



**AGENDA FOR THE PLANNING AND PLACE COMMITTEE
THURSDAY 22ND FEBRUARY 2018 AT THE GUILDHALL TOTNES**

You are hereby SUMMONED to attend the Planning and Place Meeting, which is to be held in the Guildhall, Totnes on **Thursday 22nd February 2018 at 5pm** for the purpose of transacting the following business:

No	Subject	Comments
1	To receive apologies and to confirm that any absence has the approval of the Council.	
	<i>The Committee will adjourn for the following items:</i>	
	A period of 15 minutes will be allowed for members of the public to ask questions or make comment regarding the work of the Committee or other items that affect Totnes.	
	<i>The Committee will convene to consider the following items:</i>	
2	To approve the minutes of the meeting of 1 st February 2018.	Minutes enclosed.
3	<p>To note or make recommendations on the following tree works orders:</p> <p>Works to Trees in a Conservation Area:</p> <p>3.1) 0283/18/TCA – T1: London Plane – crown reduction by up to 3 meters, particularly on West and South sides and ensure balance of crown, growing close to balcony and roof. Waterside House, The Plains, Totnes, TQ9 5DW.</p> <p>3.2) 0493/18/TCA – T1: Eucalyptus – prune branches on West side by maximum 2 metres to correct pruning points, encroaching house; T2: Cherry Laurel – coppice to approx 1 metre from ground level, outgrown surroundings; G3: area of cherry laurel – crown thinning by approx 30% to tidy space behind outbuilding. Ashbrook House, Newton Road, Totnes, TQ9 5BB.</p> <p>3.3) 0310/18/TPO – T1: Ash – complete crown reduction by up to 2 metres, crown lift up to 5 metres from ground level, crown thinning by approx 20%, larger branches beginning to show signs of stress, also to ensure more light gets to property. 1 Southcote Orchard, Totnes, TQ9 5PA.</p>	Applications available on the SHDC website – www.southhams.gov.uk
4	<p>To make recommendations on the following planning applications:</p> <p>4.1) 4058/17/FUL – Demolition of garage, provision of gym and accommodation in place of the garage in the rear garden. 24 Denys Road, Totnes, TQ9 5TJ.</p> <p>4.2) 4423/17/HHO – Householder application to enlarge existing single-storey house with loft to two storeys plus loft, forming turning area for cars and erecting new double garage. 7 Cherry Cross, Totnes Down Hill, Totnes, TQ9 5EU.</p>	Applications available on the SHDC website – www.southhams.gov.uk

	<p>4.3) 0373/18/LBC – Listed building consent for partial internal refit and new secure ATM room. 31-33 Fore Street, Totnes, TQ9 5HH.</p> <p>4.4) 0292/18/HHO – Householder application for replacement of white UPVC windows with white UPVC windows and door to back elevation. 76 The Carrions, Totnes, TQ9 5XX.</p>	
<p><u>NOTE: Cllrs JH and RV observe and do not vote on any applications which would potentially be discussed at a Development Management Committee meeting at SHDC.</u></p>		
5	To consider the minutes of the Totnes Neighbourhood Plan Task and Finish Group meeting held on 22 nd January 2018.	Document enclosed.
6	<p>To consider the following licensing application:</p> <p>6.1) New premises licence for The Town Mill, Coronation Road, Totnes, TQ9 5DF. The application is for the sale of alcohol for consumption on the premises, Monday to Sunday from 11:00 to 00:00 and until 00:30 on New Year's Eve.</p>	
7	To consider the Devon County Council Traffic Sensitive Streets consultation for Totnes	Document enclosed
8	To consider the Totnes Rail Users' Group comments in response to the Department for Transport 'Great Western Rail Franchise Public Consultation'.	Document enclosed.
9	To consider the South Devon Area of Outstanding Natural Beauty Management Plan Review and the request for five Councillors to complete a survey to help identify priorities.	Document enclosed.
10	To consider a request by TADPOOL for TTC to approach SHDC to allow the Pavilions' long stay parking permits for to be used for up to two hours in the short stay car park.	
11	<p>To note the following event request received by SHDC.</p> <p>11.1) Outdoor Swimming Society River Dart 10K Swim, from 4.30pm on 14th September until 2pm 16th September 2018, Longmarsh green space and car park.</p>	Document enclosed.
12	To note the proposed date of the next meeting – 15th March 2018 at 5pm in the Guildhall.	

Sara Halliday
Administrator

**MINUTES OF THE PLANNING AND PLACE COMMITTEE
THURSDAY 1ST FEBRUARY 2018 AT THE GUILDHALL TOTNES**

Present: Councillors R Hendriksen (Chair), J Hodgson, P Paine and A Simms.

In Attendance: Sara Halliday (Administrator).

Apologies: None.

Not Present: Councillors K Sermon and R Vint.

No	Subject	Comments
1	To receive apologies and to confirm that any absence has the approval of the Council.	No apologies had been received.
	<i>The Committee will adjourn for the following items:</i>	
	A period of 15 minutes will be allowed for members of the public to ask questions or make comment regarding the work of the Committee or other items that affect Totnes.	There were no members of the public present.
	<i>The Committee will convene to consider the following items:</i>	
2	To approve the minutes of the meeting of 11 th January 2018.	<p>The minutes were agreed. Matters arising:</p> <p>Item 2.7 – a draft letter has been sent to Totnes Property 1 Ltd and to date no response has been received.</p> <p>Item 3 – on the issue of tree works in a conservation area, the Administrator is to contact the SHDC Tree Officer about the practicalities of placing tree preservation orders on all trees in the conservation area in order to protect the future sky line and environmental benefits that tree bring to the town.</p>
3	<p>To make recommendations on the following planning applications:</p> <p>3.1) 4374/17/FUL & 4375/17/LBC – Listed building consent for change of use from bank to shop at ground floor level and creation of 1no dwelling to first and second floor. 57 High Street, Totnes, TQ9 5NS.</p> <p>3.2) 3993/17/HHO – Householder application for demolition of existing garage and construction of new garage with garden room/studio, ancillary to main dwelling. Greystones, Weston Road, Totnes, TQ9 5AH.</p> <p>3.3) 4113/17/ADV - Advertisement consent to display a free-standing advertisement board. The Plains, Totnes, TQ9 5YS. [Note: Totnes Ramblers board for the Franklin Trail.]</p>	<p>Applications available on the SHDC website – www.southhams.gov.uk</p> <p>Cllr Simms declared a personal interest as he knows the applicants. No objection – Cllrs agreed that it would be good to see the building in use and provide further accommodation in the town.</p> <p>No objection to the plans, however the Committee would like confirmation that this is application is for ancillary use only and that it will not be used as a separate dwelling or as a commercial concern.</p> <p>Cllr Simms declared a personal interest as he knows the objector, Ms Brown. Object – the Committee supports the objection lodged by Ms Brown of concern that placement of this sign in the location proposed will be detrimental to a number of businesses in The Plains. The Committee would support the relocation of the sign to the area to be blocked up near the Ashford Slipway.</p>

