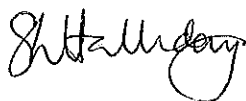


**AGENDA FOR THE PLANNING COMMITTEE
THURSDAY 19TH SEPTEMBER 2019 AT THE GUILDHALL TOTNES**

You are hereby SUMMONED to attend the Planning and Place Meeting, which is to be held in the Guildhall, Totnes on **Thursday 19th September 2019 at 10am** 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 update on any matters arising from the minutes of 19 th August 2019. (Note: already agreed through September 2019 Full Council.)	Document enclosed.
3	To make recommendations on the following tree works orders: 3a.) 2728/19/TPO – T1: Lime – dead wood removal (exempt). T2: Horse Chestnut – lateral reduction by up to 1m on west side, branches encroaching adjacent dwellings. Redhills, Jubilee Road, Totnes, TQ9 5BP. 3b) 2780/19/TCA – T1: Cherry – Fell due to crown condition, excessive deadwood and one dead co-dominant stem; T2: Ash – Dismantle and fell due to structural condition, major decay and growing over neighbours property; G3 Cypress – Dismantle and fell as trees are of low amenity value and have outgrown space. Replant with birch, yew and magnolia. 4 Seymour Villas, Pathfields, Totnes, TQ9 5QR.	Applications available on the SHDC website – www.southhams.gov.uk
4	To make recommendations on the following planning applications: 4a) 2665/19/LBC – Listed Building Consent for proposed replacement of existing Velux window with new unit (same size), and addition of second identical Velux window to the rear roof of the building. 44A Fore Street, Totnes, TQ9 5RP. 4b) 2651/19/FUL – Retrospective change of use of residential flat above shop to ancillary shop accommodation. 99 High Street, Totnes, TQ9 5PF. 4c) 2508/19/HHO – Householder application for alteration and extension to dwelling to provide additional living accommodation. 1 North Castle Mews, North Street, Totnes, TQ9 5NQ. 4d) 2496/19/FUL – Erection of 3 light industrial units. Kingsfisher Print and Design, Wills Road, Totnes, TQ9 5XN.	Applications available on the SHDC website – www.southhams.gov.uk

	4e) 2697/19/VAR – Variation of condition 2 (approved plans) of planning consent 3672/18/FUL (erection of dwelling). 47 Westonfields, Bridgetown, Totnes, TQ9 5QX.	
<u>NOTE: Cllr JH observes and does not vote on any applications which would potentially be discussed at a Development Management Committee meeting at SHDC.</u>		
5	To consider Councillor comments on the draft Totnes Town Council Transport Policy and Strategy and make a recommendation to Full Council.	Document enclosed.
6	To consider the Ministry of Housing, Communities and Local Government and Department of Digital, Culture, Media and Sport consultation on the "Proposed reforms to permitted development rights to support the deployment of 5G and extend mobile coverage" (date for responses is 4 th November 2019).	Document enclosed.
7	To consider extending the Conservation Area.	Document enclosed.
8	To note the date of the next meeting of the Planning Committee – Thursday 19th September 2019 at 10.00am.	



Sara Halliday
Committee and Cemetery Administrator

Future meetings agenda items:

- To consider the structural safety of buildings in Fore Street and High Street. (Oct)

Committee Membership (quorum is 3 members):

- Cllr Allen (Chair)
- Cllr Hendriksen
- Cllr Hodgson
- Cllr Luker
- Cllr Paine
- Cllr Simms
- Cllr Trow



Item 2

**MINUTES OF THE PLANNING COMMITTEE
MONDAY 19TH AUGUST 2019 AT THE GUILDHALL TOTNES**

Present: Councillors G Allen (Chair), J Hodgson, C Luker, P Paine and A Simms.

Apologies: Cllr R Hendriksen.

Not Present: Cllr V Trow.

In Attendance: five members of the public and Sara Halliday (Committee and Cemetery Administrator).

No	Subject	Comments
1	To receive apologies and to confirm that any absence has the approval of the Council.	It was resolved to accept the apologies.
	<i>The Committee will adjourn for the following items:</i>	
2	To note the proposed redevelopment of the former Budgens Store, Station Road, Totnes to form retirement living accommodation.	<p>It was AGREED to bring item 8 forward given the public interest in this specific item. Standing orders were suspended to enable members of the public to speak.</p> <p>Two members of the public spoke about the Churchill Retirement Living purchase of this site and raised issues including: the owner's presumption that planning approval would be granted; the proposed development not being in the interest of the town; concern about the loss of retail space in the town; whether part of the land could be sold on and used for affordable housing; the lack of early community engagement about the development which is contrary to National Planning Policy Framework guidance; and the importance of having an independent community consultation, not one led by the developer.</p> <p>To RECOMMEND to Full Council that Totnes Town Council:</p> <ul style="list-style-type: none"> • Writes to South Hams District Council to see what informal discussions they have had with Churchill Retirement Living over plans for the site; • Holds a community consultation event about the redevelopment of the site; and if approved • Invites South Hams District Council and a Devon County Archaeologist to attend the community consultation event and notifies Churchill Retirement Living of the date for the event.
	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 issues raised.
	<i>The Committee will convene to consider the following items:</i>	

3	<p>To update on any matters arising from the minutes of 18th July 2019.</p>	<p>Item 2 – The Totnes Town Council Website and Facebook pages were updated with information on how to recommend a tree for a tree preservation order on 2nd August 2019.</p> <p>Item 5 – A meeting to discuss the draft Totnes Transport Policy and Strategy has been arranged for 3pm on Thursday 5th September 2019 in the Guildhall.</p> <p>Item 6 – Devon County Council Education Department has been contacted and the response circulated to all Councillors. The demolition of the old arts building has been agreed by the KEVICC principal and leadership team. The building's removal is a final part of the £1m plus investment in the refurbishment of existing science facilities, which was put forward by the College Principal.</p> <p>Item 7 – the Totnes Community Development Society has been emailed and a reply is awaited.</p>
4	<p>To make recommendations on the following tree works order:</p> <p>4a) 2267/19/TPO – T1: Ash – Fell as no longer safe. Land adjacent to 56 Denys Road, Totnes, TQ9 5TL.</p>	<p>Support. The Committee would request that a native tree is planted as a replacement, preferably an ash.</p> <p>It was AGREED that it would be useful if the tree warden comments could include a reason for their advice.</p> <p>To RECOMMEND to Full Council that the Totnes Town Council website contains information of how the public can report unsafe trees to Devon Highways or the Town Council and include a link to Devon County Council advice on ash dieback.</p>
5	<p>To make recommendations on the following planning applications:</p> <p>5a) 2258/19/HHO – Householder application for first floor side extension. 10 Sparrow Road, Totnes, TQ9 5PR.</p> <p>5b) 1896/19/FUL – Erection of single storey extension and associated alterations. Friends Meeting House, Ticklemore Street, Totnes, TQ9 5EJ.</p> <p>5c) 2228/19/LBC – Listed building consent for internal alterations and refurbishment. Seymour House, Bridgetown, Totnes, TQ9 5NE.</p> <p>5d) 2224/19/FUL – Alterations and extensions to existing building, including the creation of a new</p>	<p>Support.</p> <p>Support.</p> <p>Support.</p> <p>Support, but the Committee would request wooden framed windows are used in the conservation area.</p>

	<p>window and roof dormers. Stoneleigh, South Street, Totnes, TQ9 5DZ.</p> <p>5e) 2125/19/HHO – Householder application for proposed single storey rear extension and raised deck. 37 Follaton, Plymouth Road, Totnes, TQ9 5ND.</p>	<p>The Committee has concerns about the potential un-neighbourliness of this application in terms of the size of the extension and the potential loss of light to the gardens of neighbouring properties.</p>
<p>NOTE: Cllr JH observes and does not vote on any applications which would potentially be discussed at a Development Management Committee meeting at SHDC.</p>		
6	<p>To consider the public petition brought to Full Council in July against the installation of 5G masts in Totnes.</p>	<p>Standing Orders were suspended to enable members of the public to speak - views were expressed about the origin of some of the information being provided to the Town Council by those presenting the petition and concerns about mis-information.</p> <p>To RECOMMEND to Full Council that Totnes Town Council makes a statement on its website that on the precautionary principle, Totnes Town Council is concerned about potential health risks caused by 5G based on a lack of scientific research into the issue.</p>
7	<p>To consider a request for a name plate for Windeatt Lane off Plymouth Road.</p>	<p>It was AGREED that the Council Officer will approach the member of the public making this request to clarify the exact location of 'Windeatt Lane' and to explain the local authority guidance about using the name where it already exists in the town (Windeatt Square).</p>
8	<p>To consider the condition of 8 Devon Terrace (namely the boarded up windows) as it sits within a conservation zone.</p>	<p>Cllr Simms declared a personal interest.</p> <p>In discussion there was concern about the Town Council being drawn into a domestic dispute.</p> <p>To RECOMMEND to Full Council that Totnes Town Council writes to the owner of 8 Devon Terrace about the visual impact of the boarded windows in a conservation area based on a complaint received from a member of the public.</p>
9	<p>To note planning application 2439/19/PAD Application for prior notification of proposed demolition of industrial building at Crown Graphic, St Peters Quay, Totnes, TQ9 5EW.</p>	<p>Noted. Cllr Paine updated that demolition had started.</p>
10	<p>To note the minutes of the Totnes and District Traffic and Transport Forum held on 26th June 2019.</p>	<p>Noted.</p>
11	<p>To note the following event requests received by SHDC:</p> <p>11a) Totnes Carnival Extravaganza on Sunday 25th August from 11am-3pm, Borough Park.</p>	<p>Noted.</p>
12	<p>To note the date of the next meeting of the Planning Committee – Thursday 19th September 2019 at 10.00am.</p>	<p>Noted.</p> <p>Item for the next agenda: to clarify the status of the community garden behind Baltic Wharf.</p>

ITEM 5 – Draft Totnes Transport Policy and Strategy

At the 18th July Planning Committee it was requested that an extraordinary meeting be held open to all Councillors to consider the draft Totnes Transport Policy and Strategy. Councillors met on 5th September where they went through all the schemes and gave reasons where the proposed schemes wouldn't be practical or where TTC should support and their comments are enclosed in the attached. The Councillors took the approach that the Policy and Strategy needs to include:

- only those schemes in the parish boundary
- remove duplication in schemes
- schemes that are likely to be achievable at some point in time

In the comments column of the attachment, the discussions and recommendations of the Cllr from this 5th September meeting are recorded in red. The black text are the comments from the Totnes and District Traffic and Transport Forum.



Totnes Town Council

Transport Policy and Strategy 2019



- 1 Vision** (What we would like to see happen)
- 2 Introduction and Overview** (Travel needs to be addressed)
- 3 Transport Policy 2019** (Our guiding principles)
 - 3.1 Access For All**
 - 3.2 Sustainability**
 - 3.3 Community Engagement**
- 4 Transport Strategy 2019** (How we plan to make this happen)
 - 4.1 Objectives** (What we plan to do)
 - 4.2 References and relevant transport plans**
- 5 Appendix: Schemes** (Projects that make this happen)
 - 5.1 Maps** (to be included later)

Vision

A resilient town wide transport policy and strategy that will deliver sustainable travel for all users, ensuring safe, healthy streets and a pleasant, prosperous and vibrant town centre.

2. Introduction and Overview

This document is intended to outline Totnes Town Council's position relating to transport in the town and neighbouring parishes.

The principles contained in the Policy and Strategy reflect Totnes Town Council's commitment to improving access to transport with a focus on encouraging the use of sustainable travel wherever possible.

Reference should be made to this Policy and Strategy alongside other planning guidance when considering all future plans and developments in the town. Decisions made should be in keeping with these principles. In particular this information will help inform Devon County Council and South Hams District Council in the context of considering travel schemes submitted for S.106 grant funding which would benefit the Totnes area. Details of current and planned schemes which will implement these principles are found in the Appendix of Transport Schemes.

This Transport Policy and Strategy will be reviewed from time to time. Information on the associated schemes listed in the Appendix and other relevant transport plans will be regularly updated.

This document has been reviewed to include measures to align with the Town Council's Declaration of a Climate Emergency in December 2018 and the subsequent similar declarations by the Government, Devon County Council and South Hams District Council and local Parish Councils in the area.

1. Totnes is situated at the junction of roads linking Torbay and Plymouth (A385), Newton Abbot (A381) and Kingsbridge and the South Hams (A381). More than 60% of traffic on the A385 is through traffic. Planned developments in Torbay, Newton Abbot, Totnes and Dartington, are likely to bring a further increase in traffic. The A385 through Dartington and Totnes is a designated Air Quality Management Area due to levels of pollution. There is no prospect of a bypass in the foreseeable future.
2. Longer-term, we anticipate a reduction in the number of private cars as a consequence of rising oil prices and a shift in the types of transport used. We can anticipate this position (and mitigate the impact of short term traffic increases), by promoting other modes of transport and developing a sustainable travel plan that helps to reduce our dependence on fossil fuels.
3. There is already a national increase in the use of bicycles, which provides both a healthy and a sustainable form of travel. Local development plan documents acknowledge the need to create a fully linked up local cycle path network. This needs to extend to outlying villages.
4. There have been fatal accidents at True Street and on Kingsbridge Hill in recent years. DCC reports a series of minor accidents on High Street / Fore Street, and wishes to reduce the amount of unnecessary traffic travelling through the centre of the town.
5. There has been a long-standing controversy about the presence of cars on High Street / Fore Street. This strategy acknowledges the need for continued access for emergency and delivery vehicles and community transport; the need for easy access for pedestrians, particularly disabled access; the need for adequate parking overall in the town to support trade; and a desire to improve the pedestrian experience in the town centre.
6. Residents' car parking schemes were introduced in various residential areas around the town in 2010, and their impact and efficacy needs to be reviewed on a tri-annual basis.

3. Transport Policy

3.1 ACCESS FOR ALL

We aim to address the travel needs of:

- a. Residents in Totnes and its 15-parish hinterland who depend on the town for provisions, services and employment.
- b. Those with travel needs, who for reasons of age, disability, income or choice do not have access to private transport.
- c. Organisations and companies providing services and deliveries
- d. People who come from a wider area and who contribute to the local economy e.g. visitors.
- e. Those who are simply passing through.

3.2 SUSTAINABILITY

- a. Reduce the use of fossil fuels in meeting transport needs
- b. Reduce the need to travel by motorised vehicle.
- c. Support access for all that covers all primary modes of transport based on a hierarchy of walking and impaired mobility vehicles, cycling (including electric powered), service delivery vehicles, community transport (with disabled access), other public transport (including rail), taxis, private cars (including car clubs and car sharing), and haulage vehicles.
- d. Support and propose sustainable transport schemes, including connecting people to key destinations by walking / cycling links.
- e. Support proposals that improve public and community transport with priority given to access in Totnes and district, then destinations further afield.
- f. Work towards integrated transportation hub systems to provide linked exchange to different ways of travel including Park & Ride / Stride proposals to reduce traffic and the need for parking in Totnes.
- g. Seek comprehensive transport assessments and green travel plans for all significant locations where a large number of individuals will need regular transport.
- h. Encourage and support traffic management measures to reduce car usage, congestion, air pollution and noise and that enhance the environment, improve safety and promote sustainable modes of travel.
- i. Improve the air quality in Totnes Town Centre and surrounding area
- j. Promote the use of rail for freight and passenger transport through cost incentives and lobbying rail companies.
- k. Transport is currently a significant user of fossil fuels and polluter. The town recognises that it needs to meet its commitment to halving its carbon demand by 2030 and be carbon zero by 2050 and will consider the carbon footprint of all its decisions regarding transport schemes.

3.3 COMMUNITY ENGAGEMENT

- a. Consult and engage widely with residents on transport proposals that will affect travel, parking and traffic in and around Totnes.
- b. Work in partnership with community groups that have a transport remit, statutory authorities and other relevant authorities.
- c. Link with Neighbourhood Plans to create and propose implementation of strategic sustainable transport measures

4. Transport Strategy

Totnes has been considered to be the fourth most congested town in Devon. In the context of the existing traffic congestion and the planned developments in and around the town, a strategy for accommodating existing and new journeys is required.

4.1 OBJECTIVES

1. Advocate the implementation of the Totnes Town Council Transport Policy.
2. Draw on the associated Transport strategies developed by Devon County Council (January 2013), The Integrated Cycle Plan for Totnes (March 2012) and Totnes on the Move (November 2012) and align with them wherever possible.
3. Expand local community transport and support the development of Community Taxibus projects to provide sustainable travel to and from communities surrounding Totnes
4. Support plans for transport exchange hubs which support public transport and other sustainable modes.
5. Encourage more walking and cycling in the town and surrounding parishes by promoting and supporting proposals that improve and extend the footpath and cycleway network. As modes of transport that enhance health, community cohesion and are sustainable, they should be made safe, convenient and enjoyable through improvements to existing paths, opening cut-throughs, making space for cycle paths separated from the carriageway, and by connecting quiet roads to the surrounding parishes.
6. Support measures that ensure that through traffic on the A385 and other through roads moves as efficiently and in as safe and healthy a way as possible.
7. Support improvements to the pedestrian experience in High Street/Fore Street.
8. Support our traders, residents and visitors alike with measures to ensure adequate parking and easy access to the town centre.
9. Request Green Travel Plans for schools, major employers, public buildings, and similar large destinations, and require comprehensive transport assessments and Green Travel Plans for all planning developments that are likely to generate significant amounts of travel, or where there may be local traffic problems associated with a planning application.
10. Support *Shared Space*, traffic calming and traffic reduction measures in and around the Town
11. Support the expansion of car clubs and car sharing.
12. The Town Council will consult with residents through its community engagement policy and debate at the Traffic and Transport Forum.
- ~~13. 1. Transport is currently a significant user of fossil fuels and polluter. The town recognises that it needs to meet its commitment to halving its carbon demand by 2030 and be carbon zero by 2050 and will consider the carbon footprint of all its decisions regarding transport schemes.~~

Move point 13 to the sustainability section as this is not an objective, it is a statement.

4.2 References and Relevant Transport Plans

Totnes Town Council Transport Policy and Strategy 2014

Rural Bus Services report Tim Padfield, TOTM paper, August 2013 (Sent to all the fifteen parish councils surrounding Totnes, asking for their views about bus services towards Totnes).

