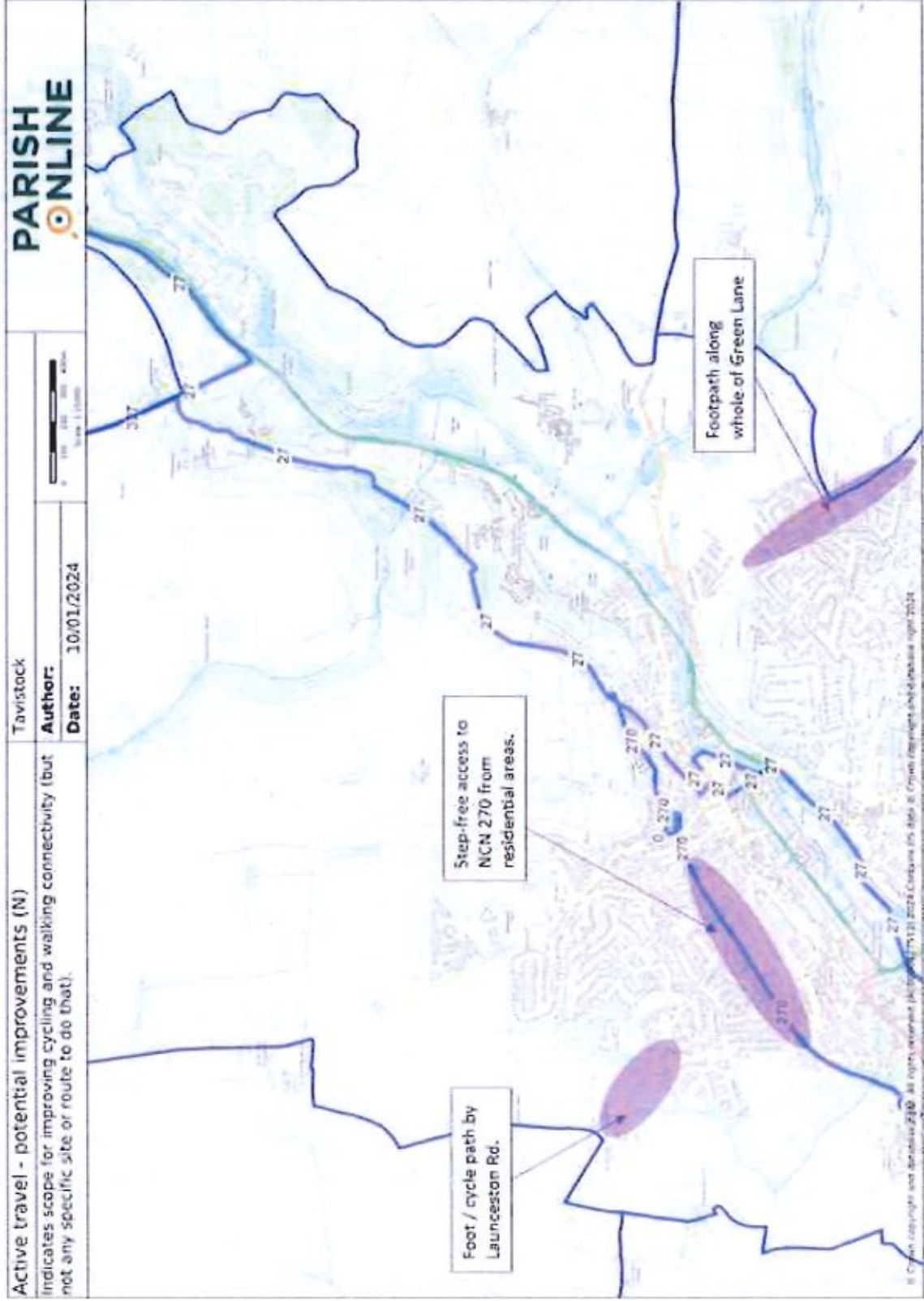
