

2024

Dartmouth Conservation Area

The Appraisal and Management Plan



South Hams
District Council



Part One – The Appraisal 3

1. Summary of Special Interest	4
2. Introduction	5
3. Planning Policy Context	6
4. General character, locations and uses	8
5. Historic interest	9
6. Architectural interest and built form	10
7. Locally important buildings	12
8. Spatial analysis	13
Historic Heart	13
The Terraces	14
Historic Reclaimed Land	15
Maritime and modern life	16
Verdant residential	18
Soundscape	19
9. Streets and open spaces, parks, gardens and trees	20
10. Setting and views	21
11. Boundary Review	23

Part Two – The Management Plan 25

1. Introduction to The Management Plan	26
2. SWOT Analysis	27
Managing Change Recommendations	30
Technology and Innovation	31
3. Management Plan Strategy	33
External Partners	35
Appendix 1	36
Dartmouth Conservation Area and proposed extension – Area 1	36
Dartmouth Conservation Area and proposed extension – Area 2	37
Dartmouth Conservation Area and proposed extension – Area 3	38
Dartmouth Conservation Area and proposed extension – Area 4	39
Appendix 2 – Locally important historic buildings	40
Appendix 3 – Vulnerable Buildings	40
Appendix 4 – References	40
Appendix 5 – Consultation	41

Part One – The Appraisal



1. Summary of Special Interest

It is its position at the mouth of the River Dart that has led to it being of such strategic military and commercial importance. The sheltered natural deep harbour has enabled the development to be a town of importance from the Middle Ages, despite it being inaccessible to vehicles until the mid 19th century.

Much of the character of the ancient, pedestrian town has survived. While it sits alongside the water, it retains intimate spaces, unexpected flights of steps, or pathways along steep narrow streets full of architectural features and styles. St. Saviours Church or the houses of the Butterwalk are prime examples.

Development followed the contours of the steep valley as it grew, giving the town a terraced form and affording dramatic views of the estuary from the public and private spaces.

Land reclamation gave the town useful areas of flat land. The contrast between these spaces and the original town is still clear to experience.

The unity of the town is most apparent from the water and the relationship of the buildings to the slopes most clearly evident. The association between Dartmouth and the River Dart is fundamental not only in the physical landscape of the town, but also economically, socially and culturally.



The life of the town is connected to the life of the river

2. Introduction

This Conservation Area Appraisal (Part I) and its combined Management Plan (Part II), support South Hams District Council's Corporate Strategy.

This is a revision from the previous version of the Conservation Area Appraisal adopted in January 2013. It honours some of the content from the previous version, but now brings it up to date.

The previous appraisal made recommendations for amendments to the Conservation Area boundary, which were made at the time of adoption.

History of the area's designation and subsequent boundary changes:

- Designated by Devon County Council on 12th January 1971;
- Boundary first extension on 3rd October 1985;
- Boundary second extension on 3rd September 1992;
- Boundary third extension on 11th January 2013.

Foss Street



3. Planning Policy Context

National and local policy framework

The provision for conservation areas and their management are set out in government planning policy;

- Conservation Area requirements under the; Planning (Listed Buildings and Conservation Areas) Act 1990, section 69 (2).
- Town and Country Planning Act 1990, section 196 (D)
- National Planning Policy Framework (NPPF) 2022 and Glossary. Paragraph 191 of the NPPF states that;

“When considering the designation of conservation areas, local planning authorities should ensure that an area justifies such status because of its special architectural or historic interest, and that the concept of conservation is not devalued through the designation of areas that special interest”.

- Planning Practice Guidance (PPG) Paragraph 025 Reference ID. 18a-025-20140306
- The Countryside and Rights of Way Act 2000 makes specific reference (s85) that Town and Parish Councils as public bodies must have regard to the statutory purpose of an AONB to conserve and enhance natural beauty.

Local Policy

- South Hams Local Development Framework
- Joint Local Plan (JLP) – SPT11 Strategic approach to the historic environment
- JLP SP1 Spatial priorities for development in Dartmouth
- JLP Dev 21 – development affecting the historic environment
- JLP SPD – New work in Conservation Areas
- Dartmouth Neighbourhood Plan (Made September 2022) – Policy DNP TE3 Safeguarding Designated and Non-Designated heritage assets and the conservation area of Dartmouth

What a Conservation Area is, how and why it's designated

The statutory definition of a Conservation Area is;

“an area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance”.

Designation of an area seeks to manage change in ways that maintain or strengthen the area's special qualities. The appraisal sets out what makes the Dartmouth Conservation Area special and makes recommendations for what needs to be conserved and what needs to be improved.

Summary of implications through designation;

- The requirement in legislation and national planning policies to preserve and/or enhance (as discussed further on the NPPF and the PPG)
- Local planning policies which pay special attention to the desirability of preserving or enhancing the character or appearance of the area.

- Control over demolition of unlisted buildings
- Control over works to trees
- Limitations on the types of advertisements which can be displayed with deemed consent
- Restriction on the types of development which can be carried out without the need for planning permission (permitted development rights)
- Support the use of article 4 directions to remove permitted development rights where avoidable damage is occurring
- Clarification of archaeological interest, thereby assisting its protection

It is important to note that in the absence of any particular reference to any building, feature, view or space, it should not be taken to imply that it is of no significance and therefore has no relevance to any planning consideration.



The historic environment and its setting

4. General character, locations and uses

Dartmouth is a historic port with later defences, with some remaining upstanding architecture from this early period remaining. It is dominated by the River Dart, but can now be accessed by road.

The historic narrow streets create difficulties for traffic and lacks sufficient parking for local residents. The traffic remains too dominant for the capacity of the size of the town and number of pedestrians/tourists.

It has far reaching views across to Kingswear, which retains a connection via the ferries or by boat.

It is both a popular tourist destination and popular Market town, but still retains a local residential population. Despite the location of the Royal Naval College, there seems to be limited presence from them.

It has well maintained and cared for public spaces, the park areas in particular, however care should be taken with regards to placement of less decorative features such as waste bins.

The principle historic buildings in general are all well maintained and add to the pleasing scene, however there are large areas that have been allocated to parking that are of no character partly due to the standardised modern surface finishes.

It is the craftsmanship of architectural details and the quality of the traditional materials that make a positive impact, however, there remains a cumulative creep of replacement features with unsympathetic materials, such as the use of upvc.



The Boatfloat and Quay

5. Historic interest

Dartmouth has a strong history as a military port and commercial centre. Despite its fame, there is little referenced information to fully illustrate the town's rise to prominence. Its historic development is set out below;

Middle Ages

Two fishing hamlets separated by the Mill Pool creek. Hardness to the North and Clifton along the South. The steep slopes made water the main access route. Houses first appeared along the steep slopes just above the high tide level.

13th century

damming of the inlet between the two hamlets. This was used to harness the tide to power mills. There is evidence of below ground archaeological remains in this area.

15th century

protective sea defences built due to its prominent position.

16th & 17th centuries

trades such as the Newfoundland fisheries, ship building, cloth and wine became established with the port. The wealth generated by merchants saw the growth of buildings.

19th century

large areas of land reclamation. The quays were extended for better access. The coal bunkering trade revived the town's fortunes. Archaeological deposits of high importance, related to maritime features and trade, have been found in the reclaimed areas.

20th century

the quay was further extended for building development and a promenade was constructed by the river. As a defended settlement used by the military for centuries, modern embankments were built out with ramps and slipways to aid the D-Day campaign of WWII.

21st century

light industry is centred on small commercial and pleasure craft industries, tourism and retail. There is a mixed use of residential on the upper floors in the commercial centre.

6. Architectural interest and built form

There is a direct connection with Dartmouth's main periods of past status and use with the distinct variations in architectural style and their context.

