A Neighbourhood Plan for the Bere Peninsula to 2034

FINAL VERSION
JUNE 2018

VOLUME 1: THE PLAN

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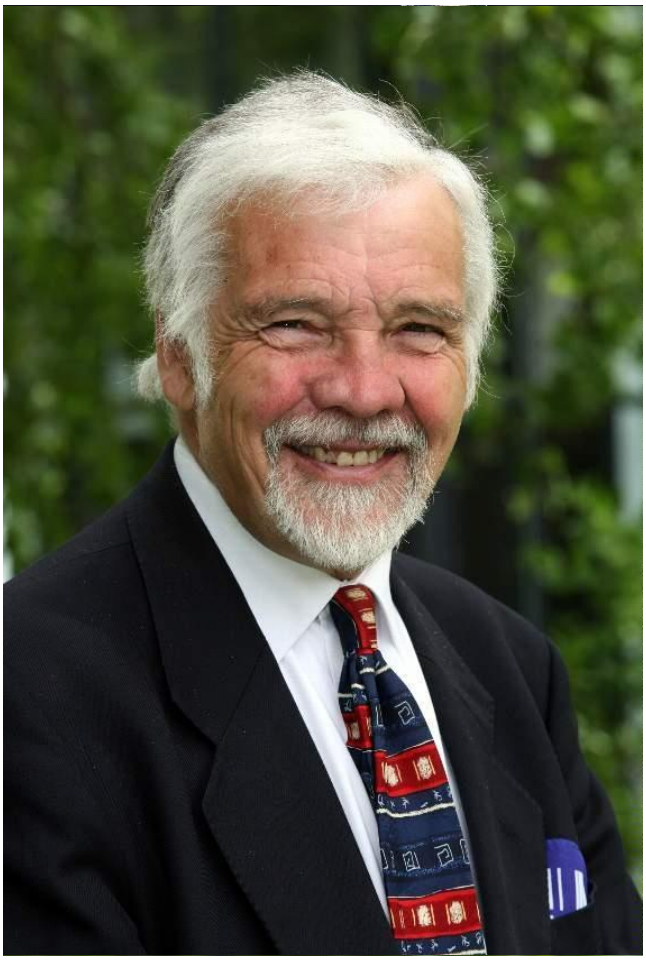
Dedicated to the memory of Councillor Mike Benson, who inspired this Neighbourhood Plan and devoted enormous energy guiding it almost to completion



Mike Benson 1947 - 2017

Foreword from Bere Ferrers Parish Council

Welcome to the Neighbourhood Plan for the Bere Peninsula to year 2034. It is a very important document and I encourage you to take the time to read at least the introductory sections, if not all of it.

It has taken some time to research and put this Plan together. Whilst this Plan has been supported and approved by Bere Ferrers Parish Council, our main thanks must go to members of the Steering Group of local residents who have undertaken all the work involved to consult, research, analyse and put the Plan together.

You will see it is based on inputs from very many local people and organisations, and that the Plan takes a holistic view to address matters related to the conservation and development of land within the boundaries of the Parish of Bere Ferrers, which includes the various settlements (including the villages of Bere Alston and Bere Ferrers).

I hope that you will agree that this Neighbourhood Plan achieves the right balance between conservation of our unique environment on the one hand and the compelling need for modest housing development to meet local needs on the other, out to year 2034.

The Plan has been scrutinised by an Independent Examiner and, assuming that the examiner's final report is accepted by West Devon Borough Council, it will go to local Referendum in our Parish. If more than 50% of people voting agree to accept the Plan, then it will be formally adopted as part of the statutory development Plan for the Bere Peninsula area.

I hope that you will support the Plan and I look forward to seeing it come to fruition.

Hilary Boot-Handford

Chair, Bere Ferrers Parish Council
June 2018

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Note 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 9. 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. Introduction

01.a.i.01 The Bere Peninsula Neighbourhood Plan (NP) sets out the community's views on how future change in Bere Ferrers Parish can achieve a balance between sustaining the area's unique landscape features, ecological diversity and historic character, while securing a vibrant living countryside which meets local community needs.

01.a.i.02 It sets out how the community wishes to:

- Manage and control development in the Plan Area up to 2034, to meet local needs.
- Prioritise the improvement of the area's facilities, services, environment and heritage.
- Monitor and review this plan to ensure it provides long term guidance for a sustainable future.

01.a.i.03 It has been prepared by a Steering Group of local residents, on behalf of the Parish Council, through an extensive consultation process on a wide range of issues, starting with a Parish wide Community Questionnaire in October 2013, as well as taking into account the findings of a number of local surveys and written contributions. It reflects the majority of views expressed by local residents, local organisations and businesses, key stakeholders and service providers, as well as a number of charitable and other organisations. The Steering Group has also worked closely with West Devon Borough Council and other statutory bodies.

02. Neighbourhood Planning Context

02.a.i.01 This Neighbourhood Plan is the statutory Bere Ferrers Parish Neighbourhood Development Plan that covers the whole of Bere Ferrers Parish Neighbourhood Area, as designated under the Neighbourhood Planning (General) Regulations 2012.

02.a.i.02 Although the Government's intention is for local people to decide what goes on in their area, the Localism Act sets out some important caveats. One of these is that our Neighbourhood Plan must not conflict with the National Planning Policy Framework (NPPF), nor with West Devon Borough Council's adopted Local Plan (specifically, the strategic aims of the Core Strategy 2011 and the saved policies of the 2005 Local Plan review). It is also expected to have regard to the emerging Joint Local Plan being developed by Plymouth City Council, West Devon Borough Council and South Hams District Council, together with their supporting evidence base, as well as the Management Plans for the Tamar Valley AONB and the Cornwall and West Devon Mining Landscape World Heritage Site.

02.a.i.03 Of particular relevance to the Neighbourhood Plan is the requirement in both the adopted Local Plan and the emerging Joint Local Plan (JLP) that is in the process of completion by Plymouth City Council, West Devon Borough Council and South Hams District Councils to allocate land for some 50 new homes, in addition to the 36 already authorised, in the Bere Ferrers Parish by 2034. The Localism Act allows the Plan to provide more than this number of houses, but it does not allow the Plan to provide less. The Plan, however, has given local people the power to decide where this new housing should be located in the most sustainable way.

- Although deciding where new housing should go forms an important part of this plan, it is about much more than this. The Neighbourhood Plan is for Bere Ferrers Parish as a whole, and looks at a wide range of issues, including:

- Protecting the area's important environment, ecology and historic legacy.

- Identifying the main community issues and indicating how these can be addressed.

- Making proposals for the development and use of land, including managing

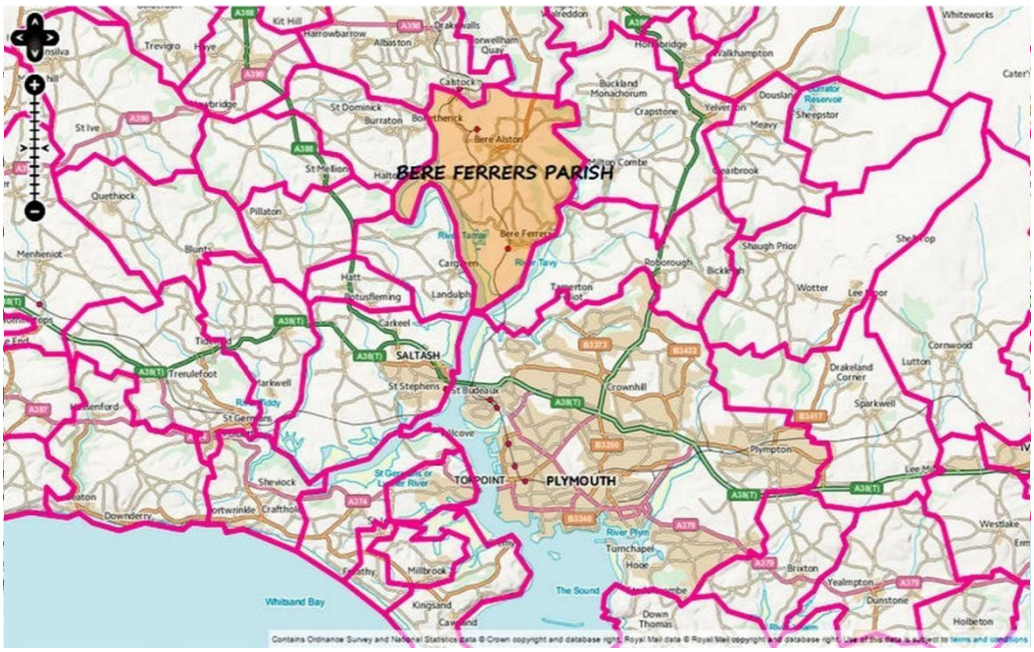
housing development.

- Providing an action plan for a series of desired projects.
- Mechanisms for monitoring and delivering the Neighbourhood Plan and its proposals.

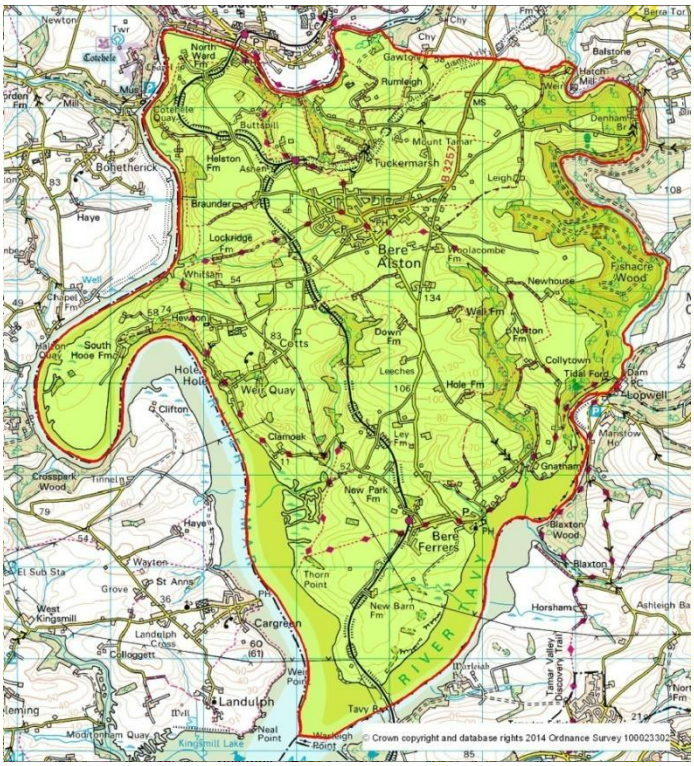
02.a.i.04 Once this Neighbourhood Plan is adopted it will be a primary consideration, alongside the Local Plan, when determining planning applications within the Plan Area. In cases where a decision is sought on the basis of material considerations not in accord with this Plan, applicants and appellants have to clearly demonstrate the merits of their case.

03. Plan Area

03.a.i.01 Bere Ferrers Parish location



03.a.i.02 Bere Ferrers Parish map



04. The Bere Peninsula

04.a.i.01 The Bere Peninsula is almost entirely bounded by the waters of the Rivers Tamar (14 miles/22.5km) and Tavy (3 miles/5km), and has a total area of approximately 10 square miles (3000ha). There is a land boundary of about 1.4 miles/2.3km to the north, a narrow road bridge across the Tavy, a railway bridge and viaduct across the rivers. The area's relative isolation contributes to its scenic beauty, individuality and limited development, but also constrains road travel in most directions.

04.a.i.02 The Peninsula has a unique environment and heritage. A key feature is the area's mining, (and associated industries), heritage. The international importance of this historic mining culture, and the impact that it had on the development of the modern, global mining economy, and through it the world we live in today, is recognised through the World Heritage designation. Another key feature is the outstanding natural beauty of the Peninsula with its extensive views down the Tamar and Tavy, together with their large expanse of saltmarsh and reed beds at the margin. This mix of land and water, with steep wooded valleys leading down to the water, makes a significant contribution to Devon's ecological diversity - providing 30% of the County's saltmarsh habitat. At low tide the estuaries provide a rich feeding ground for a wide variety of birds. The valley sides were once extensively used for horticulture and orchards, but many now lie abandoned reverting back to nature and providing an ideal wildlife habitat. In addition to this the parish's narrow lanes, Devon hedges surrounding small fields and patches of woodland, all with their riotous succession of wildflowers, complete the character of a very special area.

04.a.i.03 The 2011 Census gave the total population of the Bere Peninsula as approximately 3,000, with about 2,000 people in Bere Alston and 350 in Bere Ferrers village. Between 2001 and 2011 the area's population contracted slightly by 2.5%, which probably reflects the Parish's ageing population. While the demand for new homes will continue, (provision of homes for new families within the Parish, and because more people will move into the area than leave it), the population as a whole will also become more elderly, increasing the demands for specialist housing, support and health facilities. The current housing stock is skewed towards semidetached and terraced smaller family housing and the proportion of homes for social rent and shared ownership is relatively small.

04.a.i.04 Geographically the Bere Peninsula is isolated some 4 miles off the nearest major road to the north (A390) and the only classified access road (B3257) is effectively a dead end as it goes no further than Bere Alston, the main population centre. The two main trunk roads, the A30 and A38, are respectively approximately 15 miles to the north (Launceston) and 5miles to the south (Plymouth) as the crow flies from Bere Alston, Road access between the Bere Peninsula and Tavistock (7 miles north) is good, but the only classified road connection to Plymouth is via Tavistock, there being no direct major route. The minor roads within the Bere Peninsula contain many stretches which are effectively single track with informal passing bays. There is little provision for pedestrian movement – Bere Ferrers village has virtually no pavements, and at Bere Alston pavements occur sporadically, mostly in the more central parts of the village and the newer areas of housing.