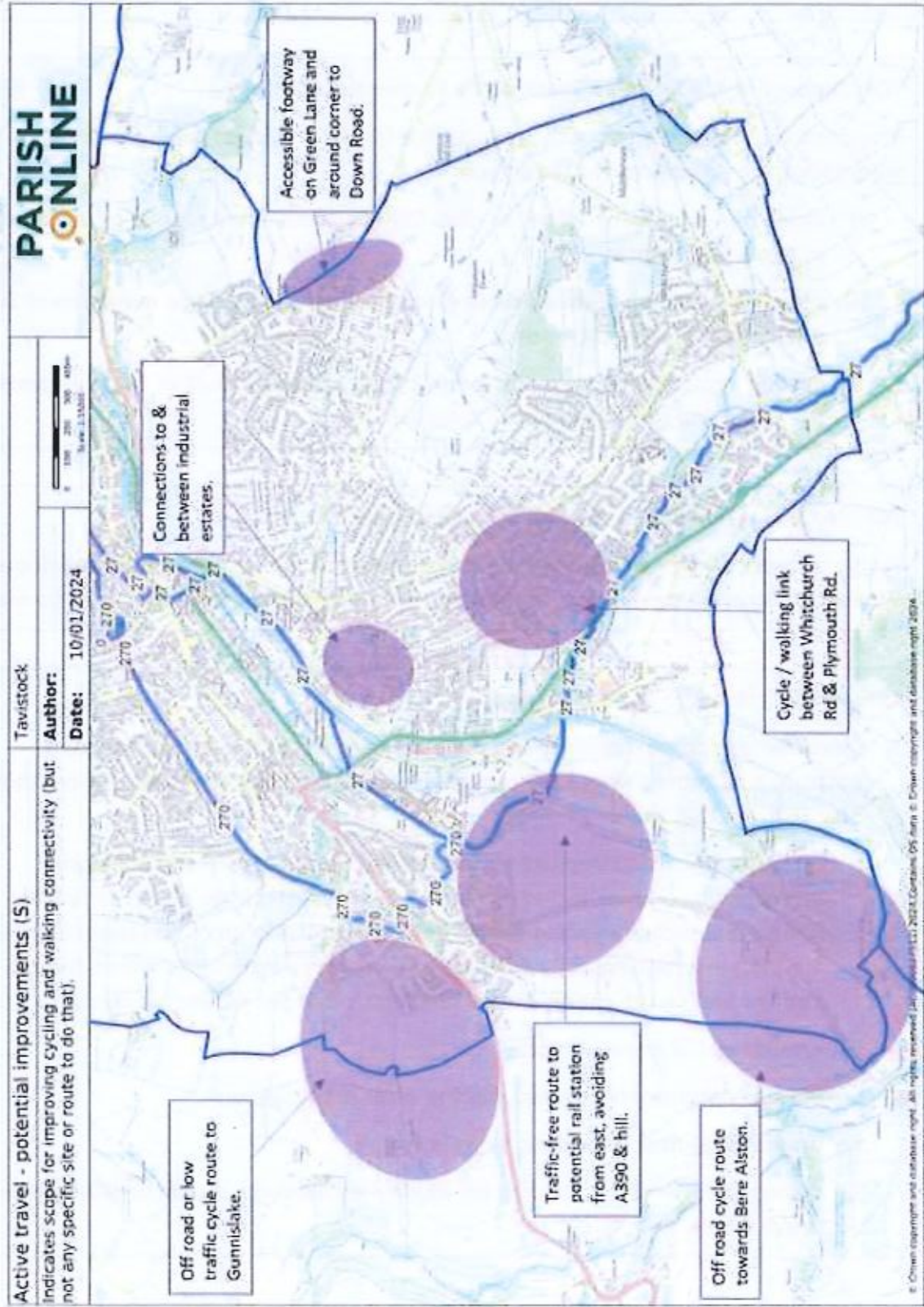


