business ideas are viable and whether self-employment is right for them. Depending on the outcome of this process, the programme can then offer mentoring support and, for those that really need it, financial support to start a business or mentoring support to secure goals in employment, education or training. Visit The Princes Trust Enterprise Programme website to find out more.
- 05.g.vi.01(e) Business Link - Please refer to Welcome to GOV.UK as a key source of information.
- 05.g.vi.01(f) Start-Up Loans - Finance for Young Entrepreneurs aged 18-30 in the South West. Loans of £500 up to £10,000 for new businesses started by people aged 18-30 years old in the South West. These loans are available alongside business support and mentoring provided by our partner organisations. For full details and application forms please go to South West Investment Group

05.g.vi.01(g)

Apprenticeships

05.g.vi.01(h)

Apprenticeships are at the heart of the government's drive to equip people with the skills that young people need to grow and compete. They bring many benefits and competitive advantages to both apprentices and the employers that offer them. The Department for Business, Innovation and Skills announced in June 2015 that there have been 2.2 million apprenticeships created in the UK since May 2010.

05.g.vi.01(i)

From an employer's perspective, businesses can grow their own talent and develop a motivated, skilled and qualified workforce, as well as nurturing loyalty amongst their workforce. Apprenticeships deliver skills designed around the needs of the business and the outcome is skilled workers, something all employers desire. Apprenticeship schemes are a successful mechanism to increase productivity and drive business growth.

05.g.vi.01(j)

The Government has committed itself to apprenticeships for the long-haul; it has pledged 3 million new apprenticeships by 2020. There are a wide range of opportunities available today in both the public and private sectors, and within a number of industries. Visit the Government's Find an Apprenticeship service to search the latest vacancies and apply for an apprenticeship today. For more information about what an apprenticeship can do for you, visit the GOV.UK Apprenticeship website.

06. **Reports of Survey by Working Group, October 2016: Transport and Communications**

06.a **Executive Summary**

The existing transport infrastructure is reviewed and the various constraints and opportunities for change/improvement identified. Opportunities are significantly constrained, largely because of the way in which much of the built environment and road infrastructure of the Peninsula has historically developed. The designations 'World Heritage' (WH), 'Area of Outstanding Natural Beauty' (AONB) and 'Site of Special Scientific Interest' (SSSI) that much of the Peninsula enjoys are also important considerations.

Feedback generated by the original Community Plan Questionnaire of 2013 and subsequent Public Consultation is considered and those suggestions for improvement based on practicality, viability and achievability over the expected lifetime of the Plan are prioritised.

06.a.i.01 The principal themes developed are:

- Changes to improve traffic management and to encourage shopping activity in the centre of Bere Alston
- Improvements to pedestrian safety in Bere Alston
- Improvements to the B3257 road from The Down/Bedford Street junction to Quarry Cross to create a more appropriate 'gateway' feature to Bere Alston Village
- Deter/prohibit HGV access to Denham Bridge route except for access and make marginal improvements to passing places on this route and the Bere Alston to Bere Ferrers route in the interests of safety
- Support the immediate extension of the railway link to Tavistock together with some integration of rail and public bus services to the Peninsula
- Support the future rail extension beyond Tavistock to provide a Plymouth – Exeter connection as a viable alternative to the existing coastal route via Dawlish.

06.a.i.02 The existing communications infrastructure (Broadband and Mobile) is reviewed and, as far as it is possible (because of the commercial nature of everything), the current activities of the various players in this arena described. We can only report a snapshot in time as this is a constantly evolving scenario.

06.a.i.03 The feedback from the 2013 Questionnaire and First Public Consultation are summarised and some policies and a number of community objectives derived from the above analysis are enumerated.

06.b **Overview**

This section is all about transport and communications. In an increasingly mobile and technological world, being able to get from place to place easily and having access to high quality mobile, internet/broadband and telephone connections is becoming more and more important. We want to make sure that the communities in the Bere Peninsula have the right transport and communications infrastructure in place to enable them to be resilient to these changes and through the Neighbourhood Plan, we will be looking at ways we can achieve this.

06.b.i.01 Considering access into and around the Peninsula is essential when trying to understand and plan for how the Peninsula will change and grow in the future. How will people be able to access the services and facilities they need? How much new development can the existing roads realistically accommodate? Are there improvements that could be made? These are all questions, which we hope our Neighbourhood Plan can address.

06.b.i.02 In the Bere Peninsula, the roads are mainly characterised by winding and narrow lanes edged with high Devon banks. With origins dating back to Medieval times, many of these roads are not ideal for the 21st century. Some roads are better than others and access to Tavistock and onward to Plymouth by road is good. However, access to Plymouth via the shorter Denham Bridge route is more difficult, and this mostly very narrow, winding route with a growing number of heavy goods vehicles using it, has become an increasing concern for local residents.

06.b.i.03 The roads in the Peninsula are used very little for traffic simply passing through the area – it is almost a cul-de-sac. Their primary function is to serve local residents and visitors and as such, seem unlikely to be targets for significant investment and improvement in the future. We may not necessarily want this to happen anyway; the roads are an essential part of the character of the area and help to keep the Peninsula the relatively tranquil and peaceful place that it is.

06.b.i.04 Aside from the roads, we are very fortunate in having the regular Plymouth - Gunnislake passenger railway service passing through the Peninsula. Stations in Bere Alston and Bere Ferrers provide the basis for sustainable links into the centre of Plymouth. This is a great asset for the Peninsula and must be supported by the Neighbourhood Plan.

06.b.i.05 Mobile phone coverage by all providers in the Peninsula has been improving during the past two years, but is patchy and many black spots continue. Broadband quality has also been improving and superfast fibre has recently arrived in the Peninsula. However, coverage is similarly patchy and often poor, dependent on distance from the telephone exchange.

06.b.i.06 All of these issues we will be considering in this section. We have looked at all of the responses provided from the survey and have been collecting other evidence to help us understand what we can do to improve transport and communications infrastructure in the Bere Peninsula for the future.

06.c **What do we know already about our transport?**

The Community Plan Questionnaire of 2013 produced 638 returns, a response rate of 44% of total 1450 households. The responses highlighted the following main TRANSPORT related concerns for residents (% figures in this section are the proportion of a total of 519 questionnaire responders who chose to make a free-text response to traffic issues):

- Parking for residents in and around Bere Alston is a problem where many properties have no garage or off-road parking facility. There is a similar problem in Bere Ferrers but rather less so due to the absence of shops. Increasing multiple car ownership and the apparently ever-increasing physical size of cars exacerbate this problem. At least 20% of cars regularly park on the street.
- On street parking by shoppers and the daily arrival at the shops and pub of large (HGV) delivery trucks often disrupts traffic flow along Fore Street in Bere Alston (16% of respondents).
- Excessive speed of traffic, both in the villages and on the narrow country lanes (17% of respondents)
- The volume of traffic via Denham Bridge at certain times creates problems at places where the road narrows and passing is difficult - exaggerated when inappropriately large vehicles use the route as a short cut from the A386 to avoid Tavistock (15% of respondents).
- For many people living in the Peninsula a car is a necessity not a luxury. 90% of respondents have the use of at least one car (45% at least two) and evidently rely on their car to support their work and lifestyle patterns.
- The lack of late evening and Sunday bus services to Tavistock (30% of respondents).
- The reliability of the bus service. Some of the buses in use have poor/unsuitable disabled access and many are old and prone to breakdowns (this situation has improved since mid-2016 following a change of service provider).

- The absence of late night trains (after 9:30pm) from Plymouth (9% of respondents).

06.c.i.01 It is particularly of note that, of 519 free-text responses to questions F6 and F7 of the Questionnaire, 153 (or 30%) related to the combined issues of HGVs and parking in Fore Street Bere Alston. In addition, at the first Public Consultation 40% of the total, written, feedback comments related to transport issues.

06.c.i.02 Our current public transport services are:

- Train: We have a basic, two-hourly service on the Plymouth - Gunnislake line between 0500 and 2130 on weekdays, with a more restricted service at weekends. Presently provided by First Great Western, there are nine services a day Monday to Friday, eight on Saturdays and five on Sundays.
- Bus: Up to 30 January 2016 a private company, Jackett's Coaches, operated the Tavistock to Bere Alston/Bere Ferrers bus service (financed by Devon CC). Following an interim operation by Stagecoach and competitive tendering, the service was eventually taken over by Target Travel on 1st June 2016. This provides an approximately hourly service through the day to Bere Alston six days a week, but only two buses a day go to Bere Ferrers (railway station). Some buses do meet the train arrivals at Bere Alston railway station.
- Tavistock Area Support Services (known as TASS, a charity) is a Section 19 Operator meaning that its transport services are tied to particular groups of people, does not operate on fixed routes, cannot pick up passengers just anywhere and passengers cannot use bus passes. It also provides many other community services including a voluntary car service helping people access GP, Hospital, Dentist and Chiropody appointments, Shopmobility and Out and About mini bus trips.
- Tavistock and District Ring and Ride (a charity) became independent of TASS in 2005. It provides a service for elderly, disabled and/or rurally isolated passengers from outlying villages into Tavistock for shopping and to access community services. Currently, there is also a weekly service for shopping in Plymouth. It operates two minibuses five days a week and the service can be accessed by calling a co-ordinator in Tavistock (may also be accessed via TASS). DCC, WDBC and Tavistock TC fund it with other contributions from some Parish Councils and grateful passengers who have made personal donations and bequests.
- Tavistock Country Bus (a charity) does not operate in the Peninsula.
- River: The Peninsula has no public, water-borne transport facilities. There are public slips for boat launching at Weir Quay on the Tamar and at Bere Ferrers on the Tavy. There is also a (private) slip at Weir Quay Boatyard (R Tamar).

- 06.c.i.03 The main constraints to improving transport infrastructure in the Peninsula are:
- This is a rural community with a basic road infrastructure created centuries ago and, with labels like 'Heritage', 'AONB' and 'SSSI' attached, it seems unlikely that approval for significant investment in 'modernisation' will be forthcoming to change the road system with its winding narrow lanes hemmed in by high banks. This road network typifies Devon, contributes greatly to what differentiates our countryside from other UK regions and is a key part of the overall attraction of our county to visitors from all over the world. This is likely to mean that anything other than modest and piecemeal additions/improvements to existing passing places on the Denham Bridge route towards Plymouth and the road between Bere Alston and Bere Ferrers are most unlikely in the Plan period.
 - The scope for creating any additional, off street car parking areas in close proximity to existing village housing that would of benefit seems to be virtually non-existent
 - Evidence from a recent study into public bus services by WDBC suggests there is no scope for additional services to the Peninsula without evidence of additional demand
 - Significant development of river transport seems unlikely, due to the tidal nature of the rivers Tamar and Tavy

- 06.c.i.04 National and local planning policies say:
- The traditional, distinctive character of the peninsula is recognised in numerous environmental designations. The pattern of future development needs to have particular regard to the purposes of AONB and World Heritage Site designations and the objectives of Management Plans supporting them.
 - Appended to this document are relevant extracts from the NPPF (Appendix 1), WDBC Core Strategy Plan (Appendix 2) and AONB Management Policies (Appendix 3) – the planning framework that we need to be following.

06.d **What can we do about our transport?**

Having regard to the constraints imposed by the unique geographical circumstances of the Peninsula together with AONB, World Heritage and SSSI designations, our aim is to allow the transport infrastructure of the Peninsula to develop sustainably and sympathetically with the existing natural and built environments whilst preserving the essential rural character of the area. It must accommodate the natural growth in population, encourage commercial activity and comply with the Policies of NPPF 2012 and particularly West Devon Borough Local Plan Review, March 2005 (with Core Strategy Amendments, April 2011),

WDBC Local Plan ('Our Plan') or the corresponding policies in the emerging successor, the 'Joint Plan' (see the supporting documentation).

- 06.d.i.01 The Peninsula geography and the constraints leave little scope for significant changes. However, there are some options that should be considered for implementation over the lifetime of this Neighbourhood Plan in order to improve day-to-day life in the Peninsula in the face of increasing traffic movements particularly within the principal village of Bere Alston, implementation being determined by the availability and phasing of funding available.