04.a.i.05 The Bere Peninsula is served by the Tamar Valley railway, a branch line from Gunnislake in Cornwall which connects to main line services at Plymouth. There are railway stations at Bere Alston and Bere Ferrers villages. The train line from Bere Alston to Tavistock is in the process of being reconnected. There is a public bus service between Tavistock and Bere Alston, which serves Bere Ferrers village twice a day. There are no bus services in the evenings or on Sundays. There are no public water-borne transport facilities.

04.a.i.06 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 a short and long term nature. 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.

04.a.i.07 Previously mining was the major employer; 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. Bere Alston today provides most of the local facilities, including three general stores, butcher, hairdresser, take-away, post office/baker/DIY/general store, pub, social club, cafe (limited opening hours), and two servicing garages, one of which serves fuel. In Bere Ferrers there is a pub with take-away cafe, social club, hairdresser, plant shop, servicing garage and Heritage Railway Centre (Tamar

Belle). At Weir Quay there is a public slipway, rowing and sailing clubs, and a commercially-run boat yard.

04.a.i.08 There is one primary school with a community sports hall in Bere Alston, and three churches - two in Bere Alston and one in Bere Ferrers village. Chelfham Senior School is an independent specialist day and residential school for boys and girls aged 7 to 19. Bere Alston has a GP surgery, pharmacy, residential home, and a retained Fire Station. The nearest dental services are at Tavistock, as is the local hospital, which has a minor injuries unit. The Parish Hall is in Bere Alston, and Bere Ferrers has a church hall.

04.a.i.09 The 2011 Census showed that the number of residents aged 16-74 who were economically active was 1,418 and that 784 residents were economically inactive. The proportion of these who were self-employed (20%) is slightly lower than the borough as a whole, although there is a greater proportion working part time (24%). The proportion who were economically inactive and retired is higher than the borough as a whole. The 2011 Census also indicated that the number of people in the Parish requiring support is higher than the average. The proportion of the population 16-64 claiming employment support allowance or incapacity benefits (6.9%) was relatively high. The Census also indicates that health in the Parish is poorer than elsewhere in West Devon. Almost 24% of residents have their day to day activities limited by long term health problems or disability.

04.a.i.10 The Bere Peninsula has a large number of local community groups and facilities offering a wide range of activities, including music, gardening, local history, Women's Institute, youth club, bowls club, amateur dramatics, carnival, soft play, and badminton. Throughout the Peninsula there are footpaths and bridleways, for walking, running, cycling and horse-riding, and there are fields for football and children’s play areas.

04.a.i.11 Bere Alston and Bere Ferrers village both have small conservation areas that cover the historic core of the villages and there are a number of listed buildings within the Parish.

05. Community Views

05.a.i.01 The purpose of this Neighbourhood Plan is to enable local people to decide what goes on in their area. While there have been a number of consultations throughout the process of developing this Plan, the statistics, information and concerns set out below come from an analysis of responses to the October 2013 Community Questionnaire, as well as the supplementary consultations and surveys undertaken.

05.b Environment

05.b.i.01 Walking is the greatest use made of the local environment.

05.b.i.02 The majority of respondents:

- Would probably participate in environmental projects.
- Believe renewable energy projects should be encouraged.
- Consider that more should be done to encourage wildlife habitats.
- Think that more should be done to preserve, enhance and promote the area's heritage.

05.c Housing

05.c.i.01 15% of respondents do not believe that their future housing needs will be met. There is:

- Demand for specialist housing, as the population continues to age.
- Continuing need for affordable and shared ownership homes.
- Demand for self-build plots within or on the edge of the villages.
- Need for more bedroom space.

05.c.i.02 The amount of development within the Bere Peninsula should be limited to

meeting local needs (The Parish Housing Survey identified a local need for some 84 homes by 2034).

05.c.i.03 That local need should be met through appropriate infill development within the village of Bere Alston where possible, with some development also on the edge of the village. (Bere Alston is the only centre that provides a range of shops and services, and therefore provides the most sustainable location for new development.)

05.c.i.04 Smaller-sized developments should be encouraged, to limit the impact of development.

05.c.i.05 New developments must have properties with a range of suitable sizes for local lifestyle needs, designs that are in keeping with surroundings, of a high quality, inclusive and safe, and make a meaningful contribution to maintaining village character, the key features of the AONB and World Heritage sites, and providing homes that meet the requirements of local residents.

05.c.i.06 There should be an emphasis on housing with a low energy consumption, keeping climate change emissions to a minimum.

05.c.i.07 Wherever possible, new developments should aim to improve pedestrian access to the village centre. Safe access for young children to the school and play areas is seen as a priority.

05.d Local Economy

05.d.i.01 There is a strong desire for more opportunities for local employment near home. Currently approximately 25% of respondents work within the Bere Peninsula, 20% work in Tavistock, and 31% work in Plymouth.

05.d.i.02 Local retail facilities are limited, with just 10% doing their main shopping in Bere Alston and 75% using the local facilities for 'top-up' shopping.

05.d.i.03 At the time of the Community Questionnaire there was very strong demand for a DIY shop, with a greengrocer, bakery, and cafe also popular requests. The Co-op general store and the butchers sell greengrocery, the Post Office now offers a range of DIY products and also sells bakery items, and there is a café run by

volunteers at Hope Cottage although it is only open for limited hours.

05.d.i.04 There is strong demand for improved connectivity in terms of transport, superfast broadband and mobile phone.

05.d.i.05 45% of respondents suggested that the employment land adjacent to Bere Alston rail station could make a contribution to the local economy, including heritage, tourism /leisure and retail use, as well as the creation of small business units in the Peninsula sympathetic to the World Heritage and AONB designations.

05.d.i.06 13 businesses are considering opening on the Bere Peninsula. There is no business support network to assist local businesses, for example identifying skill shortages or simply sharing experiences.

05.d.i.07 The economy could benefit by attracting more visitors, piggybacking onto the status of the Tamar Valley AONB and Cornwall and West Devon Mining Landscape World Heritage Site, and from better transport links.

05.d.i.08 The businesses in the Bere Peninsula are small. Only 4% reported more than 10 employees and 61% were sole traders. Just two employers have more than 40 employees; the primary school and a residential home.

05.d.i.09 118 business owners living on the Bere Peninsula responded to a supplementary survey, which identified two major issues:

- 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.10 There were 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 infrastructure of roads (especially parking) and services, and the lack of help for small businesses by way of lower rates and taxes.

05.e Transport

05.e.i.01 30% of free-text responses related to HGVs and/or parking issues in Fore Street, Bere Alston, and 40% of the written comments at the first public consultation related to transport issues. The following priorities have been identified:

- Parking for residents in and around Bere Alston.
- On-street parking by shoppers and the daily movement of large (HGV) delivery trucks, scheduled service and school buses along Fore Street in Bere Alston.
- Excessive speed of traffic, both in the villages and on the narrow country lanes.
- Pedestrian safety.
- The volume of traffic using the Denham Bridge route to the A386 for Plymouth.
- The absence of late evening and Sunday bus services between Tavistock, Bere Alston and Bere Ferrers village, as well as the reliability of the bus service.
- The absence of late night trains to and from Plymouth.

05.f Communications

05.f.i.01 Only 43%/45% of respondents rated mobile phone service/broadband speed as 'good' or 'fair' for domestic purposes.

05.f.i.02 Business users are less satisfied, the above figures reducing to 33%/38% respectively.

05.f.i.03 Mobile signal quality is very patchy for all providers – the Bere Peninsula suffers significantly from 'not-spots'.

05.g Community

05.g.i.01 The people of the Bere Peninsula have told us that they feel safe and there is a good community spirit, however only 22% think that they can influence the decisions affecting the community.

05.g.i.02 Local service providers, including the primary school, doctors' surgery, residential home and local shops, are valued. It is essential that they are maintained and enhanced whenever possible.

05.g.i.03 There are a large number of local community groups offering a wide range of activities, however the inherent difficulties within the Bere Peninsula for advertising the activities and events mean that many people miss out on opportunities.

05.g.i.04 There is a wide range of local community facilities across the Bere Peninsula, especially in the two villages. The community has shown itself willing to support projects, for example the new Youth 2 Youth hub building opened in February 2015, which was finished by local tradesmen giving their time at no cost.

05.g.i.05 Currently there are at least four projects being championed by community organisations to enhance facilities on the Bere Peninsula. These projects will:

- Update the play equipment in Bere Ferrers village to include overhauling the zip wire.
- Provide a community-owned permanent boat park for the sailing and gig boats.
- Refurbish the sports pavilion at Bere Alston recreation field.
- Upgrade the play areas at Bere Alston recreation field and at Underways.

05.g.i.06 A healthy/ active lifestyle is facilitated by green spaces and the natural environment within the Bere Peninsula, which is criss-crossed with footpaths and bridleways and provides opportunities for watersports activities on both the Tamar and Tavy Rivers. Cyclists can enjoy a 9-mile circular route on roads, or mountain biking at the nearby Gawton Gravity Hub or Tamar Trails. For runners the Bere Alston Trekkers meet regularly and host an annual 10k Bere Peninsula road race.

05.g.i.07 The responses to the Community Questionnaire highlighted the importance of green spaces to local people (Table).

GREEN SPACE	USERS out of the 645 responders	RATING out of 5	COMMENT
Bere Ferrers Playing Field	390	4.0	Incorporates the main Play Area for the two villages
Bere Alston Recreation Park		3.7	
Play Areas	220	3.2	Rating For Sarah Park Play Area. Play Area at Pentillie View not rated
Community Allotments at Bere Ferrers & Bere Alston	70		Not rated but occasional vacancy advertised in the Bere Link
BA Dog Walking Field	190	3.5	
Watersports	140		Public Slipway at Weir Quay provides the only public access to the River Tamar in West Devon
Bere Ferrers Quay		3.9	Venue Annual Watersports Festival provides access to the River Tavy

06. Stakeholder Inputs

06.a.i.01 In formulating policies and community actions to fulfil the local community's aspirations, this Neighbourhood Plan is constrained by the need to be in compliance with many other plans, frameworks, strategies, and agendas relating to the local area. The impact of these requirements is set out below.

06.b Promoting sustainable development

06.b.i.01 The National Planning Policy Framework (paragraph 14) presumes in favour of promoting sustainable development, but also recognises the need to take into account specific national policies that indicate where development should be restricted. NPPF Paragraph 115 states that ´Great weight should be given to conserving landscape and scenic beauty in ... Areas of Outstanding Natural Beauty, which have the highest status of protection in relation to landscape and scenic beauty´. NPPF Paragraph 116 goes on to state that ´Planning permission should be refused for major developments in these designated areas except in exceptional circumstances and where it can be demonstrated they are in the public interest. Considerations of such applications should include an assessment of- the need for the development -the cost of and scope for developing elsewhere - the extent to which detrimental effects could be moderated. This means that while development which provides for identified local needs has to be supported, its location and form must recognise the constraints imposed by the emerging Joint Local Plan (JLP), the Tamar Valley AONB, the Cornwall and West Devon Mining Landscape World Heritage Site, Conservation Areas and Sites of Special Scientific Interest.

06.b.i.02 The starting point for considering these constraints is the adopted West Devon Borough Council Local Plan (2011 Core Strategy) together with the emerging JLP. The Strategic Objectives and Policies of these Plans confirm that new development will be concentrated in the main towns of Tavistock and Okehampton and that limited development in the Local Centres (including Bere Alston) will 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.

06.b.i.03 The emerging JLP confirms that Bere Alston is only expected to provide a

supporting role to Tavistock by supplying more locally accessible basic services for the outlying smaller rural communities, recognising that Bere Alston's services are not sufficient to support needs such as commuting (although this will need to be reviewed when the anticipated rail development to Tavistock is completed). Policy TTV29 of the JLP confirms that the minimum requirement for the Bere Peninsula (i.e. Bere Alston) is 50 homes to be provided over the period to 2034, through the Neighbourhood Plan process. (This is additional to the 36 existing commitments since 2011)

06.c Further constraints on development

06.c.i.01 The Tamar Valley AONB designation requires any development to be considered within the context of sustaining the area's landscape character while maintaining a vibrant, living countryside. Key considerations are whether the proposal 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;
- features associated with the mining heritage and its associated industries
- county wildlife sites on the valley sides, 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 area a particular feeling of remoteness and unchanged landscape.

06.c.i.02 The Cornwall and West Devon Mining Landscape World Heritage Site Management Plan provides a wide range of Policies designed to protect, conserve

and enhance the outstanding value of the area's historically important mining and associated industries, recognising their strategically significant contribution to the local character and distinctiveness of the area.

06.c.i.03 The Conservation Area designations include the central historic parts of Bere Alston and Bere Ferrers villages. There are also 24 listed buildings and structures within the Parish, many of them relating to the mining and railway eras. These include examples of period buildings from the 19th, 18th and 17th centuries, mostly reflecting its agricultural and mining history, but also include fine examples of Georgian and Restoration Architecture. Any change needs to respond positively and creatively to conserve and enhance these historical assets.

06.c.i.04 In addition, several areas of the Bere Peninsula are designated as Sites of Special Scientific Interest (SSSI), including mudflats, reed-beds and salt marshes that are host to important wildlife communities and need to be protected.

06.c.i.05 The above policy considerations will have a very significant impact on the amount, location and form of any future development within the Bere Peninsula. Any approach to planning the area's long term sustainable future will therefore need to be based on an understanding of how the Peninsula's communities work, both individually and collectively as well as within the wider borough and sub-regional context, but also giving appropriate weight to the area's unique environment, ecology and historic heritage.