- iii) demonstrate that accessibility by walking, cycling and mobility aids / vehicles (together) has been considered and where feasible, embedded into their design; and,**
- iv) LTN1/20 Cycle Infrastructure Design guidance has been used in the design of cycle infrastructure (or the most up-to-date equivalent where this is superseded);**
- v) demonstrate that any lighting scheme uses energy-efficient lights, with, where compatible with user safety, wavelengths chosen to minimize impact on wildlife; and,**
- vi) where relevant, encourage and support sustainable travel links to and within the town by providing supporting infrastructure such as secure and covered cycle storage.**

Map 18a: Proposed Active Travel Potential Improvements (North)



Map 18b: Proposed Active Travel Potential Improvements (South)



TC3: Facilitating Pedestrian Access

Development proposals for or which include street furniture and / or electric vehicle charge points which require planning permission will be supported where they demonstrate that they do not cause obstruction to pedestrians, cyclists, people with prams / pushchairs and those using mobility vehicles / aids and retain, and enhance where feasible, easy access and connectivity.

TC4: Supporting the Reinstatement of the Former Railway Line

Proposals for reinstatement of the railway line for train services will be supported where it can be demonstrated that it will:

- i) cause no significant harm to the Conservation Area status or satisfactorily mitigates such harm;
- ii) enhance the value of the line as a green corridor, delivering a minimum of 10% net gains in biodiversity; and,
- iii) include replacement pedestrian and cycle access as result of redevelopment of the route and reinstatement of the track.

TC5: Protecting and Enhancing Public Transport Infrastructure

Public transport infrastructure will be protected from loss as a result of development. Where loss is unavoidable, replacement or other satisfactory mitigation must be made.

TC6: Improvements to the Bus Station

1. Development proposals which improve and regenerate the bus station (and environs / its setting where the opportunity exists) will be supported where they demonstrate that they:

- i) introduce the infrastructure required to utilise the station as a transport interchange and hub, including electric vehicle fast charge points for buses (where the technology and supply infrastructure is in place and buses in service are plug-in hybrids or fully electric), and provide secure and covered bicycle storage and secure charge points for electric bicycles (where practical);
- ii) provide public conveniences;
- iii) provide appropriate covered waiting areas with seating;
- iv) provide real-time information displays; and,
- v) deliver space and / or building for a café / coffee shop, if such provision is to prove viable.

- 2. Mixed-use development on part of the site will be supported where it is necessary (and feasible) to ensure viability of the development.**

TC7: Fibre Infrastructure

- 1. Where relevant, on-site infrastructure will be required to support the installation and allow the future upgrade and maintenance of fibre optic broadband technology.**
- 2. All proposals are required to submit a Connectivity Statement to set out the proposed broadband provision. The statement shall include which broadband supplier(s) can provide full fibre or fixed wireless coverage to the development to provide gigabit capable broadband provision.**
- 3. On sites of 10 dwellings and over and on all non-residential sites, all new properties must be served with an appropriate open access gigabit capable fibre optic infrastructure to enable high speed and reliable broadband connection in accordance with national and local objectives to increase coverage.**
- 4. On sites of under 10 dwellings all new properties shall be served with an appropriate open access fibre optic infrastructure to enable high speed and reliable broadband connection unless there is evidence which demonstrates that providing the required infrastructure is not feasible or economically viable.**
- 5. Installed infrastructure should allow all premises that form part of the approved development to access superfast or better broadband prior to occupancy.**
- 6. The creation of a building to act as a fibre hub to enable fibre connections within the area will be supported.**

TC8: Parking Provision for Bicycles, E-scooters and Mobility Vehicles

- 1. Proposals for secure parking provision for bicycles, e-scooters and mobility vehicles, which require planning permission, will be supported. They should demonstrate that they have no significant adverse impacts on the following or such impacts can be satisfactorily mitigated:**
 - i) local amenity (such as noise or lighting);**
 - ii) ease of accessibility on the highway, public rights of way or other pedestrian and cycle routes; and,**
 - iii) biodiversity and landscape, where relevant;****and,**
 - iv) demonstrate that they will cause no significant harm on heritage assets or their setting;**
- 2. Proposals for cycle parking infrastructure should demonstrate how LTN1/20 Cycle Infrastructure Design guidance has been used in the design of cycle infrastructure (or the most up-to-date equivalent where this is superseded).**