Some earlier buildings represent several different periods of development, for example some have more recent shop fronts inserted at ground level but retain a more distinct character above.

It is the diversity in the building styles that add to the special interest of the character of Dartmouth.

The vast majority of the domestic buildings can be identified into one of three categories;

- **Pre-18th century buildings or medieval origins.**

Commonly terraced sharing stone rubble party walls. Some with timber framed gabled fronts hidden behind haired lime plaster or earth plasters. There are often carved oak corbels beneath jettied upper floors or oriel windows. Colour palette traditional black (timber beams) and white infill panels.

- **Early to later 19th century buildings, in the Georgian or later on, Victorian style.**

Commonly elegant terraces, 3 storey and set along the street, referred to as "polite architecture". They have a vertical emphasis particularly the sliding sash windows, but overall well proportioned. Smooth lime render and string courses to throw rain off the elevation and a defined plinth. Small scale attic dormer windows are a later addition. Colour palette, is usually white painted timber, but colourful painted front elevations as a minimum. Most of which are a variety of pastel shades, but some have a darker colour tone.

- **Modest Victorian style, by virtue of their scale and finish, but often referencing Victorian features, but could be earlier too.**

Built along the road edge. Walls stone rubble, with a rough render or exposed stone. Mainly 2 storey, but retaining a vertical emphasis with the fenestration. Chimneys still a visible feature.



Boat stores under Newcomen Road



Newcomen Road



**Left: Traditional chimney pots.
Above: Traditional shop mosaic ingo.
Right: Traditional materials and
craftmanship.**



Materials used in the town's construction historically would have originally been carried by water, sometimes as ballast or sourced locally. This was prior to the advent of the steam engine and motor vehicles forging a better access route by land.

Stone rubble was quarried locally in colours varying from grey to brown. Painted ashlar is a more common finish, with exposed stone reserved for the higher status public buildings such as the Guildhall and Churches. Brick is more infrequently used, but can be seen in chimneys and natural slate principally for roofs but also used in slate hanging on walls of the buildings.

Details such as the handmade chimney pots pre-10th century, were likely to be thrown locally and can be identified by the distinctive white slip bands near the top. Wrought iron work, again was likely to be forged locally, as seen in the iron handrails accompanying the historic flights of steps. The distinct medieval timber buildings display high levels of decorative carving and joinery skills. Most of which has since been painted, some of them have even been gilded.

7. Locally important buildings

Assessment for these falls outside of any listed buildings or Scheduled Ancient Monuments and their curtilage listed structures. They can often be individual buildings or form a group value. These can and do make a positive contribution to the special architectural interest or character and appearance of the area. A number are identified as having distinctive features within the Conservation Area (see maps).

Most buildings in a conservation area will help to shape its character. The extent of which its contribution is considered as positive depends not just on the context but architectural and historic interest. This includes traditional methods of construction and quality of craftsmanship, but materials that reflect the local vernacular.

These buildings are too numerous to mention individually. In general there are fine examples of architectural style in the historic periods. These are also experienced in the street pattern.

This has been further illustrated in the detailed maps of Dartmouth Conservation Area in Appendix 1 which identifies key building and groups of building which significantly add to the quality of the area.

One example is numbers 1-3 Fairfax Place as a late 19th century example of Victorian architecture.

These are Historic houses with decorative joinery found in the southern part of Southtown and along the Warfleet Road, show some fine examples of the Cottage Orne style.



Cottage Orne style



Highly carved white window

8. Spatial analysis

The spatial character and plan form has evolved due to the changing nature of the settlement and human interaction with the dramatic, steep topology that is held by its position at the mouth of the River Dart.

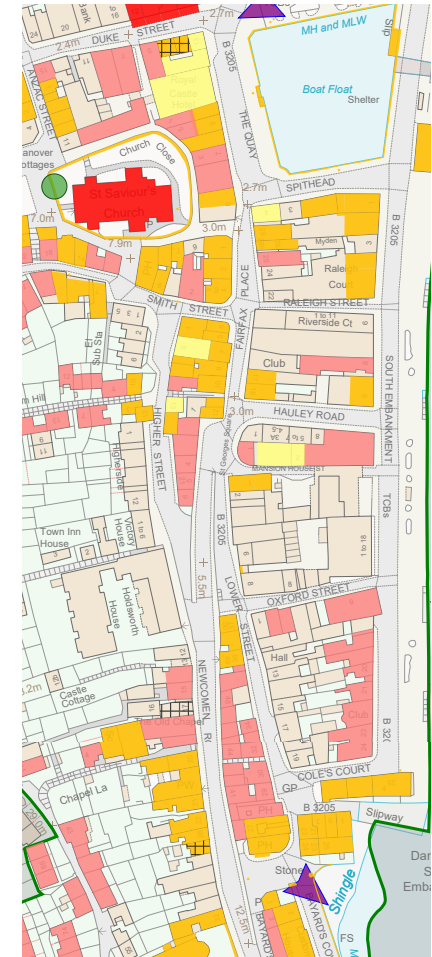
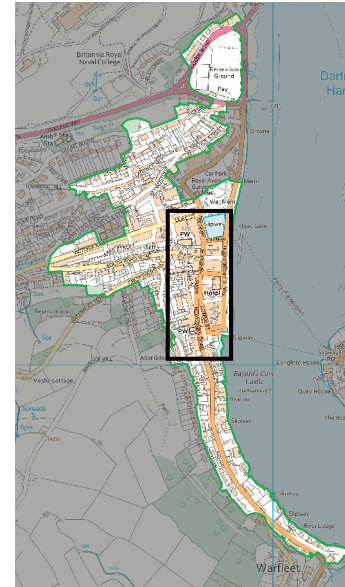


Church Close

Historic Heart

Includes these key streets;

- The Butterwalk
- Duke Street
- The Quay
- Spithead
- South Street
- Fairfax Place
- Raleigh Street
- Hauley Road
- Mansion House Street
- Lower Street
- Coles Court
- Bayards Hill
- South Embankment

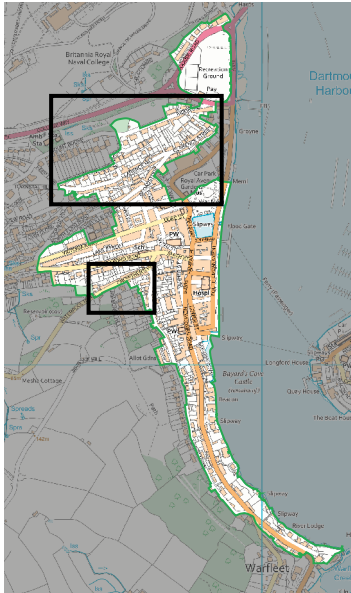


The visual impact of the early medieval timber framed buildings dominates the area as a whole. The black painted timbers and white render infill is very striking, despite other buildings decorated in varying colours. Their height adds to this effect.

This is a dramatic space, experienced through the intimate narrow streets, suddenly opening up to the vast expanse of river, the tantalising views through to the water, sky and looming terraced houses above.

