

# Bovey Parish Neighbourhood Plan

**2021 - 2033**

Adopted / Made - March 2022



**Bovey Tracey Town Council**





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# 1. A Vision for the Future of the Parish

Based on issues highlighted in a Community Questionnaire in March 2018, and with input from the Community Consultation in November 2018, the following Vision for the Parish in the coming years is offered:

The Parish of Bovey Tracey, with its important crafts tradition, will provide an attractive rural environment and a strong sense of community, thus maintaining its welcoming, friendly character for future generations.

The Parish has already declared a Climate Emergency and will do everything possible to mitigate the speed and effect of climate change. It will offer good quality housing of the highest achievable energy efficiency to meet the needs of all ages and income levels, and residents will enjoy excellent health, educational, social and cultural facilities.

Nature-rich developments will be promoted, and green spaces defined and enhanced for both public use and habitat protection. Dartmoor is part of our past and will continue to be important to the Parish in the future.

A business-friendly environment will stimulate a comprehensive range of employment opportunities.

The Parish will be served by good public transport, and a safe, efficient network of roads, foot paths and cycle paths will connect outlying areas to a vibrant town centre.

## 2. Background to this neighbourhood plan

### 2.1 BOVEY TRACEY PARISH PAST AND PRESENT

The aspiration in this Neighbourhood Plan is to identify what is most valued about Bovey Tracey Parish and to retain it for future generations. It is acknowledged that things will change; this Plan provides a resource that supports change and allows development to be managed in a way that is sensitive to what has gone before and in accord with the wishes of residents.

The Parish takes its name from the river that runs through the town and the De Tracy family who were lords of the Manor from 1139 -1274. However, there was a mention of Bovi in the Domesday Survey of 1086 and evidence of early occupation stretching back before recorded history.

Eight hundred years ago, in 1219, Henry III granted a charter to Eva de Tracy permitting the holding of a weekly market, and in 1260 granted a charter to Henry de Tracy permitting a three-day annual fair to be held in the manor. Both charters proved very beneficial to the town which grew rapidly in this period, a legacy from which the town still benefits in the form of the collection of mediaeval buildings that grace the area around Town Hall Place.



**The new Riverside Community Centre**

The present population of the Parish is approximately 8,700 however the Parish has a greater proportion of older residents than both Devon and England and this presents significant challenges for our local health and social care infrastructures. There are two distinct areas of population, Bovey Tracey town including Brimley, and Heathfield.

Bovey Tracey is a pretty cob and Dartmoor granite town and while the town's narrow winding streets are picturesque they pose challenges for today's traffic. Brimley, situated on the other side of the A382 from the main town, was the centre for the potteries in previous times and today has a mixture of housing and commercial premises.



**Civil War inspired road names in Heathfield**

Heathfield has a large business and industrial area which benefits from easy vehicular access to the A38 Devon Expressway. It also has a residential area comprising mainly homes built in the 1990s as well as some older and some more recently built properties.

[Bovey Heathfield](#), adjacent to Heathfield, was the site of a Civil War battle in 1646 (now commemorated in many Heathfield road names as shown in the photo). The heath is one of the best remaining examples of the heathland landscape which once dominated this part of Devon and is now a haven for rare plants and wildlife. It is owned and managed by Devon Wildlife Trust and is a designated Site of Special Scientific Interest.

The Parish has a rich architectural heritage that includes three [conservation areas](#), 105 [listed structures](#) and four Scheduled Monuments. The Scheduled Monuments are [Bovey Potteries](#), [Earthwork on Bovey Heath](#) (possibly Civil War), [Cromwell's Arch](#) and [Lower Elsford Cross](#) and the first two of these are considered at risk.



**Fore Street, Bovey Tracey**

The modern Parish lies on the eastern edge of Dartmoor National Park and this close physical relationship with the Park is greatly valued by Parish residents and visitors alike. The Parish boundary is just over twenty-three miles long and tends to follow landscape features; for example the southern parish boundary follows an ancient road which is now the A38, the main arterial road for road traffic across southern Devon and on to Cornwall. Both residents and business people are friendly and welcoming, and Bovey Tracey Parish is considered a desirable place to live; as

a result there is significant demand for property in the area. The pride residents take in their Parish is reflected in the community effort which resulted in a Gold Medal in South-West in Bloom in 2019, and in the vibrant voluntary sector.

From 1766 until 1999 the extraction of ball clay from the Bovey Basin stimulated a local pottery industry. Today the renowned Devon Guild of Craftsmen is based in 19th century stables, complete with water wheel, in the centre of Bovey Tracey town, and the Contemporary Craft Festival, now in its eighteenth year has become one of the most highly acclaimed craft events in the United Kingdom.



**Devon Guild of Craftsmen**

Over half of the modern Parish sits within Dartmoor National Park and therefore forms a "Gateway to the Moor", providing a perfect location from which both residents and visitors can enjoy the natural beauty and recreational opportunities of Dartmoor. Not surprisingly, given the many visual splendours and the hospitable nature of the area, tourism is an important year-round local business and source of income. Residents

are also particularly attached to the Parke Estate, owned by the National Trust, for its recreational value and Mill Marsh Park which hosts a number of annual events.

## 2.2 The reasons for preparing this Plan

Neighbourhood planning allows this community to set out a positive vision of how it wants the Parish to develop in the coming years, to ensure it remains a pleasant and sustainable place to live and to work, and to protect its unique character and heritage.

Over the past twenty years the population of the Parish has grown from 6,929 inhabitants at the 2001 Census to an estimated<sup>1</sup> 8,780 in 2019, an increase of 26 %.

Some of the new developments clustered around the town centre sit well in the existing

landscape. However, as significantly more housing is built or proposed, residents have begun to voice concern about the rate of expansion, its impact on the surrounding countryside, and the ability of local infrastructure to keep pace with increased numbers of residents and their needs and desires. These concerns have been a theme running through community feedback at a number of public meetings and community surveys, and with the arrival of the Localism Act in 2011 an opportunity presented itself for the community to engage more fully with the planning process.

Specifically, neighbourhood planning:

- can play an important role in identifying the special qualities of an area and explaining how this should be reflected in development
- enables the Parish community to develop policies to ensure developers build the kind of housing the community has said it needs and wants (such as affordable housing or housing suitable for elderly residents)
- can include policies to influence the location, the appearance and the design of new buildings
- can protect, or propose the creation of, open spaces
- enables the community to protect the things most valued in the Parish
- enables the local community to retain more of the money collected from future developers to spend on local infrastructure (e.g. the share the Town Council receives of the Community Infrastructure Levy increases from 15% to 25%).

The Neighbourhood Plan and the policies set out within it cannot reduce the number of new homes being built in the Parish, however the capabilities listed above can be used to ensure that new developments fit in with our positive vision of the Parish shown in Section 1.

1. This latter population figure is based on the number of new houses completed (figure provided by Teignbridge District Council, August 2019) and the average occupancy rate of 2.2 (2011 Census).



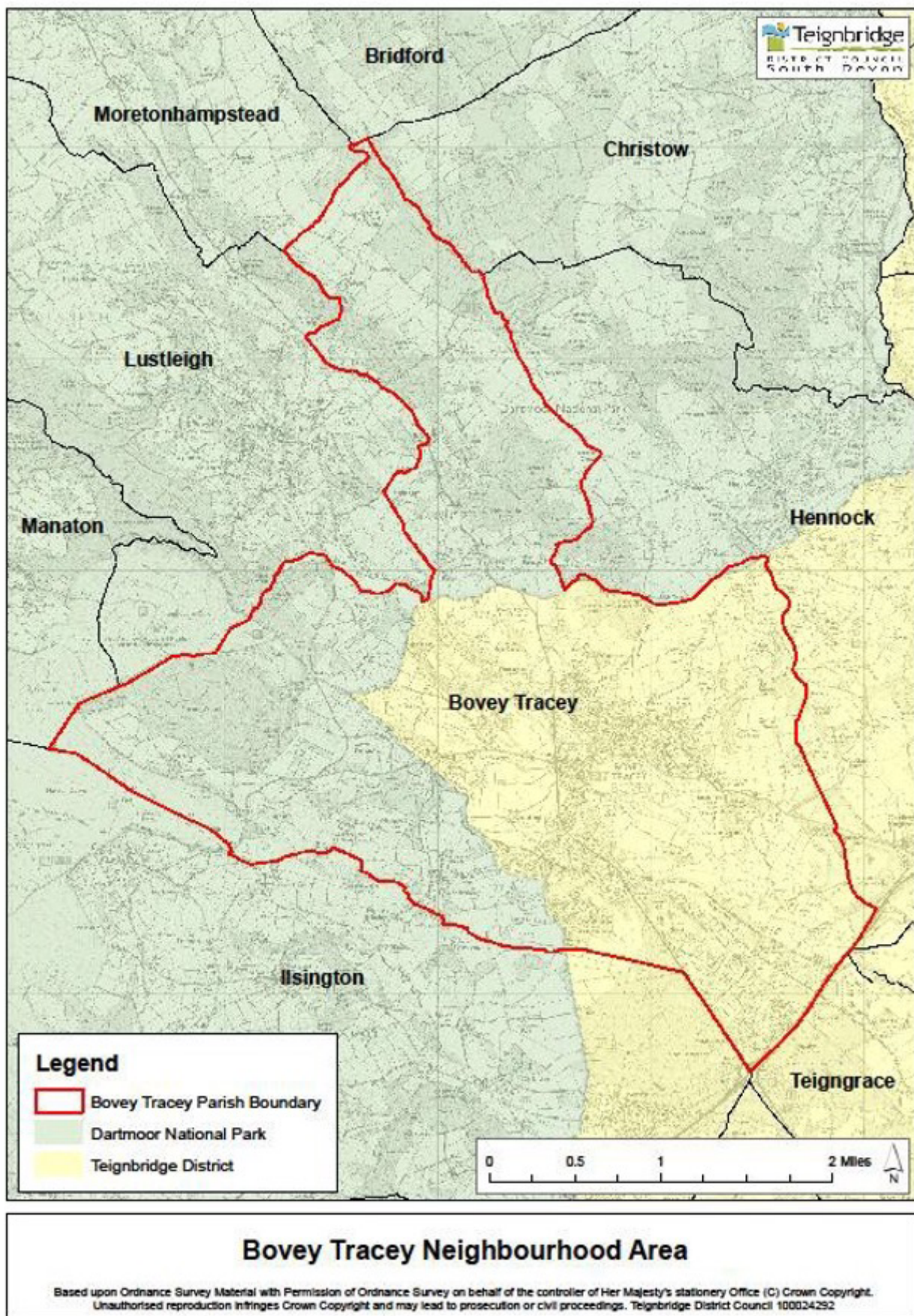


Figure 2.1 Map of Bovey Tracey Parish and the Neighbourhood Area

## 2.3 The area affected by the Plan

The Neighbourhood Plan area is the parish of Bovey Tracey and the boundary is shown in red in Figure 2.1 above. Planning applications are sent, in the first instance, to the local planning authority; the local authority for the yellow area in the map is Teignbridge District Council (TDC), and that for the green areas to the north and west is the Dartmoor National Park Authority (DNPA).

## 2.4 Date of designation of the neighbourhood area and the period covered

Both [TDC](#) and [DNPA](#) (see Appendix 2.1a and Appendix 2.1b) approved the designation of Bovey Tracey Parish as a neighbourhood area for the purposes of developing a Neighbourhood Plan under Section 61G of the Town and Country Planning Act 1990. Both approvals are dated 4th August 2017. DNPA advised the Town Council that TDC should be the lead planning authority for the purposes of preparing this Neighbourhood Plan.

The period covered is from the date this Neighbourhood Plan is adopted or “made” until May 2033, the present end-date of the Teignbridge Local Plan. The Local Plan is presently under review and its end date will be extended to 2040. It may become advisable to review this Neighbourhood Plan once Teignbridge has completed its own review. The process may not be very complex but it does present an opportunity to adapt the Neighbourhood Plan to the changing circumstances through which we are presently living.

## 2.5 The status of this Plan in the planning system

“Once a neighbourhood plan has been adopted, the policies it contains take precedence over existing non-strategic policies in a local plan covering the neighbourhood area, where they are in conflict; unless they are superseded by strategic or non-strategic policies that are adopted subsequently.” (National Planning Policy Framework, section 3, para. 30)

This Neighbourhood Plan, once it is adopted, will therefore be part of the decision-making process used by the local planning authority (either TDC or DNPA) to come to decisions about applications for planning permission. It is required to conform with the strategic policies in the adopted Local Plan for the area (i.e. either that of TDC or of DNPA) and with any other strategic policies that form part of what is called the “statutory development plan”. The strategic policies in the current TDC Local Plan are S1A – S25, and S19 specifically relates to Bovey Tracey. Policy S10A Settlement Limits defines settlement limits for the strategic places and villages identified in the plan area, including Bovey Tracey. For the purposes of this neighbourhood plan, the settlement limit mapped on the Proposals Map in the adopted Local Plan is used.

If a planning application is made in regard to land for which a third party owns mineral rights then the Devon Minerals Plan comes into play, the purpose of this Plan being to ensure that mining sites are managed and restored to protect Devon’s environment and communities. Locally this is most likely to relate to ball clay mineral rights. Similarly, the Devon Waste Plan is designed to ensure the protection of Devon’s environments, communities and businesses and this is most likely to be applicable to industrial planning applications. Bovey Parish Neighbourhood Plan 2021-2033 Back to contents 11 The

overarching planning policies are published in the National Planning Policy Framework (NPPF), the latest version of which was released in July 2018 (updated Feb 2019). All the local policies contained within the above-mentioned local plans must comply with those contained within the NPPF. Figure 2.2 shows the relationships.



**Figure 2.2 The planning hierarchy which contributes to the statutory development plan for Bovey Tracey Parish**

The policies shown here will help shape the Parish in the future and will carry significant weight in the decision-making process but cannot absolutely guarantee that a proposal will be accepted or rejected.

The Teignbridge Local Plan Review 2020-2040 is currently ongoing. The document comprises two parts. Part 1 contains planning policies and Part 2 details proposed future locations for development. Part 1 of the document focuses on:

- raising standards of design, development and quality of life
- improving wealth and job opportunities
- providing homes which are accessible and more affordable
- tackling the climate emergency, and
- protecting our environment and connecting more people to nature

All of these issues are addressed to some extent in the policies shown later in this Neighbourhood Plan.

Part 1 has already been through a period of public consultation. Consultation on Part 2 will take place during Summer 2021. TDC currently expects the completed document (Parts 1 & 2) to be adopted in 2024.

This Neighbourhood Plan supports many of the policies in the draft Local Plan and welcomes the transitioning to a carbon neutral future as a key driver of the Plan. Information and updates on the Local Plan Review are available on the [TDC website](#).

The DNPA Local Plan is also currently under review and the new version expected to be adopted in 2021.

## 2.6 A summary of community consultations

There have been four rounds of consultation so far:

**1** The **Initial Consultations** comprised a series of meetings prior to the setting up of the Neighbourhood Plan Steering Group to gauge the interest and enthusiasm of the people who live, work or do business in the Parish for the development of a Neighbourhood Plan. The first meeting of the Steering Group was in December 2017.

**2** The **Second Consultation** was via a Community Questionnaire (in March 2018) designed to elicit the issues which were concerning local people. There were 1,241 responses to the paper and on-line questionnaire, representing approximately 17% of all residents and 21% of residents over the age of 16 years. As a result of the views expressed (as published independently in [The Community Questionnaire Report](#): Appendix 2.2) six working groups were set up to research and develop a Vision for the Parish and Objectives for the Plan. The working groups typically comprised at least one Steering Group member and a number of community volunteers.

**3** The **Third Consultation** (November 2018) sought to obtain views about the Vision and the Objectives which had been developed. Following extensive publicity around the Parish, drop-in events were held in the Baptist Church Hall, the Dartmoor Distillery, the Heathfield Community Centre, St Catherine's Primary School and Bovey Tracey Primary School. A series of boards were used to present the Vision and Objectives and members of the Steering Group were present to answer questions. The working groups studied the comments received and changes reflecting these were made to the Vision and Objectives. The working groups then proceeded to develop policies and to write the actual Neighbourhood Plan, in line with the Vision and Objectives.

**4** **Fourth (Regulation 14) Consultation**  
The pre-submission version of the Neighbourhood Plan was ready for consultation in July 2020, during the Coronavirus pandemic. After much careful consideration, it was decided to proceed and, in line with Government guidelines, to make extensive use of online methods of engagement while making special arrangements to ensure that individuals not online were in no way disadvantaged. The community consultation process commenced on August 17th and the deadline for receipt of representations was September 28th.

A 20-page dedicated edition of the Town Council quarterly newsletter, Quality Update, was prepared and hand-delivered to homes and businesses throughout the Parish immediately before the start of the consultation period. This laid out a Vision for the future of the Parish, showed the area covered by the Neighbourhood Plan and listed the objectives and their related policies. The way to access the full version of the Plan online was explained along with three methods for making representation.

A dedicated telephone Helpline was provided via which anyone could request a hard copy of the Plan to be delivered to their address or ask questions about

the Plan. Importantly, via the Helpline, those not able to make representation about the Plan by email or letter were able to write down their comments and have them collected from their home.

Posters were displayed in the main areas of population and there were regular social media posts (on the Town Council Facebook page and on the What's on Bovey Tracey Facebook page) which alerted readers to the various stages of the consultation.

As required by Regulation 14 (of the Neighbourhood Planning Regulations 2012) consultation bodies and local entities whose interests may be affected by the proposals in this Neighbourhood Plan were sent email notification of the Plan and were invited to comment on it.