	<p>3.4) 0009/18/LBC – Listed building consent for replacement of existing slate roof covering to rear extension with lead sheet cladding. Castle House, Plymouth Road, Totnes, TQ9 5PQ.</p> <p>3.5) 0099/18/HHO – Householder application for proposed vehicle hardstanding. 13 Station Road, Totnes, TQ9 5JG.</p> <p>3.6) 0187/18/HHO – Householder application for replacement of all windows for uPVC. 3 Varian Court, Bridgetown, Totnes, TQ9 5BS.</p>	<p>No objection.</p> <p>No objection.</p> <p>No objection.</p>
<p><u>NOTE: Cllrs JH and RV observe and do not vote on any applications which would potentially be discussed at a Development Management Committee meeting at SHDC.</u></p>		
4	To consider the minutes of the Totnes Neighbourhood Plan Task and Finish Group meeting held on 11 th and 22 nd January 2018.	The minutes of the 11 th January meeting were noted (the minutes of 22 nd January had not been circulated in advance).
5	<p>To consider the following licensing application:</p> <p>5.1) Variation to the premises licence of Morrisons Service Station, Station Road, Totnes, TQ9 5JR from Wm Morrison Supermarkets PLC. The application is to extend the hours for sale of alcohol for consumption off the premises to 24hrs. The hours currently licensed for the sale of alcohol is Monday to Sunday from 6am to midnight.</p> <p>And to note the following new premises licence application (date for comment has now closed):</p> <p>5.2) New premises licence for Drift Record Shop, 103B&C High Street, Totnes, TQ9 5SN by Mr Rupert Morrison and Mr Graeme Morrison. The application is for the sale of alcohol for consumption on and off the premises, Monday to Friday from 15:00 to 22:00; Saturday and Sunday from 13:00 to 22:00.</p>	<p>Object to the variation for the following reasons: Public Safety – concern that the location could attract those driving under the influence of alcohol. Prevention of Public Nuisance – the service station sits in a residential area. Prevention of Crime and Disorder – 24 hour sale of alcohol could see this location become a magnet for the homeless, drug and alcohol addicts.</p> <p>Cllr Simms declared a personal interest as he knows the applicants. As the deadline for comment had passed, the application</p>
6	<p>To note the following event requests received by SHDC.</p> <p>6.1) Sompting Village Morris Ladies Weekend of Dance, Shady Garden, 14th April 2018 from 2.30-3.00pm.</p> <p>6.2) Totnes 10K and Fun Run, 5th August 2018 from 10am-1pm.</p>	<p>Noted.</p> <p>Noted.</p>
7	To note the proposed date of the next meeting – 22nd February 2018 at 5pm in the Guildhall.	Noted.

MINUTES OF THE TOTNES NEIGHBOURHOOD PLAN TASK AND FINISH GROUP
MONDAY 22ND JANUARY 2018 AT THE GUILDHALL TOTNES

Present: Councillors R Adams (Chair), M Adams, R Hendriksen, P Paine, M Parker, A Simms, J Westacott MBE; G Allen, C Allford, L Cowling, A Garner, S Jones, S Lambert and C Watson.

In Attendance: Cllr T Whitty and Sara Halliday (Administrator).

Apologies: SHDC Cllr J Birch.

No	Subject	Comments
1	To receive any apologies.	Apologies were received from Cllr Birch.
2	To address any actions arising from the meeting on 11 th January 2018.	<p>The minutes were agreed. Matters arising:</p> <p>Item 3 – ongoing. The main areas in need of updating on the Totnes Neighbourhood Plan Website had been identified and will be discussed with the Town Clerk and Task and Finish Group Chair.</p> <p>Item 5 – complete. The Totnes section of the Joint Local Plan has been circulated to all. Discussion of the policies is Item 3 on the agenda.</p> <p>Item 6 – ongoing. The co-ordinator is unsure whether she has received information from Bridgetown Alive about designating green spaces. No proposed green spaces in Totnes have yet undergone the thorough designation process.</p> <p>G Allen raise that she received an offer of assistance from a planning expert in Paignton to help with the Neighbourhood Plan. G Allen also introduced the idea of a healthy and thriving high street helping improve health and wellbeing in the town and it was agreed that this would be looked at as part of the policy review.</p>
3	<p>Totnes Neighbourhood Plan Policies:</p> <ul style="list-style-type: none"> a) To review the Totnes Neighbourhood Plan policies and South Hams District Council comments; b) To identify, agree and prioritise those that need redrafting; c) To identify any new policies for inclusion; and d) To identify owners to take this work forward. 	<p>c) The following new policies areas were suggested:</p> <ul style="list-style-type: none"> - No second home ownership. - Youth provision and support for redeveloping the Skate Park. - Provision for disabled people. - Potential land for affordable housing, requesting a meeting with SHDC to discuss any possibilities. <p>a, b & d) It was agreed that the following sub-groups would form to look at the narrative and existing policies/requirement for any new policies based on the public consultation event responses held in 2017:</p> <p>Bridgetown: Cllrs Parker and Westacott, C Allford, L Cowling and S Jones. Green Spaces: G Allen and S Lambert. Heritage: G Allen and S Lambert. Health and Wellbeing: G Allen. Adult Training and Education Sector: S Lambert. Transport and Car Parking: Cllrs Paine and Simms, and C Watson. Business/Economy: A Garner in consultation with the Chamber of Commerce, as and when required. Planning: SHDC Cllr Birch.</p>

		<p>Growing spaces, sports and recreation, services and facilities, KEVICC - All</p> <p>Evidence to support policies: Cllrs R Adams and M Adams.</p> <p>Actions:</p> <ul style="list-style-type: none"> - Each sub-group to bring back their initial findings and some solid points for discussion to the next meeting (All). - Public consultation event analysis, and Totnes conservation area information to be emailed to all (TTC Offices). - A map showing the parish boundary of Totnes and its neighbouring parishes to be circulated to all (TTC Offices).
4	To note the date of the next meeting – Monday 19th February at 7pm.	<p>The Chair announced the resignation of the Neighbourhood Plan Co-ordinator. Cllr Westacott proposed a vote of thanks to Mary Coughlan-Clark for all her hard work on the Neighbourhood Plan so far, which was agreed.</p> <p>The date of the next meeting was noted</p>



You are here: [Home \(https://new.devon.gov.uk/haveyoursay/\)](https://new.devon.gov.uk/haveyoursay/) » [Consultations \(https://new.devon.gov.uk/haveyoursay/consultations/\)](https://new.devon.gov.uk/haveyoursay/consultations/) » **Traffic Sensitive Streets**

Consultation:

Traffic Sensitive Streets

Devon County Council has a legal duty to coordinate works activities on the road network. As part of this duty we can designate certain streets as 'Traffic-sensitive'. When a street is designated 'Traffic-sensitive', we can better regulate the flow of traffic by managing timing of road works, e.g. no works on Topsham Road, Exeter, during peak commuting times.