See Appendix 1: Conservation Area Map – Map Area 2

The Terraces

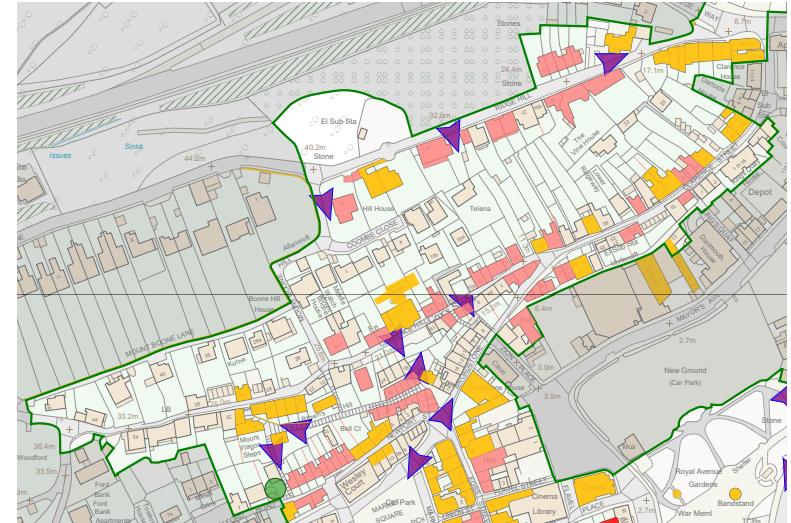


Includes these key streets which are dispersed around the area;

- Ridge Hill
- Mount Boone Hill
- Mount Boone Lane
- Coombe Close
- Clarence Hill
- Brown's Hill
- Clarence Street
- Crowther's Hill
- Higher Street
- Above Town

Present day, the linear terraces of houses remain confined by the stone retaining walls and narrow road access. They are all interlinked by the many historic flights of stone steps which are characteristic of the town.

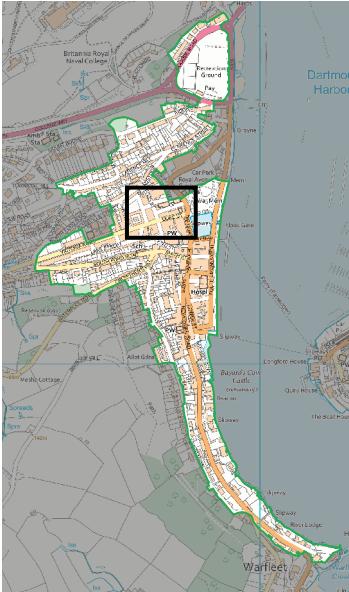
Many of the houses are painted in a vast range of colours. The lasts fashion for darker colours is seen to be creeping in for external decoration too. These darker colours may prove more difficult to conceal or patch repair in future works. In some cases particular colours are so bold that they dominate not only the surrounding area, but in longer views. It is a shame that they are not as harmonious with their natural surroundings in these instances.



See Appendix 1: Conservation Area Map – Map Areas 1 and 2

Right: Multi colour. Far right: Visible terraces ascending hill

Historic Reclaimed Land



Includes these streets;

- Foss Street
- Flavel Street
- Union Street
- Duke Street
- Flavel Place
- Anzac Street
- Church Close
- Foss Slip
- Market Square

The flat, reclaimed land that lies alongside the river, allows more formal public spaces, but with that has been the allocation of some areas for car parking. The inevitable modern method of transport of vehicle vs boat, corresponds with the busy, main road route down into town from the North.

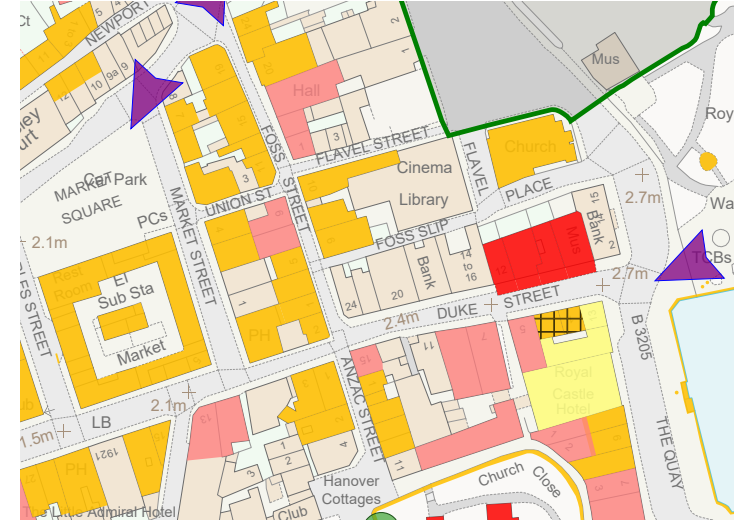
Foss Street provides a dense corridor of intimate shopping zones. It is a shared surface, but provides a safer pedestrian experience.

This flat area provides a more active use. Buildings heights remain more or less the same.

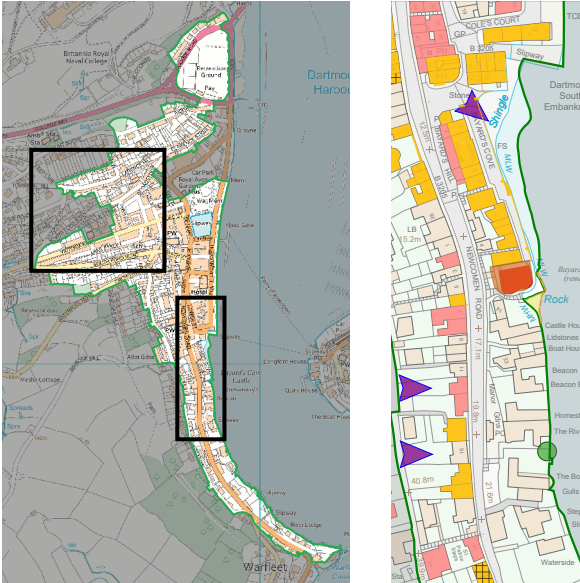
St, Saviours Church is a dominant landmark and the churchyard provides a welcome pocket of green space.

Foss Street

See Appendix 1: Conservation Area Map – Map Area 2



Maritime and modern life



Includes these streets;

- Broadstone
- Newport Street
- Lake Street
- Newcomen Road
- Bayards Hill

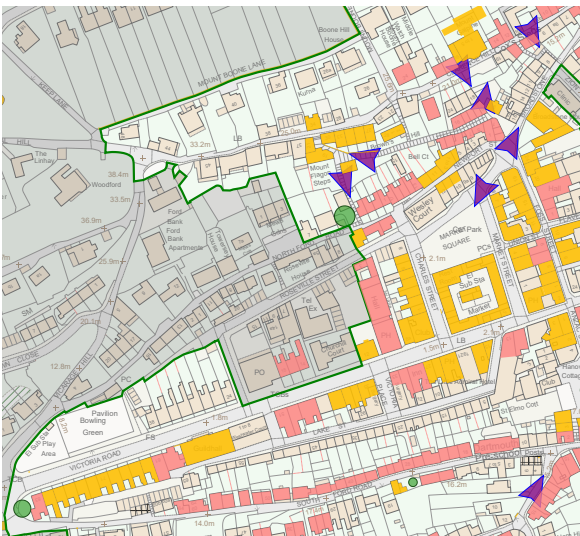
The influence of the car is reflected in houses built from the 20th century. Garages are found facing directly into the street or more recently, are seen as open sided parking spaces at ground level that are directly beneath apartments above. The garages with standard, modern finishes degrade the quality of the local vernacular. It is important to consider the historic built forms in the streetscene over parking spaces.



Charles Street

The groupings of the earliest buildings are nearest the water's edge and represent their maritime associations. They are formed in quadrangles, with the ground floors now converted to retail/leisure. The existing quays and slipways remain integral to the commercial and leisure industries too.

In general the buildings in the centre are more than the expected 2 storey buildings found on the terraces. In general they are 3 or 4 storeys and an attic space. The narrow lanes between them create an intimate space that is dominated by the imposing buildings. Natural light feels restricted due to the roof heights, however, this enhances the experience, as it contrasts with the distant views enjoyed in the various spaces between.



See Appendix 1: Conservation Area Map – Map Areas 2 and 3



Lower Ferry

There is a prominent roofscape due to the steep topography. It comprises of traditional slate and historic features such as chimneys. It is varied by gables, parapets and dormer windows. The pressure for multiple & modern rooflights in roofs and over scale dormers create harm by virtue by being unsympathetic to the character and quality of the historic fabric.