06.d Delivering the housing requirement

06.d.i.01 In considering future levels of housing provision and the most sustainable locations for development, the principles below have been applied.

06.d.i.02 Because of the Peninsula's relative isolation and unique environmental and historic heritage, development will be limited to meeting local needs only. (i.e. meeting the JLP's minimum planned requirement for 50 additional homes up to 2034, with 36 homes already built or with planning permission since 2011). It is considered that making a higher housing allocation, over and above meeting local needs, cannot be justified and could more sustainably be met elsewhere in West Devon.

06.d.i.03 As Bere Alston, (a designated Local Centre/Key Village in the JLP), is the only village in the peninsula that provides locally accessible basic services and facilities,

(and therefore provides the most sustainable location for new development), the requirement for 50 new homes to be allocated through the Neighbourhood Plan should be met on 'allocated sites' in or around the village, in as close proximity to its services and facilities as possible.

06.d.i.04 Recognition that, whilst the minimum planned requirement for 50 additional homes can be met on allocated sites at Bere Alston, this cannot preclude a local need for very limited sustainable forms of development in the remainder of the peninsula. However, any such proposal at Bere Ferrers village or in the countryside will need to demonstrate that it is intended to meet a specifically identified local need and that this need cannot more appropriately be met at Bere Alston. Any such development will need to be strictly controlled through the inclusion of an 'unallocated development' policy, together with a Policy to control development at Bere Ferrers.

06.d.i.05 The Neighbourhood Plan will use a ‘Plan, Monitor and Manage’ approach to ensure that the appropriate levels of development are delivered to meet local needs, and make changes should they be necessary to ensure local housing requirements are being met.

06.d.i.06 In considering the development opportunities for new housing at Bere Alston, only four sites have been identified as being available for development. A range of factors from the strategic to the site specific have been taken into account in considering the suitability and achievability of these four sites for development.

06.d.i.07 At the strategic level, consideration needs to be given to the potential impact of housing development on the Tamar Valley AONB and World Heritage Site, the need to reduce travel requirements by locating development in close proximity to facilities and services, including accessibility and the potential consequences of traffic generation.

06.d.i.08 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. However, the site assessments undertaken indicate that the sites at Long Orchard and Broad Park Road will have a greater impact on the important views along the Tamar Valley than the two sites north and south of Woolacombe Road.

06.d.i.09 The World Heritage Site lies to the west of Bere Alston and only the potential development of land at Long Orchard, located outside the WHS site but prominent in the wider landscape, has any significant implications for the setting of the World Heritage designation.

06.d.i.10 In terms of choosing the sites which are closest to essential services, it can be seen on Diagram 1 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 below). However, the Long Orchard site is closer to the school and the railway station than the other three sites.

06.d.i.11 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 are likely to 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 also needs to be taken into account.

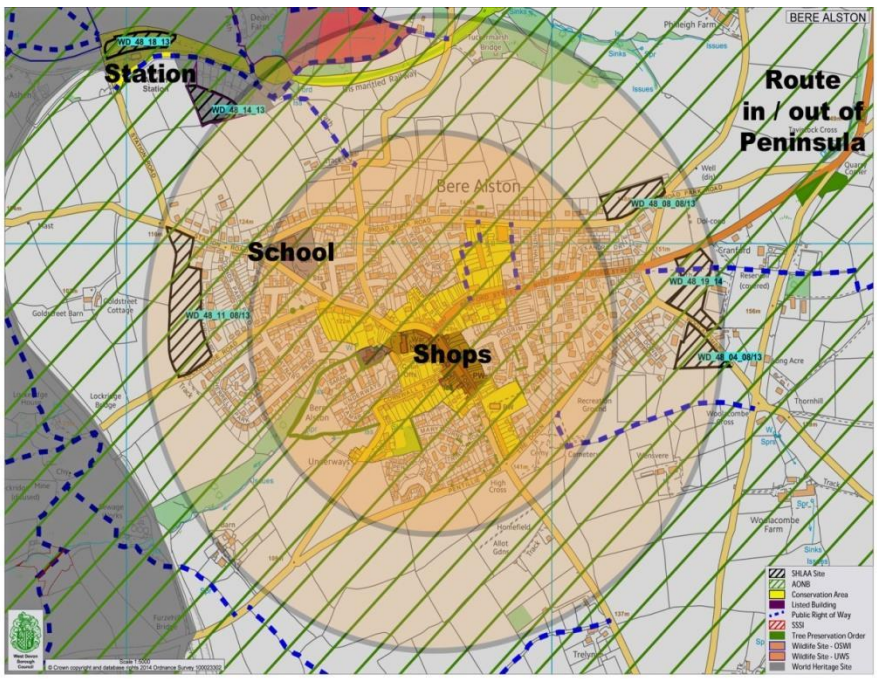


Diagram 1: Considerations for Housing Development at Bere Alston

06.d.i.12 Based on the analysis set out in the Housing Report of Survey (see Volume 2), it is apparent that while all the sites at Bere Alston could potentially be developed, some have considerably more constraints than others and are less sustainable .

Therefore those sites with the least constraints should be considered for housing allocations, before those with the greatest constraints, as follows:

- Sites identified as most sustainable, with least constraints:
    - Land north of Woolacombe Road -WD_48_19_08/14.
    - Land south of Woolacombe Road -WD_48_04_08/13.
- Sites identified as least sustainable, with the most constraints:
    - Land at Broad Park Road -WD_48_08_08/13.
    - Land at Long Orchard -WD_48_11_08/13

06.e Local Economy

06.e.i.01 The National Planning Policy Framework has a requirement for planning policies to support economic growth in rural areas in order to create jobs and prosperity, by taking a positive approach to sustainable new development.

06.e.i.02 DEFRA's '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.

06.e.i.03 The emerging Joint Local Plan proposes policies on sustainable development and areas of employment opportunity supporting West Devon's economy, neighbourhood and village shopping, infrastructure provision, communications infrastructure and transport infrastructure.

06.e.i.04 The emerging JLP specifies economic targets as 13,200 New Jobs Total in the whole JLP area, with 18,600 sq. m of new employment space created in Tavistock. These subsume the previous proposals set out by WDBC in their economic vision, which identified key growth sectors as construction, information and communications, and business and finance.

06.e.i.05 Other Strategic Plans from key stakeholders have helped to inform this Plan, including:

- Heart of South West - Local Enterprise Partnership's Strategic Economic Plan, March 2014.
- Response to Government Devolution Agenda with key themes for economic growth, infrastructure and local resilience.
- Tamar Valley AONB Management Plan.
- Greater Dartmoor LEAF Local Development Strategy.

06.e.i.06 Constraints on business development in the Bere Peninsula mostly relate to its geographical isolation, being poorly served by the road network (with little ability for improvement), and being included within the Tamar Valley AONB and Conservation Areas, which limits scope for developing large commercial or industrial units.

06.f Transport

06.f.i.01 The Bere Peninsula is a rural community with a basic road infrastructure of medieval origins and, with designations like AONB, World Heritage Site, and Sites of Special Scientific Interest, it seems unlikely that approval for significant investment in modernisation will be forthcoming to change the current road system from its winding, sunken, narrow lanes hemmed in by high banks. However, 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. Thus, it is unlikely that there will be anything other than modest, piecemeal additions or improvements to the existing network within the Plan period. There is little, if any, scope for creating additional, off-street car parking areas in close proximity to existing village housing.

06.f.i.02 The '2016 Action Plan for Parish Roads' prepared by the BFPC Road Strategy Group provides useful supplementary input to the conclusions and proposals in this Neighbourhood Plan (see Volume 2).

06.f.i.03 A 2015 study into public bus services by Devon County Council suggested there was no scope for additional services to the Bere Peninsula without evidence of additional demand. The first and last daily services connecting Tavistock and Bere Alston were discontinued on the grounds of underutilisation.

06.f.i.04 The re-instatement of the railway line from Bere Alston to Tavistock is now confirmed together with new residential development in Tavistock. This will provide a significant additional public transport link between the Peninsula and Tavistock for employment, shopping and entertainment. It is noted also that a proposal for a dedicated cycle path between Bere Alston and Tavistock is being developed by DCC/WDBC that will link into existing paths and into the Gawton Gravity Hub.

06.f.i.05 Any significant development of river transport seems unlikely, due to the tidal nature of the two rivers that surround the Bere Peninsula.

06.g Communications

06.g.i.01 Mobile phone service in the Bere Peninsula mainly uses G2 and G3 technologies with many 'not-spots' in outlying areas. G4 is slowly becoming available in limited areas.

06.g.i.02 Broadband service improvements at Bere Alston telephone exchange have been made since the 2013 Community Questionnaire (e.g. line speed over existing copper wires has improved to around 16 Mbps in Bere Alston), but many outlying areas are still unable to achieve even 1 or 2 Mbps (Megabits per second).

06.g.i.03 High-speed (fibre-optic) broadband is now operating in Bere Alston and at least four fibre cabinets in Bere Alston (and one in Bere Ferrers village) are now live and accepting orders. These should eventually provide a 24/30Mbps capability for most residents of the Bere Peninsula.

06.g.i.04 Phase 1 of Connecting Devon & Somerset's fibre broadband rollout is now the final stages of completion with a target of providing up to 24MBPS for 90% of Devon and Somerset. However, this effectively applies only to the village areas of Bere Alston and Bere Ferrers in the Peninsula and outlying areas are generally still not well served.

06.g.i.05 Phase 2 will concentrate on rural areas and during 2017 new contracts have been awarded to a new partner, Gigaclear, which should improve the situation for the more remote areas.

06.h Community

06.h.i.01 The National Planning Policy Framework includes guidance on promoting healthy communities, which recognises that the planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities. This includes:

06.h.i.02 Delivery of 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.

06.h.i.03 The emerging Joint Local Plan reflects the community's views and aspirations for a better connected, sustainable rural community by protecting the community services and facilities and enhancing them whenever possible. In particular the JLP recognises the importance of maintaining the vitality and viability of key rural communities such as the Bere Peninsula. This includes:-

- Protecting health and amenities, including Local Green Spaces
- Protecting local shops and services
- Providing sport, recreation and play spaces
- Empowering local residents

06.h.i.04 Strategies from a range of stakeholders have been consulted, including the Tamar Valley AONB Management Plan, Devon Clinical Commissioning Group's Community Service Strategy Framework, Devon County Council's Integration Plan for Health, Wellbeing and Care in Devon, and the Government Devolution Agenda.

07. Long Term Vision and Objectives

07.a.i.01 The Bere Peninsula has a blend of rich heritage and scenic qualities, providing a very special isolated rural landscape. The challenge is achieving a balance between sustaining the landscape character and its historical heritage, while ensuring a vibrant living rural community that meets local needs in the most sustainable way. The following vision statement is intended to capture the essence of the community's long term aspirations, in terms of promoting sustainable development within the context set by the areas constraints.

This VISION STATEMENT provides the guiding principles as to how this Plan can facilitate a better connected, sustainable rural community by:

- **Enabling planned development to meet local needs within the constraints imposed by the Tamar Valley AONB, Cornwall and West Devon Mining World Heritage Site, Conservation Area and SSSI designations as well as the relevant AONB and WHS management plans and Government and Local Authority policies.**

- **Enhancing the active, thriving and vibrant community spirit of the present.**

- **Protecting and maintaining the acclaimed environmental and historic heritage of this special inland peninsula with its sense of isolation, scenic beauty and individuality.**

07.b Objectives

07.b.i.01 In order to deliver this long term Vision for the Peninsula, the following Objectives set out the more detailed steps that need to be undertaken for each of the topic areas being considered. Each of these Objectives is then supported by specific Neighbourhood Plan Policies to ensure its delivery, as follows:

SECTOR/OBJECTIVES	POLICY	COMMUNITY ACTIONS
Environment		
1. Any development proposals should avoid adverse impacts by maintaining and enhancing the Peninsula's environmental and heritage assets, as well as strengthening their benefits for residents, tourism and biodiversity. It must maintain or improve the area's unique landscape character and heritage, having regard to the special qualities and features of AONB and the Outstanding Universal Value of the World Heritage Site and be in accordance with their Management Plans and other relevant guidance.	E1	Possible actions in relation to energy that the local community has indicated an interest in pursuing. These are statements of intent for what the local community would like to achieve. **Set up a Community Energy Group to formulate and carry forward project ideas.** Activities may relate to renewable energy, but also energy efficiency, behaviour change and raising general awareness. An energy group might also choose to write a sustainable energy plan for the Bere Peninsula.
2. Development should avoid harming the area's unique ecological assets, as well as maintain and enhance biodiversity	E2	**Develop a Community Owned Renewable Energy Project.** The local Community could set up its own renewable energy project. The PlanLoCaL website (Planning for Low Carbon Living) has resources to enable communities to do basic feasibility exercises themselves, and the government has set up the Urban Community Energy Fund (UCEF) and Rural Community Energy Fund (RCEF). Further information: http://www.wrap.org.uk/content/rural-community-energy-fund Community groups can apply to these funds for grants and loans to fund the feasibility and development work for renewable energy projects.
3. All new development (domestic, commercial, extensions and conversions) will be expected to contribute to lowering carbon emissions.	E3	

		Set 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. Further information: see Tamar Energy Community www.tamarenergycommunity.com and WREN (Wadebridge Renewable Energy Network) Questions requiring additional Local Research: a. What opportunities are there for renewable electricity generation within the area? b. What opportunities are there for renewable heat generation in the area? c. How do households and businesses feel about energy costs, e.g. are rising energy bills a problem? d. Would the community support energy schemes that are owned by and benefit them? e. How might any revenue from community-owned renewable energy projects make households and businesses less vulnerable to rising fuel costs? f. Will there be support for commercial renewable energy developments, or joint ventures with commercial renewable energy companies? How does the Community make sure these

		bring the most benefit to the community? g. 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? h. Are there individuals within our community who have appropriate qualifications/experience and a willingness to volunteer to undertake such projects?
Housing 1. Make provision for new homes to fulfil the requirements of WDBC's Core Strategy, the emerging Joint Local Plan and identified local needs in a way that protects and enhances the special qualities of the area 2. Ensure any new development in the countryside is confined to uses which meet local needs and require a location in the countryside, providing benefits to the area's landscape, heritage and economy. (complying with JLP Policy TTV31). 3. Ensure the protection and retention of features of importance to the visual appearance and character of the area - including its built heritage, cherished views, woodlands, hedgerows, sunken lanes, rural habitats and watercourses.	H1, H2, H3, H4, H4A & H6 H4, H4A & H5 H2, H3 & H6	All proposals for Housing are encompassed by the Housing Proposals and Policies - there are no Community Actions(i.e. non-statutory proposals) in this section of the Plan.