TC9: Vehicle Parking Areas

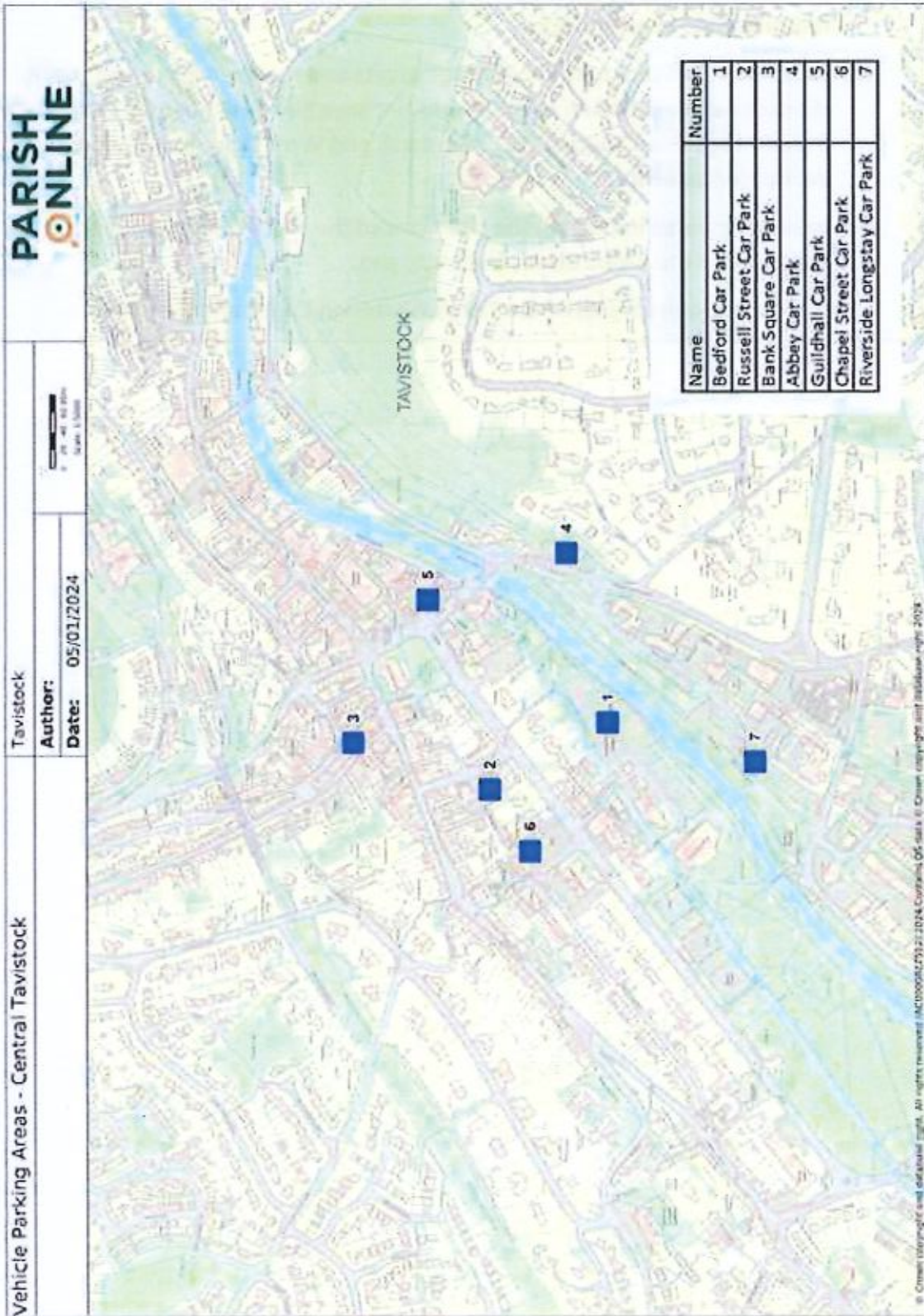
1. The following off-street public vehicle parking areas (see Map 19) are important for access to the town centre businesses, parks and leisure facilities of the town:

- i) Bedford Car Park;**
- ii) Russell Street Car Park;**
- iii) Bank Square Car Park;**
- iv) Abbey Car Park;**
- v) Guildhall Car Park;**
- vi) Chapel Street Car Park; and,**
- vii) Riverside Long Stay Car Park.**

Their use as public vehicle parking areas will be safeguarded.

2. Development proposals which result in a loss of public vehicle parking spaces will be supported where they enable opportunities for increased cycling (such as secure covered cycle parking) and there will be no significant impact on capacity needed to meet demand for other vehicles. Replacement capacity for spaces lost in these locations, if demand requires re-provision, should be made in a location suitable to allow easy access to services, businesses and facilities in the town centre.

Map 19: Existing Off-street Car Parks (Vehicle Parking Areas)