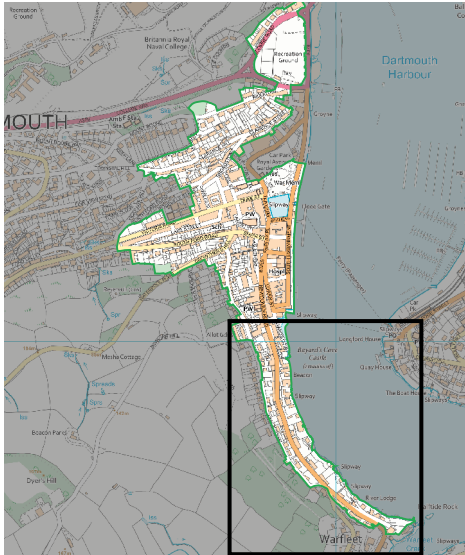
The Boat Float brings the quayside into the centre, which has pushed the building line back on the Western and Southern sides. This brings opportunities for longer views to appreciate the historic built form at this view point.

It is evident that the pressures for increased parking spaces is having a negative cumulative impact. Some parking spaces are excessive in floor area and use unsympathetic surface finishes such as large areas of tarmac. There is also gradual loss of traditional gateways, which are being replaced with more, inappropriate, commercial style solutions.



Higher Street

Verdant residential



Southtown

Includes these streets;

- Newcomen Road
- Southtown
- Warfleet Road, incorporating Ravensbury Drive & Above Town

The Southern section of the conservation area gives way to all residential and holiday homes. Public routes are along the hillside and lead away from the water's edge. The experience is enhanced by the verdant gardens. A few of which are public. The large, detached dwellings are spaced well apart and are matched in

See Appendix 1: Conservation Area Map – Map Areas 3 and 4

Soundscape

The soundscape is most noticeable and unique. The whistle of the steam train from across the river at Kingswear is loud and clear. The roar of the traffic by the promenade. The rhythmic splash of passing boats. The squawk of the ever present seagulls and in the quieter moments, the splash of the fountain in Royal Avenue Gardens.

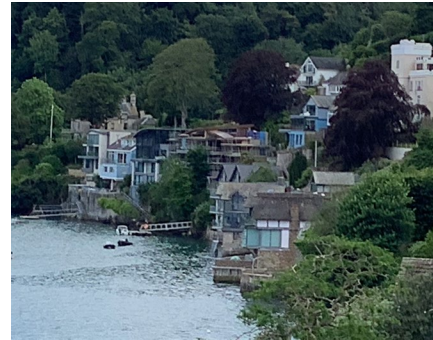


Bell Cottage



height by some mature trees. They are focal points in their own right and define the character in this area.

It is evident that the pressures for increased parking spaces is having a negative cumulative impact. Some parking spaces are excessive in floor area and use unsympathetic surface finishes such as large areas of tarmac. There is also gradual loss of traditional gateways, which are being replaced with more, inappropriate, commercial style solutions.



**Above: Ravensbury Drive.
Left: Southtown mature trees**

9. Streets and open spaces, parks, gardens and trees

The areas of flat land that had been formally reclaimed are more ordered in their design and use. These are;

- Coronation Park,
- Royal Avenue Gardens,
- Victoria Road's play area (with its impressive Monterey Pines) with adjoining Bowling Club garden and the wide promenade.

Public garden, Southtown



Additional open spaces are created by the car parks in Market Square and around Mayor's Avenue, however they are modern hard surfaces and hinder pedestrian movement to some degree.

Overall, pedestrian paths follow both sides of the streets. Some retain historic surfaces such as cobbles and stone kerbs and vary in width. The pathway to the southern section rises significantly from the lane level. It is occasionally interspersed by historic stone steps set into the retaining wall that enable access to the road.

There are some pedestrian only spaces by the edge of the quay wall with historic surfaces, seating and planters. The walled remains of Baynards Cove Castle is an interesting historic space to visit, as it serves as a reminder of the importance of the defensive history of the location. The churchyard of St. Saviours is also worth noting too.

Travelling South up the incline of Newcomen Road defined gateways in the wall allow access to intimate, public, garden spaces. Although they are protected by the historic stone walls they are equally open to the elements coming from the East over the water.



**Above: Historic surfaces.
Right: Mature tree in private garden, enjoyed from public highway**



Gardens, most of which are private, are more prevalent to the Southern end of the Conservation Area, where there are some beautiful specimen trees which add to the character of the area. The rural landscape on the upper tiers of the hills form a natural verdant backdrop to the garden plots below and throughout the Conservation Area.

Another public open space with an important group of mature trees is the Community Orchard on Ridge Hill, where oaks, sweet chestnut and Montetray Pines can be found.

It is worth noting that on the outer edge of the Northern boundary of the Conservation Area is Dartmouth Naval College. Despite its prominent location and grand architectural scale, it is discretely hidden from the public streetscene.

10. Setting and views

Heritage assets can gain significance from their associations with their setting, whilst views within or outside the Conservation Area can form an important way in which its significance is experienced and appreciated. It is worth noting that that setting may not be limited by specific measured distances or natural barriers, such as hedges.

Setting

The Conservation Area and the wider town nestle within the broader land and seascape of the lower Dart estuary. The Dart acts as the central focus for the surrounding countryside and has many distinctive features including its bustling harbour in the centre of the town, important car and passenger ferry service and their link to Kingswear, extensive moorings, the historic defences built to protect the UK, is continued in some way through the Dartmouth Naval College.

The topology is one of the defining factors. To the west and east steeply sloping pasture land and deciduous woodland form a sheltering backdrop. The natural deep water port of Dartmouth is located in a sheltered location on the South coast of Devon, near to the mouth of the River Dart. The town is physically confined on three sides by steep slopes and by the River Dart to the east. This has forced development to take place in a tiered form, however more large scale, modern developments have spread outside of the Conservation Area on the uppermost contours.



The steep hills provide panoramic views



Framed view to River Dart and Kingswear



Views

There are many and vary in range. On the wider aspect there are natural end points to some of the views, be they views looking west up the steep terraces or where the River Dart bends out of sight either upstream or out to sea.

Breaks in the buildings and the historic flights of steps in the terraces allow framed views either of intimate garden spaces or distant views across the river.

The narrow street also have this same aspect, however they also enhance the experience of the built environment, some of which contains key buildings. The close clusters of multi storey buildings bring the view up to better experience the architectural context and sky.

This has been further illustrated in the detailed maps of Dartmouth Conservation Area in Appendix 1.

Further guidance on setting and views can be found in: Historic England's "Setting of Heritage Assets, Historic Environment Good Practice Advice in Planning Note 3 (second edition).

It is also important to note that the Conservation Area and the surrounding environs are designated as an Area of Outstanding Natural Beauty (AONB) and Heritage Coast. There are also marine protections that should form part of wider considerations particularly for any new development. More information can be found on the South Devon Area of Outstanding Natural Beauty website and its various links.

View from Bayard's Cove Fort

11. Boundary Review

An important part of the appraisal is a review of the boundary. It has had several increases in the past and this proposes an additional small increase too.

The change is focussed to the Eastern side, along the water's edge. The Mean Low Water mark (MLW) is the furthest extent that a Conservation area boundary can reach. It gives additional protection not only to the historic built environment and archaeology, but part of the marine environment too.

There are several historic slipways that are beyond the harbour wall, some relate to WWII. The lower ferry and higher ferry crossing links, along with the former pontoon and landing stage built by Great Western Railway are captured too.

There is one other small addition to the Northern tip of the Conservation Area boundary and that is the historic site of the RNLI lifeboat station, also used by the Dartmouth Amateur Rowing Club. This site represents the intrinsic historic associations between the people and place of Dartmouth. It was built in 1878 and its Victorian architectural style and detailing reflect that period, as do the materials used for its construction. It is distinctive through its style and also as its specific use as a lifeboat house.