06.d.ii **Transport – Community Objectives/Actions**

- 06.d.ii.01 Changes to improve traffic management and to encourage shopping activity in the centre of Bere Alston (see the supporting information for details):

- A designated loading area for shops in Fore Street where general parking would be prohibited for agreed daily periods
- Introduce a HGV weight restriction of 7.5 tonnes (except for access) in lower Bedford Street between Whitehall Drive and Fore Street
- Improved signage to encourage more daytime use of the car parking areas in Pilgrim Drive to relieve the frequent parking problems in Fore Street
- Introduce a one-way 'Lorry Route' in and out of the village (a universal one-way traffic flow seems to be unnecessary and too disruptive)

- 06.d.ii.02 Improvements to pedestrian safety in Bere Alston:

- Emphasise the pavements edges in the narrow section of Station Road near the Parish Hall with an appropriate paint and pattern.
- Investigate the possibility of marking the road outside the Parish Hall to discourage drivers from 'cutting the corner' when approaching 'the narrows' going in the direction of the railway station.
- There are presently no pavements on several narrow sections of 'thoroughfare' roads within the village, which makes pedestrian movements at least awkward and sometimes dangerous particularly for older residents, people with children/prams/buggies and mobility scooters. Significant examples are:
 - the end of The Down between the cemetery and the High Cross junction with Fore Street
 - section of Broad Park Road between Bedford Villas and West View Nursing Home
 - section of Broad Park Road between West View Road and Drakes Park
 - the junction of Lockeridge Road and Station Road

- 06.d.ii.02(a) There is no simple, complete remedy in these situations. 'Virtual Pavements' have been considered, but it is noted that the Department of Transport has ruled that there is no legal basis for them and, where they have already been installed in Devon (e.g. in Meavy Lane, Yelverton and along the A386 between Horrabridge and Leg-o-Mutton), they will not be maintained in future by Devon CC.
- 06.d.ii.02(b) In the case of The Down, an alternative, but more costly approach would be to widen the road by taking a strip alongside the BFPC-controlled land between the cemetery entrance and High Cross and moving the hedge.
- 06.d.ii.03 Improvements to the B3257 road from The Down/Bedford Street junction to Quarry Cross to improve safety:
- make use of the council-owned triangular verge on the north side to widen the carriageway, create two lanes and eliminate the awkward narrowing of the road on the brow between the Bowling Club and Quarry Cross
 - extend the 30mph zone out towards Quarry Cross and improve street lighting as far as the Bowling Club.
- 06.d.ii.04 These matters should be considered in conjunction with potential residential development on the 'North Woolacombe Road' site (ref WD_48_19_08/14) - see Policy TP3.
- 06.d.ii.05 Make marginal improvements to passing places on the Denham Bridge and Bere Alston to Bere Ferrers routes in the interests of safety.
- 06.d.ii.06 Improve sight lines at the Collytown crossroads (Woolacombe Cross) on the Bere Ferrers route in the interest of safety. This will be particularly important in the event of the development of the South Woolacombe Road site (ref. WD_48_04_08/13) - see Policy TP4.
- 06.d.ii.07 The re-instatement of the railway line from Bere Alston to Tavistock, recently authorised together with new residential development in Tavistock, will provide a significant and sustainable, additional public transport link between the Peninsula and both Plymouth and Tavistock for employment, shopping and entertainment. The additional demand could also realistically result in more frequent (and earlier/later/Sunday) services between Plymouth, Tavistock and Gunnislake and make regular coordination of public bus services linking Bere Ferrers and Bere Alston stations to the village centres more viable.
-

06.e **What are we unlikely to be able to do about our transport?**

- Make any significant, fundamental changes to the road system in the Peninsula (AONB and World Heritage).
- Add additional public bus services to the present DCC-funded service in the short term. Following a recent consultation, DCC has discontinued the first daily Tavistock - Bere Alston service because of underutilisation (each passenger journey has been costing an average £28, which is clearly unsustainable). Evidence of a significant demand for any service increases would need to be provided before these could become reality.

06.f **Rail Transport in the Longer Term**

Following the severe weather disruption to services in the southwest in 2012, the Peninsula Rail Task Force (PRTF) was set up to lobby government for improvements to infrastructure. It has set out three priorities – route resilience, journey time improvement and capacity improvement. The Group comprises all the area's county and city councils, together with Local Enterprise Partnerships and other stakeholders. It is now working with the Department for Transport (DfT) and Network Rail to develop a 20-year programme for the future of southwest rail. An interim report published in October 2015 precedes a final report of recommendations to government in 2016.

06.f.i.01 The interim report is wide-ranging and under the heading 'Increasing connectivity west of Exeter' acknowledges that a re-opened 'Northern Route' from Exeter to Plymouth via Okehampton, Tavistock and Bere Alston has the potential to facilitate growth in areas presently poorly served by rail, as well as resilience to route disruption at Dawlish. The PRTF is now assessing the wider economic benefits of such a development.

06.f.i.02 The Peninsula Rail Group (PRG), another group that includes rail professionals, academics and stakeholders, strongly supports this 'Northern Route'. They have produced an interesting economic appraisal for the alternatives - 'Summary Sheet for Northern and Southern Rail Routes' - see the supporting documentation.

06.f.i.03 If this possibility becomes reality over the next twenty years or so, it would help significantly to boost tourism and the local economy. Residents would find it easier to move into and out of the area and goods could be transported in a way we have not seen in this part of Devon since the pre-Beeching era. At the same time, it

could bring significant changes to life in the Peninsula - increased pressure on housing and infrastructure would be a possible consequence of the influx of commuter populations in the areas around railway stations like Bere Alston and Bere Ferrers.

06.g

What do we know already about our Communications?

The present situation (May 2016) may be summarised as follows:

06.g.i

The Community Plan Questionnaire (2013) revealed that:

- Only 43%/45% of respondents rated mobile phone service/broadband speed as 'Good' or 'Fair' for domestic purposes.
- Business users are less satisfied, the above figures reducing to 33%/38% respectively.
- Mobile signal quality is very patchy for all providers – the Peninsula suffers significantly from 'not-spots'.

However, there is anecdotal evidence that since 2013 all of these services have generally improved except for those who live in the most remote locations.

06.g.i.01

We know from the commercial providers of mobile phone and broadband services that:

- Mobile phone service in the Peninsula is presently limited to G2 and G3 technologies (G4 is becoming available in some areas)
- The Dept. for Culture Media and Sport carried out an industry consultation at the end of 2014 into how mobile partial 'not-spots' can be eliminated from 21% of the UK landmass by the end of 2016 without draconian measures by government to force the issue
- Broadband service improvements at Bere Alston telephone exchange have been made since the survey was conducted (e.g. line speed improvement from 4or5 to 14or15 Mbps in areas in and around Bere Alston)
- Many outlying areas are still unable to achieve even 1 or 2 Mbps
- High-speed (fibre-optic) broadband is now available in Bere Alston and four fibre cabinets are live and accepting orders from 42 postcodes in the PL20 7** area. For latest information go to <http://www.connectingdevonandsomerset.co.uk>, then follow further information/information for districts and parishes/West Devon/Bere Alston 5 (or later number).
- The Peninsula presently does not benefit from any public, cost free Wi-Fi 'hotspots'.

06.g.ii

Other developments

06.g.ii.01

In June 2015 Connecting Devon and Somerset (CDS) reported <http://www.connectingdevonandsomerset.co.uk/>:

- BT was unable to commit to achieving the target of 95% superfast broadband coverage by the end of 2017. In addition, BT could not give any reassurances that the 95% target is achievable by 2021/22.
- As a result, BT was not to be awarded a £35m public-funded contract for the next Phase Two of the planned superfast broadband rollout across the two counties.
- After seeking clarification from BT about their bid, CDS decided to reissue the tender for this work as an open procurement exercise and contracts for Phase Two are expected to be awarded by the end of 2016.
- CDS will continue to work with BT under its existing contract to deliver Phase One of the programme to meet the Government's target of 90% coverage by the end of 2016.
- Airband of Worcester are the delivery partner for the next phase of the superfast broadband programme across Dartmoor and Exmoor National Parks using wireless technology and started installation in December 2015. Access to the system in the areas concerned commenced during 2016, but the extent to which this service might become available outside of Dartmoor and Exmoor (e.g. in the Bere Peninsula) is not known.

06.h

What can we do about our communications?

Commercial suppliers provide our Telephone, Broadband and Mobile services. As a community, we can have little or no influence over the quality or quantity of the services provided, short of taking provision into our own hands – prohibitively expensive and very unlikely. As individuals, we can only 'play the market'.

06.i

Proposed transport policies

TP1: All proposals for housing, business/commercial or other development should enable the use of sustainable modes of transport, eg by installing electric charging points at properties.

TP2: Proposals that enable opportunities for walking, cycling and the use of public transport will be encouraged.

TP3: Any proposals for residential development of the "North Woolacombe Road" site (ref WD-48-19-08/14) should incorporate a new, combined residential and

Bowling Club access junction on the B3257 to form an improved "gateway" feature to Bere Alston Village financed by S106 levy.

TP4: Any proposals for residential development of the South Woolacombe Road site (ref. WD_48_04_08/13) should incorporate measures to improve sight lines at the Collytown crossroads (Woolacombe Cross) on the Bere Ferrers route financed by S106 levy.

06.j

Supporting documentation

Relevant Sections from the National Planning Policy Framework 2012 (pp9-12)

3. Supporting a prosperous rural economy

28. Planning policies should support economic growth in rural areas in order to create jobs and prosperity by taking a positive approach to sustainable new development. To promote a strong rural economy, local and neighbourhood plans should:

- Support the sustainable growth and expansion of all types of business and enterprise in rural areas, both through conversion of existing buildings and well-designed new buildings;
- Promote the development and diversification of agricultural and other land-based rural businesses;
- support sustainable rural tourism and leisure developments that benefit businesses in rural areas, communities and visitors, and which respect the character of the countryside. This should include supporting the provision and expansion of tourist and visitor facilities in appropriate locations where identified needs are not met by existing facilities in rural service centres; and
- Promote the retention and development of local services and community facilities in villages, such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship.

4. Promoting sustainable transport

29. Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.

30. Encouragement should be given to solutions, which support reductions in greenhouse gas emissions and reduce congestion. In preparing Local Plans, local planning authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.

31. Local authorities should work with neighbouring authorities and transport providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development, including large scale facilities such as rail freight interchanges, roadside facilities for motorists or transport investment necessary to support strategies for the growth of ports, airports or other major generators of travel demand in their areas. The primary function of roadside facilities for motorists should be to support the safety and welfare of the road user.

32. All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- Safe and suitable access to the site can be achieved for all people; and
- Improvements can be undertaken within the transport network that effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

33. When planning for ports, airports and airfields that are not subject to a separate national policy statement, plans should take account of their growth and role in serving business, leisure, training and emergency service needs. Plans should take account of this Framework as well as the principles set out in the relevant national policy statements and the Government Framework for UK Aviation.

34. Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. However this needs to take account of policies set out elsewhere in this Framework, particularly in rural areas.

35. Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to:

- Accommodate the efficient delivery of goods and supplies;
- Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;

- Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;
- Incorporate facilities for charging plug-in and other ultra-low emission vehicles; and
- Consider the needs of people with disabilities by all modes of transport.

36. A key tool to facilitate this will be a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan.

37. Planning policies should aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities.

38. For larger scale residential developments in particular, planning policies should promote a mix of uses in order to provide opportunities to undertake day-to-day activities including work on site. Where practical, particularly within large-scale developments, key facilities such as primary schools and local shops should be located within walking distance of most properties.

39. If setting local parking standards for residential and non-residential development, local planning authorities should take into account:

- The accessibility of the development;
- The type, mix and use of development;
- The availability of and opportunities for public transport;
- Local car ownership levels; and
- An overall need to reduce the use of high-emission vehicles.

40. Local authorities should seek to improve the quality of parking in town centres so that it is convenient, safe and secure, including appropriate provision for motorcycles. They should set appropriate parking charges that do not undermine the vitality of town centres. Parking enforcement should be proportionate.

41. Local planning authorities should identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice.

5. Supporting high quality communications infrastructure

42. Advanced, high quality communications infrastructure is essential for sustainable economic growth. The development of high speed broadband technology and other communications networks also plays a vital role in enhancing the provision of local community facilities and services.

43. In preparing Local Plans, local planning authorities should support the expansion of electronic communications networks, including telecommunications and high speed broadband. They should aim to keep the numbers of radio and telecommunications masts and the sites for such installations to a minimum

consistent with the efficient operation of the network. Existing masts, buildings and other structures should be used, unless the need for a new site has been justified. Where new sites are required, equipment should be sympathetically designed and camouflaged where appropriate.

44. Local planning authorities should not impose a ban on new telecommunications development in certain areas, impose blanket Article 4 directions over a wide area or a wide range of telecommunications development or insist on minimum distances between new telecommunications development and existing development. They should ensure that:

- They have evidence to demonstrate that telecommunications infrastructure will not cause significant and irremediable interference with other electrical equipment, air traffic services or instrumentation operated in the national interest; and
- They have considered the possibility of the construction of new buildings or other structures interfering with broadcast and telecommunications services.

45. Applications for telecommunications development (including for prior approval under Part 24 of the General Permitted Development Order) should be supported by the necessary evidence to justify the proposed development. This should include:

- The outcome of consultations with organisations with an interest in the proposed development, in particular with the relevant body where a mast is to be installed near a school or college or within a statutory safeguarding zone surrounding an aerodrome or technical site; and
- For an addition to an existing mast or base station, a statement that self-certifies that the cumulative exposure, when operational, will not exceed international commission on non-ionising radiation protection guidelines; or
- For a new mast or base station, evidence that the applicant has explored the possibility of erecting antennas on an existing building, mast or other structure and a statement that self-certifies that, when operational, international commission guidelines will be met.

46. Local planning authorities must determine applications on planning grounds. They should not seek to prevent competition between different operators, question the need for the telecommunications system, or determine health safeguards if the proposal meets International Commission guidelines for public exposure.

West Devon Borough Local Plan Review (March 2005) with Core Strategy Amendments (April 2011) Section 8, pages 142-3

8.61 Telecommunications Development: The Government takes the view that the social, environmental and economic benefits of modern telecommunications are such that the growth of the system should be supported and facilitated wherever possible. This is reflected in PPG8, which states, 'modern telecommunications are an essential and beneficial element in the life of the community and national economy'. The modern telecommunications system now comprises fixed link systems, cellular systems, personal communication networks and satellite and terrestrial television broadcasting.

8.62 Following the Telecommunications Act the industry has expanded, as commercial operators have become established to meet the demands of the market. Fast modern communications are essential to business and extensive telecommunications infrastructure is attractive to inward investment as well as providing the necessary linkages for the flow of information. The location of masts, and other telecommunication apparatus, have to be considered for their impact on the landscape. The Government's guidance indicates that policies on the siting of telecommunications equipment should be worded positively to reflect the approach that systems ought to be allowed to grow subject to environmental safeguards. The positive attitude to this form of development is reflected in the special rights and obligations given to some operators (set out in the telecommunications code), and by the permitted development rights granted under the Town and Country Planning General Development Order. Local Planning Authorities are urged to respond positively to proposals for new infrastructure. The principle of the development cannot be questioned, but the Local Planning Authority can require changes to siting and appearance where this will protect amenity.

8.63 Where possible the Council will encourage mast sharing, it may be less damaging on the landscape and environment to have one tall structure rather than a proliferation of a number of smaller masts. Much of West Devon is covered by landscape designations. In order to minimise the intrusion of telecommunications apparatus in sensitive designated landscape areas this type of development will only be permitted where the technical requirement for the installation outweighs the need to protect the environment.

