



BARNSTAPLE | TECHNICAL VISION DOCUMENT

LAVIGNE LONSDALE

yellow book



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Contents

1.0 Introduction & Executive Summary

2.0 Stage 1 : Baseline (Existing) Situation

- 2.1 Geographical Context
- 2.2 Historical evolution of Barnstaple
- 2.3 Planning policy context
- 2.4 Socio-economic baseline
- 2.5 Spatial analysis
- 2.6 Detail Analysis
- 2.7 Initial Ideas

3.0 Stage 2 : Community / Stakeholder Consultation

- 3.1 Stakeholder Events
- 3.2 Community Consultation Event
- 3.3 Conclusion

4.0 Stage 3 : The Vision and the Challenges

- 4.1 Towards the vision
- 4.2 Our vision for Barnstaple Town centre
- 4.3 Key Challenges
- 4.4 Spatial Actions

5.0 Key Projects

- 5.1 Pannier Market, Guildhall & Butchers Row
- 5.2 Castle Mound & Cattle Market
- 5.3 Rolle Street/High Street Junction
- 5.4 36/37a Boutport Street
- 5.5 Queen Street/Bear Street Car Park
- 5.6 The Waterfront
- 5.7 Bus Station
- 5.8 Station Gateway

6.0 Next Steps

7.0 Appendices

1.0 | Introduction & executive summary



1.0 Introduction & Executive Summary

This report was commissioned by North Devon Council who appointed Lavigne Lonsdale (masterplanners, architects and landscape architects) and their team (Andrew Cameron Associates (Transport & placemaking) and Yellow Book (urban regeneration and socio-economic analysis)) to prepare a 'spatial vision' for Barnstaple.

The commission began in April 2019, and the outcomes of the work programme are documented in this report, which comprises five sections including the introduction:

- **Section 2:** Baseline study - a comprehensive appraisal of the existing physical components of Barnstaple town centre, including the planning policy context and socio-economic conditions, together with a fine-grained spatial analysis of the study area.
- **Section 3:** Stakeholder workshops and community engagement - a detailed record of the stakeholder workshops and community engagement events held in November-December 2019.
- **Section 4:** Vision, challenges and actions – drawing on the analysis contained in Sections 2 and 3, we developed an ambitious vision for Barnstaple town centre, which is underpinned by six key challenges and a series of proposed actions/ interventions.
- **Section 5:** Key projects – seven key projects are described, which will be the catalyst for regeneration and renewal in the town centre.

The latter stages of the study have been conducted against the background of the COVID-19 pandemic and the near-total lockdown of town centre businesses. The legacy of this public health emergency, and the long-term impact on the town centre may not be clear for some time. We are confident that the analysis and recommendations set out in this report are robust, but they need to be seen through the prism of a deep recession, and a climate of profound uncertainty among consumers, businesses and investors. Policymakers will need to monitor developments carefully and fine-tune the response.

Our vision for Barnstaple town centre

We will restore and strengthen Barnstaple's status as the heart of civic, commercial, educational, cultural and community life in North Devon in the mid-21st century. This will not be achieved by trying to turn back the clock. We need to make the town centre attractive, appealing and fit for purpose in a new era, reflecting the way we live now. It needs to be resilient in the face of the challenges presented by the digital economy and the attractions of competing locations.

Barnstaple is a handsome town in a beautiful riverside setting. We will mobilise its rich array of heritage assets, ambitious businesses, cultural and community organisations. We will revitalise the iconic Pannier Market and build on the revival of Butchers' Row, establish a sustainable core of high quality retail in the heart of the town, and encourage diversification by regenerating and re-purposing what are now struggling secondary locations. We will encourage public buildings and community uses to cluster in the town centre. We will rebalance the town centre, by reconnecting it to the Taw, restoring place quality and coherence south of the river, and reducing the negative impacts of road traffic and surface parking.

Barnstaple will be recognised as one of England's liveliest, most attractive and prosperous small towns, the focal point for a large rural hinterland, and an essential part of the North Devon experience for UK and international visitors. The revived town centre will contribute to an enhanced quality of life, and its cosmopolitan appeal will make it an increasingly popular place to live and work, and especially attractive to young people and families.

This is an ambitious vision which reflects the insights and aspirations of the community. This document sets out a plan to make it happen, focusing on six key challenges.

Challenge 1: To make Barnstaple more attractive to residents and visitors by revitalising and diversifying the town centre economy

Challenge 2: To restore, reuse and celebrate Barnstaple's historic buildings and townscapes

Challenge 3: To put people first by encouraging walking and cycling and reducing the negative impact of traffic and parking

Challenge 4: To reconnect the town to the River Taw

Challenge 5: To establish a complementary relationship between the historic core and the retail parks on the south bank of the river

Challenge 6: To ensure that the regeneration of Barnstaple town centre contributes to the Devon Climate Declaration

Section 2: The existing baseline situation



2.0 Baseline (Existing Situation)

The baseline review covers the area shown in Figure 1. This includes the historic town centre north of the river, the river and the land to the south of the river which includes Anchorwood and Seven Brethren.

The study also looked at the Mill Road area of the town to the west of the River Yeo but this has not been progressed in much detail as it became apparent that a separate study/master plan is due to be commissioned specifically for that area.

This section of the report is in six sections;

Section 2.1 places Barnstaple in its geographical context

Section 2.2 outlines the historical evolution of Barnstaple

Section 2.3 reviews current and recent planning policies, which provide the context for the present study

Section 2.4 presents the results of a socio-economic baseline study

Section 2.5 presents a fine-grained spatial analysis of key aspects of the town centre.

Annex 1 lists the previous studies and reports which have been reviewed during the preparation of this document.

Annex 2 contains Extracts from the North Devon & Torridge Local Plan 2011-2031.



Figure 1: Study Area

2.1 Geographical context

Barnstaple is the largest town in North Devon, with a population (2011) of circa 32,000. It is the principal retail, business, leisure and cultural centre in the district, and plays a strategic role in the provision of health and education services and public administration. About 20,000 people are employed in Barnstaple (2017). The leading employment sectors, which together account for about two-thirds of all jobs, are health, retail, education, manufacturing and accommodation/food.

Barnstaple is in a geographically isolated location at the heart of an extensive rural and coastal hinterland. There are no other large towns or cities within easy striking distance. The shortest route by car to Exeter is about 45 miles, and the fastest journey time (via the M5) is around 1 hour 10 minutes. The average journey time by rail to Exeter St Davids is 1 hour 9 minutes, enabling onward connections to Exeter Airport and by rail to Plymouth, Bristol, London and other destinations.

The town is situated beside the tidal River Taw, which enters the Bristol Channel at Northam, about 9 miles to the west. The surrounding area is of exceptional landscape and ecological value. The North Devon Coast Area of Outstanding Natural Beauty (AONB) includes “some of the finest coastal scenery in the country”, and North Devon accounts for a third of the land area of Exmoor National Park. The North Devon UNESCO Biosphere Reserve is centred on the unique Braunton Burrows dune system.

Barnstaple grew up on the north side of the river, and the town centre is still contained within the compact urban core. It retains the historic street layout of the Saxon town, with the High Street running north-west/south-east through the centre, close to the Castle Mound. This area contains a range of important historic buildings including the church of St Peter and St Paul, the Guildhall, Queen Anne's Walk, the Pannier Market and Butchers' Row. It is also the town's prime retail location, with a wide range of multiple stores and independent shops. Other facilities include a library, a theatre and a cinema as well as restaurants, cafes and bars. The bus station is located in the town centre, but the railway station is on the south side of the river next to the Seven Brethren retail park.

The growth of the modern town has subsumed neighbouring villages including Pilton and Newport, with extensive suburban expansion, especially to the east and the south west. Former industrial sites on the south bank of the river have been redeveloped: Seven Brethren is a long-established retail/leisure and industrial site, and Anchorwood is emerging as a retail/residential-led mixed use site. These sites will have a significant impact on the future development of the historic town centre. Further afield, there are a number of industrial estates and business parks in suburban locations.

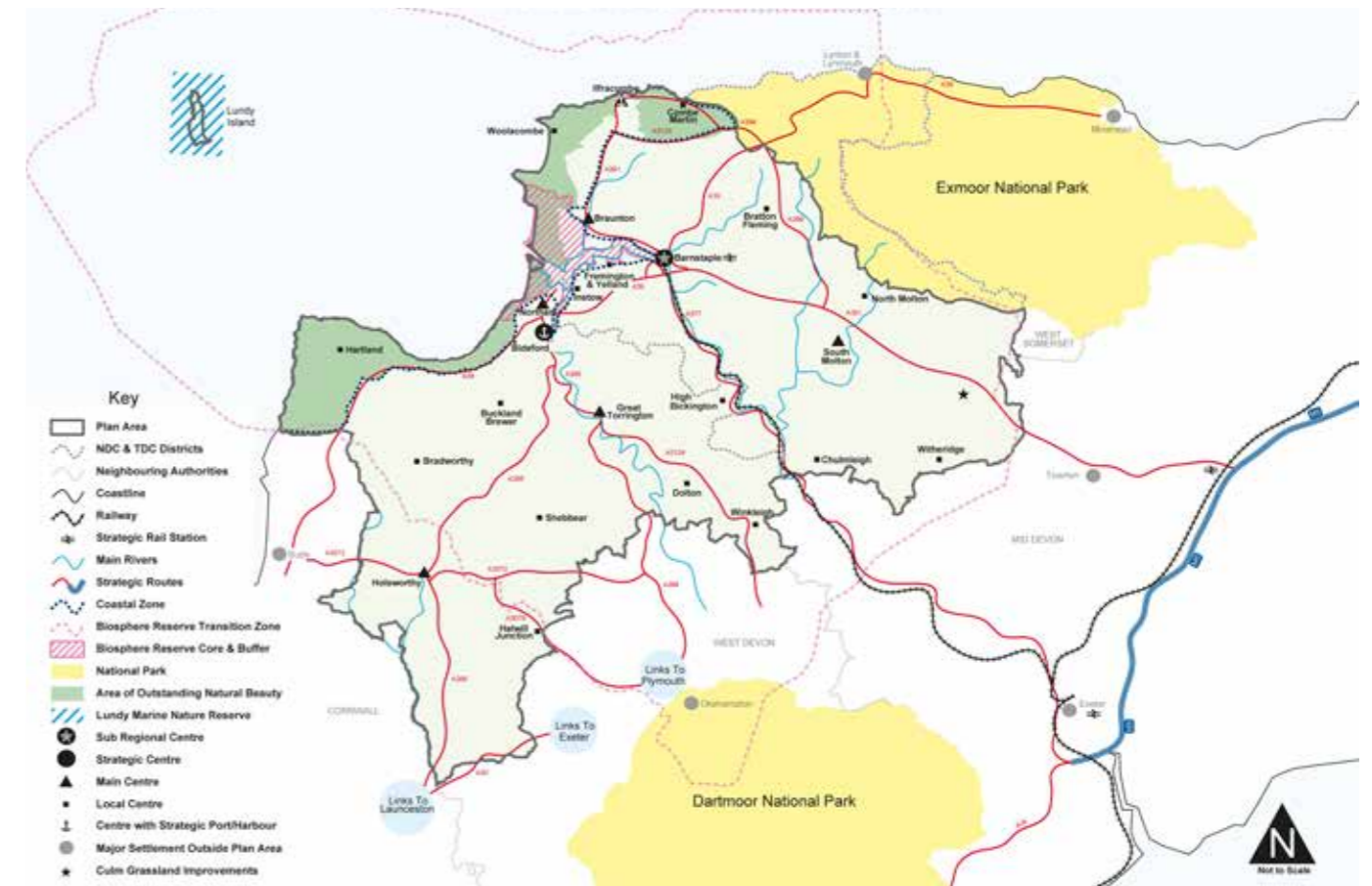


Figure 2: Geographical Context

2.2 Historical evolution of Barnstaple

The medieval town grew up at the lowest crossing point of the River Taw. Until the 19th century, when the estuary silted up, it was an important trading port, with quays on both sides of the river and around the mouth of the River Yeo, which enters the Taw on the west side of the town. The basic urban form of Barnstaple was established by the Saxons. A town wall enclosed an area on the north bank of the river (Figure: 3) defined by The Strand, Castle Street, North Walk and Boutport Street, with the High Street running diagonally through it. The Castle Mound still survives, as does the ancient church of St Peter and St Paul with its twisted spire. The Longbridge, which spans the Taw, dates originally from the 13th century, although it has been widened on a number of occasions.

BARNSTAPLE



Figure 3: Conservation Area Appraisal : Diagram of the town map

Some ancient buildings remain, and the remarkable Queen Anne's Walk, built by the quayside as an exchange, dates from 1708, but the character of the urban core is largely the product of Georgian and Victorian development. Successive phases of commercial and residential were accompanied by the provision of a number of important public buildings including the Guildhall (1826), the Pannier Market and Butchers' Row (1850s), The Atheneum (now Museum of North Devon, 1888) and the Square, and The Theatre Royal (1893, dem). The 2010 Barnstaple Town Centre Conservation Area Character Appraisal examines the area in more detail and shows how the survival of the medieval street layout maintains the integrity of the townscape, even in places where it has been eroded by poor quality development or the loss of individual buildings.

The high density of the urban form means that public spaces in the town centre are at a premium. The Square stands at the southern gateway to the historic town centre, there are riverside gardens at the Strand, and the area around the Castle Mound is a small public park, but the character of the town centre is essentially urban and fine-grained.

The OS maps and images on the following pages chart the evolution of the town since 1900. At the start of the 20th century the expansion of the town had reached Pilton and Newport, but development was confined almost entirely to the north bank of the river, with the exception of Sticklepath, a small industrial suburb and railway junction on the south bank. That was still the case in 1930, but by 1950 Barnstaple was growing rapidly, especially to the south east and south west. The Ilfracombe branch railway, which crossed the Taw via a bridge immediately to the west of Longbridge, closed in 1970 and in the decades that followed the area around Sticklepath was redeveloped as an edge-of-town retail, leisure and employment site, first at Seven Brethren and subsequently at Anchorwood.

One of the biggest challenges associated with these changes has been the impact of traffic and road building on the quality and integrity of Barnstaple's townscape. The A3125 passes through the heart of the town, while east-west traffic is directed along Alexandra Road and Barbican Road, heavily engineered streets which sever connections between the historic core and the inner suburbs.

The development of Barnstaple in recent decades tells a familiar story, with the compact core of the historic town under pressure from both the impact of traffic and the centrifugal effects of suburban development. On balance, Barnstaple town centre has shown considerable resilience, retaining its status as the civic, commercial and cultural heart of the community and continuing to be a lively, attractive and busy place. But it would be unwise to be complacent, and a concerted effort will be needed to establish and consolidate a sustainable future for the historic core, and to nurture and rediscover the qualities that make it a special place.