Sandquay Road

Historic RNLI site





Crab Shell
Sea Food Sandwich Bar

MENS AND LAD

Raleigh Street

Part Two – The Management Plan



1. Introduction to The Management Plan

The management plan sets out to review the condition by surveying of the conservation area and identifying threats and opportunities that can be developed into a management plan that is specific to the area's needs.

In turn, this can channel development to conserve the conservation area's special qualities. The proposals can benefit both economic challenges and pressures from development to promote positive change.

This has been further illustrated in the detailed maps of Dartmouth Conservation Area in Appendix 1.

Proposals will take the form of mid to long term strategies. Aspects of control will be addressed from monitoring change to formulating strategies, buildings at risk, Article 4 directions, trees, biodiversity, the public realm, energy efficiency in historic buildings including retrofitting, mitigating the effects of climate change in the historic environment, renewable energy generation, traditional shop design, use of colour.



Quayside around the Boatfloat

2. SWOT Analysis

Strengths

Location. Architectural styles. Good condition of buildings. Marine environment. Naval associations. Views. Heritage plaques and trail. Building at Risk Register

- **Architecture** – there are distinct architectural styles. Each retain characterful features, that are reflected in the quality of their sympathetic materials and craftsmanship. They also have a positive impact on their setting.
- **Building condition** – in general a high level of building maintenance and repair throughout this marine setting. This not only adds value to the properties, but contribute to their energy performance.
- **Marine environment** – the conservation area is inclusive of this busy waterside

setting. It continues its interdependence with the town, such as through connecting travel routes, commercial use, tourism etc.

- **Britannia Royal Naval College** – although it falls just outside the boundary of the Conservation Area. Its presence adds to the prominence of the setting.
- **Views** – as experienced from within the town or from the river. They vary from far reaching distant views to intimately framed.
- **Heritage Plaques & Trails** – accessible to all, the Mayflower Heritage Trail is the story of the town and the voyage by the Pilgrims to the New World. It includes the decorative route markers & fixed interpretation panels found along the trails.
- **Buildings at Risk Register** – provides information on neglected listed buildings in the district and actively seeks to secure the building's future.



Top: Former railway building, South Embankment. Middle: Bold and decorative architectural details. Bottom: South Embankment, with pontoons and slipways



From left: Clash of modern and traditional materials; Cumulative clutter; Scope for pedestrian priority

Weaknesses

Car parks. Modern surfaces. Loss of traditional shopfronts. Lack of weed control on pavements. Signage clutter.

- **Car Parks** – the pressure of vehicles in a town with historic paths established over centuries, remains at odds in this historic context.
- The cumulative impact of modern surface treatments against the vernacular materials, adds to loss of character.
- **Shopfronts** – loss of traditional features, unsympathetic materials and signage create a negative impact on the character of the area.
- **Weeds** – regular maintenance of public and private areas to suppress weed growth is good practice and more cost effective. It also slows deterioration and encourages civic pride.
- **Signage** – greater consideration should be for the immediate and greater context when displaying any signs. It can soon become too cluttered.



Opportunities

Art installations/artefacts in the public realm. Park and ride. Traffic through town. Cooling buildings. Enforcement.

- **Public Art** – a less piecemeal approach would deliver a more ordered and a positive effect on the public realm experience.
- **Park & Ride** – a range of all year & seasonal incentives delivered through a wider communications strategy. Consideration for more parking spaces & mixed capacity bus sizes.
- **Town Traffic** – changes to road/pavement designs to slow traffic through the town & offer pedestrian priority in more areas.
- **Overheating & cooling of buildings** – economic and quick fix solutions for shading overheating buildings e.g. tinted or reflective films, traditional awnings to shops, considered planting, lighter colour external walls.
- **Enforcement** – develop a proactive strategy for unauthorised works to designated heritage assets.



Displayed in Royal Avenue Gardens

Threats

Incremental loss. Archaeology.
Environmental climate change.
Green spaces between buildings.
Painted buildings. Vulnerable
buildings. Empty shops.
Historic Slipways. Roof Gardens.
Building maintenance.

- **Incremental loss** – heritage features and traditional materials are often irreplaceable. This creates a negative cumulative impact on the character of the historic built environment. Re-using materials are good practice. This includes loss of vernacular and traditional materials. Loss of features e.g. metal railings, gateways, steps. Unsympathetic materials e.g. Upvc, cement mortars & tarmac etc.



Bold decoration

- **Archaeology** – the potential for permanent loss of any buried archaeology. Consideration for any impact and methodology for investigations should be set at the very beginning of any project.
- **Environmental Climate Change** – mitigating the effects of flooding, lightning strikes, overheating, through practical measures to improve building performance, such as flood gates to doors & vents, non return valves, using traditional materials e.g. hydraulic lime mortars.
- **Green Spaces between buildings** – greater value to be placed for the retention of all green spaces either public or private to all the pressures of development. This would also include traditional boundaries, gateways, surfaces and other historic features.
- **Masonry Colours** – despite the vast range of building colours, consideration should be given against the use of overly bold, stronger colours, as they are more likely to distract within key views and all the more difficult to decorate over.
- **Vulnerable Buildings** – a proactive and joint working approach, where possible, to the repair and maintenance of identified failing buildings. Any retrofit measures would also be a well timed approach.



South Embankment

- **Empty Shops** – where shops are empty for any period, a creative, but temporary display would contribute to an active street scene. This could be incorporated into promoting the town's broader offerings and working with local schools.
- **Slipways** – greater awareness and promotion of historic water's edge features. An illustrated survey could provide a baseline for the prevention of any permanent loss of features and inform appropriate maintenance solutions.
- **Roof Gardens** – are in conflict with the roofscape that is defined by the traditional roof styles and finishes, such as natural slate.
- **Annual Building Maintenance** – no building is maintenance free. Building condition and its energy performance are inter-related. Basic tasks such as clearing gutters and downpipes can have huge benefits.
- **Trees** – the retention of mature trees and the succession planting of new trees, is crucial to retaining the character of the area. Regular inspection of the trees and permanent protection of the root growth area is paramount.

Managing Change Recommendations

Conservation Areas are not immune from change but it is important that change preserves and enhances them.

The following management actions set out the required considerations for planning in the Conservation Area. This should also be the approach that all custodians should take.



Unsympathetic materials

Materials

In the first instance the original, historic fabric should be retained or at least securely stored for re-used. Natural construction materials such as stone, slate, timber and lime mortars are actively encouraged, where man made alternatives such as Upvc and man made roof coverings, are not supported. Traditional ironwork can be found throughout e.g. the iron handrails that follow all of the traditional steps.

Where there is a requirement for natural stone, it is recommended that where possible, it is sourced from local quarries or from reclamation. It should match the local coursing.

Note: Upvc windows. Their aesthetic character and operational differences make them unsuitable for historic buildings. The weaker components in their frames tend to make them thicker than timber frames. This along with the strips of plastic used for glazing bars that imitate those on traditional windows, can have a significant negative impact on the appearance and character of not only the buildings, but the area too. They are difficult to repair and recycle.

Public Realm

Any changes or additional should consider the historic context, the vernacular materials and quality of craftsmanship. Any replacement should not be with modern alternatives. Re-use of materials, including approved lime mortars, would be a best practice solution.

Changes of use

The impacts of changes of use have significant external impacts, new uses should retain the integrity of the building and its appearance. Waste and recycling should be discreetly located as should parking (if appropriate). Windows and other fenestration treatments to be appropriate in the size, style and design.

External lighting

Careful consideration of the impact of lighting designs on the natural environment. Fixing through mortar joints is advised rather than causing permanent damage by fixing holes to historic built fabric.

Alterations and extensions to buildings

Need to be well designed and retain the historic interests of the building and its setting. It should be sympathetic and subservient in design in order to minimise the impact.