Totnes Transport Strategy, Devon County Council (Jacobs) December 2012 (informed by the TotM process) **Town-wide**

Sustainable Travel Strategy, TOTM Community Board, 12th October, 2012

A Clean Air Strategy and Action for South Hams and West Devon – incorporating the Air Quality Action Plan May 2019 by James Kershaw SHDC's Environmental Health officer.

Defining Sustainable Transport (Paper one), Devon County Council 17/08/11

Cycle Parking Survey and recommendations Fore Street / High Street, (TOTM) 11 July, 2011

Hamilton-Baillie Associates Report on Totnes 'Movement, safety and pedestrian comfort in the town centre' July 2012

Walking Network Enhancements, TOTM paper November 2012 Community Transport

Feasibility Study outline proposal TOTM paper 2012

Integrated Cycle Plan for Totnes, Recommendations for a 21st Century Cycling and Walking network. Eric van der Horst. March 2012

- Cycling: An introduction to the Integrated Cycle Plan TOTM (powerpoint) October 2012
- A3 map showing routes and junction numbers – key to Eric van der Horst's report October 2012
- Signage Appendix for Totnes Report TOTM 2012
- Infrastructure Appendix for Totnes Report TOTM 2012

Totnes Bridge proposal:

- Phase 1 Totnes Bridge Presentation to TT&TF 10/10/12
- Phase 1 Totnes Bridge Presentation to TTC 5/11/12

Totnes Biofuels: Totnes Biofuel Hub & Community Transport Study: A Technical & Financial Analysis 10/10/12

5. Appendix: Proposed Transport Schemes

The following schemes are projects that have been proposed, identified, investigated and prioritised by various local groups in Totnes; this includes Totnes and District Traffic & Transport Forum and the Traffic on the Move Community Board. Each scheme should be assessed to indicate which Town Council Strategic Objective(s) it supports. This list may change as schemes are completed and others put forward.

Columns have been provided to enable prioritisation:

- (i) value in terms of improving air quality (score 1- 5 where 5 is high value)
- (ii) improving quality of life (e.g. health & fitness) (score 1- 5 where 5 is high value)
- (iii) whether funding would be available (indicate source) SHDC Officers will provide this information
- (iv) Comments

A. Schemes previously evaluated and prioritised	Prioritisation / evaluation			
	(i)	(ii)	(iii)	TTC Comments 5 Sep
1. Plymouth Road: A town gateway <ul style="list-style-type: none"> Chicanes (with raised tables & trees) Rumble lines on upper side Speed camera 	1	3		No to rumble strips as noisy for residents. Install vehicle activated speed signs rather than speed camera. Move cemetery bank back to enable pavement to be moved back and road widened at narrowest point.
2. E-bikes: On Street rental Bikes e.g. Plymouth Donkey Bikes located at the Plains, the Station and the Civic Square.	3	4		This needs to be commercial venture, not TTC funded. Funding and security for storage and recharging Need traffic calming in Town Centre
3. Community Transport: Bob the Bus: Promotion and publicity to encourage more passengers, to widen the demographic appeal and further extension of the service.	5	5		Support. TTC should encourage a town tourism/residents information app to be developed. Saturday and commuter type working Sign needed at station App for phone (Uberbus) Route time info improvements
4. Bus Shelter at Shinnars Bridge Roundabout. Dartington Hall Trust to provide a pedestrian access as part of improvements to their shops.	4	5		Delete – outside of TTC parish boundary. Due to be done by DHT
5. Totnes Station Forecourt route-ways into town Ramps. The ramps into Borough Park (by the tennis courts) need signage (on the fence) and making more attractive for pedestrians, and to be linked via an additional pedestrian crossing from the station ? Archway to the park – clear view / needs to be cleaned up and lit	3	4		The signage issue is being looked at by the Public Realm Working Group. Also need road markings

6. Electric Car Charging Points At least 2 multiple Electric Car charging points at Steamer Quay & all these central car parks	5	1		Support. Cllr Luker has contacted Morrisons and chargers are planned for 2020 (no exact date). Needs to be planned for Eg Morrisons – TC could write to them.
7. Ashburton Road between Redworth junction and Dartington Lane Widen footway along Ashburton Road between Redworth junction and Dartington Lane for shared pedestrian/cycle use (partly completed). For improved access to KEVICC, Station, and the 'Red Carpet' route.	5	5		Delete the tree boulevard as there is no space to accommodate.
8. Bridgetown 'Chicken Run' Bridgetown 'Chicken Run'. Provide ramps to bypass the seven sets of steps, for scooter/cycle use, along this popular walking route for all of Bridgetown. A further link to the riverside at Steamer Quay to be considered. Any lighting requirement would need to be low lux to avoid adverse impacts on wildlife (incl. EU protected species of bats). (Bridgetown Alive! Are currently anxious to support this)	5	5	5 106	Investigate photosensitive surfacing as an alternative to lighting. See https://www.youtube.com/watch?v=nX9wqQMLyOo Starpath
9. Totnes Rail Pedestrian and Cycle Path Underpass Route from rail station under Station Road bridge to Castle Street and with an extension through to Lower Collins Road. Initial discussions with Network Rail have been positive, but would need to await their programme of relocation of signal boxes (estimated 2021/2). Requires works to connect to both Castle Street and Collins Road.	5	5		Support Need to consider the pedestrian access on Castle St – surface treatment might help.
10. Coronation Road Improved cycle and pedestrian crossing at the entrance to Morrisons supermarket.	4	4		Reject – current provision is adequate Morrisons to pay? need to identify owner open up vegetation/trim
11. Western Bypass at Cistern Street Move the bus stop closer to the junction with Plymouth Road (possibly to where the seat is just to the south of the junction). This would also benefit from a traffic island at the bottom of Harper's Hill to assist pedestrians.	3	3		No to moving the bus stop closer to the junction. Needs a refuge to slow traffic (anyway) & means moving the bus stop Space for a layby -
12. Western Bypass at junction with Plymouth Road Provide formal pedestrian crossing facility as part of traffic lights on north side of junction, to connect with walking route from Paige Adams Road. PRIORITY PROJECT	5	5	5	Support Need to consider pedestrian routes further in

13. Coronation Road at Seven Stars Hotel At next maintenance opportunity, remove short section of painted cycle lane. It is too narrow, encourages cyclists to ride too close to the footway and drivers can squeeze cyclists.	1	2		Support
14. The Lamb & Leechwell Street <ul style="list-style-type: none"> • Pedestrian crossing at the junction of the Lamb with Leechwell Street needed. • Leechwell Street, northern end, at the crossing point, requires a connecting ramp up to The Lamb. This would make a walk/cycle connection to the allotments and to the Toll House shared use path towards Ashprington and Harbertonford.	4 2	4 4		Reject. There is a pavement along the <u>Western By-pass</u> or the <u>quitter Leechwell Street/Kingsbridge Hill route</u> can be used.
15. Langridge Cross (SX 787582) Provide two bus stops. This is the nearest main road junction to Harberton village; the X81 service – much more frequent than the village service – could stop here (so avoiding some of the current car use)	4	4		<u>Delete – outside of TTC parish boundary</u> Request stop

B. Larger and Longer-Term Schemes	(i)	(ii)	(iii)	Comments
1. Totnes to Littlehempston Cycle / Pedestrian Path PRIORITY PROJECT There is a long term, substantial public campaign for this the most direct route to close the severance in NCN2 between Totnes and Newton Abbot. It is supported by all the County Councillors on the route and Totnes' and other MPs. It has been considered by the Minister, who has written to the South Devon Railway requesting them to make progress. It was the subject of evidence given to the recent All Party Parliamentary Cycling Group Enquiry, and mentioned at length in the Parliamentary Debate on the subsequent Report. Currently active proposal with South Hams HATOC	5	5		<u>Support</u> Alternative route available. (maps etc to be brought to next T&DTTF mtg, being dealt with by the cycling people)
2. Plymouth Road, east of Follaton Cross Provide a footway on north side of the road. The residents of the north side at Follaton Oak have no pavement from Follaton Cross on either side for 200m and for a further 200m only on the south side, with no crossing point. Green Travel Coordination work recently carried out identified this as a priority.	5	5		<u>Reject. Impractical as it would involve compulsory purchase of resident's front gardens.</u> Very important – 'what price life?'
3. Footpath between Totnes Bridge and Brutus Bridge. Needs to include an access ramp down from Totnes Bridge.	2	3		<u>Good aspiration but practical challenges to installing a ramp.</u>
4. Seven Stars Roundabout and The Plains - Redesign on shared space principles. Pedestrian crossings needed on each limb coming off of the roundabout (i.e. not just let downs in the pavement) except Lower Fore Street	3	3		<u>Support as part of wider shared space objectives, which is supported by Totnes Chamber of Commerce. Remove reference to pedestrian crossings as you don't have them in shared space.</u> = gateway to shared space in High St
5. Totnes to Steiner School cycle route <ul style="list-style-type: none"> Continue Totnes to Steiner School cycle route to Buckfastleigh. 30mph on main road to be extended to include the entrance to the school at Hood, Dartington (and possibly have 20mph lights at school arrival & departure times) 	3 3	2 4		<u>Delete – outside of TTC parish boundary</u>
6. New junction layout at junction of St Katherine's Way and New Walk. There is now considerable new housing at Baltic Wharf, from which New Walk leads directly to The Plains and the bottom of town. A layout to encourage walking/cycling could reduce congestion in this area.	1	3		<u>Need a layby/drop-off on New Walk to support the new location of St Katherine's surgery.</u> Road surface assists pedestrianisation
7. New pedestrian / cycle Bridge over the river Dart, south of the existing Totnes Bridge. Attempts to reallocate space on Totnes Bridge were unsuccessful, need to determine if a new (non-vehicular) bridge is feasible. It would connect Bridgetown and Totnes & link through to Chicken run.	3	3		<u>Reject - public opposition to the idea at the public consultation in Summer 2017.</u> Difficult. Maybe a pedestrian route on side of old bridge – need drawings

8. Redworth Junction Replacement of traffic lights with roundabout with segregated cycle and pedestrian lanes and crossings.	5	4		Reject – safety needs to be paramount for children getting to school and traffic lights provide this more than a roundabout. Trees planting in this area (e.g of this working - video of roundabout in Holland)
9. Park and Change transport hubs investigated and implemented. Including ATMOS, Follaton, A381 Newton Abbot Road). These would include cycle parking and electric vehicle charging points	5	3		Support, but remove SWW location (security implications), need a location closer to the A38. Look at utilizing KEVICC Grounds during school holidays (and income for them)
10. Cycle Network improvements (need to list)	4	4		Support Also for electric bike routes and charging facilities.
11. Travel Planning via Travel Partnership and Green Travel Coordinator (Specific funded role) to support change of travel behaviour with new residents. Current ongoing discussions.	5	5	5	Reject - needs to be part of planning conditions and enforced. Needs on going discussion
12. School Green Travel Plans Templates and support for each school. Implementation plans would also be needed.	5	5		Reject – schools have their own schemes.
13. Motorcycle Parking Survey to assess need required in first instance	3	4		Reject – motorcycle parking is available in the town. 10% shift from cars to 2 wheels will reduce congestion by 40%
14. Other possible schemes: <ul style="list-style-type: none"> Stoke Gabriel cycle & footpath – using Fleet Lane Sharpham path Bidwell Brook Cycle path – Keep in contact with Dartington PC re funding/ (? option for S106 monies from Sawmills Field developments)	5	5		Delete – outside of TTC parish boundary Maybe consider Dartmouth to Totnes and Torquay to Totnes riverside links

C. ADDITIONAL PROPOSED SCHEMES 2019	(i)	(ii)	(iii)	Comments
1. Shared Space Measures implemented (in phases) In Lower Fore St, Fore St, High St and the Narrows, Totnes. Community engagement process involved to include more planting in tubs & benches etc	5	5		<u>Support</u>
2. 20mph speed limit zones in all town and village centres (including arterial routes that traverse these centres) where this measure has been sought by the local Parish Councils &/or Neighbourhood Plan Groups. (and A385)	4	5		<u>Support</u> Increased capacity for all users. Avoid stop start. Enforcement issue
3. Limit to size and weight of HGV vehicles accessing Totnes Town Centre: Would require a vehicle/goods redistribution/storage location to be identified.	3	4		<u>Reject – unrealistic if you want to sustain a vibrant Town Centre. Insurance and additional cost issues.</u> Should be 7.5t max. (nb yard for sale in Totnes industrial estate £495K would help with this)
4. Access restrictions options and alternative delivery options for Town Centre To be investigated.	3	4		<u>Reject – for reasons set out in C3.</u> Logistics issue
5. Rainbow Pedestrian Crossing in Totnes – current proposal as part of Civic Square redesign.				<u>Support – solution for Market Square redevelopment</u> Non road – Civic Square
6. Extend Air Quality monitoring on A385 to Huxhams Cross, Dartington.	5	3		<u>Delete – outside of TTC parish boundary</u> <u>Need better measuring kit. To give 5 min dynamic updates</u>
7. New signage from top of Kingsbridge Hill cycle path to Harbertonford village to direct cyclists to use rural back route.	3	3		<u>Public Realm Working Group to consider</u>
8. Replace (previously removed) Cycle Parking hoops in Civic Square.	2	2		<u>Support</u> <u>Civic square scheme</u>
9. Additional Cycle Parking hoops on The Plains .				<u>Support</u> <u>Scheduled for March '19</u>
10. New Pedestrian Crossing on Plymouth Road at Follaton leading out from footpath on South side. (where footpath runs Out), with chicanes on uphill side	3	3		<u>Safety concerns about having a crossing where the road dips.</u>
11. Green Travel Plans for Totnes Town and surrounding parishes				<u>To be incorporated in Neighbourhood Plans where applicable</u>

<p>12. Pedestrian Safety measures in Dartington :</p> <ul style="list-style-type: none"> • Pedestrian crossing across A384 with traffic calming from Post Office to Public Footpath / Recreational field – funding currently being sought (under SH HATOC) • Improvements to Origins Roundabout (to reduce traffic speeds & improve visual impact): Parish Council to look into this • Quiet Lane designation and measures at Cott Road (to Barracks Hill) and roads adjacent to Beacon Park. (Still under discussion) • Pedestrian Crossing on A385 at Huxhams Cross (for safe link to bus stop) 	5	5		<p><u>Delete – outside of TTC parish boundary</u></p> <p>currently under investigation by local PC with DCC</p>
<p>13. Replacement of Green Travel Vouchers on new housing developments</p> <p>With investments in Community Bus services being required for all new developments over 20 new homes. (analysis has shown <25% voluntary opt in /take up). Also a community outreach and menu approach to evaluate preferences should be used for all such schemes</p>	5	5		<p><u>Support</u></p>
<p>14. On street Bike Rental Scheme on the Plains and at the Station</p> <p>(e.g. Donkey Bikes in Plymouth – not exclusive, e.g. Yellow Bikes too) PRIORITY</p>	3	3		<p><u>Remove – duplication of A2.</u></p> <p>Present bikes too heavy and costly</p>
<p>15. Extension of Access only to Kingsbridge Hill to reduce 'rat run' that is dangerous for pedestrians.</p>	2	2		<p><u>Reject – as this will be unenforceable.</u></p> <p>(Quiet Lane / 20mph virtual pavements could be applied</p>
<p>16. 20mph speed limit continuous zones</p> <p>Throughout Totnes Town centre and all residential areas and village centres in neighbouring parishes (DCC Speed limits task group investigating).</p>				<p><u>Remove – duplication of C2.</u></p> <p><u>Link with other similar schemes</u></p>
<p>17. Access for All Footpath to the Station</p> <p>Direct from existing footpath through the KEVICCs sportsfield, via Weirfields/Ashburton Road (currently a fence obstructs this route – near ATMOS temp building). A Boardwalk might help.</p>	5	5		<p><u>Support</u></p>
<p>18. Link the Station to Babbage Road</p> <p>Open up a bus (only) route from bus turning area through into Babbage Road. This bus route would avoid the need for turning circle (thus providing 20 more parking spaces – which could be made 2 tier at that location) and provide public transport services to the Industrial estate as the busses would come back through Babbage Road and re-enter A385 at Coronation Road roundabout.</p>	5	5		<p><u>Support</u></p> <p><u>Need to get network rail to engage – are ready!</u></p>

19. Relocate large delivery vehicles creating congestion at Travis Perkins. Negotiate with Western Power to use their access (ramp) route west of T-P entrance to bring delivery vehicles down to enter yard at the rear of T-P, and exit only at the main entrance. Thereby creating more space for them to queue off-road and avoid potentially dangerous manoeuvres in the main road.	4	4	Support
20. Replace Static Air Quality monitors with dynamic monitors. These are more accurate and flexible.	5	5	See Climate Emergency Working Group plans for mobile monitors.
21. Changes to Roundabout at Coronation Road from Babbage Road. Create three lanes to enter roundabout to avoid congestion.	5	5	Reject – the congestion is a peak hours issue only.
22. E-Bikes to be run by Town Council. 20 such bikes could provide a good financial return for TC (would need employee). (Bikes with an GPS tracker, with 30miles battery assisted travel, and run off an app cost about £1,000 each – c.f £4,500 for Boris Bikes). They could link Steamer Quay, the Plains, Shimmers Bridge, the Rotherfold, Bridgetown etc. Additional bicycle parking would be needed in these - and other - locations.	5	5	Reject – this is best left to commercial operators to provide.
23. Fuel Cell Buses encouraged. (OLAF might fund this). Currently 28 seaters. Could link with a methane project (e.g. at SWW on Newton Abbot Road. E.g. Poo Buses in Bristol) Need to link with Bob the Bus for a funding proposal.	5	5	Support – encourage the use of alternative fuels but not to the extent that services could be lost.
24. Parking at Totnes Cemetery Causing problems with safety at both entrances. Needs 1-2 hour waiting restrictions and some double yellow lines.	1	1	Remove – duplication of A1.
25. Emission standards for taxis needed & electric charging at taxi ranks (retrofits) <u>To reduce pollution on streets.</u>	4	3	Support. Liaise with SHDC who are the licensing authority. Increase taxi parking by removing the short term spaces outside the printers on the Plains. SHDC to implement electric taxi only licences in say 3 years. Need to consult with taxi drivers
26. Engage with Tallyho and Country Buses to improve emission standards <u>And reduce air pollution.</u>	5	5	Reject – impractical to monitor if commercial vehicles are passing DfT standards.
27. Additional Pedestrian Crossings in Totnes: <u>at New Walk (near junction with The Plains) at each limb of mini roundabout by Seven Stars (not just metal markers)</u> <u>On Bridgetown Hill within 50-60m west of Blackpost Lane to provide a safe pedestrian link between the bus-stops.</u>	5 5 2	5 5 2	Remove New Walk – duplication of B4 As pre-cursor to shared space Support Bridgetown Hill but it would need to be controlled by traffic lights due to safety concerns.