Main Summary points :

- The historic core has remained intact for centuries
- Development was largely on the north bank of the River Tor until the 1930's
- There has been significant incremental sub-urban growth over the last 100 years that appears largely unplanned.
- There has been significant industrial expansion in the west around Potterton over the last 30 years .
- Seven Brethren was only developed in the 1970's and is relatively new in the context of the town

LEGEND

Historic core	
Castle Mound	1
Pannier Market & Guild Hall	2
Queen Annes Walk	3



Figure 4: OS Historic Map 1900 (Castle Mound, Pannier Market & Queen Annes Walk highlighted)

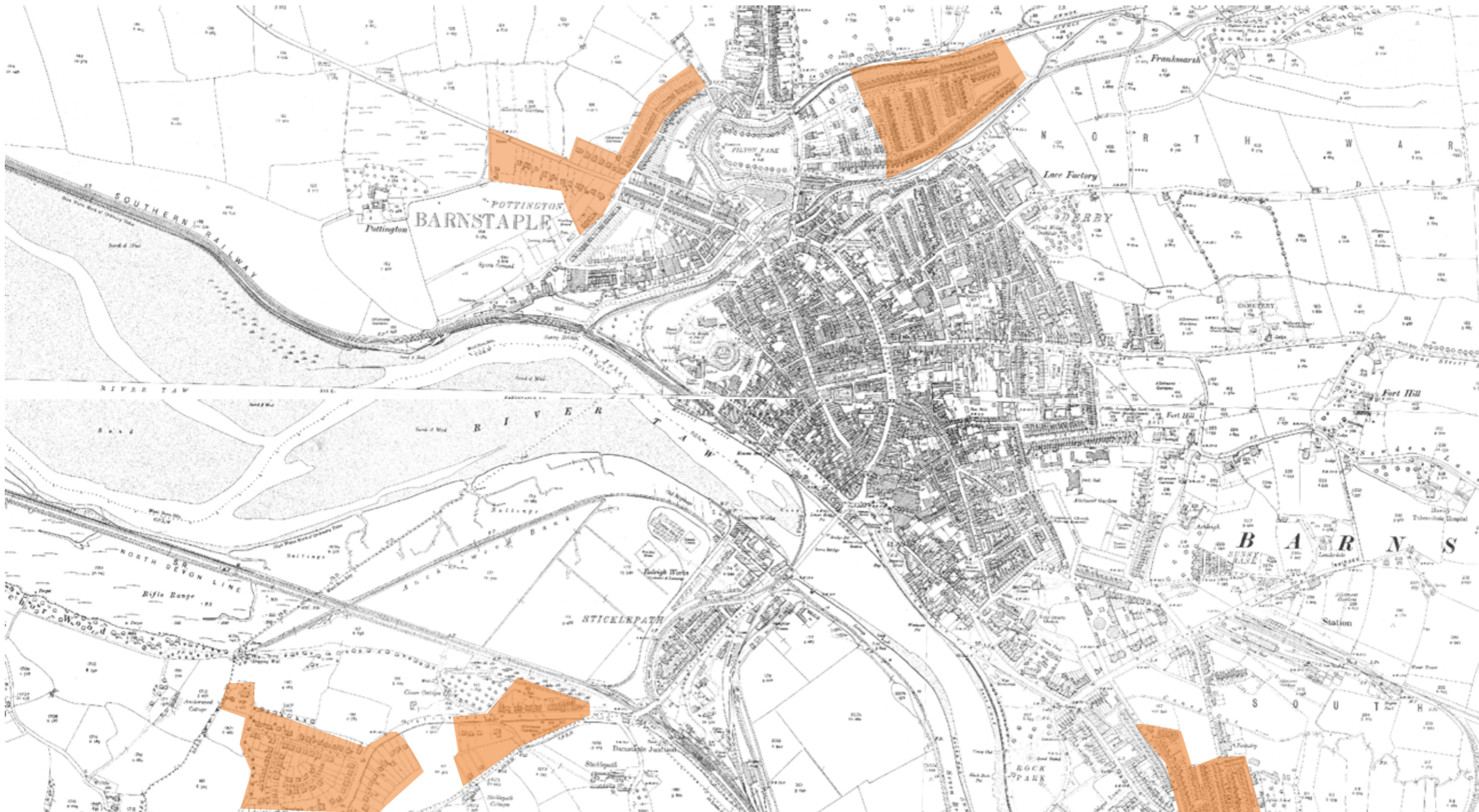


Figure 5: OS Historic Map 1930 (Development added 1900-1930 highlighted)

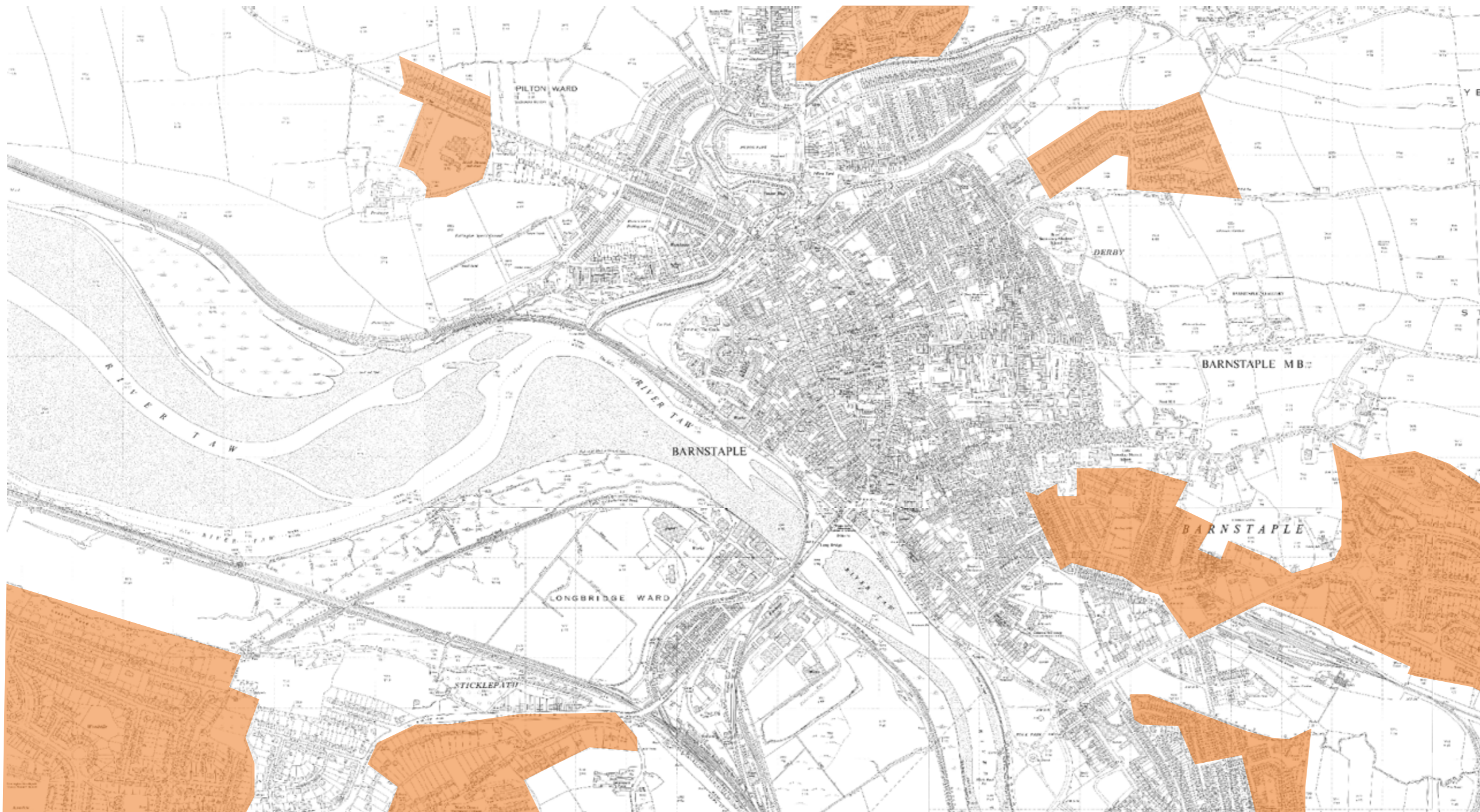


Figure 6: OS Historic Map 1950 (Development added 1930-1950 highlighted)

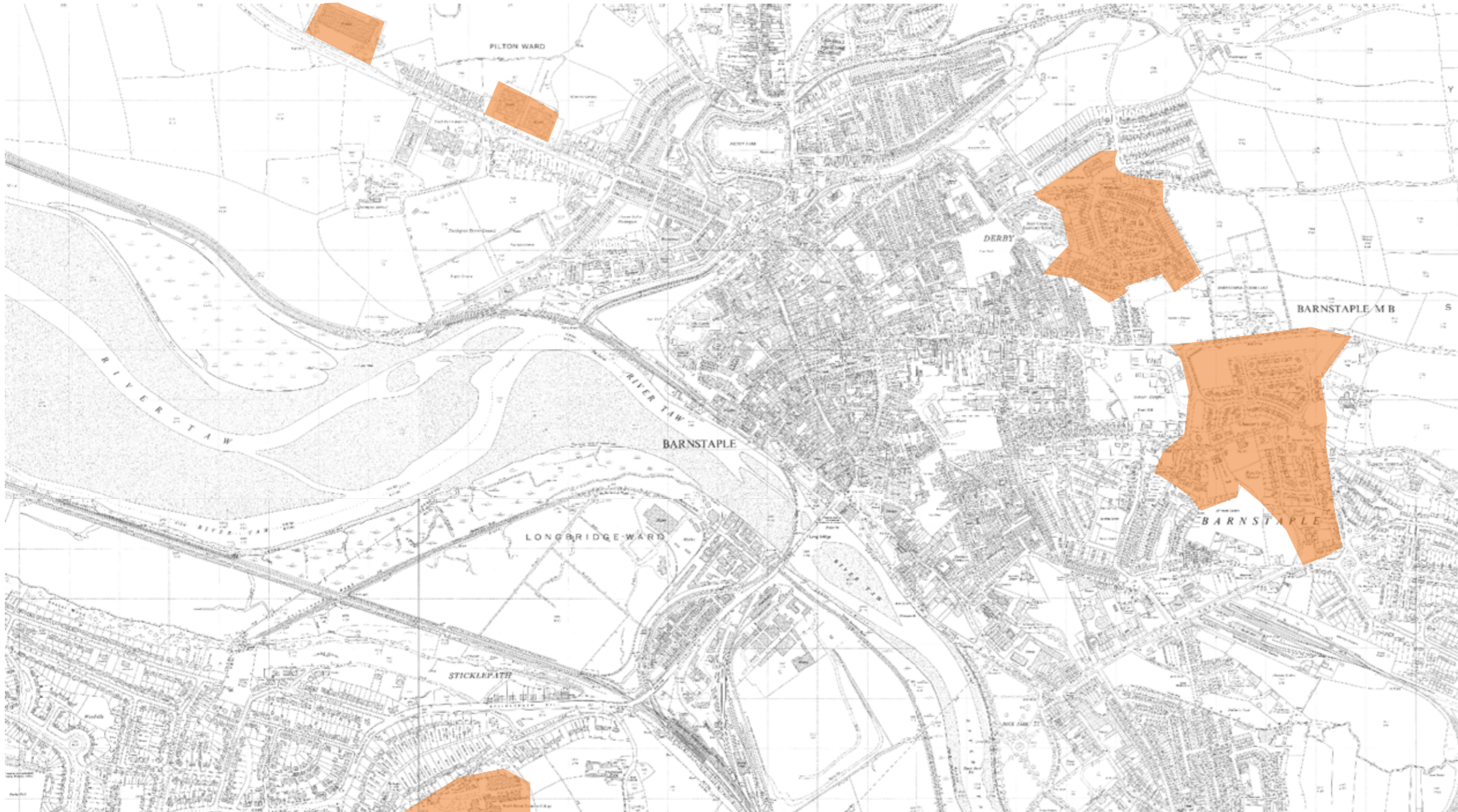


Figure 7: OS Historic Map 1960 (Development added 1950-1960 highlighted)

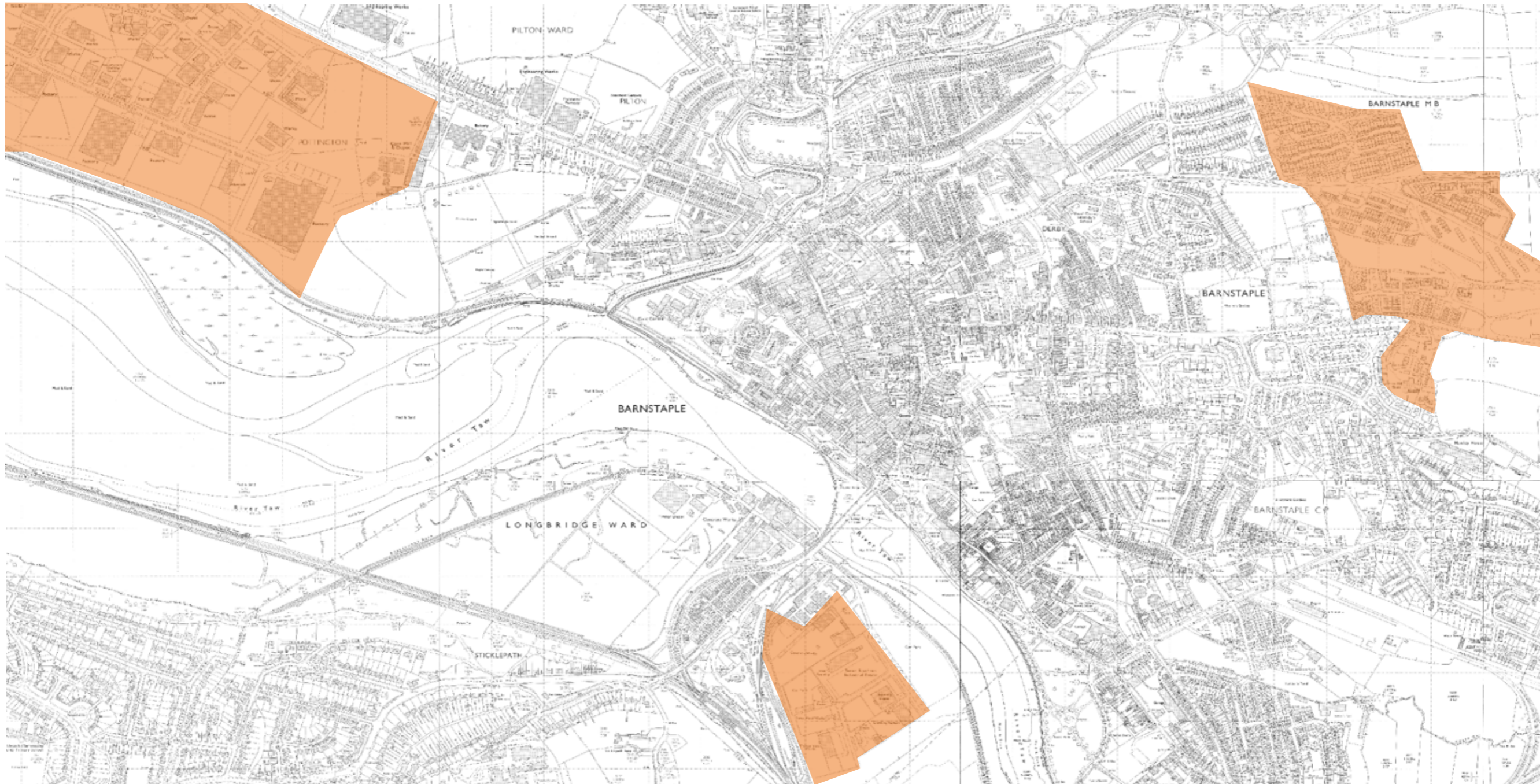


Figure 8: OS Historic Map 1970 (Development added 1960-1970 highlighted)



Photograph 1 : Rolle's Quay (Barnstaplehistory.com)



Photograph 2 : Barnstaple High Street (Barnstaplehistory.com)



Photograph 3 : Railway bridge over River Taw (Barnstaplehistory.com)



Photograph 4 : Town Square (Barnstaplehistory.com)

2.3 Planning policy context

- 2.3.1 The North Devon and Torridge Local Plan seeks to support the Barnstaple economy by **“attracting inward investment to deliver key infrastructure and strengthen the town’s lead role as a vibrant and innovative sub-regional centre”**. The town centre will be **“revitalised and expanded to promote a healthy and vibrant town centre...[and] a diverse evening economy”**. The Local Plan identifies the 4 hectare site between Queen Street and Bear Street as **“the principal opportunity for new retail and other...uses that support the vitality and viability of the town centre. The plan identifies High Street, Green Lanes and Butchers’ Row as the town’s “primary shopping frontages”**. Elsewhere, the plan identifies a wider range of ground floor uses will be permitted, and residential and commercial uses will be encouraged.
- 2.3.2 Of particular note is Policy BAR : Barnstaple Spatial Vision and Development Strategy

Policy BAR: Barnstaple Spatial Vision and Development Strategy

The Spatial Vision

Strategic housing and employment growth on the southern side of Barnstaple will support the town's economy by attracting inward investment to deliver key infrastructure and strengthen the town's lead role as a vibrant and innovative Sub-regional Centre in commerce, culture, education and service provision for northern Devon.