The choice of materials will be critically important and make a positive contribution to not only the host building but also its setting. Such changes should seek to remove or improve previous additions such as the replacement unsympathetic Upvc windows and porches. The impact of the wider conservation area and the street scape must be considered.

Some of the character area may be more susceptible to change than others. Where there are front gardens or historic boundary treatments, their loss for parking spaces would be discouraged.

Principle elevations and roofs should be retained without modern additions such as roof lanterns, balconies, decks and any other external fixings such as satellite dishes, utility/charging boxes, etc.

Shop fronts

Changes to shop fronts must retain the traditional layout and fenestration. Signage should retain any historic panels, with any

illumination fixed externally. Care should be taken to hide any cabling. This could be colour matched to the elevation. It is important to consider the continual occupation and use of upper floors too.

Enforcement

The impact of poorly considered changes to properties and their settings that happen without planning or listed building consent, can be significant.

A proactive and proportionate approach is required through joint working with heritage and compliance officers in order to establish key actions to be investigated.

Vulnerable Buildings (for list refer to Appendix 3)

These are buildings that are found to be either failing through long term lack of maintenance or could be long term renovation projects that have stalled. There are many reasons why, but the concern is for the building itself and its potential for harm to the public realm.

Top: One of many boutique shops.
Bottom: Continual traditional frontage



Technology and Innovation

Electric Vehicle Charge Points

- **Car parks** – where charging points are introduced they should be sensitively sited, designed to preserve or enhance the area, be well and appropriately designed and discrete.
- **On street parking** – they should be located in less sensitive areas and away from key features, area and thoroughfares. To be discrete, be sensitively sited and designed to preserve or enhance the area.
- **Residential properties** – they should be located away from front and prominent elevations, concealed from view, be sensitively sited and not fixed to any historic fabric. To be designed to preserve the Conservation Area and appropriately designed.

Note: hydrogen fuel cell electric vehicles can offer alternative zero emission transport solutions.

Boat chargers and battery storage

Should be well designed and limited in their scale, located away from and on key historic features. To be discrete, sensitively sited and designed to preserve the Conservation Area.

Solar Panels

Panels may well not be appropriate in many part of the area due to their impact on the wider character area. Where they are proposed, they should be sympathetic to its setting and limited in scale away from key vantage points. Opportunities should be explored for these on secondary building and ground mounted to reduce their impact. Panel design will be important to reduce their impact and stop glare.

Air source heat pumps

These should be discreetly located away from principle and key elevations and spaces which are viewed from wider vantage points.

3. Management Plan Strategy

Recommendation	Task	Resources	Timescale - Short / Medium / Long	Notes	Monitoring
Conservation Area	Undertake full review of Conservation Area	SH	Long	Alternate every 5 years	Updated Appraisal & Management Plan
	Undertake interim review of Conservation Area	SH	Long	Every every 5 years	Survey & interim report.
	Develop process for communities to help deliver reviews, including training & monitoring.	SH	Long		Training events. Monitoring reports.
	Produce Shopfront guidance	SH	Short/Medium	Also as supporting document for any new JLP or including in Local Design Code.	Completed guidance document.
Vulnerable Buildings (See Appendix 3)	Monitor failing buildings & seek to bring back to full use.	SH. Stakeholder proactive working group	Short/Medium	Case officer as main point of contact.	Case monitoring Report with sensitive data security.
Buildings at Risk Register	Review list and include key ones identified through appraisal	SH	Medium	Annual review	Updated list on council website
Retrofit	Produce guidance notes & signpost to Historic England	SH	Short/Medium	Opportunities for training/sharing knowledge. Exemplars.	Publish on Council website

Recommendation	Task	Resources	Timescale - Short / Medium / Long	Notes	Monitoring
Climate Change	Produce guidance notes & signpost to Historic England	SH	Short/Medium	Opportunities for training/sharing knowledge. Exemplars	Publish on Council website
Renewable Energy Historic Buildings	Produce guidance notes & signpost to Historic England	SH	Short/Medium	Opportunities for training/sharing knowledge. Exemplars.	Publish on Council website
Trees	Regular health check review of all mature trees & shrubs. Recommendations to add more TPOs	SH	Medium	Opportunities for training/sharing knowledge, internally or with external groups.	Publish on Council website
Article 4 Directions	Assess scope of protection to principle roofs and elevations.	SH	Medium	Recommendations to limit renewable energy equipment and boundary removal.	Monitor and review reports. Make guidance available for homeowners.
Enforcement	Strategy & process	SH various teams	Medium	A proactive and proportionate approach is required through joint working with heritage and compliance officers in order to establish key actions to be investigated.	Publish on Council website, subject to date security. Make available to Exec.











External Partners

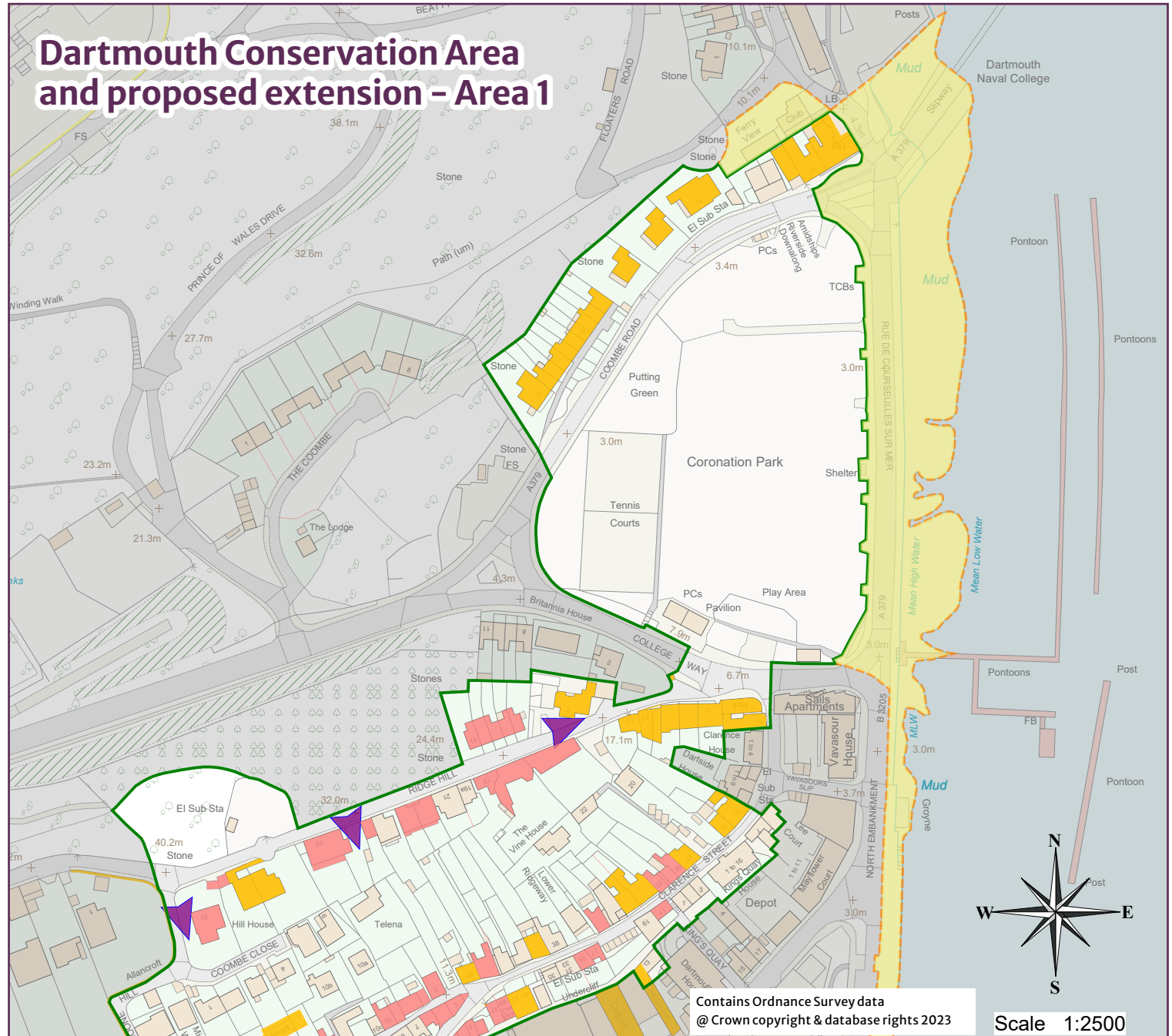
Recommendation	Task	Resources	Timescale - Short / Medium / Long	Notes	Monitoring
Conservation Area	Maintenance of buildings	Local. Group. Chamber of commerce.	Short	Annual – Set specific week & community engagement	Photographic record & report.
	Maintenance of public realm	Town/parish councils	Short	Annual – Log and audit of assets	Maintenance log book.
	Refresh Heritage trails & plaques	Town/parish councils	Long	Every 5 years & condition survey	Maintenance record.
Ecclesiastical	Liaison with all exemption faiths	SH, Diocese of Exeter, Methodist, others.	Medium/Long	Positive & proactive continual liaison.	Feedback through team meetings.
Utility Companies	Liaison with utilities. Recommendations for buried cables as opposed to overhead installations & elec generation.	SH various teams. Devon County Highways. County Archaeology.	Short/Medium	Seek support from all and to create a standard best practice.	Report to councillors. Publish on council website. County wide comms.
Communications Companies	Liaison for recommendations for siting of comms equipment.	SH various teams. Devon County Highways. County Archaeology.	Short/Medium	Seek support from all and to create a standard best practice.	Report to councillors. Publish on council website. County wide comms.