The Working Groups and Steering Group examined each comment received and decided whether a Policy amendment was indicated. Full details of the consultation, a list of comments received and the reaction of the Steering Group to each, can be found in the Consultation Statement which sits alongside this Neighbourhood Plan document.

## 3. KEY ISSUES

### 3.1 Key Findings of the Community Questionnaire

Comments received in March 2018 were analysed independently and the key findings are shown in Table 3.1 below.

Key Findings
<b>Housing</b>
A. There is strong support for the provision of affordable housing for local residents in new housing development; equal priority is given to rented options as to private purchase
B. There is a strong sense that the parish should maintain its rural character and that of a historic small town at the gateway to Dartmoor National Park
C. There is strong desire for improvements to infrastructure, community facilities and traffic management before any further housing development is allowed
D. A priority for the type of new housing developed should be the provision of sheltered / homes for people in later life
<b>Transport and Travel</b>
E. A priority for the town centre is better traffic and parking management in order to reduce congestion and enable improved quality and safer pedestrian access
<b>Community Services and Facilities</b>
F. There is strong support for the development of a multi-use community facility which provides for sports, leisure and large community gatherings
<b>Natural and Built Environment</b>
G. The conservation of the natural environment and landscape should be a priority
H. There is strong support for the creation of green public spaces and landscaping within new housing developments
I. There is strong support for the promotion of sustainable energy and eco-friendly infrastructure across the parish
J. There is strong support for the conservation / creation of biodiversity within public spaces
<b>Employment and Business</b>
K. There is strong support for improvements to public transport in order to improve the shopping experience of parishioners
L. Increased provision and range of parking is needed in order to improve the shopping experience in the parish
M. Small start-up enterprises should be encouraged and enabled in the parish
N. The friendly community and high quality of environment are valued by local businesses <sup>2</sup>

Table 3.1 Key findings from the Community Questionnaire Report

<sup>2</sup>“Issue N” is a comment rather than an issue, but it is good to see that business people share the feelings of residents about these matters; issues K and L have been addressed by the Traffic and Transport Working Group.

For the convenience of anyone who does not wish to read this entire document, Table 3.1 above will appear again in Section 9, with an additional column identifying the policies which address the key issues shown above.

Two issues raised by local people are missing from the above list. Ninety-seven percent of people responding to the Community Questionnaire in March 2018 said that “medical capacity” and 94% said that “school capacity” was an essential or important issue. It is possible that Devon Communities Together, the independent body which analysed the community questionnaire data considered that these issues were in the remit of the National Health Service and Devon County Council respectively. However, given the high level of community concern they are considered here, as many of the Policies contained in this Plan directly or indirectly contribute to addressing these issues.

The Working Groups studied the individual comments received and the summary of key issues as shown above. Their task now was to develop policies to address these issues and to research evidence in support of these policies.

## 3.2 Sustainable development

The National Planning Policy Framework (NPPF) and National Planning Practice Guidance (NPPG) set out the Government’s planning policy to which all plans and proposals for development should have regard. As shown in Fig. 2.2, these two policy publications are at the top of the planning hierarchy.

The NPPF includes, at its heart, a “presumption in favour of sustainable development”, sustainable development being “development which meets the needs of the present without compromising the ability of future generations to meet their own needs” (World Commission on Environment and Development).

The Teignbridge District Council (TDC) Local Plan calls sustainable development a “golden thread” running through plan-making and decision-taking, and we therefore make no apology for showing below the sustainable development criteria (Local Plan S1) which will be applied by TDC when decisions are made in regard to planning applications from Bovey Tracey Parish:

Sustainable Development Criteria Subject to other Development Plan policies which may determine the suitability of the location for the proposed development and provide more specific or overriding requirements in a particular case, proposals will be required to perform well against the following criteria, taking account of the social, economic and environmental benefits of the proposal, its scale and magnitude of impact, the status of any legally protected features affected and any associated mitigation:

- a. accessibility by walking, cycling and public transport for main travel purposes, particularly work, shopping, leisure and education; Strategy 14 Adopted Teignbridge Local Plan (6th May 2014)
- b. road safety and congestion;
- c. access to necessary services, facilities and infrastructure taking account of plans to provide infrastructure;
- d. health, safety and environmental effects of noise, smell, dust, light, vibration, fumes or other forms of pollution or nuisance arising from the proposed

- development, including from associated traffic;
- e. impact on the residential amenity of existing and committed dwellings, particularly privacy, security, outlook and natural light;
- f. impact from existing or committed developments on the health, safety or amenity of occupants or users of the proposed development;
- g. maintenance or enhancement of the character, appearance and historic interest of affected landscapes, seascapes, settlements, street scenes, buildings, open spaces, trees and other environmental assets;
- h. impact on biodiversity and geodiversity;
- i. if possible, construction and demolition materials are re-used on the site; and
- j. the impact on mineral extraction and agricultural production."

The above is a general set of criteria; policies in this Neighbourhood Plan do not overrule these criteria.

There is also a strategic policy for sustainable transport (S9) which has a number of similarities to S1 and which will also be applied to all planning applications received by TDC.

The Dartmoor National Park Authority (DNPA) is currently reviewing its local plan, and the draft version contains two strategic policies addressing sustainable development. Strategic Policy 1.2 addresses sustainable development in Dartmoor National Park, and Strategic Policy 1.3 confirms there will be a presumption in favour of sustainable development.

Outside of the strategic policies in the two local plans, this Neighbourhood Plan can shape and direct sustainable development in our area.

## 3.3 Possible future challenges for the Parish

### Climate Change

An important challenge in the coming years will be climate change and the urgent need to reduce carbon emissions. Bovey Tracey Town Council recently (July 1st 2019) declared a Climate Emergency which is **"embedded across all Council services, activities, plans and other relevant work, considering the impact (emissions and biodiversity etc) of decisions, ensuring a fully integrated and systematic approach to the Council's own response to this challenge"**. In April 2019 TDC declared a state of Climate and Environmental Emergency and signed the Devon Climate Declaration. DNPA declared a Climate and Ecological Emergency on July 26th 2019 and is working towards being carbon neutral by 2025.

The Town Council has initiated a number of projects to address this challenge. For example, Plastic Free Bovey is a collaboration between a local community organisation and the Town Council's "Climate Emergency Bovey and Heathfield" to stop the use of single-use plastic.





The current TDC Local Plan has a number of relevant strategic policies. Policy S6 supports resilience (to flood risk, changes in temperature, rainfall and wind etc.); policy S7 sets a target of 42% reduction in carbon emissions per person in the District by 2030; sustainable transport is addressed in S9 which lists “support infrastructure for electric vehicles” among the policy requirements. These policies will apply to every planning application received by TDC.

The draft TDC Local Plan places even more emphasis on preventing and responding to climate change. While this Neighbourhood Plan must respond primarily to the existing Local Plan, its first revision will need to be structured to reflect this and TDC’s recently declared Ecological Emergency.

## Sustainable Transport

In 2011 (Census report) 40% of households in Bovey Tracey Parish had more than 1 car.

Car ownership in the South-West of England was 1.4 cars/vans per household in 2017/18 and is the equal highest (along with the East Midlands) in England ([National Travel Survey](#), Department of Transport: see Appendix 3.1).

It is quite difficult to persuade residents and businesses in rural areas to use public transport and the difficulties of operating a reliable, punctual and speedy bus service in a rural environment may be one reason for the high car ownership in the South-West.

Sustainability of transport is addressed in the Traffic and Transport section later in this Neighbourhood Plan.

## Risk of Flooding

Recent extreme events around the country suggest that the risk of flooding is increasing. A number of actual or proposed development sites in the Parish have a recognised risk (BT2, BT3, BT4 in the Local Plan) and there is a statutory requirement to produce a flood risk assessment for all except developments smaller than 1 hectare in Flood Zone 1.

## Replacement Primary School

An important issue for the future of the Parish is the need for a replacement primary school in Bovey Tracey town. The age profile of the parish population is already shows more older people than the national average for a town of our size. This in combination with the lack of primary school places will mean that young families are less likely to choose to live in the parish, which will further influence the demographics of the area. Provision of a new school is the duty of Devon County Council, nevertheless this issue is considered further in the Community Services and Facilities section.

# PART 2

## DELIVERING THE VISION

### OBJECTIVES AND PLANNING POLICIES

## 4. Housing

### 4.1 New Housing in the Parish since 2013

The 2011 census recorded 3,220 households in Bovey Parish, making it the fifth largest settlement in Teignbridge district. Since then a further 296 dwellings have been completed [figure provided by Teignbridge District Council (TDC) 21<sup>st</sup> August, 2019] with the largest single provision being 200 units in the Bradley Bends development. The TDC Local Plan 2013 - 2033 allocates a further 450 dwellings, the largest development being at Challabrook with the planned provision of 270 homes on a mixed-use site. Phase 1 of this development is already under construction. The other Local Plan allocations are at Dean Park (120 dwellings), north of Indio House (45 dwellings) and the potential for 15 homes on the site of the primary school if that is relocated.

At the time of writing this plan, an outline planning application had been submitted to TDC for the development of 64 homes at Dean Park. In addition to the above, 112 homes not allocated in the Local Plan, have been constructed on the site of the former Cardew Pottery within the plan period.

### 4.2 What the Community Said about Housing.

Respondents to the March 2018 Questionnaire (for the complete [Report](#) see Appendix 2.2) considered the factors shown in Table 4.1 either important or essential when planning the type of housing, where to locate it, what should be provided and what should be taken into account. The issues addressed in this section are shown in bold.

## 4.3 Limitations of the Neighbourhood Plan

As you read our policy proposals below, please be reminded that, in accordance with the Localism Act, the Neighbourhood Plan can only establish policies which affect land use.

	Community Support	Location in Report	Where Addressed
Location	85 %	Housing Fig 9	N/A
Traffic congestion reduction	92 %	Housing Fig 9	Section 6.5
Road safety	92 %	Housing Fig 9	Section 6.5
Walking and cycle links	74 %	Housing Fig 9	Section 4.6 Section 6.5
Open space provision/enhanced public space within new developments	86 % 83 %	Housing Fig 9 Natural & Built Environment Fig 14	Section 4.7
School capacity	94 %	Housing Fig 9	Section 7.3
Medical capacity	97 %	Housing Fig 9	Section 7.1
Effect on the landscape	91 %	Housing Fig 9	Section 4.7
Effect on the environment	92 %	Housing Fig 9	Section 4.6
Prioritise affordable housing	82 %	Housing Fig 10	Section 4.4
Prioritise sheltered housing	60 %	Housing Fig 10	Section 4.5
Sustainable energy and infrastructure	83 %	Natural and Built Environment Fig 14	Section 4.8

*Table 4.1 Issues raised in relation to Housing*

## 4.4. Provision of affordable homes

Eighty-two percent of people responding to the questionnaire said that provision of affordable homes should be prioritised.

Affordable homes are defined [National Planning Policy Framework, 2018 (NPPF) Annex 2] as:

Housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the following definitions:

a) **Affordable housing for rent:** meets all of the following conditions: (a) the rent is set in accordance with the Government's rent policy for Social Rent or Affordable Rent, or is at least 20% below local market rents (including service charges where applicable); b) the landlord is a registered provider, except where it is included as part of a Build to Rent scheme (in which case the landlord need not be a registered provider); and (c) it includes provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision. For Build to Rent schemes affordable housing for rent is expected to be the normal form of affordable housing provision (and, in this context, is known as Affordable Private Rent).

b) **Starter homes:** is as specified in Sections 2 and 3 of the Housing and Planning Act 2016 and any secondary legislation made under these sections. The definition of a starter home should reflect the meaning set out in statute and any such secondary legislation at the time of plan-preparation or decision-making. Where secondary legislation has the effect of limiting a household's eligibility to purchase a starter home to those with a particular maximum level of household income, those restrictions should be used.

c) **Discounted market sales housing:** is housing sold at least 20% below local market value. Eligibility is determined with regard to local incomes and local house prices. Provisions should be in place to ensure housing remains at a discount for future eligible households.

d) There are **other affordable routes to home ownership** for those who cannot achieve ownership through the market. These include shared ownership, relevant equity loans, other low-cost homes for sale (at a price equivalent to at least 20% below local market value) and rent to buy (which includes a period of intermediate rent). Where public grant funding is provided, there should be provisions for the homes to remain at an affordable price for future eligible households, or for any receipts to be recycled for alternative affordable housing provision, or refunded to Government or the relevant authority specified in the funding agreement.

The TDC strategy for affordable housing in the Local Plan is contained within policy WE2, which points out that the need for affordable housing is found throughout Teignbridge District and that the majority of open market housing should make a contribution to the delivery of affordable housing. The TDC Local Plan requires a minimum of 30% affordable housing within open market housing developments in Bovey Parish.

Since the commencement of the current TDC Local Plan in 2013, a total of 104 affordable homes have been completed within Bovey Parish. This represents 35% of the 296 total homes completed during this period. Although the delivery of affordable housing currently exceeds the Local Plan policy target, this provision does not address the shortfall that existed prior to the commencement of the Local Plan.

[Appendix 4.1](#) shows the median price paid for houses within Teignbridge for the year ending June 2019 (extracted from HPSSA dataset 37 produced by the Office of National Statistics (ONS) in December 2019).

Terraced housing would be the most attractive for entry level purchasers and Table 4.2 below (extracted from Table 1d of Appendix 4.1) indicates that Bovey ward is the 8<sup>th</sup> most expensive of the 24 wards in Teignbridge.

Location	Price Paid
Shaldon & Stokeinteignhead	<b>£275,000</b>
Teignmouth East	<b>£270,000</b>
Haytor	<b>£255,000</b>
Kenn Valley	<b>£240,000</b>
Ippelpen	<b>£222,500</b>
Teignmouth Central	<b>£217,500</b>
Moretonhampstead	<b>£216,500</b>
Bovey	<b>£210,000</b>

**Table 4.2 Median prices for terraced housing in the eight most expensive wards in Teignbridge**

The ONS publish a [housing affordability calculator](#) which is an on-line interactive device for assessing the affordability of open market housing in a given postcode area. Table 4.3 below shows the range of affordability assessment results for sample postcodes within the various residential sectors in the Parish. It should be noted that the calculator is relatively crude and is a rough guide only. The house prices in Table 4.2 are the median, whereas those shown in Table 4.3 represent the lower quartile, hence the difference.

	TQ12 6SH (Heathfield)	TQ13 9YE (Brimley)	TQ13 9AN (West Bovey Tracey)	TQ13 9BP (Bovey Tracey Town)	TQ13 9JD (East Bovey Tracey)
Median Annual Household Income	£36,002	£36,002	£39,655	£39,655	£39,655
Entry level property cost*	£182,000	£182,000	£175,000	£175,000	£175,000
Required savings for 15 % deposit	£30,440	£30,440	£29,250	£29,250	£29,250
Min Household Income Necessary 15% deposit	£34,378	£34,378	£33,056	£33,056	£33,056
Required savings for 5% deposit	£12,240	£12,240	£11,750	£11,750	£11,750
Min Household Income Necessary 5 % deposit	£38,422	£38,422	£36,944	£36,944	£36,944

\*Entry level property refers to the lower quartile property price in the selected area

**Table 4.3 Affordability of housing in the Parish**

Table 4.3 shows that in each of the sectors within the Parish, the median household income exceeds the minimum household income necessary to secure a purchase mortgage on an entry-level property with a 15% deposit. However, in Brimley and Heathfield the typical deposit necessary constitutes in the order of 80% of the average annual household income. Whilst the households in these areas are saving this deposit they are most likely having to live in rented accommodation where rents constitute a significant proportion of the annual income making it difficult to save. In addition, given that the household incomes are a median value, by definition half of families have an income of less than this amount, so even where the median annual household income exceeds the minimum household income needed, it is likely that many individual households will not have the minimum income required. More than half of households in Brimley and Heathfield will not be able to afford a mortgage if they have only a 5 % deposit.

Official figures are available for affordable renting through the local authority (see [www.devonhomechoice.com/results](http://www.devonhomechoice.com/results)). In December 2019 there were 29 local families on the rental housing register maintained on behalf of TDC by Devon Home Choice. Between 1<sup>st</sup> August and 30<sup>th</sup> September 2019 only two homes in the Parish were let by Devon Home Choice. One was a step-free two-bedroom bungalow and only one application was received for this home, the applicant being categorised as high need. The second was a three-bedroom house, for which there were 53 applicants, indicating high demand for a family home in the Parish. Between 1<sup>st</sup> December 2019 and 31<sup>st</sup> January 2020 only one one-bedroom flat was let in Bovey Parish by Devon Home Choice. Application for homes in Bovey Parish is permitted from applicants with connections to Devon, however these figures illustrate the difficulty in obtaining a home to rent in the Parish through the local authority.

Hence there is a significant demand for affordable housing among first time buyers as well as families where the household income is less than the minimum necessary to buy or who fail to obtain a rental property.

### **BNP Objective HO1**

To make the parish a place where people of all ages who are unable to buy or rent on the open market and who have **a local connection** have priority access to affordable housing.

The desired outcomes of this objective are:

- To support an increase in the affordable housing stock within the parish
- To increase the availability of housing for local people particularly the young.

## **BPNP Policy H1 - Affordable housing**

Developments that fall below the minimum requirements for affordable housing as set out in the Teignbridge Local Plan will not be supported.

Affordable homes will be designed and constructed so it is not possible to differentiate between privately owned homes and those that are shared ownership or rented.

Affordable housing will only be available to people with a local connection and its resale will be governed by a legal covenant restricting sale to people with a local connection.