Barnstaple will develop as an exemplar of sustainable living to become a healthier, safer and more prosperous town with an attractive and inclusive environment that protects the town's historic character whilst capitalising on its built heritage. The town centre will be revitalised and expanded to promote a healthy and vibrant town centre to support its vitality, viability and economic prosperity, including a vibrant and diverse evening economy. Petroc will be expanded as a university level resource with links to local businesses to improve both skills level and business productivity with access to super-fast broadband, workforce and business support and increased accessibility to training opportunities and expanded employment opportunities at Roundswell Business Park and Whiddon Valley.

Housing and employment growth will deliver a mix of high quality, sustainable family and affordable housing integrated with new employment opportunities and key community infrastructure that promote greater self-sufficiency. Improved access to and dual use of community facilities will provide for the needs of all. Development will also prioritise the re-use of existing buildings and previously developed land whilst safeguarding these areas from the risks of flooding and protecting the green hills around the town. An enhanced network of green infrastructure including new public open spaces, public footpaths and cycleway links to the Tarka Trail will permeate the town. Traffic management and accessible public transport initiatives will retain and extend bus services to surrounding communities, improve the rail service to Exeter and beyond and reduce need for short journeys by private car.

The historic town will capitalise on its built heritage, cultural assets, open spaces and wildlife habitats to promote healthier lifestyles, enhance its distinctive identity, maximise the potential of its waterfront and public spaces, retain and improve access to existing community facilities.

Effective co-operation with partners will deliver key services and facilities including through the community and voluntary sectors. The empowered community will make the most of its talents and leadership to deliver the vision, with all residents able to contribute to and participate in community life.

The Spatial Development Strategy

Over the period to 2031, the Local Plan will enable substantial growth of high quality development supported by necessary infrastructure to meet the needs of Barnstaple and its surrounding area and to strengthen Barnstaple's role as a Sub-regional Centre. The spatial vision for Barnstaple will be delivered through:

- (a) provision of a minimum of 4,139 dwellings, including affordable and extra care housing to meet the range of the communities housing needs, with associated development and infrastructure on a continuous basis during the Plan period between 2011 and 2031;
- (b) provision of new site allocations of approximately 3,165 dwellings and non-strategic housing sites of approximately 153 dwellings;
- (c) strategic extensions to the south and south-east of Barnstaple (as part of the provision of new site allocations) to accommodate approximately 1,770 new dwellings supported by required physical, social and green infrastructure including a new primary school on each site;
- (d) provision of approximately 21.6 hectares of land for economic development that promote entrepreneurship in the town and deliver suitable start-up space for new businesses and grow-on space for existing businesses to relocate supported by required physical, social and green infrastructure;
- (e) redevelopment of previously developed sites including those at risk of flooding where effective flood management can reduce the extent and severity of flood risks both on site and elsewhere in the Taw estuary;
- (f) enhancement of existing flood defences and associated flood risk mitigation measures to help realise the potential for appropriate development of sites at risk of flooding;
- (g) expansion of the town centre to enhance the town's vitality and viability and strengthen its role as a Sub-regional Centre for retail, commercial, community, leisure and cultural activities;
- (h) expansion of Petroc as a university level resource with improved links to local businesses to improve both skill levels and business productivity within northern Devon;
- (i) economic growth through capitalising on enhanced levels of assistance offered by the Assisted Area status;
- (j) provision of accessible natural green spaces to enhance the green infrastructure network adjoining the Taw estuary to deliver a net gain in biodiversity and provide settlement in addressing flood risks by reducing rates of surface water runoff;
- (k) provision of additional strategic footpaths and cycle routes through and around the town to extend the green infrastructure network and improve opportunities for sustainable modes of travel and healthy living;
- (l) protection of the green hilltops around the town that contribute to Barnstaple's setting and character and retention of the open land between the town and surrounding villages to help maintain their separate identities;
- (m) provision of additional sport and recreation facilities, including opportunities for water sports along the Taw estuary;
- (n) improvements to capacity at existing road junctions along the A39 and A361;
- (o) social and community facilities required to support new development including enhanced primary and secondary provision through delivery of new schools and the expansion of existing schools and improved early years and youth provision within Barnstaple;
- (p) provision of additional water storage areas within development sites to the east and west of the River Taw compared to normal sustainable drainage system design in recognition that the southern half of Barnstaple is within a Critical Drainage Area; and
- (q) support for initiatives to improve and mitigate against any adverse harm to water quality in the rivers and estuary.

- 2.3.3 We have reviewed the Local Plan and extracted policies that relate to our brief. These policies relate to the study area and the adjoining localities and neighbourhoods on both sides of the river.

Overarching Policies

UNESCO Biosphere Transition Zone (ST14)

Town centre

Primary Shopping Area (ST12)

Primary Shopping Frontage (ST12)

Conservation Area (ST15)

Existing Strategic Footpath/ Cycle Route (ST10)

Town centre expansion (Queen Street/Bear Street) (BAR11 & SM04)

Rock Park

Sports Hub (Rock Park) (DM10)

Mill Road/ Pilton

Sports Hub (DM10)

Park & Change Proposal plus new road link (BAR14)

Two Rivers Industrial estate Improvements (BAR14)

Pilton Park – Local Green Space (BAR 19 (1))

Riverside

Footpath/ cycle route proposal (BAR20(e))

Coastal & Estuary Zone (ST09)

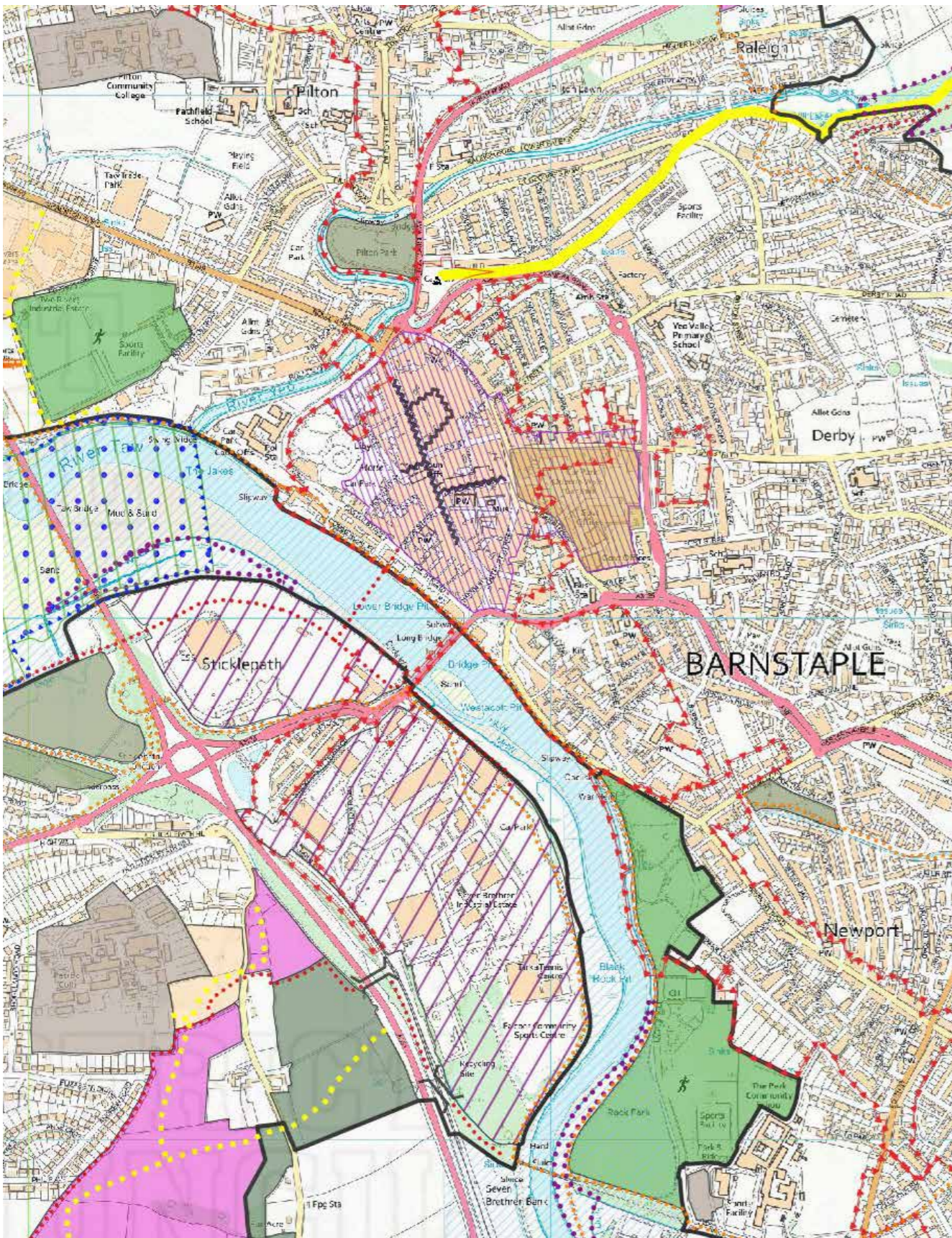
SSSI & County Wildlife Site (ST14)

South of the River

Anchorwood Bank – mixed use development (BAR12)

Seven Brethren – mixed Use development (BAR 13)

Pedestrian/ Cycle bridge (Larkbear Strategic expansion) (BAR 02)



Policies Map Notation

- | | |
|--|---|
| Agricultural Business Park (HOL01) | Minerals Safeguard Zones |
| Area Outside Plan Boundary | Mixed Use Proposal |
| Area of Outstanding Natural Beauty (ST09 & ST14) | New Sewage Treatment Works Proposal (SMO1) |
| Bideford Port (BID06) | New/Upgraded Road |
| Braunton Air Quality Management Area (BRA) | Park & Change Proposal |
| Cemetery Extension (ILF01 & WIT02) | Pedestrian/Cycle Bridge Proposal |
| Coast & Estuary Zone (ST09) | Railway Station Proposal (BAR16) |
| Conservation Area (ST15) | Policy Reference |
| County Geological Site (ST14) | Town/District Centre & Primary Shopping Area (ST12) |
| County Wildlife Site (ST14) | Primary Shopping Frontage |
| Development Boundary (ST06 & ST07) | Regeneration Proposal (BID07) |
| Education Proposal | Reserve Employment Proposal (ILF04 & SM03) |
| Employment Proposal | Site of Special Scientific Interest (ST14) |
| Existing Strategic Footpath/Cycle Route (ST10) | Special Area of Conservation (ST14) |
| Footpath/Cycle Route Proposal | Candidate SAC (ST14) |
| Green Infrastructure (ST14) | Sports Hub |
| Green Wedge (BAR22 & NOR10) | Sports Pitch |
| Heritage Coast (ST09 & ST14) | Structural Planting |
| Historic Parks & Gardens (ST15) | Town Centre Expansion (BAR11 & SMO4) |
| Housing Proposal | Tourism & Recreation Proposal (NOR06) |
| Landscape Restoration (HAR02 & WIN01) | Tourist Area (ILF05 & NOR05) |
| Local Green Space | UNESCO Biosphere Buffer (ST14) |
| Local Nature Reserve (ST14) | UNESCO Biosphere Transition Zone (ST14) |
| Lynton to Barnstaple Railway (BAR16) | |
| Medieval Field System (ST15 & CMA04) | |

Figure 10: Local Plan Legend

Figure 9: Local Plan Extract (OS Copyright)

2.3.4 Current, Recent & Relevant Planning Applications

Figure 11 shows the location of the main planning applications that relate to the town centre and study area. These include the following;

Application 66408 : Gliddon & Squire Building (Tuly Street) : 2019. Conversion of the ground floor into a Hubbox restaurant. Status : Planning Approved

Application 44971 : Gliddon & Squire, Barum Point, Rolle Quay : 2007. Development of a former industrial site into 50 flats and 21 houses : Status : currently "under consideration".

Application 66924 : Derby Lace Works, Vicarage Street : Demolition and conversion of former industrial units into apartments and houses. Status : demolition granted 2019 .

Application 66122 Oliver Buildings : Conversion of building into 50no residential units, commercial uses and the erection of 4 no new buildings along with public realm enhancements. Status : pending decision 2019

Application 64925 : Anchorwood Housing : Former Leaderflush, Shapland and Norris Metals site. Status : Approved 2019

Application 63351 : Relocated Leisure centre, Seven Brethren bank. Outline Planning for relocation of the swimming pool. Status : Approved 2017

Other schemes include the recent public consultation for the re-development of the Seven Brethren bank for 220 properties (combination of housing/ apartments).

Refer to Appendix 2 for details of each scheme.

