Transition Tavistock is a volunteer run group working towards a sustainable future for the local area: transitiontavistock.org.uk.

We OBJECT to this application because the proposals do not meet national or local planning policy.

References:

DAS – application Design & Access Statement.

NDP Tavistock Neighbourhood Development Plan.

NPPF National Planning Policy Framework

PS application Planning Statement

TSt – application Transport Statement

General

PS, DAS & TSt scope is 60 homes, not 65 as in the site notice.

The DAS makes no reference to the NDP or to the local Design Code which accompanies it, breaching NDP policy SD1.2.

There is no Statement of Community Involvement, breaching NDP policy SD1.3

PS 4.41 claims the DAS and TSt "demonstrate that the proposal complies with the requirements of" NDP policy TC1: Accessible Development." Yet the DAS does not mention the NDP, & TSt quotes TC1 & TC2 without evidencing compliance.

Pedestrian access

The proposal describes 2 car free routes to the town centre (PROW10 or Green Hill + Mount Tavy Rd), and one (Green Hill + Green Lane) to facilities south of the site, which include the nearest bus stop and junior school.

None of these is "safe and suitable for all users" (NPPF #115b). The site is not "well served by walking and cycling opportunities (SPT2).

All the roads named have sections with no or very narrow footways.

Green Hill is steep, narrow, and liable to flooding and ice in winter.

Mount Tavy Rd, as the access to Dartmoor, is used by lorries, coaches, and tourists unfamiliar with rural roads. At its junction with Green Hill, the footway is on the far (N) side.

Green Lane lacks footways south of the junction with Green Hill and on other sections linking the site to Whitchurch Down, a key open space.

Many objections lodged by local residents testify in detail to these hazards.

The section of PROW10 connecting the site to the town centre is entirely unsuitable as the main link between homes and local facilities. (See TTGHphotos attached.)

- It crosses a steep wooded slope (DAS 2.3.3), with no oversight or lighting, so is not a safe route for lone pedestrians, particularly women and girls.

- With multiple flights of steps, it is unusable by parents with pushchairs and most disabled people.

While the site is “centrally located” (DAS #1.2.5) it is not “within a few minutes walk of the town centre”. Some maps included (eg DASp4) are deceptive, showing walking distances or times as circles rather via feasible paths.

In particular, although the site is next to a junior school, it creates no link to an entrance point, so children would walk 750m (TSt table 2.2), via a road with no footway or crossings. This breaches NPPF 115a, “sustainable transport modes are prioritised taking account of…. the location.”

Misleading circles suggest distance from the town centre, but there is no provision for a traffic free connection to it from the NW part of the site (which would be difficult due to topography).

This undermines the claim (TSt 4.4.2) to deliver “a permeable layout with new and improved pedestrian facilities which are well integrated with the existing facilities in the vicinity of the site.”

Cycling access

While confident cyclists could make both local and commuting journeys from the site, the steep hill, existing road safety hazards, and the addition of 2 way traffic on part of Green Hill would deter young or inexperienced cyclists. Parents are unlikely to encourage cycling to Tavistock College, over 2km away (TSt table 2.2).

Public transport

Access from the site to the bus stops identified involves sections of road with no footway or designated crossing points - difficult for anyone with limited sight. PS 6.21 wrongly claims a bus stop “adjacent” to the site.

Vehicle access

No justification is given for creating 2 vehicle entrances from Green Hill, 1 serving only 5 houses, without clear pedestrian connection to the rest of the site.

Road safety claims (TSt 2.5) use crash statistics for a very small area, yet, far from showing “no local safety concerns”, cite injuries due to collisions on narrow, steep roads.

Modelling of potential impact on traffic levels is inadequate. The TSt:

- Uses April 2024 traffic measurement to estimate 2025 values, then projected to 2030, whereas 5 years from date of application is 2031.
- Seems not to allow for “committed development” in the town, just wider trends, or for seasonal peaks, despite the site being at a gateway to Dartmoor.
- Does not measure or model junction queues, only % increases in peak hour volume. Mathematics is clear: queue length is not proportional to volume. A Transport Statement usually includes observation and projection of queues at junctions.

- Does not model the impact on the nearby B3357 / A386 junction despite predicting (TSt fig 6.8) that most vehicles leaving the site will pass through it. Nor does it discuss the capacity of the 4+ roundabouts vehicles then going to Plymouth must pass before leaving Tavistock.
- Ignores the likelihood of residents trying to avoid town centre congestion by taking Green Lane onto Whitchurch Down, from which all routes to the A386 go via uncontrolled junctions with poor sightlines.

Off-site changes to the road system in applications 0491/26/OPA and 0887/26/OPA are incompatible. 0887 closes Violet Lane to through traffic, 0491 relies on it as a return route from the B3357, so WDBC cannot grant permission to both. As neither site is in the Joint Local Plan, both should be refused. The potential for and constraints on development on this side of the town should then be addressed with proper community engagement in the current Joint Local Plan revision.

Positive points

We support some aspects of the DAS

- provision for car pool spaces, with community EV charging DAS 4.1.4
- low energy, fabric first design including rainwater harvesting DAS 4.7
- wildlife corridors within the site

but have no assurance they will be kept.

PROW 10 is not “safe and suitable for all users”

Nor is Green Hill

Or Green Lane south of Green Hill (route to primary school)

All photos taken by a Transition Tavistock volunteer c10am 29/6/26.