Our last full review was undertaken in 1994 and needs to be updated to ensure designations are fit for purpose and effective. The project works in line with our strategic objective in the Better Together vision, getting from A to B.

Our aim is to:

- To ensure all possible effects of road works are raised at an early stage in the planning process, considered, managed, and communicated effectively.
- To coordinate works and reduce impact on road users.
- Ensure safe and easy passage for road users on Devon's network.
- To meet statutory duties imposed under the network management duty.
- To help manage the balance of works in line with other events on the public highway e.g. local and special events.
- To ensure the effects of works on the local economy are minimised.
- To improve open communication and better planning between those wanting the work done, and Devon County Council.

N.B. This project is not aimed at prohibiting or limiting options for necessary works to be undertaken. It will provoke the necessary discussions to assess the best time to carry out works.

We have finalised the following categories for this review.

On main commuter routes.

- All Year, Monday to Sunday from 07:00 – 18:30
- All Year Monday to Sunday at peak hours – 07:00 to 09:30 and 15:30 to 18:30

On tourist routes.

- Easter and Summer – Monday to Sunday from 07:00 – 18:30

Some of the tourist routes warrant further protection in the off season periods.

- Non Seasonal peak (Outside of the Easter and Summer period) – Monday to Sunday – 07:00 to 09:30 and 15:30 to 18:30

Large events.

- This is dependant on the event in question. Examples are:- the Devon County Show, Great West Run and Sidmouth Folk Festival.

We are currently consulting with stakeholders, formal consultation is proposed for March 2018, further information will be provided for this in the form of maps.

Maps

These have been created by area to show the proposed traffic sensitive route. Please click on each link to see the map relating to that area. For urban areas there are more detailed maps.

Eastern – Whole Area (https://devoncc.sharepoint.com/:b/s/PublicDocs/Corporate/EUFsa-c90JNKuhw_sWGuACsBZ1E-VlaZAtjbaqUeKc8zig?mLk6Ww)

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- **Eastern – Seaton Urban Area**

(https://devoncc.sharepoint.com/:b:/s/PublicDocs/Corporate/ERe8gnE9o1RKtN8ws_bve68BVrlxobjPqT5entWCyj4qGQ?e=SRp77b).

Exeter and Exmouth – Whole Area

(https://devoncc.sharepoint.com/:b:/s/PublicDocs/Corporate/EXsljbFcxOhMqujOvxv4rY4BbldZLSGAzaZLo_97l_dQeg?e=mRDw8i)

Northern – Whole Area (<https://devoncc.sharepoint.com/:b:/s/PublicDocs/Corporate/ERmRBconClxAmSctslcR4tYBL-yXzgXoTrPMNoDbG-9mpA?e=LcLPe3>).

- **Northern – Barnstaple Urban Area**

(<https://devoncc.sharepoint.com/:b:/s/PublicDocs/Corporate/EbJMLmhnMoxCmHlpTatq18sBaOU3mZKHa87aCMNLEcqW0Q?e=zYAuML>).

- **Northern – Tiverton Urban Area**

(<https://devoncc.sharepoint.com/:b:/s/PublicDocs/Corporate/ES7x8b0YO6ZMp7FGylR8srwBegEDyXZDP3KY-dzUersfjg?e=diSeSE>).

South Hams – Whole Area

(<https://devoncc.sharepoint.com/:b:/s/PublicDocs/Corporate/EUGvMVwfGptFjHRIBQVndpgB4p9flfXAKUTdFAQjMrbwyw?e=dukPU6>).

- **South Hams – Dartmouth Urban Area**

(<https://devoncc.sharepoint.com/:b:/s/PublicDocs/Corporate/EfZ4ocaozhHj26XHdqz6HMBofzzNEMAA9raqaYkoebyg?e=ZDiObC>).

- **South Hams – Salcombe Urban Area**

(<https://devoncc.sharepoint.com/:b:/s/PublicDocs/Corporate/EQgOVEoVT8hPhr9gZQppN2gBIAQyKVPx02bQmCY3ndFJag?e=6tk9f8>).

- **South Hams – Totnes Urban Area**

(https://devoncc.sharepoint.com/:b:/s/PublicDocs/Corporate/EfbBICOMmmNNNoN9R0y4bBL0B6EUHvgWHhJj_M1MtrLKaFg?e=3g5lf6).

Teignbridge – Whole Area (<https://devoncc.sharepoint.com/:b:/s/PublicDocs/Corporate/ETRIngbsIGFPuBelJtl5bEwBN-t6DG9zbVOtsUtCiAawmw?e=XEm97n>).

- **Teignbridge – Newton Abbott Urban Area**

(<https://devoncc.sharepoint.com/:b:/s/PublicDocs/Corporate/EZB1dMjZbTlEmNRs8kLU6ocBF3pXq6192s3pV1-hub5Dqw?e=3J2ISP>).

- **Teignbridge – Teignmouth Urban Area**

(https://devoncc.sharepoint.com/:b:/s/PublicDocs/Corporate/ERRnjmJLlNjVHsGLmFYPCgGABLIqa2c_cRdYvDe4zjEYdwQ?e=yIfMkw).

Western – Whole Area (<https://devoncc.sharepoint.com/:b:/s/PublicDocs/Corporate/EZEejh5kZR9JgO6b6C8p4jEBHuaa7fxQMN-shqLWH5-42g?e=drdLQx>).

- **Western – Bideford Urban Area**

(<https://devoncc.sharepoint.com/:b:/s/PublicDocs/Corporate/EbX0fFwpSVJjuYcV5cslHYBw8mt8SbH-0sSIEaXyx1Jgw?e=YhdydyQ>).

An option to give feedback will be made available on this site from the 1st March 2018.

This also links into work we are undertaking on our resilience network. For more details on this please click [here](https://new.devon.gov.uk/haveyoursay/consultations/resilience-network/) (<https://new.devon.gov.uk/haveyoursay/consultations/resilience-network/>).