For the purposes of this policy a person with a local connection is defined as someone who:

- currently lives in Bovey parish and has done so for at least 5 years; or
- has lived in the Parish for at least 5 years, but moved away within the last 5 years; or
- is currently employed within the Parish, working for not less than 16 hours per week, and has done so for at least 26 weeks during the preceding year; or
- has a strong connection to the parish by, for example, upbringing, or having a requirement to provide substantial personal care for a close relative who currently lives in the Parish and has done so for at least 5 years.

These criteria are not in priority order.

## **4.5 Homes for elderly residents**

Seventy percent of community members who responded to the Questionnaire said that sheltered housing should be prioritised. The charity Age UK defines sheltered housing as follows:

- It is only available to those over 55 years of age
- An on-site warden or other support staff are available
- 24-hour emergency help through an alarm system is provided throughout
- Communal areas such as gardens and lounges are part of the provision
- Social activities are organised for residents.

Sheltered housing can take the form of privately owned or rented apartments administered by a specialist company or a local authority.

Bovey Parish is a pleasant place to live and anecdotally has a reputation as a retirement town. There is some justification for that concept in the statistics - at the time of the last census (2011) the median age of residents was 48 years, which is significantly higher than the median age in England of 39 years.

In 2020, 26.8 % of Parish residents were 65 years of age or over and 3.5 % were 85 and over and the corresponding projected figures for 2036 (just after the end of the Neighbourhood Plan period) are 33.4 % and 5.7 % respectively (ONS 2018 Population Projection - Local Authorities SNPP Z1).

### **BNP Objective HO2**

To make the Parish a place where elderly people with a **strong local connection** have priority access to housing that is suited to their needs.

The desired outcome of objective HO2 is to enable residents to remain in the community as they age.

### **BNP Policy H2 - Housing for elderly residents**

Developments that meet the needs of an increasing elderly population will be supported where they are outside the boundary of the Dartmoor National Park and within, or adjoining, the defined settlement limit of Bovey Tracey or Heathfield and preferably on a bus route. This policy applies to schemes for managed elderly accommodation such as care homes, retirement communities, retirement homes and groups of 5 or more individual dwellings that are limited to occupation by the elderly. Where appropriate at least 3% of new dwellings within any potential new housing should be designed specifically for elderly people or those with restricted mobility and a priority for those with a local connection is encouraged.

## 4.6 Appearance of future new homes and the environment

Ninety-two percent of respondents to the community questionnaire considered that the effect on the environment should be considered when providing new homes and 83% called for enhanced open space within new developments.

A [parking audit](#) of Bovey Tracey town, produced by TDC in autumn 2019 (see appendix 6.2) highlights the problems of short driveways and small garages, resulting in vehicles protruding onto the footpaths and highways and the generation of on-street parking. It recommends that in new housing developments the minimum length of driveways should be 5600mm and the garage minimum dimensions should be 5500mm in length, 2600mm in width, 2100mm in height with a minimum door width of 2300mm. See policy T6.



### **BPNP Objective - HO3**

To create aesthetically pleasing streets that are not dominated by vehicles and recycling bins and are safe for cyclists and pedestrians.

The desired outcomes of this objective are:

- That housing development design teams will incorporate features which create an attractive street scene and the sense of wellbeing for residents within new housing layouts. Figure 4.1 shows an example of poor street design and fig 4.2 shows an example of good practice
- That safe, secure storage for sustainable forms of transport (e.g. cycles, mobility scooters) will be provided within the curtilage of each new property, as supported by 74% of respondents.



**Fig 4.1 Example of Poor Practice**



**Fig 4.2 Example of Good Practice**

### **BPNP Policy H3 - Provision of storage**

Developments will be required to incorporate the provision of discrete storage for bicycles and refuse/recycling containers that is both secure and aesthetically pleasing.

## 4.7 Effect of new housing on the landscape

The effect on the landscape must be high on the list of priorities when providing new housing, and 83% of respondents said that there should be “enhanced public open space within new developments”.

### **BNP Objective HO4**

To create a standard where substantial green and community spaces are provided within housing developments to encourage interaction between residents, to enhance the rural feel and appearance of the town, and to contribute to the health and wellbeing benefits associated with access to green space.

A study by the UK Parliamentary Office of Science and Technology Post note 538 '[Green Space and Health](#)' (October 2016) (Appendix 4.2) reports that a number of health benefits, including better mental and physical health, are associated with access to green space.

The desired outcomes of this objective are:

- To encourage housing site designers to review housing density in such a way that the provision of public green space is a priority within the masterplan as supported by 83% of survey respondents.
- To provide for spaces including seating and planting within a housing development where residents can meet and interact.
- To ensure that safety is considered when designing public green spaces and playing areas by ensuring these areas are clearly visible from the internal living space of properties.
- To provide residents with the health benefits which ensue from access to green space.

### **BNP Policy H4 - Open space**

Housing developments of 10 or more units will make the provision of public green open space a priority and will be required to:

- provide a central space with public seating which is clearly visible from the internal living spaces of nearby properties, and
- be designed to maximise walking and cycling and to encourage the health benefits which arise from access to green space.

## 4.8 Sustainable homes for the Parish

The March 2018 Community Consultation Report (Question 14) shows that 83% of questionnaire respondents consider it essential or very important to promote sustainable energy and infrastructure within the Parish.

*Sustainable **development** can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs* (NPPF, para 7). Sustainable **energy** is a clean source of energy that renews itself, rather than a source that can be depleted.

Policy S7 of the TDC Local Plan seeks to reduce carbon emission from 5 tonnes per person per annum (measured in 2009) by 42% to 2.9 tonnes per annum by 2030. Building sustainable homes in Bovey Parish using sustainable energy sources will help to achieve that target.

The NPPF environmental objectives include “minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy”. The NPPF also states that “to help increase the use and supply of renewable and low carbon energy and heat, plans should identify opportunities for development to draw its energy supply from decentralised, renewable or low carbon energy supply systems”.

### **BNP Objective HO5**

To promote the construction of sustainable housing which exceeds government standards and which is financially efficient to run.

The desired outcome of this objective is to encourage housing site designers and developers to adopt the most up to date measures to incorporate sustainable carbon-free energy generation, recycled water management and the highest level of insulation within housing design.

### **BNP Policy H5 - Sustainable homes**

The design of sustainable new homes that are, in their construction and operational energy use, closer to net zero carbon than building regulations require, will be supported. For example:

- the use of low carbon designs
- the provision of renewable energy sources in each property
- the provision of renewable energy to the development as a whole, particularly where there may be the opportunity to provide district energy and heating systems on a large scale
- the use of grey water recycling and rain water harvesting.

# 5. Land and Environment

## 5.1 Introduction

Ninety-two percent of Community Questionnaire respondents were concerned regarding the effect of future developments on the natural environment and landscape and 72% wanted enhanced public space that met the need for creation of biodiversity/species rich areas within public spaces.

The government has published a 25-year Environment Plan which sets out its commitment to improve the environment, benefit local communities and deliver sustainable development. To this end the government is to embed both an environmental net gain and a biodiversity net gain approach in the planning system of England. On a local level, Teignbridge District Council has declared both a climate and an ecological emergency, with targets to be carbon neutral by 2025, to aid the recovery of nature and natural environments and to implement net biodiversity gain appropriately. Bovey Tracey Town Council has also declared a climate emergency, with its target in line with that of Teignbridge.

Environmental net gain requires developers to deliver a wider range of environmental benefits over and above the full environmental impact of the proposed development (e.g. air quality, flood risk management). Biodiversity net gain is an approach to development which leaves biodiversity in a better state than before. So fundamental is this approach to the government's strategy to help the natural world regain and retain good health that the principle of net gain is the first policy in the first chapter of the Environmental Plan.

## 5.2 Habitats and Species within the Parish

To better understand the habitats and species that occur within the Parish, Devon Biodiversity Records Centre was commissioned to produce a report on Species Information for Neighbourhood Planning and a Wildlife Site Resource Map. The [audit](#) (Appendix 5.1) informs the Neighbourhood Plan that the Parish has a rich and diverse natural environment and is important at a national and local level, not only for priority habitat and species, but for the areas of semi-natural habitat that are located throughout. Whilst a significant portion of the Parish lies just outside the Dartmoor National Park boundary and the planning rules applied therein (see Figure 2.1), a number of Parish sites have comparable wildlife and landscape value to that in the National Park. Across the Parish the report recorded three Sites of Special Scientific Importance (SSSI), a Special Area of Conservation (SAC), a National Nature Reserve, 13 County Wildlife Sites, 33 unconfirmed Wildlife Sites and 128 different priority species. Such sites are likely to be under greater pressure from development due to the restrictions imposed by the neighbouring National Park.

This report was considered alongside other key information, as follows:

- Natural England's Landscape Character Areas were used so that the key landscape features that are important to the community could be identified.
- The Campaign to Protect Rural England (CPRE) map of tranquillity is referenced within the Nature Character Area for Dartmoor and this states that Dartmoor is the single largest unbroken area of tranquillity in Southern England. The CPRE mapping of dark night skies states that in 2000 more than 50% of Dartmoor enjoyed dark night skies unaffected by light pollution. The importance of maintaining this tranquillity and dark skies is not only important to the local community but also to priority species such as the Greater Horseshoe bat.

The objectives below have also been determined within the context and evidence from a number of supportive documents, as listed in [Appendix 5.2](#). Given the findings of the Wildlife Site Resource Map and Species Information for Neighbourhood Planning, and local views expressed in the questionnaire response, we have devised the following overall aim for Bovey Tracey and Heathfield, to be met through a number of objectives.

## 5.3 Overall Aim

To safeguard the Parish's natural environment and landscape and to address the ecological emergency through enabling enhanced, bio-diverse rich public spaces.

## 5.4 Objectives and Policies

### **BNPN Objective LEO1**

To protect and enhance the natural environment to ensure no net loss of priority habitat and species.

The desired outcomes of Objective LE1 are:

- A larger, more diverse and better-established wildlife population
- The development of a parish-wide nature recovery network
- A reduction in environmental degradation
- Minimised development impact on native hedgerows and Devon banks.

The following policies are intended to define the requirements for future developments in order to meet the above objective.

### **BNPN Policy LE1 - Protection and enhancement of landscape**

Developments will be required to protect and enhance the unique moorland edge landscape and the statutory and non-statutory designations that contribute to and underpin the area's natural beauty.

### **BPNP Policy LE2 - Tranquility and dark skies**

In order to preserve the high level of tranquility and dark skies which are enjoyed by the local community and are also required by protected species such as the Greater Horseshoe bat, developments shall not introduce or increase light pollution.

### **BPNP Policy LE3 - Native hedgerows and Devon banks**

Developments will seek to maintain our native hedgerows and reconnect wildlife corridors, replanting lost / neglected hedgerows through creating Devon banks planted with native hedge species and trees. Important areas of woodlands, copses, orchards and individual trees of landscape, cultural and biodiversity significance (for example trees that provide habitat such as significant roost and / or protected by a Tree Preservation Order) will be protected and not impacted negatively by any development.

Proposals which are likely to adversely impact on the hedgerows will be expected to demonstrate how they comply with advice contained in the Teignbridge District Council Planning Advice Note 1.1 "Native Hedgerows and Devon Banks". Proposals for changes to access where planning permission is required will also be expected to have considered advice contained in the Devon County Council Highways Management Protocol for Protected Landscapes. Where change to existing Devon banks or hedgerows is unavoidable, development proposals will be supported where they have demonstrated that options have been assessed and, as a result, the proposed change is the least damaging option (to the hedgerow/bank, setting in the landscape, biodiversity and habitats), and that compensatory planting schemes have been determined as part of the proposal to offset the damage and ensure flood risk will not increase as a result of the change.

### **BPNP Policy LE4 - Priority habitats and species**

All developments shall protect and enhance the natural environment by ensuring that a net gain in priority habitats and species occurs. To achieve this only development that demonstrates a 10% or greater net gain in biodiversity compared with the pre-development situation will be supported. In addition, development should avoid priority habitats and statutory sites and non-statutory sites that have been designated for their wildlife importance particularly those linked by semi-natural habitat. Land that has benefitted from agri-environment funding for management of priority habitats and species should also be avoided. Habitats or features that are crucial for the needs of a priority species should be protected from development or any negative impact.

## **BNPN Policy LE5 - Wildlife-friendly development**

Wildlife-friendly development will be supported, in particular developments that secure biodiversity measures in all stages of implementation and in the case of phased development, across multiple phases of development. Developments will include, where appropriate, buildings with bird and bat boxes, pollinator and insect-friendly structures and connected spaces for species such as hedgehogs between gardens and countryside. The wildlife friendly infrastructure should be effectively connected to ecological features beyond the boundary of the new development and play a role in restoring and sustaining wider ecological networks throughout the Parish. Developers will arrange for the provision of on-going monitoring and remediation within the management of the development.

## **BNPN Policy LE6 - Lowland heath**

In recognition of the importance of priority habitat lowland heath to both the ecological and landscape value of the parish, development will be refused if it is detrimental to the ecological function of neighbouring heathland or results in the loss of lowland heath. The restoration or re-creation of lowland heath will be supported and, where relevant, required in mitigation proposals. The key lowland heath sites have been identified as:

- Chudleigh Knighton Heath SSSI
- Bovey Heathfield SSSI
- Heathfield Pennyroyal Site County Wildlife Site
- Heathfield Butterfly Reserve County Wildlife Site
- Great Plantation County Wildlife Site (part)
- Hele Brakes County Wildlife Site
- Newton Road proposed County Wildlife Site
- Heathfield Cottages Other Site of Wildlife Interest
- Pottery Plantation
- New Park Plantation
- Tom Browns Plantation.

## **BNPN Policy LE7 - Protection of bat flyways**

The Parish is home to several bat species including the priority species Greater Horseshoe Bat (GHB). To help protect the connectivity between the component roosts of the South Hams Special Area of Conservation (SAC), proposed developments that fall within the Sustainment Zones and Landscape Connectivity Zone shall follow the South Hams SAC Planning Guidance. Where the proposed development will impact the GHBs then it will be required to include a GHB management and mitigation plan which must demonstrate that there is no adverse effect on the integrity of the South Hams SAC. This may include offsite mitigation measures that follow best practice guidance to compensate for onsite habitat loss.

In furthering the above policies we would like to propose and support a number of projects, shown in Section 10.

As emphasised by the survey results from residents across the Parish, the green spaces and landscape within the Parish contribute to what makes our environment special. The Parish is surrounded by beautiful hills, includes wooded valleys, includes an area of Dartmoor, and promotes a feeling of open space. In order to maintain the character of the Parish and safeguard the Parish's natural environment and landscape, we have devised the following objective:

### **BNP Objective LEO2**

To preserve designated key views and Scheduled Monuments across the parish and to maintain the character of the Parish.

The desired outcomes of this objective are:

- Limited intrusion on the amenity provided by designated vistas and Green Spaces, and within defined character areas and the Protected Tree Avenue (Map A).
- Protection and enhancement of the parish's Scheduled Monuments and other heritage assets to maintain the parish's character and history.

The following policies are intended to define the requirements for future developments in order to meet the above objective.

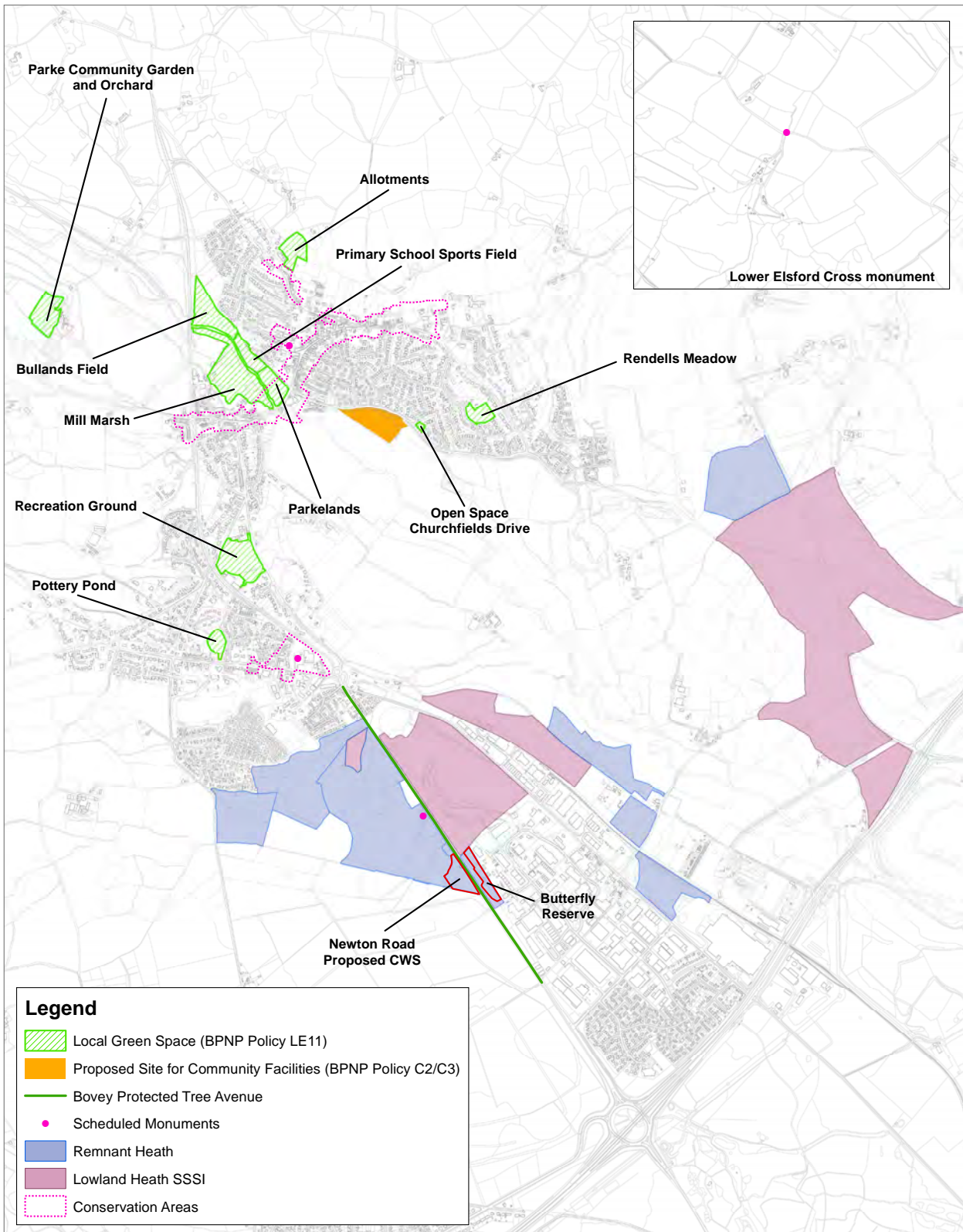
### **BNP Policy LE8 - Protection of views**

Developments shall maintain the visual backdrop of Dartmoor and safeguard locally important open views. Development within the foreground or middle ground of these views shall not have a significant adverse impact on the quality of the view and shall, wherever possible, contribute positively to the existing composition of natural and built elements. Developments should not be overly intrusive, unsightly or prominent to the detriment of the view as a whole or to landmarks within the view. The location and direction of locally important views and vistas are indicated on the Vistas maps in Figures 5.2 to 5.13.