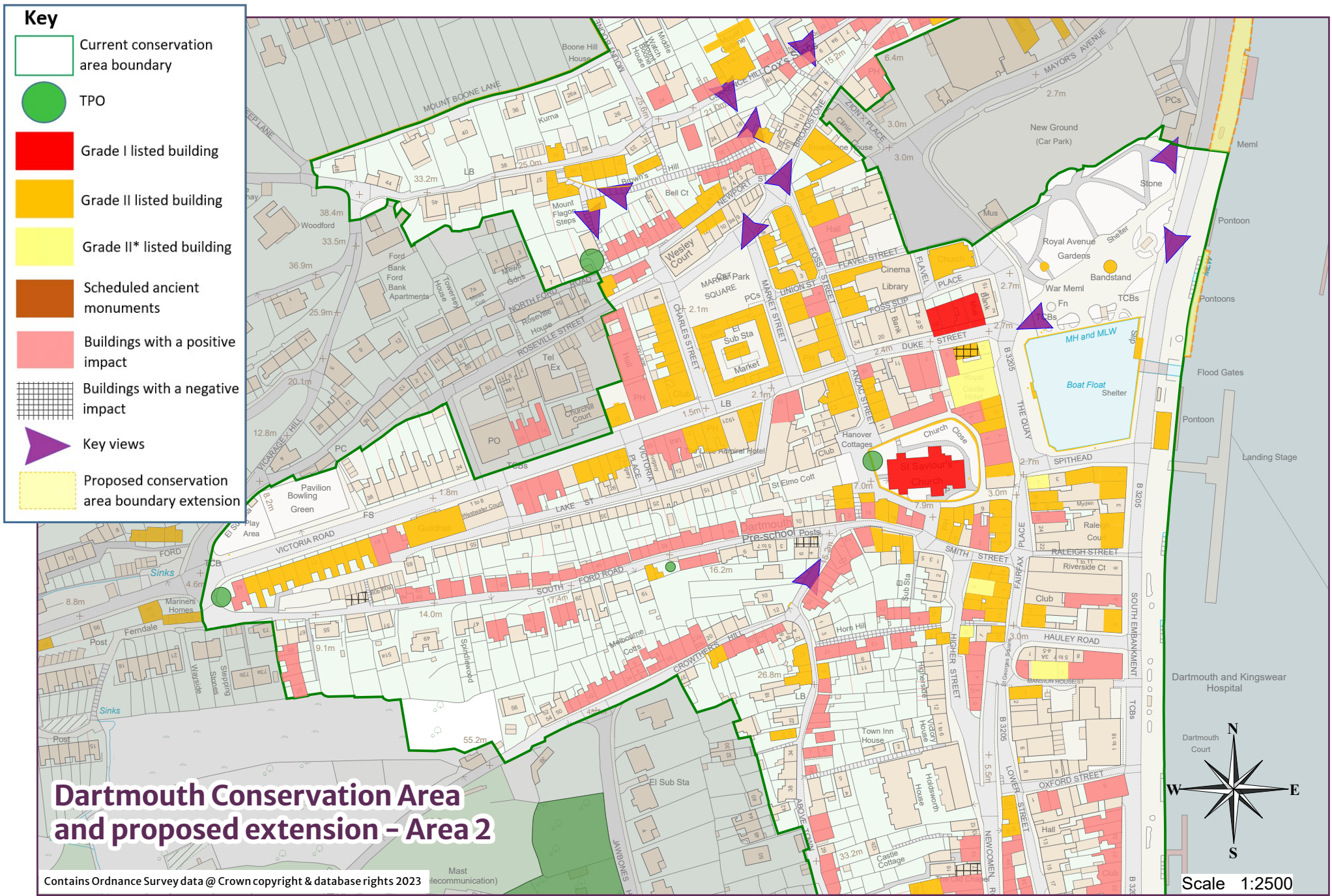
Appendix 1

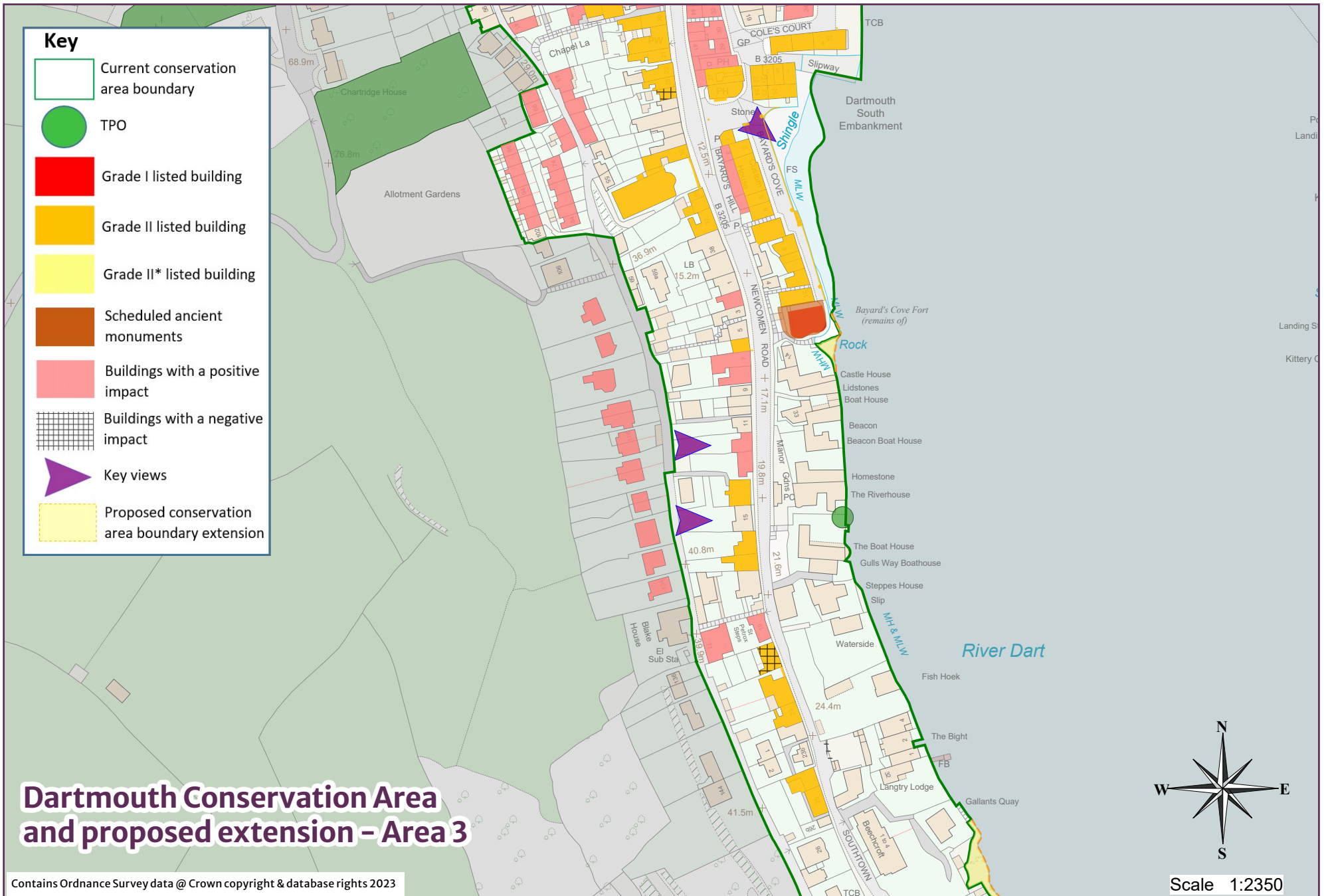
Dartmouth Conservation Area and proposed extension - Area 1