28. Safety measures sought in Berry Pomeroy: No Right Turn at A385 True St. junction going into road to Berry Pomeroy when coming from Paignton direction (Parish Council request) or traffic signals at junction Extend 30mph speed limit on A385 between Blackpost Lane and east of True street (currently 40mph)	4	4	<p>Delete – outside of TTC parish boundary</p> <p>Under discussion with Cllr Hawkins and Highways officers</p> <p>Alternative route needs passing places (Longcombe Rd) and would impact on the air quality there</p>
29. Pedestrian walkways added to the outside of the road bridge on Station Road, (such that each vehicular lane of the road would become wider and pedestrians would be safer).	5	5	<p>Reject – if Network Rail require a higher bridge, it will be done. Not something TTC can influence. New electric trains to be installed will require roadbridge to be raised/replaced.i.e good opportunity for new cycleways and pedestrian routes to be installed</p>
30. Review of pedestrian routes to see whether they could become (or be improved to enable) upgrade to shared bike and pedestrian routes.			<p>Support</p> <p>A cost effective way to increase bike route links</p>



Ministry of Housing,
Communities &
Local Government



Department for
Digital, Culture,
Media & Sport

Proposed reforms to permitted development rights to support the deployment of 5G and extend mobile coverage

Consultation

OGL

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August 2019

Ministry of Housing, Communities and Local Government
August 2019

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Scope of the consultation

Topic of this consultation:	<p>This consultation seeks views on the principle of amending permitted development rights in England to grant planning permission for mobile infrastructure to support deployment of 5G and extend mobile coverage, particularly in rural areas, and the circumstances in which it would be appropriate. It covers the following areas:</p> <ul style="list-style-type: none"> • Deployment of 5G and extending mobile connectivity; • Proposed planning reforms to support deployment of 5G and extend mobile coverage; • Code Operators and Permitted Development Rights; • The Role of Industry; • Potential changes to the General Permitted Development Order; • Enabling deployment of radio equipment housing on land without prior approval, excluding sites of special scientific interest, to support 5G deployment; • Strengthening existing masts to enable sites to be upgraded for 5G and for mast sharing without prior approval; • Enabling the deployment of building based masts nearer to highways to support deployment of 5G and extend mobile coverage; • Enabling higher masts to deliver better mobile coverage and mast sharing; and • Public Sector Equality Duty.
Scope of this consultation:	<p>The Ministry of Housing, Communities and Local Government and the Department for Digital, Culture, Media & Sport are consulting on the principle of amending permitted development rights to grant planning permission for mobile infrastructure to support deployment of 5G and extend mobile coverage, and the circumstances in which it would be appropriate.</p>
Geographical scope:	These proposals relate to England only.
Impact Assessment:	<p>Impact Assessment is not required.</p> <p>Following this consultation closing on 4 November 2019, the Government will consider the replies and issue a response. Subject to the outcome of this consultation, we anticipate undertaking a further consultation on our detailed proposals, which would be accompanied by an Impact Assessment, if required.</p>

About this consultation

This consultation document and consultation process have been planned to adhere to the Consultation Principles issued by the Cabinet Office.

Representative groups are asked to give a summary of the people and organisations they represent, and where relevant, who else they have consulted in reaching their conclusions when they respond.

Information provided in response to this consultation, including personal data, may be published or disclosed in accordance with the access to information regimes (these are primarily the Freedom of Information Act 2000 (FOIA), the Data Protection Act 2018 and the Environmental Information Regulations 2004).

If you want the information that you provide to be treated as confidential, please be aware that, as a public authority, the Ministry of Housing, Communities and Local Government and the Department for Digital, Culture, Media & Sport are bound by the FOIA and may therefore be obliged to disclose all or some of the information you provide. In view of this it would be helpful if you could explain to us why you regard the information you have provided as confidential. If we receive a request for disclosure of the information, we will take full account of your explanation, but we cannot give an assurance that confidentiality can be maintained in all circumstances. An automatic confidentiality disclaimer generated by your IT system will not, of itself, be regarded as binding on the Departments.

The Ministry of Housing, Communities and Local Government and the Department for Digital, Culture, Media & Sport will process your personal data in accordance with the law and in the majority of circumstances this will mean that your personal data will not be disclosed to third parties. A full privacy notice is included at Annex A.

Your opinions are valuable to us. Thank you for taking the time to read this document and respond.

Are you satisfied that this consultation has followed the Consultation Principles? If not or you have any other observations about how we can improve the process, please contact us via the [complaints procedure](#)¹

¹ Details about MHCLG's complaints procedure is available at: <https://www.gov.uk/government/organisations/ministry-of-housing-communities-and-local-government/about/complaints-procedure>

Basic Information

To:	This consultation is open to everyone. We are keen to hear from a wide range of interested parties from across the public and private sectors, as well as from the general public.
Body/bodies responsible for the consultation:	Ministry of Housing, Communities and Local Government Department for Digital, Culture, Media & Sport
Duration:	This consultation will last for 10 weeks from 27 August 2019.
Enquiries:	For any enquiries about responding to the consultation please contact: Mobileplanningconsultation@communities.gov.uk
How to respond	<p>You may respond by completing an online survey at: https://www.surveymonkey.co.uk/r/3LBZ5ZH</p> <p>We strongly encourage responses via the online survey, particularly from organisations with access to online facilities such as local authorities, representative bodies and businesses. Using the online survey greatly assists in our analysis of the responses, enabling more efficient and effective consideration of the issues raised for each question.</p> <p>Alternatively, you can email your response to the questions in this consultation, including any attachments to: Mobileplanningconsultation@communities.gov.uk</p> <p>If you are responding in writing, please make it clear which questions you are responding to.</p> <p>Written responses should be sent to:</p> <p>Planning Infrastructure Division Ministry of Housing, Communities and Local Government 3rd Floor Fry Building 2 Marsham Street LONDON SW1P 4DF</p> <p>When you reply it would be very useful if you confirm whether you are replying as an individual or submitting an official response on behalf of an organisation and include:</p> <ul style="list-style-type: none"> - your name, and - the name of organisation (if applicable).

Introduction to the consultation

1. The Government recognises that widespread coverage of mobile connectivity is essential for people and businesses. People expect to be connected where they live, work, visit and travel. That is why the Government is committed to extending mobile geographical coverage further across the UK, with continuous mobile connectivity provided to all major roads and to being a world leader in 5G.
2. This will allow everyone in the country to benefit from the economic advantages of widespread mobile coverage, something rural communities in particular have been calling for. A recent report found that better mobile infrastructure has the potential to transform the rural economy by enabling small businesses to grow, recruit and retain staff and making it easier for people to work from home². As well as improved mobile signal, 5G networks are also crucial to drive productivity and growth across the sectors that local areas are focusing on through their emerging Local Industrial Strategies. Enabling and planning for 5G implementation is central to achieving the Government's objective to deliver prosperity at the local level and enable all places to share in the proceeds of growth.

3. The Government is determined to ensure the UK receives the coverage and connectivity it needs, and, in recent years, a number of initiatives have been completed to help achieve this. In 2014, the Government reached a landmark deal with mobile network operators, securing their commitment to significant investment in mobile infrastructure and to the achievement of specific coverage targets. In return, following an extensive period of research and consultation, the Government introduced reforms to the Electronic Communications Code (the Code) in 2017 that will incentivise and support network investment, by making it cheaper and easier for communications apparatus to be installed, maintained and upgraded.

4. The Government has also made significant reforms to the planning system to support increased mobile connectivity. In 2016 we amended planning regulations in England to extend the existing permitted development rights to enable ground and building-based mobile telecommunications masts to be built without the need for a full planning application. Whilst in 2018 we strengthened national planning policy to support the expansion of electronic communications networks. Collectively the reforms to the Code and the planning system have played an important role in supporting the Government's ambitions for improving mobile connectivity.

5. The Future Telecoms Infrastructure Review, published in July 2018, sets out the Government's long-term strategy for meeting its digital connectivity targets³. It restated our commitment to tackling barriers to deployment and concluded that there were steps the Government could take in order to create the right conditions for the investment required to deliver additional network coverage and capacity. These measures included keeping the planning regime under review and listening

² House of Lords Select Committee on the Rural Economy 'Time for a strategy for the rural economy' HL Paper 330 (published 27 April 2019) – Chapter 4: Digital Connectivity – available at: <https://publications.parliament.uk/pa/ld201719/ldselect/ldrecon/330/330.pdf>

³ The Future Telecoms Infrastructure Review (July 2018) is available at: <https://www.gov.uk/government/publications/future-telecoms-infrastructure-review>

to suggestions from industry for how new technology is best supported in the planning regime.

6. We are now considering further reforms to the planning system in England in order to support the network upgrades that will be required to deploy 5G and to extend network coverage, particularly in rural areas. **The purpose of this consultation is to seek views on the principle of amending permitted development rights for operators with rights under the Code to support deployment of 5G and extend mobile coverage, and the circumstances in which it would be appropriate to do so.** The consultation also seeks views on whether it is appropriate to impose specific limitations, conditions and restrictions on any amendments to permitted development rights to mitigate the impact of any new development. As planning is a devolved matter, these proposals relate to England only.
7. Along with Ofcom, the Department for Digital, Culture, Media & Sport is working to ensure that mobile network operators commit to extending their coverage across the UK. Therefore, to complement the proposed planning reforms we are consulting on, we are also asking the Operators for evidence of the impact these changes to the planning regulations would have on meeting the Government's ambitions for 5G and mobile coverage. Views are also sought on what further measures industry could offer to mitigate the impact of any new electronic communications infrastructure, including assurances about the greater use of existing sites and buildings, sharing of infrastructure, and removing redundant infrastructure and restoration of the land, to protect local amenity and minimise proliferation of infrastructure.

Deployment of 5G infrastructure and extending mobile connectivity

8. Improvements have been made to mobile coverage with a 3.9 million hectares reduction in the area of the UK with no mobile signal in the last five years. In the same period, 13.8 million hectares (an area roughly the size of England) has been upgraded to 4G across the UK⁴. Ofcom's recent Connected Nations 2018⁵ report found that good 4G coverage is available across 67% of the UK from all four of the main mobile network operators (EE, O2, Three and Vodafone). However, there is more to be done, as 8% of the UK does not have good outdoor 4G coverage from any mobile network operators – so called "total not-spots", with the remaining 25% of the country covered by one, two or three mobile network operators – so called "partial not-spots". Rural areas tend to be more severely affected by poor mobile coverage, though we recognise that it can affect other areas such as business parks, market towns and new build developments.

⁴ House of Lords Select Committee on the Rural Economy 'Time for a strategy for the rural economy' HL Paper 330 (published 27 April 2019), paragraph 284 – available at: <https://publications.parliament.uk/pa/ld201719/ldselect/ldrecon/330/330.pdf>

⁵ Ofcom, Connected Nations 2018 report – available at: <https://www.ofcom.org.uk/research-and-data/multi-sector-research/infrastructure-research/connected-nations-2018>

9. The Government wants to be a world leader in 5G, the next generation of wireless connectivity, and for communities to benefit from the investments in this new technology. All of the four main mobile network operators have announced intentions to begin deployment of 5G networks in 2019.

10. The case for 5G is compelling as it will bring faster, more responsive and reliable connections than ever before. More than any previous generation of mobile networks, it has the potential to improve the way people live, work and travel, and to deliver significant benefits to the economy and industry through the ability to connect more devices to the Internet at the same time – creating the so-called “internet of Things”. This will enable communities to manage traffic flow and control energy usage, monitor patient health remotely, and increase productivity for business and farmers, all through the real-time management of data.

11. The West Midlands has been selected to host the Urban Connected Communities project, as part of the Government's 5G Testbed and Trials Programme. This will develop a large-scale 5G testbed across the region, with hubs planned in Birmingham, Coventry and Wolverhampton, the UK's first multi-city 5G test bed. The multi-million pound trial of next generation connectivity will pave the way for the future rollout of 5G across the UK, making the region the first in the UK ready to trial new 5G applications and services at scale. This is one example from many in the 5G Testbeds and Trials Programme, that demonstrate the Government's commitment to support investment in digital infrastructure.

12. The demand for mobile data in the UK is increasing rapidly, and as households and businesses become increasingly reliant on mobile connectivity, the infrastructure must be in place to ensure supply does not become a constraint on future demand. As mobile network operators have now started rolling out 5G in the UK, it is timely to consider whether there are further reforms which could be made to the planning system. This consultation seeks views on proposals for further reforms to the planning system in England to support the deployment of the infrastructure needed for 5G and to extend mobile coverage, including in rural areas, to benefit communities and businesses.

Proposed planning reforms to support deployment of 5G and extend mobile coverage

13. In order to deploy 5G and improve coverage in partial not-spots, mobile network operators will need to strengthen existing sites to accommodate additional equipment. To extend coverage into total not-spots or to add capacity in areas of high demand, mobile network operators will also need to identify and develop new sites. Under English law, such development generally requires planning permission. There are two forms of permission relevant to the development proposals:

- a. A planning application is submitted to the relevant planning authority, who can balance the impact of the development including on the environment and community with the economic benefits, and make a decision; and
- b. Government can grant planning permission across England for specific types of development (these are known as permitted development rights).

There are two forms of permitted development rights:

- i. **Permitted Development with prior approval needed** – Some permitted development rights are subject to a requirement to seek the **prior approval** of the local planning authority for the siting and appearance of apparatus before carrying out development and may be considered by the Planning Committee. This involves a requirement for public engagement through site or written notices to allow representations from local residents, and the views of statutory consultees. This gives the local planning authority the opportunity to refuse the development and, should there be no refusal, the developer may deploy after 56 days. The requirements relating to prior approval are much less prescriptive than those relating to planning applications, as prior approval is a lighter-touch process which applies where the principle of the development has already been established; and
- ii. **Permitted Development with the requirement to notify** – In certain cases, electronic communications infrastructure has permitted development rights that do not require the prior approval of the local planning authority. In these cases, the developer must notify the local planning authority of its intention and can deploy after one calendar month's notice.

14. The choice between these approaches is about balancing the importance of local democratically elected representatives making decisions on infrastructure which affect their local community and giving mobile network operators certainty that decreases the risk, cost and time associated with deployment of infrastructure. As mobile network operators have now started rolling out 5G in the UK, it is appropriate to consider whether the existing balance needs to be adjusted in light of the new technology requirements of 5G and the public interest in increasing mobile coverage, particularly in rural areas. Mobile network operators have identified that to provide greater mobile coverage and to support the accelerated deployment of 5G, the following would be needed: taller and wider masts; building-based masts located nearer to highways; and faster deployment of radio equipment housing located on both protected and unprotected land.

15. This consultation seeks views on the principle of amending or creating new permitted development rights to grant planning permission for the following four proposals, and in particular, the circumstances in which it would be appropriate to:

- a. enable deployment of radio housing equipment on land without requiring prior approval, excluding on sites of special scientific interest, to support 5G deployment;
- b. strengthen existing masts to enable sites to be upgraded for 5G and for mast sharing without prior approval;
- c. enable the deployment of building-based masts nearer to highways to support deployment of 5G and extend mobile coverage, subject to prior approval; and
- d. enable higher masts to deliver better mobile coverage and mast sharing, subject to prior approval.

16. The Government will consider the responses to this consultation before deciding whether and how to take forward the proposals (as identified in paragraph 15), taking into consideration the need to balance the following principles of:

- a. ensuring that the proposals help to deliver the Government's commitment to extending mobile geographical coverage further across the UK with continuous mobile connectivity provided to all major roads and to being a world leader in 5G;
- b. ensuring that communities benefit from increased and enhanced coverage;
- c. increasing investor confidence in 5G and mobile infrastructure, providing greater certainty that incentivises investment in mobile infrastructure;
- d. encouraging maximum utilisation of existing sites and buildings, before new sites are developed, including enabling greater sharing of infrastructure; and
- e. ensuring appropriate environmental protections are in place.

17. Secondary legislation would be required in order to implement any proposed changes to the planning regulations. Subject to the outcome of this consultation, we anticipate undertaking a further consultation on our detailed proposals, which would be accompanied by an Impact Assessment, if required.

Code Operators and Permitted Development Rights

18. The Code is set out in Schedule 3 of the Communications Act 2003 and is designed to facilitate the installation, maintenance and upgrade of electronic communications, through a statutory framework of specific duties, obligations and protections that apply to the deployment of digital communications networks by Code Operators. Mobile network operators can obtain "Code Operator" status by applying to Ofcom. The Code is supported by secondary legislation: The Electronic Communications Code (Conditions & Restrictions) Regulations 2003 ('the Electronic Communications Code Regulations'), which provide more detail on the duties Code Operators must fulfil, including duties to follow a voluntary Code of Practice and to consult with planning authorities when deploying infrastructure. The Electronic Communications Code Regulations also include a duty for all operators to share use of their apparatus with each other wherever possible. As the industry's voluntary Code of Best Practice⁶, makes clear, this can help reduce the overall number of sites needed and make deployment more cost efficient.

19. Permitted development rights for Code Operators are set out in Part 16 of Schedule 2 to the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) ('the General Permitted Development Order'). The General Permitted Development Order sets out both what is allowed under each permitted development right, and any exclusions, limitations and conditions that apply in order to comply with the legal duty to mitigate the impact of the development permitted. For example, most permitted development rights are subject to conditions that seek to minimise their impact and protect local amenity, others are subject to geographic exclusions to ensure environmental protections

⁶ The Code of Best Practice on Mobile Network Development in England (2016), Role of Mobile Operators available at: <http://www.mobileuk.org/cms-assets/documents/259876-147086-code-of-best-practice-2016-edition-pub>

are in place. All, however, are subject to clearly defined restrictions to cover the specific nature and scope of the operation or quantum of development that would benefit from a permitted development right.