### **BNP Policy LE9 - Scheduled Monuments and other heritage assets**

Developments shall safeguard the parish's Scheduled Monuments and other heritage assets. Development should contribute positively to enhancing the setting of scheduled monuments and heritage assets that lie within or adjacent to the development and provide greater opportunities for learning about those assets. The location of the Scheduled Monuments is illustrated in Figure 5.1.





### Bovey Parish Neighbourhood Plan Proposals Map - Figure 5.1

Scale:  
1:10,000

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Fig 5.1 Scheduled Monuments

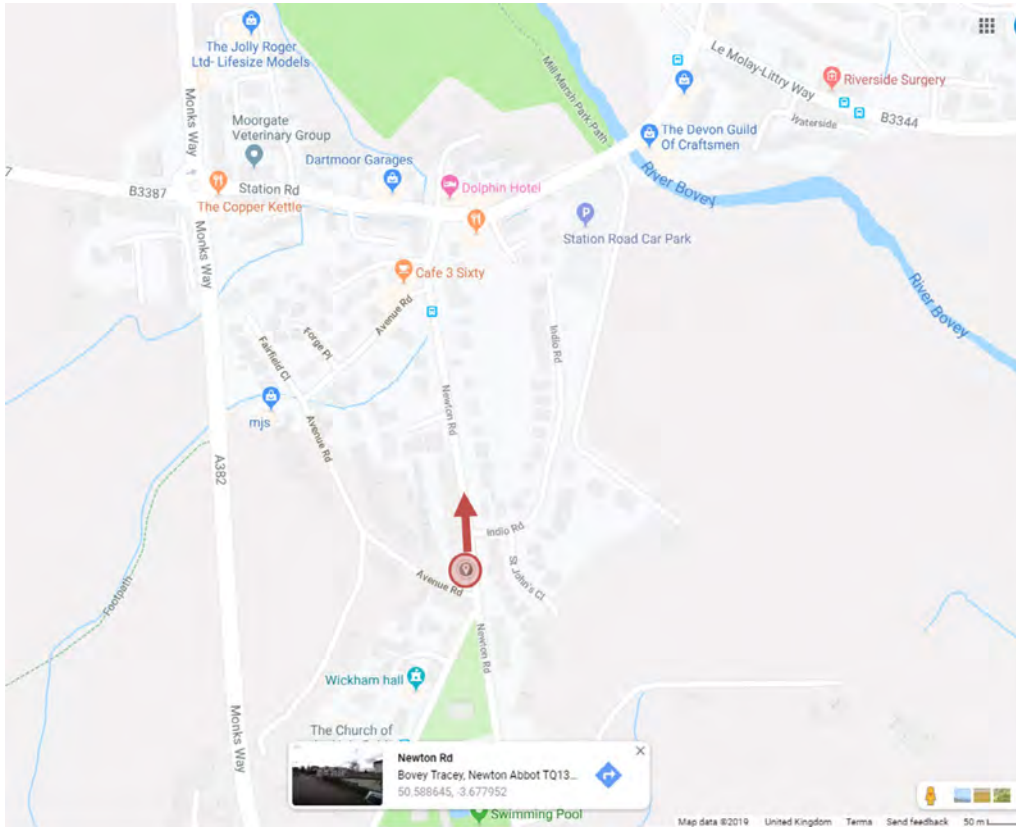


Fig 5.2a looking towards Bovey Tracey from Newton Road MAP LOCATION



Fig 5.2b looking towards Bovey Tracey from Newton Road VISTA

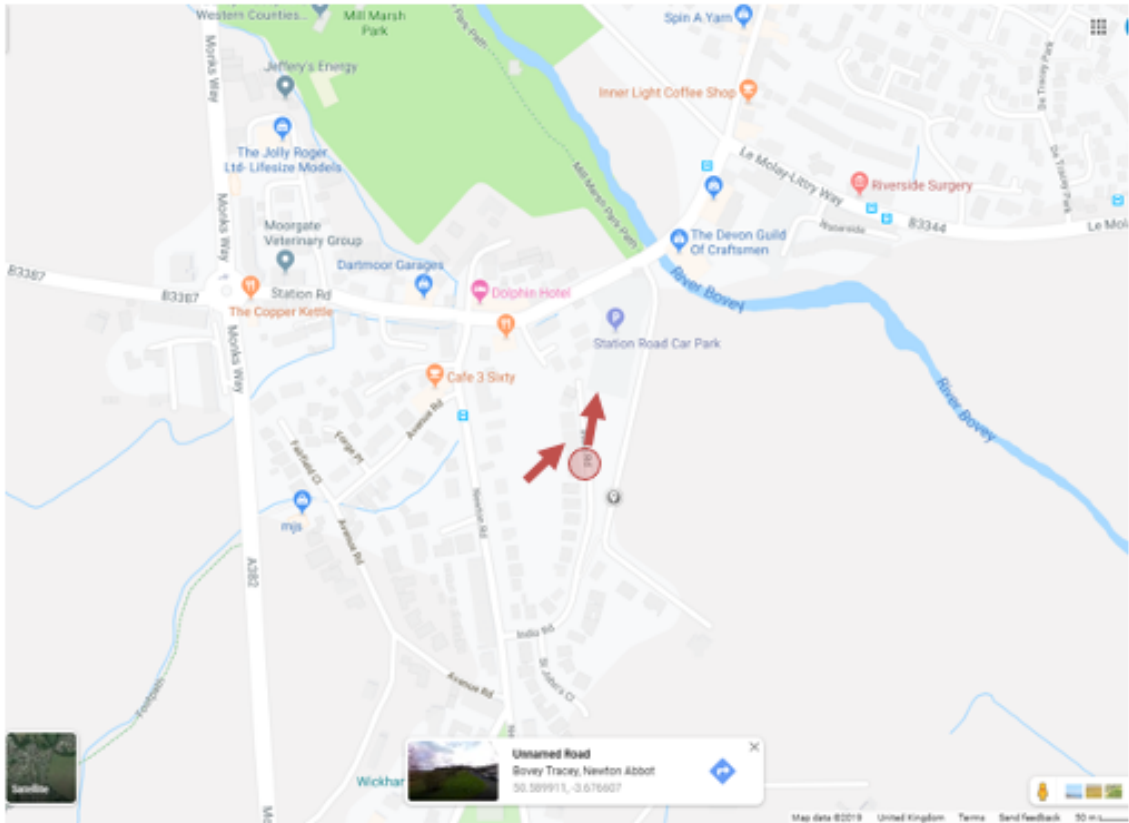


Fig 5.3a looking towards Bovey Tracey from footpath access to the town MAP LOCATION



Fig 5.3b looking towards Bovey Tracey from footpath access to the town VISTA

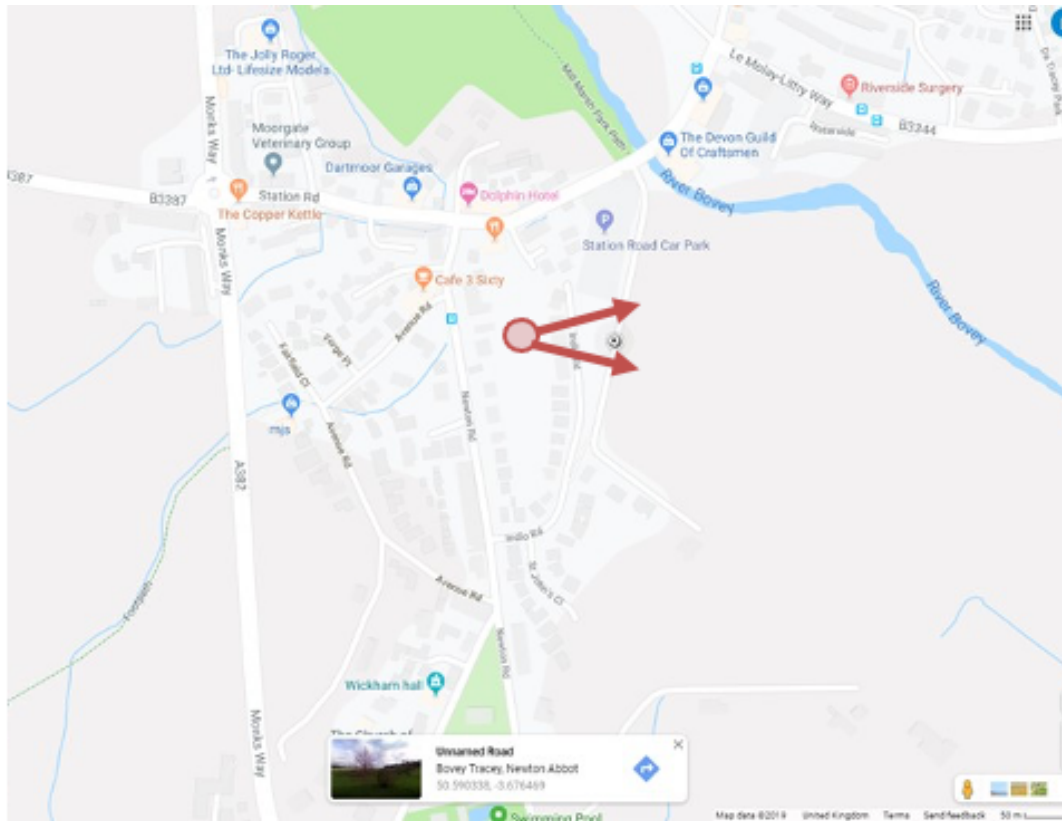


Fig 5.4a Pathway into Bovey Tracey looking out towards Chudleigh MAP LOCATION



Fig 5.4b pathway into Bovey Tracey looking out towards Chudleigh VISTA

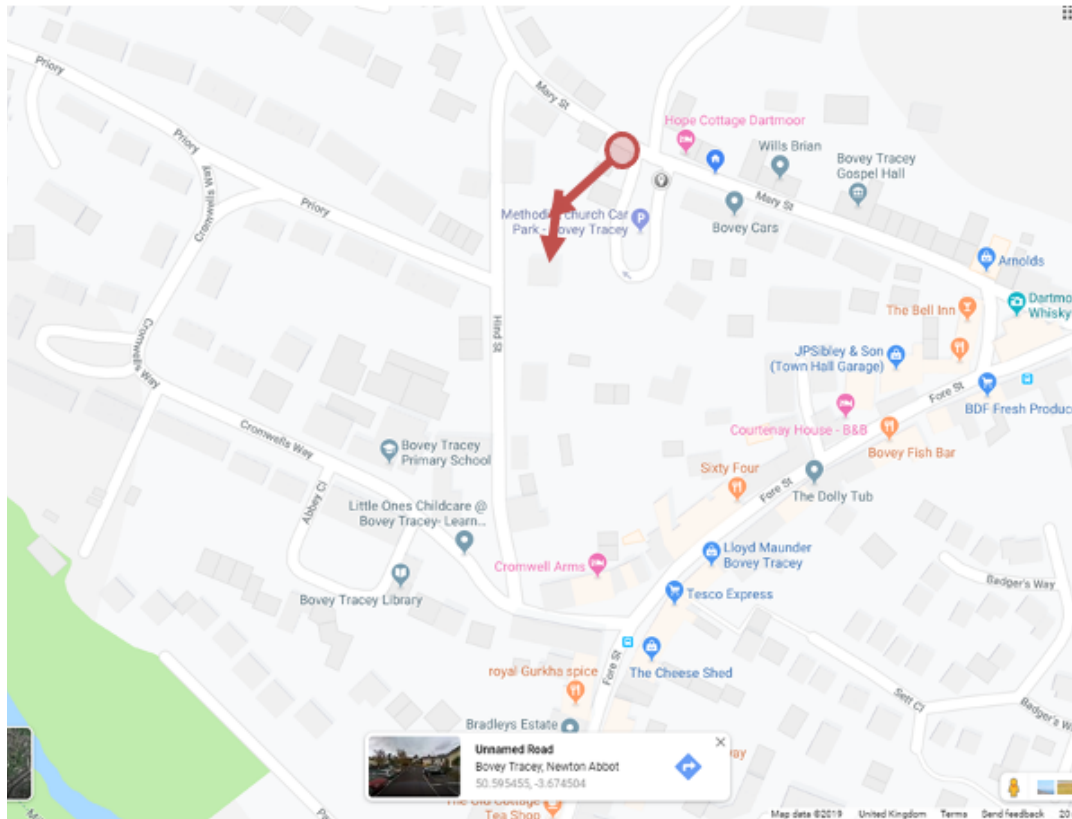


Fig 5.5a Mary Street Car Park looking over towards Indio, Cricket Club and out to Higher Brimley MAP LOCATION



Fig 5.5b Mary Street Car Park looking over towards Indio, Cricket Club and out to Higher Brimley VISTA

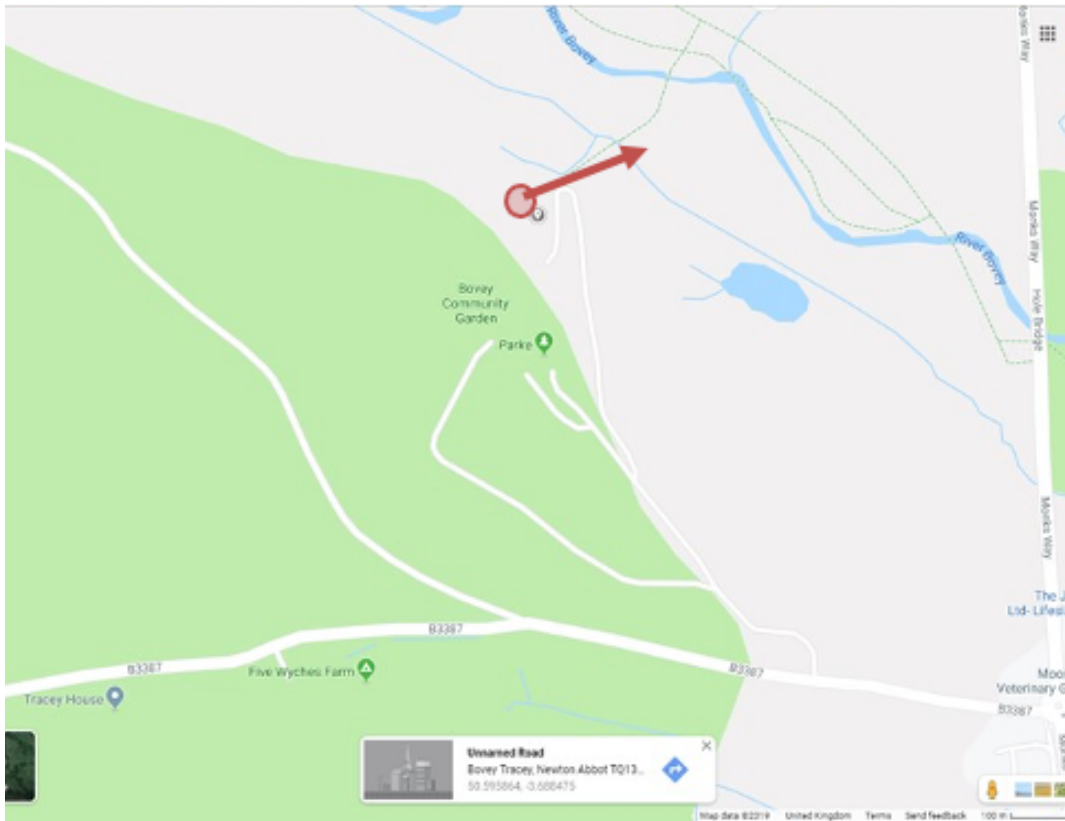
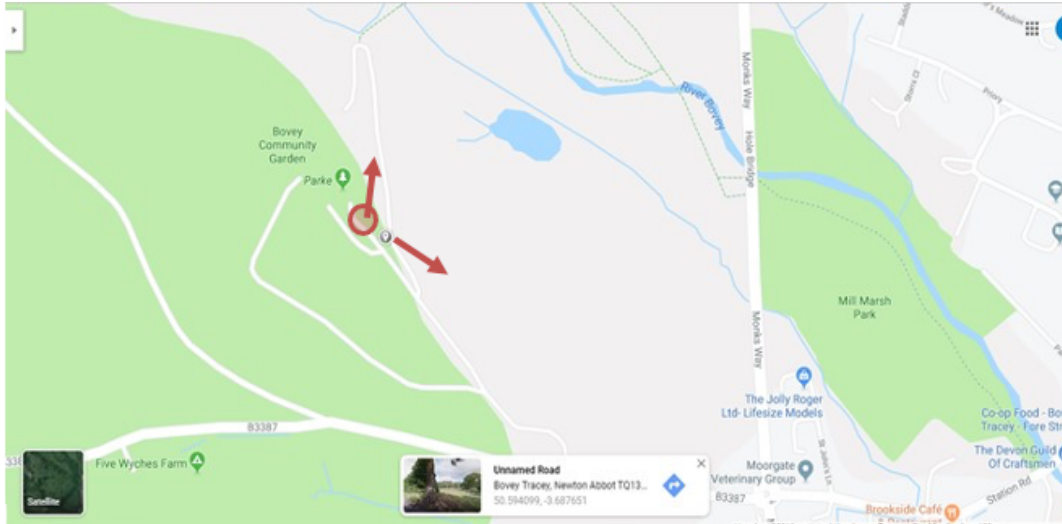