From

01/03/2018

Until

31/03/2018

Category

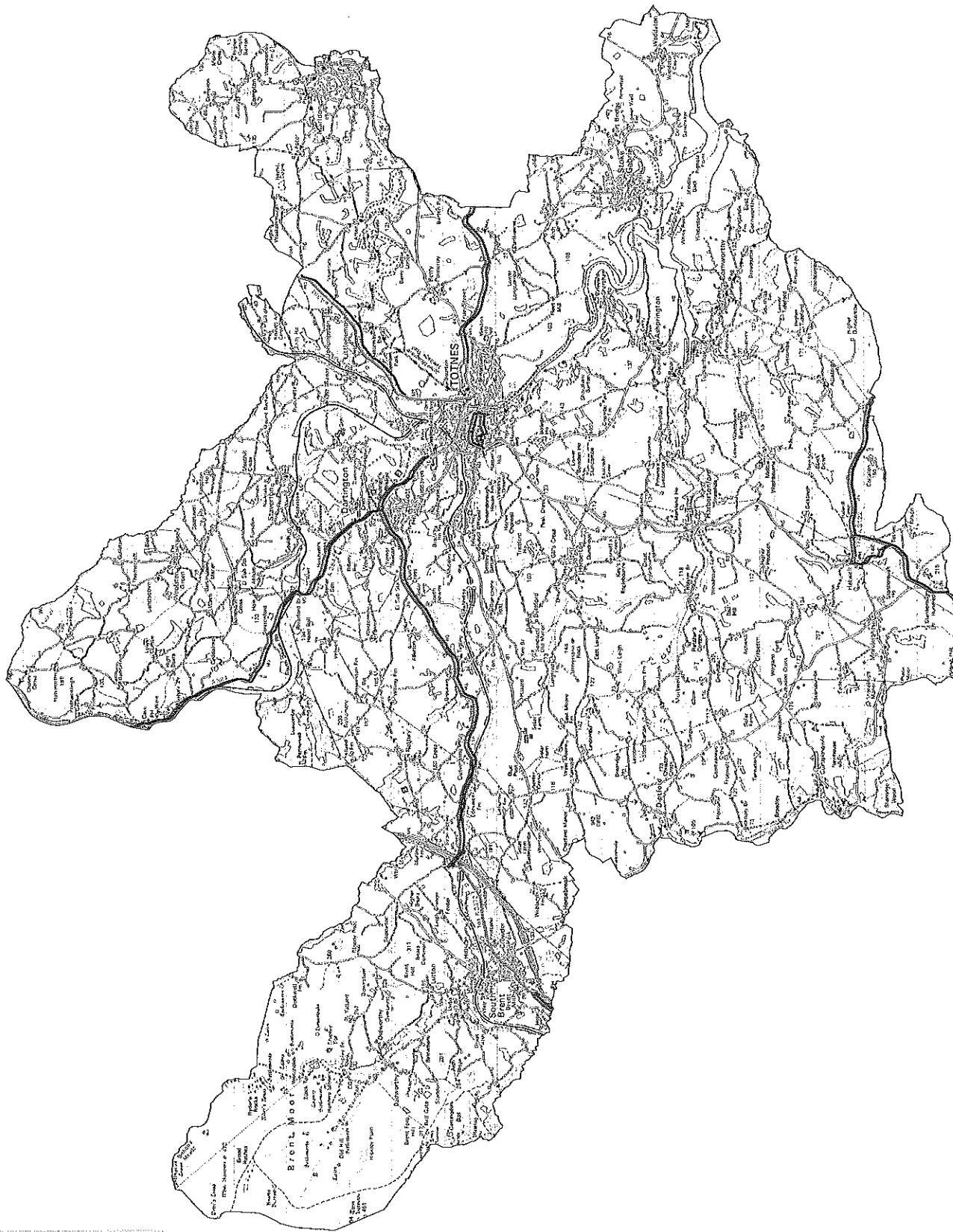
Transport and roads (<https://new.devon.gov.uk/haveyoursay/categories/public-transport/>).



Legend

- Large Events
- Seasonal: Easter and Summer
- Non Seasonal Peak
- All Year Peak
- All Year All Day
- Large Events

Totnes Traffic Sensitive



Place
Devon County Council
Lumley House, County Hall
Lumley, Totnes, Devon
TQ13 8JF
Tel: 01392 382194
Fax: 01392 381459
Email: environment@devon.gov.uk

Scale: 1:35,208
Date: 17/01/2018
Author: Annabel Martin

Title: Totnes Traffic Sensitive Roads

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**Response to the Public Consultation for the
Greater Western Rail Franchise
from
The Totnes Rail Users' Group**

This response

The Totnes Rail Users' Group was formed in 1995. Since then we have been successful in protecting the interests of those who travel to and from Totnes station, within a wider remit of promoting the use of the railway generally.

Our words in this response are written in blue. Sections that have been copied over from the consultation document, including the questions, are in black.

The consultation questionnaire contains 18 questions. This response includes replies to 15 of them; the other 3 are outside our area of expertise.

Background information

Totnes is a two-platform station on the main Great Western line from Penzance and Plymouth to London Paddington. It is also on the CrossCountry main line to Bristol, Birmingham and destinations further north.

No branch lines start or pass through Totnes but there is a heritage line with a nearby terminus.

Totnes is a small town with a population of 8000 but the station is used by many people from further afield. It is a railhead for the large area to the south going down to Start Point and including the towns of Dartmouth, Kingsbridge and Salcombe as well as a large number of villages; it is also used by many people living to the north of the town. Consequently the station's annual footfall of about 670,000 passengers is many times greater than would be expected of a town of its size. It is in effect a Parkway station.

The Joint Local Plan for South Hams, West Devon and Plymouth includes 26,700 new houses. Many of the new residents will use Totnes station. In addition, work is about to start on the Atmos Project, a significant local development on the former Dairy Crest site adjacent to the station; this will involve new housing, a hotel and small businesses.

So the number of people using the station is expected to rise in the coming years.

CONSULTATION QUESTION 1

- a) To what extent do you agree or disagree with these objectives, and why?
- Agree with the objectives
 - Agree with the majority
 - Disagree with the majority
 - Wholly disagree
- b) Are there any priorities you would change or add, and if so why?

RESPONSE TO QUESTION 1

The objectives should be those measurable or observable things by which the franchisee will be judged.

However, several of those suggested are instead matters for which the Department for Transport and the government of the day will be held responsible by the public, rather than the franchisee and so we recommend that they should not be included in the specification of the franchise.

The proposed objectives, and our comments on them, are given below.

Provide safe, punctual and reliable services with enough seats and space for people who want to use them

Safety, punctuality and reliability are legitimate areas of responsibility for the franchisee.

However, the provision of seats and space will depend on decisions made by the Department for Transport about the available rolling stock and the permitted train services. So these items should not be attached to this objective,

Focus on the needs of the travelling public to provide an excellent and continually-improving customer experience for all passengers, whatever their particular needs and abilities

Parts of this, for example the franchisee's focus, are not measurable and so should not be part of an objective. A high level of customer satisfaction can be assessed and so is a reasonable subject for an objective. Requiring continual improvement may sound good but it is quite unrealistic and if included would ensure that the objective could not be fulfilled.