4. Ensure the provision of an appropriate range, mix and type of housing, across all tenures, that addresses the area's current and future local needs – specifically recognising the need for a greater range of affordable and specialist housing.	H7	
5. Ensure that the design, style, density and scale of new housing is in keeping and integrates with the local character and the rural environment, as well as contributing positively to the visual character of its surroundings. It should also connect new housing with good pedestrian, cycle and bus facilities, and encourage energy efficient/sustainable development.	H2, H3 & H6	
Economy		
1. Increase the supply of small business units, raise awareness of what businesses are available locally, and encourage a business exchange network and local supply chains	EC1, EC3	Develop a Bere Peninsula business website, which could include: a. Directory of local businesses b. Business information, e.g. updates from business support organisations, delivery of infrastructure projects (e.g. railway), tourism information updates, and training opportunities. c. An online local business discussion group, to encourage shared working and informal learning.
2. Increase awareness of apprenticeship schemes for school leavers and career changers, help local businesses to offer these schemes	EC2	
3. Promote the Bere Peninsula for tourism and recreational use by working with local organisations such as the Tamar Valley AONB, TAVATA (local tourism group), the Tamar Valley railway operator and other nearby		

attractions (e.g. Tamar Trails, Gawton Gravity Hub, Morwellham Quay)		
Transport and Communications 1. Enable the transport infrastructure to develop sympathetically with due regard to natural habitats, the existing built environment and to the constraints imposed by the geographical circumstances of the Bere Peninsula and the various national and international designations. 2. Ensure transport development respects the special, and in many respects unique, rural nature of the area, accommodates the natural growth in population and movements thereof, encourages commercial activity and complies with the requirements of other plans, strategies, etc., as set out under Stakeholder Input above. 3. Support improvements in traffic management as follows: In and around Bere Alston village, to improve pedestrian safety, address the parking issue in Fore Street and ease the flow of traffic within and around the village. On Denham Bridge Road, to improve safety along this route but avoid measures that would simply encourage greater use of it, especially by larger vehicles.	T1,T2 T3,T4	These actions will be considered for implementation over the lifetime of the Neighbourhood Plan, subject to the availability and phasing of funding available. a Changes to improve traffic management and to encourage shopping activity in the centre of Bere Alston: i Create a designated loading area for shops in Fore Street where general parking would be prohibited for agreed daily periods. ii Improved signage to encourage more daytime use of the car parking areas in Pilgrim Drive to relieve the frequent parking problems in Fore Street iii Provide some dedicated disabled parking space in Fore Street (possible alternative use of loading area when not used as such) iv Introduce a one-way 'lorry route' (advisory or mandatory) into and out of the village (a universal one-way traffic flow seems to be unnecessary and too disruptive). v Introduce a HGV weight restriction of 7.5 tonnes (except for access) in lower Bedford Street between Whitehall Drive and Fore Street b Measures to Improve pedestrian safety in Bere Alston:

4. Support the potential development of the Plymouth-Bere Alston railway to Tavistock and points beyond (i.e. 'The Northern Alternative Route), as this will help to further the future sustainable, economic wellbeing of the Bere Peninsula. Anticipated benefits will include an improved public transport link for employment, shopping and entertainment that could realistically result in a greater number of railway services, operating more frequently and timed to co-ordinate with public bus services. 5. Support the DCC initiative to establish a dedicated cycle way between Bere Alston and Tavistock. It is understood that this, at least in part, could be associated with the rail development in 4. above. 6. Support the maintenance of the only classified road into the Bere Peninsula (B3257) to an appropriate high standard. 7. Ensure that any highway works do not urbanise rural sections of the network and works should make use of materials, layouts and boundary features that are in keeping with the local area. Signage, lighting and other street furniture should be kept to a minimum and opportunities taken to reduce such visual clutter where appropriate to reduce the visual impact of these items.	T3	i Emphasise the pavements edges in the narrow section of Station Road near the Parish Hall with an appropriate paint and pattern, and investigate the possibility of marking the road outside the Parish Hall to discourage drivers from cutting the corner when approaching the narrow section of road going in the direction of the railway station. ii In conjunction with Policy T3, make improvements to the B3257 from the junction with the Down to Quarry Cross. Create two lanes with appropriate centre lining by widening the carriageway to the minimum 6.2m required by utilising some of the triangular section of the verge at Quarry Cross that is owned by Devon County Council. This would reduce the hazard presented by the narrowing of the road on the brow between the Bowls Club and Quarry Cross. At the same time, any improvements that could be made to the junction of the Bere Ferrers road at Quarry Cross, to improve safety for exiting vehicles, should also be considered. iii Extend the 30mph zone out towards Quarry Cross and improve street lighting as far as the Bowls Club. iv Create a pedestrian way from The Down to the Bowls Club. Making a pavement alongside the roadway seems unlikely without removing a long stretch of established hedge,

		but if the new footpath through the recent social housing development is intended to be continued through to the Bowls Club, this would be a convenient alternative, if appropriately lit. c Make marginal improvements to passing places on the Denham Bridge and Bere Alston to Bere Ferrers village routes in the interest of safety. d In conjunction with Policy T3, improve the sight lines at the Collytown crossroads (Woolacombe Cross) on the Bere Ferrers village route, in the interests of safety.
Communications It is the view of the Neighbourhood Plan Working Group that, because of domination of this sector by commercial interests, the Peninsula community is neither able to influence communications policies nor to initiate meaningful Community Actions.		
Community 1. Encourage retail developments that would support clearly identified local needs and are consistent with this plan 2. Encourage services that enhance our community life, such as providing an information network for local organisations and activities, supporting community organisations to develop recreational facilities, and encouraging consideration of disabled community members when providing new or enhancing existing local facilities.	C1 C1	Include in the business directory website noted under Local Economy: a. 'What's On' diary, with facility for individuals to submit events and activities for inclusion. b. Local groups' directory, giving contact details and information about their activities, subscriptions, meeting places and times. c. Local community facilities directory, with contact details and information on the facilities available. This would be promoted and enhanced through social media activity and email contact. d. A local support and knowledge base to

3. Support community organisations' projects to develop recreational facilities whilst encouraging the retention of those features that make our community so special by: 3a Maintaining the excellent community spirit in a safe rural community 3b Preserving green spaces and access routes such as the network of footpaths and bridleways or to rivers via the public slipways 3c Supporting and encouraging the use of our retailers and service providers such as local schools, health and care services, youth centre, etc., 3d Retaining our Tamar Valley AONB and World Heritage Site status	C2, C3	help community organisations develop their ideas, plan projects and deliver them. It is important to learn from others experiences and expertise, e.g. by encouraging a community mentoring scheme.

08. Policies, Proposals and Community Actions

08.a.i.01 The following sections of this Neighbourhood Plan set out a number of Land Use Policies, together with a Housing Allocation Proposal, (encompassing each of the key topic areas - Environment, Housing, Economy, Transport, Communications and Community). These Policies and Proposals are intended to form part of the statutory Development Plan to help guide future development in the Peninsula.

08.a.i.02 In addition to this, West Devon Borough Council's emerging Joint Local Plan encourages Neighbourhood Plans to identify opportunities for locally supported schemes and actions which the local community has indicated an interest in pursuing, but which would not form part of the Statutory Development Plan as they are not specifically land use planning matters. These statements of intent, as to what the local community would also like to achieve, have been included within the relevant sections.

08.b Environment: Policies

08.b.i.01 The Peninsula's unique environment and heritage are already afforded a considerable degree of protection by the designations for the Tamar Valley Area of Outstanding Natural Beauty, the Cornwall and West Devon Mining Landscape World Heritage Site, Conservation Areas and Sites of Special Scientific Interest. It is very important that great weight is given to conserving and enhancing the features, character and heritage encompassed by these designations. However, in order to effectively cherish the area's special qualities it is also important to safeguard the social and economic wellbeing of local residents so as to maintain a vibrant, living countryside. To this end any development proposal must have regard to the following policies.

Policy E1: Protecting the Local Environment

Any development proposals should avoid adverse impacts by maintaining and enhancing the Peninsula's environmental and heritage assets, as well as strengthening their benefits for residents, tourism and biodiversity, by:

- **having regard to the guidance and policies set out in the AONB, Environment Agency, Natural England, Historic England and World Heritage Management Plans, as well as other relevant guidance.**
- **locating new development so as to conserve and enhance specific landscapes, biodiversity corridors, areas of tranquillity and historic features that contribute to the local character and quality of the area.**
- **protecting, enhancing and/or renewing the functionality, quality, connectivity and accessibility of the existing network of multi-functional green spaces and strategic corridors, as identified in WDBC's supporting green infrastructure strategies.**
- **minimising adverse impacts through high quality building and landscaping, seeking to restore landscape character and quality where appropriate.**
- **including landscaping schemes that retain, where possible, existing features such as trees and hedgerows, reinforce local landscape character, and acknowledge the local importance of valued green and open spaces. Applicants are encouraged to make provision for the long term maintenance of any green infrastructure and heritage assets directly related to the development.**

Where harm is unavoidable, development proposals must provide for appropriate mitigation or replacement.

08.b.ii

Justification for Policy E1

08.b.ii.01 This Neighbourhood Plan recognises the special blend of rich heritage and scenic qualities that makes the Bere Peninsula such an exceptional area. The community has expressed throughout the consultation process, how much they value and appreciate these special qualities and the need to preserve and protect them. The local need for further development, including infrastructure, must be balanced accordingly.

08.b.ii.02 This policy supports the Tamar Valley AONB and World Heritage Management Plans requiring that *'great weight should be given to conserving the area's landscape and scenic beauty, as well as its wildlife and cultural heritage'. It also reflects the NPPF requirement that plans should 'take into account specific national policies that indicate where development should be restricted'.*

Policy E2: Supporting Biodiversity

All development proposals should demonstrate conformity with national and adopted Development Plan policies relating to biodiversity and geological conservation. Development proposals should maintain and enhance the biodiversity of the area. In considering development proposals there will be careful assessment of any potential impacts on the following protected sites:

- **Internationally important sites including existing, candidate or proposed Special Protection Areas, Ramsar sites, Special Areas of Conservation and European Marine Sites.**
- **Nationally important sites including Sites of Special Scientific Interest, National Nature Reserves and Marine Conservation Zones.**
- **Locally important sites including County Wildlife Sites, Local Nature Reserves, Ancient Woodlands, County Geological Sites, and other priority habitats.**
- **The ecological networks that link biodiversity areas, including areas identified for habitat restoration and creation.**

New development, where appropriate will be required to make a financial contribution towards mitigating the recreational impacts of new residents on the Plymouth Sound and Estuaries SAC and Tamar Estuaries Complex SPA.

08.b.iii

Justification for Policy E2

08.b.iii.01 Throughout our community consultations the need for protecting and/or enhancing our natural and historic heritage has been a key concern. This is reflected in the Tamar Valley AONB Management Plan and is supported by the NPPF requirement to plan positively for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure.

08.b.iii.02 This Policy seeks to ensure that Net gains in biodiversity will be achieved through the promotion, restoration and re-creation of priority habitats, ecological networks and the protection and recovery of legally protected and priority species populations. Enhancements for wildlife within the built environment will also be sought where appropriate.

Policy E3: Progressing towards a Low Carbon Environment

All new development (domestic, commercial, extensions and conversions) will be encouraged to heed the necessity of lowering carbon emissions. Carbon emissions could be reduced in accordance with national standards and the 'energy hierarchy' set out below:

- **Reducing the energy load of the development by good layout, orientation and design to maximise natural heating, cooling and lighting.**
- **Maximising the energy efficiency of construction materials (regulated emissions).**
- **On-site low carbon or renewable energy systems.**
- **Carbon reductions through off-site measures (allowable solutions).**

08.b.iv Justification for Policy E3

08.b.iv.01 The results of the Community Questionnaire highlighted the importance of providing homes designed for low energy consumption. Therefore, developers will be expected to demonstrate how their proposals have responded to the energy hierarchy and estimate the expected level of emissions from regulated sources attributable to the development, with the aim of achieving the highest carbon savings possible.

08.b.iv.02 All developments should aim to supply at least 10% (with an upper target of 30%) of the energy required from renewable or low carbon sources of power such as hydro, solar and wind. This policy will actively support passive energy-saving measures with property insulation meeting or exceeding national building standards.