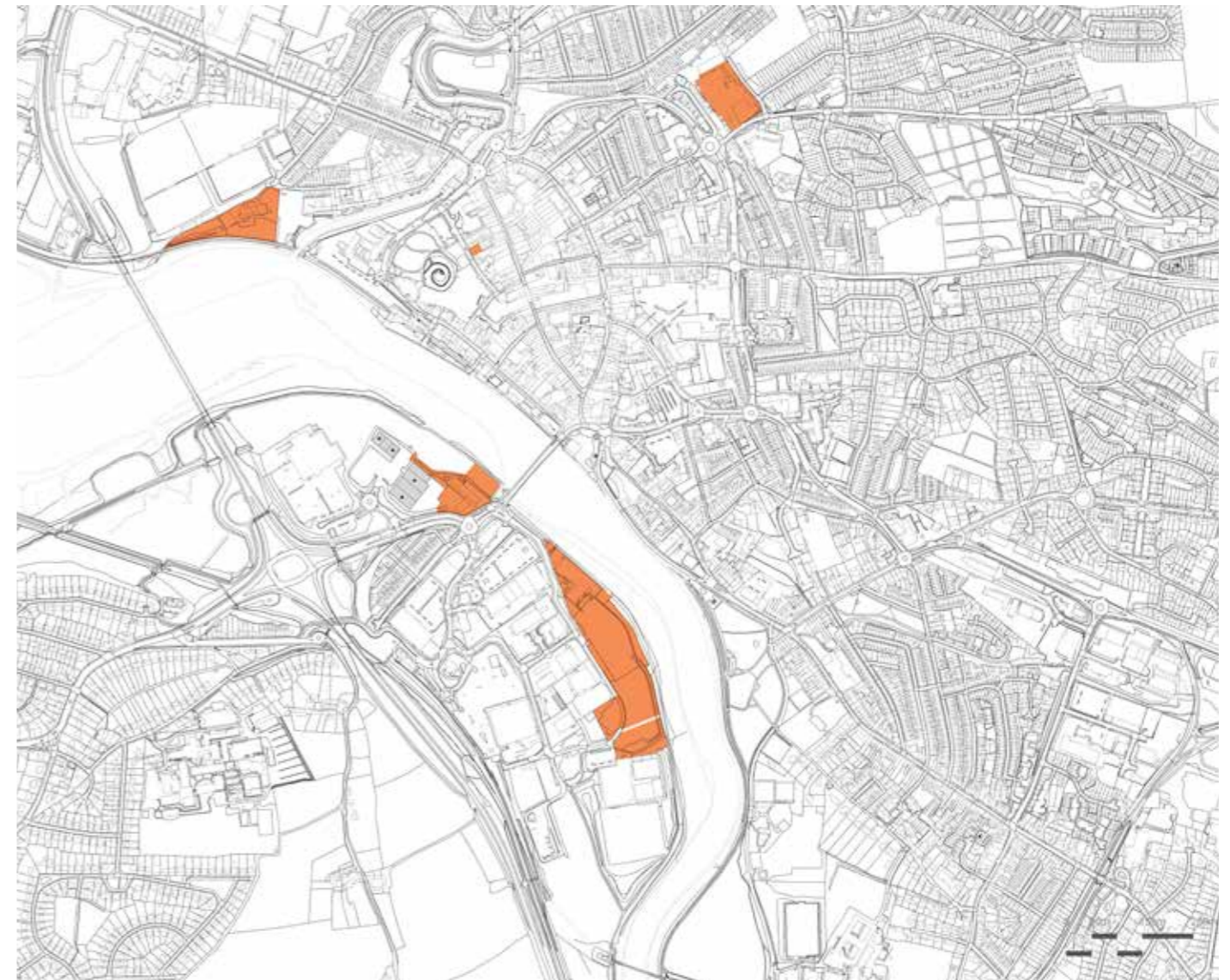


Figure 11: Location of current, recent and relevant planning applications

Summary :

Barnstaple has suffered from incremental, suburban unplanned growth for the last 100 years. The historic core is relatively unchanged but the surrounding environs have seen significant change. Careful design and consideration of the "context" of Barnstaple is now required to avoid "anywhere" architectural and townscape interventions, particularly for the future urban extensions.

2.4 Socio-economic baseline

Barnstaple is a substantial town in an otherwise thinly populated rural area. The population of the built-up area was 31,616 in 2011. Analysis of 2011 Census data shows the demography of the town is, in some respects, quite distinct from the rest of North Devon and closer to the English average, reflecting its urban character compared with the rest of North Devon:

- North Devon has an ageing population, with 29.9% aged 60 and above. But only 22.7% of Barnstaple residents are in that age-group, compared with 22.4% in England
- the median age in England is 39; it is 41 in Barnstaple and 45 in North Devon
- home ownership in Barnstaple is close to the English average, but lower than in North Devon; flats and terraced houses account for a higher share of properties in Barnstaple Parish
- 19.0% of households in North Devon do not have a car, compared with 25.5% (Barnstaple) and 25.8% (England)
- as is typical of rural areas, North Devon has a high rate of self-employment (14.6%), compared with 9.0% in Barnstaple and 9.8% in England
- 18.2% of North Devon's adult population is retired, higher than Barnstaple (15.6%) and England (13.7%).

In some other respects Barnstaple and North Devon are very similar:

- England is an increasingly diverse nation, where 79.8% describe themselves as White British, Barnstaple (94.5% White British) and North Devon (95.9%) are much more homogeneous
- only 19.9% of Barnstaple residents and 22.9% of North Devon residents have a degree or higher qualification, compared with 27.4% in England
- people living in Barnstaple and North Devon are much more likely to work in the manufacturing, retail, hospitality and healthcare sectors than those living in England
- Barnstaple and North Devon residents are less likely than those in England to work in a managerial, professional or technical job, and more likely to work in an elementary occupation

We reviewed data for Barnstaple from the Index of Multiple Deprivation (2015). The analysis reveals wide inequalities: one LSOA in Central Town ward ranks just outside the most deprived 5% in England, and three other LSOAs are among the 20% most deprived. These areas reveal particular concentrations of deprivation relating to health, educational attainment, income and employment. They are often closely juxtaposed with areas where the incidence of deprivation is well below average.

The Business Register & Employment Survey (BRES) for 2017 for Barnstaple reports that total employment in the town is 20,000, including business owners and the self-employed. The top 5 employment sectors are health (21.0%), retail (15.5%), education (9.8%), manufacturing (8.8%) and accommodation/food (8.0%). Health and retail in particular are significantly over represented compared with England, and both sectors have a high proportion of part-time jobs.

CACI's 2014 Market Report states that Barnstaple is a strong retail destination which outperforms its peers in terms of market share and the size of the potential comparison goods market. It benefits from being easily the largest urban centre in the catchment area and its distance from any other centre of significant scale. When we visited, the town centre was busy and appeared to be catering for a broad customer base with a wide age spread.

The geographical realities mean that Barnstaple is well placed to benefit from forecasted population growth in North Devon, and more people will be translated into greater expenditure. But the town is still exposed to structural challenges including low average earnings, static/declining household income, competing out-of-town locations and changing consumer behaviour - especially the continuing growth in online shopping, services and entertainment.

Equally significant is the relationship between the historic town centre on the north bank of the river Taw, the mixed use Seven Brethren area and the emerging Anchorwood Retail Park, both of which are on the south bank. By any measure, the urban design quality of these commercial edge-of-town-centre locations is wretchedly poor, and the links between them and the town centre are confusing and hostile to pedestrians and cyclists, and those arriving by train. These retail parks represent a serious challenge to the

traditional town centre and retail core: Next has already closed its High Street store and moved to Anchorwood, whilst Iceland has opened a second store at Anchorwood.

Barnstaple's strong market position means that it is better placed than many towns to establish a sustainable and mutually beneficial relationship between the new and old retail and leisure locations, but this will require proactive planning and significant investment to encourage longer stays and linked visits. The focus of town centre policy should be on:

- enhancing the resilience of the historic core by improving the experience for residents, workers and visitors and making it a more attractive and appealing place
- action to improve the quality and legibility of Seven Brethren and Anchorwood, and strengthen cross-river connections.

Despite a location which minimises retail/leisure leakage, Barnstaple's shopping, food and drink and cultural offer is relatively prosaic. CACI reports that mass market retail accounts for 53% of the town's retail footprint, followed by value and budget retail (31% and 9% respectively). Affordable premium shopping accounts for just 7% of the mix, and premium or luxury retail is almost entirely absent. Our observations on the ground corroborated these findings: the historic town centre still offers a strong representation of high street multiples, complemented by the historic Pannier Market and a large number of independent operators. But many of the latter are of indifferent quality, with a number operating out of tired-looking premises. The food and drink offer is disappointing and the culture/leisure choices are limited. The town has a rich collection of historic buildings, many of which are in need of refurbishment or more extensive restoration and – as noted in the Future High Streets Expression of Interest – the public realm is cluttered, dated and inconsistent.

The 2016 Perception Study by Spirul found that access to national retail brands was the principal reason for visiting Barnstaple town centre, and that the shops and parking charges were the principal determinants of length of stay, although the “general atmosphere” was also a significant factor.

Respondents expressed qualified satisfaction with some aspects of the town centre shopping offer, notably the national non-food retailers and markets. Non-food independents and multiple food retailers are rated less highly:

	%		
	Very satisfied	Satisfied	Neither
National non-food	6	73	12
National food	8	41	51
Indoor markets	5	65	30
Independent non-food	5	40	55
Independent food	9	51	41
Specialist market	3	73	24

The most valued town centre retailer is Marks & Spencer, followed by Boots, Primark and TK Maxx. Asked what they would like more of in the town centre, shoppers called for high street brands, clothes shops and supermarkets.

Respondents were asked to assess aspects of the town centre leisure and entertainment offer. The table below shows that a clear majority were satisfied with Barnstaple's pubs and restaurants. Opinion is more mixed on leisure and cultural facilities and the evening economy.

	%	
	Very satisfied	Satisfied
Pubs and bars	15	69
Restaurants	15	57
Cultural facilities	8	51
Leisure facilities	4	53
Libraries	10	55
Evening destination	5	53
Live music	6	44
Nightclubs	7	49

Respondents were generally satisfied with bus services, but only 48% were satisfied with the price and frequency of trains. A clear majority was satisfied with the availability, cost, location and safety of town centre parking.

Respondents were asked to rate aspects of the town centre environment. Most results were positive but not overwhelmingly so.

	%	
	Very satisfied	Satisfied
General cleanliness	9	69
Quality of architecture	10	55
Landscaping	8	52
Street furniture	5	49
Signage/information	6	54
Pannier Market	7	52
Public toilets	3	42

The town centre is a rewarding place to visit: it has a memorable riverside location, fine architecture and a strong and compact urban form, and a distinctive history and heritage. But the visitor experience is somehow less than the sum of the parts. Too much of the town centre is in a poor state of repair, tracts of surface parking have eroded the street grid, there are too many empty shops and a lack of high quality public spaces in the heart of the town. These problems are compounded by major roads which encircle the town centre, sever connections with suburban communities and create a hostile environment for pedestrians and cyclists.

Some commentators have suggested that town centres face an existential threat from a combination of competing locations, changing consumer behaviour and the rise of internet shopping and online entertainment. While the risks may be overstated there is no doubt that town centres face challenges and that some have struggled to come to terms with profound economic and social changes. To succeed, policy makers and businesses need to have a clear understanding of the changing retail and leisure landscape, and the ability to innovate and adapt.

A report by Singleton et al (2016) explores the concept of “e-resilience”. It argues that the impact of the internet on high streets is not uniform across retail types and locations. It can be demonstrated that the “presence of anchor stores and various service providers (typically those difficult to digitise) such as leisure, are associated with lower online substitution rates...Customers who have relatively easy access to the most attractive stores that are enhanced by adjacent leisure facilities tend to visit town centres for longer periods of time, and are normally expected to spend more”.

The diagram opposite (figure: 12) summarises the demand and supply-side influences on town centre e-resilience. From a policy perspective, there are greater opportunities to influence the supply factors, including:

- connectivity, which is essential for economic competitiveness, but may have the effect of driving up online consumption, and
- the quality, attractiveness and convenience of the town's retail/service offer.

The analysis in this section gives grounds for cautious optimism. Barnstaple, helped by its remoteness from potential competing locations, has proved to be reasonably adaptable and resilient. The town centre is busy and attracts a broad range of customers by age and income; retail vacancy rates are low and the shopping offer is good for a town of its size. But that does not mean that it is immune to the competitive threats facing all town centres and high streets. The shabbiness of some retail premises and the indifferent food, drink, cultural and entertainment offer all point to some fragility in the town centre economy and a lack of investment. The edge-of-town developments on the south of the river, are scarcely state-of-the-art and represent a challenge to the town centre's status.

Spending time in Barnstaple town centre is an enjoyable but uneventful experience. Seen against the backdrop of a challenging business environment we agree with the assessment that Barnstaple town centre is **“better than it might be, but not as good as it could be”**. The latter stages of this study will explore how we might close the gap between the potential and the reality.

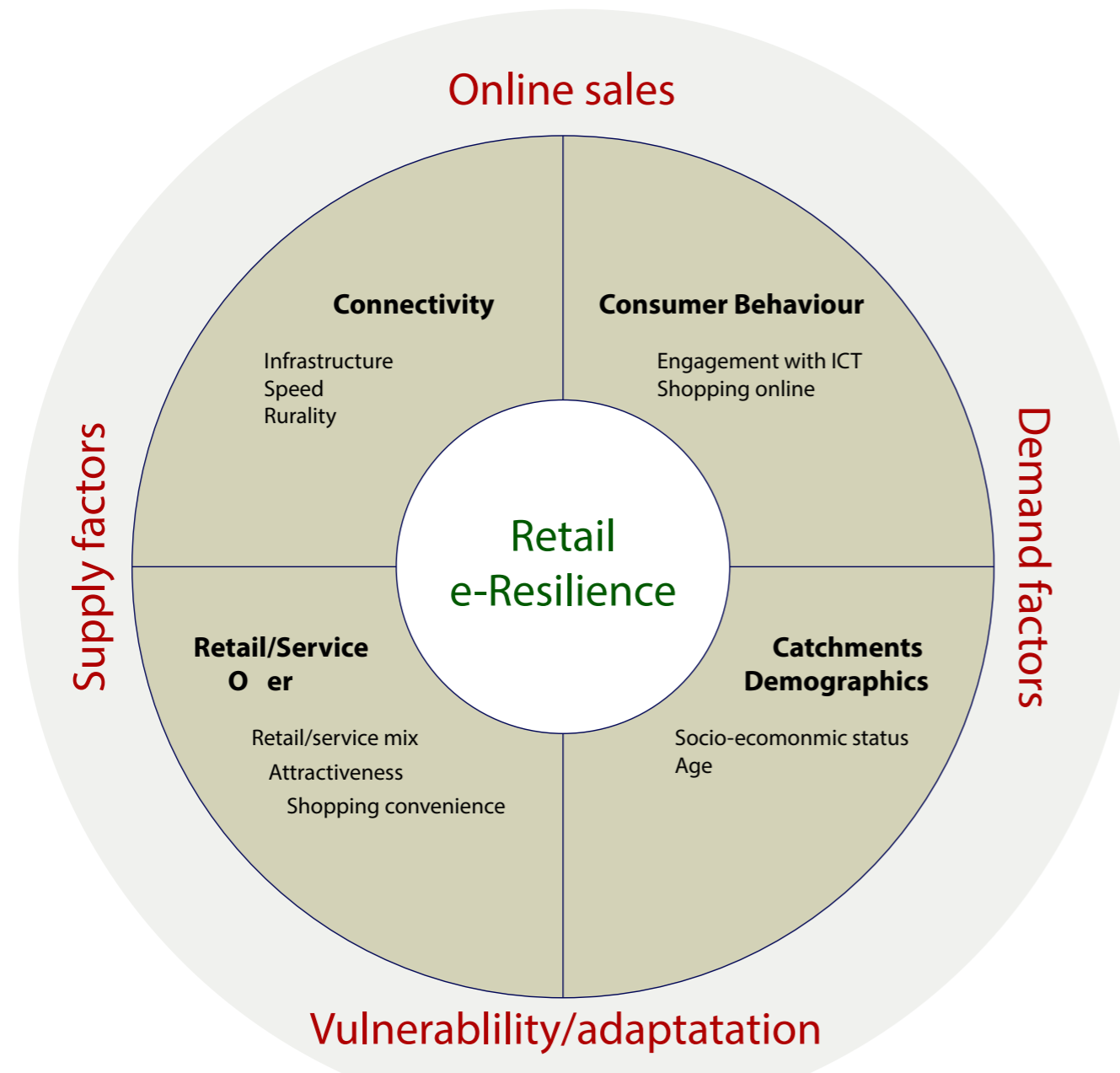


Figure 12: Demand-and-supply influences on town centre e-resilience

Sources:
 CACI (2014), Barnstaple – Market Summary. Report for North Devon Council
 North Devon Council (2011), Barnstaple Town Study Report: Core Strategy Evidence
 Singleton et al (2016), A D Singleton, L Dolega, D Riddlesden, P Longley, "Measuring the spatial vulnerability of retail centres to online consumption through a framework of e-resilience", Geoforum, Vol 69, February 2016
 Spirul (2016), Barnstaple Town Centre Perception Study. Report for North Devon Council

2.5 Spatial analysis

This section of the report captures the Lavigne Lonsdale team's detailed analysis of the study area. Following an overview of the Barnstaple urban area (Figure: 13) we carried out a thematic analysis of the study area (Figure: 14), followed by a more fine-grained description of the town centre and other key locations (Figure: 15).