A concern that we would like to see built into the franchise relates to the layout of the new Hitachi trains. This was determined by the present franchisee and the Department for Transport with little, if any, consultation with passengers. If aspects of this, for example the absence of a buffet, prove to be unsatisfactory the new franchisee should be required to make appropriate changes.

Maximise the benefits for passengers from the current transformational investment in the Great Western railway network

Since decisions about rolling stock and permitted services lie with the Department for Transport, we see the major responsibility for maximising the benefit of any investment resting with them rather than the franchisee.

Maximise the contribution of the railway to driving local and regional economic growth, enabling planned growth in housing, and meeting the wider needs of citizens and society across the whole of the franchise area

While it is obviously desirable that the railway should contribute to local and regional economic growth, the ability of the franchisee to ensure this happens on a large scale will depend on decisions made by the Department for Transport, such as opening new lines and stations, and increasing the frequency and capacity of trains. However, we would expect the franchisee to be involved routinely in local discussions, and to advise the Department of infrastructure or capacity improvements that would allow the railway to make a greater contribution to economic and social development.

We also expect the new franchisee to identify and, where possible, act on smaller scale opportunities. It is good to see the present franchisee working with InterCity RailFreight; boxes of sustainably fish caught are transported from Plymouth to London on passenger trains, allowing restaurants in the capital to serve fresh fish. We would like to see such initiatives which benefit the local economy encouraged by the terms of the franchise.

Be a responsible employer who invests in the welfare and the development of its workforce, motivating staff and equipping them with the right skills to provide the best possible customer service;

Details of the training and professional development given to staff are measurable and so this is a reasonable and desirable objective.

Strengthen the connection between the railway and the communities it serves, supported by strong relationships with all those who have an interest in the franchise and the services it provides.

The ideas expressed in this objective are commendable. Putting them into effect will depend on the franchisee setting up and maintaining suitable structures. So this is a suitable objective.

Continue to improve the environmental performance of the railway and support wider environmental objectives by providing an attractive alternative to more polluting modes, and improving measures such as energy and water consumption and recycling

In our view, this is not well enough phrased to be suitable in its present form as an objective. It includes a number of different ideas that need to be separated out.

Providing an attractive alternative to the use of cars, which are more polluting, depends on the capacity and frequency of trains. As we have already explained these things depend essentially on the Department for Transport rather than the franchisee.

Another important consideration is the cost of rail travel. It is obviously desirable from the customer's point of view that the cost be set at a lower, and more affordable, level than at present. However, such a change can only be made if suitable financial arrangements are agreed with the Department for Transport.

Major savings in energy can be achieved with electrification and the consequent removal of weight from bi-mode trains. Without a decision from government to electrify more lines, there is no value in writing energy saving into an objective.

Reducing water consumption and increasing recycling have little to do with a rail franchise and we wonder how they can be incorporated into meaningful objectives. We would, however, like to see recycling bins on all our stations, and we would also wish to be assured that recyclable rubbish collected on the trains does indeed get recycled. Overall, we suggest that more thought is needed if environmental issues are to be addressed in the objectives.

Develop close collaborative working with Network Rail and other partners, bringing the operation of track and train closer together to deliver the best possible service for passengers and drawing in funding from the widest possible range of sources

We agree that it is desirable that Network Rail and the franchisee should work closely together, for example in coordinating possessions with the timetable and connections, including those with other forms of transport. It may be that a suitable objective can be framed along these lines.

The statement then goes on to link this with drawing in funding. If at all, this should be the subject of a separate objective but we fear that this could be used as an excuse for the Department for Transport and the government not to meet their responsibilities.

Work with the Government and other agencies to support the development and delivery of other major rail investment schemes, such as the proposed western rail link to Heathrow, East-West Rail and the interface with HS2 at Old Oak Common

It is clearly desirable that the franchisee is involved in decisions about rail developments within the area covered by the franchise, particularly when these are being driven by other agencies. However, we are not convinced that this needs to be written as an objective; how will it be measured?

Operate efficiently, providing best value for taxpayers' and passengers' money, thereby ensuring the maximum possible resources are available for further service improvements.

The ideas expressed here are very important. No one wants to see the franchisee running its services inefficiently. However, we would like to see this rewritten with wording that does more to define how the franchisee's operation will be measured and judged. We suggest the following measures by which to judge the franchisee.

Passenger numbers

The total number of passengers carried will be a critical measure; it should increase over the duration of the franchise. At a minimum it should track the national trend. The objective covering this issue should be applied station by station.

Capacity

As we have already indicated, ultimate responsibility for capacity lies with the Department for Transport. Nonetheless we would expect the franchisee to be proactive in increasing capacity.

So we would like to see this joint responsibility expressed in a suitably worded objective.

Punctuality

There are many reasons why trains run late and some of them are not the fault of the train operator. However, the list of reasons for delays that passengers hear in station and on-board announcements includes many for which the train operator is responsible, for example locomotive failure and missing staff. Punctuality is easily measured and should be written into the objectives for the franchise. They should also cover cancellations and trains running in short formation.

On-board amenities

This heading covers on-board features like heating, air conditioning, toilets, water, food and general cleanliness. It should be unthinkable that a train is put into service with basic amenities not working, but sadly that is often the case under the present franchise. Suitable measures need to be devised and written as objectives for the new franchise.

Passenger satisfaction

Passenger satisfaction is easily measured and should be the subject an objective. Low passenger satisfaction may well be caused by the franchisee failing to meet other objectives, so this objective may prove to be a bell-wether for them. However, it can also be expected to cover other issues such as staff efficiency and the quality of communication.

CONSULTATION QUESTION 2

a) Do you agree or disagree with the proposals outlined above for splitting the Great Western franchise into smaller franchises?

- Agree
- Disagree
- No opinion

b) Why?

RESPONSE TO QUESTION 2

We do not find the case made for splitting the franchise to have been well argued. The chart in the consultation document compares the advantages of a single franchise with those of two or more smaller franchises. We observe that the advantages of a single franchise are already in place whereas the benefits of smaller franchises are merely speculative e.g. “This may enable them to provide a better service” and “It may be possible to attract a wider range of bidder”. Is it, we wonder, a case of change for change's sake?

The present proposal can be seen as an attempt to set up a rich franchise and a poor one. The line from Paddington to Devon and Cornwall, and the services within the south west peninsular, including the branch lines, would be much less profitable for the operator, and we fear that there would be undesirable consequences, for example reduction in services and lack of future investment.

Under this proposal, it can be predicted that electrification would never come to the south west.

Overall we think this is an inadequately thought out proposal and so our answer is “Disagree strongly”.

We do, however, find ourselves wondering whether there are other issues behind this unlikely proposal that are not covered in the consultation document.