8.64 The possibility that there may be adverse impacts on health associated with exposure to the type of radiation emitted by mobile phone masts is of great

concern to many people. PPG8: Telecommunications considers this matter in West Devon Borough Local Plan Review – March 2005 With Core Strategy Amendments – April 2011 Transport and Public Services 143 detail and makes clear that health considerations and public considerations can in principle be material considerations in determining applications for planning permission or prior approval. However it is the Government's firm view that the planning system is not the place for determining health safeguards. PPG8 makes clear that it is central Government responsibility to decide what measures are necessary to protect public health. PPG8 also makes clear that if a proposed mobile phone base station meets the guidelines set by the International Commission on Non-ionising Radiation Protection (ICNIRP) then it should not be necessary for a local planning authority, in processing an application for planning permission or prior approval to consider further the health aspects and concerns about them. This Local Plan therefore, does not specifically rule out the location of mobile phone or similar masts on purely health grounds.

Policy PS8 Planning permission will be granted for the stationing of telecommunications antennae, satellite dishes and other telecommunications apparatus on new sites where:

- (i) Evidence has been produce that the erection of antennae on existing masts or buildings or other structures has been investigated and is not practical;
- (ii) If the proposal is located within a the Area of Outstanding Natural Beauty the technical requirement for the installation outweighs the need to protect the environment;
- (iii) The development does not have any significant adverse effects on the setting of a listed building, conservation area, historic park or garden;
- (iv) A condition is imposed requiring the removal of equipment and installations and the restoration of the site should it cease to be operative; Applications for new mobile phone and other telecommunications base stations should include a statement that self certifies that the base station will meet the ICNIRP guidelines when operational.

06.j.ii Tamar Valley AONB Management Plan 2014 – 2019

Key management policies relevant to transport:

- The primary purpose of AONB designation is to conserve and enhance natural beauty.
- The AONB will support sustainable development that conserves and enhances the landscape character.
- The AONB will resist all infrastructure development that degrades the landscape character.

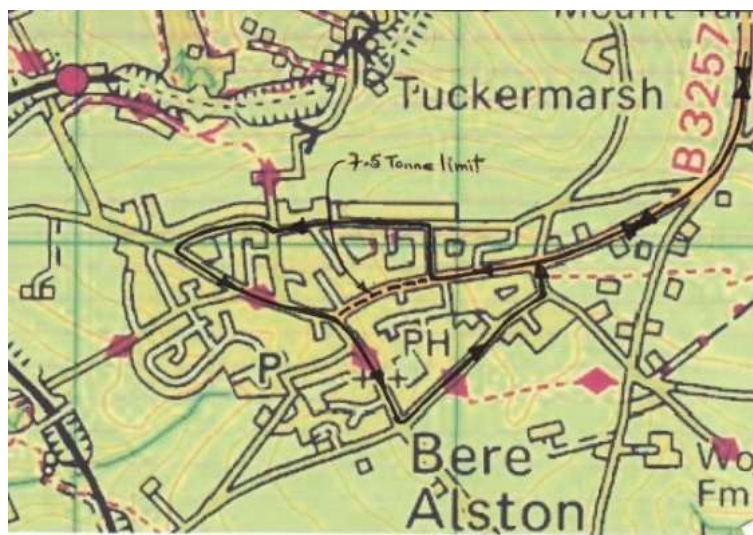
06.j.iii

A proposal for improved traffic management in Bere Alston village

HGV Route

The aim is to improve HGV movements through the village as well as looking specifically at deliveries to the shops and businesses, together with general parking issues in Fore Street.

It seems sensible for all HGV traffic to follow the bus route through the village but to turn left into Station Road from Broad Park Road rather than follow the bus route into Pounds Park Road and Lockeridge Road - see the sketch map below. An alternative using Drakes Park is considered unsuitable on account of a poor entrance at the northern end, steepness and the extent of regular on-street parking by residents.



With the help of a Co-op Food Operations Service logistics professional, we have assessed the roads and turnings along the proposed HGV route and concluded that they are able to accommodate safely the vehicle sizes regularly used at present for deliveries to the village. The proposed route could be either 'Mandatory' or 'Advisory' – to be agreed.

- We envisage that the one-way route will be signed as a Lorry Route, e.g. 'Lorry Route to Fore Street and shops'.
- The one-way route will apply only to HGVs.
- To prevent HGV's proceeding along Bedford Street past the junction with Whitehall Drive we propose a signed, 7.5 Tonne weight restriction along that stretch of Bedford Street down to the junction with Fore Street/Station Road.
- The weight limit would have a provision to allow access for HGV's making legitimate deliveries into the area of Bedford Street covered by the limit. This would enable vehicles to continue their present practice of parking at the bottom of Bedford Street to make deliveries to the Edgcumbe Hotel.
- The weight limit would exclude agricultural and refuse collection vehicles.
- We propose to establish a marked and timed loading bay area in Fore Street extending from the edge of the Bus Stop for a length of 15-20 metres. The loading bay would be available for all delivery vehicles to use.
- We envisage that use of the loading bay be split between loading-only times of, say, 0700 to 1100, then 30-minute shopper parking 1100 to 1900 and then unrestricted parking overnight from 1900 to 0700 (times are only suggestions at this stage). We hope to obtain a consensus among shops and delivery companies, particularly concerning the possibility of agreement on phased deliveries to shops to avoid congestion.
- The single yellow line waiting restrictions in the area close to the Co-op store are regularly breached. We wish to take up this matter with Devon County Council, who is responsible for enforcement. Is there a case for a simple 'maximum waiting time' for e.g. 15, 20 or 30 minutes along the street from the proposed loading bay to Cornwall Street?

We believe this proposal will provide benefit to both businesses and the various companies delivering to Bere Alston by virtue of the following:

- Minimise congestion and improve safety by ensuring all HGV's are following the same route in the same direction.
- The loading bay will provide a defined parking position for HGVs as well as an area for legal, short-term parking outside of loading-only periods.
- The weight limit in Bedford Street will prevent unsuitable vehicles causing problems in this narrow street, but the provision for access will allow deliveries to the side of the Edgcumbe Hotel to continue.
- The bus stop at the Edgcumbe Hotel is not affected and the addition of the loading bay should minimise the occasional need for a delivery vehicle to use the Bus Stop when cars park illegally close to the Co-op store.
- Overnight parking for residents is preserved.

A variation to the above scheme, involving much greater change to road infrastructure with consequent cost and land access implications, would be to widen Broad Park Road from Quarry Cross to the junction with Alexandra Drive to eliminate the blind bends and accommodate 2 lanes. In this case, the 'HGV one-way' system would then start along here from Quarry Cross, thus cutting out the turns into and out of Whitehall Drive and taking heavy vehicles away from what is understood to be the less than adequately robust substructure of that particular road. However, it is possible that this proposal will conflict with the Management Policies of the AONB – see above.

07. **Reports of Survey by Working Group, October 2016: Community Facilities**

07.a **Overview**

This section of the Neighbourhood Plan looks at the three key elements, which help to bind the Bere Peninsula community together and make the community what it is today. These are:

- Local Facilities - This is about whether there is a good range of facilities for all ages and groups within our community, including formal and informal sports, play areas, and indoor spaces.
- Local Services - which are things like health provision, libraries, schools, children's services, Post Office, local shops etc.
- Community Life - This looks at whether local residents play an active part in our local community and feel able to influence decisions made for our area.

07.a.i.01 The people of the peninsula have told that they feel safe and there is a good community spirit, however only a fifth think that they can influence the decisions affecting the community.

07.b **Issues identified through consultations including stakeholder feedback**

Issues raised from Questionnaire Responses (October 2013):

- Lack of information or knowledge of the facilities, activities and clubs that we have. One aspect is that this would be useful for newcomers and would help their integration into the community.
- Poor communication network
- Small core of community members involved in the organising of community events / activities - need to spread the workload wider
- Retail businesses under threat from internet and major multi-national stores in Tavistock and Plymouth

For more detail see the summary of Key Responses in the Supporting Documentation

07.b.i.01 Update from the questionnaire feedback events in October / November 2014:

- No consideration given to including disabled people (e.g. play areas)
- The change to a Neighbourhood Plan will give the community more influence in how the peninsula community develops

07.b.i.02 Update from Feedback West Devon Our Plan event - March 2015:

- Concern was expressed about the loss of Day Care currently provided by Harewood House. Essential to avoid social isolation of disabled parent - provides twice weekly social contact and an excursion out of the house.
- A concern was raised that patients have to go to the Abbey Surgery in Tavistock for appointments. This is not the case and people should be encouraged to be more assertive when making appointments. The Practice Manager is aware of these concerns and has been working with his reception staff to address them too.
- It was suggested that the proposed reduction in the bus service from BA to Tavistock with the early morning and early evening (7 p.m. to Tavistock) being withdrawn, could impact the ability of locals to get to and from work in Tavistock. Concerns were raised that the bus service to Bere Ferrers would be cut too.

07.c **Summary of evidence**

07.c.i **Community Questionnaire Results**

The Community Questionnaire (October 2013) Results provided strong evidence about how locals felt about living on the Peninsula.

- 95% of the people said that they feel safe
- There is a good community spirit, with Bere Ferrers leading the way
- Only 22% felt they could influence decision making
- 71 different sites were listed as potential community assets
- You would like more retail, sports facilities and local services.
- You would like more educational and social groups for all ages
- There is poor communication about what is available within the Peninsula

07.c.ii **Stakeholder Strategies Summary**

We need to be aware of and work within the strategies of key stakeholders, who deliver or facilitate the delivery of local services and facilities. This includes:

07.c.iii **NPPF - Promoting Healthy Communities**

The NPPF recognises that the planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities. This includes:

- To deliver the social, recreational and cultural facilities and services the community needs
- Access to high quality open spaces and opportunities for sport and recreation
- Existing open space, sports and recreational buildings and land, including playing fields, should not be built on

- Planning policies should protect and enhance public rights of way and access
 - Local communities through local and neighbourhood plans should be able to identify for special protection green areas of particular importance to them
- For further information see the summary in the Supporting Documentation

07.c.iv West Devon Strategic Plan - 'Our Plan - 2015'

WDBC had been working up its own Strategic Plan known as 'Our Plan' and had produced a draft Regulation 19 submission for community comments. This identified policies which are relevant to this Neighbourhood Plan and covers:-

- OP1 - Wellbeing
- OP2 - Sustainable Development
- OP29 - Neighbourhood and Village shopping
- OP30 - Inclusive Communities
- OP35 - Open Space, Sports and Recreation
- OP36 - Community Services and Facilities
- OP45 - Historic Environment

07.c.iv.01 WDBC has changed its approach and is producing a Joint Local Plan with South Hams District Council and Plymouth City Council instead.
See the summary table in the Supporting Documentation.

07.c.iv.02 Devon Clinical Commissioning Group's - Community Service Strategy Framework entitled 'A Strategic Vision for Transforming Community Services' lays down the vision leading to an integrated, personal and sustainable community services for the 21st century.

07.c.iv.03 The Journey To 'I' - An Integration Plan For Health, Wellbeing And Care In Devon - Working Draft (January 2014) - the over-riding principle is that the idea of personalised and joined up care when we or our families are ill or vulnerable is something we should be able to expect - without exception

07.c.iv.04 CARE ACT (2015) - Prioritises Care Services provision that enables clients to remain at home, therefore reducing the level of demand for Residential Care Homes. It promotes co-ordinated Care and Health services.

07.c.iv.05 Tamar Valley AONB Management Plan (2014) - promotes the area, its businesses and supply chains, whilst protecting and conserving its unique character.

07.c.iv.06 Devon and Cornwall's Police and Crime Commissioner - Financial Plan shows that the number of Police Officers and PCSO's will fall by 33 to 3,370 by March 2017,

whist civilian staff will reduce by 30 to 1,734. There is no significant change in the strategy, however there will be a new Commissioner to be elected in May 2016.

07.c.iv.07 Localism initiatives, including Neighbourhood Planning and the retention of Business Rates, could strength the local influence on decision making, such as funding for the provision of Social Care services.

07.c.v Government Devolution Agenda - Statement of Intent

07.c.v.01 20 partners across the Heart of the South West area outlined their case for a devolution deal which would benefit the HotSW area and the whole of the UK.

07.c.v.02 A 'Statement of Intent' has been submitted to Government in response to its move to devolve powers and budgets from Westminster. With key themes of economic growth; health, social care and wellbeing; infrastructure and local resilience, the document is not a fully worked-up proposal, but sets the scene for discussions with Government about what powers could be devolved.

07.c.vi Input from Local Stakeholders

We contacted key local people for comments based their individual experience within the community.

07.c.vi.01 Youth 2 Youth Service is well used, but losing its Rural Worker support from Devon Youth Centre. The new building has been completed and opened in February 2015, with special thanks to a number of local tradesmen and volunteers who provided their skills and time for free. However grants that covers the cost of the Youth Worker (P/T) has ended and new funding is desperately required.

07.c.vi.02 WDBC Facility Study published in February 2015 has identified 4 play areas on the peninsula, this includes large well-equipped playing fields in Bere Alston and Bere Ferrers, which locals have told us that there is a well-run, well used and well maintained outdoor recreational facility.

07.c.vi.03 Each village has a large allotments (1.25 ha) in Bere Alston and in Bere Ferrers.

07.c.vi.04 The local primary school has a current capacity of 210 pupils. It is thriving providing a high quality education to local children. It has seven classes and employs 41 people, many of whom are local people. It has capability to take additional pupils, if planned in advance. Its pupils have regularly achieved high attainment at Key Stage 1 and 2.