08.c ENVIRONMENT: Community Actions

08.c.i.01 The emerging Joint Local Plan encourages Neighbourhood Plans to identify opportunities for locally supported renewable energy schemes. The October 2013 Community Questionnaire and subsequent Public Consultations indicated good support for renewable energy schemes, provided that the natural environment and heritage is protected, (e.g. very large wind turbines would be considered too intrusive).

08.c.i.02 Currently, there are no opportunities identified, but this Plan includes possible

actions in relation to energy that the local community has indicated an interest in pursuing and are not planning issues. Hence, these are statements of intent for what the local community would like to achieve.

08.c.ii

Local Energy Group

08.c.ii.01 Set up a Community Energy Group to formulate and carry forward project ideas. There are at least 5,000 community energy groups that have been undertaking energy initiatives in the last five years and they are a critical force for driving ideas and activities forward. Their activities may relate to renewable energy, but also energy efficiency, behaviour change and raising general awareness.

08.c.ii.02 An energy group might also choose to write a sustainable energy plan for the Bere Peninsula.

08.c.iii

Develop a Community Owned Renewable Energy Project

08.c.iii.01 The local Community could set up its own renewable energy project. The PlanLoCaL website (Planning for Low Carbon Living) has resources to enable communities to do basic feasibility exercises themselves, and the government has set up the Urban Community Energy Fund (UCEF) and Rural Community Energy Fund (RCEF). Further information: http://www.wrap.org.uk/content/rural-community-energy-fund

08.c.iii.02 Community groups can apply to these funds for grants and loans to fund the feasibility and development work for renewable energy projects.

08.c.iv

Set Up a Local Renewable Energy Company

08.c.iv.01 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.

08.c.iv.02 All of the above could be approached by working with the Tamar Energy Community, which exists to help communities to get together and invest collectively in schemes which will deliver local benefit. See www.tamarenergycommunity.com and also Wadebridge Renewable Energy

Network www.wren.uk.com.

08.c.v Additional Local Research Required

08.c.v.01 The first step to achieving any of the above initiatives is to undertake more local research to seek answers to the following 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, e.g. are rising energy bills a problem?
- Would the community support energy schemes that 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?
- Will there be support for commercial renewable energy developments, or joint ventures with commercial renewable energy companies? How does the Community make sure these bring the most benefit to the community?
- 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?
- Are there individuals within our community who have appropriate qualifications/experience and a willingness to volunteer to undertake such projects?

08.d

Housing

08.d.i.01 The Neighbourhood Plan has considered the spatial options for development in the Bere Peninsula and concluded that Bere Alston, as the only village that can provide the necessary services and facilities to support new development, should be the main focus for future housing development. All alternative sites have then been assessed in terms of their suitability, availability and achievability to select the most sustainable options for housing development.

08.d.ii

Neighbourhood Plan Housing Allocation

08.d.ii.01 In order to fulfil the requirements of West Devon Borough Council's Core Strategy, as well as the emerging Joint Local Plan's minimum planned requirement, it is considered that the Neighbourhood Plan should allocate land for housing on the following basis:

Proposal H1. Allocate land for 50 new homes at Bere Alston for local needs, 2017-34

Proposals will be supported for new housing, on the following two sites and shown on the site allocations plan, provided the development meets the requirements set out in the policies in this plan and the adopted Development Plan.

- **Land to North of Woolacombe Road (Reference: WD_48_19_08/14), 1 hectare, to accommodate some 30 new homes, to be developed during the period 2017-26.**
- **Land to South of Woolacombe Road (Reference: WD_48_04_08/13), 0.7 hectare, to accommodate some 20 new homes, to be developed during the period 2026-34.**
- **Total site allocations: 1.7 hectares, providing some 50 new homes, covering the period 2017-34.**

08.d.iii

Justification of Proposal H1

08.d.iii.01 The site assessment process, detailed in the Appendix 1, has taken into account a wide range of factors, including the NPPF, WDBC's Site Information Pack and WDBC's Landscape Character Assessment, the Tamar Valley AONB Landscape Assessment and its Management Plan, as well as the The Cornwall and West Devon

Mining Landscape Heritage Site management plan. While it is recognised that all the achievable development options will impact to a greater or lesser extent on the area's special landscape character, this needs to be balanced against the requirement to provide for local housing needs in the most sustainable way to ensure the area remains a vibrant, living community.

08.d.iii.02 In making this judgement between promoting a positive approach to meeting development needs, while ensuring that 'great weight' is given to conserving and enhancing the special qualities of the AONB and World Heritage Site, it has been concluded that:

- The Neighbourhood Plan has to meet West Devon Borough Council's Core Strategy and emerging Joint Local Plan requirement to allocate land at Bere Alston for a minimum planned requirement of 50 new homes 2016-34, to meet local needs. (This is in addition to 36 homes built since 2011 or with existing planning permissions.)

- There is no justification for allocating land for more than this minimum planned requirement, as any additional demands over and above meeting local needs would inevitably increase the impact on the special features of the AONB, World Heritage, CA, and SSSI and can be more sustainably met elsewhere in West Devon.

- The two site allocations North and South of Woolacombe Road have been assessed in the housing report of survey as being the most suitable, available and achievable alternatives for housing development. Their development has been assessed as having the least impact on the character and special qualities of the AONB and World Heritage designations, as well offering the best opportunities to moderate any potential impacts from development. They also offer the greatest opportunity to minimise the impact of through traffic in the village, and the land to North of Woolacombe Road also provides an opportunity to improve the main gateway to Bere Alston.

08.d.iii.03 It is also considered that these two allocations, in combination, provide a sufficient degree of flexibility to adapt to rapid change. While Proposal H1 indicates a preferred phasing, ensuring a continuous supply of homes throughout the plan period, in reality the site south of Woolacombe Road could be developed earlier if the site to the north of Woolacombe Road is delayed. In addition both developers

have indicated that their sites could achieve a marginally higher yield than the allocation although this will need to be assessed within the context set by Policy H6 . It is believed that these two developments, together with the very limited number of developments that will come through the 'unallocated developments' process, provides sufficient flexibility to adapt to change and ensure a five year rolling land supply to meet the Bere Peninsula's local housing needs to 2034.

08.d.iii.04 In these circumstances, it is not considered appropriate to include an additional policy providing for a reserve housing site allocation. In the event that planning permission for residential development on the two allocated sites has not been secured for the allocated numbers by the appropriate date, the Housing Assessment clearly indicates that the Broad Park Road site is currently considered the next most suitable site to meet any shortfall.

08.d.iii.05 Should this need arise, and before permission is granted, there should be another call for sites to see whether any further land in a more sustainable location has become available for housing development. The conclusions reached in the Housing Assessment about the suitability of the Long Orchard site will also need to reviewed in the light of progress made in reinstating the Plymouth to Tavistock railway line and the potential impact this may have.

08.d.iii.06 Both the allocated sites have been assessed, (Housing Report of Survey refers), as:

- Suitable to accommodate a range of housing types, although landscape considerations will limit the height and form of their development.

- Available, as it is understood that the landowners both control all the necessary land required to enable the development, and have expressed an intention for their site to be developed.

- Achievable, as it is considered that there is reasonable prospect that a viable housing development could be achieved on both sites within the timescales of this plan, given their limited constraints and the owners' wish to proceed.

08.d.iv

Detailed Site Considerations

08.d.iv.01 In considering the granting of planning permission for the two allocated sites, in addition to conforming to the general requirements set out in West Devon Borough Council's Core Strategy and emerging Local Plan, as well this Neighbourhood Plan, particular regard should also be had to the following:

08.d.v

Land to the North of Woolacombe Road

08.d.v.01 The land to the north of Woolacombe Road is located on the eastern edge of Bere Alston, providing a gateway site on the main entrance into the village. It adjoins a current development for 17 affordable houses on Woolacombe Road and is adjacent to existing development along Woolacombe Road, being within an approximate 10 minute walking distance of the village centre.

Policy H2. Development considerations for Land to North of Woolacombe Road (Ref: WD_48_19_08/14)

This site is intended to provide some 30 new homes of an appropriate range, mix and type to meet local needs, over the period 2017-26. Its development is expected to be carried out in consultation with West Devon Borough Council (including the AONB Management Body) and the Bere Ferrers Parish Council. Any proposal, deemed major development in the AONB will be required to demonstrate the exceptional circumstances and public interest required by the National Planning Policy Framework.

Any application should be accompanied by a Landscape Visual Impact Assessment, a Transport Statement (which includes an assessment of the likely impact on the rail network), an approved Waste Water and Surface Water Drainage Strategy, an assessment as how the proposed development is intended to meet local housing needs, as well as other required documents.

The development should demonstrate compliance with the relevant policies of the adopted Development plan and policies H6 and Policy H7 of this plan. The proposals must also have regard to the following requirements:

- **The development should create a positive visual frontage onto the main road into the village (B3257), providing a positive gateway to the village that is in character with the area.**
- **The preferred site access should be directly onto the main road to**

Tavistock (B3257) into /out of the village. However, if this does not prove feasible, an alternative access onto Woolacombe Road would be acceptable.

- **Include landscape treatment of the countryside edge, with an enclosing hedge and banks, as well as selected tree planting to assist the new development to sit down when viewed from a distance.**
- **Limit the height of development so that it is not prominent in the landscape.**
- **Provide homes with sufficient space to meet basic lifestyle needs, and where appropriate include reasonably sized gardens.**
- **Arrange the houses, where appropriate, so that they centre on open public green spaces, to be provided within the development.**
- **Include a children's play space if required, and retain the public right of way.**
- **Be designed to mitigate any potential adverse impacts upon existing residential and community interests - this development may be required by legal obligation to provide or contribute towards wider and long term planning benefits associated with the alleviation of any such impacts.**

08.d.vi

Justification of Policy H2

08.d.vi.01 The Neighbourhood Plan Housing Assessment has identified this site as being one of the most suitable, available and achievable alternatives for housing development to meet local needs during the first part of the plan period. It is considered that its development would only have a limited impact on the special environment and character of the AONB, which could be mitigated through appropriate landscaping, and that it offers one of the most sustainable locations for meeting the area's local housing needs. It also seen as offering an opportunity to create an appropriate gateway to the village - it is considered that the current development of 17 affordable houses on Woolacombe Road fails to achieve this.

08.d.vi.02 There are specific requirements for:

- Landscape Assessment with landscaping proposals that reflect the importance of ensuring this development maintains or enhances the natural beauty and special qualities of the AONB.

- Transport Assessment that reflect the community's wish to reduce, if possible

through the consideration of alternatives, the potential impacts of additional traffic using the junction between Bedford Street and Woolacombe Road by providing a site access directly onto the main Tavistock road (B3257). As part of the Transport Assessment it is expected that this will include a detailed assessment of the likely impact of the proposal on the rail network, and where appropriate there will be a requirement for developer contributions to deliver any necessary improvements to the rail network.

- Approved Waste Water and Surface Water Drainage Strategy that recognises the possible need for some limited on-site cut and fill to ensure the site's drainage system can be gravity fed.

08.d.vi.03 The Neighbourhood Plan, through Policy H7, has also identified a requirement to provide a range, mix and type of housing appropriate to meeting local needs. This includes an identified need for sheltered housing for the elderly (owner occupied and rented), affordable housing (shared ownership and social rent), and homes adapted for disability, as well as a specific need for 1- and 2-bedroom properties with a continuing need for some 3- and 4-bedroom properties.

08.d.vi.04 To ensure this development takes a positive approach to meeting these needs, an assessment as how the proposed development is intended to meet local housing needs is also required.

08.d.vi.05 In terms of the form of development, the community, through Policy H6, have expressed the need for new homes to meet a range of design requirements, including the provision of sufficient space to meet basic lifestyle needs, and where appropriate include reasonably sized gardens with suitable planting schemes and a sensitive boundary treatment so that the development is blended into the surrounding countryside.

08.d.vi.06 While any potential adverse impacts upon existing residential community interests can realistically only be assessed when detailed proposals for the site's development come forward, specific contributions for appropriate improvements to the B3257 may be required in relation to addressing the additional traffic generated from this development that could be expected to use this route into and out of the village, as well as possible contributions to improvements of the footpath/cycle links from the development to the primary school.

08.d.vii

Land to the South of Woolacombe Road

08.d.vii.01 The land to the south of Woolacombe Road lies on the eastern outskirts of Bere Alston, immediately alongside bungalow development at The Down, locking into an indent within the edge of the village, being within an approximate 10 minute walking distance of the village centre.

Policy H3. Development considerations for Land to South of Woolacombe Road (Ref: WD_48_04_08/13)

This site is intended to provide some 20 new homes of an appropriate range, mix and type to meet local needs, over the period 2026-34. Its development is expected to be carried out in consultation with West Devon Borough Council (including the AONB Management Body) and the Bere Ferrers Parish Council. Any proposal deemed major development in the AONB will be required to demonstrate the exceptional circumstances and public interest required by the National Planning Policy Framework.

Any application should be accompanied by a Landscape Visual Impact Assessment, a Transport Statement (which includes an assessment of the likely impact on the rail network), an approved Waste Water and Surface Water Drainage Strategy, an assessment as how the proposed development is intended to meet local housing needs, as well as other required documents.