CONSULTATION QUESTION 3

a) Giving reasons, do you agree or disagree with the options outlined above for:

- Transferring Greenford branch services to the Chiltern franchise;
 - Agree
 - Disagree
 - No opinion
- Transferring the existing Brighton-Southampton portion of the current Great Western Bristol – Salisbury – Southampton – Brighton service to the Thameslink, Southern and Great Northern franchise;
 - Agree
 - Disagree
 - No opinion

b) What other locations or routes do you think should be considered for adding to the franchise or transferring to another franchise, and why?

RESPONSE TO QUESTION 3 (both parts)

No opinion.

CONSULTATION QUESTION 4

- a) What do you think are the main challenges that might be addressed through greater co-ordination and integration between the train operator and Network Rail?
- b) What do you think should be the future priorities for strengthened partnership working between the franchise operator and Network Rail?

RESPONSE TO QUESTION 4

There is a fundamental conflict of interests between train operating companies and the organisation that maintains the track. Those running the trains want to be able to do so without interruption but there is always the danger that maintenance makes this impossible, particularly when the work is not routine. So there is no magic formula.

Nonetheless, Network Rail and the franchisee can aspire to work closely together, ensuring that possessions are coordinated with the timetable and also with connections, including those with other forms of transport, such as buses and ferries.

The need for cooperation goes further than this, extending to development work. The franchisee will inevitably be aware of infrastructure improvements that would be very beneficial to the service they can run, for example improving the line speed west of Exeter. It is important that there is a relationship that allows such proposals to be treated seriously.

However, this is a two-way process. In particular, improving resilience is an important aspect of Network Rail's responsibility. This is a major concern for this franchise with measures needed to avoid flooding of the line across the Somerset Levels and at Cowley Bridge, to ensure that the Dawlish Sea Wall is protected and that the cliffs outside Teignmouth are stable.

All of this requires suitable funding from the Department for Transport. Otherwise there is a real danger that talk of cooperation between Network Rail and the franchisee will be no more than empty words.

CONSULTATION QUESTION 5

- (a) Which routes do you believe could benefit from improvements to train frequencies?
- (b) What times of the day or week are these improvements needed?
- (c) Why?
- (d) If the only way of achieving earlier first trains or later last trains was to curtail services at other times of the week or year so Network Rail can carry out essential maintenance, what times would you suggest?

RESPONSE TO QUESTION 5

The franchise covers three types of service affecting Devon and Cornwall.

Trains to and from London Paddington

This service is not adequate at the moment because there are gaps at certain times of day, including early morning travelling to the west. There should be a clock-face hourly service in both directions.

Branch line services

We do not have sufficient information to comment meaningfully on the branch line services.

Trains along the Exeter to Plymouth corridor, and also Torbay

There is a major need for a much improved local service independent of the main line trains. We are in no doubt that the inadequacy of the present provision, for example of morning trains from Exeter and Torbay to Plymouth, is suppressing demand and contributing to congestion of the roads.

We are surprised to see part (d) of this question here. If at all it should come with question 4, but we fear it is asking respondents to accept a lesser service than they receive at present. We are therefore disinclined to respond to this part of the question.

CONSULTATION QUESTION 6

- a) Are you promoting a scheme for a new station or line which has a realistic prospect of being funded? If so, please provide brief details here
- b) What actions would you like the franchisee to undertake in order to support the development of this scheme?

RESPONSE TO QUESTION 6

We are not promoting a new station. However, we do ask that, as part of the move to improve local services, the case for re-opening the station at South Brent (between Totnes and Ivy Bridge) for given serious consideration.

CONSULTATION QUESTION 7

a) Do you agree or disagree with reducing journey times to destinations in the South West by reducing stops at intermediate stations?

- Agree
- Disagree
- No opinion

b) Which services or stations would benefit or be disadvantaged by this approach? Why?

c) Are there any specific locations or routes elsewhere where it could be appropriate to reduce station stops in order to speed up longer-distance journeys?

Why?

RESPONSE TO QUESTION 7

We are concerned by this question.

The main railway line serves widespread areas and most of the stations, like Totnes, are railheads for large rural populations as well as residents of many towns. The railway is there for the whole population and not just those who happen to live in cities.

Given the length of journey times involved, the time savings to be achieved by missing out a few stations are of small relevance. What matters much more is that the trains should arrive on time. When you are travelling from the south west to London, it makes little difference whether your train is scheduled to take 3 hours or 3 hours and 10 minutes; it is, however, crucially important that it keeps to the scheduled time and does not cause you to be late for your meeting.

A related point is that it is important that there should be enough passengers for the service to be profitable. Missing out stops risks reducing the number of passengers.

So our response is "Disagree strongly".

The stations in Devon that are particularly at risk are Tiverton Parkway, Newton Abbot and Totnes.

Reducing journey times should be achieved by running trains with greater acceleration, and by improving line speeds. It is to be regretted that the acceleration of the new mainline trains will be restricted by the additional weight imposed by their bi-mode design.

CONSULTATION QUESTION 8

- a) Which direct services such as those described above should be preserved in the next franchise?
Why?
- b) Are there any other stations between which you feel direct services should be provided?
Why?
- c) At which locations should connections between different services be improved?
Why?

RESPONSE TO QUESTION 8

We are concerned that this question should be asked at all, and fear that it is symptomatic of an underlying assumption that the only train journeys that matter are those that begin or end in London. We do hope that we are misunderstanding the thinking of the Department for Transport.

As we have said in response to Question 5, there are important traffic flows in this franchise between Exeter and Plymouth, Torbay and Plymouth, Exeter and Torbay and between Plymouth and Penzance.

An important route that affects those living in the area covered by this franchise is Plymouth to Portsmouth; not many years ago there were direct trains but now it is a difficult journey with poor connections. This route would pass through Southampton and could be extended to Brighton.

A particular concern is the speculation that Exeter St David's should be declared a hub, with the implication that those travelling from Bristol, the Midlands and the North should be prepared to change trains there to continue their journeys to Torbay, Plymouth, Penzance and stations along the way. Worse still, if it were to become established, we fear that many more trains from London would terminate at Exeter. This would deter many people from travelling by train at all. It could also be a disincentive for people to visit the south west at all and so damage the local economy. We hope that it will be disallowed by the terms of this and other franchises.

CONSULTATION QUESTION 9:

What additional seasonal train services do you consider to be particularly important to retain or improve in the next franchise?
Why?

RESPONSE TO QUESTION 9

The economy of the south west is largely dependent on tourism and so is seasonal in nature, and also includes special events. This means that there are times when the trains are impossibly crowded.

We are therefore asking that, in setting up this franchise, the Department for Transport should take into account the need for a sufficient pool of trains to allow for these eventualities.

CONSULTATION QUESTION 10

What other train service enhancements do you believe should be considered for inclusion in the next franchise?
Why?

RESPONSE TO QUESTION 10

We have no response to make to this question.