07.c.vi.05	Post primary educational is not so positive for people living in Bere Alston with the average point score per student at Stage 3 is 20% below national levels. Whilst 26% of the adult population has no qualifications
07.c.vi.06	Local residential home providing adequate number of beds and flexible care, including home care services, for local people and employs 43 local people. Recently it has created an activity centre for residents use.
07.c.vi.07	<p>The Local GP Surgery is operated by the Abbey Surgery Group based in Tavistock provided the following information:-</p> <ul style="list-style-type: none">• Availability of appointments - There are sometimes appointments available on the day, otherwise bookable roughly 4 weeks in advance. Abbey Surgery offers more appointments in Bere Alston (around 1,450 per month) than that offered by the previous doctors, which is adequate to meet the need.• Missed Appointments - on average each month up to 60 Bere Alston residents fail to keep appointments that they have made, which at 4.2% is higher than the Tavistock rate. If they rang the surgery to cancel these appointments could be offered to other patient's on the peninsula.• Bere Alston patients are around 3,000, which is approximately a fifth of the patients registered with Abbey Surgery.• Abbey Surgery has an active Patients Participation Group, which operates as a virtual group.
07.c.vi.08	Local shops have a mixed outlook, two have been refurbished whilst others are concerned for the future. All would like more customers.
07.c.vi.09	BA Sports Pavilion situated on the BA Recreation Field is over 30 years old and does not meet the appropriate standards, including the FA guidelines.
07.c.vi.10	Bere Peninsula is a low crime area with typically just 6 crimes report in a month according to the Police Crime Map web page. These are predominantly cases of Anti-Social Behaviour.
07.c.vi.11	For further information see the summary in the Supporting Documentation
07.c.vii	<h3>Community Facilities</h3> <p>The peninsula has a range of sports clubs and facilities, which includes:</p> <ul style="list-style-type: none">• Bere Alston United Football Club based at the Bere Alston Recreation Field,• Bere Alston Bowling Club

- Multi Use Games Area (MUGA) in the Bere Ferrers Playing Field is available for hire with tennis and netball popular activities.
- Weir Quay Sailing Club, who have moorings on the River Tamar for its members.
- Tavy and Tamar Gig Club
- Bere Alston Trekkers
- Community Sports Hall providing multi-use sports facilities for hire by the community at the Primary School, with badminton particularly popular.

- 07.c.vii.01 In addition the peninsula is criss-crossed with footpath, bridle ways and lanes providing excellent opportunities to explore on foot, on horse or by bicycle. It is estimated that there are around 100 horses stabled on the peninsula.
- 07.c.vii.02 Public has access to the Tamar and Tavy river via quays at Bere Ferrers and Weir Quay, with the Weir Quay Boatyard available to support boat owners.
- 07.c.vii.03 Activities, including table tennis, yoga and movement classes are held across the peninsula in a various halls, such as Bere Ferrers Church Hall.
- 07.c.vii.04 There are at least 4 current projects being championed by community organisations to enhance facilities on the peninsula. These projects will:
- Update the play equipment in Bere Ferrers to include a zip wire.
 - Provision of a community owned permanent boatyard for the sailing and gig clubs
 - Replacing the sports pavilion at BA's recreation field
 - Upgrading the play areas at BA recreation field and Underways.
- 07.c.vii.05 It was noted that over recent years the number of sports club has declined, especially for young people. There is no longer youth football or rugby clubs whilst the cricket club has closed too. Young people interested in these activities go to Tavistock (6-miles away), where there are very active well supported youth sports club. Tavistock provides also the nearest swimming pool and athletics track.

For further information see the summary in section E of Supporting Documentation

07.c.viii Community Activities

Community Life is underpinned by a number of key community groups who organise events, activities and support for local people. There is a wide range of activities and groups across the peninsula as illustrated by over 35 organisations

promoting themselves in the parish magazine (Bere Link). All are run by volunteers with a passion and enthusiasm. There are far too many to acknowledge herein, but they play a vital role in community life, for example:

- Beregen - manage the BA Parish Hall and are main supporters of the Youth 2 Youth hub.
- Carnival Committee - run the monthly mini-market, Victorian evening and of course the carnival week-end
- Bere Alston Trekkers - hold an annual 10k road race around the peninsula
- The Bere Ferrers Community Shop and Cafe is held every Saturday and has received the prestigious Queen's Award for Voluntary Service
- The Berefest Group presents an annual all-day live music event
- Bere Ferrers Watersports committee organises an annual day of lively activities,
- Regular flower shows held throughout the year across the Peninsula.

07.c.viii.01 We are fortunate to have an active Parish Council and faith groups to encourage the community to become involved and engaged. This is demonstrated by the relatively high turn-out for the recent General and Borough Council elections at 72% and 75% respectively.

For further information see the summary in the Supporting Documentation

07.c.ix

Analysis of the suggestions made for Community Assets of Value

The community suggested 71 different properties which could be considered as Community Assets. The top 7 suggestions were:

No.	Description	Times suggested	Comment
1	BA Playing Field	24	Owned by BFPC
2	BA Parish Hall	19	Managed by Beregen
3	Weir Quay	11	Public Access Slipway
4	BF Playing Field	10	Managed by the Community
5	Doctors' Surgery	10	Owned by the Partners of Abbey Surgery
6	BF Church Hall	9	Owned by the Anglican Church
7	Post Office	9	Statutory exclusion

07.c.ix.01 There were sites nominated that are '...primarily residential in purpose...', which is a statutory exclusion in the Act.

- 07.c.ix.02 The community responded magnificently when the local Post Office was threatened and it is anticipated a similar response again for example if one of the local pubs was to be closed.

For further information see the summary in the Supporting Documentation

07.d **Objectives and actions to address issues raised**

Responses to BPP Consultation Question

- 07.d.i.01 During the feedback consultations to the community we sought their comments on four key messages which will form the main thrust of our proposals and policies re Community Life, Local Facilities and Services. Also we encouraged people to get involved within our community.

- Provide information to WDBC about our outdoor facilities and update periodically
- Improve communication to all
- Get involved within our Community
- Use our local facilities, retail outlets and clubs that we have

07.d.ii **Objectives**

The feedback consultations identified three objectives that will assist the delivery of services and enhance our community life in accordance with the wishes of its people and our vision to create a thriving, vibrant, well-connected, active and sustainable rural community. This will involve facilitating service delivery; enhancing what facilities and activities that already exist; whilst retaining what makes our community so special.

07.d.iii **Facilitate the delivery of services**

- Promote local businesses, especially local supply changes
- Provide information network for local organisations and activities

07.d.iii.01 **Enhancing our community life**

- Support community organisations to develop recreational facilities
- Encourage consideration of disabled community members when providing new or enhancing local facilities

07.d.iii.02 **Whilst retaining what makes our community so special.**

- Maintain the excellent spirit in a safe rural community

- Preserve green spaces and access routes such as the network of footpaths and bridle ways or to rivers via the public slipways
- Support and encourage the use of our retailers and service providers such as local schools, health and care services, youth centre
- Retain our World Heritage and AONB status

07.d.iv

How the objectives will be implemented

The Plan will be delivered through policies, which address land use issues (for example the provision of play areas or maintaining green spaces), whilst other proposals will be delivered through community actions (for example the development of a local information network).

Policy C-1 Neighbourhood and Village Shopping

- The Plan supports retail development that would support clearly identified local needs and which are consistent with this plan.
- The change of use of shops, post offices and public houses serving the local community to other uses will be supported, where it can be demonstrated there is no significant harm to the level of service locally and where there is no reasonable prospect of the business continuing.

Policy C-2 Open Space, Sport and Recreation

- All open space, sport and recreation areas will be protected.
- Any loss of these uses will only be permitted where satisfactory alternative provision can be made either within the existing settlement or in the nearby area.
- Appropriate public open space, allotments, sport and recreation facilities will be provided where new development consists of 5 or more dwellings, subject to viability. Where possible, facilities should be provided on-site, as an integral part of the development scheme. However, where on-site provision is not appropriate, an off-site provision or a financial contribution will be sought.

Policy C-3 Community Services and Facilities

- Proposals to increase and enhance open space, sport, recreation, leisure, cultural, health and education facilities will be supported where they will contribute to the wellbeing of a community and improve accessibility to services. Any new facilities or open space provision should be as well related as possible to the settlement, ensuring that they are designed so as to be fully accessible, taking into account a range of diverse needs and circumstances.
- Existing services and community facilities should be retained where there is a continuing need.

07.d.iv.01 There are two proposals made to address the key issues raised that are not being championed by other community members. They will build upon and support what already exists within the community. In their responses to the Questionnaire the community raised the lack of awareness of the activities of various organisations on the peninsula. Often people were unaware of the activities that had already been organised which they may have been interested in. There is no overall ownership of Local Information, with the most popular information sources being the Bere Link, Noticeboards or simply by word of mouth. It is noted that the use by local groups of Facebook is increasing, including Bere Ferrers Social Club, Diary of Events, Bere Alston Parents, Bere Alston Exchange.

07.d.iv.02 **Community Actions: Local Information Website.**

To develop a Bere Peninsula website as a "One-Stop-Shop" which could include:

- What's On Diary (with link to enable individuals to submit events / activities for inclusion)
- Local Groups Directory (giving contact details / activities / subs / meeting places)
- Local Community Facilities Directory (giving contact and short facilities details)
- Local Business Directory (Business Activity /Contact Details)

It could include links to other local information sources:

- Local websites, such as the Parish Council, Primary School, Churches etc.
- The latest issue of Bere Link as a 'PDF' document, which would extend its availability
- List local Facebook Groups, (see above)

Consideration: The website would require updating and monitoring by website administrator, which we would suggest should be a paid position. Once set up it will be 1-2 hours per week.

Impact: The main impact would be that the community would be better informed about activities, local organisations and increase opportunities to participate. This would:

- Improve the numbers attending,
- Enhance sustainability of groups
- Facilitate integration of new community members
- Encourage the use of local businesses

This objective will help to addresses the sustainable development priorities contained in WDBC's 'Our Plan' and Tamar Valley AONB Management Plan.

07.d.iv.03

Community Actions: Local community support group

Feedback highlighted that the community has demonstrated its willingness to support projects, for example:-

- The new Youth 2 Youth Hub Building which was built by local tradesmen giving their time for free.
- Small donations are made by community organisations from surpluses from local events / activities, such as from the Bere Fest Music Event , the Bowling Club and Bere Alston Trekkers.

The groups are independent and do their own thing. There is little sharing of expertise and experiences, so each project starts anew. This issue could be addressed by facilitating a local support and knowledge base to help community organisations develop their ideas and plan projects and deliver them. This support could cover include a local mentor providing advice on developing ideas, project planning and delivery or sign-posting to potential funders and other community support organisations for specialist advice. The initial contact could through the local information website as proposed above.

Impact: It will be easier for community organisations to continue to develop as they want to thus continue to enhance local activities and facilities for the Bere Peninsula community and also providing opportunities for increased engagement for local individual or organisations.

Consideration: This would a person to be the co-ordinator and to monitor the enquiries, plus the creation of a list of appropriate volunteer mentors.

This objective will help to addresses the sustainable development priorities contained in WDBC's 'Our Plan' and Tamar Valley AONB Management Plan.

Note: The local information website and mentoring scheme will complement the objectives and actions proposed in the Economy section of the Scope of Survey.

07.d.v

Linkages

Any developer must demonstrate how it improves the wellbeing and encourages sustainable development, whilst conserving our unique natural and historic heritage. Developers will be required to provide appropriate green spaces, green lanes and play areas for any significant housing development as well as contribute to local services delivery including schools.

07.d.v.01

It is important that advantage is taken of opportunities afforded by future infrastructure developments, such as:

- The re-opening of railway to Tavistock,
- A new cycle route to Tavistock, with links Gawton and the Tamar Trails

07.d.vi

Community influence

The adoption and implementation of this Plan will be the final evidence that the community members are able to influence decisions concerning our community. Whilst the creation of a Community Infrastructure Levy in West Devon would provide a source of income to initiate community action proposals identified within all 5 Scope of Surveys.

07.d.vii

Supporting documentation

Key questionnaire responses

Question A-1: How would you rate the community spirit on the Bere Peninsula?
(On a scale of 1 = poor to 5 = excellent)

- Response rate 99%
- Most people (439 or 70%) chose rankings 3 and 4
- 51 people (8%) ticked 'don't know'

Question A-2: Do you feel you are able to influence decisions concerning our community?

- Response rate 97.8%
- Yes 139 responses (22%)
- No 292 responses (46%)
- Don't know 193 responses (30%)

Question A-3: Do you feel safe living on the Bere Peninsula?

- Response rate 99.1%
- Yes 609 responses (95%)
- No 23 responses (4%)

Question A-4: How can local people be encouraged and supported to take a greater role in making local decisions and assisting with local services?

- Response rate 43.9%
- 280 respondents made an entry in this question's free-text field.

Question A-5: How do you find out what is going on in the Bere Peninsula?

- Response rate 99%
- Bere Link 67%
- Notice Boards 42%

- Primary school 12%
- Word of mouth 75%
- Parish Council website 5%
- Email trail 3%
- Twitter or Facebook 13%
- Other 12%

Question A-6: Should more information be provided by using one or more of the following?

- Response rate 96.1%
- 25% use the Parish Council Website
- 23% use Facebook
- 5% use Twitter

These are low numbers – word of mouth and Bere Link clearly predominate.

Question A-7: How might our community life be improved?

- Response rate 48.3%
- 308 respondents made an entry in this question's free-text field.

Question A-8: Suggestions for inclusion in WDBC Register of Community Assets

- Response rate 32.3%
- 206 respondents made an entry in this question's free-text field.

Question B-1: Are there any additional groups or societies that you would like to see within the Peninsula?

- Response rate 71.2%
- Yes 145 (23%)
- No 287 (45%)
- 170 respondents made an entry in this question's free-text field.

Question B-2: On average, how often do you and your family use the following shared facilities within the Peninsula? ...and what stops you from using them more frequently

- Public Footpaths are the most used public amenity (230 responders use weekly)
- Less than 10 responders use the Mobile Bank weekly
- Perhaps unsurprisingly the weekly use of Sports Fields is greater than that for Churches, Church Halls and Community Sports Hall
- Only 50 responders use Water Sports Facilities weekly.

Discouraging Factors:

- Surprisingly the reason most frequently given for not making more use of amenities is 'access (parking or transport)'.
- 'Cost' features relatively insignificantly.

Question B-3: If you feel that the Peninsula is short of facilities, what more would you like to see and use?

- Response rate 34.3%
- 219 respondents made an entry in this question's free-text field.

Question B-4: Are you a member of any social/recreational club(s) or regularly-meeting group(s)/team(s)?