The development should demonstrate compliance with the relevant policies of the adopted Development plan and policies H6 and Policy H7 of this plan. The proposals must also have regard to the following requirements:

- **Creating a positive visual frontage onto Woolacombe Road, as well as on to the adjacent Woolacombe Lane to avoid a remnant boundary being sandwiched between the road and housing.**
- **The preferred site access would be onto Woolacombe Lane/Road.**
- **Include landscape treatment of the countryside edge, with an enclosing hedge and banks, as well as selected tree planting to assist the new development to sit down when viewed from a distance.**
- **Limit the height of development so that it is not prominent in the landscape.**
- **Provide homes with sufficient space to meet basic lifestyle needs, and where appropriate include reasonably sized gardens.**

- **Arrange the houses, where appropriate, so that they centre on public open green spaces, to be provided within the development.**
- **Provide provision for children's play space in accordance with adopted Development Plan policy.**
- **Be designed to mitigate any potential adverse impacts upon existing residential and community interests - this development may require a legal obligation to provide or contribute towards wider and long term planning benefits associated with the alleviation of any such impacts.**

08.d.viii

Justification of Policy H3

08.d.viii.01 The Neighbourhood Plan Evidence Base has identified this site as being one of the most suitable, available and achievable alternatives for housing development to meet local needs during the second part of the plan period. It is considered that its development would only have a limited impact on the special environment and character of the AONB, which could be mitigated through appropriate landscaping, and that it offers one of the most sustainable locations for meeting the area's local housing needs.

08.d.viii.02 There are specific requirements for:

- Landscape Assessment with landscaping proposals that reflect the importance of ensuring this development maintains or enhances the natural beauty and special qualities of the AONB.

- Transport Assessment that reflects the community's wish to reduce, if possible (through the consideration of alternatives), the potential impact of additional traffic using the junction between Bedford Street and Woolacombe Road, by considering possible improvements. As part of the Transport Assessment it is expected that this will include a detailed assessment of the likely impact of the proposal on the rail network, and where appropriate there will be a requirement for developer contributions to deliver any necessary improvements to the rail network.

- Approved Waste Water and Surface Water Drainage Strategy that recognises the possible need for some limited on-site cut and fill to ensure the site's drainage system can be gravity fed.

08.d.viii.03 The Neighbourhood Plan has also identified, through Policy H7, a requirement to provide a range, mix and type of housing appropriate to meeting local needs. This includes an identified need for sheltered housing for the elderly (owner occupied and rented); affordable housing (shared ownership and affordable rent); homes adapted for disability; as well as a specific need for 1 and 2 bedroom properties with a continuing need for some 3 and 4 bedroom properties. To ensure this development takes a positive approach to meeting these needs, an assessment as how the proposed development is intended to meet local housing needs is also required.

08.d.viii.04 In terms of the form of development the community have expressed, through Policy H6, the need for new homes to meet a range of design requirements, including the provision of sufficient space to meet basis lifestyle needs, and where appropriate include reasonably sized gardens with suitable planting schemes and sensitive boundary treatment so that the development is blended into the surrounding countryside.

08.d.viii.05 While any potential adverse impacts upon existing residential community interests can realistically only be assessed when detailed proposals for the site's development come forward, specific contributions for possible improvements to the junction between Bedford Street and Woolacombe Road may be required in relation to addressing the additional traffic generated from this development that could be expected to use this junction, as well as possible contributions to improvements of the footpath / cycle links from the development to the primary school.

08.d.ix Unallocated Development

08.d.ix.01 West Devon Borough Council's Core Strategy, 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. The policy goes on to state that development in the countryside will be strictly controlled and housing only permitted where there is a clear essential agricultural, horticultural or forestry need.

08.d.ix.02 It is recognised that in addition to the development of allocated sites, some small residential developments may also come forward on unallocated sites during the plan period, for example in response to particular housing needs, to support the retention of a heritage asset, enable the re-use of redundant or disused buildings, or because of the exceptional quality or innovative nature of the dwelling's design. (These unplanned developments are sometimes known as 'windfall sites'.) However, any such development should be limited to meeting specifically identified local needs and would need to conform to the following Policy H4, which amplifies how such proposals should be considered within the Neighbourhood Plan area.

Policy H4. Unallocated Development

The Neighbourhood Plan will support proposals for minor developments, specifically intended to meet local needs on infill or redevelopment sites within the Parish, subject to:

- **the proposals being in response to specifically identified local needs. Any such proposals will need to be supported by an objective statement of need and evidence concerning the consideration of alternatives.**
- **great weight being given to conserving landscape and scenic beauty in the Area of Outstanding Natural Beauty.**
- **conformity with national and relevant adopted Development Plan policies relating to biodiversity and geological conservation, Designated and Non Designated Heritage Assets, having particular regard to the World Heritage Site.**
- **the density and form of the development provides a character that is appropriate to the sites context, ensures the best use of land, is well designed and meets the relevant requirements set out in this plan and the Development Plan.**
- **the development preserves open views, protects the residential amenity of neighbours, will not result in the loss of valuable trees, hedges or other natural features that form part of the character of the parish, and that biodiversity is maintained or enhanced.**

Policy H4A. Bere Ferrers

The Neighbourhood Plan will support proposals for infill or redevelopment sites within the settlement boundary of Bere Ferrers, over the plan period to 2034 (some of which have already been developed since 2011), subject to:

- **them being specifically intended to meet identified local needs.**
- **meeting the requirements set out in Policy H4 as well as the other Policies in this plan.**
- **the scale and form of the development being in keeping with the character of this 12th Century conservation village.**
- **great weight being given to conserving landscape and scenic beauty in the Area of Outstanding Natural Beauty.**
- **conformity with National Policy and relevant adopted Development Plan policies relating to biodiversity and geological conservation, in particular the SSSI which is in close proximity to the village.**
- **avoiding the flood risk areas, particularly in the lower lying areas around Bere Ferrers.**

08.d.x

Justification of Policies H4 and H4A

08.d.x.01 The limited development of unallocated sites is supported by the Neighbourhood Plan, recognising that some development will inevitably come forward in response to specific local needs, as well as reflecting the preference by a majority of respondents to the Community Questionnaire for the development of individual plots and small developments, including for self-build plots.

08.d.x.02 The requirement for any unallocated development proposals to be supported by an objective assessment of need, evidence concerning the consideration of alternatives, as well as evidence of how any detrimental effects of the proposed development can be moderated, reflects the guidance set out in the NPPF para 132, as well as the importance attached by the Neighbourhood Plan to balancing the requirements to meet specific local needs against the need to maintain or enhance the character and special qualities of the AONB and World Heritage designations.

08.d.x.03 In terms of the form of development the community have expressed, through Policy H6, the need for new homes to meet a range of design requirements, including the importance of being sympathetic to the rural character of the area and protecting the environment and special features recognised through the AONB and World Heritage designations.

08.d.x.04 The inclusion of Policy H4A is in direct response to the JLP Policy TTV30, and reflects the need and community's desire to enable a level of development that

meets identified local needs, contributes to but does not harm the character of this 12th Century Conservation village, as well as recognising the great weight that needs to be given to the AONB which has 'the highest status for protection in relation to landscape and scenic beauty', and the importance of avoiding any conflicts with the nearby SSI.

08.d.xi

Rural Development

08.d.xi.01 West Devon's Core Strategy, Strategic Policy 5 confirms that development in the countryside will be strictly controlled and housing only permitted where there is a clear essential agricultural, horticultural or forestry need. Policy H5 amplifies how such proposals should be considered within the Neighbourhood Plan area.

Policy H5. Rural Development

Development within the rural area which requires planning permission should be in accordance with National Policy and the relevant policies of the adopted Development Plan. The re-use of farm and rural buildings, outside the villages of Bere Alston and Bere Ferrers, for agricultural/ horticultural/business purposes, or to provide dwellings for agricultural workers, will be supported subject to an assessment of the impact of the proposal on:

- **the surrounding rural landscape and is sensitive to its setting by means of size, mass and location**
- **the local road network**
- **agriculture, horticulture and other land and water based economic and leisure activities in the vicinity**
- **the residential amenity of neighbouring properties**

and provided that the building concerned would not require substantial rebuilding or extension.

08.d.xii

Justification of Policy H5

08.d.xii.01 The potential for very limited development in rural areas is supported by the Neighbourhood Plan, reflecting the support given by the community questionnaire respondents for the development of individual plots, as well as the need for development in rural areas to provide business and agricultural opportunities close to their place of work - where the impact of so doing is acceptable.

08.d.xii.02 It should be noted that this policy applies to development proposals not defined as permitted development under the current planning regulations. A Section 106 is likely to be required to regulate implementation.

08.d.xiii Housing Density and Design

08.d.xiii.01 Any new housing developments on the Bere Peninsula must contribute to conserving and enhancing the special qualities of the AONB and World Heritage site. There is also clear support from the community to ensure that future housing design must be of a high quality, recognise the special characteristics identified as being important to the area, make a positive visual contribution, provide sufficient space to meet basic lifestyle needs, as well as enable new residents to integrate effectively into the existing community.

Policy H6. Housing Density and Design

Viable residential development, as described in H1 to H5, will be supported subject to:

- **being of a high quality, inclusive and safe. Proposals which are accompanied by a Building for Life assessment are strongly encouraged. [see Volume 2, Appendix 10. "Sources of further information"].**
- **it supporting basic lifestyle needs. Proposals will be strongly encouraged to meet or exceed the minimum space standards for new property sizes as set out by the Royal Institute of British Architects. (RIBA 'Case for Space' refers).**
- **it being of a density that reflects the rural nature of the area, giving an impression of space and avoiding uniform house and plot layouts. The current density in Bere Alston is some 30 dwellings per hectare, which should be regarded as the maximum density for new developments.**
- **building styles, design, materials and roofscape which reflect the local distinctiveness of the parish, making a contribution to the rural nature of the area.**
- **new properties being designed to relate well to one another, as well as to existing adjacent buildings, avoiding extensive blank walls.**
- **new properties being designed with an emphasis on low energy consumption, as well as a benefit from solar gain. Water efficiency devices are encouraged.**
- **its design meeting the relevant highway and parking standards as a minimum and where possible off street parking for at least two cars per**

unit and unallocated parking appropriate to the size of the development should be provided. Creating development which is not car dominated.

- **developments on the periphery of the villages should aim to improve, where appropriate and possible, pedestrian access to the centre, recognising that safe access for children to school and play areas are a priority.**
- **affordable housing requirements being properly integrated, ensuring they have the same level of access as open market units.**
- **including, where appropriate, properties with reasonably sized gardens, and green (soft-scaped) communal areas designed to promote a sense of place. Larger developments should include the provision of appropriate play facilities in accordance with relevant Development Plan policies, except where it is within easy and safe walking distance of an existing play park.**
- **boundaries being treated sensitively and, where appropriate, hedgerows should form an integral network of native and local species across the entire development promoting natural wildlife corridors.**
- **the use of above ground cables (power, telephone or internet) being minimised.**
- **the creation of safe and accessible environments; developments should demonstrate the principles of Crime Prevention through Environmental Design.**

Developers will be required to demonstrate that proposals are in conformity with national and relevant adopted Development Plan policies relating to biodiversity and geological conservation.

08.d.xiv

Justification of Policy H6

08.d.xiv.01 The NPPF (paragraph 14) requires plans to 'take into account specific national policies that indicate where development should be restricted'. As the Bere Peninsula falls within the Tamar Valley AONB and includes part of the Cornwall and West Devon Mining Landscape World Heritage Site and the Tamar/Tavy European Conservation Site, the NPPF (para. 115-116) goes on to require that ‘great weight should be given to conserving the area's landscape and scenic beauty, as well as its wildlife and cultural heritage’. The adopted AONB and World Heritage management plans both emphasise the need for good design as the way to maintain or enhance the special features of the area, and these objectives are followed through by Policy H6 of the Neighbourhood Plan.

08.d.xiv.02 The NPPF also requires that design issues are addressed by the planning system – paragraph 61 states *'Although visual appearance and the architecture of individual buildings are very important factors, securing high quality and inclusive design goes beyond aesthetic considerations. Therefore, planning policies and decisions should also address the connections between people and places and the integration of new development into the natural, built and historic environment.'*

08.d.xiv.03 This requirement for high quality design has frequently been expressed as a high priority by local residents and their requirement to meet local needs by integrating new housing into the local community while maintaining the area's special character and environment has been carried through into Policy H6 of the Neighbourhood Plan.

08.d.xiv.04 There is clear support from the Borough Council, for maximising the quality of new development both for the benefit of the community, as well as the social and natural environment. The Neighbourhood Plan seeks to prioritise this importance, both through the above policy H6, as well through the supporting NP Design Guide.

08.d.xiv.05 The justification for the policy references to both the CABE 'Building for Life' and the RIBA 'Case for Space', (both highly regarded sources: see Volume 2, Appendix 6. 'Sources of Further Information'), is that they propose questions that should be answered and provide a deliverable set of standards to ensure that the spatial requirements for homes that peoples lifestyle needs are achieved.

08.d.xiv.06 Other elements of Policy H6 are justified as follows:

- It is considered important to retain the special character of the parish by ensuring new development preserves, enhances and promotes the best features of the area's existing character and street scene. In order to achieve this the NP promotes a density that respects the rural nature of the area, requires that building styles, design, materials and roofscape are in keeping with the individual character and local distinctiveness of the parish, expecting new properties to relate well to existing buildings and to one another, as well as promoting existing good character found in the immediate vicinity so as avoid a proliferation of house styles.

- The results of the community questionnaire highlighted the importance of providing homes designed for low energy consumption, as well as ensuring the needs for adequate parking provision were met.

- The Neighbourhood Plan promotes the development of a cohesive community by insisting on the full integration of affordable housing, recognising its importance in providing for local needs.

- There is considerable community support for new development to include homes with private garden space, as well ensuring adequate green space around the development, as these are seen as making an important contribution to healthy lifestyles.

- Hedgerows are recognised as contributing to the special character of the AONB, as well as providing an important habitat for a number of species, contributing to the area's overall biodiversity and making for healthier communities. Hence the need for new development to respect existing hedgerows and introduce new ones where appropriate, ensuring they promote natural wildlife corridors wherever possible.