Fig 5.6a Parke pathway looking over to Bovey Tracey MAP LOCATION



Fig 5.6b Parke pathway looking over to Bovey Tracey VISTA



**Fig 5.7a Parke in the foreground, Bovey Tracey in the background MAP LOCATION**



**Fig 5.7b Parke in the foreground, Bovey Tracey in the background VISTA**

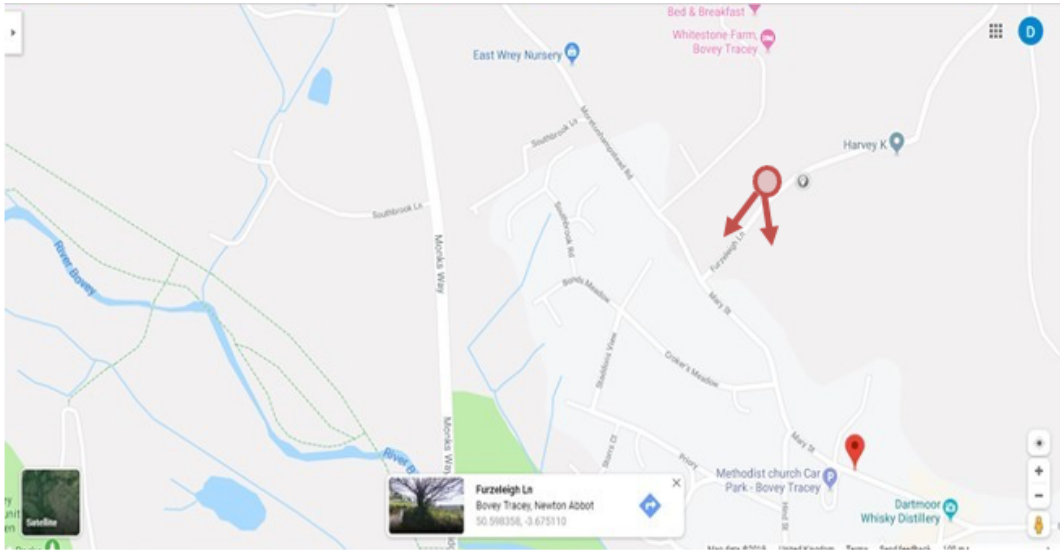
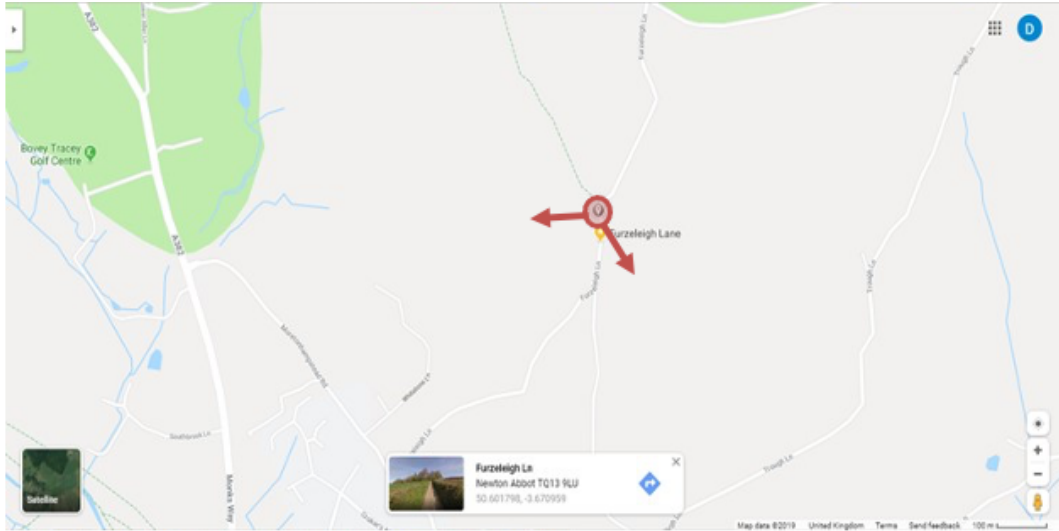


Fig 5.8a Allotments looking out towards Dartmoor MAP LOCATION



Fig 5.8b allotments looking towards Dartmoor VISTA





**Fig 5.9a Footpath entrance to Bearacleave Wood looking over to Parke, Dartmoor and the valley up towards Moretonhampstead MAP LOCATION**



**Fig 5.9b (i) Footpath entrance to Bearacleave Wood looking over to Parke, Dartmoor and the valley up towards Moretonhampstead VISTA**



Fig 5.9b (ii) Footpath entrance to Bearacleave Wood looking over to Parke, Dartmoor and the valley up towards Moretonhampstead VISTA



Fig 5.9b (iii) Footpath entrance to Bearacleave Wood looking over to Parke, Dartmoor and the valley up towards Moretonhampstead VISTA

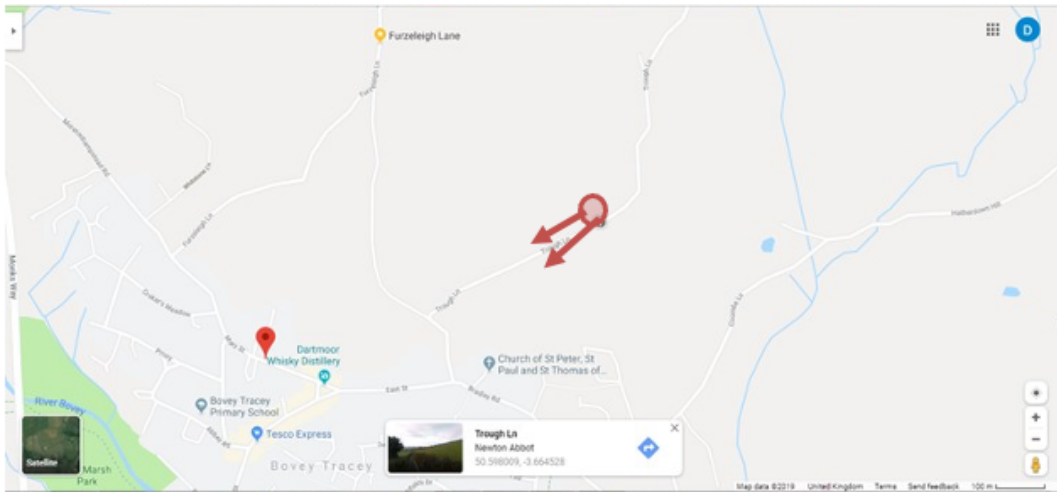
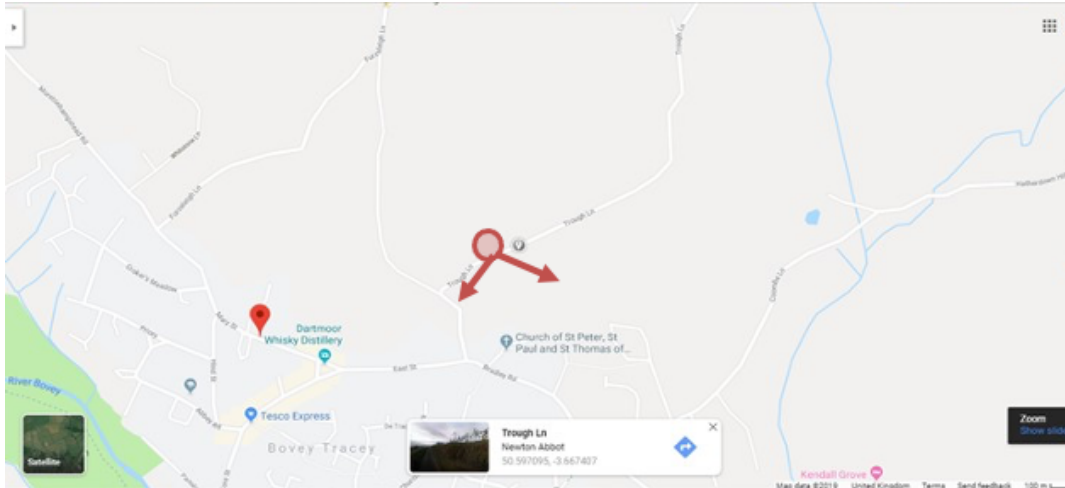


Fig 5.10a Trough Lane looking down towards Bovey Tracey MAP LOCATION



Fig 5.10b Trough Lane looking down towards Bovey Tracey VISTA



**Fig 5.11a Trough Lane looking over towards Devon House MAP LOCATION**



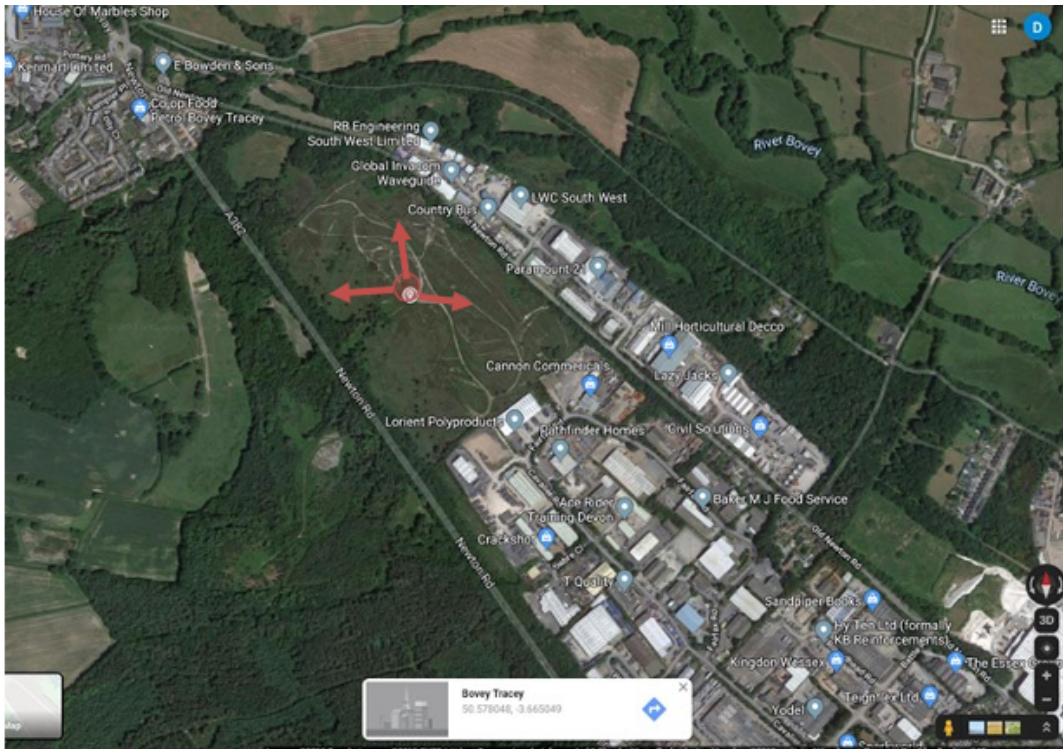
**Fig 5.11b (i) Trough Lane looking over towards Devon House VISTA**



Fig 5.11b (ii) Trough Lane looking over towards Devon House VISTA



Fig 5.11b (iii) Trough Lane looking over towards Devon House VISTA



**Fig 5.12a Vistas from Battle of Bovey Heath Plaque, Bovey Heathfield MAP LOCATION**



**Fig 5.12b (i) Vistas from Battle of Bovey Heath Plaque, Bovey Heathfield VISTA**



Fig 5.12b (ii) Vistas from Battle of Bovey Heath Plaque, Bovey Heathfield VISTA



Fig 5.12b (iii) Vistas from Battle of Bovey Heath Plaque, Bovey Heathfield VISTA

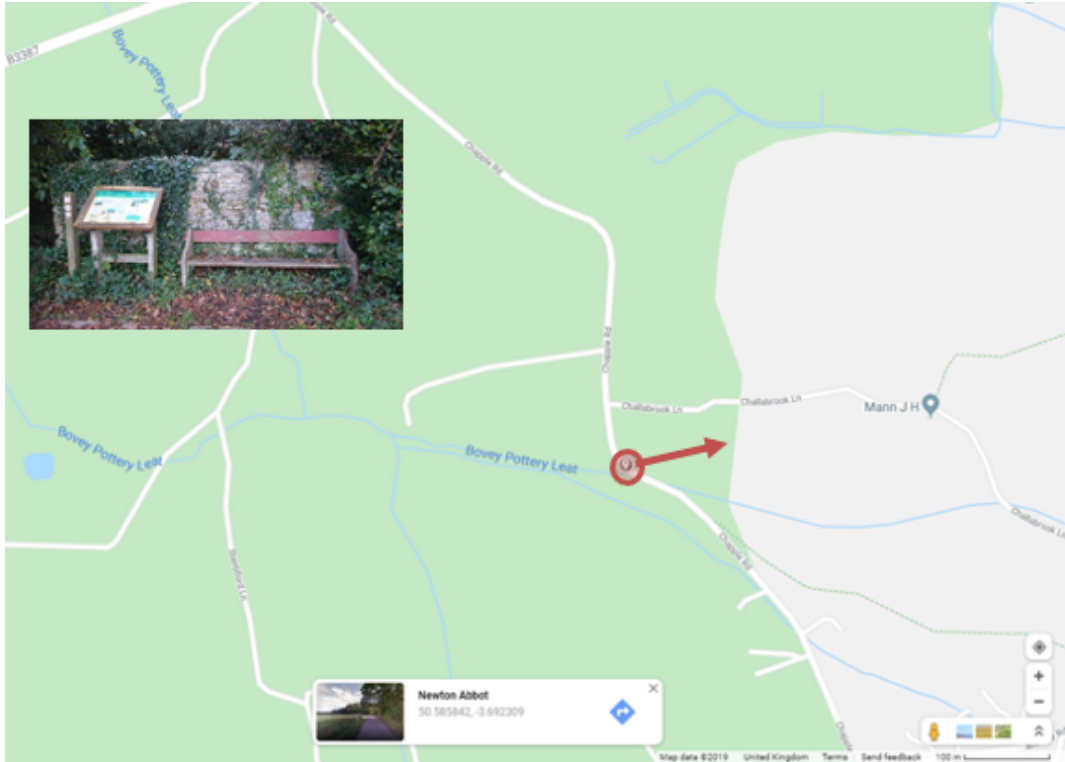


Fig 5.13a Vista from Chapple Road by the bench along the Templar Way. MAP LOCATION



Fig 5.13b Vista from Chapple Road by the bench along the Templar Way VISTA



### **BPNP Policy LE10 - Character areas**

With regards to scale, layout and the materials used to retain local distinctiveness, all development proposals should pay regard to the District's Landscape Character Assessment. Development should respond to the Parish's distinctive character which comprises vernacular local Devonian Stone, cob and colour-washed elevations, stone boundary walls and hedge banks, roofs in slate and thatch. Development adjacent to the defined settlement limit shall retain soft boundaries to maintain the character of the Parish. Within the Dartmoor National Park, development should pay regard to the Dartmoor National Park Design Guide November 2011.

### **BPNP Policy LE11 - Local Green Spaces**

The areas listed in Table 5.1 and identified on Map A (Figure 5.1) are designated as Local Green Spaces and will be protected from development due to their local significance and community value. Proposals for development on this land that is not ancillary to the use of the land for community or recreational purposes will be resisted. Development proposals which lead to the loss of, damage to, or adverse impact on these Local Green Spaces will not be supported.

A significant aspect of maintaining the Parish's identity as the 'Gateway to the Moor' is to protect the main gateway into and through the Parish i.e. along what is known locally as "Bovey Straight". Visitors coming into the Parish and through it on their way to Dartmoor get a clear sense of change from the busy A38 through to a more rural character as they emerge through the shaded beech tree-lined Newton Road (A382). For this reason, we have designated a Protected Tree Avenue (as identified on Map A, Figure 5.1).

### **BPNP Policy LE12 - Protected Tree Avenue**

A Protected Tree Avenue has been designated, the boundaries of which are indicated on Map A, Figure 5.1. Proposals for development that can be perceived from the Protected Tree Avenue will only be supported if they do not have an adverse impact on the rural character of the link road between Heathfield and Bovey Tracey. Development proposals within or adjoining the Protected Tree Avenue shall not harm the rural character of the designated area through:

- The loss, damage or deterioration of hedgerows, trees and ditches;
- An increase in air or light pollution;
- Entrance ways inappropriate to the rural setting; or
- Intrusive advertising or signage.