- Response rate 89.7%
- Yes - including clubs/groups meeting on the Bere Peninsula 314 responses (49%)
- Yes - but usually meeting elsewhere 64 responses (10%)
- No - there are no clubs or groups in the area which interest me 194 responses (30%)

Question B-5: Would you welcome and support more regular organised entertainment?

- Response rate 86.7%
- Yes 338 responses (53%)
- No 215 responses (34%)

Question C-1: Please rate the quality of the following services as available on the Bere Peninsula (on a scale of 1=poor to 5=excellent)

- Pharmacy 4.6 average score
- Post Office 4.5 average score
- Churches/Faith Groups 4.1 average score
- Village Shops 4.0 average score
- Doctors/Health Provision 3.6 average score
- All other categories 3.4 to 3.9 average score

Question C-2: What level of importance do you attach to the following services for older people in the community? (on a scale of 1=low to 5=high)

- Primary Health Care 4.4 average score
- Care Facilities (home, day, and respite care and convalescence) 4.3 average score
- Ring and Ride and other transport 4.2 average score
- Pro-active Health and Well-being 4.0 average score
- Mobile Advice Units for mobility, hearing, vision 3.8 average score

Question C-3: What level of importance do you attach to the following services for young people in the community? (on a scale of 1=low to 5=high)

Services covered: Advice services for young people, Over 12 youth clubs and Under 12 youth clubs. This question resulted in a low level of positive response, with about 380 respondents declaring they do not use any of these services. All three categories produced a similar number of positive responses (200) and all with about the same (quite high) average score (4.3/4.4).

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NPPF - Promoting Healthy Communities

69. Local planning authorities should create a shared vision with communities of the residential environment and facilities they wish to see. To support this, local planning authorities should aim to involve all sections of the community in the development of Local Plans and in planning decisions, and should facilitate neighbourhood planning. Planning policies and decisions, in turn, should aim to achieve places which promote:

- opportunities for meetings between members of the community who might not otherwise come into contact with each other, including through mixed-use developments, strong neighbourhood centres and active street frontages which bring together those who work, live and play in the vicinity;
- safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and
- safe and accessible developments, containing clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas.

70. To deliver the social, recreational and cultural facilities and services the community needs, planning policies and decisions should:

- Plan positively for the provision and use of shared space, community facilities (such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments;
- Guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs;
- Ensure that established shops, facilities and services are able to develop and modernise in a way that is sustainable, and retained for the benefit of the community; and
- Ensure an integrated approach to considering the location of housing, economic uses and community facilities and services.

71. Local planning authorities should take a positive and collaborative approach to enable development to be brought forward under a Community Right to Build Order, including working with communities to identify and resolve key issues before applications are submitted.

72. The Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should:

- give great weight to the need to create, expand or alter schools; and
- work with schools promoters to identify and resolve key planning issues before applications are submitted.

73. 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. Planning policies should be based on robust and up-to-date assessments of the needs for open space, sports and recreation facilities and opportunities for new provision. The assessments should identify specific needs and quantitative or qualitative deficits or surpluses of open space, sports and recreational facilities in the local area. Information gained from the assessments should be used to determine what open space, sports and recreational provision is required.

74. Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

- An assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
- The loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
- The development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.

75. Planning policies should protect and enhance public rights of way and access. Local authorities should seek opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails.

76. Local communities through local and neighbourhood plans should be able to identify for special protection green areas of particular importance to them. By

designating land as Local Green Space local communities will be able to rule out new development other than in very special circumstances. Identifying land as Local Green Space should therefore be consistent with the local planning of sustainable development and complement investment in sufficient homes, jobs and other essential services. Local Green Spaces should only be designated when a plan is prepared or reviewed, and be capable of enduring beyond the end of the plan period.

77. The Local Green Space designation will not be appropriate for most green areas or open space. The designation should only be used:

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

78. Local policy for managing development within a Local Green Space should be consistent with policy for Green Belts.

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WDBC's Our Plan Summary

West Devon Our Plan - Regulation 19 Consultation March 15

No.	Policy Title	Policy Objective	Comment
OP1	Wellbeing	Support new developments that can demonstrate how it contributes to reducing health inequalities	The Medical Centre, Care Home and Pharmacy in BA are vital services / facilities which the community wants to maintain and enhance.
OP2	Sustainable Development	Endorses NPPF presumption in favour of sustainable development, i.e. by balancing the economic, environmental and social benefits against specific criteria.	BPP as an all in embracing plan, which promotes sustainable development within the community
OP22	Neighbourhood Development Plans and Orders	Establishes the requirements for NDP	Provides the community with a demonstrable influence on decisions that affects them

OP24	Supporting West Devon's Economy	Seeks to improve the balance of jobs within WD through positive support to employment development subject to specific criteria.	Community wants to enhance the local retail facilities on offer on the peninsula.
OP29	Neighbourhood and Village shopping	Will support developments proposals raised through Community and Neighbourhood Plans. Lays down criteria for change of use	
OP35	Open Space, Sport and Recreation	All open space, sports and recreation areas will be protected, but allows substitutions.	In addition to the new Youth 2 Youth Centre opened in February 2015, the community is planning enhancement to community facilities including a new pavilion at the BA Recreation Ground and a Watersports Hub's Boat Park at Weir Quay.
OP36	Community Services and Facilities	Proposals to increase and enhance will be supported, where they contribute to the wellbeing of the community.	
OP45	Historic Environment	To sustain local character and distinctiveness and protect or enhance its historic environment and its heritage assets of national and local significance. Conserve and enhance the World Heritage site.	Community values its natural assets with local footpaths, bridleways and waterways are well used, encouraging / facilitating healthy active lifestyle.

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Government Devolution Agenda - Heart of the South West Response

Extract from Heart of the South West Statement of Intent - Towards a Devolution Deal, September 2015:

'To improve health, care and wellbeing: we will deliver a world class integrated health and care system within our communities'.

Public sector challenges

- Over £4bn net local government and health spend
- 186,620 people provide unpaid care every week
- Integration of health and social care
- 12% of working age people have a long-term health condition
- By 2035 31% of residents over 65 years, with 7% over 85 years old

Improving health, care and wellbeing

We want to change the system so our priority becomes keeping people as healthy as possible for as long as possible, so we can reduce dependency on the state. This means more prevention and early intervention, person-centred care and outcome-based commissioning. Success means savings to the public purse and greater productivity in our economy. Our work is well under way: devolution will help us finish the job.

Successes

- A good record of integrating health and social care
- Torbay's Integrated Care Organisation and Pioneer Bid status
- A £426m integrated 'One System One Budget' fund between Plymouth City Council and 'NEW Devon' Clinical Commissioning Group
- NHS Vanguard status for Somerset's 'Symphony' health and social care integration pilot project
- 'Integrated Care for Exeter', an innovative project to bring together health and care services
- Solid progress towards outcomes-based commissioning

Challenges

- Disproportionate growth in our older population is placing unsustainable burdens on our services
- An increasing proportion of our population have long-term conditions which seriously impacts on the local economy and people's lives.

We will:

- Increase productivity by reducing ill health and reliance on the state
- Reduce overall need for formal health and social care services
- Reduce the cost of health and social care
- Help more people with long-term illnesses or mental ill-health start or return to work

What we need:

- Freedom to pool budgets and direct resources to local need
- Freedom to develop a commissioning framework that supports local decision-making
- Freedom to establish effective, integrated governance and delivery structures
- Freedom to develop local metrics and incentives

Our working Principles

Devolution to the Heart of the South West area must be built on principles that all can sign up to. It is essential that local authority partners, other public sector and commercial stakeholders and Government share a common approach and are clear how to proceed. To achieve that, we have drafted eight key principles that are central to our approach to devolution:

- A politically-led process without local government reorganisation
- Powers devolved to councils collectively working with the Heart of the South West Local Enterprise Partnership, then passported to the appropriate level
- Space for collaborative propositions with other authorities within the wider South West, on issues where it would make sense
- Equal voice for all of the local authorities involved
- A pragmatic and flexible, mutually supportive approach, ensuring that no authority would be disadvantaged, even if they would not directly benefit
- Arrangements focussed on gaining new powers that are currently unavailable to local authorities and will deliver benefits for all.
- Wherever possible, partners will use or adapt existing arrangements to manage and deliver on proposals to avoid extra layers of bureaucracy
- Cost-effective solutions, pursuing fiscal neutrality in line with Government expectations.

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Local stakeholders input

E-1 GP surgery - email comments dated May 2015

- Both the Tavistock and Bere Alston Surgeries are owned by the Partners of Abbey Surgery.
- In terms of waiting for an appointment that always depends. There are sometimes appointments available on the day and beyond and bookable roughly four weeks in advance.
- I don't have a breakdown of how many Bere Alston patients are seen in Tavistock. We always give the option of both Surgeries. Quite a few choose to be seen in Tavistock as they work there.
- The number of appointments we offer is more than was previously offered under the Doctors there before us.
- The numbers vary weekly depending on annual leave and sickness.
- We find in general that the number of appointments we offer is adequate to the need.
- However, we do find that on average every month between 50 and 60 Bere Alston residents make an appointment at Bere Alston and never turn up. They

do not telephone or call in to cancel. Therefore, that number of appointments is wasted.

- In terms of numbers as a whole surgery we have around 14,350 patients and Bere Alston accounts for around 3,000 of that.
- In terms of the patient participation group we do this as a virtual group so I will add you to the group so that you are involved in future communications.
- In Bere Alston there are depending on the types of appointment requests between 1,400 and 1,450 appointments per month.
- The DNA rate therefore works out at around 5%. This doesn't sound a lot but when you are in the Bere Peninsula with transport issues etc. 50-60 appointments is still a significant number.
- There is no real pattern of patient type or age group. We would only mention this to a Patient if they were a persistent offender.
- We will try and continue to prevent this through looking at posters in the waiting room and near the Reception Desk and via the website. Also, the more we obtain mobile telephone numbers from our Patient's enables us to send them text reminders.
- The DNA rate at Tavistock depends on the time of year and the weather and whatever bugs are going around and that runs at about 3.5%.

E-2 BA primary school (notes of telephone conversation with Headmistress K Wild - September 2014)

- At present has x7 classes (x1 per year group) Able to accommodate all children as can flexi the year groups (mix year groups) in key stage 1 (reception, Y1 and Y2) to a total of 90 children. Not allowed to do this in KS2 (Y3, Y4, Y5 and Y6)
- There is a planned admission no. of x30 but this can be changed in advance
- Capacity is 210 children at present
- They look at the numbers of live births in their catchment area and plans are put in place using these figures (these can only be estimated numbers as families move before child reaches school age)
- If more houses in area -she has not done any auditing of the effects of new housing but recognizes that there is a need for more houses and that they should be of mixed to enable young families to remain in the area and encourage others to join.
- When she first started at the school there were 270 children at the school but with the demise of the dockyard families moved away. Also parents brought their families up in the local council houses but children have moved away and parents have remained in the family council house (nobody seems to downsize to make more space for families)

- Present building has x7 teaching bases and x1 IT suite and x1 music room. If capacity increased they would probably lose the music room which is not ideal or would end up with a porta- cabin in the grounds. Another class would not be ideal as year groups would need to be mixed (they have done this in the past without problems for the children but does have difficulties for parents and makes it more difficult for the teachers)
- School employs x40+ (includes outside contractors, kitchen staff etc.) - excellent employer for people who need school hours (avoids childcare issues) or have no transport to get out the village
- Always tries to use local tradesmen for repairs etc. even if not the cheapest
- What help could the community give the school -more volunteer readers (listen to the children read), help with ground maintenance (last sat x15 helped sort out an area for forest school) Possibly encourage the pupils who have left the school to get involved
- Discussed possible provision of a breakfast club (childcare for those working) etc. 10-15 years ago a survey was done but there was not enough interest to start one up. There are no areas in the school that could be dedicated to this now. Suggestion that it could be in the preschool or Parish hall if there was a need. The school only legally has to provide information to parents where they could get childcare and not provide it themselves. There are now x2 childminders in the village.
- Community Hall is well used during the day and weekday evenings, but she thought it was underused at the weekends and during school holidays. There was potential to increase its usage (there used to be cricket, rugby and football clubs for children in the village) Jonathan and Charlotte Hammond run hall with Ann Blyth taking bookings.
- Resources or structure of building needing upgrading etc. -nil at present since Y1 classroom extended a couple of years ago

E-3 Youth 2 Youth (extracts from email - September 2014)

Q: Are there any youth policies that will affect the present running of the youth service that are planned for the future?

A: Targeted Youth Work is the focus for Devon County, and this will affect vulnerable young people. Youth 2 Youth will not be directly affected as we are no longer in partnership with Devon Youth Service.

Q: How has the Youth Service Review '14 impacted the service with the Hub move to Okehampton?

A: The Hut in Bere Alston had a partnership with Devon Youth Service, this meant that Devon supplied a rural worker to work alongside and support the lead worker for roughly 4 hours a week. With the changes to Devon Youth Service the partnership was removed and the worker and support has finished.

Q: What is the progress of the new building and what is help needed with?

A: Nick Law is better answering this one. I know that we are a bit behind but the volunteers have been amazing. (Note: the Hut was completed in 2015.)

Q: How many young people use the service you provide at present, and how do you expect it to change in the future?

A: We currently average 20 young people per session. We can just about cope with this in the Parish Hall but it will be easier when the new building is running. We can manage around 25 young people providing there are two members of staff and a volunteer.

Q: Do you know if there are any young people who do not use the service and why?

A: Yes, there are young people in the village that don't visit the Hut. I have no substantial information as to why, but in my experience there will always be young people that prefer to join sports clubs or uniform groups and some who may prefer not to join groups at all. Youth 2 Youth is well known in the village and information has been available through advertising at Tavistock College.

Q: Do you know if all of the local youth have been covered by the questionnaire?

A: We had an excellent response but it was not 100%. I have not seen the details of the results.