08.d.xiv.07 However, it should also be noted that paragraph 173 of the NPPF states that "Plans should be deliverable. Therefore, the sites and the scale of development identified in the Plan should not be subject to such a scale of obligation and policy burdens that their ability to be developed viably is threatened." Therefore, in applying these wider policy requirements it is important to balance them so as not to act as an overall constraint on site delivery.

08.d.xv Housing Need

08.d.xv.01 Key messages from the housing review with a bearing on assessing future housing needs were that:

- The recent slight decline in the parish's population probably reflects the area's older than average age profile.

- That as the population continues to age the demand for specialist housing and services will increase.

As evidenced in West Devon's profile of Bere Ferrers parish:

- The housing stock is skewed towards semi-detached and terraced smaller family housing.

- The proportion of homes for social rent and shared ownership is small. Consideration needs to be given as to the extent to which these needs should be balanced and how the continuing need for affordable homes can best be met.

08.d.xv.02 In order to support a balanced community, Policy H07 highlights key considerations that need to be addressed by housing proposals that come forward during the lifetime of this plan.

Policy H7. Housing Need

All residential schemes of 5 units or above will be encouraged to provide a choice of housing, which includes a mix of housing size, type and tenure, that is informed by a housing needs assessment to meet the current and future demographic characteristics and requirements of the parish.

- **Particular regard should be had to the current need for more 1- or 2-bedroom properties, so as to meet the needs of the aging population and single people who wish to remain living on the Bere Peninsula.**
- **A limited provision of 1-4 units for self-build plots will be looked on favourably.**
- **Affordable rent and shared ownership housing, to meet the continuing need for affordable homes, must be prioritised for local people.**
- **There is a need to avoid the land offered for development being divided into small parcels in order to circumvent the most recent government criteria for affordable homes.**
- **A local letting policy should be applied to all social and affordable housing in any new development.**

08.d.xvi

Justification of Policy H7

08.d.xvi.01 In our consultation with local residents, those respondents 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'.

08.d.xvi.02 These requirements are further amplified by considering those applicants currently registered with Devon Home Choice as having a local housing need. Their requirements can be categorised both by band (degree of need), as well as by bedroom need, with the majority requiring 1 or 2 bedroom properties and some 30% to 40% requiring some form of affordable housing.

08.d.xvi.03 It is also recognised that for the maintenance of a healthy, cohesive and sustainable community the development of new housing in the parish must include a mix of housing size, type and tenure to meet a range of local needs. The Housing Assessment indicated a potential need to:

- Balance the range of house types available by providing more detached houses, as well as flats /maisonettes /apartments - in preference to semi-detached and terraced housing.

- Make greater provision for the housing needs of the elderly, including some sheltered housing - which will have the additional benefit of enabling those who want to downsize, and facilitating the turnover of stock to meet other local needs.

- Respond to the current small proportion of homes that are for social rent and shared ownership and meet the continuing need for affordable homes.

08.d.xvi.04 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. A Community Land Trust would be looked upon favourably.

08.d.xvi.05 However, it should also be noted that paragraph 173 of the NPPF states that "Plans should be deliverable. Therefore, the sites and the scale of development identified in the Plan should not be subject to such a scale of obligation and policy burdens that their ability to be developed viably is threatened." Therefore, in applying these wider policy requirements it is important to balance them so as not to act as an overall constraint on site delivery.

08.e

Economy

08.e.i.01 The following economic policies are intended to support the retention, development and sustainable growth of new and existing businesses, including home working.

Policy EC1. Small Scale Expansions

Small scale expansion of existing retail and other business premises in the Bere Peninsula 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 EC2. Railway Goods Yard

At Bere Alston station development proposals will be supported 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, the Cornwall and West Devon Mining Landscape World Heritage Site and the Bere Alston Conservation Area. Any proposals should also:

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

Policy EC3. Home-Based Businesses

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.

08.e.ii Justifications for Policies EC1, EC2, EC3

08.e.ii.01 The responses to the Community Questionnaire and Survey for Business Owners have informed the above Policies, which will underpin the NPPF requirement to support a prosperous rural economy. This includes supporting sustainable growth through conversion of buildings, promoting tourism, and the retention and development of local shops and pubs. This is consistent with emerging and existing local strategic plans, such as the Joint Local Plan and the Tamar Valley AONB Management Plan.

08.e.iii Community Actions: Local Economy

08.e.iii.01 To develop a Bere Peninsula business website, this could include:

- Directory of local businesses
- Business information, e.g. updates from business support organisations, delivery of infrastructure projects (e.g. railway), tourism information updates, and training opportunities.
- An online local business discussion group, to encourage shared working and informal learning.

08.e.iii.02 This would help the community to be better informed about activities and local businesses and provide opportunities to participate and work together. It would also address the sustainable development priorities in DEFRA's 10-Point Plan for Boosting Productivity in Rural Areas, West Devon Borough Council's 'Our Plan' and Tamar Valley AONB Management Plan, and deliver against priorities in the Greater Dartmoor LEAF Strategic Plan for creating local supply chains.

08.f Transport

08.f.i The following transport policies are intended to improve the existing sustainable transport connections to and within the Parish, improve road safety, as well as ensuring that any development contributes to improving the gateway entrance to Bere Alston.

Policy T1. Sustainable Transport

All proposals for housing, business/commercial or other development will be encouraged to enable the use of sustainable modes of transport, e.g. by installing electric vehicle charging points at properties, provision of cycle paths where possible and facilitating access to public transport (ref. Policy DEV31 of the emerging Joint Local Plan).

Policy T2. Public Transport

Subject to other policies in this plan support will be given to development proposals which, where appropriate, ensure that access and infrastructure delivered as part of any development meets the need for walking, cycling and public transport connectivity generated by the development.

Policy T3. Bere Alston Gateway

Any proposals for residential development of the North Woolacombe Road site (ref WD-48-19-08/14) should consider incorporating a new, combined residential and bowling club access junction on the B3257 to avoid multiple access points on to the B3257, financed by S106 levy. This would also avoid the need for site construction traffic to use existing roads within the recent, adjacent development with the associated safety risks for residents, particularly children. However, if this does not prove feasible, an alternative access onto Woolacombe Road would be acceptable. Any such access/highway improvement must reflect the rural character of this sensitive location and avoid using lighting, signage, materials, boundary treatments/finishes and other ephemera that have an overly urbanising effect.

Policy T4. Woolacombe Cross

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 village route financed by S106 levy. Any such access/highway improvement must reflect the rural character of this sensitive location and avoid using lighting, signage, materials, boundary treatments/finishes and other ephemera that have an overly urbanising effect.

08.f.ii

Justification for Policies T1 to T4

08.f.ii.01 Policies T1 and T2 are responses to general concerns raised by residents during consultations and seen as ways of promoting more sustainable forms of development. Policies TP3 and TP4 are related to and dependent on the key development proposals in the Housing section of the Plan. Both are intended to address safety issues and, in the case of T3, to avoid multiple access points on to the B3257.

08.f.iii

Community Actions: Transport

08.f.iii.01 These actions represent community aspirations following public consultations and some discussion with Devon CC Highways. They should be considered for implementation over the lifetime of the Neighbourhood Plan and will be subject to the availability and phasing of funding and to further discussion and approval by DCC Highways.

08.f.iii.02 Changes to improve traffic management and to encourage shopping activity in Bere Alston:

- A designated loading area for shops in Fore Street where general parking would be prohibited for agreed daily periods.
- Improve signage to encourage more daytime use of the car parking areas in Pilgrim Drive to relieve the frequent parking problems in Fore Street. This should be combined with provision for a dedicated invalid parking space in Fore Street.
- Introduce a one-way 'lorry route' (advisory or mandatory) into and out of the village (a universal one-way traffic flow seems to be unnecessary and too disruptive).
- Introduce a HGV weight restriction of 7.5 tonnes (except for access) in lower Bedford Street between Whitehall Drive and Fore Street.
- Limit how close car parking on Fore Street can be to High Cross junction to improve sight lines for vehicles entering the village from The Down.

08.f.iii.03 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, and investigate the possibility of marking the road outside the Parish Hall to discourage drivers from cutting the corner when approaching the narrow section of road going in the direction of the railway station.

- Prohibit the use of pavement obstructing signs in Fore Street. All the pavements in the village central area are very narrow and signs make an already hazardous situation worse, particularly for pedestrians with impaired mobility, pushchairs or mobility scooters.

08.f.iii.04 In conjunction with Policy T3, make improvements to the B3257 from the junction with the Down to Quarry Cross:

- Consider the creation of two lanes with appropriate centre lining by widening the carriageway to 6.2m by utilising some of the triangular section of the verge at Quarry Cross that is owned by Devon County Council. This would reduce the hazard presented by the sudden narrowing of the road on the brow between the Bowling Club and Quarry Cross coming almost immediately after the gradual widening of the carriageway between The Down junction and the Bowling Club. At the same time, any improvements that could be made to the junction of the Bere Ferrers road at Quarry Cross, to improve safety for exiting vehicles, should also be considered.

- Extend the 30mph zone out towards Quarry Cross and improve street lighting as far as the Bowling Club.

- Create a pedestrian way from The Down to the Bowling Club. Making a pavement alongside the roadway seems unlikely without removing a long stretch of established hedge, but if the new footpath through the recent social housing development is intended to be continued through to the Bowling Club, this would be a convenient alternative, if appropriately lit.

08.f.iii.05 Make marginal improvements to the Denham Bridge route to reduce incidence of occasional flooding and landslips in some areas, but avoid any measures that will encourage higher traffic speeds or greater use of it, especially by larger vehicles.

08.f.iii.06 Make marginal improvements to the Bere Alston to Bere Ferrers village route (e.g. to reduce the incidence of occasional flooding in places), but avoid any measures that will encourage higher traffic speeds.

08.f.iii.07 In conjunction with Policy T3, improve the sight lines at the Collytown crossroads (Woolacombe Cross) on the Bere Ferrers village route, in the interests of safety.

08.f.iii.08 Any street/footpath lighting introduced as a result of these proposals should avoid introducing any overly urbanising effect (see Policies T4 and T4 above)

08.f.iii.09 Review the need/desirability to introduce community charging points for electric/hybrid cars in the villages on a regular basis. This will be done as part of the Parish Council's annual monitoring of developments (see Section 9 - Plan Delivery and Review).

08.g Communications

08.g.i.01 It is the view of the Neighbourhood Plan Working Group that, because of domination of the sector by commercial interests, the Peninsula community is neither able to influence communications policies nor to initiate meaningful Community Actions.

08.h Community

08.h.i.01 The following community policies seek to protect and enhance the area's facilities, as well as foster a strong community spirit. An important message from the various consultations undertaken was that the vast majority of residents identified the sense of community and the facilities of the parish as being important to their lives.

Policy C1. Neighbourhood and Village Shopping

- **The Plan supports retail development to the recognised shopping core of Bere Alston that would satisfy 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 C2. Local Green Spaces

The following Local Green Spaces, shown on the Bere Peninsula Neighbourhood Plan Local Green Spaces maps (see Section 11) are designated in accordance with paragraph 77 of the National Planning Policy Framework:

- **Bere Ferrers Playing Field**
- **Bere Alston Recreational Park**
- **Play Areas in Sarah Park, Pentillie View and at the Parish Hall, Bere Alston**
- **The Community Allotments in Bere Alston and Bere Ferrers**
- **Bere Ferrers Quay**

New developments consisting of 5 or more dwellings, subject to viability and where possible, will be encouraged to make a financial contribution to enhance and upgrade Local Green Spaces.

Policy C3. 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.**
- **Any Developer proposing to redevelop an existing service or community facility must provide evidence to demonstrate that there is no continuing need for that which already exists.**

08.h.iii

Justification for Policies C1 to C3

08.h.iii.01 The Neighbourhood Plan reflects the community's response to the Community Questionnaire and the feedback at the community consultation events. The community appreciates and values the facilities and services which are delivered locally on the Bere Peninsula. This is demonstrated by the local people and organisations who have worked hard to enhance and improve the facilities and range of services available to meet local needs.

08.h.iii.02 The NPPF contains requirements to promote healthy communities 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. This is consistent with the strategic plans from service providers, such as health and social care provision being delivered locally whenever practical.

08.h.iii.03 This Plan will facilitate and maintain the balance between sustaining landscape character and a vibrant living rural community as well as supporting the aims and objectives of Natural England as expressed in their Guidance document NE176 Green Infrastructure Guidance http://publications.naturalengland.org.uk/file/94026. We would encourage West Devon Borough Council to complete their work on the Conservation Area Studies.

08.h.iv

Community Actions

08.h.v The business directory website noted under Local Economy could also include:

08.h.vi 'What's On' diary, with facility for individuals to submit events and activities.

08.h.vii Local groups' directory, giving contact details and information about their activities, subscriptions, meeting places and times.

08.h.viii Local community facilities directory, with contact details and information on the facilities available.

08.h.ix This would be promoted and enhanced through social media activity and email contact.

08.h.ix.01 Further, and again similar to the Community Actions noted under Local Economy, the website could be used for building a local support and knowledge base to help community organisations develop their ideas, plan projects and deliver them. It is important to learn from others experiences and expertise, e.g. encouraging a community mentoring scheme.

08.h.ix.02 The adoption and implementation of this Neighbourhood Plan will be the first evidence the community members are able to influence decisions concerning our community. The Neighbourhood Plan Group would support the creation of a community Infrastructure Levy in West Devon. This could provide a source of income to initiate community action proposals identified within this plan.