CONSULTATION QUESTION 11

If you are a freight operator or represent the freight industry, please set out your expectations of likely future demand for freight capacity across the routes served by the franchise.

RESPONSE TO QUESTION 11

We are not a freight operator.

CONSULTATION QUESTION 12

- a) What do you think are the main priorities that we should seek to address in relation to rolling stock?
- b) Are there any routes which do not currently have First Class accommodation where you think it should be provided?
- c) Should the franchisee provide specific services and facilities for a) business travellers or b) families travelling with children or c) other passengers?
- d) If yes, please provide more information on what you think should be provided
- e) What benefits or disadvantages do you think innovative technologies for rolling stock, e.g. hydrogen or battery power, could bring?
- f) Are there any routes which would be particularly suitable for these types of innovative technology?

RESPONSE TO QUESTION 12

There are several independent parts to this question.

What do you think are the main priorities that we should seek to address in relation to rolling stock?

This response is based on the assumption that the “we” in the question refers to the Department for Transport rather than the franchisee. We believe that at the moment demand on many local services in the south west is suppressed by lack of trains and inadequate accommodation on those that do run. So we would urge the Department for Transport to make substantially more rolling stock available to the new franchisee.

The rolling stock provided for services west of Exeter must be able to run along the Dawlish sea wall during stormy weather and during spring tides. This is not currently the case with the Voyagers that have been assigned to CrossCountry by the Department for Transport. Between October 2016 and March 2017, there were fourteen days where Cross Country trains incurred cancellations and six of those days occurred in February 2017. We do not know whether the new Hitachi trains will prove to be any better and we recommend that a contingency plan is in place should they too prove to be vulnerable to adverse weather. This could involve the use of HSTs which have a proven record of reliability on this section.

Are there any routes which do not currently have First Class accommodation where you think it should be provided?

No.

Should the franchisee provide specific services and facilities for a) business travellers or b) families travelling with children or c) other passengers?

We doubt very much whether it would be possible to restrict certain trains to particular categories of customers, or indeed that it would be desirable to do so, given the conflict that would be produced when someone tried to embark on the wrong sort of train.

At present the quiet coaches are largely used by business passengers and this works well provided that the reservation system does not give seats in them to others, particularly children. It might well be viable to include an intelligent booking system in the franchise.

It must also be said that on the present main line trains there are inadequate tables for all types of users, be they professional or business people needing to use their laptops or children wanting to play games or draw and colour.

If yes, please provide more information on what you think should be provided

The reservation system could allocate families and school parties to particular coaches.

What benefits or disadvantages do you think innovative technologies for rolling stock, e.g. hydrogen or battery power, could bring?

We will be surprised if this turns out to be relevant to this franchise.

Are there any routes which would be particularly suitable for these types of innovative technology?

We are not aware that any such routes are covered by this franchise. However, it is possible that some of the branch lines covered by this franchise could be suitable for use as test beds.

CONSULTATION QUESTION 13

- a) Which stations do you think should be a priority for improving accessibility?
- b) Why?
- c) What other improvements could help to make rail services easier to access and use for all passengers?

RESPONSE TO QUESTION 13

The wording of this question is ambiguous.

On the one hand it can be taken to mean "Which stations are hard to get to?" In that case our own station of Totnes would benefit from improved road access and, particularly, egress.

On the other hand the question could be about disabled people. Its position within the consultation document suggests that this is the intended meaning. There are many stations in Devon and Cornwall where it is not possible for those in wheelchairs to cross from one side to the other.

However, there are also others where access has recently been provided by Network Rail and insufficient attention has been paid to the stations' appearance and heritage, with unnecessarily ugly structures imposed on fine historic stations. Consequently we recommend that the consultation on such new bridges should be more broadly based and that planning permission should be required from the local authorities.

CONSULTATION QUESTION 14

- a) Do you think these are the right priorities for stations in the new franchise?
- b) Which priorities would you change, or add, and why?
- c) At which stations do you think the co-ordination between transport modes could be improved?
- d) How do you believe these areas could be improved, e.g. through time tabling connections or through physical work at the location?
- e) What do you believe are examples of best practice that could be relevant to/for stations on the Great Western franchise network?

RESPONSE TO QUESTION 14

There are several parts to this question.

Do you think these are the right priorities for stations in the new franchise?

Our responses to the listed priorities are as follows.

Improving station facilities

Many stations in the franchise, including our own at Totnes, already have adequate facilities. So, while there is always room for improvement, this could be a lower priority for the franchise than improving the service.

Improving car and cycle parking

Both of these are important. It is predictable that the overall lack of car parking space will limit the growth of passenger numbers; this is certainly the case at Totnes.

We would like a change in the method of charging for parking to be a requirement of the new franchise. The present fixed charge is very unsatisfactory as it discriminates against local users. The charge of £5.20 at Totnes station can more than double the cost of taking the train to Newton Abbot for the day; the increase is 113% for someone who takes an off peak day return. By contrast it adds just 5.5% to the cost of a super off peak day return to London Paddington. It would be much better if, when parking is required, a suitable additional charge is incorporated into the price of the rail ticket and a parking ticket to display in the car is issued at the same time. This would have the considerable added advantage that it would stop non-rail-users from using station car parks.

A greater provision of electric car charging points

As more people change to electric and hybrid cars, having car charging points in station car parks could be very attractive to rail users.

Improving access for pedestrians and cyclists, with clear direction signs and safe, well-lit routes

We do not know stations where cycle and pedestrian access is problematic. If other respondents identify them, it is obviously important that the situation be addressed.

Improving accessibility, physical interchange and co-ordination between rail services and other modes of transport

At Totnes, as at many other stations on the main line, interchange with bus services is very desirable. However, it can only work if the trains arrive on time. Consequently, the present level of unreliability militates against such co-ordination.

Working with local communities to bring disused station buildings back into community use, e.g. as cafes or community hubs

Although this is happening at Totnes, it is through local action rather than the franchise.

Co-operating with local authority schemes for station improvements and redevelopment of the areas surrounding stations

In our view this is a reasonable request to make of the franchisee.

Which priorities would you change, or add, and why?

Our priorities have been given in our response to part (a) of this question above.

At which stations do you think the co-ordination between transport modes could be improved?

As explained above, an essential priority is to improve the time keeping of the trains. Until this happens better co-ordination between transport modes is unlikely to happen.

How do you believe these areas could be improved, e.g. through time tabling connections or through physical work at the location?

Like much else on the part of the railway that will come under this franchise, improvements in these areas are dependent on realistic investment from the Department for Transport.

What do you believe are examples of best practice that could be relevant to for/stations on the Great Western franchise network?

Examples at Totnes station are the provision of a covered bicycle parking stand and the provision of a well-thought out set of signs at the station.

CONSULTATION QUESTION 15

a) Do you agree or disagree with these priorities for i) fares and ii) ticketing?