20. Where a proposed development does not fall within the permitted development limits, this does not mean that the development is not acceptable and cannot be built. It means that an application for planning permission needs to be made so that the local planning authority can consider all the circumstances of the case.

21. Permitted development only covers the planning aspects of the development. It does not remove requirements under other regimes, for example, environmental licensing and permitting or environmental legislation.

Question 1: Role of Industry

22. These proposed reforms aim to simplify planning processes to support the deployment of infrastructure needed for 5G and extend mobile coverage, including in rural areas, to benefit communities and businesses. It is critical that any new reforms lead to tangible benefits for communities. To realise the benefits of 5G and improved coverage, the industry has a vital role to play in how these are delivered through upgrading and improving mobile networks.

23. Under the Electronic Communications Code Regulations, Code Operators are obliged to share infrastructure wherever viable. Mobile network operators have confirmed their commitment to this principle in the Code of Best Practice⁷, which recognises that site sharing (wherever viable) will reduce the need to build new masts and minimise the number of base station sites. As identified in the Code of Best Practice⁸, if operators are able to share sites and install more equipment on each site, this reduces the overall visual impact of the network infrastructure, because although shared sites tend to be slightly bigger, fewer sites are needed to improve coverage and capacity.

24. Mobile network operators already share infrastructure through joint venture commercial arrangements to reduce the amount of infrastructure needed and extend their coverage more cost-effectively. However, evidence provided to the House of Lords Committee on the Rural Economy suggested that communities are keen to see more sharing of masts by Operators⁹. A report by the All-Party Parliamentary Group for Rural Business published in 2018 also found that more mast sharing should form part of the solution for covering the remaining mobile 'hot spots'¹⁰. We are seeking views on what further measures industry could provide to facilitate greater sharing of infrastructure, including sharing a single mast in all new sites, to reduce the number of new masts required.

⁷ The Code of Best Practice on Mobile Network Development in England (2016), Role of Mobile Operators, section 7.5, page 13 – available at: <http://www.mobileuk.org/cms-assets/documents/259876-147086-code-of-best-practice-2016-edition-pub>

⁸ The Code of Best Practice on Mobile Network Development in England (2016), Role of Mobile Operators, Annex A, Siting and Appearance Principles, Mast and Site Sharing, page 24 – available at: <http://www.mobileuk.org/cms-assets/documents/259876-147086-code-of-best-practice-2016-edition-pub>

⁹ House of Lords Select Committee on the Rural Economy 'Time for a strategy for the rural economy' HL Paper 330 (published 27 April 2019), paragraph 290 – available at: <https://publications.parliament.uk/pa/ld2017/ldselect/rourecon/330/330.pdf>

¹⁰ APFG for Rural Business, '4G in Rural Areas: how to close the digital divide', page 7 – available at: <https://www.cla.org.uk/sites/default/files/APFG%204G%20Rural%20FINAL.pdf>

25. The General Permitted Development Order already includes a condition which requires that where electronic communication apparatus is deployed under permitted development rights, it is permitted subject to the condition that the apparatus is removed as soon as reasonably practicable after it is no longer required for an electronic communications purpose and that the land, building or structure on which the equipment is located is restored. However, views are sought on what further measures could be taken by industry to remove redundant infrastructure and restore the land to protect local amenity and minimise the proliferation of infrastructure.

26. Therefore, to complement the proposed planning reforms we are consulting on, we are also asking the industry for evidence of the impact these changes to the planning regulations would have on meeting the Government's ambitions for 5G and mobile coverage. Views are also sought on what further measures the industry could offer to mitigate the impact of electronic communications infrastructure, including assurances about the greater use of existing sites and buildings, sharing of infrastructure, and removing redundant infrastructure and restoring the land.

27. We welcome responses to the questions below on the role of industry (Questions 1.1 to 1.5) from all respondents. Responses to these questions will be considered alongside consultation responses to Questions 2 to 5 (proposed changes to the General Permitted Development Order), when deciding whether to take forward these proposals.

29

Question 1.1: If these in principle proposals (set out in Questions 2 to 5) were taken forward, what impact would they have on meeting the Government's ambitions in relation to mobile coverage including addressing 'total not-spots' and 'partial not-spots'?

Please provide supporting comments

Question 1.2: If these in principle proposals (set out in Questions 2 to 5) were taken forward, what impact would they have on planned deployment of 5G technology ?

Please provide supporting comments

Question 1.3: If these in principle proposals (set out in Questions 2 to 5) were taken forward, what further measures could industry offer to reduce visual impacts of new electronic communications infrastructure and how would these be delivered?

Please provide supporting comments

Question 1.4: If these in principle proposals (set out in Questions 2 to 5) were taken forward, what further measures could industry offer to ensure that equipment at redundant sites is removed and the land is restored, and how would these be delivered?

Please provide supporting comments

Question 1.5: If these in principle proposals (set out in Questions 2 to 5) were taken forward, what further measures could industry offer to ensure that the use of existing sites and infrastructure were maximised before new sites are identified, for example through increased sharing?

Please provide supporting comments

Potential changes to the General Permitted Development Order

Question 2: Enabling deployment of radio equipment housing on land without requiring prior approval, excluding on sites of special scientific interest, to support 5G deployment

28. To enable deployment of 5G and to improve mobile coverage, mobile network operators need to deploy radio equipment housing ('equipment housing'). This can range in size from a small cabinet to a purpose built cabin serving several operators. It can be placed within a building, underground, on the ground or on a rooftop. The equipment is connected to antennas via feeder cables and provides the power source. An example would be an equipment cabinet located near to a monopole mast.

29. A Code Operator can use permitted development rights to install, alter or replace equipment housing¹¹. Currently the General Permitted Development Order allows equipment housing to be consented through permitted development rights, provided that the development meets the following criteria¹²:

- the development is not ancillary to the use of other electronic communications apparatus; or
- the cumulative volume of such development would not exceed 90 cubic metres; or
- if located on the roof of a building, the cumulative volume of such development would not exceed 30 cubic metres; or
- if located on any protected land (Article 2(3) land¹³, or on any land which is, or is within, a site of special scientific interest), any single development would not exceed 2.5 cubic metres, unless the development is carried out in an emergency.

30. Where the volume of any single development on unprotected land exceeds 2.5 cubic metres, or the development is located within protected Article 2(3) land or a site of special scientific interest, then the prior approval process applies before the equipment housing can be deployed¹⁴. This gives the local planning authority the opportunity to consider the siting and appearance of the development and, should there be no refusal, the developer may deploy after 56 days. The local planning authority can consider the effects of the proposed development on the basis of the siting (such as location) and appearance, taking into account representations received. Where the size of the radio equipment exceeds the thresholds in the

¹¹ Class A(a), Part 16 of Schedule 2 to the General Permitted Development Order

¹² A1.3, Part 16 of Schedule 2 of the General Permitted Development Order

¹³ Article 2(3) land is defined in the General Permitted Development Order and includes: Conservation Areas, Areas of Outstanding Natural Beauty, National Parks and World Heritage Sites

¹⁴ Condition at paragraph A.2(3)(iii)(bb) of Part 16 of Schedule 2 to the General Permitted Development Order

General Permitted Development Order criteria, then an application for planning permission to the local planning authority is required.

31. In 2016 we amended how fixed-line broadband infrastructure is consented through the General Permitted Development Order, removing the condition for prior approval for infrastructure located in Article 2(3) protected land. This enabled fixed-line Code Operators to continue to install, alter or replace fixed line broadband equipment, including cabinets, on Article 2(3) protected land or on unprotected land, without the requirement for prior approval from the local planning authority, enabling faster deployment of broadband. As equipment housing is similar in size and appearance to the cabinets required to support fixed-line broadband infrastructure, which have been deployed to help deliver 96% superfast broadband coverage to the country, we consider that there should be consistency in how these are consented through the General Permitted Development Order.

32. In relation to monopole masts, which are usually connected to equipment housing, this consultation also considers proposals in relation to widening and increasing the height of masts. These are considered in the following sections.

Government proposal

33. We therefore consider that the permitted development right for equipment housing should be amended to remove the requirement for prior approval for development within protected Article 2(3) land, and for development on unprotected land which exceeds 2.5 cubic metres.

34. This proposal would enable a faster roll out of equipment housing which is needed to support deployment of 5G mobile equipment and better coverage. The overall time taken to deploy equipment housing would be reduced, where it is located on protected Article 2(3) land or unprotected land. Instead of the 56 days that the local planning authority has to consider the prior approval application, the Code Operator would only be required to give one calendar month's notice to the local planning authority prior to deployment¹⁵. However, as with fixed-line broadband cabinets, prior approval would still be required where the equipment housing is located on land which is on, or within, a site of special scientific interest, ensuring environmental protection of these sensitive sites is maintained.

35. Where equipment housing is permitted through the General Permitted Development Order, it is subject to a condition that the siting and appearance should minimise the effect of the development on the external appearance of a building, or the visual impact of the development on the surrounding area. To ensure good practice on siting and appearance of equipment, mobile network operators have committed in the Code of Best Practice¹⁶ to ensure that, especially in the case of new sites, that equipment is sympathetically designed and camouflaged where appropriate, in line with national planning policy principles¹⁷ and relevant adopted local planning policies.

¹⁵ Regulation 5, The Electronic Communications Code (Conditions and Restrictions) Regulations 2003 (as amended)

¹⁶ The Code of Best Practice on Mobile Network Development in England (2016), Role of Mobile Operators, section 7.5, page 14 – available at: https://www.mobileuk.org/cms-assets/documents/259876-147086_code-of-best-practice-2016-edition-2016

¹⁷ Chapter 10, paragraph 113, revised National Planning Policy Framework – available at: <https://www.gov.uk/government/collections/revised-national-planning-policy-framework>

Question 3: Strengthening existing ground-based masts to enable sites to be upgraded for 5G and for mast sharing without prior approval

39. To enable the upgrading of sites to support both 4G and 5G infrastructure and to extend network coverage, mobile network operators have identified that existing ground-based masts would need to be strengthened to accommodate additional equipment and enable greater sharing of infrastructure between operators.
40. Under the General Permitted Development Order, Code Operators are currently able to increase the width of an existing ground-based mast by up to one third, at any given height, using permitted development rights. Where the mast width is increased up to one third, the prior approval of the local planning authority is not required. However, the Code Operator must notify the local planning authority of its intention and can deploy after 28 days notice²⁰. Where the Code Operator wants to alter or replace an existing ground-based mast, the Code Operator can through a permitted development right:
- Replace the mast with another mast of the same height; or
 - Increase the height of the mast up to 25 metres above ground level on unprotected land, subject to prior approval where it exceeds the height of the original mast and is taller than 20 metres above ground, or
 - Increase the height of the mast up to 20 metres above ground level on Article 2(3) land or land which is on a highway, subject to prior approval.
41. Where the Code Operator wants to increase the width of the existing ground-based mast beyond one third, or to increase the height of the existing mast beyond the current height of 25 metres on unprotected land, or 20 metres on Article 2(3) land or land which is on a highway, whichever is greater, a planning application to the local planning authority is required. Where a ground-based mast is located on a site of special scientific interest, full planning permission is also required.
42. To accommodate additional 5G equipment and enable more Code Operators to utilise one site, many existing ground-based masts would need to be strengthened by increasing their width to support the additional equipment. Some of these strengthened structures may need to be increased by more than one third, which could necessitate the Code Operator submitting a full planning application simply to upgrade the site to 5G.
43. In contrast, when installing new ground-based masts under permitted development rights, there is no restriction on the width of the mast. The permitted development right is, however, subject to the prior approval of the local planning authority, who will consider the siting and appearance of the new mast, before deployment can commence. This difference in the consenting approach for existing and new masts could disincentivise Code Operators from upgrading existing sites and result in delays to deployment where planning permission is required.

²⁰ Regulation 5, The Electronic Communications Code (Conditions and Restrictions) Regulations 2003 (as amended)

36. Views are sought on the principle of whether permitted development rights should be amended to allow Code Operators to install, alter or replace radio equipment on unprotected land where it exceeds 2.5 cubic metres and on Article 2(3) land without prior approval.

37. We consider that the current permitted development right criteria for equipment housing is appropriate and are not seeking views on amending these. Therefore, the limits on the size of the equipment housing that would be consented through permitted development rights would not be altered by these proposals.

38. If the General Permitted Development Order were to be amended resulting in an increase in the amount of equipment housing deployed, views are sought on how this could be addressed, to minimise the impact on the surrounding area. For example, this could include:

- strengthening the Code of Best Practice to reflect the detailed principles on the siting and appearance of cabinets set out in the Code of Practice on Cabinet Siting and Pole Siting which applies to fixed line Code Operators¹⁸; and/or
- encouraging Code Operators to share equipment housing to reduce the amount needed; and/or
- using equipment housing for siting smaller antennas, as suggested in the Code of Best Practice¹⁹.

Question 2.1: Do you agree with the principle of amending permitted development rights for equipment housing to remove the requirement for prior approval for development within Article 2(3) protected land and on unprotected land which exceeds 2.5 cubic metres, to support deployment of 5G?

Yes / No / Not Sure

Please provide supporting comments

Question 2.2: What impact could this proposal have on the surrounding area and how could this be addressed?

Please provide supporting comments

¹⁸ Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/692124/Revised_Code_of_Practice_on_Cabinet_Siting_and_Pole_Siting_Op_Nov_16.pdf

¹⁹ The Code of Best Practice on Mobile Network Development in England (2016), Annex A, page 24 – available at: http://www.mobileuk.org/cms-assets/documents/259876-147086_code-of-best-practice-2016-edition-pub

44. National planning policy²¹ already specifies that the number of masts, and the sites for such installations, should be kept to a minimum consistent with the needs of consumers, the efficient operation of the network and providing reasonable capacity for future expansion. National planning policy²² also specifies the expectation that use of existing masts, buildings and other structures for new communications capacity, including wireless, should be encouraged.

Government proposal

45. As mobile network operators have now started to roll out 5G, there is the opportunity to consider whether the limit on increasing the width of existing ground-based masts up to one third under permitted development rights without prior approval should be amended, to encourage greater utilisation of existing sites, before identifying new sites. As identified in the Code of Best Practice²³, if operators are able to share sites and install more equipment on each site, this reduces the overall visual impact of the network infrastructure, because although shared sites tend to be slightly bigger, it means fewer sites are needed to improve coverage and capacity.

46. Where a mast is altered or replaced, including the increase in the width of an existing mast, through a permitted development right, it is subject to a condition that the siting and appearance of the mast should minimise the effect of the development on the surrounding area²⁴. To ensure good practice on siting and appearance of equipment, mobile network operators have committed in the Code of Best Practice²⁵ to ensure that equipment is sympathetically designed and camouflaged where appropriate, in line with national planning policy principles²⁶ and relevant adopted local planning policies. When extending masts, the Code of Best Practice²⁷ encourages operators to consider the opportunity for environmental enhancements, such as removing redundant brackets and fixings. When replacing masts, the Code of Best Practice encourages operators to look at lighter weight lattice or pole masts, in consultation with the local planning authority and interested parties.

47. If the General Permitted Development Order were to be amended to remove the limit on increasing the width of existing ground-based masts up to one third without prior approval, resulting in an increase in the width of masts, views are sought on how this could be addressed to minimise the impact on the surrounding area. For example, this could include strengthening the Code of Best Practice to:

- a. reflect the detailed principles on the siting and appearance of poles set out in the Fixed Line Code Operators' Code of Practice on Cabinet Siting and Pole Siting²⁸, and/or
- b. consider whether any additional environmental enhancements could be provided by operators when extending masts.

48. Views are sought on the principle of whether the limit on increasing the width of existing ground-based masts up to one third should be amended to allow a greater increase in the width of existing masts which can be deployed by Code Operators through permitted development rights without prior approval, and if so, the circumstances in which it would be appropriate to do so.

49. Given that we want to incentivise maximum utilisation of existing sites by Code Operators, over deployment of new sites, views are also sought on the principle of whether any further amendments to permitted development rights should be proposed to strengthen existing masts to enable upgrading and greater infrastructure sharing, such as increasing the height of existing masts to the relevant development height without prior approval. However, we recognise that there would be safety and security issues to consider as well as impacts on local amenity, including visual impacts. Currently if prior approval is required, operators must notify the Civil Aviation Authority, the Secretary of State for Defence or the aerodrome operator as appropriate, where an existing mast is altered or replaced within 3 kilometres of the perimeter of an aerodrome²⁹. To ensure that this protection is maintained, any proposals to increase the height of an existing mast without prior approval would not be considered within 3 kilometres of an aerodrome.

Question 3.1: Do you agree with the principle of amending permitted development rights to allow an increase in the width of existing ground-based masts by more than one third, to support 5G deployment and encourage greater utilisation of existing sites?

Yes/ No / Not Sure

Please provide supporting comments

Question 3.2: If yes to question 3.1, what increase in width should be granted through permitted development rights, without prior approval, to ensure that the visual impact on the surrounding area is minimised?

Please provide supporting comments

²⁸ Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/692124/Revised_Cabinet_and_Pole_Siting_CoP_Nov_16.pdf

²⁹ Prior Approval at paragraph A.3(3) of Part 16 of Schedule 2 to the General Permitted Development Order

Question 3.3: To further incentivise operators to maximise the use of existing sites, should permitted development rights be amended to increase the height of existing masts to the relevant permitted height without prior approval? If yes, what restrictions are appropriate to protect safety and security, and visual impact considerations?

Yes / No / Not Sure

Please provide supporting comments

Question 3.4: Are there any other amendments to permitted development rights that would further incentivise operators to maximise the use of existing sites? If yes, what are these and what restrictions would be appropriate to ensure that the visual impact on the surrounding area is minimised?

Yes / No / Not Sure

Please provide supporting comments

Question 4: Enabling deployment of building-based masts nearer to highways to support deployment of 5G and extend mobile coverage

50. Ofcom's Connected Nations Report 2018³⁰ showed that as of September 2018, 4G in-car coverage on all UK roads was 57% from all four mobile network operators, with consumers unable to receive good 4G in-car coverage from any operator on 5% of roads. To support deployment of 5G and extend mobile coverage, mobile network operators have identified that building-based masts need to be deployed in close proximity to highways in order to ensure customers receive dependable and consistent coverage where they live, work and travel.