2.5.1 Wider Analysis : The Town

Figure 13 shows the extent of the urban settlement and highlights the location of schools, colleges, the hospital and employment locations. Barnstaple was traditionally the administrative centre of North Devon, but the Council recently vacated the Civic Centre at North Walk and moved to an out-of-town location in a repurposed building south west of the town.

The map shows the trunk road network: the A361 by passes the town to the south and west and crosses the river at the Taw Bridge, while the A39 skirts around the edge of the town centre. Trains from Exeter terminate at the former Barnstaple Junction station, south of the river at Sticklepath.

The town centre occupies a compact site on the north bank of the river, close to the Longbridge. Suburban expansion in the 20th century has subsumed the historic village centres of Pilton and Newport. Further waves of development has seen the town expand into new neighbourhoods to the south west such as Bickington and Roundswell. The broad river estuary is a defining feature of the town, but has been an underused asset since the demise of the port. The former industrial areas south of the river have been redeveloped as mixed use locations.

Newport and, especially Pilton, retain a distinct identity and village character with some attractive residential enclaves to the town centre fringes, especially in the south east, where there is a permeable and connected street pattern. Other inner-urban neighbourhoods are severed from the town centre by over-engineered roads. The 20th century and later suburbs are generally undistinguished and characterised by a high level of car dependency.

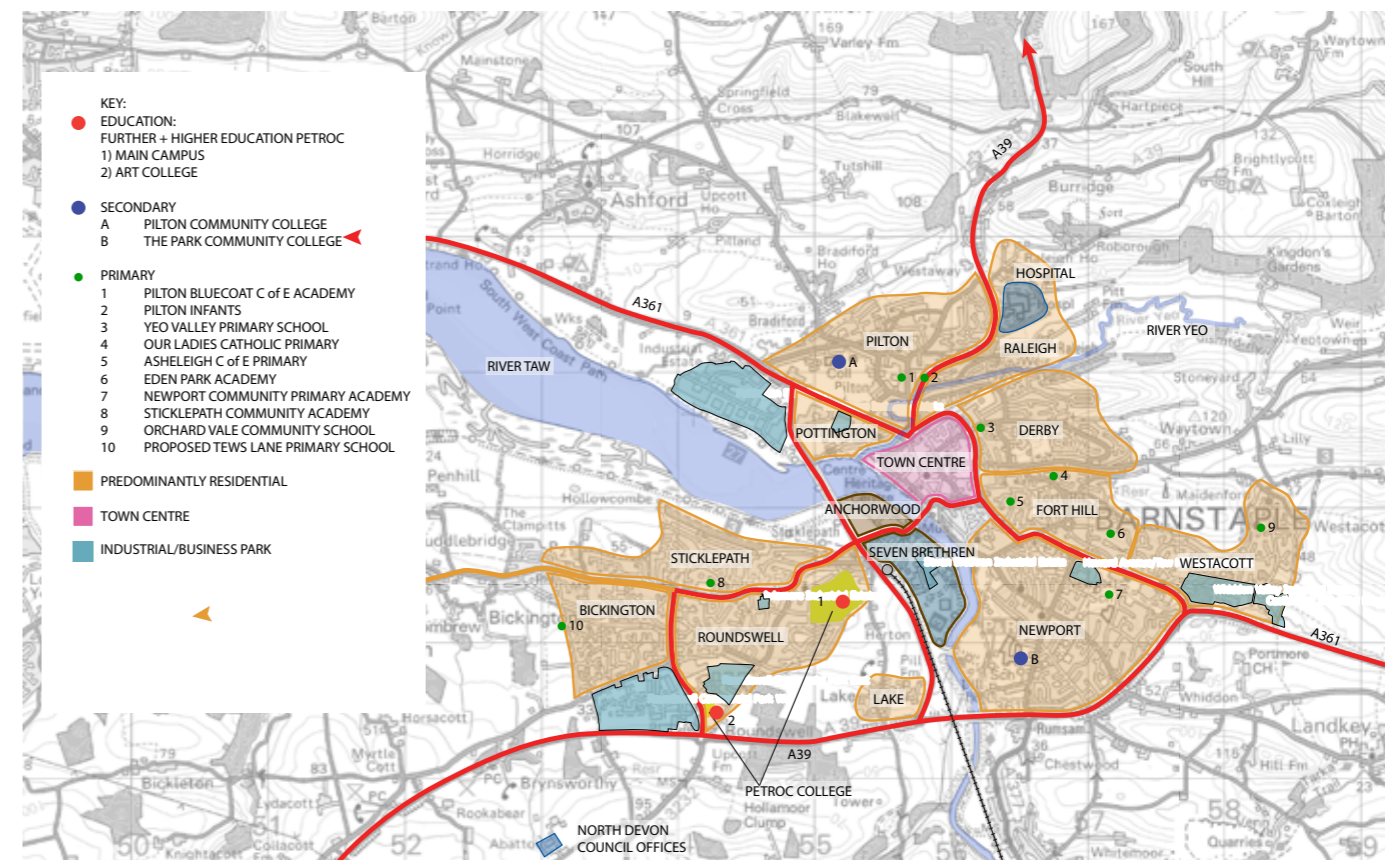


Figure 13: Town Wide Plan

The study area: thematic analysis

2.5.2 Historic buildings and townscapes

Figure 14 shows the concentration of historic buildings in the historic heart of the town. There are 389 listed buildings in Barnstaple, of which seven are Grade 1 listed and 12 are Grade II*; the Castle Mound is a Scheduled Monument.

There are 5 Conservation Areas within the study area in Barnstaple:

- Town Centre (including Sticklepath)
- Pilton
- Ebberley Lawn
- Rumsam, and
- Newport

Together they form a near-contiguous band running from Pilton in the north, through the town centre, to Newport and Rumsam in the south east. Many of the historic buildings do however appear to be under-utilised and in a poor state of repair.

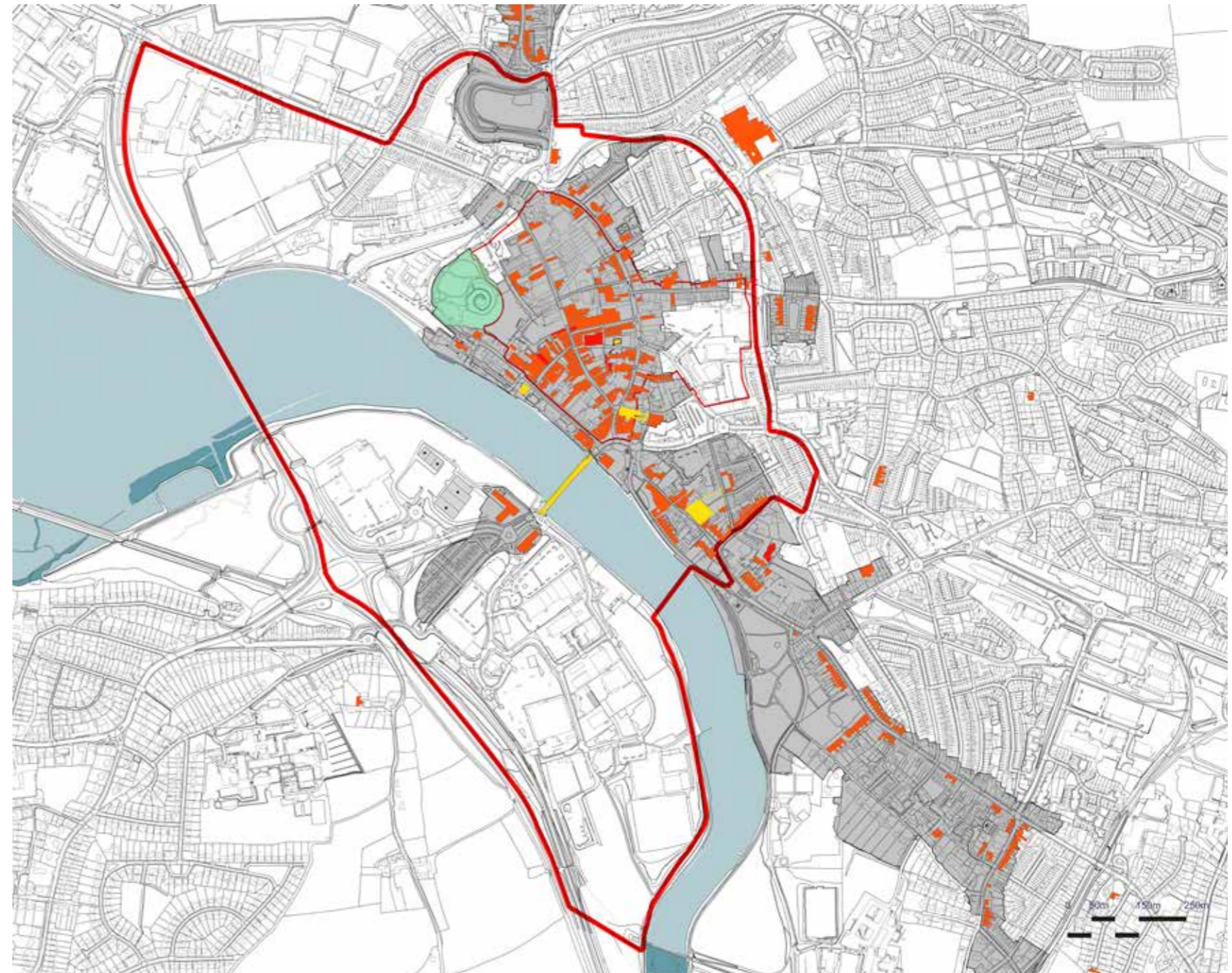
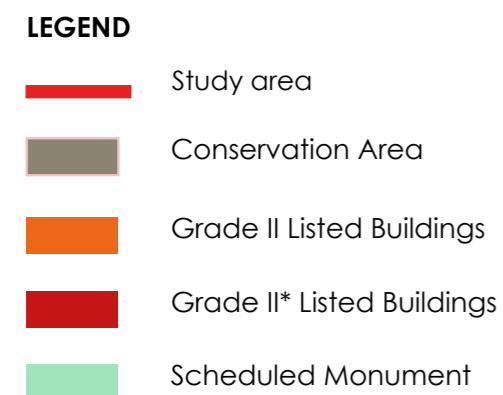


Figure 14: Conservation Area & Listed Buildings

2.5.3 Building heights

The tallest building in town centre is the 10-storey Civic Centre, built in 1968-70 and described in *The Buildings of England: Devon* as “an alien imposition”. Otherwise, as shown in Figure 15, Barnstaple is a low-rise town of mostly 2- and 3-storey buildings. The historic street pattern and the continuous build frontages create a sense of enclosure and intimacy, but the variety of built forms and modest building heights mean that it is never oppressive.

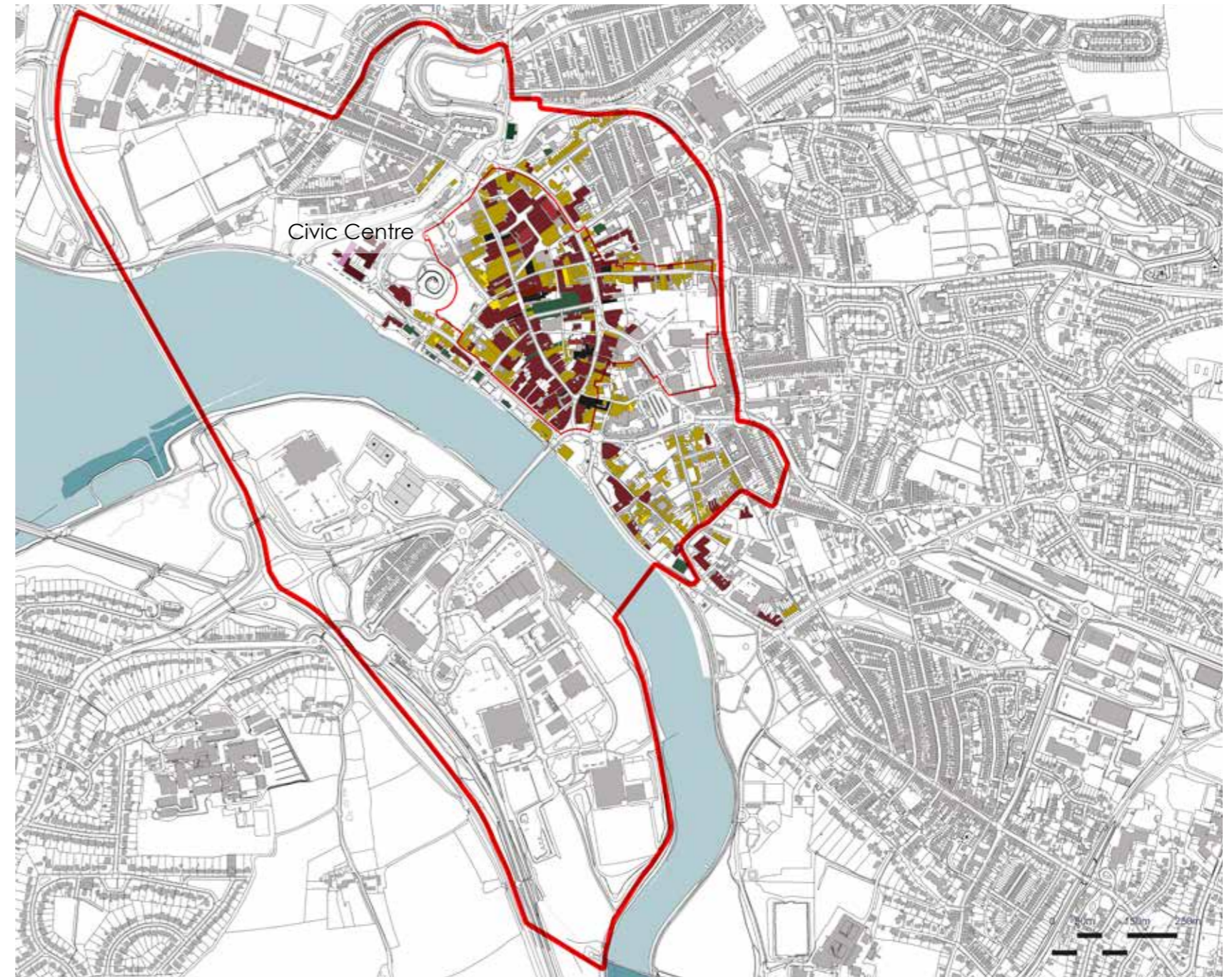


Figure 15: Building Heights (Town centre only)

LEGEND

- study area
- single storey building
- 2 storey building
- 3 storey building
- 4 storey building
- 5+ storey (Civic Centre is 10 storeys)

2.5.4 Access and parking

Figure 16 shows the town's road system and street layout in more detail, distinguishing between primary, secondary and tertiary roads. The cul-de-sac layouts of many of the suburban areas are characteristic of developments of their time, as is the road-dominated layout of the Seven Brethren Industrial Estate. Major roads create barriers and a hostile environment for walkers and cyclists.