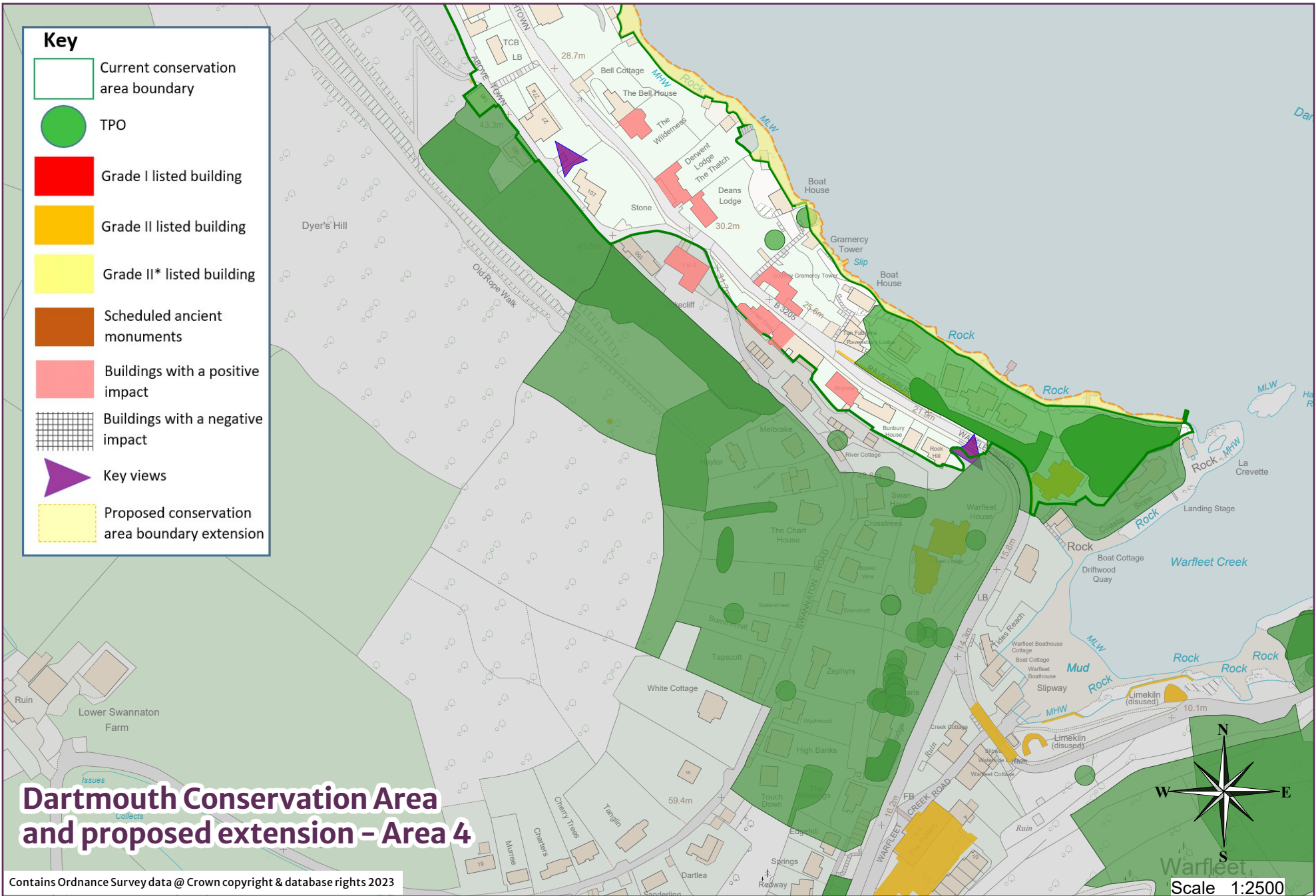
Key

-  Current conservation area boundary
-  TPO
-  Grade I listed building
-  Grade II listed building
-  Grade II* listed building
-  Scheduled ancient monuments
-  Buildings with a positive impact
-  Buildings with a negative impact
-  Key views
-  Proposed conservation area boundary extension









Appendix 2

Locally Important historic buildings

Below is a list of notable unlisted, historic buildings within the Conservation Area. There are buildings or structures which fall below the designation of national context, however are nevertheless of local interest by virtue of their date, architectural design, traditional materials, historical association.

It is not a statutory designation and applies no additional protection, however it highlights the importance of these special buildings.

They are;

- **Ball Cottage** – 18th century cottage, possibly earlier
- **Glebe Stables** – 19th century stable block, well preserved
- **Linden Terrace** – Early 20th century terrace. Group interest
- **Former School** – Mid 19th century, constructed by Aclands
- **The Farm** – Possible 18th century farmhouse
- **Church Cottage** – 18th century, possibly earlier

Appendix 3

Vulnerable Buildings

- **Dartmouth Market Hall** – renovation works to the building resulted in unexpected loss of key features. Reinstatement is anticipated as part of revised project plan.
- **Cottage Hospital, South Embankment** – Hospital was founded 1887 to commemorate Queen Victoria's Jubilee. The original hospital building on this site was erected in 1892 and extended in 1926. The hospital is now closed and its future remains uncertain.

Appendix 4

References

- South Devon Area of Outstanding Natural Beauty
- Undeveloped Coast and Heritage Coast.
- SH JLP Climate change/energy efficiency
- SH Guidance docs– Design & Barn Conversions
- Colours guidance
- Retro fit
- Devon Historic Environment Record
- Historic England Advice Notes and Guidance documents.
- Dartmouth Conservation Area appraisal 2013
- Dartmouth made Neighbourhood Plan, 15 December 2022
- HMSO Revised Schedule of Buildings of Special Architectural or Historic Interest, Secretary of State for the Environment
- Devon Historic Coastal and Market Towns Survey Dartmouth April 2016
- Developing Dartmouth & District
- The Dartmouth & District MCTi Community Plan 2004

Appendix 5

Consultation

Information to be captured after formal public consultation.



South Hams
District Council

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