Comment for planning application 1621/26/FUL

Application Number	1621/26/FUL
Location	Land Adjacent Halfway House Grenofen
Proposal	Change of use of cafe and associated residential accommodation to 3 dwellings and the erection of 2 dwellings in the former carpark
Case Officer	Bryony Hanlon
Organisation Name	Transition Tavistock
Address	UNIT 1,PEARL ASSURANCE HOUSE,ELBOW LANE,TAVISTOCK,PL19 0BG
Type of Comment	Comment
Type	neighbour
Comments	1) Change of use: Based on the application documents and objections lodged by local residents, there does not seem to be adequate evidence to justify a change of use. For example, has any attempt been made to market the site as suitable for a business combining cycle hire with hospitality? Given it's location on a traffic free section of the National Cycle Network and a good bus route, this could attract business from tourists and the Tavistock / Yelverton / north Plymouth area, while also providing a local community meeting point. Cycle hire has been a gap in the Tavistock area for several years, with the nearest locations for now over 10 miles away. If the threshold for change of use is deemed to be met, use for housing would be appropriate. However we have concerns about aspects of the proposed layout. 2) Re-routing of path connecting to National Cycle Network: The Design and Access Statement and accompanying site plan do not clearly explain the rationale for replacing the current connection route with a narrow "public footpath" on the north-west edge of the site. The width of this path is not clearly to be stated, but is shown as under half the width of a parking space, and clearly narrower than the current (unfenced) provision. The DAS describes it as a "footpath link" to a "cycle route". It has been used, and should be recognised as, a key access point from a main road and bus route to a multi-use trail, with appropriate width, surfacing, and signage, and be judged against Active Travel England's recently published Rural Design Guide. That would imply a path width of at least 2 metres. This link has not just been used to provide cyclists with a refreshment stop when the pub / cafe was open. It is the only access point to NCN27 between the southern edge of Tavistock and the middle of Horrabridge That whole section of the trail is wide, traffic free and scenic, so popular with local people of all ages, including wheelchair users and families teaching children to cycle. This access point mid-way, at a bus stop, gives them important flexibility. It is also important to cyclists as a connection point between the NCN and the network of lanes around Dartmoor and the Tamar Valley Natural Landscape. 3) Cycle storage and EV charging for the houses: Despite the proximity to the cycle network, the plans do not show either shared or individual provision for secure cycle storage! For this site one would expect it to be designed in, with sufficient capacity for a family living there to have a cycle each. There is no explanation of how each of the parking spaces shown will have access to EV charging. This would presumably be possible, with and underground cables laid and clarity on parking protocols agreed but should be explicitly addressed.
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Attachments	