Youth 2 Youth update - September 2015

- Funding for Y2Y has just about run out. The Rank Foundation money has now gone and we are living on reserves. We simply keep looking for other sources of funding as best we can. We are open 2 evenings each week for a total of 4 hours, plus some planning, trips and one-to-one work. Vicki is currently employed for 15 hours per week.
- We provide a drop in, an information centre, a person who can advise on issues relevant to their lives. We provide courses - drama, music, cooking etc., as time and opportunity allows. we challenge behaviour and act as a channel / go between for the young people and the wider community.
- Last night we had 16 boys and 5 girls come in over the evening.

- We have three volunteers who work with the young people plus a committee of 4 who run the organisation.
- The building is complete. We will put in a cooker sometime this year.
- Our aspiration is to continue serving our community in a way that is appropriate for the time. I would hope to be able to have a paid qualified employee, at least part time as this gives a good level of service. We are achieving this and will do until Christmas. The New Year will be interesting.

07.d.xi.01 **E-4 Residential care home** (notes of a phone conversation with Trevor Atkinson, owner of Westview - September 2016)

37yrs ago when Westview started there were 11 beds -now up to 29 and can accommodate 30 residents.

Changes are driven by WDBC and its decision to reduce council owned care so encouraging more private sector operators. (Harewood House in Tavistock has been discussed for closing for the past 8 years, and this seems to be closer now.) This will have an impact on services available for the elderly and possibly will change services offered by the private sector including Westview -ie daycare facility - at present most go to Harewood House. Westview could offer this service but has to be sensitive to needs of the residents as it is their home. To provide more daycare a purpose built area would be needed to reduce the impact. There have been discussions with TASS and BARP (Bere Alston Recreational Park, a community group) concerning how they all could work together to bridge the gap if/when Harewood House closes.

At present Westview has 29 Residential rooms and provides residential and end of life care. There are 4 supported living units (sheltered accommodation). There is 1 room for respite care which has about 75% occupancy. The room is bookable and does not provide emergency respite care. Clients come from the Peninsula and also from outside.

There are some courtyard rooms which provide sheltered accommodation - the client pays rent for room and services and extras can be added depending on need, eg meals, personal care etc.

There does not seem to be a need for more rooms - due to the flexibility of room packages available. Very rarely has a waiting list and rooms usually all booked out. Trevor was unable to comment on how more housing would affect elderly care

provision. He has no real data but gut feeling is that Westview is about the right size for the area covered.

The Government initiative of Direct Payment where the client is given a payment and has to choose how to spend is only just kicking in even though started 3 years ago.

Westview has also offered a homecare service within the Peninsula for the last 18 months-a small service at present but with potential to grow with the needs of the elderly on the Peninsula and the recruitment of good staff.

Westview offers many activities for the residents (art classes, music therapist, etc) and has visiting chiropodists, hairdressers and an optician.

There is a Friends of Westview group and a befriending group for the residents (those who have few or no visitors can be befriended). This has not been considered for extension out to the elderly in the peninsula

Westview employs 43 staff, all local people. The wage bill is approx. £400,000 /year (gross).

Trotters Gym -good take up of membership at start -reduced recently though not sure of reason. I asked about possible lowering age group of membership (at present for over 55yr olds) – this has not been considered, but could be. All the staff have free membership, but do not use it.

Analysis of local sports and play facilities

Facility	Description (including ownership, recent improvements/ investment etc.)	Quality	Opportunities (ie land; funding)
Outdoor Play facilities on the Bere Peninsula	Bere Alston has a recreation field with a children's play area, hard court with basketball hoops, children's play area behind the car park. Small BMX course on playing field Other play areas are on the Pentillie View estate for their private use and adjacent to Sarah Park.	Playing field in BA in fairly good order. Play area equipment could do with some updating. BMX course very small and limited so older children do not use it.	Bere Alston playing field could be improved with more organised events there in the way of sporting activities. Appears to be under-used. This need volunteers and/or outside agencies to be involved. Survey of play area equipment needed as some people have reported it needs improving. A skateboard park would benefit older children who use parish hall car park at present - not suitable and can irritate local residents. BARP has been set up to upgrade facilities.
	Bere Ferrers has playing field and children's play area, a MUGA including tennis/netball court. These are maintained largely by the village	Facilities in B F are largely maintained by the village and are in good order. The court has been resurfaced fairly recently	Bere Ferrers largely maintain own facilities with funds from village fundraising events and small grants from local authority. A Zip Wire is the next upgrade planned
Outdoor Sports Facilities on the Bere Peninsula	BA Football Club have their home ground as the eastern part of the Recreation Field, including an old wood built construction which needs to be upgraded to meet the Sport England standards.	The objective is to provide a facility to meet Sport England's standard.	Bere Ferrers Parish Council is spearheading this project.

	There are Sailing and Gig Clubs based at Weir Quay. The clubs have set up a Watersports Hub Club to establish a permanent home, which they own and will be their base. They have purchased a site obtained planning permission for the development and have started preliminary groundworks.	The Clubs are well established with an excellent reputation. They have active youth sections.	
	The quays at Weir Quay and Bere Ferrers provide public access to the River Tamar and Tavy respectively.		The slipway at Weir Quay is the only public access to the river from the Devon bank of the Tamar.
	Bere Alston Bowling Club is well established with modern facilities and good membership. The club house is available for community use.		The clubhouse is used by other community groups and members for their events too.
	The peninsula is criss-crossed by bridle ways and lanes used by Bere Alston Trekkers, horse riders, cyclists (of all genre) and walkers.		

Indoor Play and Sports facilities on the Bere Peninsula	Bere Alston has a Parish hall, Church Hall, Community Sports Hall at the Primary School, Social club, Public house, cafe, all of which provide good spaces for many and varied activities for all age groups. Presume these buildings are booked by whoever organises individual groups. Bere Ferrers has a Church hall, Social club, Public house. All provide well used facilities for different activities. A village resident organises all the bookings for the church hall. Mainly for village use but table tennis club organised by TASS one morning a week. Hazel Room at back of hall also used.	The facilities are maintained to a good standard providing quality facilities for users. (For example the Parish Hall has been upgraded over recent years)	All named buildings well used but there is further capacity for bookings of egg parish/church halls and hard court areas.

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Schedule of community organisations and activities

	Activity	Organisation	Where	When	Frequency
1	Lawn Bowls	BA Bowling Club	BA	All Year	
2	Bowls Club Night			Tuesday Evening	Weekly
3	Church Hall	St Andrew's	BF		
4	Church Hall	Holy Trinity	BA		
5	Lunch Club	Holy Trinity	BA	2nd Tuesday	Monthly
6	Bell Ringing	St Andrew's	BF	Mon 8 p.m.	Weekly
7	Hand Bells	B A Hand Bell Ringers	BA	Thurs 8 p.m.	Weekly
8	Sewing and Knitting Group			1st Wed 2 p.m.	Monthly
9	After School Craft Club	Holy Trinity	BA	Thurs 3.30 p.m.	Weekly
10	Fellowship Group	Holy Trinity	BA	Thurs 7.30 p.m.	Weekly

11	Singing	St Andrew's Singers	BF	Friday 7.30 p.m.	Weekly
12	Singing	Chordial Ladies Choir	United church	Mon Evening	Weekly
13	Room	Hope Cottage	BA		
14	Parents with Young Children	Chatterbox	Hope Cottage BA	Friday 1.00 p.m.	Weekly
15	Parish Hall	Managed by Beregen			
16	Pre-school		Parish Hall - BA		
17	Gardening - Open shed	The Horticultural Society	BA	Sun 11-Noon	Weekly (summer)
18	Garden Talks	The Horticultural Society	Ad Hoc		
19	Local History	Bere Local History Group			
20	Pilates	Pilates Classes	Parish Hall - BA		Weekly
21	Community Shop and Cafe	BF Community Shop and Cafe	Church Hall-BF	Sat Morning	Weekly
22	W I	BF WI	Church Hall-BF	Wed	Monthly
23	Yoga	Yoga	Church Hall-BF	Mon	Weekly
24	Karate	Kenpokai Karate club	BA-Community Sports Hall	Tues and Friday Evening	Weekly
25	Bridge	Bridge Club		Wed eve	Weekly
26	Seniors club	TASS	Church Hall-BA	Wed Morning	Weekly
27			Church Hall-BF	Thurs. Morning	Weekly
28	Memory Cafe	Beregen	Parish Hall - BA	Thurs. Afternoon	Weekly
29	Lunch Club	Beregen	Parish Hall - BA	4th Monday	Monthly
30	Badminton	BA Badminton Club	BA-Community Sports Hall	Mon and Tues Evening	Weekly
31	Netball	B F Netball	BF Sports Field	Sun Morning	Weekly

32	Table Tennis	B F Table Tennis	Church Hall - BF	Thurs. Morning	Weekly
33	Running	Bere Alston Trekkers	BA - United Church	Wed Evening	Weekly
34	Men's Breakfast Club				Monthly
35	Rainbows				Weekly
36	Brownies				Weekly
37	Beavers				Weekly
38	Cubs				Weekly
39	Scouts				Weekly
40	The Horticultural Soc.				
41	Football	B A Utd	BA Recreation		
42	Watersports	Weir Quay Sailing Club	Weir Quay		
43		Gig and Rowing Club			
44		Watersports Hub Club			
45	Theatre Group	Peninsula Players			
46	Child Services	Pre-School			Daily
47	Local News	Bere Link			Monthly
48	Youth Group	Youth 2 Youth	Youth Hut - BA		
49	Theatre Group	Bere Ferrers Panto Group	Church Hall - BF		
50	Computer Skills		Parish Hall - BA	Wed Morning	Weekly
51	Art	Bere Ferrers Art Group	Church Hall - BF	Tues Morning	Weekly
52	French	French Language Class	Church Hall - BF	Thursday	Weekly (Win)

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Annual events

- Apple Fest, Oct
- Arts and Craft Fair, March
- Spring Flower Show, March
- Carnival Parade, May
- 10k Peninsula Run, May
- Villager Day, May
- Bere Fest, June
- Victorian Evening, Dec

- B F Watersports, July
- Flower and Produce Show, July

Entertainment venues

- Parish Hall - BA
- Church Hall - BF
- The Plough Inn
- B F Social Club
- Victoria Social Club
- The Edgcumbe

Support groups

- BF Villagers Group
- Friends of BA School
- BF Social Club
- Victoria Social Club
- Beregen

07.d.xv

List of suggested community assets

238			
No. Made	Asset Nominated	Comment	Action
24	BA Playing Field	In community ownership - Owned by BFPC	N/a
10	BF Playing Field	In community ownership - owned by	N/a
1	Denham Woods	Owned by the Forestry Commission with public access to footpaths and river Tavy	
11	Weir Quay	Slipway is public access point to the river Tamar	N/a
3	Remainder of Bowling Green Field	Site put forward by owners for housing development	Not Eligible
7	B F Quay		
5	B F Social Club	Community owned and managed by Management Committee elected by its members	
12	B F Church Hall	Owned by the Anglican Church	
6	B F Church		
4	B F Station		

5	B F Pub		
6	B F Allotments	No vacancies - short-list register - managed by BFPC	N/a
1	B F Village Square		
1	Halwell Woods		
1	Other Local Woodland		
6	B A Churches		
1	Apple Orchard (Adjoining Allotments)		
9	Post Offices		
19	B F Parish Hall (in B A)	Managed by Beregen for the community	N/a
2	Parking for Weir Quay Slipway Users		
3	Land opposite Grove House	Mainly Residential Development	Not Eligible
1	The Marsh (Shutecombe to Causeway)		
4	Land at Weir Quay for Sailing Club	Watersports Hub has purchased site	N/a
1	Boatyard Toilets		
10	Doctors' Surgery	Managed by Abbey Surgery Group in Tavistock, owned by	
3	B A Social Club		
1	Business Start Ups		
1	Land bordering south of Pentillie Rd		
1	Land Fringing the villages		
7	B A Station		
2	Fire Station		
1	B F View Down Valley - Rectory/Vinegar Hill/ Peek Hill		
1	Former Boat Park - Weir Quay		
1	Tavy Railway Bridge and adjoining land		
4	Play Park		
4	Dog Walking Field		
5	B A Allotments	No vacancies - short-list register - managed by BFPC	N/a
1	Public Bridal Ways		
1	Land at the Bottom of Underways (Field) - Oldest Spring		

1	Building or Land (in the parish) held by WDBC		
2	B A Football Club		
5	B A Bowls Club		
2	Hope Cottage		
2	School Field		
1	Land adjacent to Sleep's Garage	Mainly Residential Development	Not Eligible
1	Pharmacy		
6	Primary School		
3	Land adjacent to B A Station	Mainly Employment Development	Not Eligible
2	Burial Grounds		
1	Green and White Building next to SPAR		
1	Field opposite Dog Walking Field		
5	B A Church Hall		
1	Public Toilets		
2	B A Social Club		
1	The old Blacksmiths		
1	St Andrew's Churchyard		
1	Slimeford Farm		
1	West View		
3	B F Church Hall		
1	Fields adjacent to B A Recreational Field		
1	Smithy - Station Rd		
2	B A Pub		
1	Tamar Riverbank		
1	Tavy Riverbank		
1	Land opposite Long Orchard		
1	River access at Ferry Farm		
1	Centrally located former shop - One Stop Shop - Advice		
1	Green space alongside the road to Tavistock		
1	Gawton Woods		
1	Various historical Buildings		
1	Footpaths		

08. 2016 Action Plan for Parish Highways

Bere Ferrers Parish Council Road Strategy Group, 28 June 2016

1. Denham Bridge Road



Site and Need

The Denham Bridge Road is a single track road, of medieval origin, that is the major commuter link between the Bere Ferrers Parish (Peninsula) and Plymouth; its route also passes through Buckland Monachorum Parish. It has inadequate passing places, numerous blind bends and is subject to floods, tree debris and landslips.



There is a history of mainly non-injury accidents, as vehicles scrape against each other, but with some major collisions. Gridlock is a frequent occurrence as large vans try to pass each other with following vehicles behind them. Many instances of road rage as drivers become frustrated by the driving and manners of others. In spite of the signage forbidding use of roads by vehicles over 6'6" there are frequent 'incidents' involving HGV and large vans. Many of the latter are in

fact 8' wide because of mirrors protruding 9' outside their 6'6" bodies. This exacerbates problems of passing oncoming vehicles.