Green Space	Statutory Designation/ Status and Quality/Condition of Space	Reason for Designation – Value/Benefit to Community
<b>Mill Marsh Park</b>	The Wray Valley Cycle Route passes through it  Well maintained	Central large playground for local children and tourists alike.  Sports field, skate park and keep fit equipment promotes health and well-being for all ages; also the meeting location for Bovey Valley Runners in the summer. Location of Party in the Park, Arts and Crafts festival - central focal point for the community to meet and have fun.  River provides ecologically important wildlife corridor.  Full disabled access to the park.
<b>The Recreation Ground</b>	Sports recreation area and public open space  Well maintained for sports use	Children's playground, sports field and open air swimming pool, promoting health and well-being for all ages through a variety of activities.  Looking to increase tree planting around the space to further enhance well-being, provide shade and promote carbon capture.
<b>Furzeleigh Lane allotments</b>	Well maintained, vehicular access	Allotments with a stunning view of Bovey Tracey and Dartmoor. Promotion of sustainable agriculture by enabling residents to grow their own food.  Aiming to develop wildflower margins between margins to encourage pollinators.
<b>Bovey Tracey Primary School sports field</b>	Maintained by school so in good condition	School sports field promoting health and well-being.  Orchard and children outdoor play area.  River Bovey provides ecologically important wildlife corridor.
<b>The Community Garden (National Trust Parke Estate)</b>	Site of Special Scientific Interest, Public Right of Way, County Wildlife Site  Maintained by the gardeners	Community garden surrounded by areas of woodland and high biodiversity. Promotion of sustainable agriculture; reducing food transportation costs. Used as a teaching resource, including school visits.
<b>Bullands Field</b>	Public right of way, sports recreation area.	Home to Devon Sharks RLFC. Green wildlife corridor alongside River Bovey. Public right of way through to Parke Estate.
<b>Rendells Meadow</b>	Maintained by Bovey Tracey Town Council, in good condition. Mix of open space and small-tree cover	Recreational/amenity space well-used by the community with spectacular vista of Dartmoor.
<b>Parke View Meadow</b>	Privately maintained, in good condition  Privately owned and let out for sheep grazing	Home to Bovey's annual Garden Club Summer Show, which has been a fixture for more than 150 years.  Potential to plant trees alongside river bank or create a community orchard.  Provides a green corridor for wildlife through the town.
<b>Pottery Ponds</b>	Public right of way runs through it  Templer Way walking route passes alongside it	Site of historic interest - dug in the 18th century to provide power - via five waterwheels - for the Bovey Pottery, in operation 1775-1956.  Now a wildlife sanctuary with public right of way.

Table 5.1 Designated Local Green Spaces

### **BNPN Objective LEO3**

To enable resilience to climate change through the promotion of sustainable urban design.

The desired outcomes of this objective are:

- Increased provision and quality of green infrastructure
- Maintenance of the environmental quality and benefits of water courses affected by development
- A growing proportion of energy demand provided by local renewables generation.

The following policies are intended to define the requirements for future developments in order to meet the above objective.

### **BNPN Policy LE13 - Provision of green infrastructure**

Development which incorporates green infrastructure features (e.g. parks, gardens, recreation spaces, green roofs, woodland, open and running water, cycling routes, pedestrian paths, allotments) that minimise environmental impacts and contribute to enhanced environmental quality will be supported. Proposals which seek to enhance access to the open countryside within and surrounding the Parish to address health and wellbeing inequalities will be particularly supported.

### **BNPN Policy LE14 - Management and maintenance of green infrastructure**

Where appropriate, all new developments must include robust plans for the long-term management and maintenance of all green infrastructure features post-completion of the development to ensure that the benefits they provide are maintained and/or enhanced over time. This shall include determining the responsibility for the management and maintenance activities and how they will be funded. The engagement of local people and oversight by the Town Council in the on-going management and maintenance of green infrastructure features shall be encouraged.

Policy LE14 reflects the importance of the River Bovey and its banks and tributaries in shaping the Parish that we know today and as a green corridor between the parish and Dartmoor National Park.

### **BNPN Policy LE15 - Water courses and river banks**

Development shall conserve and enhance water courses and river banks and their surrounding areas to prevent pollution, improve biodiversity, provide open space and mitigate the impacts of flooding in the area.

## **BNP Policy LE16 - Sustainable energy**

Proposals for individual and community scale energy from hydro-electricity, solar photovoltaic panels, local biomass facilities, wind farms and anaerobic digesters will be supported subject to the following criteria:

- the siting and scale of the proposed development is appropriate to its setting and position in the wider landscape, and particularly to the greater sensitivity of Dartmoor National Park, and the potential for inward and outward visual intrusion; and
- development maximises the contribution to achieving net zero carbon emissions by 2025; and
- the proposed development does not create an unacceptable impact on the amenities of local residents; and
- the proposed development does not have an unacceptable impact on a

feature of natural or biodiversity importance.

### **Habitats Regulations Assessment**

The Policies shown in this Neighbourhood Plan have undergone screening by Teignbridge District Council, the competent authority, to determine whether they are likely to have significant effects on the South Hams Special Area of Conservation (SAC), the South Dartmoor Woods SAC or the Dartmoor SAC. The screening concluded that a number of the Neighbourhood Plan's policies and projects have the potential to impact on these special conservation areas and that any impacts can be addressed by the incorporation of the recommended international wildlife site protection policy shown

below as overarching policy LE17.

### **BNP Policy LE17 - Protection of Special Areas of Conservation**

Nothing in this Neighbourhood Plan, either policy or project, shall permit development which might have a negative impact, directly or indirectly, alone or in combination, on the South Hams SAC, the South Dartmoor Woods SAC or the Dartmoor SAC, or their qualifying features or functionally linked land. Any development which might negatively impact these SACs shall be subject to Appropriate Assessment under the Conservation of Habitats and Species Regulations 2017.

## **6. Traffic and Transport**

### **6.1 Introduction**

Based on data from the 2011 census, Bovey Parish has the fifth largest car and van ownership in Teignbridge. Of the five largest communities, Bovey has the least number of households with no car and the largest number of households with at least one car. The average car ownership in Bovey Parish is 1.42 vehicles per household. (See [Appendix 6.1](#)).

The movement infrastructure within Bovey Parish is broadly divided into four categories as follows:

*Conservation Areas* -The most challenging is within the historic conservation areas (see figure 6.1) which are characterised by narrow streets with narrow or non-existent footways; on-street parking generated by both residential and commercial demand; traffic congestion; multiple categories of users including pedestrians, cycles, cars, vans and heavy goods vehicles (HGVs).



Fore Street, Bovey



East Street, Bovey



Mary Street, Bovey



Union Square, Bovey

**Fig 6.1 Typical street scene in the historic conservation areas**

*Modern Housing Estates* - These more recent residential areas have a movement infrastructure which has been designed to modern standards and which for the most part accommodate the travel needs of all users. Most of these areas are provided with adequate off street car parking and where significant on-street parking demand occurs, it is as result of overspill from the more constrained conservation areas. (Figure 6.2).



**Fig 6.2 Typical street scene in a modern residential estate**

*Post War Development Area* - This area off Pottery Road (Figure 6.3), Ashburton Road and Newton Road (Figure 6.4) is a mix of more modern and older properties with some commercial development at the east end of Pottery Road. The movement infrastructure is a mix of narrow roads with no footways and those of adequate width with narrow or intermittent footways. The traffic at the end of Pottery Road is a mix of cars and HGVs. (Figure 6.3).



**Fig 6.3 Typical mixed commercial and residential properties around Pottery Road**



**Fig 6.4 Roads adjacent to a mix of residential property off Newton Road**

*Heathfield* - This area comprises a more recent large industrial estate with mainly modern residential development at its southern end. Vans and HGVs dominate the traffic flow into this area via Battle Road. (Figure 6.5).



**Cannon Road, Heathfield**



**Battle Road, Heathfield**



**Fig 6.5 Typical commercial and residential road scenes in Heathfield**

There are individual properties outside of the main communities which are still within Bovey Parish. These tend to be located on minor rural roads with poor links for travel by means other than the car.

## 6.2 Public Rights of Way (PROW)

The parish is fortunate to have a number of PROW running through it and linking it to surrounding areas. In particular the Templer Way, which follows a 19<sup>th</sup> Century granite tramway, provides footpath access to Haytor, the highest point on southern Dartmoor, and the Wray Valley cycle route links Bovey Tracey with Moretonhampstead, both facilitating days out within Dartmoor National Park without the need for a car. Residents in the parish value the amenity provided by such rights of way, and it also encourages tourism.

Permission from Devon County Council (DCC) is required for any change to the route or surface of a PROW but, subject to legal conditions, developers can provide permissive paths to link with the PROW network. Thus anything that affects the PROW network is outside of the scope of the Neighbourhood Plan.

The definitive PROW network map is available via:  
<https://map.devon.gov.uk/dccviewer/MyLocalPaths/>

## 6.3 Public Transport

At the time of writing this Neighbourhood Plan, the X39 bus service between Newton Abbot and Exeter, operated by Stagecoach, forms the principle public transport link between each of the communities within Bovey Parish and the two main destinations at each end of the route. This service is available on weekdays and Saturdays between 0640 and 20:00 and provides an hourly service to Exeter and a half-hour service to Newton Abbot. On Sundays between 09:15 and 20:00 there is a service at two hourly intervals to Exeter and Newton Abbot.

Country Bus operates a bus service between Newton Abbot and Moretonhampstead twice a day with one of these continuing to Okehampton and return. They also operate the Haytor Hoppa between Bovey Tracey and Newton Abbot railway station on Saturdays in the summer months between 10:18 and 17:33 at two hourly intervals. This service calls at Haytor Visitor Centre, Widecombe-in-the-Moor, Hound Tor Rocks, Manaton, Becky Falls and Yarnor Wood. Both companies operate school bus services during term time and Carmel Coaches operate a once weekly service from Okehampton to Newton Abbot via Manaton and Trago Mills.

The Stagecoach 39 hourly service runs on a commercial basis but all other services are subsidised by DCC except the extra half hourly 39 service to Newton Abbot which is subsidised by a time limited S106 grant.

## 6.4 Travel Concerns

Respondents to the 2018 questionnaire (see [Appendix 2.2](#) for the complete Report) considered that the following traffic issues were either important or essential:

**Note:** *The headings and the figure numbers in the questionnaire report are shown in brackets.*

- Road safety - 92% (*Housing Figure 9*)
- Traffic congestion reduction - 92% (*Housing Figure 9*)
- Encouraging walking to school - 87% (*Transport and Travel Figure 11*)
- Vehicle speed control - 80% (*Transport and Travel Figure 11*)
- Better provision for pedestrians - 78% (*Transport and Travel Figure 11*)
- Better provision for people with impaired mobility - 76% (*Transport and Travel Figure 11*)
- Improved traffic management - 76% (*Transport and Travel Figure 11*)
- Better public transport - 75% (*Employment and Business Figure 15*)
- Walking and cycle links - 74% (*Housing Figure 9*)
- Encourage bus use - 66% (*Transport and Travel Figure 11*)
- More on-street parking - 65% (*Parking Figure 12*)
- More car parking - 63% (*Employment and Business Figure 15*)
- Residents parking zones - 61% (*Parking Figure 12*).

In addition to the broader issues, some specific areas of concern were identified as follows:

- Poor pedestrian safety in the section of Fore Street from the junction of Le Molay-Littry Way with Fore Street to Union Square. (In the past five years there have been eight personal injury road accidents, all of which involved either a cyclist or a pedestrian.)
- The movement conflicts between pedestrians/cyclists and turning vehicles at the entrance to the Co-op car park create a significant highway safety risk for all users
- Congestion and traffic delays for traffic moving along Fore Street, East Street, Mary Street, Coombe Cross and Bradley Road are significant, particularly at peak times
- Excessive traffic speeds have been identified by residents on Old Newton Road, Ashburton Road and Le Molay-Littry Way
- The town centre and many other footway links within the parish have an inadequate width or surface and a poor provision for pedestrians with impaired mobility or sight
- Car travel to school causes major local congestion, complaints from residents and creates a safety risk at both St Catherine's School, Heathfield and Bovey Tracey Primary School, in Bovey Tracey town centre
- Inappropriate car parking within the parish contributes to traffic congestion. In some cases this is caused by inadequate parking provision for residents
- Bus services do not extend into the evening or provide a direct link with railway stations
- There is poor infrastructure provision for bus passengers (eg bus shelters)
- No pedestrian link between Heathfield and Bovey Tracey.



The above was the situation in 2018/2019 and will be exacerbated when people from new developments start to use the existing transport and movement infrastructure.

## 6.5 Limitations of the Neighbourhood Plan

In accordance with the Localism Act, the Neighbourhood Plan can only establish policies which affect land use. All aspects of the highway infrastructure including public transport are controlled by DCC, the highway authority, and are thus outside the remit of this Neighbourhood Plan. However, this plan supports key infrastructure improvements and identifies them as 'projects'. These are identified in Section 10.

## 6.6 Highway Safety and Traffic Management

### **BNP Objective TO1**

To improve movement and road safety within the parish by reducing road traffic congestion, controlling traffic speed and enhancing sustainable travel alternatives to private car use (e.g. public transport, cycling and walking).

The desired outcomes of this objective are:

- Minimal additional vehicle movement on the parish road system arising from current and future allocated development
- Reduced road traffic congestion near key travel generators, e.g. schools, shops, employment sites and Riverside Surgery
- Safe routes for pedestrians and cyclists linked to existing pedestrian and cycle networks and to existing and potential future bus routes by plainly convenient path lines
- Better adherence to speed restrictions on the parish roads
- Development of road infrastructure that can accommodate buses.

The following policies are intended to define the requirements of a travel framework to meet the above objective.

### **BNP Policy T1 - Highway Safety and Environmental Impact**

All development proposals will be expected to incorporate measures to restrict the volume and speed of traffic to that which can be accommodated safely on the local road network.

## **BNPN Policy T2 - Traffic Constraint**

Where development proposals (residential and employment) generate significant additional traffic, they will be expected to:

- provide improvements in traffic safety for all road users and specifically pedestrians and cyclists, including speed control measures
- not generate an increased vehicular traffic flow through the conservation areas and/or create an increase in heavy goods vehicle movements through or directly adjacent to residential areas
- make appropriate provision in new developments so that public transport could be routed through them, e.g. by providing adequate road widths and discouraging on-street parking on new spine routes
- provide for improvements to, and encourage the use of, public transport links e.g. provision of bus shelters.

## **BNPN Policy T3 - Sustainable Travel**

Development proposals that would result in a significant increase in travel will be expected to include initiatives and/or infrastructure to encourage safe local travel on foot or cycle and which discourage the use of cars as a means of transport to work, school and other short local journeys.

## **6.7 Parking**

Inappropriate on-street parking is a major concern within the conservation area of Bovey Tracy town centre. In keeping with many communities in Devon, the older part of the town within the zone shown in Figure 6.6 comprises a significant number of residential properties, both houses and flats, which have no off-street parking provision. Residents in these properties are therefore forced to park on-street, including resorting to pavement parking, in order to find somewhere to leave their vehicle. Although measures to improve the attractiveness of sustainable travel can be effective in reducing car use, it does not necessarily reduce the desire for car ownership, which is the principle generator of the on-street parking demand. Mary Street, within Bovey Tracey town, poses a particular problem in this respect and inappropriate on-street parking on each side of the road reduces the running width to a point where emergency vehicles are unable to pass along the road.

Between September and December 2019 Teignbridge District Council (TDC) undertook a parking audit on behalf of Bovey Tracey Town Council. The full report is contained in Appendix 6.2 and the key findings and recommendations are summarised below.

### **Parking Audit Key Findings and Recommendations**

The key findings below are a summary of the points of interest highlighted through the audit. They have reflected on the population and car ownership levels and examined parking capacities and parking concerns throughout the study area.

The accompanying recommendations seek to address some of the impacts identified through the key findings and propose some potential solutions which could be enacted

through land-use policies in a Neighbourhood Plan. It is important to note that it is not within the remit of a neighbourhood plan to address parking enforcement and highway management.

*Key Finding 1:* The locations of the nine identified hot spots within walking distance of the town centre clearly demonstrate parking pressures in relation to both capacity to take vehicles off the street through on-plot parking and high levels of general on-street parking. A clear conclusion is reached that character areas and streets within close proximity to the town centre suffer from the greatest parking pressures.

*Recommendation 1a:* Strongly encourage the development of driveways, garages and parking courts in Hot Spot areas or areas within a short walking distance of the town centre to reduce the congestion that on-street parking creates in these areas.

*Recommendation 1b:* Require the replacement of existing on-street or public parking provision with equivalent provision in close proximity to the proposed loss within Hot Spot areas to ensure no reduction of available parking spaces.

*Key Finding 2:* The streets around Bovey Tracey Primary School including Abbey Road and Cromwell's Way experience intense vehicle and pedestrian movements for 15-20 minute windows in the morning and afternoon.

*Recommendation 2:* Explore opportunities for the multiple-use of the nearby resident only car park 100 metres from the school and the Cromwells Arms public house Car Park standing 80m from the school for parent parking. Both these car parks were observed to be near empty during morning school drop-off and present an opportunity for intensification of these facilities to provide safe and convenient parking for the short drop-off and pick-up times during term time, where agreement can be reached with the landowners.

*Key Finding 3:* A total of 59 occurrences of vehicles parked over pavement kerbs were observed during the course of the study with a number of these fully obstructing the footpath. This was a particular issue in areas with narrow footpaths such as those in traditional town centre locations and some more modern estates.

*Recommendation 3:* A Neighbourhood Plan is a land-use plan and cannot address parking regulation or enforcement, therefore reducing instances of such potentially obstructing parking stands outside the remit of this study and the Neighbourhood Plan. The Neighbourhood Plan's primary purpose is to shape development in the Parish and in this vein a minimum pavement width is advised to apply to internal pavements of new development proposals. The pavement width should be adequate to accommodate a double pushchair as a minimum.