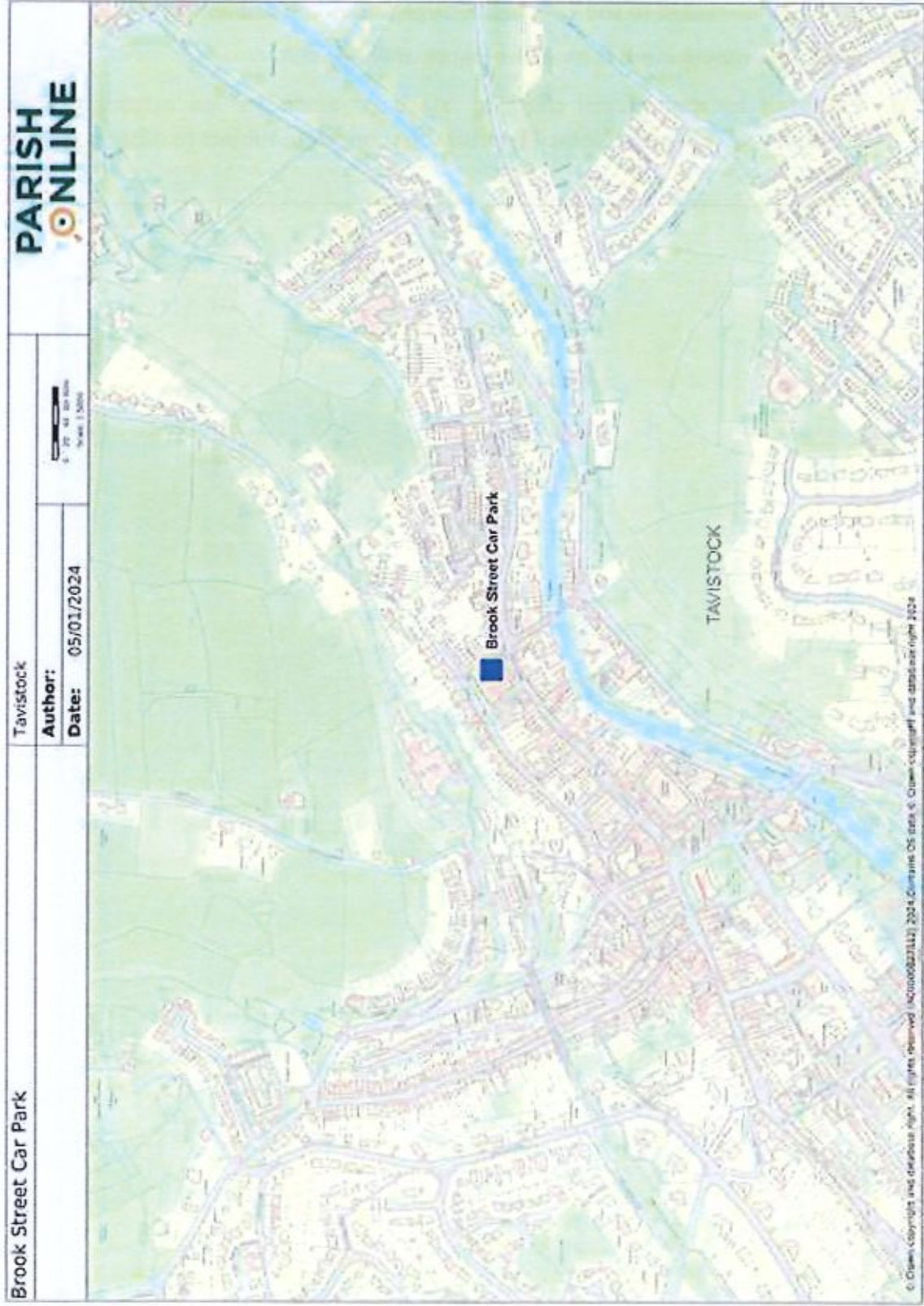


TC10: Brook Street Car Park

Development proposals for the redevelopment of the Brook Street Car Park (Map 20) will be supported where they:

- i) provide replacement capacity in whole or in part on-site, or off-site in a suitable location to serve the town centre;**
- ii) provide secure cycle parking and storage on-site and meet relevant requirements in policy TC8;**
- iii) cause no significant harm to heritage assets and their setting or the special character or designation of the World Heritage Site and meet the requirements of Joint Local Plan Policy DEV22: Cornwall and West Devon Mining Landscape World Heritage Site;**
- iv) have no adverse impact on the character of the site's setting, enhancing the character of the Brook Street frontage; and,**
- v) meet the requirements of the Tavistock Design Codes and Guidance.**

Map 20: Brook Street Car Park (Vehicle Parking Area)



TC11: Provision of Electric Charge Points

- 1. Development proposals for the provision of electric vehicle charging points, where planning permission is required, will be supported where they have no adverse impact on:
 - i) the character of the built and natural environment where relevant; and,**
 - ii) have full regard to the Tavistock Design Codes and Guidance.****
- 2. Proposals should meet the requirements of Policy TC3.**
- 3. Proposals for commercial charging “stations” or “hubs” on existing fuel station locations, or new bespoke facilities, will be supported, subject to other policies in this Plan.**