Possible Solution

Several passing places and blind bends need to be examined with a view to improvement. We accept that any such works must be designed to ensure that the safety of road users is not endangered and that traffic speeds will not increase. Support from relevant landowners is paramount. Apparently the 6'6" width limit excludes the 9' overhanging mirrors which effectively makes them 8' wide.

A vehicle census (Thurs.26 Nov 2015) showed that 1,256 vehicles used the road in the 12 hour period from 0700hrs. However, during the morning peak (0730-0900hrs) 143 vehicles travel eastwards and are met by 35 vehicles in the opposite direction. Similarly at the evening peak (170-1830hrs) 124 vehicles travel westward and are met by 42 vehicles travelling in the opposite direction; all passing each other.

Funding and Comments

We are working in collaboration with Buckland Monachorum P.C. Funding could be from DCC Minor Works Programme or CIL/ 106 Funds may be available from forthcoming housing developments within Bere Alston, as they will cause an increase in the number of vehicles using this road. There might be an opportunity for Community assistance.

2. Bedford Street North (B 3257)

Site and Need

This is the main access road into Bere Alston. Between Quarry Cross (also known as Tavistock Corner) and the Bowling Club, it narrows to the extent that, dependent upon size, two vehicles are suddenly confronted with insufficient room to pass each other, resulting in emergency stops and scrapes. National speed limit of 60mph applies until 30mph limit is reached adjacent to cross roads with The Down.

Possible Solution

Devon CC owns much of road verge on the north side of the B3257 adjacent to Quarry Cross. A severe pruning of the hedge on the south side would ease matters but the solution is to widen the road by a small amount (less than a metre) for the problem to be completely alleviated.

If the North Woolacombe housing estate is developed, consideration could be given to extending the 30mph speed limit back towards the Bowling Club entrance with two more street lamps.

Funding and Comments

DCC may be able to cut hedge back and increase road width with perhaps 0.7 metre of tarmac extension.

3. Bedford Street/The Down Crossroads

Site and Need

These crossroads are the busiest within the village, with a variety of HGV, buses, tractors etc. passing through and is adjacent to new Woolacombe housing estate containing many young families. It has poor sight lines due to obstructive hedging and Just before the crossroads on west side there is a sudden narrowing of the road because the kerb extends into the road line. This was the partial cause of a minor injury accident, a couple of years ago when a car overturned after hitting this kerb. On the East side hedging again reduces road width adjacent to the crossroads.

In spite of new pavement improvements it is still difficult for families with prams and motorised wheel chairs to cross in safety. Many users are avoiding the new pavement on the north side and crossing on south side because it allows them to see the traffic approaching from the

village centre direction. Motorised wheel chair users have to enter the road from the pavement to have a similar vision and they have difficulties in reversing. The crossing is just inside the start of the 30mph speed limit.



Possible Solution

In the event of the development of the North Woolacombe Road (WD-48-19-14) housing estate with access by the Bowling Club; consideration could be given to a combined access and a mini roundabout to serve Estate and Club. The latter would also have the major advantage of slowing traffic before the Down crossroads. The severe pruning of the hedge on the west corner of Down and Bedford Street would improve site lines with attention given to the above kerb line. Consideration should also be given to the provision of a Footway on the grass verge from The Down crossroads towards the Bowling Club.

Funding and Comments

An approach to the landowners might deal with the hedges at above crossroads. If the above development goes ahead then 106/CIL funds could be available.

4. Broad Park Road



Site and Need

This secondary road starts at Quarry Cross and enters into the village along its northern boundary, subject to speed limit of 60mph until it reaches the Down lower cross roads.

The Road narrows from double to single carriageway as it meanders through a number of blind bends. A major safety hazard with HGV's and buses using this section of road which has no footways.

Possible Solution

Taking into account its increasing use by large vehicles accessing the village (which we support) it is suggested that

now is the time to consider road improvement works. The road needs to be straightened by removing blind bends and provision of additional passing places or road widening from its junction with Alexandra Drive to Quarry corner.

There are severe pedestrian problems further down Broad Park where garden hedges and fences extend to the side of the carriageway.

Funding and Comments

An application has been received for outline planning application for 12 houses (WD-48-08-08/13) in respect of a site north of this road. A 106/CIL agreement could finance these improvements, together with a footway inside the site and other measures as proposed by Highways Officer in his OPA response. In addition the development site owner has indicated the possibility that the land alongside the road on the north side (from the crossroads to Quarry Corner) might be available for road improvements.

Note that if the development does not proceed then other funding sources for the road improvements will need to be sought

5. Collytown Crossroads

Site and Need

This crossroad intersects with the main Tavistock - Bere Ferrers and Bere Alston - Collytown road. It has dangerous sight lines on each of the northern sides and it is quite impossible for cross traffic to see vehicles approaching from the north and has also been subject to a number of minor accidents over the past years.



Possible Solution

Site lines need to be improved on each side and a consideration of traffic management measures on the main road.

Funding and Comments

If the South Woolacombe road site (WD-48-04-08/13) is developed then the natural route for all traffic proceeding in the Plymouth, Tavistock or Bere Ferrers

direction would be through the above crossroads. Therefore the increased traffic will increase the present dangers and improvement works should be funded from a 106/CIL agreement together with a footway(in the opposite direction) from site entrance to the Down Road.

6. Lower Station Road and Rail Station (Bere Alston to Plymouth Tamar Valley)

Site and Need

With the connection to Tavistock by train there will be increased use of this road, especially with over 60 school children travelling to Tavistock College each day. At present there is no footway or safe way for people walking to and from the Station on a road that is far from straight.

Possible Solution

Pedestrian safety would be enhanced by a footway from Sleep's Garage to the Rail Station. A 'virtual' pavement has been considered, but DCC now consider these to be unsafe and they will no longer agree to their use.

Funding and Comments

This could be financed by a 106/CIL agreement from any developments within the village, as it could be argued that children from all areas will use the route in addition to the schoolchildren that at present travel by train from Bere Alston to Plymouth. It may also be possible to obtain funding from rail development funds when the Bere Alston to Tavistock line is built.

7. Traffic Management - Fore Street Shopping Area and Lower Bedford Street

Site and Need

It is important to encourage the use of the Village shops where sustainability is an issue. Fore street shopping area is narrow and carries a large amount of through traffic being one of only two cross-village roads. (The other is at the North end – Down Road).Most of the time it is effectively a single track road because of parking by shoppers. There are traffic jams, which are

normally sorted out with patience on all sides, local road users appearing to accept it as a way of life within the village.

However, the situation is aggravated by delivery vehicles and the hourly bus service plus the chaos on Monday morning as the refuse and recycling large Lorries of WDBC meander along with frequent stops. There are only six restricted parking places.



Possible Solution

We are indebted to the Transport Member on the Bere Peninsula Neighbourhood Plan for his considerable work in developing a lorry route around the village (In at Broad Park Rd – Station Rd – Fore St – The Down – Woolacombe Rd and then out by upper Bedford St. As a result of his intercession some large delivery vehicles are already using this route.

The next step of this process would be to ban heavy vehicles (except for access and buses) from using lower Bedford St and Whitehall Drive. (We understand that Whitehall Drive is not built for continuous use by heavy vehicle because of foundation and drainage weaknesses). Lower Bedford St has no footway and is a school walking

route. It is effectively a single roadway because of households legally parking on one side with two small passing places, plus a narrow sharp turn into Fore St. at the Edgcumbe Arms. It is most difficult for large vehicles but it is also used by farm tractors and Network Rail HGV's.

There would then be a need to have a reserved loading area in Fore St from 7am to 11am; starting from the Edgcumbe Arms Hotel Corner to the Co-op shop. We would endorse this plan and support the development of further contacts with shops; hauliers etc.

The situation is aggravated by having the bus stop outside the Edgcumbe Hotel.

If it was considered inappropriate to take this step then perhaps consideration could be given to blue advisory signs, suggesting this route.

Funding and Comments

It is proposed that Lower Bedford St and Whitehall Drive should have a 7.5 tonne weight legally imposed or Blue Signs 'Not suitable for Heavy Vehicles' which is widely used in other places.

We do not believe that more enforcement by Civil Officers is a policy to be followed by this Parish Council as this would not encourage local shopping and cause huge resentment by the parishioners.

If a combined Traffic Management Order was acceptable combining the lorry route with loading restrictions as suggested above, it would go a tremendous way in alleviating traffic congestion and improve road safety. If this is not possible perhaps a wall sign reserving this area for vehicle loading during these times might be appropriate.

8. Pavement Markings – ‘The Narrows’ Station Road



Site and Need

This is a narrow section of road with a blind bend and hardly any height difference between narrow pavements and road surface. Vehicles frequently mount the pavement imperilling pedestrians (only cross village route for play school and village school children). There is great concern that there are dangers to pedestrians using the ‘narrows’ in Station Road and we feel that the pavement edges should be emphasised from the Parish Hall turning to discourage drivers from ‘cutting the corner’ and driving on to pavements.

Possible Solution

Pavement edges to be suitably marked.

Funding and Comments

Funding might be available from maintenance budgets or other sources.

9. Western End of Down Road (High Cross)



Site and Need

Another road that narrows to single track as it meets crossroads from Fore Street, causing major issues to vehicle and dangers to pedestrians.

Possible Solution

Strict cutting back of hedges each side of road with the development of a ‘virtual pavement’ for pedestrians

Funding and Comments

Moderate costs should be able to be financed from maintenance budgets or other sources.

10. Bere Ferrers Main Road to Tavistock



Site and Need

As you leave BF village, adjacent to the allotments and field known as Trevethan Park at GR. SX 455638, the road narrows, dips down into and out of old water crossing, and follows an S shape at the same time! It is also known locally as the 'corkscrew.' It is a safety hazard with number of vehicle incidents over the years with damage to vehicles and Highway warning signs. The road floods during major rainfalls, as there is insufficient carrying capacity in the pipes that carry water from this flood plain and an old stream that crosses the road and empties into The Marsh.



Possible Solution

The land is owned on the eastern side by DCC and on the western side by the owners of Trevethan Park. The road needs to be straightened and widened as necessary together with drainage improvements.

Funding and Comments

Trevethan Park is subject to a planning application for seven houses and was subject to a recent public consultation by the owner's representative for the development of 20/25 houses. He has also had discussions with the planning officers of WDBC. Therefore works could be financed by a 106/CIL agreement if planning permission was granted. Otherwise other sources of funds should be sought to carry out these works or improvements as necessary.

09. **Site Visits Reports and Related Information**

Broad Park Road

Site Visit: Land adjacent to 113 Broad Park Road. (WD_48_08_08/13)

Wednesday 26th August 2015 10:00 – 11:00 am.

Present:

Mike Benson - Coordinator Bere Peninsular Neighbourhood Plan Group.

Granville Starkie - Bere Peninsular Neighbourhood Plan Group (Transport).

Mike Palmer - Bere Peninsular Neighbourhood Plan Group (Housing).

Jeremy Maddock - Bere Peninsular Neighbourhood Plan Group (Architect).

Brian Lamb - Bere Ferrers Parish Council.

Phil Baker - West Devon Borough Council Strategic Planning.

Peter Walshe - Note taker.

Applicants:

Nigel Harrison, Nicky Harrison - Applicants for the development of the site, acting on behalf of the Landlords who are their parents.

Jeremy Hyde

Jane Hyde

- Mike Benson outlined the purpose of the site visit, to find out facts and discuss what proposals there are, for development on this site. He pointed out that no decisions can be made prior to a planning application being approved by the Parish Council, West Devon Borough Council and by a local referendum.
- The applicants presented various documents in support of the development of the site, including the benefits arising from development of this site, responses from statutory bodies including Tamar Valley AONB and Devon Council Highways, together with a location map showing a simple site layout for 10 family houses and improved sightlines along Broad Park Road.

Matters discussed:

- A new access road onto the site, will be constructed, using the existing junction, which will be improved and widened;
- The existing Devon bank will be inched back along Broad Park Road, to improve the visibility along Broad Park Road. The possibility of road widening was previously considered by Devon CC, with the historic option to purchase a strip of land along Broad Park Road that was not

taken up. The question remains whether Devon CC are in a position to fund road widening and improvements works in this location;

- The site is a well screened plot on three sides with a newly planted tree screening along the northern boundary, which will screen the site from Cornwall;
 - With regard to numbers of houses to be located on the site, the plan presented showed 10 family houses. The maximum number allowed on the site is 21 properties and depending on the demand, the number of houses proposed by the applicants is between 10-21 houses;
 - Drainage/sewerage matters were raised, given the sloping nature of the site. The applicants suggested either connecting to mains drainage with a pumping station, or building a private septic sewerage system (e.g. Biorock). This matter was not viewed by the applicants as having an effect on the viability of the scheme. South West Water will need to be consulted on this matter. A CCTV survey of existing drains fifteen years ago showed that the current system does not have enough capacity. Existing properties adjacent to the proposed site have cesspool/septic tank drainage in their back gardens;
 - The applicant stated they had a developer in mind, who was interested in developing the site and the site would be available for immediate development;
 - The development will include the widening of the existing junction, reduction of the existing bottleneck and improvements to the line of sight for traffic along the road.
 - The types of housing proposed on the site were discussed. Applicants have no preconceived ideas, but are looking at a mixed development, aimed mainly at family friendly housing. There is a need to consider some contribution towards affordable housing. A certain percentage of the scheme should be affordable housing, based on a viability assessment to meet emerging needs.
 - No objections have been received regarding Tamar Valley AONB.
 - Some of the existing oak trees along Broad Park Road have TPOs. The existing Devon hedge is historic, but an ecological report on the site states that there are no ecological issues.
 - The proposed linear development of properties on the site was discussed. It was suggested that the site should not be a linear development, but include some land for amenity use on the site.
 - P. Walshe 26th August 2015
-

Long Orchard

Site Visit: Land adjacent to Long Orchard. (WD_48_11_08/13)

Wednesday 26th August 2015 13:00 – 14:00 pm.