*Key Finding 4:* The majority of areas constructed after the 1950's provide two or more parking spaces per dwelling, largely through on-plot parking provision but also supplemented by off-plot residential parking as seen in Station Court and Bradley Bends. This is primarily provided through single garages and single driveways serving predominantly detached and semi-detached properties.

*Key Finding 5:* Over 80% of households own no more than two cars with over 10% owning no car at all. This statistic follows local household composition data which illustrates that over 70% of homes in the parish comprise one or two person households.

*Key Finding 6:* Areas with high levels of on-plot parking and low levels of designated

on-street parking or parking courts do not necessarily result in lower levels of general on-street parking.

*Key Finding 7:* There are an estimated 3291 vehicles kept in the study area and this compares with overall parking capacities of:

- On-plot parking capacity for approximately 2574 vehicles
- Designated on-street parking spaces for 106 vehicles
- Off-Plot/Communal residential parking areas with capacity for 775 vehicles
- Total parking capacity for 3455 vehicles.

*Key Finding 8:* Current garage dimensions are able to fully accommodate the majority of modern vehicles but they provide little available space for drivers and passengers to enter and exit their vehicle whilst inside the garage or provide suitable circulation space.

*Recommendation 4:* Based on the comparative analysis of local garage dimensions and that of modern cars, the following minimum dimensions for garages could be instilled into a neighbourhood plan policy:

- Depth - Minimum 5500 mm
- Internal Width- Minimum 2600 mm
- Width at Door- Minimum 2300 mm
- Height- Minimum 2100 mm.

Whilst this is unlikely to prevent on-street parking, the provision of garage dimensions which can adequately accommodate a modern vehicle would encourage greater use of garage spaces for vehicle parking. The additional circulation space is also considered an advantage when considering the anticipated demand for electric vehicle charging requirements.

*Key Finding 9:* The length of some driveways is not adequate to accommodate all modern vehicle types without at times obstructing the adjacent footpath and/or highway.

*Recommendation 5:* Based on the assessment of modern car dimensions, driveways should be prescribed to a minimum length of 5600mm to ensure all vehicles are able to be fully accommodated without protruding onto the highway.

### **Commentary on the recommendations cited in the parking audit**

Recommendation 1: Implementation of this will be incorporated in the following policy T4. The parking hotspots are included within a parking policy zone shown in Figure 6.6.

Recommendation 1b: Implementation of this will be incorporated in the following policy T4 and T5.

Recommendation 2: Further investigation of the third party insurance, highway safety and availability issues involved with this recommendation render it unattractive. However, project No 13 outlined in Section 10 is designed to address the problem and will be explored by the Town Council during the life of the BPNP.

Recommendations 3, 4 & 5: Recommended minimum footway and road widths in

development layouts is included in Manual for Streets and its subsequent revisions. Driveway and garage dimensions are a guide to be read in conjunction with policy T6.

The Committee on Climate Change (CCC) in their report 'Reducing UK emissions 2018 progress Report to Parliament "recommended that if the UK is to remain on a 'least cost' pathway to the 2050 target (net zero emissions), 60% of all new cars and vans sold should be electric by 2030, and all new cars and vans should be zero emission by 2035".

On current projections by 2025, 25% of all car sales will be electric vehicles. It is therefore essential that the installation of the infrastructure to recharge electric vehicles is incorporated within all new development as well as there being a programme of retrospective installation in car parks and existing dwellings and workplaces.

### **BNP Objective TO2**

To improve car parking arrangements to support high street business viability and to enhance the street environment for local residents, and to provide for electric vehicle charging.

The desired outcomes of the objective are:

- More free, short term on-street parking for those using high street shops and businesses
- A reduction of overspill parking arising from new development
- A reduction of the routine use of on-street parking in residential streets by non-residents
- Incorporation of electric car charging facilities into new developments (both residential and commercial) including within parking courts.

The following policies are intended to define the requirements for vehicle parking to meet the above objective for people intending to promote a change of use of land or to modify existing property within the parish.

### **BNP Policy T4 - Bovey Town Centre Parking**

Any development proposal which generates a need for additional vehicle parking within the Town Centre and Mary Street Conservation Areas and their approaches, and that is within the designated 'Parking Policy Zone' outlined in red in Figure 6.6 must make an off-street provision which serves the site (e.g. garages, driveways or car parks).

The purpose of Policy T4 is to ensure that the free flow of traffic (including emergency vehicles) or the full width of footways is not inhibited by inappropriately parked vehicles within the zone.



Fig 6.6 Parking Policy Zone (not to scale)

### BNPN Policy T5 - Parking general

Planning applications for all developments, including new property, changes of use, extensions, or other modifications resulting in an increase in the accommodation or floor space, will be required to:

- submit an assessment of the consequential additional vehicle parking demand
- state where it is proposed that those additional vehicles (including cycles/motorcycles) will be accommodated.

The assessment must take into account:

- the site's accessibility
- the likely vehicle ownership of residents or vehicle use of employees
- the type, mix and use of the proposed development and the proximity to, and availability of, public or other forms of transport.

## **BPNP Policy T6 - Off-Street Parking**

New residential developments must include adequate off-road parking for large modern cars (including sports utility vehicles). Designated visitor parking must be sufficient for at least one car per two dwellings. Where parking is within a parking court, spaces must be assigned to each property.

All new residential properties and communal parking areas, whether residential or commercial, will be expected to include the infrastructure to support electric vehicle and cycle battery charging.

Recommendations 4 and 5 in paragraph 6.7 give guideline garage and driveway dimensions.

## **6.8 Projects to Address Community and Statutory Consultee Concerns**

Although it is not within the remit of this Neighbourhood Plan to propose works or schemes that are the responsibility of DCC or TDC it does support the implementation of a number of projects related to our research. These are listed in Section 10.

## **6.9 References**

[National Planning Policy Framework 2019](#) (NPPF)

Promoting sustainable travel

Para. 102 Transport issues should be considered in plan making and development proposals. Consideration should be given to:

- a. addressing impacts of development on the transport network
- b. promoting walking, cycling and public transport use
- c. addressing environmental impacts of the traffic and transport infrastructure
- d. patterns of movement, streets, parking and other transport considerations are integral to design of schemes.

Para 104 d) provide for high quality walking and cycling networks and supporting facilities.

Para 105 if setting local parking standards for residential and non- residential development, policies should take into account:

- a. the type, mix and use of development;
- b. the availability and opportunities for public transport;
- c. local car ownership levels; and
- d. the need to ensure an adequate provision of spaces for charging plug-in and low emission vehicles.

Para 106 ... In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure alongside measures to promote accessibility for pedestrians and cyclists.

## 7. Community Services and Facilities

### 7.1 Availability of primary healthcare

#### 7.1.1 Background

The Report of the Community Survey carried out in March 2018 showed that 97% of people responding were concerned about healthcare provision in the light of new housing development.

When new residents register with primary healthcare providers at Riverside Surgery the practice will receive additional funding over time. Provided the surgery can recruit appropriate additional staff and has the space to accommodate them, new development *per se* should not adversely affect care.



**Fig 7.1 Riverside Surgery**

Fortunately, this is a pleasant area in which to live and work and the Practice Manager reports (personal communication) that they have generally been able to recruit new staff as needed. Nevertheless, the August 2019 [Riverside Practice Update](#) (Appendix 7.1) stated that there was “a wait of up to 3 or 4 weeks for routine appointments to see a GP or Nurse-Practitioner”.

While the Local Plan recognises the need for appropriate infrastructure for healthcare (strategic policy S5) there are specific local concerns we wish to address in our policy.



## 7.1.2 Objective

### **BNP Objective CO1**

To promote improvements in the health and wellbeing of our growing community.

The desired outcome of this objective is to facilitate improvements in the health and wellbeing in the Parish, however as only planning matters can be addressed in neighbourhood plans, the policy below is confined accordingly.

It is important that the funding and timing of the necessary infrastructure is matched to the growing need for healthcare provision. The NHS Clinical Commissioning Group (CCG) recently (13<sup>th</sup> February 2020, [Appendix 7.2](#)) commented on a planning application for Challabrook Phase 2 (TDC reference 19/02583/MAJ). Their comments indicated that the Practice would need to increase in size by about 40 m<sup>2</sup> to accommodate the anticipated additional patients.

## 7.1.3 Policy

### **BNP Policy C1 - Provision of additional health care facilities**

The Neighbourhood Plan supports the extension of existing health care premises and/or the building of additional premises as required.

Additional premises will be supported subject to the following:

- the development is within or adjacent to a defined settlement limit
- appropriate car and bicycle parking spaces must be available or provided, including provision for Blue Badge holders
- new premises must be served by a bus route with a bus stop within 200 m
- the development has safe pedestrian and cycle links
- There is no resultant reduction in biodiversity.

## 7.1.4 Health and Wellbeing in the Parish

A Neighbourhood Plan project (see Section 10) has been completed and published in 2019 in The Cottage Magazine informing community members about the [health and wellbeing](#) facilities available in the Parish.

## 7.2 Multi-purpose community facilities

### 7.2.1 Demand for Facilities

There has been a recognised and recorded demand for more sports, meeting and performance space in the Parish since at least 2011. The Bovey Tracey Community Masterplan Consultation Draft (2011) stated ([Appendix 7.3](#)):

*We can propose policies and sites in support of developing community facilities to provide for a larger, new multi-purpose community building. We can work with landowners and trustees to agree a plan for the facilities to be developed. We can secure funding from new development to contribute towards community facilities.*

The notes (Appendix 7.4) of a [public meeting](#) on 25<sup>th</sup> October 2016 at the Methodist Hall in Bovey Tracey to discuss setting up a development trust for the Bovey and Heathfield area reported that the first priority of those present was to:

*Build a new big, multi-functional, cross generational community hall that could provide a range of activities and services such as sports and leisure, a theatre and arts centre, a health and wellbeing centre, a community cinema/film club, activities for young people, education, advice services etc.*

The notes (Appendix 7.5) of a [Community Groups Consultation Meeting](#) on 4<sup>th</sup> March 2017, at the Baptist Hall, Bovey Tracey record that the main issues agreed on were:

*There is an urgent need for a new large multi-purpose community and sports facility in Bovey Tracey.*

*and*

*Community and sports groups need access to better support and information, including about funding and training opportunities, and about attracting new members, volunteer helpers and committee members.*

The Community Questionnaire Report May 2018, based on the Questionnaire developed to inform this Neighbourhood Plan, records that 71% of those responding to the Question 12 about provision for community facilities and activities said that “more indoor and outdoor sports facilities” are important or essential. Sixty-seven percent said that “more facilities for community activities” are important or essential. ([Appendix 7.6](#))

Here, we would like to share an informed and thoughtful response from a community member commenting in November 2018 on the objective shown below:

*A new multi-purpose multi-use facility with indoor facilities (e.g. sports hall) and more importantly outdoor 3G artificial grass pitch that could be used for many different activities and sports (in all weathers!). As an example, Bovey Tracey Football Club has 7 youth teams that train in Ashburton each week on their astro-turf pitch. Can you imagine how many car journeys that is for each player to get there and back, let alone the disappointment of Bovey not having its own facility. And I also organise two weekly 5-a-side sessions for Bovey adults using the sports hall at Seale Hayne; wouldn't it be nice if the people of Bovey used facilities in Bovey to get fit and healthy and to be sociable.*

## 7.2.2 The Current Situation

Two construction projects will affect what is eventually needed in the way of new community facilities. The first is the recently completed Riverside Community Centre which provides meeting and other space. The second is the Bovey Paradiso cinema complex which will provide a cinema, performance space, artists' studios and an art gallery.

This Neighbourhood Plan also contains a policy in relation to a new primary school in Bovey Tracey town. The proposed site for both a school and a community facility is land owned by Bovey Tracey Town Council off Le Molay-Littry Way ([Appendix 7.7](#)). There are possibilities for sharing of facilities and economies of scale if the new school and the community facility are built at approximately the same time.

## 7.2.3 Provision of Community Facilities

In the light of the above, the following objective was developed and presented to the community in the November 2018 consultation:

### **BNPN Objective CO2**

To promote the provision of a multi-use community facility.

The intended outcomes are facilities offering space for:

- sports
- performance, and
- large community gatherings.

The Policy addressing the demand for improved community facilities is C2 below.

### **BNPN Policy C2 - Provision of community facilities**

The Neighbourhood Plan supports the provision of community facilities on land owned by Bovey Tracey Town Council off Le Molay-Littry Way, or on another suitable site.

A planning proposal will be supported where:

- the site is situated close to Bovey Tracey town centre
- the site is accessible by foot and bicycle
- the site has adequate off-street parking provision either on-site or within a short walking distance, and
- increased vehicular traffic would not cause unacceptable adverse impacts on residential amenity
- increased traffic would not adversely affect highway safety
- the development will provide a net biodiversity gain of a minimum 10% greater than pre-development, and
- the site complies with other policies in this development plan.

## 7.3 Replacement Primary School for Bovey Tracey

### 7.3.1 Background and Evidence

Given the number of new homes that are being built in the Parish (see 4.1) there will inevitably be an increase in the number of families with children of school age, increasing the demand for school places in the area.

There are a number of potential providers of school places. DCC embraces the principle of “local provision for local children” ([Appendix 7.8](#)) as follows:

*... to provide local provision for local children – promoting a pattern of sustainable, high quality provision which maximises accessibility, meets local needs and recognises the needs generated by planned growth in specific localities and reduces the need for home to school transport.*

A [letter from DCC](#) addressed to the Town Clerk and dated 16<sup>th</sup> November 2017 (Appendix 7.9) recognised that:

*... there are pressures for school places within the town. Bovey Tracey Primary School is at capacity in nearly every year group and has limited ability to accommodate children moving into the area.*

In the same letter it was acknowledged that policy BT4 in the Teignbridge District Council (TDC) Local Plan (2013):

*... identifies a site for community facilities, including a replacement primary school, and alongside this, a replacement primary school is identified in the Infrastructure Delivery Plan.*

However, the TDC Infrastructure Delivery Plan (2016) identifies 2025 – 2029 as the period during which the new school is likely to be built.

The site identified for the replacement school is land owned by the Town Council adjacent to Le Molay-Littry Way and on 18<sup>th</sup> March 2019 ([Appendix 7.7](#)) the Council issued a position statement regarding the use of that land as follows:

*The Town Council intends to preserve this land for its proposed use as a school, with or without additional community facilities, and does not intend to transfer it to a third party unless and until Devon County Council decides to locate a new school elsewhere.*

### 7.3.2 Objective

#### **BNP Objective CO3**

To facilitate the replacement of the Bovey Tracey Primary School to meet the present and projected needs of a growing population.

## 7.3.3 Policy

### **BNP Policy C3 - Re-provision of Bovey Tracey Primary School**

This Neighbourhood Plan supports, as a matter of the highest priority, the re-provision of the existing Bovey Tracey Primary School on land owned by the Town Council off Le Molay-Littry Way, or on an alternative suitable site which must be within 2 miles of the Riverside Community Centre, this being the approximate centre of population in Bovey Tracey.

## **8. Business and Employment**

The Covid19 pandemic started as we were finalising the policies contained within this section of the NDP. The consequences of this for commercial activity in our area is well documented. However, the medium to long term effects on businesses and employment in the Parish cannot be accurately predicted at this time. The Town Council will do everything in its power to mitigate the local impact of the pandemic. However, these actions are outside of the scope of this NDP.

### **8.1 Issues identified in the Community Questionnaire Report in May 2018**

In March 2018 a Community Questionnaire was completed by local residents and business people and the outcomes were published in the Community Questionnaire Report in May 2018 (Appendix 2.2).

Of those responding to the questionnaire 75% of local residents commented on the need for improvements to public transport, 63% for an increase in parking provision and 63 % thought that small start-up enterprises should be encouraged. The preservation and development of the present range of shops was of importance to 69% of those responding. Also frequently raised was the need to increase footfall and support tourism activities. Many commented that the conversion of vacant retail premises to residential use should be resisted.

Of the responses to the questionnaire, 71 respondents were from business owners or business managers in the area. The questionnaire asked for feedback on two aspects of doing business in the area, namely, "what are the best aspects of running a business in the Parish" and "what are the greatest challenges in running a business in the Parish". The responses were not limited to a fixed list of options so we were not surprised to receive a variety of comments.

The challenges most often mentioned were parking and congestion (35%) and patchy broadband connectivity and speeds (11%). A few contributors mentioned the perceived lack of support for local businesses, lack of footfall, lack of promotion and advertising of the town's business community, and lack of support for local planning proposals.

## 8.2 Local employment

**Around Heathfield:** The main employment sites in the Parish are located on Heathfield Industrial Estate or on one of the business parks along Old Newton Road, and the latest figures available from TDC showed some 140 businesses on the Heathfield Industrial Estate alone. Importantly, this area lies adjacent to the A38 and offers easy access to the national road network.

Business diversity within the parish has over the last 12 months been diminished with the closure of two large traders. It is hoped that the large vacant site to the north-east of Heathfield will be brought back into productive use over the next year.

Traffic and parking are issues in Heathfield as both resident and industrial vehicles often use the same limited space.

**Pottery Road:** There has been welcome expansion in Pottery Road, where a new development has attracted a firm of accountants and a firm of quantity surveyors. Such professional businesses provide the kind of better paid jobs that a number of our community members said were needed.