Figure 17 shows the location of public and private car parks serving the town centre. Green Lanes is the only multi-storey car park in Barnstaple; all the others identified on the plan are surface car parks. Hydrock (2017) reported that Queen Street, Tuly Street, Cattle Market, Pilton Causeway and Fair View are all busy car parks due to their proximity to the retail core and/or low-cost, whist on-street parking in Boutport Street is also popular.

LEGEND

- Built Structure
- Primary Road (A Road)
- Secondary Road (B road)
- Tertiary Road
- Pedestrianised Street

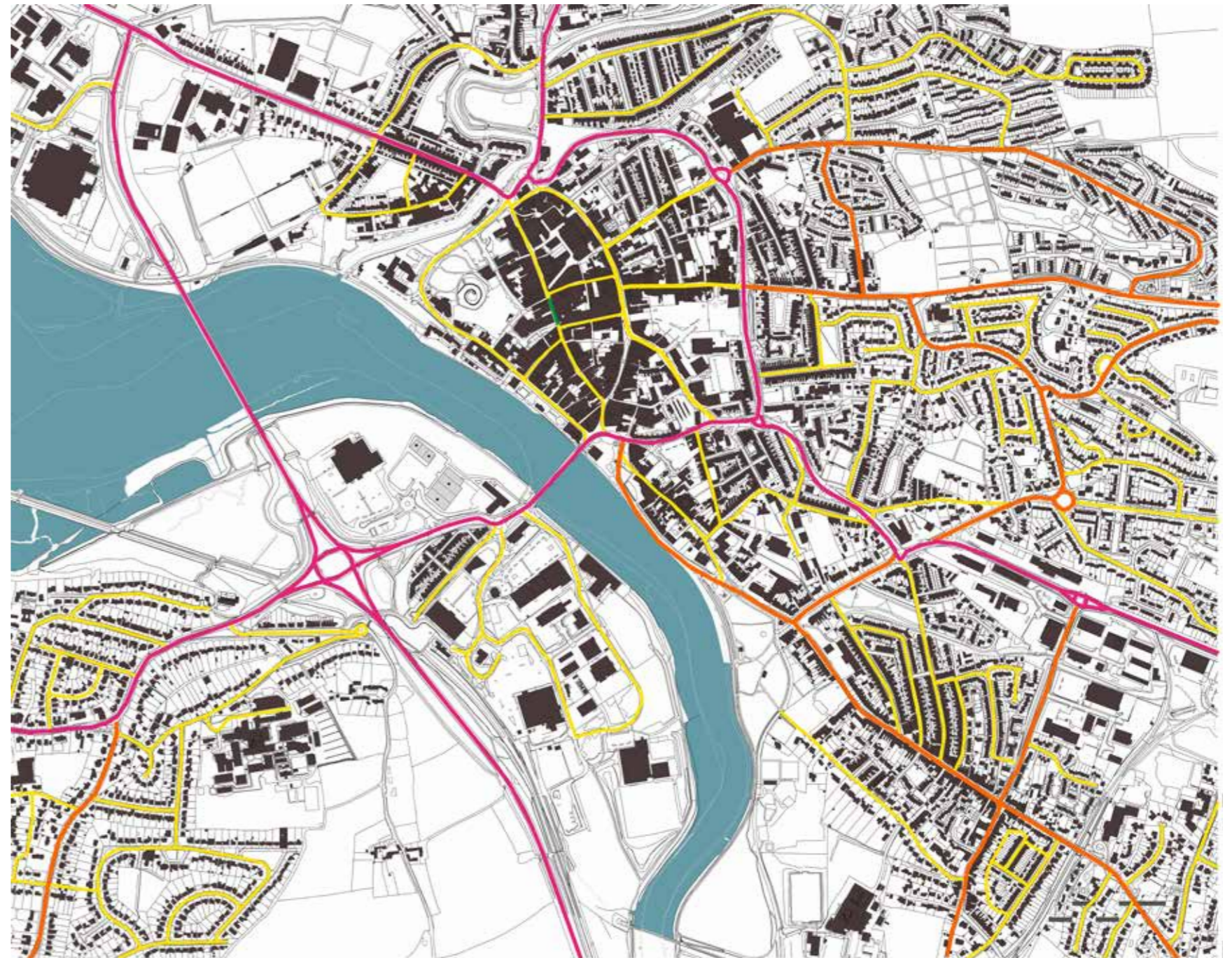
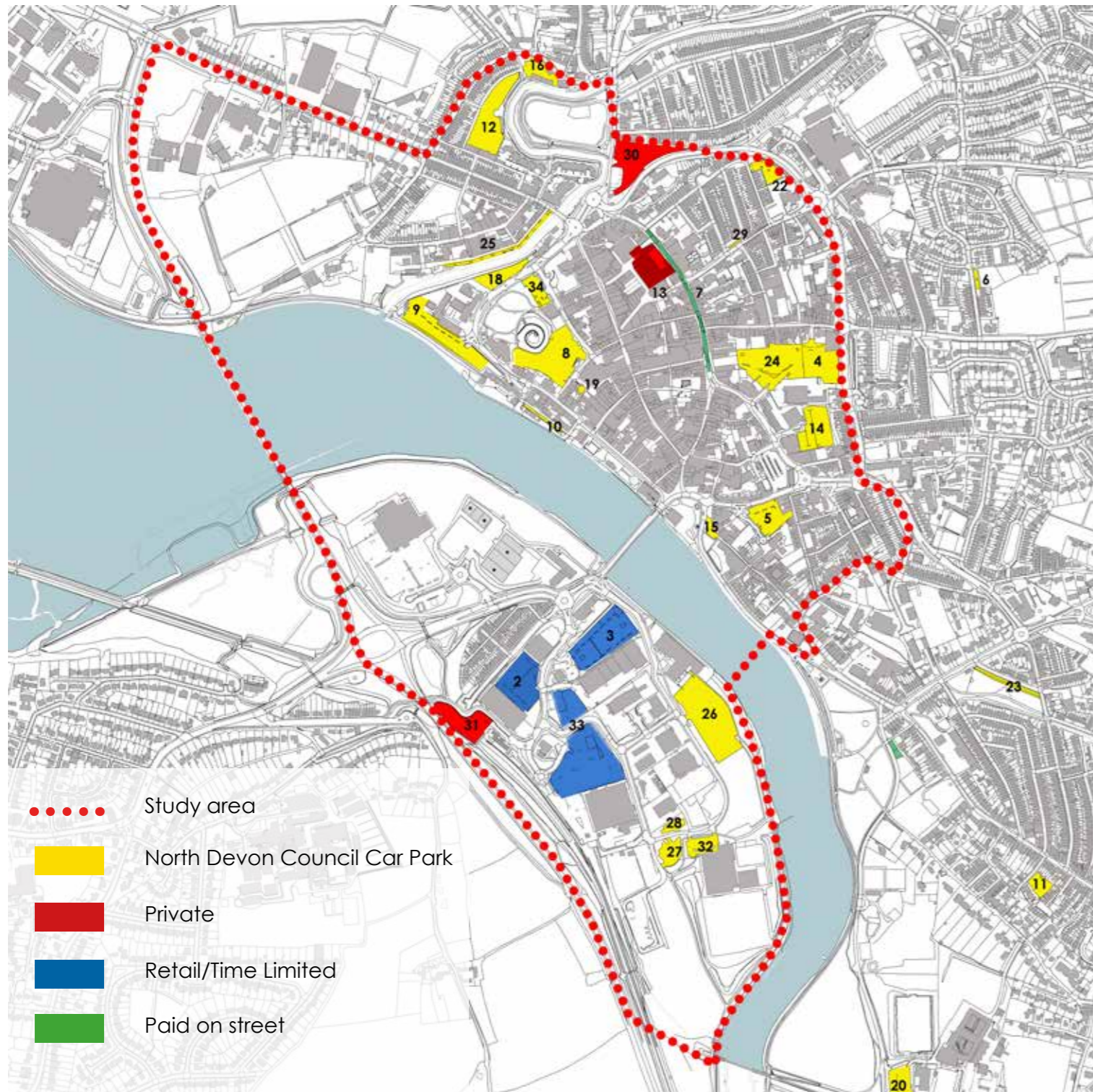


Figure 16: Access Hierarchy



ID	Car Park Name	Number	Ownership	Capacity	Notes**
BEA	Bear Street	4	NDC	173	SS
BEL	Belle Meadow	5	NDC	125	SS
BIC	Bicton Street	6	NDC	14	SS/RP
BOU	Boutport St	7	DCC	19	SS
CAT	Cattle Market	8	NDC	308	SS
CIV	Civic Centre	9	DCC	273	SS
COM	Commercial Road	10	NDC	32	SS
CON	Congrams Close	11	NDC	42	LS/RP
FAV	Fair View	12	NDC	248	LS
GRE	Green Lanes	13	Private	402	SS
HAR	Hardaway Head	14	NDC	182	SS
LIT	Litchdon Street	15	NDC	7	LS
LPN	Lower Pilton	16	NDC	12	LS/RP/PP
NWK	North Walk	18	NDC	79	SS
PAL	Paiges Lane	19	NDC	11	SS
PAR	Park School	20	DCC	240	LS
PML	Portmarsh Lane	23	NDC	37	LS/PP/RP
POR	Portland Buildings	22	NDC	63	LS/PP
QUE	Queen Street	24	NDC	232	SS
RPW/ RPE	Seven Brethren Retail Park 1 & 2	2 & 3	Private	520	SS
RQY	Rolle Quay	25	NDC	71	SS/PP
SBL	Seven Brethren Lorry Park	27	NDC	16	LS
SBR	Seven Brethren Long & Short Stay	26	NDC	336 + 72*	LS/SS
SBS	Seventh Street	29	DCC	11	SS
SBV	Seven Brethren Van Park	28	NDC	14	LS
SHE	Sheepskin/Pilton Causeway	30	Private	189	LS
STA	Barnstaple Station	31	Private	127	LS/SS
TAR	Tarka Tennis Centre	32	NDC	65	LS
TES	Tesco Taw View	33	Private	440	SS
TUL	Tuly Street	34	NDC	49	SS

*Seven Brethren has 336 long-stay and 72 short-stay spaces

**LS = Long Stay

SS = Short Stay

PP = Public Permit

RP = Residents Permit

Figure 17: Car Park Locations

2.5.5 Walking and cycling

The compact form of the historic core, pedestrianised street and low traffic volumes all make the heart of the town a safe and comfortable pedestrian environment, although conflicts occur in some locations. Heavy traffic and over-engineered roads mean that the through routes passing close to the town centre are less people friendly for walkers and cyclists.

Barnstaple is served by long-distance walking and cycling routes as shown in Figure 18, which also identifies the fragmented local paths network.

The Tarka Trail is a 180 mile (290 km), figure of eight walking and cycling trail that follows the route travelled by 'Tarka the Otter', in the famous novel by Henry Williamson. The entire route is centred around Barnstaple with the north loop travelling up through Exmoor into Lynton and the Valley of the Rocks then back to the Coast. The southern loop follows the river Torridge deep into the heart of Otter country, through Torrington, turning at Okehampton on the fringe of Dartmoor National Park and heading back towards Barnstaple. There are many places to stay, eat and drink along the trail with Family day out routes.

The South West Coastal Path runs through Barnstaple. It is England's longest waymarked footpath, running for 630 miles (1014km) from Minehead on the edge of Exmoor to the shores of Poole Harbour. This single trail connects millions of visitors every year with some of the finest coastal landscapes to be found any where in the world passing through National Nature Reserves, five Areas of Outstanding National Beauty, two World Heritage Sites, a UNESCO Biosphere reserve and Geopark and one National Park.

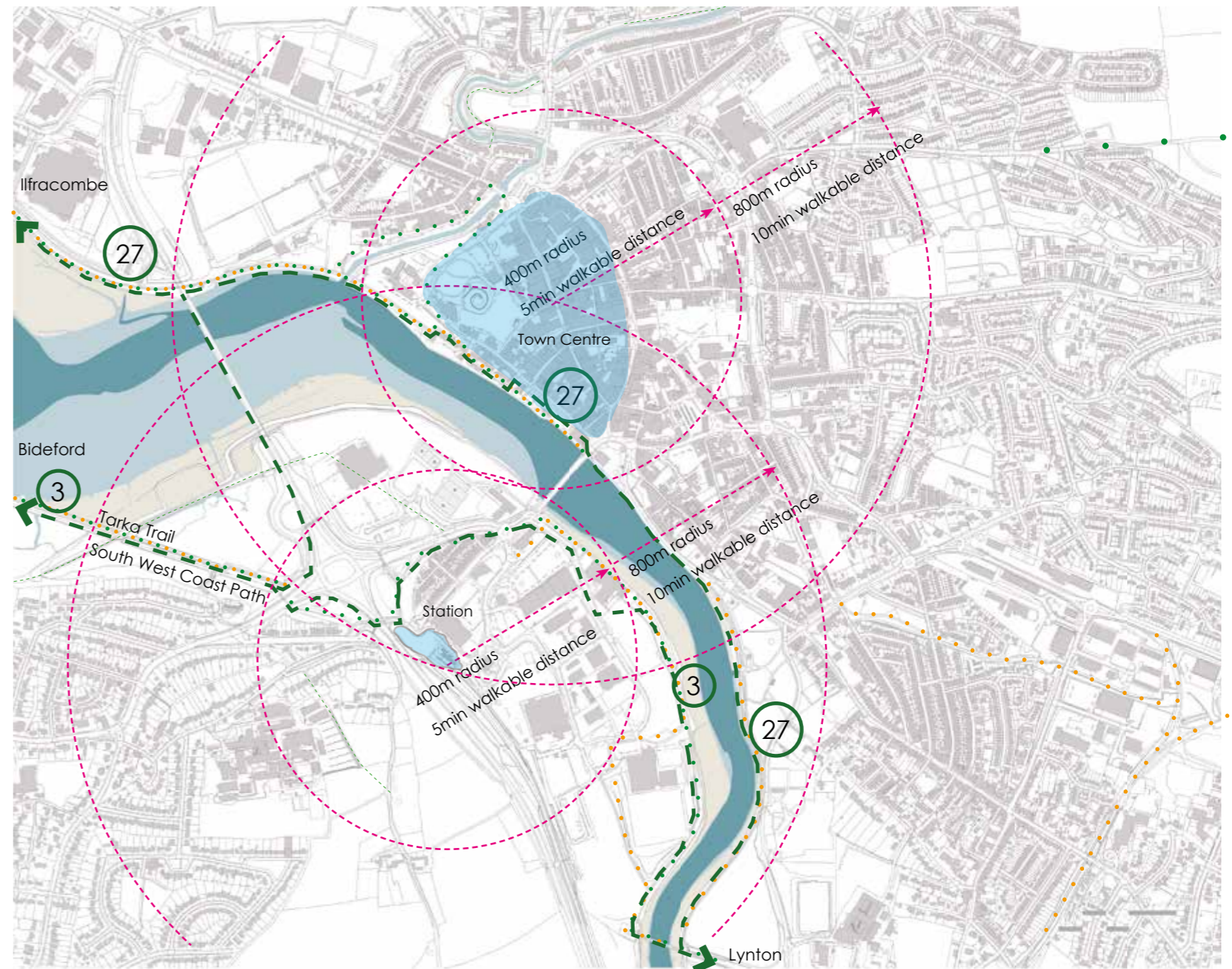


Figure 18: Cycle & Pedestrian Routes




- — — Strategic Routes
 - Sustrans Route 27 + 3
 - Tarka Trail
 - South West Coast Path (along same route)

2.5.6 Public Transport

Relative to its size and geographical location Barnstaple is well served by public transport (Figure 19). There is an hourly rail service to Exeter, a journey which takes approximately 1 hour 10 minutes with a number of local stops. Marketed as the Tarka Line, this scenic route connects to mainline services to Plymouth, Bristol, London, the Midlands and the North. The former Barnstaple Town station in North Walk closed in 1970 and the present, very attractive station is in an obscure out-of-town centre location in Sticklepath, next to the Seven Brethren Industrial Estate. Pedestrian connections between the station and the town centre are confusing and lack legibility.