51. Where a Code Operator wants to install a new mast on a building less than 15 metres tall located within 20 metres of the highway full planning permission is currently required from the local planning authority. However, a Code Operator can currently alter or replace an existing mast on a building which is less than 15 metres in height, within 20 metres of the highway under a permitted development right, provided that the siting remains the same and the dimensions of the mast are no greater.

³⁰ Ofcom, Connected Nations 2018 report – available at: <https://www.ofcom.org.uk/research-and-data/multi-sector-research/infrastructure-research/connected-nations-2018>

Government proposal

52. To support deployment of 5G and to ensure customers receive more dependable and consistent coverage where they live, work, visit and travel, we consider that it may be appropriate to amend the General Permitted Development Order to allow building-based masts to be deployed nearer to highways. This proposal would also encourage greater use of existing buildings for the siting of apparatus, reducing the need for new ground-based masts and thereby minimising the overall visual impact of the network infrastructure. As recognised in the Code of Best Practice³¹ the use of existing buildings and structures by operators as sites for installation of telecommunications equipment is an established measure which has helped to reduce the environmental impact of networks.

53. If the General Permitted Development Order were to be amended to allow the deployment of building-based masts within 20 metres of the highway, located on buildings less than 15 metres tall, consideration would need to be given to what proximity to the highway would be appropriate for deployment within permitted development, taking into account any potential impact on visual amenity or highway safety for vehicle lines of sight. For example, restrictions which could be considered to control the deployment of masts near highways include:

- a revised minimum restriction for the height of the building; and/or
- a revised minimum restriction on the proximity to the highway; and/or
- restricting the number of masts that can be installed on buildings less than 15 metres in height.

54. Conditions in the General Permitted Development Order currently require that where the installation of a mast is permitted through permitted development rights, this is subject to the prior approval process where it is installed on all types of land, both protected (Article 2(3)) land and sites of special scientific interest) and unprotected land. Where the alteration or replacement of a mast is permitted through permitted development rights, this is subject to the prior approval process where it is installed on protected land (Article 2(3) land and sites of special scientific interest) and on unprotected land, where the mast when complete is taller than the mast prior to alteration or replacement and exceeds a height of 20 metres above ground.

55. If the General Permitted Development Order were to be amended to allow the deployment of building-based masts within 20 metres of the highway, located on buildings less than 15 metres tall, views are sought on whether the installation, alteration or replacement of the mast should still be subject to the prior approval process.

56. Views are sought on the principle of whether to allow the deployment of building-based masts within 20 metres of the highway, where they are located on buildings less than 15 metres tall and, if so, the circumstances in which it would be appropriate to do so.

³¹ The Code of Best Practice on Mobile Network Deployment in England (2016), Annex A page 25 – available at: http://www.mobileuk.org/cms-assets/documents/259876-127086_code-of-best-practice-2016-edition-pub

Question 4.1: Do you agree in principle with creating a permitted development right to grant permission for masts to be located within 20 metres of a highway on buildings less than 15 metres in height, in all areas?

Yes / No / Not Sure

Please provide supporting comments

Question 4.2: If yes to question 4.1, what restrictions (if any) could be put in place to control the deployment of infrastructure within 20 metres of a highway on a building less than 15 metres in height, taking into consideration potential impacts on safety to accommodate vehicle lines of sight, and visual impact on local amenity?

Please provide supporting comments

Question 4.3: If yes to question 4.1, do you agree that this permitted development right should be subject to the prior approval process by the local planning authority?

Yes / No / Not Sure

Please provide supporting comments

Question 5: Enabling higher masts to deliver better mobile coverage and mast sharing

57. To reduce the need to build new masts, minimise the visual impact of the networks and to deploy these more cost-effectively, mobile network operators have committed in the Code of Best Practice³² to site sharing wherever viable and are already working together through joint ventures to achieve this. However, to provide greater mobile coverage and support the deployment of 5G through accommodating multiple operators' equipment on single masts, operators have identified that taller masts are likely to be needed.

58. The ability to site radio equipment higher up on a mast increases the range over which the signals can travel over a geographical area, meaning that fewer masts are needed to cover a particular area. For example, in 2018 a 50 metre mast was deployed in the rural community of Kildary and Milton in Scotland offering much greater coverage than that of traditional mobile masts. The local area, as well as the local major road, now enjoys greatly improved 4G coverage³³.

³² The Code of Best Practice on Mobile Network Deployment in England (2016) – available at: <http://www.mobileuk.org/cms-assets/documents/259876-147086.code-of-best-practice-2016-edition-pub>

³³ <http://www.wirelessinfrastructure.co.uk/highlands-mobile-not-spots-targeted-by-wig-02-and-scottish-water/>

59. Currently Code Operators have a permitted development right to erect new ground-based masts of up to 25 metres in height in unprotected areas and 20 metres on Article 2(3) land or land which is on a highway. This permitted development right is subject to the prior approval of the local planning authority, who will consider the siting and appearance of the new mast, before deployment can commence. Where Code Operators want to install new ground-based masts, which are taller than 25 metres in an unprotected area and above 20 metres in Article 2(3) land or on a highway, planning permission is required from the local planning authority. Planning permission is also required where Code Operators want to install new ground-based masts within sites of special scientific interest to ensure environmental protections are maintained.

60. As mobile network operators have now started to roll out 5G and we want to encourage them to increase their geographic coverage, it is timely to consider whether the current limits on the height of new masts which can be consented through permitted development rights should be increased to encourage mobile network operators to share single mast sites and provide greater mobile coverage.

Government proposal

61. National planning policy³⁴ already specifies that the number of masts, and the sites for such installations, should be kept to a minimum consistent with the needs of consumers, the efficient operation of the network and providing reasonable capacity for future expansion. As identified in the Code of Best Practice³⁵, if operators are able to share sites and install more equipment on each site, this reduces the overall visual impact of the network infrastructure, because although shared sites tend to be slightly bigger, fewer sites are needed to improve coverage and capacity.

62. We are therefore considering amending the General Permitted Development Order to encourage the deployment of fewer but taller masts, by increasing the height of new masts which can be deployed by Code Operators through permitted development rights, subject to the prior approval process.

63. If the General Permitted Development Order were to be amended to increase the height of new ground-based masts which can be installed, subject to prior approval, consideration would need to be given to what restrictions should be put in place to control development. For example, there is currently a lower permitted height limit for masts located on Article 2(3) land and on a highway, compared to the permitted height limit for masts located on unprotected land. Views are sought on whether this approach should be retained given the demand for better mobile coverage in rural areas, including protected areas. Where shorter masts are deployed, a greater number of masts may be required to cover an area than if taller masts had been used. It is also recognised that the terrain of an area will

³⁴ Chapter 10, paragraph 113 of the revised National Planning Policy Framework – available at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/551042/nppf-2016.pdf

³⁵ The Code of Best Practice on Mobile Network Deployment in England (2016), Role of Mobile Operators, Annex A, page 24 – available at: <http://www.mobileuk.org/cms-assets/documents/259876-147086.code-of-best-practice-2016-edition-pub>

influence the approach taken to deployment of infrastructure and in certain areas a greater number of smaller masts may be more effective to provide coverage.

64. Views are sought on the principle of whether the limit on the height of new ground-based masts which can be deployed through permitted development rights by Code Operators should be increased subject to prior approval, and if so, the circumstances when it would be appropriate to do so.

65. When seeking to install, alter or replace a mast within 3 kilometres of an aerodrome, the Code Operator is required to notify, as appropriate, the Civil Aviation Authority, the Secretary of State for Defence or the aerodrome operator, prior to submitting any application for prior approval to the local planning authority³⁶. We consider that this notification requirement for prior approval is appropriate. Therefore, views are not being sought on amendments to this requirement.

66. We are aware of the ongoing review of National Parks and Areas of Outstanding Natural Beauty, which are protected Article 2(3) land, led by Julian Glover³⁷. When the report is published, we will consider any recommendations that relate to these proposals in developing our response to this consultation.

Question 5.1: Do you agree in principle with amending permitted development rights to increase the height of new masts, subject to prior approval?

Yes / No / Not Sure

Please provide supporting comments

Question 5.2: If yes to question 5.1, what permitted height should masts be increased to and why?

Please provide supporting comments

Question 5.3: If yes to question 5.1, should a lower height limit be permitted for masts located in Article 2(3) land or on land on a highway and why?

Yes / No / Not Sure

Please provide supporting comments

Question 5.4: If yes to question 5.1, what restrictions (if any) should be put in place to control development of permitted higher masts?

Please provide supporting comments

³⁶ Condition at paragraph A.3(3) of Part 16 of Schedule 2 to the General Permitted Development Order
³⁷ <https://www.gov.uk/government/publications/designated-landscapes-national-parks-and-aonbs-2018-review>

Public Sector Equality Duty

67. We consider that the matters raised in this consultation will have a positive impact on all persons, including those with protected characteristics, where the policy is intended to deliver greater connectivity, particularly in rural areas. We do not consider there would be any other differential impacts on any persons from a Protected Group compared to others, having regard to the need to eliminate discrimination, foster good relations and advance equality of opportunity. However, we will keep this under review and would welcome your comments as part of this consultation.

Question 6: Do you have any views on the potential impact of the matters raised in this consultation on people with protected characteristics as defined in section 149 of the Equality Act 2010?

Yes / No / Not Sure

Please provide supporting comments

Annex A

Personal data

The following is to explain your rights and give you the information you are entitled to under the Data Protection Act 2018.

Note that this section only refers to your personal data (your name that could be used to identify you personally) not the content of your response to the consultation.

1. The identity of the data controller and contact details of our Data Protection Officer

The Ministry of Housing, Communities and Local Government (MHCLG) is the data controller. The Data Protection Officer can be contacted at dataprotection@communities.gsi.gov.uk

2. Why we are collecting your personal data

Your data is being collected to in order to undertake statistical analysis of the different organisations and personal views recorded. This statistical data will be included in the Government response.

3. Our legal basis for processing your personal data

The Data Protection Act 2018 states that, as a government department, MHCLG may process personal data as necessary for the effective performance of a task carried out in the public interest. i.e. a consultation.

Article 6 of the General Data Protection Regulation (Regulation (EU) 2016/679) (GDPR) states that processing shall be lawful if processing is necessary for the performance of a task carried out in the public interest or in the exercise of official authority vested in the controller.

4. With whom we will be sharing your personal data

Your personal data will only be shared with officials in the Departments for Digital, Culture, Media & Sport and the Ministry for Housing, Communities and Local Government, as this is a joint consultation between these Departments.

5. For how long we will keep your personal data, or criteria used to determine the retention period.

Your personal data will be held for two years from the closure of the consultation and will be processed by the end of this two-year period.

6. Your rights, e.g. access, rectification, erasure

The data we are collecting is your personal data, and you have considerable say over what happens to it. You have the right:

- to see what data, we have about you
- to ask us to stop using your data, but keep it on record
- to ask to have all or some of your data deleted or corrected
- to lodge a complaint with the Independent Information Commissioner (ICO) if you think we are not handling your data fairly or in accordance with the law. You can contact the ICO at <https://ico.org.uk/> or telephone 0303 123 1113.

7. The Data you provide directly will be stored by Survey Monkey on their servers in the United States. We have taken all necessary precautions to ensure that your rights in terms of data protection will not be compromised by this.

8. Your personal data will not be used for any automated decision making.

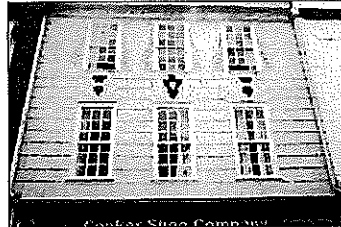
9. Your personal data will be stored in a secure government IT system. If you submit information to this consultation using Survey Monkey, it will be moved to our internal systems at a date following the consultation publication date.

1.1 ...Setting the Scene

Render is the most prevalent wall finish in the Area and only occasionally loses its dominance to slate or natural stone. Although the more 'rustic' treatments like rough-cast and pebble-dash are evident, the majority of render coatings are smooth, and the majority of these are painted. A few, like those to Seymour Terrace in Bridgetown, remain unpainted. (below)



Perhaps confused with both their age and their location in a small, country town, the scattered suburban villas, town houses and cottages of the 19th century are generally rather plain and restrained in their ornamentation. Probably the most unrefined examples of the period are in the short terrace which occupies the age's most prestigious town site facing the Plains opposite the Bridge (above).



A century or so earlier, however, vernacular 'translations' of national styles produced very inventive designs, none more so than on the pair of rendered elevations at 26 and 28 High Street (28 above). Their ornamentation is in a different league to that on the Plains, but nevertheless it is just as comfortably in their immediate setting. This says much about the differing character of each setting, with 'variety' creating cohesion in the High Street location, and 'similarity' doing likewise in the Plains.

Key Conservation Components Map

1.2 The Conservation Area

A Conservation Area was first designated in Totnes by Devon County Council in July 1969. It was one of the first in the County and included the majority of the town's historic buildings that were then considered important. Its focus was the continuous thoroughfare across the River Dart that joins Bridgetown to Cistern Street via Fore Street and High Street, but it also covered a number of adjacent areas including the Castle and Castle Street, the Guildhall and North Street, the Rotherfold and Leechwell Street and parts of South Street and Plymouth Road.

The boundary has since been extended by the District Council on the 3rd October 1985. To include buildings added to the statutory list at Plymouth Road, Moorasher, Warland, and New Walk; on the 7th May 1992, to include an area of warehousing near the railway following the spot lining of a pair of them; and on the 3rd September 1992 to include a number of warehouse and cottage buildings alongside the boundary at South Street, Cornhill Road and Werton Road (the latter location also including the adjacent graveyard). Plan 1 identifies the boundary proposed based on up-to-date versions of the Ordnance Survey Plans and taking account of the findings of this Appraisal. It supersedes all previous boundary designations.

In a study published by Devon County Council in 1972, Totnes was described as "probably the most outstanding town of historic importance in the County. Previously, though, the national significance of the town has been made clear by the Council for British Archaeology when, in July 1965, it included Totnes in a shortlist of 40 of the most important historic towns in England. There, it believed, were "so splendid and so precious that the ultimate responsibility for them should be regarded as a national concern". The special features that gave reason for the town's inclusion in the list are all located in the Conservation Area and include:

- An ancient town plan (Saxon and Medieval) that is well preserved in the pattern of the town's streets, buildings and boundaries.
- The approaches and remains of an ancient bridge crossing, together with its Georgian replacement.
- An historic waterfront.
- A 'moite and bailey' castle precinct.
- Walls, ditches and gateways associated with the town's historic development.
- Many buildings of 16th or 17th century origin worthy of preservation, and many others too from the latter Georgian and Regency periods.

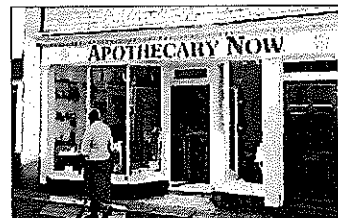
This appraisal will play a continuing role in informing proposals for new development and planning decisions.

1.8 Cautionary Note

The formal designation of Conservation Areas, Listed Buildings, Tree Preservation Orders and Scheduled Ancient Monuments is a continuous process so if you need to be certain that the designations shown on the Map are still correct, please check with the Planning and Building Control (Conservation Team) at the District Council.



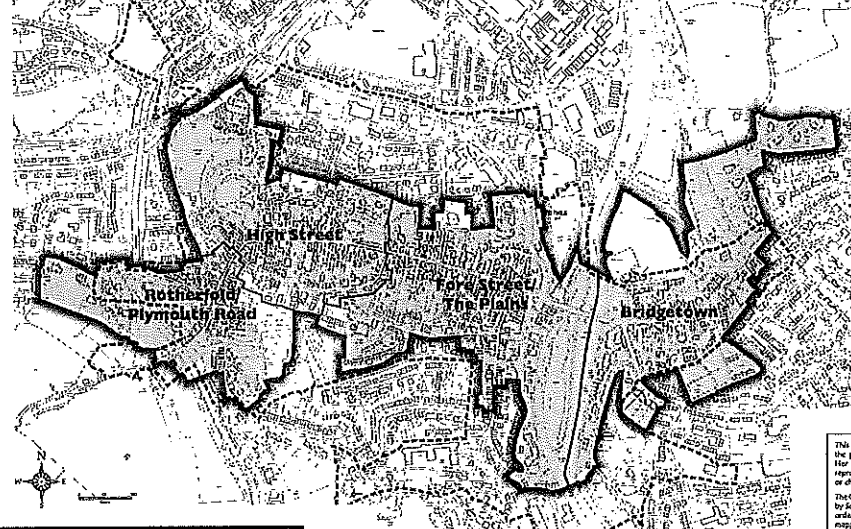
An unusually large number of traditional shopfronts survive in the Area and contribute immensely towards its interest and character. While many aren't exactly in their original form, a high proportion are nearly so, and like the one at 20 High Street (above), still retain a side-passage entrance as part of their design. These 'extra' entrances are indeed precious, not only for the convenient access they provide to the rear or to upper floors, but also in establishing a building's age and origins. At 55 High Street it's not only the survival of the side-passage entrance that helps confirm the building's age but the survival of its original door too, which is possibly the oldest in the street and dates the building in the late 1500s (right).



Most historic shopfronts are 19th century or later and follow a traditional, classical, style. This one in High Street (above) is typical, with a 'half-tile' beneath the display window and pilasters and window mullions creating vertical emphasis and giving visual support to the entablature above. (The entablature being the horizontal architectural feature which includes the fascia sign-board, the projecting cornice above it and the narrow architrave along its bottom edge)

Natural stone is used to such an extent in the Area that few buildings don't have it in at least part of their structure. This is very much more than meets the eye, however, and in many parts of the Area its occurrence is hardly noticeable. The reason is that nearly all the houses and cottages in the Area have their stone walls hidden either under a render coat or 'out of sight' in party walls. For the most part, therefore, it is the 'gravel' and 'limestone' buildings that have it exposed, including the churches, the Bridge, the Castle Keep and the Guildhall (above) amongst the former, and warehouses, factories, mills and other non-domestic buildings amongst the latter. The most local stone is a volcanic tuff which is generally thin-bedded, dark in hue and in various shades of brown. This was quarried around the middle of the 19th century by some 'not-quite-so-local' limestone that have a more rounded form and a light grey-blue or grey-pink colour. Less local still are the imported red sandstone (maybe from the Pigeon area) and pale limestone (from Beer) used in part of St Mary's Church, and the granite used in the bridge and St John's Church in Bridgetown.