Present:

Mike Benson - Coordinator Bere Peninsular Neighbourhood Plan Group.

Granville Starkie - Bere Peninsular Neighbourhood Plan Group (Transport).

Mike Palmer - Bere Peninsular Neighbourhood Plan Group (Housing).

Jeremy Maddock - Bere Peninsular Neighbourhood Plan Group (Architect).

Brian Lamb - Bere Ferrers Parish Council.

Phil Baker - West Devon Borough Council Strategic Planning.

Peter Walshe - Note taker.

Paul Wiseman - Land Agent for applicants.

Matters discussed:

- Mr Wiseman stated that the site was in the 1972 Development Plan for housing, but had never been developed and was now being brought forward. The 5 acre site is currently used for agriculture, but the current proposal is for 48 dwellings, together with landscaping, public open space and recreation space. The development runs east to west, with more affordable housing in the centre. It is proposed that the development is carried out in two phases. This meeting is prior to a pre-application submission. The landowner owns all the land down to the railway line and beyond.
- The draft site plan shows two means of access, at the top and bottom of the development. Mr Wiseman stated that there are not enough houses in the area and that there is a need for more houses in appropriate places and that local people need to live where they were brought up.
- The issue of the site being in an AONB was raised, as well as a World Heritage Site, so the setting of the development is likely to be of great importance.
- Mr Wiseman considered the matter of the site being close to a World Heritage Site, to be a 'red herring.' The site can be adequately screened and the development is considered not to have any impact on the WHS. The landowner/estate was granted 'heritage exemption' due to inheritance tax matters, dating back to the mid-1980s. The railway line is the boundary of the 'heritage exemption.'
- It is understood that there are no exemptions with regard to the impact of any development on a World Heritage Site, as it relates to the setting and any development on this site would be bound to have an impact on that setting.

- This location is considered to be the most prominent of the development sites in the AONB and would certainly have an impact on the WHS.
- Mr Wiseman stated that all these matters would be addressed in any pre-application discussions.
- The land is Grade II agricultural land, originally graded by the Ministry of Agriculture in the 1970s. It was a medieval cropping unit and the development will respect this. There are no mine shafts in this area, so there are no potential contamination issues.
- Development of the site has advantages by its proximity to the railway station and to the local school and would be an encouragement to residents to use the railway to get to Plymouth. Inclusion of footpaths in the development could be included in a pre-application submission.
- Concerns were raised regarding the fact that all the car traffic from the development would have to go through the village to get to Tavistock or Plymouth.
- Possible problems with drainage were raised. There is no spare storm drain capacity at the sewerage works.
- The developer is in the position to start almost immediately. The development is considered to be viable, based on 48 houses. The site potential for houses in the District Plan is for 30 houses only.
- There is an important need to appraise what is being proposed now, before any application is submitted. Building will be taking place on the highest point of the site and there is the significant issue of the site's proximity to the World Heritage Site and AONB.
- With regard to guidance from the West Devon Development Plan, by 2016 there should be greater clarity about the appropriate number of houses that could be built on this site.
- Consideration should be given to including a small plot for self-build being incorporated into the site.
- The issue of the quality of the housing proposed on the site was discussed. The properties proposed are not generous properties; the gardens are bigger than expected, but there could be a reduction in the quality of build, at the expense of increasing the number of houses. A focus should be on affordable housing, rather than low cost housing.

- The maize crop will be cut in October, so this will allow a better view in order to properly assess the impact of the development.
- The loss of agricultural land will not have an impact on the existing tenant farmer; he currently rents 250 acres, so the loss of 5 acres is not considered significant.
- It was noted that a small enclosure for public play space and public open space was included on the site plan. The amount and most appropriate type of public space will be dealt with in a planning agreement.
- Mr Wiseman will provide Mike Benson with a copy of the site plan for the proposed development.

P.Walshe 26th August 2015

Sleepy Hollow

Site Meeting at Sleepy Hollow Bedford Street, Monday 28 Sept15

Present:

Mike Benson (MB), BPPG

Mike Palmer, BPPG

Granville Starkie, BPPG

Brian Lamb, BF Parish Council

Rebecca Black (RB), WDBC

Vic Garner (VC), Landowner

Introduction

VC briefly described the site. The house called 'Sleepy Hollow' was recently demolished and the site cleared. An outline planning application has been submitted. Several beech trees at the back of the site with a rookery have been there for 100+ years. The trees have preservation orders. The site has (recently unused) existing connections to mains services and there are no rights of way problems. Site is level and has easy access to Bedford Street.

Summary of Discussion

VC wishes to find the most appropriate use and people for the site and is clearly unhappy to include social housing – 'Lots of social housing in Bedford Street already'. His experience in the past as a Parish Councillor campaigning (successfully) for adequate police presence in the village made him uncomfortable with social housing. He would prefer to have $\frac{3}{4}$ bedroom houses.

MB advised would need to either include social housing or contribute to this elsewhere. His architect had apparently advised this would not apply but RB said there were recent, revised government rules requiring this.

Clearly VC most unhappy and may not develop if this is the case. Willing to let plot stand empty if social housing there. There was some discussion about the possible alternative of self-build development. VC might be interested but only if this would avoid the problem of social housing. He would be concerned about the possible extended timescale implications of self-build. VC expressed willingness to build an access road for self-build if other issues could be resolved.

Conclusion

VC is firm about social housing and insisted he would have clauses in any contract to say what should be developed there. The family own the area and are adamant – no social housing. He has made enquiries about other types of development (which may or may not get planning permission) and would be happy to sell for something else if need be.

Notes by Granville Starkie

Woolacombe Road South

Site Meeting Woolacombe Road (S) 28 Sept 2015 (WD_48_04_08/13)

Present:

Mike Benson (MB), BPPG

Mike Palmer, BPPG

Granville Starkie, BPPG

Brian Lamb, BF Parish Council

Rebecca Black (RB), WDBC (Rebecca's arrival was delayed)

Graham Spurrell (GSp), Landowner

Introduction/History

MB made introductions of those present and confirmed that no decisions would be made today, as all need to go through Parish Council and a referendum. GSp said that 15 years ago WDBC identified the site as potential development land. He employed an agent and the site went through planning but at the last moment, an objection was raised. It went to tribunal, which resulted in rejection in favour of the Pentillie Road development. MP said the inspector had said traffic going to Plymouth via Denham Bridge was an issue and would make it a busier road. Highways Agency also thought that it would be too busy for going traffic going to Tavistock. There was also doubt about the provision available in the local school. A copy of the final report was never given to landowner despite request.

Regarding the presently proposed development, GSp has not approached a developer or agent, having wasted a lot of money last time. RB of WDBC had confirmed that an advisor was not needed at this stage. WDBC have now identified that 15 houses could be built here, which landowner had questioned in view of what he had been told 15 years ago. GSp owns the land as far as the wire fence that separates it from the adjacent field (presently used for horses) owned by Robert Bellfield. Edgcumbe Estate sold the land in late 1985 and Mr. Bellfield and Mr. Spurrell bought it 50/50.

Summary of Discussion

Asked what timescale GSp would be considering if building was to go ahead, he said about 5 years' time, as the land is presently let to a local farmer on a one year lease. His sons would also need to be consulted.

MP asked about drainage - this has not yet been considered.

Mr. Spurrell commented that 50 yards from the field was the bowling club and the other new houses, so would assume the council should have considered this. There are 3 nearby bungalows all on main drainage. It is not known if the further 3-4 bungalows are on main drainage. MP said that the drainage left a question mark in his mind. The site is an urban fringe development and within the AONB.

The agricultural grade of the land is not known. Mr. Spurrell thinks it has always been grass or for grazing animals. There are no public rights of way across the land, but there is a public footpath on the far side of Mr. Bellfield's site. MP advised Mr. Spurrell to appoint an agent in the future who would have developer in mind. The road access beside the site entrance (access to a bungalow) also belongs to GSp, who maintains it and the associated hedge. MP says the bottom fence is old as is the fence old fence. MP asked if Mr. Spurrell had discussed potential building with Mr. Bellfield to which he answered no, but thought he would have no objection. There is no water supply to the site, but GSp recalled there was a tank of water years ago for animals in the far corner of the Bellfield plot.

MP pointed out that there is quite a slope on the land, which may be a problem with how to get rid of the sewage. A developer would tell owner if it was viable proposition. GSp would like some confirmation from WDBC in principle before professional advice is sought due to his experience last time. RB said planning permission would still be required but informal advice can be given prior to making application. RB told the owner it is his right to put in a planning application but advised him to work with the Neighbourhood Plan group as much as possible. Mr. Spurrell would prefer that the Plan give confirmation that the site would be viewed as favourable and if this was so he would then go and approach developers. WDBC has still not found the original paperwork of the application about 10-12 years ago. However, the

inspector's report has been found, which appeared to indicate that it did not want any development at that time in Bere Alston, favouring instead Buckland Monachorum.

Conclusion

RB confirmed that she will forward any previous, relevant correspondence available to the Neighbourhood Plan group and to Mr Spurrell.

Notes by Granville Starkie

Public Meeting in Bere Ferrers re Trevethan Park

Bere Ferrers Housing Development Proposal (Trevethan Park Wd_48_09_08/13)

Public Consultation held on Tuesday 19 January 2016

As many people as possible were polled as they left the consultation for the proposed housing development off Station Road, Bere Ferrers. Opinions were given as follows by 107 people, of whom 101 were considered to live in Bere Ferrers and 6 elsewhere in the Parish. Views expressed:

For: 12

Against: 65

Undecided: 22

A further 8 people took the option of not expressing their views.

I was phoned that evening by two people who wished me to know that they had changed their minds from Undecided to Against. This change is not reflected in the above figures.

Record of meeting by Roger White

10. Sources of Further Information

Bere Peninsula Plan Group (BPPG) website is at <http://www.berepeninsulaplan.org.uk>

Neighbourhood Plans must be in accordance with the 'basic conditions' of Schedule 4B of the Town and Country Planning Act 1990, as amended by the Localism Act 2011, and the Neighbourhood Planning (General) Regulations 2012

http://www.legislation.gov.uk/ukxi/2012/637/pdfs/ukxi_20120637_en.pdf

National Planning Policy Framework 2012 - sets out the Government's planning policies for England and how these are expected to be applied.

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/60777/2116950.pdf

West Devon Borough Council's 'Our Plan' is available at

<http://www.westdevon.gov.uk/CHttpHandler.ashx?id=12825andp=0>

West Devon Borough Council Land Availability Assessment for Bere Ferrers Parish 2014 is available at <http://www.westdevon.gov.uk/CHttpHandler.ashx?id=11824andp=0>

The evolving Plymouth and South West Devon Joint Local Plan can be found at

<http://www.westdevon.gov.uk/jointlocalplan>

Guidance on writing a sustainable energy plan is available at

<http://hub.theconvergingworld.org/downloads/guidance.pdf>

PlanLoCaL (planning for low carbon living) www.planlocal.org.uk

Rural Community Energy Fund www.bit.ly/1gJdKq4

Building for Life 12 is the industry standard for the design of new housing developments:

<http://www.designcouncil.org.uk/resources/guide/building-life-12-third-edition>

Help To Buy South West www.helptobuysw.org.uk

Devon Home Choice www.devonhomechoice.com

Planning Obligations (Section 106 of the Town and Country Planning Act 1990, as amended)

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/77770/151363.pdf

11. Glossary and Definitions of Terms

AONB	Area of Outstanding Natural Beauty
BA	The village of Bere Alston
BARP	Bere Alston Recreational Parks - community group
BBfA	Better Business for All - a programme to bring business & regulators together
Bere Peninsula	The whole parish of Bere Ferrers
BF	The Village of Bere Ferrers
BFPC	Bere Ferrers Parish Council
BIP	Business Information Point
BPPG	Bere Peninsula Plan Group (the working group preparing this Plan)
BT	British Telecom
CA	Conservation Area
CABE	Commission for Architecture and the Built Environment
CDS	Connecting Devon and Somerset
CPAF	Catchment Partnerships Action Fund (DEFRA)
CWS	County Wildlife Sites
DCC	Devon County Council
DCH	Devon County Highways
DEFRA	Department for Environment Food & Rural Affairs
DfT	Department for Transport
GAIN	Growth, Acceleration and Investment Network
HMG	Her Majesty's Government
HotSW	Heart of the South West
LDP/F	Local Development Plan/Framework
LEAF	Local Enterprise Action Fund
LSWR	London and South Western Railway
MCZ	Marine Conservation Zone
NEA	National Enterprise Allowance
NFU	National Farmers Union
NGO	Non-Governmental Organisation
NP	Neighbourhood Plan
NPPF	National Planning Policy Framework
OUV	Outstanding Universal Value
PRG	Peninsula Rail Group
PRTF	Peninsula Rail Task Force
Ramsar Site	A wetland site designated of international importance (named after

	UNESCO Ramsar Convention 1971)
RCEF	Rural Community Energy Fund
RIBA	Royal Institute of British Architects
SAC	Special Area of Conservation
Section 106	Financial contribution from development (see 'Planning Obligations')
SSSI	Site of Special Scientific Interest
SUDS	Sustainable Urban Drainage Systems
SWRA	South West Rivers Association
TASS	Tavistock Area Support Services
TAVATA	Tamar Valley Tourism Association
TVAONB	Tamar Valley Area of Outstanding Natural Beauty
UCEF	Urban Community Energy Fund
UNESCO	United Nations Educational Scientific and Cultural Organisation
WDBC	West Devon Borough Council
WFD	Water Framework Directive
WHS	World Heritage Site

Sustainability and sustainable development

Resolution 42/187 of the UN General Assembly defined sustainable development as: 'Meeting the needs of the present without compromising the ability of future generations to meet their own needs'

The UK Sustainable Development Strategy, "Securing the Future", sets out five guiding principles of Sustainable Development:

- Living within the planet's environmental limits
- Ensuring a strong, healthy and just society
- Achieving a sustainable economy
- Promoting good governance
- Using sound science responsibly