National Express provides a number of long-distance coach services from Barnstaple and there is an extensive (but in some cases infrequent) network of local bus services, as well as connections to other towns and villages in North Devon. The bus station is adequate, although it will need to be upgraded before long. It is in a convenient central location, although the immediate surroundings are drab, and the walking route via Silver Street to the retail core needs to be improved.

LEGEND

-  Bus Route
-  Railway
-  Bus Station
-  Railway Station

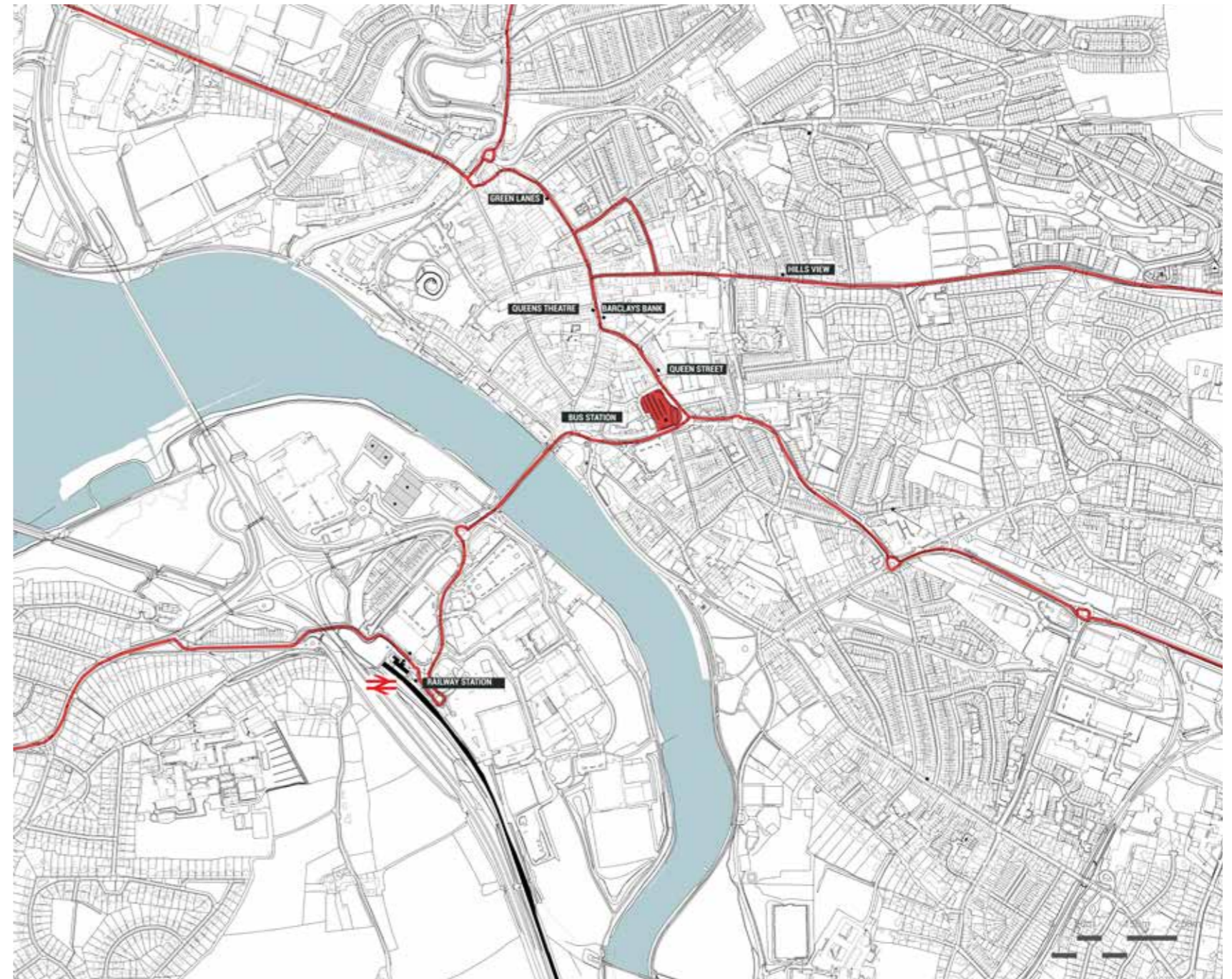


Figure 19: Public Transport (railway station and bus station)

2.5.7 Land Use

Figure 20 presents a high-level, town-wide overview of land use in Barnstaple. Key points to note are the compact form of the town centre, the out-of-town centre retail parks south of the river and the ring of retail/business/industrial estates in the outer suburbs.

LEGEND

- Study area
- 1 Predominantly Residential
- 2 Predominantly Agriculture
- 3 Out of Town Retails
- 4 Higher Education
- 5 Secondary School
- 6 Cemetery
- 7 Allotments
- 8 Town Centre
- 9 Parks and Open Spaces
- 10 Semi Natural- Natural Area
- 11 Sports Centre / Leisure
- 12 Sports Pitches

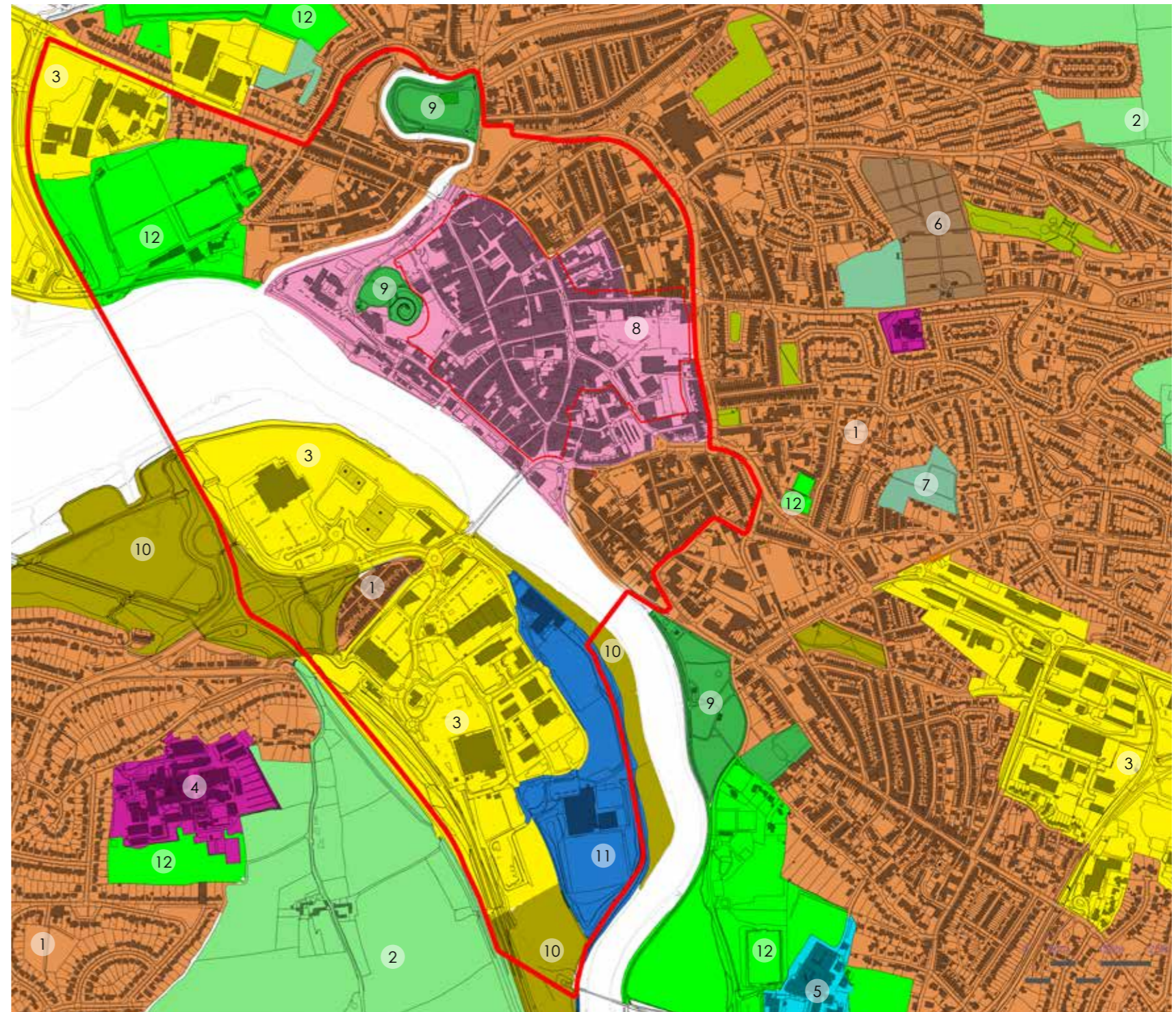


Figure 20: Broad Land Use Plan

2.5.8 Building Uses

Figure 21 analyses building uses in the same area. It shows that historic core is dominated by retail, with multiple stores concentrated at the north end of the High Street. Large shed retail parks, serviced by access roads and car parks is the defining feature of development on the south bank, Anchorwood Bank and other locations on the periphery of town.

LEGEND

- Study area
- Predominately Chain Retail
- Chain food retails
- Predominately Independent Retail
- Drinking Establishment
- Leisure Centre
- Art/ Culture/ Tourism
- Hotels/ Accommodation
- Predominantly Residential
- Nursing Homes
- Religious Buildings
- Community Centre
- Hospital / Clinics
- Emergency Services
- Waste Management
- Parking
- Public Transportation
- Library
- Sports
- Banks Finance
- Schools
- Civic - Town Halls

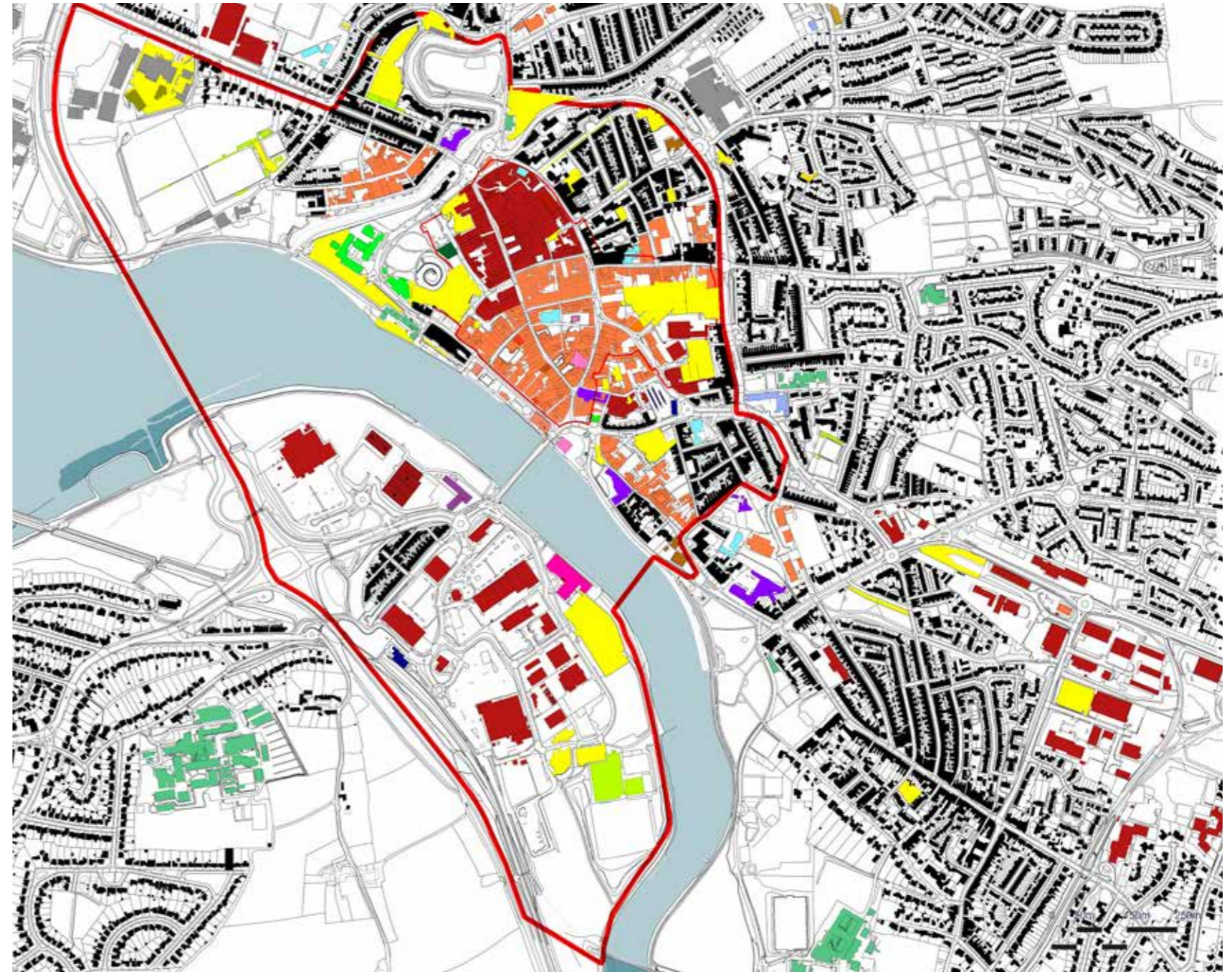


Figure 21: Broad Building Use Plan

2.5.9 Topography & Flood Risk

Tidal and fluvial flood risks are a significant concern, especially in the context of global warming and the prospect of more frequent severe weather events. The JBA Consulting Report (2015) states that “flooding is predicted to increase substantially in Barnstaple as a result of climate change driven sea level rise and fluvial flow increases”. Barnstaple is surrounded by low hills to the north, east and south. The town stands on the estuarine river Taw; tributary rivers include the Yeo, which enters the Taw west of the town centre, and Coney Gut which joins the river (in culvert) at Rock Park (Figure 22).