Plan 1. Totnes Conservation Area



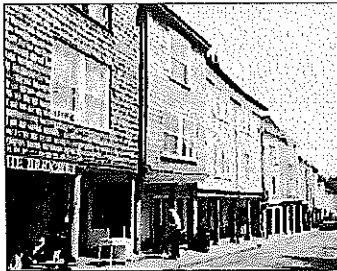
1.3 The Listed Buildings

Of the 438 Listed Buildings in the Parish of Totnes, 412 are included within the Conservation Area. Exactly half of them (206) actually front the continuous thoroughfare of Bridgetown, Fore Street, High Street and Cistern Street, while at least a further 78 are easily viewed from it. Undoubtedly, these high numbers represent one of the most, if not the most, impressive concentrations of listed buildings in any English country town. Of those in the Conservation Area, 6 are Grade I, namely St Mary's Church, the Castle, the Guildhall, the Eastgate, the Museum at 70 Fore Street and Bogan House at 43 High Street. 28 others are Grade II* (21-21*), including the Georgian bridge and the 'more complete' (and therefore best preserved) merchant's houses in Fore Street and High Street that date from the town's great age of rebuilding between about 1550 and 1650. The 'rest complete' that were altered in the 18th and early 19th centuries, and most of the houses built entirely in these later years, make up the majority of the 378 listed buildings in the Area which are Grade II. These also include several 'non-domestic' buildings, like the warehouses in Collins Road, The Plains, St. Peter's Quay and Cornhill Road, the Mill next to Fore Street and the old Ticket Office on The Lamb, as well as a range of other structures like the Wells Memorial on the Plains, the ancient well on Leechwell Lane and the telephone kiosk near the Civic Hall Square in High Street.

While all the listed buildings are special in their own right, their architectural and historic qualities contribute immensely towards the Area's interest and character. The Maps for each of the Appraisal's four sub-areas identify all the list items, which sometimes include more than one building or property.

1.4 The Scheduled Ancient Monuments

There are four in the Conservation Area and each is identified on the respective sub-area Maps. They are Totnes Castle, the site of Totnes Priory, the Leechwell and the remains of the Medieval Chapel at Warland.



Although slate hanging isn't the most common of wall finishes in the Area, it is certainly the one that contributes most towards the town's local distinctiveness and its claim to national fame. Only adjacent to the Civic Hall square, where all but one of the Butterwalk buildings are so clad, can it be said to be dominant (above). Elsewhere in the Area, away from High Street and the top end of Fore Street, examples of its use are relatively few and sometimes entirely absent from the street scene - an established pattern that adds interest in itself.



Natural stone is used to such an extent in the Area that few buildings don't have it in at least part of their structure. This is very much more than meets the eye, however, and in many parts of the Area its occurrence is hardly noticeable. The reason is that nearly all the houses and cottages in the Area have their stone walls hidden either under a render coat or 'out of sight' in party walls. For the most part, therefore, it is the 'gravel' and 'limestone' buildings that have it exposed, including the churches, the Bridge, the Castle Keep and the Guildhall (above) amongst the former, and warehouses, factories, mills and other non-domestic buildings amongst the latter. The most local stone is a volcanic tuff which is generally thin-bedded, dark in hue and in various shades of brown. This was quarried around the middle of the 19th century by some 'not-quite-so-local' limestone that have a more rounded form and a light grey-blue or grey-pink colour. Less local still are the imported red sandstone (maybe from the Pigeon area) and pale limestone (from Beer) used in part of St Mary's Church, and the granite used in the bridge and St John's Church in Bridgetown.

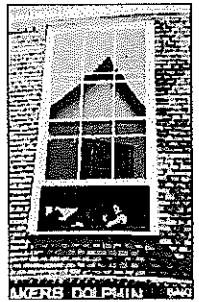


While for many centuries great quantities of slate were quarried not far from the town, few examples of the local product still survive. Those that do, however, are easily recognised by their very distinctive, silver-grey colour. Quarry closures in the early 1900s meant that matching replacements were no longer available, so repairs have long resulted in a patchy appearance. Combined with the traditional technique for extending the life of slates, using mortars, it is probably true that any well-maintained, but ageing, slate-work was something of an eyesore. This might explain, therefore, why the practice of painting slate-work was started in the town and why today it has become a distinctive aspect of its character (left).



The early, and easy, availability of roofing slate no doubt helps account for the survival of so much early fabric in the town compared to other Devon towns, where thatched roofs meant fire had a devastating impact. Slate is, of course, the dominant roofing material throughout the Area, and no more elegantly or prominently displayed than on Blidwood House next to the Civic Hall square. The fine lines of its hips are particularly noteworthy, being finished in the traditional way using mixed slates (above).

Vertical-sliding, painted-limber sash windows are prevalent in almost every part of the Area and impart a tremendous visual harmony to the street scene, whatever the form, scale and materials the buildings themselves might have. The 'classic', six-over-six, glazing pattern is most commonly found, but because the windows are positioned and grouped in so many ways, they never create monotony. Indeed, there are some that can't fail to attract or impress, like the restored 2-story one at 59A High Street (right): the largest in the town.



The key to understanding the town's early history lies in grasping the rare opportunities for archaeological investigation that new development creates. Such was the case here in North Street (below) where, for the first time, a true picture of the original Saxon defences was gained. At this point they were at least 17.5m across, with a V-shaped ditch on the outside 6.5m wide and 4.5m deep, and a mound on the inside at least 11.0m wide and 3.5m high. (The outer edge of the ditch was about 2.5m inside the edge of North Street)



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1.5 Other Buildings and Structures of Special Interest

In addition to the historic buildings and structures that are listed, many others are considered to contribute positively towards creating the special interest and character of the Area including, in particular, the houses and cottages of the late 15th or early 20th centuries that are locally distinctive and possess many of the features of their listed neighbours. The sub-area Maps identify the buildings which have this impact, although some amongst them could have their positive contributions enhanced by the replacement of incongruous features (like aluminium, plastic or obviously modern windows and doors), the reinstatement of lost features or finishes (like cast-iron rainwater goods and natural slate roofs), or the repair of characteristic features before they fall (like historic windows and doors).

The structures with a positive impact are so numerous, however, it is practical only to describe what the more significant of them are, including stone walls of the quarry, ironwork railings, gates and gate pillars, granite roadside kerbs and gutters, stone, brick and cobbled pavements, free-standing and wall-mounted letter boxes, the particular walls that line Leechwell Lane and the railway bridge at Malt Mill.

1.6 Other Features of Special Interest

While buildings and other man-made structures are dominant in creating the special interest and character of the Conservation Area, other features are important too, not least certain of the undeveloped spaces and the trees that comprise and share their setting. On the sub-area Maps the more significant spaces are identified in such a way as to explain their particular importance.

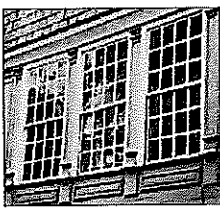
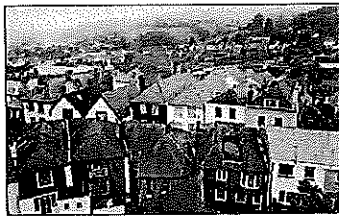
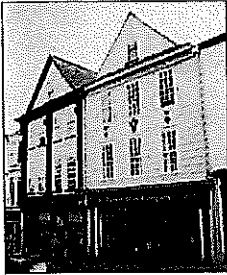
As far as trees are concerned, there are a good many in the Area that have a positive impact on visual amenities, especially those in groups or in hedges that help define boundaries, enclose spaces or frame direct views. Of particular value too are those that form an integral feature of the space or area they occupy and help characterise an important aspect of Totnes' historic development. The sub-area Maps show where the more significant groupings are and adjacent to the Conservation area are, including those on Vire Island and the several In and around the garden that supply an appropriate and characteristic setting for the town's 16th and 19th century suburban villas in Bridgetown and along Plymouth Road.

1.7 Areas with Archaeological Potential

The antiquity and continuity of Totnes' occupation as a settlement is very much an aspect of its special interest. This is particularly represented in its standing buildings and structures, partly through the dateable features they possess, but more so, perhaps, through their alignment and arrangement and the pattern of the sites they occupy. The Town Map identifies the parts of the settlement within or close to the Conservation Area where these features are particularly noteworthy and where also the below ground archaeology has the greatest potential for recording the earlier phases of Totnes' development.

2.1 ... Setting the Scene

Up to around the middle of the 18th century, gable-ended roof forms, like those to 54 and 56 High Street (right) still dominated the street scene, but as the 'classical' neoclassical and re-building of the 18th and 19th centuries progressed, hipped roofs gradually took their place and are now the more common form (although many are hidden from view behind parapets) (below right). Two of the earliest attempts at classical fronts are at 26 and 28 High Street, and it's interesting to see here that their designs held back from getting rid of the gables altogether (below left). Instead, their visual impact was reduced by the introduction of heavy cornices at the level where the eaves of a hipped roof would have been, creating something akin to a triangular pediment.



The change from gable to hip was part and parcel of the 'new look' architecture that 'overhauled' the town's appearance especially during the Georgian period. Exposed timber-framing gave way to render or slate, while sliding sashes replaced multi-paned windows with their early headed panes. An early 17th century window at 27 High Street 'suffered' this fate, but the opportunity to restore it was taken during a recent programme of repair. But for the sections cut out in the early 19th century to accommodate two sash windows (beneath the two above), the entire window had survived a further 200 years under a slatework coat (left).

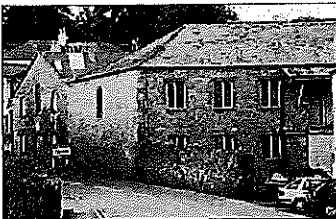
Key Conservation Components Map

2.2 The Conservation Area

When the Tolner Conservation Area was first designated by Devon County Council in July 1969, this part was its primary focus. Occupying it are several of the town's most noteworthy features including the Castle, the Church, the Guildhall, the circuit of the original settlement and, of course, High Street, with its Butterwalk, East Gate and Merchant's House.

Since then this part of the Conservation Area has been extended twice by the District Council. In May 1992, to include an area of warehousing next to the railway following the listing of a pair of them (photo below), and in September 1992, to include a number of listed houses and unlisted walls on the south side of South Street near the Civic Hall Car Park.

Plan 2 identifies the boundary proposed based on up-dated versions of the Ordnance Survey Plans and taking account of the findings of this Appraisal. It supersedes all previous boundary designations.

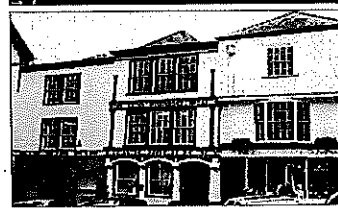


As might be expected, the part of the Area next to the railway is much more industrial in character, being dominated by large-scale warehouse structures built mainly of stone (above).

2.3 The Listed Buildings

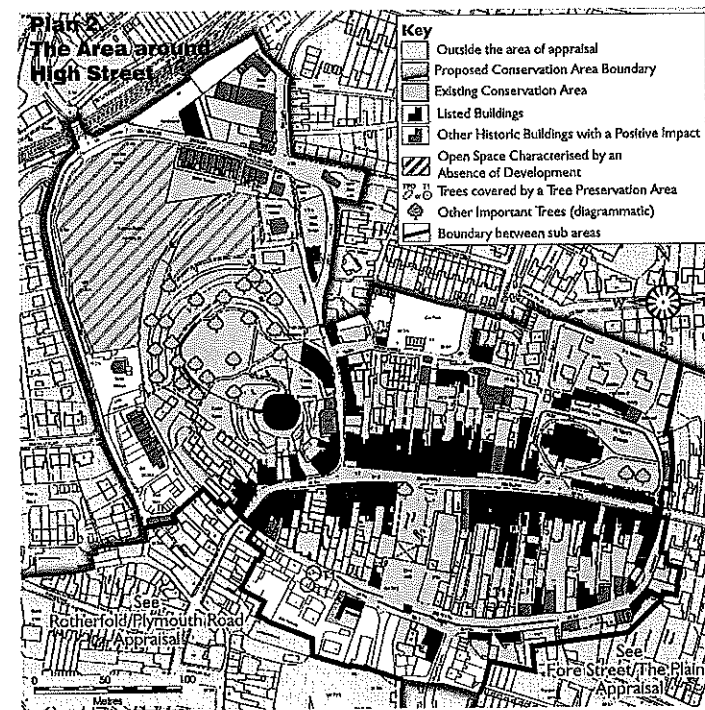
Of the 412 Listed Buildings in the Tolner Conservation Area, 131 are located here. With the vast majority (75) in High Street. (The High Street total is actually 101, but the 26 beyond the South Street junction are included in the adjacent study-area). Most of the others are in Castle Street (21) and South Street (17). 5 out of the 6 Grade I Listed Buildings in the Conservation Area are among them (The Castle, St Mary's Church, the Guildhall, the East Gate and Bogan House at 43 High Street), and 16 of the 28 Grade II* which are all in High Street (avenues 2, 8, 10, 10A, 10B, 12, 22, 26, 28, and 32, odds 11, 33, 39, Outbuildings at rear of 39, 41 and 55. The remaining 110 are Grade II. Plan 2 identifies all the buildings that are listed, while their addresses are summarised below:

Castle Street - on its east side, from the High Street end, are 1, 2, 3, 4, 5, and 6, then across the North Street junction to 8 and 9 (7 was attached to 8 but demolished to improve access to North Street in the 1950s when the car park was created). The North Gate is astride the street next to No.9, while just



Very much on view from the castle keep, the roofscape adds considerably to the interest and character of this part of the Conservation Area. Although mostly in continuous rows along the highway, frontage buildings tend to be rooted individually and follow the 'grain' of the plots they occupy (left). Although a fair number have greater widths than depths (including those backing onto the church yard), most have the opposite and create a roof pattern characterised by ridge lines running back from the street. Along Castle Street and towards the middle and east end of South Street, frontage buildings are generally smaller in scale and have widths about the same as, or greater than, their depths. As a rule, therefore, ridge lines here are aligned with the street (above).

Today the vertical listing sash window dominates this part of the Area and brings with it a tremendous sense of visual harmony. Used in what appears to be every conceivable pattern (mostly multi-paned), arrangement singly in pairs, in threes, and in triplets or venetian fashion and form (flush or recessed in the wall, or in projecting bays or bows), its use is never perceived as monotonous. The three at 10 High Street are among the earliest, and best preserved in the town (left).



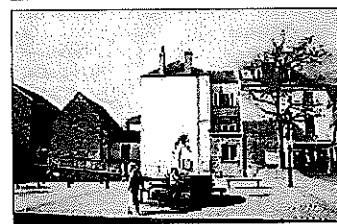
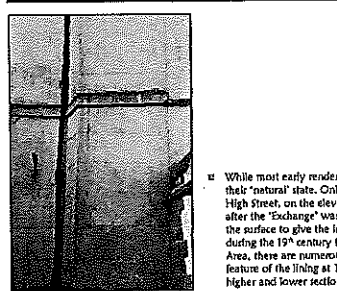
beyond it is North Gate Lodge on its west side. Returning up the hill on this side is the curving path to The Castle which, as well as being listed, is also a Scheduled Ancient Monument. Alongside the path 10, 11 and 12, with 13, 13A and 14 on the Castle Street pavement, 16 is last, being one of five buildings amalgamated at one time to form the Castle Hotel that occupied the curving High Street corner.

Church Close - Nos. 5, 6, 7 and 8 in a single block behind 19 High Street. Also listed, but included under High Street, is the churchyard wall opposite, including the gater and piers.

Collins Road - at the higher end, behind No.97 High Street, Stable Cottage, Middle Cottage and Skittle Cottage, and at the Lower end a Pair of Warehouses immediately north of 6-8 Alpha Terrace.

Rampart Walk (with Guildhall Yard) - No.1 at the rear of 73 Fore Street, Nos.5 and 5A and The Guildhall next to them, and Guildhall Cottage on the west side of the Guildhall. Also listed, but included under High Street, are the walls retaining the churchyard opposite.

High Street - on the north side, and but for the Woolworth's building at 23/25, every building is listed between the East Gate and Castle Street, including 1, 3, 5, 7, 7A, 9 and 11. The Churchyard Walls and St Mary's Church are next, visible from the street because the former Corn Exchange



Most buildings in this part of the Area, even those with timber-framed fronts and eaves, have a significant amount of stone in their construction. This isn't at all obvious in most street scenes, however, as the material is invariably hidden away in party walls or under an overcoat of render and sometimes slate. The few buildings that do reveal their stone construction are either in non-domestic use (like the church, the castle, the Guildhall and the warehouses near the railway) or are 'back blocks' like those exposed to view behind Birdwood House (above). (A rare exception is the row of 3-storey houses on Church Close, although their origins may have been less than domestic on, like Paradise House in South Street, they may well have had their render removed).

Whether applied to solid-masonry or timber-framed walls, render is the most common finish to buildings in this part of the Area and dominates street scenes that exclude the Butterwalk. Most is smooth textured, producing a somewhat dignified, 'urban' appearance that is entirely suited to a town setting. On the other hand, the few examples of 'rough-cast', in South Street in particular, produce a more robust appearance that appears quite suited to a street where many of the houses started life as 'outbuildings' at the end of High Street burgage plots (left).



The rendered surfaces that most enliven the street scene are undoubtedly those adorned with decorative features. Their numbers are few, but not amongst 'plainer' neighbours, their impact is enhanced. The two most striking examples are at 26 and 28 High Street, while the one that probably holds most interest is at 16 High Street where the initials of the owner and the date of the building's construction are central features of its decorative frieze (left).

While most early rendered surfaces were line-washed from the outset, later ones tended to be left in their 'natural' state. Only one of these survives with its original appearance intact, and that is at 15 High Street, on the elevation that faces the gap in front of the church. It was probably applied soon after the 'Exchange' was demolished in 1678, and still retains the 'ashlar lining' that was scribbled into the surface to give the impression of fine stonework. This 'architectural device' was commonly used during the 17th century to 'up-grade' appearances, and while several complete examples survive in the Area, there are numerous traces too, suggesting it was formerly much more prevalent. A quite unusual feature of the lining at 15 High Street is the change in scale that was consciously made between the higher and lower sections (left).