**Core retail area:** The viability of retail shops in small market towns has come under significant pressure as the way people shop changes. These threats come (but not exclusively) from out of town supermarkets and other retail businesses with free parking, and from the ease of internet shopping. Businesses in the core retail area need to respond to this changing environment by providing a locally unique shopping and leisure experience. The Town Council recognises that it has a part to play with other stakeholders in creating an environment in which existing and new business can thrive.

For the purposes of this Neighbourhood Plan the core retail area of Bovey Tracey town is contained within Station Road, Fore Street and Town Hall Place.

**Benefits of increased local employment:** Forty-four percent of those responding to the Community Questionnaire stated that they worked outside the Parish. It is recognised that significant benefits could be derived from increasing the levels of employment in the area. These benefits would include reduced travel times and reduction in vehicle pollution which in turn would contribute to an improved quality of life. People living and working in the Parish are also more likely to shop locally.

## 8.3 Parking and traffic congestion

*"Companies will invest in the area if transport and infrastructure are good"*  
(a resident)

The Town Council in collaboration with Highways Devon has developed proposals for a new traffic management system for Bovey Tracey town centre with the aim of reducing congestion.

An experimental period for these changes will be required to monitor the impact of these proposals but no timescale for this has yet been agreed. A parking audit in Heathfield is also planned (and is shown as a Project in Section 9). This will inform future discussions between the Town Council and DCC on how to alleviate the congestion in this area of the Parish.

## 8.4 Objective and policies

The Teignbridge Local Plan contains many policies (S19a and EC1-EC12) to support the development of a prosperous economy, for example, Policy EC2 states that, in order to retain sites for employment, the development of business land for another use will only be permitted in certain defined circumstances. The policies we present below are specific to the Parish and augment those already in the Local Plan.

### **BNP Objective B&EO1**

For the Parish to become a more attractive business, service and leisure location for residents, businesses and visitors.

The intended outcomes are:

- that business premises in the core retail area are retained for business use
- that subdivision of premises in the core retail area is discouraged so that the number of existing shops is maintained for a variety of business needs
- that the number of new business start-ups in the parish is increased (from the 2019 baseline)
- that through work with partner organisations an IT infrastructure is developed in the parish that is capable of meeting the needs of today's and tomorrow's businesses.

Policy B&E1, below, is in line with Local Plan Policy EC2 and is intended to discourage the redevelopment of retail space into residential premises with the loss of both a shop and employment. Note however that EC2 is aimed at preventing loss of employment only.

### **BNP Policy B&E1 - Change of use**

Proposals which require permission for change of use from a shop, café, office, restaurant, hot food takeaway or pub to residential use within the Parish will be supported only where:

- it can be shown that the existing business is not viable, and
- its premises have been widely marketed, at a market price, over a continuous period of at least 12 months.

Recent amendments to use classes and permitted development legislation means that in general planning permission is not needed when the existing and the proposed uses fall within the same use class. Some changes from one use class to another are covered by permitted development rights (meaning that planning permission is deemed to have been given). This is the case for many traditional town centre business types where changes are permissible to shops (A1) professional and financial services (A2), hot food takeaways (A5), offices (B1(a)), light industrial businesses (B1(c)) and various sui generis uses (including arcades, laundrettes, betting offices) to residential dwelling houses (C3) however to be eligible for any of these rights, the proposals must meet the specific limitations and conditions set by national legislation.

One respondent wrote:

*“Existing retail units are too small for businesses which have already diversified to take advantage of changed retail habits. Do not allow good-sized buildings to become residential or sub-divided.”*

While this was a view from a single person, it alerted the Working Group to the danger of sub-dividing existing large retail space at the expense of existing thriving businesses which might want to up-size, or new businesses such as restaurants which could be attracted by an increased footfall and which need larger premises. It would seem to be sensible to ensure that the core retail area in the Parish retains shops or units of a range of sizes.

### **BNP Policy B&E2 - Subdivision of existing buildings**

Proposals which require permission for business premises within the Parish to sub-divide its existing building will be supported only where:

- it can be shown that the existing business is not viable, and
- its premises have been widely marketed, at a market price, over a continuous period of at least 12 months.

Strategic Policy S3 of the Teignbridge Local Plan calls for employment development and supports proposals for business, industry and warehousing development. There was particular support from the Parish community for the development of start-up units to encourage new businesses and the creation of skilled and sustainable employment over the medium and longer term.

### **BNP Policy B&E3 - Provision of start-up units**

Proposals to build new start-up units will be supported where permitted development rights do not apply and where this does not result in the loss of existing retail units.

Increasingly the provision of skilled jobs depends on the existence of IT infrastructure which is appropriate for modern business needs.

### **BNP Policy B&E4 - Internet speed and technology**

Developments and proposals that require planning permission to improve access to the internet and to increase the speed of broadband services, or to provide innovative services resulting from the introduction of new technologies, will be supported where:

- evidence shows that the service cannot be delivered equally well by installing equipment on existing masts, buildings or other structures, and
- the equipment is located and designed to minimise its physical and visual impact.



In addition to Policy B&E4 above, we have proposed a **project** (see Section 10) which will seek to establish how the local IT infrastructure can be improved to supply high speed broadband and/or mobile phone services to businesses in the Parish.

## 8.5 Increasing footfall

Strategic policies in Chapter 7 of the National Planning Policy Framework (NPPF) are aimed at ensuring the vitality of town centres and the NPPF notes the need to allow small towns “to grow and diversify in a way that can respond to rapid changes in the retail and leisure industries”.

It is hoped that through agreed delegation some additional local planning freedoms can be developed to support our town centre regeneration. The next version of the Teignbridge Local Plan is now in preparation and the Bovey Tracey Town Council has participated in workshops to determine the scope of any potential changes to local planning delegated powers.

Participants in the community consultation suggested that our town needed to become a “destination experience” for both local people and visitors alike. To achieve this, it was felt that the town needed a unique selling point and that this could be achieved by building on and enhancing our already established reputation as a centre for high quality crafts and creative industries. In this way we will differentiate the Parish from, yet complement, nearby towns, such as Ashburton.

Bovey Tracey already has the well-known Devon Guild of Craftsmen and the House of Marbles (the latter echoing the history of the local pottery industry). The Bovey Paradiso complex, presently being constructed, will provide art gallery space, studios for local artists and a cinema. It is anticipated the gallery space and artists’ studios will increase footfall and support tourism by day and the cinema will do this in the evening. The Dartmoor Distillery provides tours by day and hosts evening musical events, adding to the attractions of the upper part of East Street.

There are within the town a number of shops offering lifestyle and interior design services while others provide classes in handicrafts and contemporary arts. In addition, the Contemporary Craft Fair, held annually in Mill Marsh Park, is a nationally renowned event, having gone from strength to strength over the past two decades.

A **project** is proposed in Section 10 to maintain and enhance the reputation of the Parish as an arts and crafts destination, and thereby increase footfall. This is in accordance with Strategic Policy S12 of the TDC Local Plan.

Finally, some business people reported that a lack of support for local planning proposals had been an issue for them. Members of the Neighbourhood Plan Steering Group have worked with others to start a local business group called Business for Bovey (BfB). Liaison between the Town Council and BfB has started and the Town Council is committed to continuing this close relationship as it develops plans for the regeneration of our high street and other projects. We anticipate that, following the Covid 19 crisis, business and employment will be a major topic in the next iteration of this Neighbourhood Plan and hope that a strong and well supported business group will be a partner in developing appropriate policies. Meantime, the Town Council will assist businesses in any way it can.

# 9. Matching the Key Issues with the Policies and Concluding Remarks

## 9.1 How we addressed community concerns through our policies

Table 9.1 below shows the issues identified, in March 2018, as being of concern or importance to the community with the addition of two issues which were omitted from the Community Questionnaire Report, namely provision of primary healthcare and primary school places. The policies developed to address these concerns are shown in the second column.

Key Findings from Community Questionnaire in March 2018	Related Policies
<b>Housing</b>	
A. There is strong support for the provision of affordable housing for local residents in new housing development; equal priority is given to rented options as to private purchase	H1
B. There is a strong sense that the parish should maintain a rural character and that of a historic small town at the gateway to Dartmoor National Park	LE1, LE8, LE11, LE12
C. There is strong desire for improvements to infrastructure, community facilities and traffic management before any further housing development is allowed	C1-3 T2
D. A priority for the type of new housing developed should be the provision of sheltered / homes for people in later life	H2
<b>Transport and Travel (Traffic Working Group)</b>	
E. A priority for the town centre is better traffic and parking management to reduce congestion and enable improved quality and safer pedestrian access	T1, T2, T3, T4, T5
<b>Community Services and Facilities</b>	
F. There is strong support for the development of a multi-use community facility which provides for sports, leisure and large community gatherings	C2
G. Community members are concerned about the availability of primary healthcare	C1
H. The community recognises the need for a new primary school in Bovey Tracey	C3
<b>Natural and Built Environment (Land and Environment Working Group)</b>	
I. The conservation of the natural environment and landscape should be a priority	LE1, LE2, LE3, LE6, LE8, LE9, LE11, LE12, LE17
J. There is strong support for the creation of green public spaces and landscaping within new housing developments	H4, LE5, LE13, LE14, LE15, LE16

Key Findings from Community Questionnaire in March 2018	Related Policies
K. There is strong support for the promotion of sustainable energy and eco-friendly infrastructure across the parish	H5, LE10, LE13, LE18
L. There is strong support for the conservation / creation of biodiversity within public spaces	LE2, LE3, LE4, LE5, LE6, LE7, LE10, LE12, LE14, LE17
<b>Employment and Business</b>	
M. There is strong support for improvements to public transport in order to improve the shopping experience of parishioners	T2
N. Increasing provision and range of parking is significant in order to improve the shopping experience in the parish	T4
O. Small start-up enterprises should be encouraged and enabled in the parish	B&E3

**Table 9.1: Issues as identified in the Community Questionnaire Report and the Policies developed to address them.**

## 9.2 Monitoring

The relevant policies in this Neighbourhood Plan will be consulted for every planning application which the Town Council Planning Committee considers. The Town Clerk will keep a formal record of planning application (as already happens), the Neighbourhood Plan policies which apply and the recommendations of the Town Council. The Town Council will be particularly vigilant to ensure that due notice is paid to our policies by planners at Teignbridge District Council and Dartmoor National Park Authority. Any failure of, or problem with, our policies will be discussed in a full meeting of the Town Council.

Changes in planning legislation, national policy and the two local plans will also need to be monitored as these may have implications for this Neighbourhood Plan.

## 9.3 Review

The Plan must be kept in date and a biennial review will be undertaken under the auspices of the Town Council. An important part of the review will be to evaluate the extent to which the desired outcomes as shown in the policy sections of this document are being achieved. We anticipate that revisions thought necessary will be quite focussed, given that this Plan has addressed a wide spectrum of community concerns.

The continuous monitoring described above will feed into the review which will be tabled at the Annual Town Meeting for the (alternate) years the review is compiled.

Minor updates to the Neighbourhood Plan can be implemented by Teignbridge District Council and errors can also be corrected in this way. Significant revision, however, requires the Plan to go through the later stages of the neighbourhood planning process.

## 9.4 The Future of the Steering Group

The process of preparing this Neighbourhood Plan has been a learning process for nearly all the Steering Group members. It is the hope of the Town Council that it will be possible to retain the expertise developed for future Neighbourhood Plan reviews.

## 9.5 Thanks to all involved from the Town Council

It would be impossible to list all those who helped with the development of this Neighbourhood Plan. They range from the local residents and groups who responded to the questionnaires and attended consultation events to the individuals who volunteered to serve on the Steering Group and the six Working Groups. Although membership of these groups has changed since we started work, this document reflects their efforts in bringing together and reconciling all the ideas and opinions submitted.

From its inception in December 2017 the Steering Group has met more than thirty times and details of its work and membership are a matter of public record in the minutes which are available on the Town Council web site.

The Town Council would like to thank everyone for their contribution, large or small, without which completion of the Bovey Parish Neighbourhood Plan would not have been possible.

# 10. Projects Related to this Neighbourhood Plan

## 10.1 Status of the Projects

Neighbourhood plans are concerned with planning policy not with implementing projects. However as information was being gathered to support the formulation of policies in each section of this document, a number of individual projects were identified. It is felt that these projects (listed below) will materially contribute to achievement of our strategic aim of improving both the environment and the infrastructure of our parish.

It is not within the scope of the Neighbourhood Plan to take these projects forward due to their resource and financial implications. The Town Council will therefore consider the projects on an individual basis and will prioritise them for support within their annual spending review. It should, however, be noted that to deliver on the aims of the larger infrastructure projects the Town Council will be working collaboratively with other partners.

Progress on adopted projects will be reported on at the Annual Town Meeting.

## 10.2 The Proposed Projects

### Housing Project

#### **1. Affordable and Sheltered Housing Project**

Project aim: to identify and promote land for affordable and sheltered housing.

### Land and Environment Projects

#### **2. Bat Project**

Project aim: to gain accreditation by the Devon Bat Project as a bat friendly locality.

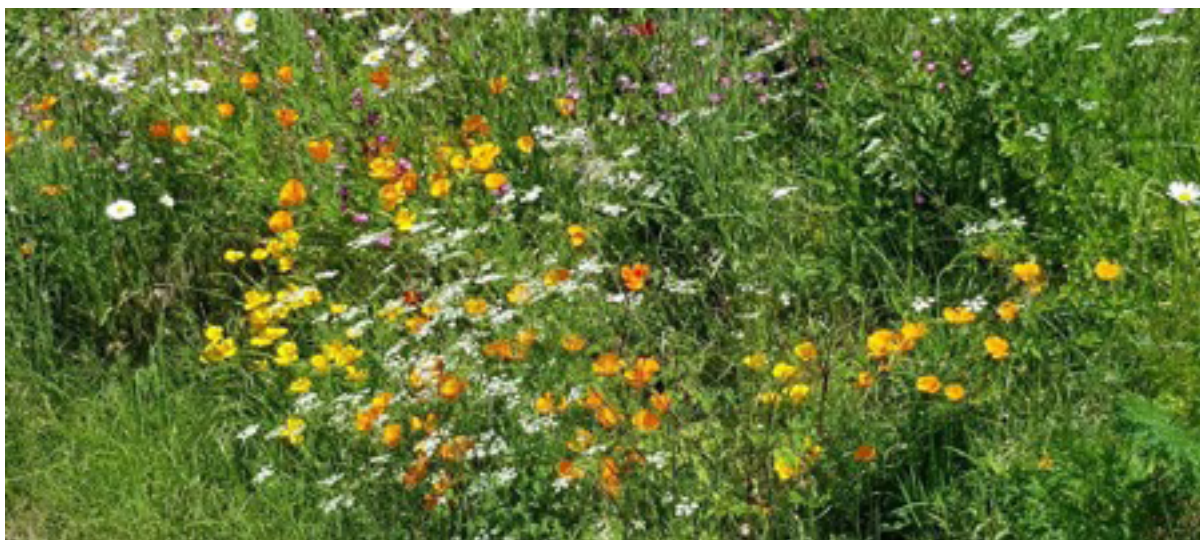
#### **3. Hedgehog Project**

Project aim: to create and maintain a hedgehog friendly environment within the parish's built-up areas.

#### **4. Wildflower Verge Project**

Project aim: to develop wildflower-rich verges to encourage pollinators and support a wider range of species.

We would support the current initiative to establish volunteer wildlife wardens as a positive contribution in achieving the stated outcomes of the projects above.



Wildflower verge (see Project 4)

### Traffic Projects

#### **5. Town Centre Traffic Management Project**

Project aim: to trial the existing one-way traffic management proposal.

#### **6. Parking Audits Project**

Project aim: to identify parking hotspots within the settlement of Heathfield and on Pottery Road and devise mitigation measures.

### **7. Co-op Entrance Road Safety Project**

Project aim: to improve pedestrian and vehicle safety at the entrance to the Co-op/Devon Guild of Craftsmen car park.

### **8. Pedestrian and Cycle Links Project**

Project aim to: to improve pedestrian and cycle links particularly between Bovey Tracey and Heathfield. This could include:-

- Extension of the footway alongside Old Newton Road from Heathfield Industrial Estate to Pottery Road
- A review of other options for suitable footway and cycle links within the Parish
- Support for improvements and new links to the public right of way network within the Parish where opportunities arise.

### **9. Speedwatch Project**

Project aim: to establish and maintain a Community Speedwatch group to monitor road speeds where residents perceive there is a speed problem.

### **10. Public Transport Project**

Project Aim: to encourage the availability, improvement and increased use of all forms of public and other types of sustainable transport in and through the parish.

### **11. Cycle Facilities Project**

Project aim: to encourage cycle use by providing secure cycle parking at key destinations within the Parish including Bovey town centre.

### **12. Electric Charging Point Project**

Project aim: to install electric vehicle fast charging points in the public car parks. This might also extend to the provision of storage and charging points for electric bikes.

### **13. Walking-Bus Project**

Project aim: to investigate the feasibility of using Station Road and/or Mary Street car parks as drop-off/pick-up points for walking buses to serve Bovey Tracey Primary School.

## **Community Services and Facilities Projects**

### **14. Health and Wellbeing Project**

Project aim: to make available information about local health and wellbeing services. This project has been completed (August 2019) and copies are available from the Town Council Office and [online](#).

### **15. Jump Park Project**

Project aim: to assess the demand for a bike jump park and then investigate means of provision if a sustained need is apparent. This project arose as a result of consultation regarding this Neighbourhood Plan with students at South Dartmoor Community College.

# Business and Employment Projects

## **16. Cultural Destination Project**

Project aim: to provide a strategic plan to develop a unique selling point for the parish as a cultural destination.

## **17. Business Information Technology Project**

Project aim: to identify any shortcomings in broadband and/or mobile phone services and subsequently to discuss medial action with partners and service users.

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