09. Plan Delivery and Review

09.a Policy Delivery

09.a.i.01 It is considered that the delivery of these Neighbourhood Plan Policies and Proposals will be through the 'Development Management' process, while the Local Planning Authority will be responsible for the development management process, the Parish Council will also use the Neighbourhood Plan as the basis for framing its representations on submitted planning applications. It will also work with the Borough Council to monitor the progress of sites coming forward for development.

09.b Monitoring and Review

09.b.i.01 The Neighbourhood Plan covers the period 2011-34. During this time development will take place both within and outside the parish which will inevitably have varying degrees of impact on this area. Each new development will influence what happens next and where, although any impact should be ameliorated through the implementation of this plan. The degree of impact will be monitored through the Plan, Monitor and Manage approach.

09.b.i.02 It is therefore essential to the long term success of this plan that these developments and their consequences are monitored and reviewed against the plan's Objectives and against the Policies and Proposals designed to implement them.

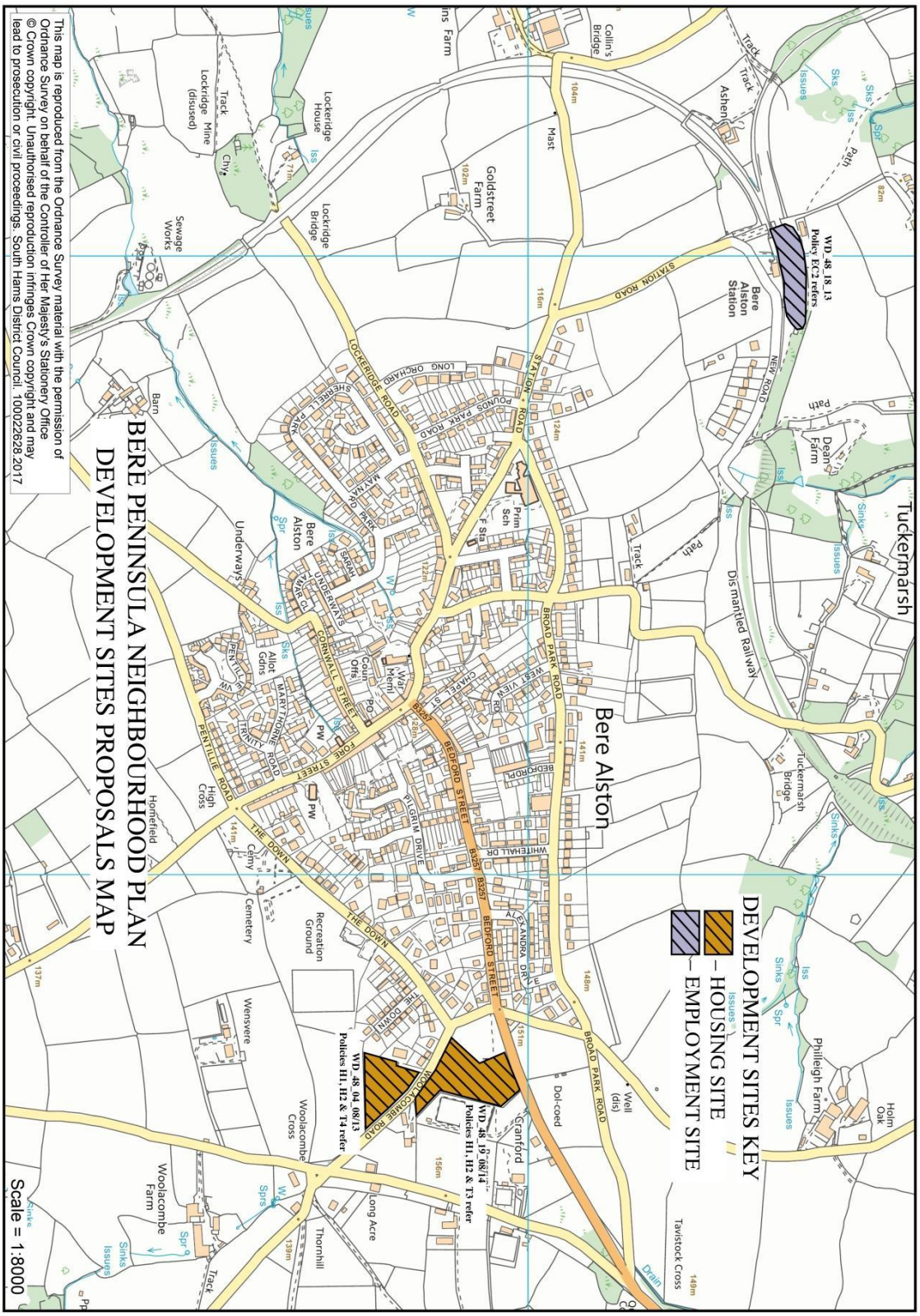
09.b.i.03 The Parish Council will make arrangements to monitor developments on an annual basis, as part of their ongoing monitoring of planning policy and development management consultation on planning applications. The Neighbourhood Plan's objectives will provide the core element for this monitoring process, but other data collected and reported at the parish level, relevant to the plan, will be included.

09.b.i.04 The Parish Council proposes to formally carry out a five-year review of this plan, alongside the review of West Devon Borough Council's Local Plan, assessing the performance of the Neighbourhood Plan in providing an appropriate supply of land for housing to meet local needs, in managing the quality of development and in bringing forward the proposed infrastructure improvements.

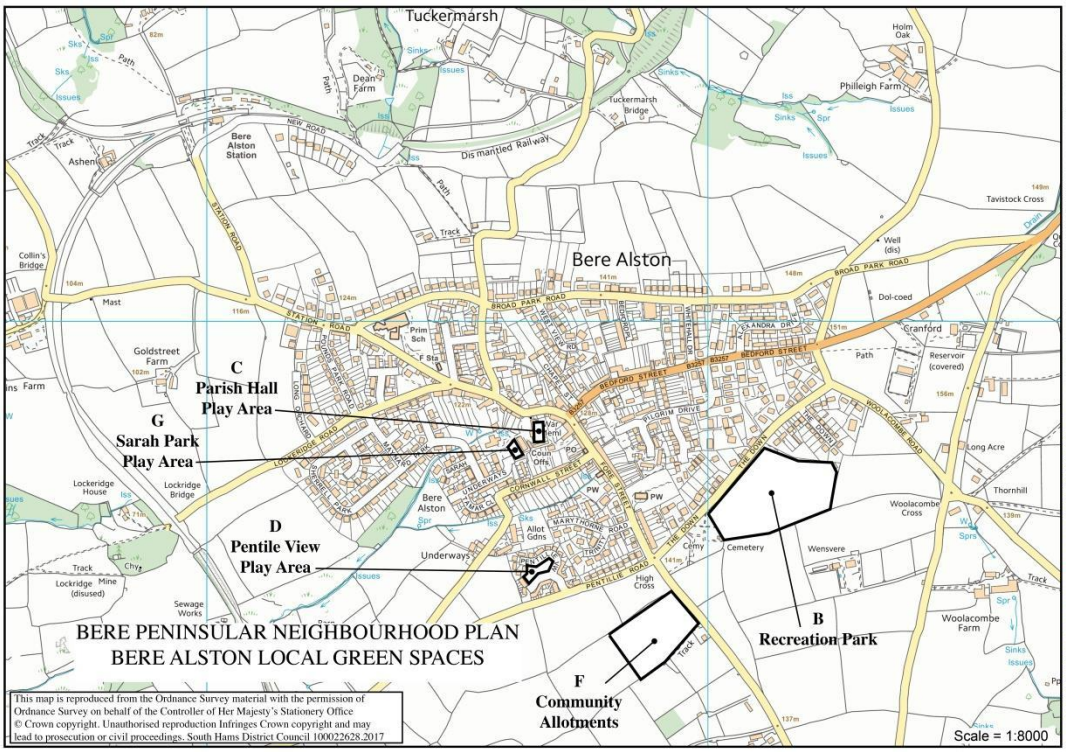
BUS
STOP

St Andrew's Church Hall

10. Development Sites Proposals Map



11. Local Green Spaces Maps



12. 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' in GLOSSARY/Volume 2)
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:

1. Living within the planet's environmental limits
2. Ensuring a strong, healthy and just society
3. Achieving a sustainable economy
4. Promoting good governance
5. Using sound science responsibly

13. Acknowledgements

This Plan has been some eight years in the making, which makes it almost impossible to compile a detailed list of the myriad individuals who have contributed to it over this time. The Working Group has probably had around 60 individuals (all parish volunteers) who have been members at various times and for various durations during the process.

Suffice it to say that the Working Group owes a great debt of thanks to all of them, and also to the following groups and organisations who have contributed to the work or the funding of it:

- Bere Ferrers Parish Council (local support and funding)
- West Devon Borough Council (funding, printing and technical advice)
- Devon County Council (funding and technical advice)
- Community Development Foundation (funding)
- Groundwork UK (funding)
- Locality (funding)
- TVAONB (funding)
- South Hams District Council (printing)
- Plymouth City Council, West Devon Borough Council and South Hams District Council Joint Local Plan team (coordination of Plans)
- AECOM (Strategic Environment Assessment)
- ABC Service Tavistock (website support)
- Bere Alston Trekkers (distribution of neighbourhood questionnaire)
- Vario Press Limited Slough (printing)
- Local shops in Bere Alston (display of posters and leaflets)
- Holy Trinity Church Hall (events venue)
- Hope Cottage Bere Alston (meetings venue)
- Beregen (events and meetings venue)
- Bere Link (publicity)
- Tavistock Times Gazette (publicity)

Particular thanks are due to all Bere Peninsula residents and the many organisations and companies who have responded both formally and informally at the consultation events held during the development of this Plan.

There are some individuals who we feel should be named:

- The late Councillor Mike Benson, without whom this Plan would never have been started.

- Ex-Councillor Andrew Sadleir, who set up the Working Group's original website and bank accounts.
- John Baker of Peter Brett Associates LLP Bristol, for running training workshops for the Working Group.
- The late Peter Thornhill, who created the Working Group's current website.
- Reed Trethowan Co-op Group Food Operations Avonmouth, for advice on HGV transport matters.
- Clair Wellsbury-Nye, for styling the Plan documents and various edits.
- Deborah McCann, Independent Examiner, for her constructive approach and for her recommended amendments to our Policies, which have improved the robustness of the final document.

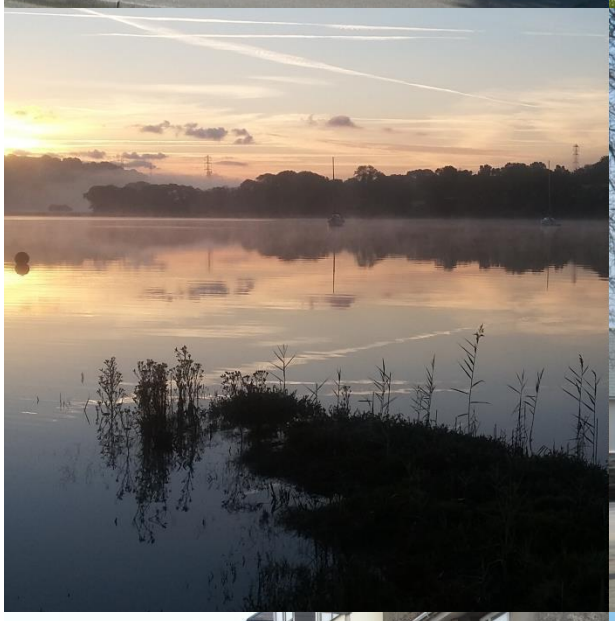
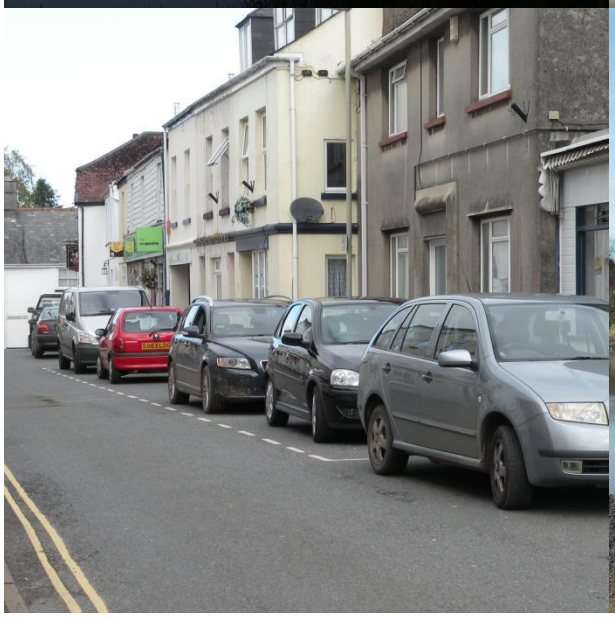
14. Epilogue

"So, Mike B - we have successfully reached the Referendum stage and we trust you would approve the result of our deliberations - R.I.P."

The Working Group

Democracy will now determine the fate of this document.

15. Contents of Appendix (in separate Volume 2)

- ADDENDUM – Supplementary Information
- Community questionnaire results summary April 2014
- First Public Consultation Oct/Nov 2014 results summary
- Reports of survey by the Working Group of BPPG
    - Environment
    - Housing Provision
    - Economy and Business
    - Transport and Communications
    - Community
- Action Plan for Parish Highways 2016 by BFPC Road Strategy Group
- Site visits reports and related information
    - Broad Park Road
    - Long Orchard
    - Sleepy Hollow
    - Woolacombe Road South
    - Public meeting in Bere Ferrers re Trevethan Park
- Sources of Further Information

PARISH