- Agree
- Disagree

Which priorities would you change or add, and why?

b) What changes to the fares structure could be of benefit to you?

RESPONSE TO QUESTION 15

In this response we consider the list of priorities in the consultation document, which states that the specification could encourage or require the franchisee to meet them below.

Develop and promote the use of smart cards, contactless payment cards and mobile ticketing, and the range of tickets available by these means

We can see smart cards and contactless payment being popular on the relatively inexpensive local services and so relevant to that aspect of this franchise; by contrast we are doubtful about their use on main line services because the tickets tend to be more expensive.

Develop a wider range of tickets integrated with local buses and other modes, including co-operation with local authority smart card schemes

We support this requirement.

Provide more ticket vending machines and ensure that these will offer the full range of fares available, in particular making these easier to use and making it easy to understand which is the most appropriate fare for the journey being made

We strongly support this requirement.

Address any anomalies in current fares arrangements, e.g. where fares on some routes might, for historical reasons, be being set by an operator who does not operate those routes, or are based on historical splits between different service groups

This requirement does meet the needs of the situation. The fare structure is very complicated and as a result is distrusted by many people. The essential requirement is for a much simpler central fare structure and it is not addressed here. We would like to see a much stronger requirement and across all the franchises.

Promote a wider range of local tourist attractions, e.g. through joint marketing and joint ticketing arrangements

We support this requirement.

CONSULTATION QUESTION 16

What more do you feel that the franchisee could be doing to help the Community Rail sector increase its contribution to society and the railway, for example in harnessing local community relations and outreach into the community?

RESPONSE TO QUESTION 16

The present franchisee does much to promote Community Rail where it is applicable but this does not impact directly on Totnes station. We support the inclusion of this in the franchise.

CONSULTATION QUESTION 17

What more should the franchise do to invest in the workforce and wider industry skills?

RESPONSE TO QUESTION 17

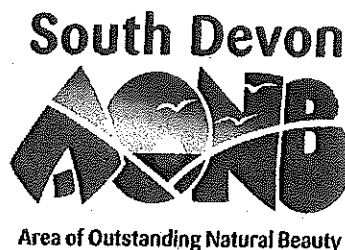
The present franchisee ensures that staff are well trained in routine tasks so that they know how to handle common situations and interact well with the travelling public on a day to day basis. However, we feel that more training could be given in how to handle situations where something has gone badly wrong.

CONSULTATION QUESTION 18

- a) Are there any other priorities you would wish to see addressed?
- b) Which of the priorities identified in Chapter 4 do you think should be pursued most urgently in the period between 2020 and 2022?
- c) What initiatives not currently offered can, in your opinion, be provided through improved technology to meet the changing requirements of passengers?
- d) In what ways do you think that the franchise could promote equality of opportunity for people with:
 - disabilities?
 - other protected characteristics within the meaning of the Equality Act 2010?
- e) Do you have any other comments?

RESPONSE TO QUESTION 18

As we have indicated throughout this response, we would like to see the Department for Transport and successive governments recognising that badly needed improvements in the rail service in our region will not take place without greater commitment on their part. Until that happens, we fear that much of what is written in the consultation can be no more than wishful thinking, whichever company is awarded the franchise.



The South Devon AONB Unit,
Follaton House,
Plymouth Road, Totnes,
Devon. TQ9 5NE
T: 01803 861384
E: enquiries@southdevonaonb.org.uk

Date: 02 February 2018

Dear Mrs C Marltan,

South Devon AONB Management Plan Review

The Management Plan for the South Devon Area of Outstanding Natural Beauty (AONB) protected landscape is being reviewed to develop a revised plan for 2019-24. The review is an opportunity to hear what local people think to help us address the right areas and get our priorities right.

Most of us are passionate about the South Devon AONB and care deeply about its future. We want grass-roots people to get involved. I would be very grateful if you could help promote our work by distributing the enclosed fliers to Parish Council members. We hope that they will help us by displaying on suitable notice boards and in local venues.

I would also appreciate it if five Parish Council members could complete the enclosed survey. It should take only few minutes to complete the form which should be returned to the AONB unit in the pre-paid envelope provided.

This consultation is an opportunity to put forward views to be considered in preparing the Draft South Devon AONB Management Plan 2019-24. Every response will be gratefully received by the AONB unit, thank you.

Kind regards,

Val Mercer

Val Mercer

Slapton Parish Councillor

Parish Council representative, South Devon AONB Partnership

We are in the process of reviewing the South Devon AONB management plan. To help us write the next one for 2019-24 we would like to hear how you, as a Parish Council member use the Management Plan or other materials produced by the AONB Partnership.

Please take 5 minutes to fill in this quick and easy survey IN CAPITAL LETTERS and then return your copies in the pre-paid envelope. Thank-you!

Which Parish do you represent?	
--------------------------------	--

Do you use any of the following documents in your role as a Parish Council member?		
	✓	What do you use it for?
South Devon AONB Management Plan		
Planning for the South Devon AONB Guidance document		
AONB website		
Other		

Do you feel that the AONB as a nationally important protected landscape is....	
In good condition	
Well known	
Well understood	
Fit for purpose	

PTO

What do you think are the main challenges facing the South Devon AONB protected landscape over the next 5 years?

Over the next 5 years, what do you think are the top priorities for the South Devon AONB Partnership Committee and Staff Unit to consider?

Are there any specific topics, issues, or geographic areas that you would like to highlight?

Community of Practice: Assets
 Please ask for: Jane Hoff
 E-Mail: jane.hoff@swdevon.gov.uk
 Telephone No: (01803) 861219 (Direct line)

Your Ref:
 Our Ref: Assets/CE/2018
 Date: 31st January 2018

Dear Councillor

Please note that permission has been sought by – **Outdoor Swimming Society**

to hold the following event - **OSS River Dart 10K Swim**

activities proposed – swimmers enter the water from a slipway adjacent to Longmarsh greenspace, swimming to Dittisham. The greenspace will be used to register swimmers, the safety brief, and entering the water. Marquees will be erected to accommodate registration desks. A PA system will be used to give the safety briefing. Coffee van on site.

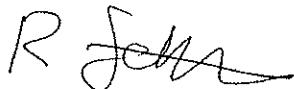
on – 14th – 16th September 2018, from 4.30pm on 14th until 2pm on 16th

at – Longmarsh greenspace and car park

If you have any objections, or know of anyone who may have objections to the above, would you please notify this office as soon as possible. In the first instance please contact Jane Hoff on 01803 861219 or at jane.hoff@swdevon.gov.uk

If we do not hear from you, we will assume you have no objections.

Yours sincerely



Rob Sekula
Specialist - Assets

c. c Totnes Town Council
 Guy Pedrick - Estates
 Grounds Maintenance – Mark Capper
 admin@dartharbour.org