Historic roof structures often hold the key to understanding the evolution of a building, so their value and interest can be immense. The later insertion of dormer windows, however, usually has a harmful impact on both the authenticity of a roof's structure and its appearance. Fortunately, very few have been added in this part of the Conservation Area so they're not a characteristic of the roofscape. On the other hand, chimney stacks are indeed so, adding interest in both visual and historical terms. The stack rising out of 7A High Street is particularly impressive (above right), while its earthware pot (the smaller of the three) and two slate 'caps' are most attractive and survive to preserve local traditions.

As elsewhere in the Conservation Area, building in brick was never extensive, and was usually limited to the construction of chimney stacks, the dressing of window and door openings, and the forming of quoins in stonework. Had the 'Exchange' survived in front of the church, with its so-called upper floor of brick, the impression might have been a different, but as it is, the relative rarity of its use makes its actual use seem out of place. Indeed, of the few examples that do exist, the majority have long been painted over - like those to the front of 33 High Street in the Butterwalk (above).



The absence of herbed pavements and front garden areas are essential aspects of South Street's character, lending to authenticity its origins (as a boundary not a highway) and its evolution (as a 'secondary access route') (above).

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Leachwell Lane - at its broader, South Street end, a compact group including 1, 2, 4 and 5.

North Street - on its north side, where it narrows en route to the Guildhall Yard, 2 and 3, and at the opposite, Castle Street, No.8. On the south side, 5 and 6 that comprise the Elbow Room Restaurant.

South Street - on its north side, No.1 (South Wall House) and the Curtilage Wall and Rear Gateway of 2 High Street already referred to under High Street, No.2 follows, then 3A and then the Entrance Door and Passage adjoining 4 (Archway House) that leads to Jamini Cottage and Tower View. The only other on this side is 12 (Birdwood Cottage), while within the highway are the long, retaining, 'Barte Wall' and No.10 located on them. Behind the north side frontage, and to the rear of 24, 26 and 28 High Street respectively, are Jamini Cottage, Midway House and the Hermitage. On the south side, from west to east, are 19 and 20, 22, 25 (with 23), 26 and 27, and finally Paradise house.

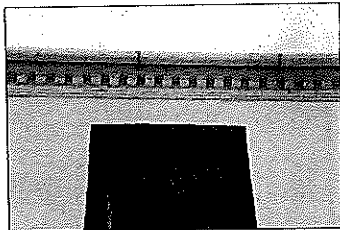
2.4 The Scheduled Ancient Monuments

Tolner Castle - comprising the motte, with its shell keep on top, and the two baileys (inner and outer) situated on the north side.

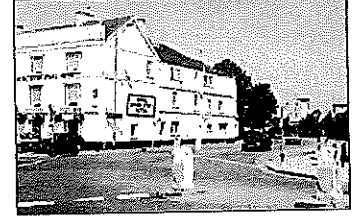
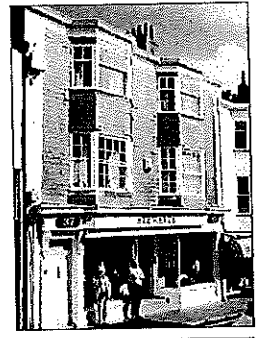
Tolner Priory - comprising the open areas of the churchyard and Rampart Walk where the buried remains of part of the late 11th century Benedictine Priory are located.

3.1 ... Setting the Scene

Other than at the top end of Fore Street, gabled fronts are an uncommon feature in this part of the Conservation Area. Most roofs have an eaves line running parallel to the street, and the most attractive of them are finished with an ornamental cornice (right). While the majority have only a shallow projection (as in High Street), a significant number do have very deep eaves with a series of brackets beneath to give visual support (below). On The Plains and New Walk, however, a very different treatment of the eaves prevails, with most being hidden behind parapets (below right). This architectural device lends height and dignity to a building's facade, and indeed the space it faces, so its dominance here is entirely appropriate. It also has the desirable effect of creating a visual link with the buildings on the Bridgetown side of the bridge since parapets are characteristic there too.



Although plot widths are generally wider, especially in the lower half of Fore Street, shop display windows tend not to be wider as a result. Instead, ground floors are either occupied by a pair of separate shopfronts or by one that's divided by a central doorway (left). Sometimes a side passage entrance exists as well (right), so generally speaking the 'small-scale' pattern of shop fronts that characterises other parts of the shopping street is found here too.



Although the buildings in Fore Street and High Street are similar in many respects, some of their 'group' characteristics are quite different and tend to set the streets apart. A preponderance of projecting bays, bay-and-oriel windows, which concentrate at the top end of Fore Street, is one of them (left). Much wider plot widths is another, especially below Lloyd's Bank on the north side where a number of buildings have 4-window fronts (right). The way buildings are ranged along the streets differs too, with more in Fore Street set back from the pavement and many more with gaps between them leading off to private sites and public ways. In Fore Street too, there are more buildings of 2-storey height, and because the view east down the street is more open, and its width is ever more wider, the feeling of enclosure towards its lower end is far less tight (below).



Built more as a route out of the centre to by-pass Castle Street's steep incline and narrow North Gate (in about 1830), Station Road is flanked by characteristic buildings near its Fore Street end, including the mid-19th century villa on the left which was probably the first house built to take advantage of the location's convenience (above).

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Vertical sliding timber sash windows dominate domestic buildings throughout this part of the Conservation Area, including the more modern houses residing on Warland (above left). The vast majority are multi-paned, and although some are in pairs and others have sills (like those in the Seven Stars) most are placed singly in the wall. Rather special amongst them are the curved ones at 30 Fore Street, set into its rounded corner with Bank Lane (above right). In Bank Lane, of course, are the most noteworthy and unusual 'non-sash' windows in the Area - the pointed-arch casements of Gothic House (below).



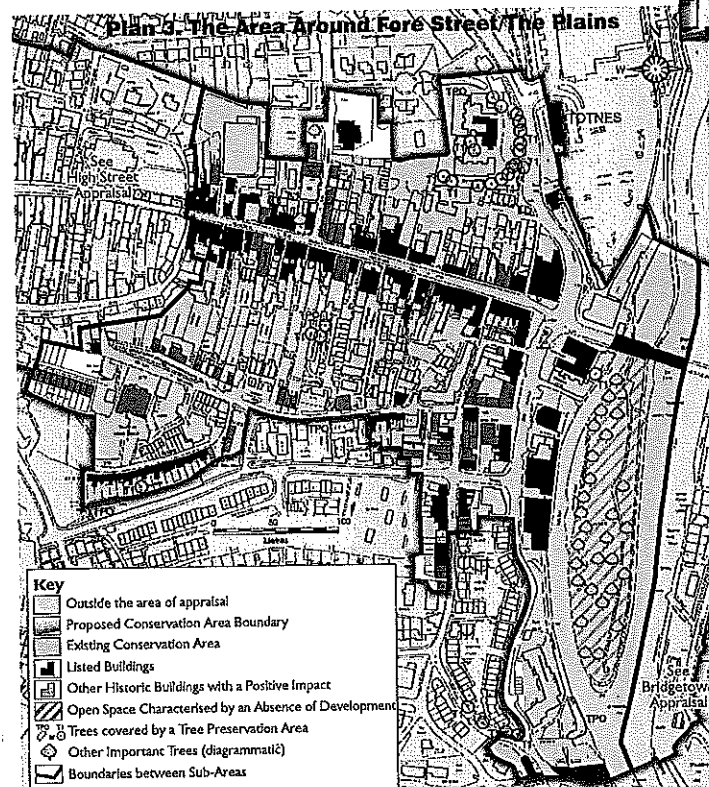
Key Conservation Components Map

3.2 The Conservation Area

When the Totnes Conservation Area was first designated by Devon County Council in July 1969, it's focus here was on the many important, and mostly listed, historic buildings concentrated along Fore Street and The Plains. The equally important plots behind the Fore Street buildings were also included so that, on the south side, the boundary followed the line of The Grove and Victoria Street. It then turned at The Plains to include the range of historic waterfront buildings sandwiched between New Walk and the Mill Tait. On the opposite north side, the boundary went beyond the rear of the Fore Street plots to include the Manor House and the 'Town Mill', the latter building being itself sandwiched between Coronation Road and the Mill Tait that still serves it.

Since then this part of the Conservation Area has been extended twice by the District Council mainly to take account of the listing of additional buildings near its boundary: in October 1985, to include the cottages at Moorisher and Warland and the range of buildings on St Peter's Quay, and in September 1992, to include the warehouse building on the former Bacon Factory site on Coronation Road.

Plan 3 identifies the boundary proposed based on up-dated versions of the Ordnance Survey Plans and taking account of the findings of this Appraisal. It supersedes all previous boundary designations.



Key

- Outside the area of appraisal
- Proposed Conservation Area Boundary
- Existing Conservation Area
- Listed Buildings
- Other Historic Buildings with a Positive Impact
- Open Space Characterised by an Absence of Development
- Trees covered by a Tree Preservation Area
- Other Important Trees (diagrammatic)
- Boundaries between Sub-Areas

3.4 The Scheduled Ancient Monument

The Medieval Chapel of the Holy Ghost and St Katherine at Warland - The site includes the gardens of 8 and 9 Warland and the L-shaped portion of garden wall (1.8m high) along the rear of 8, 9 and 10 (to cover the above and below ground remains of the chapel, other than those surviving in the listed cottages adjacent).

3.3 The Listed Buildings

Of the 412 listed buildings in the Totnes Conservation Area 129 are located here, mainly in Fore Street (62), The Plains/New Walk (19), Warland (14), and Moorisher with its 18 cottages in a single row (Most Cottage excluded). The Museum at 70 Fore Street is Grade I. Eleven are Grade II*, of which nine are in Fore Street (Nos 65 on the north side and on the south nos. 34, 36, 48, 50, 52, 54, 64, and 68). The other two are The Royal Seven Stars on The Plains and 10 Warland. The remaining 117 are Grade II. Plan 3 identifies all the buildings that are listed, while their addresses are summarised to the right:

Cautionary Note

The formal designation of Conservation Areas, Listed Buildings, Tree Preservation Orders and Scheduled Ancient Monuments is a continuous process so if you need to be certain that the designations shown on the Map are still correct, please check with the Planning and Building Control (Conservation Team) at the District Council.

Bank Lane - No. 1 tucked in behind 30 Fore Street. (Gothic House, within the Lane, has a Fore Street address)

Blue Ball Hill - No. 1, at the bottom corner of this short hill, facing directly along The Grove (below).



The boundary of the Saxon outer enclosure probably extended on from the Grove towards South Street, across the site of No. 1

Coronation Road - The Manor House on the west side, with the Town Mill and the former Hamill Bacon Factory Building on the other.

Fore Street - on its south side, between The Plains and South Street, only 4 buildings aren't listed: the two churches, and numbers 26 and 60. No. 2 is the first that is. (Even though facing The Plains, its 'front door' is on the side elevation onto Fore Street). 4, 6, 8, and 10 follow before the passage to Ticklemore Street intervenes. Then come 12, 14 with 14A, 16, 18, 20, 22, 24 and 28 on the corner of Bank Lane, wherein lies Gothic House, set back a considerable distance where the Lane narrows to a tiny passage that seems to pass through lit Next are 30, 32 and 34 (with 32A and B) and then 36 (known as the Manifold) which is set back from the pavement. The Pair of Forecourt Piers in front are listed, while the railings between them were later installed by Devon County Council. 38 then were later installed by Devon County Council. 38 then were later installed by Devon County Council. 38 then were later installed by Devon County Council.

To the 'odds' on the north side, from their commencement at Mill Lane, the listed buildings are fewer in number and more widely spaced - at least at this end. 1 and 3 are followed by 15 and 17 with 17A and 19. Then comes the former Post Office at 25, and in a short row 27, 29, 31 with 33, 35 and 37. In the last stretch, between Station Road and the East Gate, 39 is the only building facing the street that isn't listed. They include, therefore, 47, 51, 53 with 55, 57, 61, 63, 65 with 'Little Priory' behind, 67, 69, 71 and 73. In addition, the so-called 'Brutus Stone' in the pavement outside 51 and 53 is also listed.

Moorisher - 1 to 18 of the terrace are listed but not 1A (Most Cottage) at its east end.

Now called Moorisher, but known as Moss Cottages in 1652, the name of this terrace doesn't explain why it was built somewhat on a limb, but it does throw light on the nature of its setting which was certainly marshy and possibly tidal (right)

New Walk - on its west side, 1, 2 and 3, and on the east, with their opposite sides rising directly off the Mill Tait revetment, Applewharf (listed as Holman's Warehouse) and The Malthouse (listed as The Old Cider Factory whose range includes a tall chimney structure).

The Plains - occupying the north side, The Royal Seven Stars Hotel, while on the west are 1, 2 and 3 (the 4th in the terrace has a Fore Street address), 4 and 5 (No. 4 entirely rebuilt after a fire in 1986 and probably the 'youngest' listed building in the country), 5A, and, set back behind its square, the Dartmouth Inn. On the east side, the former Methodist Chapel, and 9, 11 and 12, all forming part of the 'Waterlode Development'. Also listed are the Obelisk Memorial to John Willis and Two Granite Piers set in the pavement nearby, said to be the central and one of the outer piers of the former Toll Gates on Totnes Bridge. (When listed they were located in a verge in Coronation Road).

St. Peter's Quay - a small group including the Steam Packet Inn, the converted Warehouse adjoining the Inn, and Nos. 1 and 2 St. Peter's Terrace with Seagull Cottage adjacent.

Ticklemore Street - No. 1 and the Bollard in the passage link to Fore Street.

Victoria Street - The Waterman's Arms public house (No. 3), and 10, 11 and 12 with 14 opposite, all adjacent to the entrance to Bank Lane.

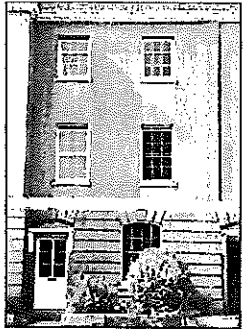
Warland - on its west side, No. 1, then across St Catherine's Way to 5, 6, 7, 8, 9, 10, 12 (Hope Cottage) with 12A and 13. On the east side, 23, 25, 24 and 25, and then back over St Catherine's Way to 26 which faces onto it. No. 10, with its remnants of a 13th century chapel, is also a Scheduled Ancient Monument.



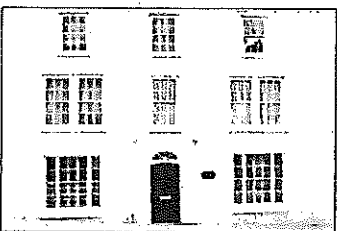
4. BRIDGETOWN

4.1 Setting the Scene

Render is the most prevalent wall finish in the Area, dominating the main street (particularly towards the bridge end) and the area of suburban villas, as well as Palsfield and the west end of Weston Road. Although most are now painted, a few examples still survive in their original smooth and unpainted form, not least the two very handsome rows at Devon Place (below) and Seymour Terrace, but discernable are the lines that were nearly always drawn into the render to give the impression of rather 'up-market' stone blocks with fine joints (usually called *ashlar-fining*) (right).



Their vertical emphasis, balanced proportions, and the scale and intricacy of their multiple panes, are but three of the features that make traditional timber sash windows so pleasing to the eye. Introduced mainly during the 19th century transformation they now dominate Bridgetown, and are mostly (but not entirely) recessed in rendered masonry walls. This display at 1 Bridgetown (below) is rather special as it exemplifies the three arrangements found in the Area: single sashes, paired sashes and tripartite sashes too, the latter being the ones with 'sidelights' on the ground floor - which are occasionally separated by solid 'mullions', like the central upper floor windows at 16/17 and 18 Bridgetown (right).



Key Conservation Components Map

4.2 The Conservation Area

When the Totnes Conservation Area was first designated by Devon County Council in July 1969, here in Bridgetown its focus was on the oldest parts of the suburb which were the most 'urban' in character. This included the main street as far as the Newton Abbot road junction, the quaysides on the Dart, and took in Seymour Place and Seymour Villas along the way.

Since then this part of the Conservation Area has been extended twice by the District Council: In October 1985, to include the mostly detached villas on and near New Road and Jubilee Road that comprise Bridgetown's oldest 'suburban' group, and in September 1992, to include Baring Cottages and the grave yard alongside.

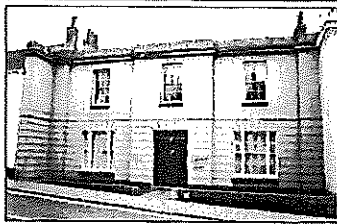
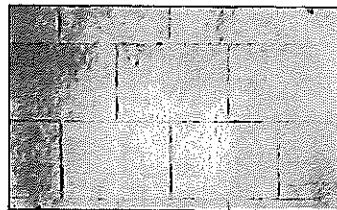
Plan 4 identifies the boundary proposed based on up-dated versions of the Ordnance Survey Plans and taking account of the findings of this Appraisal. It supersedes all previous boundary designations.



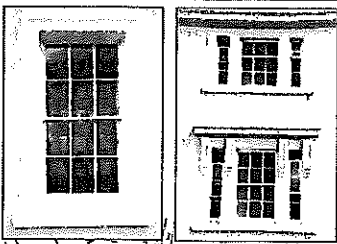
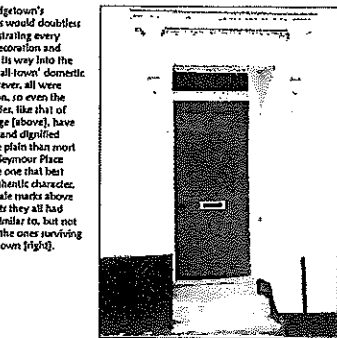
Like the water meadows to the north, the open space of the graveyard beside Weston Road and Baring Cottages helps define the settlement's original form. It also generates a more rural 'village' character which the stone-built estate cottages close by tend to reinforce (above). Indeed, their arched openings with brick reveals are similar to the later ones built at the heart of the estate in the nearby village of Perry Pomeroy.

Cautionary Note

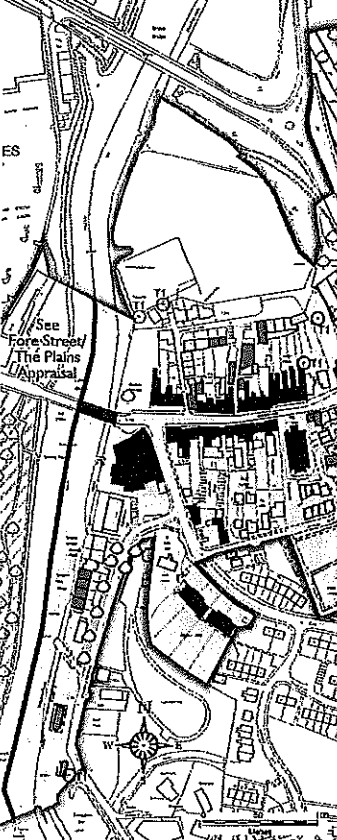
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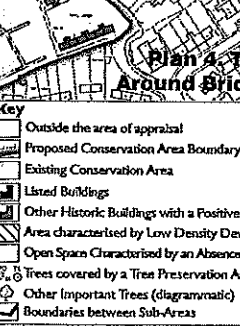
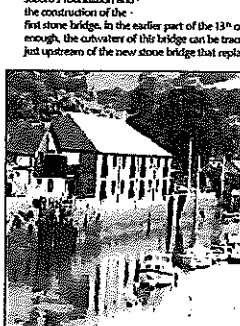
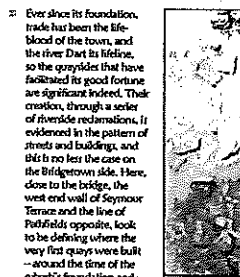
A montage of Bridgetown's rendered buildings would doubtless come close to illustrating every kind of classical decoration and device that found its way into the vocabulary of 'small town' domestic architecture. However, all were used in moderation, so even the more ornate facades, like that of Marlborough Lodge (above), have a quite restrained and dignified appearance. More plain than most are the houses in Seymour Place (left), showing the one that best preserves their authentic character, although the tall-tale marks above their doors suggests they all had hoods that were similar to, but not as ornate as, the ones surviving at 3 and 4 Bridgetown (right).



On its side elevation, 1 Bridgetown also demonstrates the practice of decorating and emphasising window openings with 'architraves' (above right). Their prominence, and that of the other two examples in the Area (including the former Ballroom windows at Seymour Court) creates a false impression that the practice was much more common than it actually was.



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While the age, architectural styles and materials of the villas in the north-east part of the Area are similar to those in the main street, their form, arrangement and surroundings are in total contrast and entirely characteristic of low density, 'up-market' 19th century suburbs. Without doubt the most verdant part of the Area, it comprises a diverse group of large, mostly detached, 2-storey villas that are set in secluded, landscaped gardens that keep them well hidden from roadside views (left).



Dormer windows are a particular feature of certain buildings in the Area and are clearly part of their original design. The examples at Seymour Terrace and Seymour Place are especially attractive, being similarly designed with shallow curving heads (above). Their numbers are few, however, so that dormers cannot be considered a common characteristic of Bridgetown's roofscape in a more general sense.



Roussel's Lane north of the main street and Weston Road with Somerset Place to the south, are aligned with the suburb's medieval boundary which by then had extended to just beyond the modern-day 'Newton Abbot' junction. For centuries both served to provide near access to the 'train street' plots and the stores and workshops both on them. Vestiges of this 'industrial' character still survive at Roussel's Lane (above), but for the most part this has been eroded in both locations during the 19th and 20th centuries through conversions and the introduction of cottages and small houses which now dominate the scene.



Now converted to residential use, 'Steamer Quay Wharf' (left) is the lone and much rebuilt survivor of a series of five similar stone warehouses that were built by the 11th Duke of Somerset on the quays he constructed downstream of the new bridge (on reclaimed ground that included the site of the Seymour Hotel). They reached almost as far as the tip of Vire Island (whose paddock setting was another of his creations), with the last stretch of open quay reserved, like today, for the landing of pleasure craft. Albeit in modest measure, the surviving 'ware-house' still preserves something of the industrial character that once dominated the quayside, while a little further downstream the boating office and café alongside are typical of their type and appear entirely in keeping with their diverse setting (above).

4.3 The Listed Buildings

Of the 412 Listed Buildings in the Totnes Conservation Area, 60 are located here, with all but three described in the List document as dating from the 19th century (the three being earlier). The Bridge is Grade II* (two-star), while all the others, including St John's Church, are Grade II. Plan 4 identifies them all, while their addresses are summarised below:

Atride the river Dart, linking Bridgetown to the rest of Totnes since 1828, is Totnes Bridge, by the Essex architect Charles Fowler, who also designed Covent Garden in London. (The Bridge is also a Scheduled Ancient Monument)

Bridgetown - on the south side, set obliquely to take in the view of the bridge, is Seymour Court, (formerly and listed as) Seymour Hotel, from Palsfield up to and including St John's Church (gated by fire in 1976) the entire row is listed, including 1, 2, 3 (Marlborough Lodge), 4, 5, 6, 7 (Seymour House) and 8. The corner shop (on Seymour Place) with its adjoining house, 14 and 15 are next, followed by 16, 17, 18, 19 (Originally Pomeroy House), and 20 (Dart House)

On the north side, in the opposite direction, are 24 (Dartvale Manor), the terraces of 1 to 5 Devon Place (which was originally called Church Terrace) and 24 with 29, 30 and 31, and then 32 (Albert Inn), 34, 35, and nearest the bridge, 1 to 4 Seymour Terrace.



The Seymour Hotel (now Seymour Court) was obviously sited to take full advantage of the riverside setting, not only to capture the splendid views, but also to gain the prominence needed to attract custom away from its rival across the bridge. While no longer dominating the river frontage in singular fashion, it nevertheless retains its visual prominence at the entrance to Bridgetown, and plays host to several of the architectural features and effects that characterise the classically-styled buildings that dominate most of the Area. The curved front is particularly appealing, although its symmetry was somewhat compromised, well before its conversion, by alterations to the top-right window (above).

Bourton Road - towards its north end, Mount Dart opposite the Jubilee Road junction is listed.

Bridgetown Hill - on its south side, numbers 1 and 2 (Seymour Lodge) only a short distance along from 20 Bridgetown.

New Road - 3 of 6 houses (now 7) called Pomeroy Villas when built, an attached pair, Duncliffe and Stratworne and Fernleigh next door.

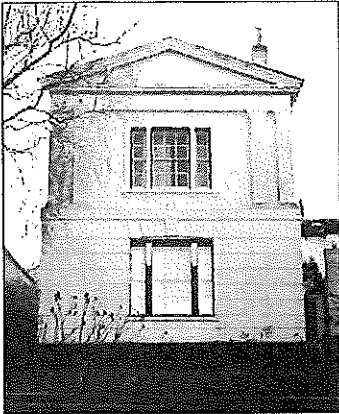
Pathfields - on its east side, Seymour Cottage, and on its west side (where it becomes south), two semi-detached pairs, 1, 2, 3 and 4 Seymour Villas.

Seymour Place - Part of the same development as 14 and 15 Bridgetown*, a long terrace numbering 1 to 10, and on the opposite, north side a single cell Look-up next to the Old Forge House.

Weston Road - Numbers 1 and 2, which are next door to Seymour Cottage on Pathfields but 'around the corner' in Weston Road.

5. ROTHERFOLD/ PLYMOUTH ROAD

5.1 Setting the Scene



The rendered elevations which dominate this part of the Conservation Area are generally quite plain in comparison to other parts. Eaves cornices, string bands, ashlar lining and rusticated quoins are indeed present, but not in any great number, while there are just two examples of 'parapetted' roofs (a common feature in Bridgetown and on The Plain). All the more remarkable, therefore, is Haytor on Plymouth Road, which displays one of the most impressive 19th century fronts in the town. [above] Its 'temple-like' classical design includes a (triangular) pediment 'supported' by two pairs of pilasters above a rusticated ground floor. That it formerly 'housed' the register office of the Totnes Union probably accounts for it having a very dignified, 'public-building' kind of image.



Most rendered elevations are smooth in texture, and while the vast majority are also painted, that to 17 Citem Street is rather special in that it still retains its original, unpainted finish. [above] Fortunately rough-cast and pebble-dash renders are few, the former because its rustic appearance tends to look out of place in most town settings, and the latter because its use was applied in response to a national, 20th century fashion, and tends not to reflect local characteristics.

Key Conservation Components Map

5.2 The Conservation Area

When the Totnes Conservation Area was first designated by Devon County Council in July 1969, its focus here was on the three routes that lead away from High Street towards the south and west, namely Plymouth Road, Citem Street and Leechwell Street, taking in the square at the Rotherfold along the way. For most of its length the boundary was drawn tightly around the historic buildings in closely-knit groups that were the most 'urban' in character. On the south side, however, it did reach out beyond these to include Leechwell Lane as far as the ancient well that gave it its name.

Since then this part of the Conservation Area has been extended once by the District Council. This was in October 1985 to include the several 'suburban' villas east and west of the Western Bypass which had been added to the statutory list.

Plan 5 identifies the boundary proposed based on up-dated versions of the Ordnance Survey Plans and taking account of the findings of this Appraisal. It supersedes all previous boundary designations.

5.4 The Scheduled Ancient Monuments

The Leechwell on Leechwell Lane, a medieval holy well that was still used as a public water supply until the 1930's.

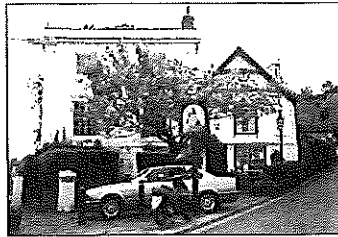
5.3 The Listed Buildings

Of the 412 Listed Buildings in the Totnes Conservation Area, 92 are located here, most inside the line of the Western Bypass along High Street/Citem Street (36), Leechwell Street (23) and Plymouth Road (22). All are Grade II, and while identified on Plan 5, the list below summarises their addresses.

Citem Street on its west side, at the gap where High Street becomes Citem Street, No.1, set well back, 3, 4, 5 and 6 follow in a terrace, then the Bay Horse Inn (at 8), 10 (Blue Coat House) and 11. Mount Pleasant is next, included here because Citem Street continued to its door before the Western Bypass was constructed. On the east side the only building listed is No.17, on the corner with The Lamb.

High Street (the section from the South Street junction to the Rotherfold, where High Street becomes Citem Street) on the west side as far as Collins Road all except the single-story 91A are listed including 83, 85, 87, 89, 93 with 93A and on the Collins Road corner, 97 the former Plymouth Inn. 99 and 101 are next, then across the Plymouth Road junction to 103 with 103A, 105 and 107. On the east side, from the South Street junction to Leechwell Street, only 90 Inn is listed. They include, therefore, 74, 76, 78 with 80, 82, 84, 86, 88 and 90. Across the junction they continue with 54, 96, 98 with 100, and the Bull Inn (at 102) on the Rotherfold corner.

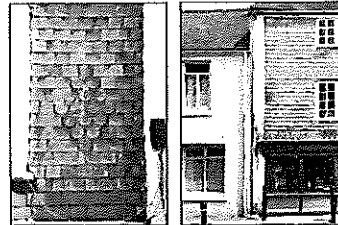
Leechwell Lane at this end of the very narrow, 'pedestrian only' section, the ancient spring called Leechwell.



While more than 200 years separate the oldest and youngest historic buildings in the Area, their general styling is essentially polite and classical, with rendered finishes and (mostly multi-paned) timber sashes dominating street scenes and creating harmony throughout [above].



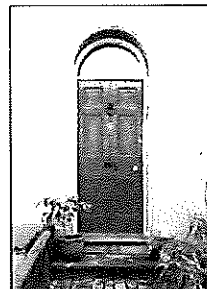
Although slate is the dominant cladding for roofs [above], there are relatively few examples of its use to clad walls, and because three of the more prominent ones are painted and the rest of them disposed, their impact is very much reduced. Nevertheless, it is this part of the Conservation Area, at 88 High Street and 24 Leechwell Street, that the town's most attractive examples of ornamental stonework are found. Both incorporate skillfully cut, 'scallop-shaped' flutes... in seven diamond-shaped panels at 88 [below] and in three string bands at 24 [below right].



The majority of buildings in this part of the Conservation Area were built in the late 18th and 19th centuries. Mostly domestic, they range from modest town houses [left] to quite substantial suburban villas [right] but nearly always possess a polite, classical style.



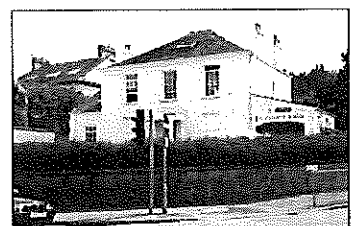
One of the more attractive of the less ornamental fronts is at 11 Citem Street [left] which was very carefully restored in recent years when its rustling rusticated quoins (at right) was reinstated. A lime-based render was used, with lime-washes over, to produce an authentic and unmistakable 'softly weathered' appearance.



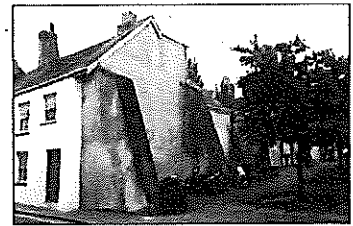
Although many historic doors have been replaced with standard, modern types, several still survive to enhance the character and interest of the Area, including this early 19th century, 6-panelled one in Plymouth Road [above]. Significantly, the semi-circular fanlight is where it should be, above the door, not incorporated in it.



As in other parts of the area, brick is almost entirely absent (but for its use in constructing chimney stacks which are in any case mostly rendered). Exposed stonework is equally rare (other than in the construction of boundary and retaining walls), its presence being limited to minor buildings like the Old Ticket Office in the Lamb [above], or outbuildings like the converted stores in the grounds of the former workhouse/hospital [left].



Although less grandiose than its counterpart on the opposite, Bridgetown, side of town, the grouping of 19th and early 20th century suburban villas alongside Plymouth Road and the Western Bypass is nevertheless typical of its age, being characterised by relatively large houses with gardens to match [above]. While of similar age, style and materials, the terraced form and roadside setting of the nearby town houses in Plymouth Road are in total contrast. Indeed, their juxtaposition serves to highlight the distinctive qualities of both the urban and the suburban setting.

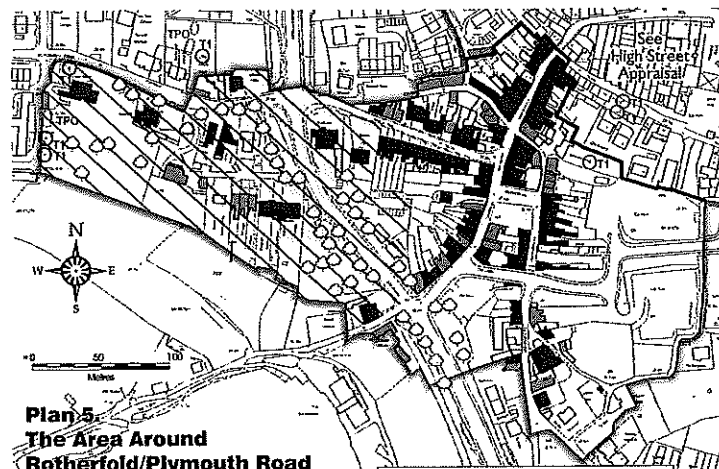


When the buildings along its south side were removed and not replaced, the Rotherfold lost a good deal of its integrity and significance as an historic town square. The motive batteries built in their place are most unattractive, being reminiscent of a war damaged site or an area in decline, while the side gables of the buildings alongside transmit a visual message that very much diminishes the importance of the space they face [above].

Plymouth Road on its south side from the High Street end is the long terrace including 1A and all the numbers from 1 to 12. Still inside the Western Bypass are Mount Pym and Rosabells, while beyond it, in a 'hillside' position, is the terrace including Fernhill, Fairfield, Little Meadow House and Meadow House. Below and closer to the highway are Gothic Lodge, Hay Tor, Prospect House (listed as Rosemount) and its Entrance Gateway, Northcote and finally within the Conservation Area, Elwell House. On the north side, again from the High Street end, are Pym House, Middleton and Gothic Lodge, then 1 and 2 Pym Villas, Bay Villa and Bay Cottage, 3 Ashleigh Villas and across the Bypass, Cottage Farm.



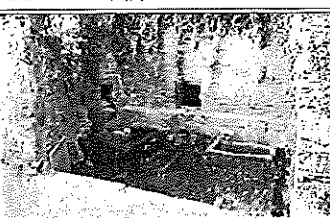
The most ambitious house building project of the period, dating from the early part of the 19th century, occupies the south side of Plymouth Road and comprises a row of thirteen 3-storey town houses [above]. A glance along them used to produce an image of identical units. But this was never true, and now that they're painted in a range of colours, the idiosyncrasies of each are more readily appreciated.



Plan 5
The Area Around
Rotherfold/Plymouth Road

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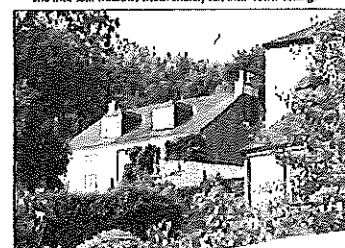


The historic interest of the Area is much enhanced by the survival of the Leechwell - a remarkable and ancient structure built to harness what, for a town, is an essential resource: spring water for drinking and cooking [above].

Leechwell Street on the west side, between the Rotherfold and The Lamb, 1, 2, 3 with 3A, and 4. Across The Lamb, but along its side, is The Old Ticket Office including the steps, wall and railings on its east side. Then 5, 6 and 7 in a short terrace, and 8 (Steps Cottage) beyond it. Returning in the opposite direction on the east side is the Kingsbridge Inn (at 9) and the Lamp-post Inn in front, 10 next door, and 12 (Westhill Cottage). Then back across The Lamb to 16, followed by 19 and its neighbours 20, 21 with 21A, 22, 23 and 24 which face across the street to the Rotherfold.

Cautionary Note

The formal designation of Conservation Areas, Listed Buildings, Tree Preservation Orders and Scheduled Ancient Monuments is a continuous process so if you need to be certain that the designations shown on the Map are still correct, please check with the Planning and Building Control (Conservation Team) at the District Council.



Just along from the Kingsbridge Inn is Westhill Villa (on Kingsbridge Hill but listed as being in Maudlin Road) with its back to the road and its principal elevation facing across the town to gather in the view [below]. Although uncommon in the Area, its town-facing domes are noteworthy for their compact form, their tiled hips and their ash windows which entirely suit their 'town' setting.