Figure 23, supplied by the Environment Agency, shows the extent of Flood Zone 3. The entire Taw frontage is shown to be at risk were defences to be breached on both sides of the river, together with the lower river Yeo, large areas of the town centre, Seven Brethren, Anchorwood, Pottington and Newport.

Flood prevention measures have already been undertaken in association with the mixed-use development at Anchorwood, and the JBA report proposes further intervention measures including the raising of sea and river walls, raising sections of the A361, piling and/or re-routing the Yeo.

Flood prevention is only ever a partial solution and should be seen as part of a comprehensive flood risk mitigation strategy for the wider Taw catchment area. Where new defences are required, care should be taken to ensure that they do not compromise the public's enjoyment of the town's beautiful riverside setting.

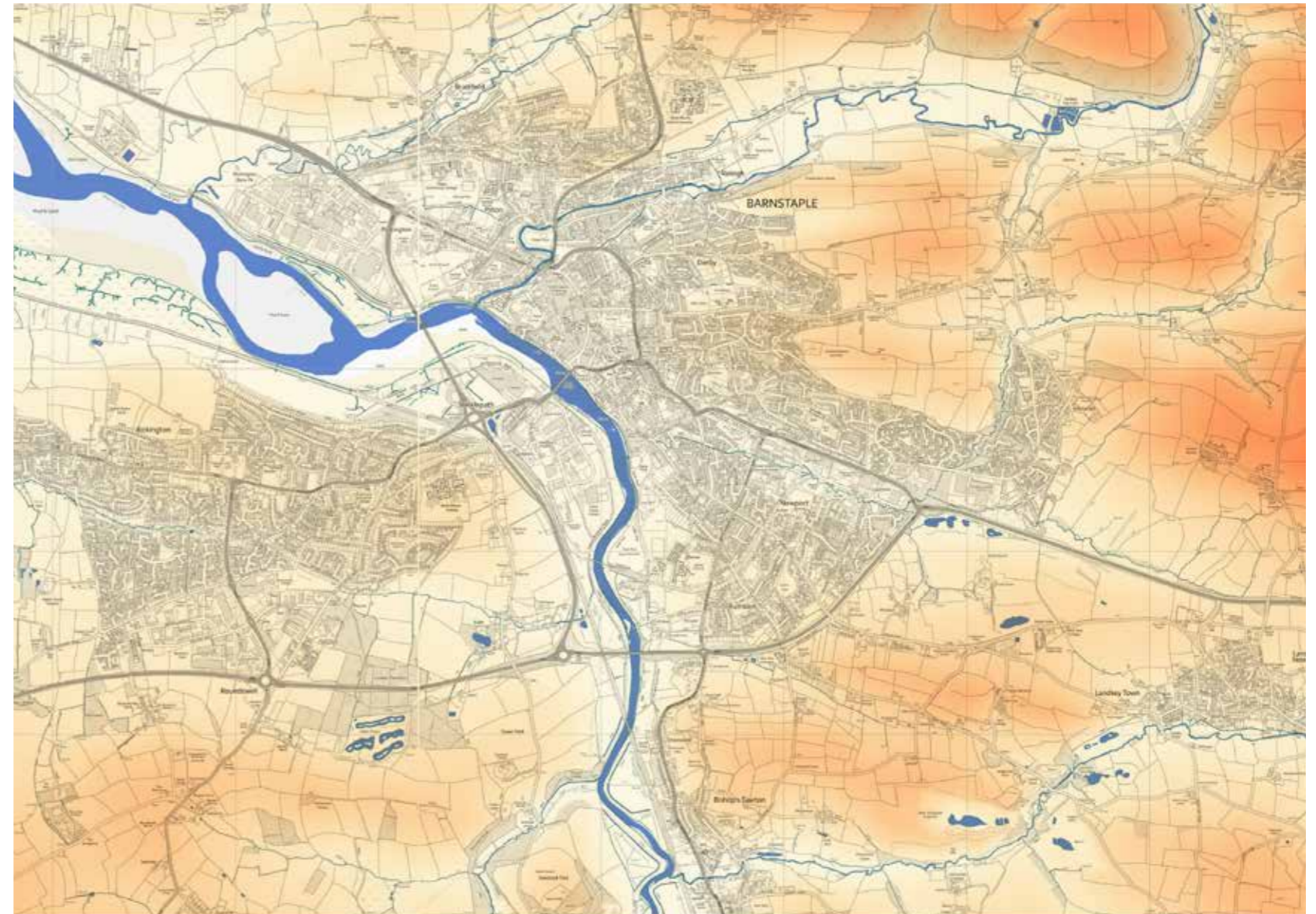


Figure 22: : Topography Plan

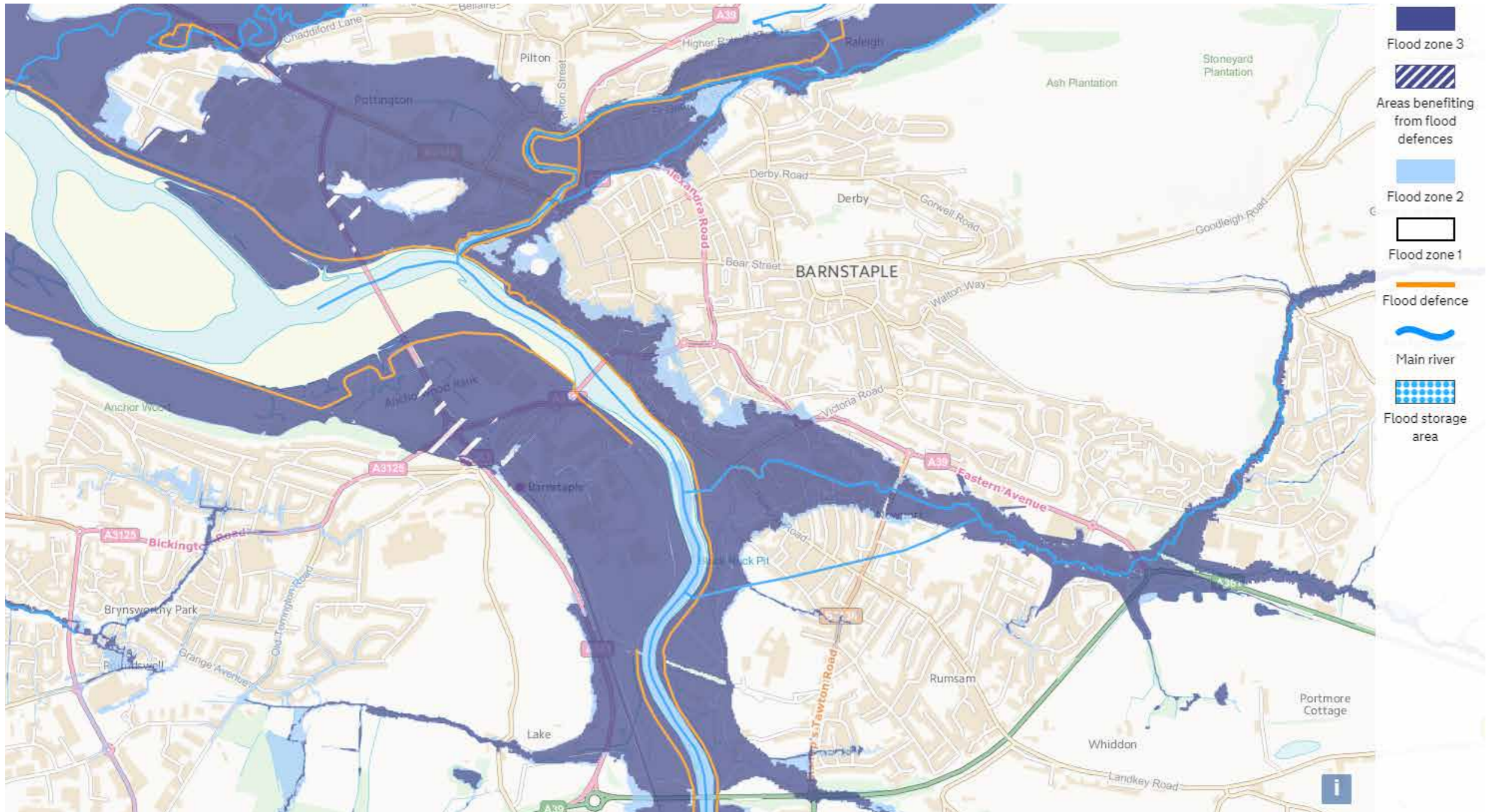


Figure 23: Environment Agency Flood Mapping

2.5.10 Legibility

Legible towns are easily understood and easy to move around. A combination of landmark buildings, landscape features, views, streets and open spaces helps people to navigate their way around the town. Visitors to a legible town can quickly make sense of the place, and exploring becomes a pleasure. By contrast, confused, fragmented townscapes and traffic-dominated places are illegible and do not offer an inviting space to linger and explore.

Overall, Barnstaple is a legible place (Figure 24). The river Taw is the town's defining landscape feature, and the Longbridge provides memorable views of the town and acts as a reference point for locals and visitors. The Strand, on the north bank of the river, is a pleasant place to sit, walk and meet, as is the Square, although the experience is somewhat compromised by through traffic. The Castle Mound, the Pannier Market, the parish church and other key buildings are focal points and aids to navigation in the centre of the town, which benefits from a strong street layout and intimate scale.

By contrast, the legibility of the town degrades in traffic-dominated areas, especially places where the highways infrastructure severs connections between the town and the suburbs, and creates a hostile environment for walkers and cyclists. Areas like Anchorwood and Seven Brethren only make sense from the wheel of a car: pedestrians have to make long and inconvenient detours and views are obscured by the random placement of retail sheds.

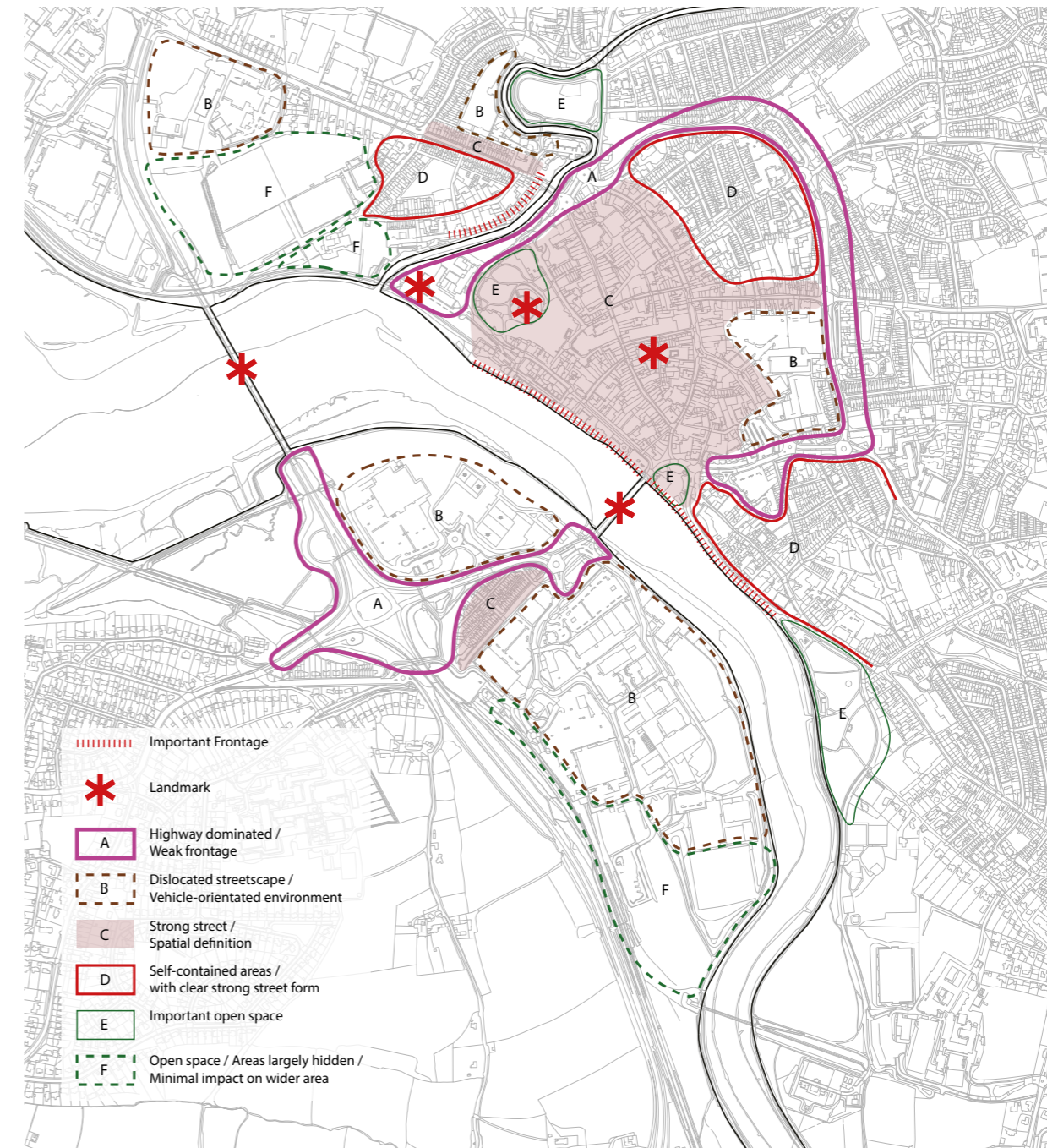


Figure 24: Legibility Plan

2.6 Detail Analysis

2.6.1 Key locations

This section provides more detailed analysis of the study area, focusing in particular on the town centre but also offering an assessment of other sites on both sides of the river.



Figure 25: Key Locations

North of the River

2.6.2 The Town Centre:

Figure 26 describes the town centre in terms of land-use/character areas:

- **Retail & Leisure** - The prime retail and leisure provision occupies the heart of the town centre and includes High Street, Boutport Street, Bear Street and Cross Street, as well as the Pannier Market and Butchers' Row
- **Commercial & Retail** - East of Boutport Street more commercial uses prevail, although much of the area is given over to surface parking
- **Leisure** - The river front between The Square and Queen Anne's Walk has a distinctive character: the museum, cafe's, bars and green spaces create a modest but attractive leisure destination
- **Park & Parking** - The Castle Mound is a unique feature which together with the library and the telephone exchange (two large buildings by local standards) forms a distinctive group overlooking (in one direction) Castle Green and (in the other) a busy car park
- **Civic** - Barnstaple's modernist civic centre, built in the late 1960s, has a distinctive character and occupies a high-profile site at the mouth of the river Yeo. Now largely vacant, the civic centre includes a 9-storey tower, which is a prominent feature on the skyline.
- **Mixed Use & Heritage** - These elements wrap around a transitional mixed-use zone largely comprising historic buildings
- **Residential** - There is a residential enclave around Vicarage Street and smaller pockets of housing in other locations

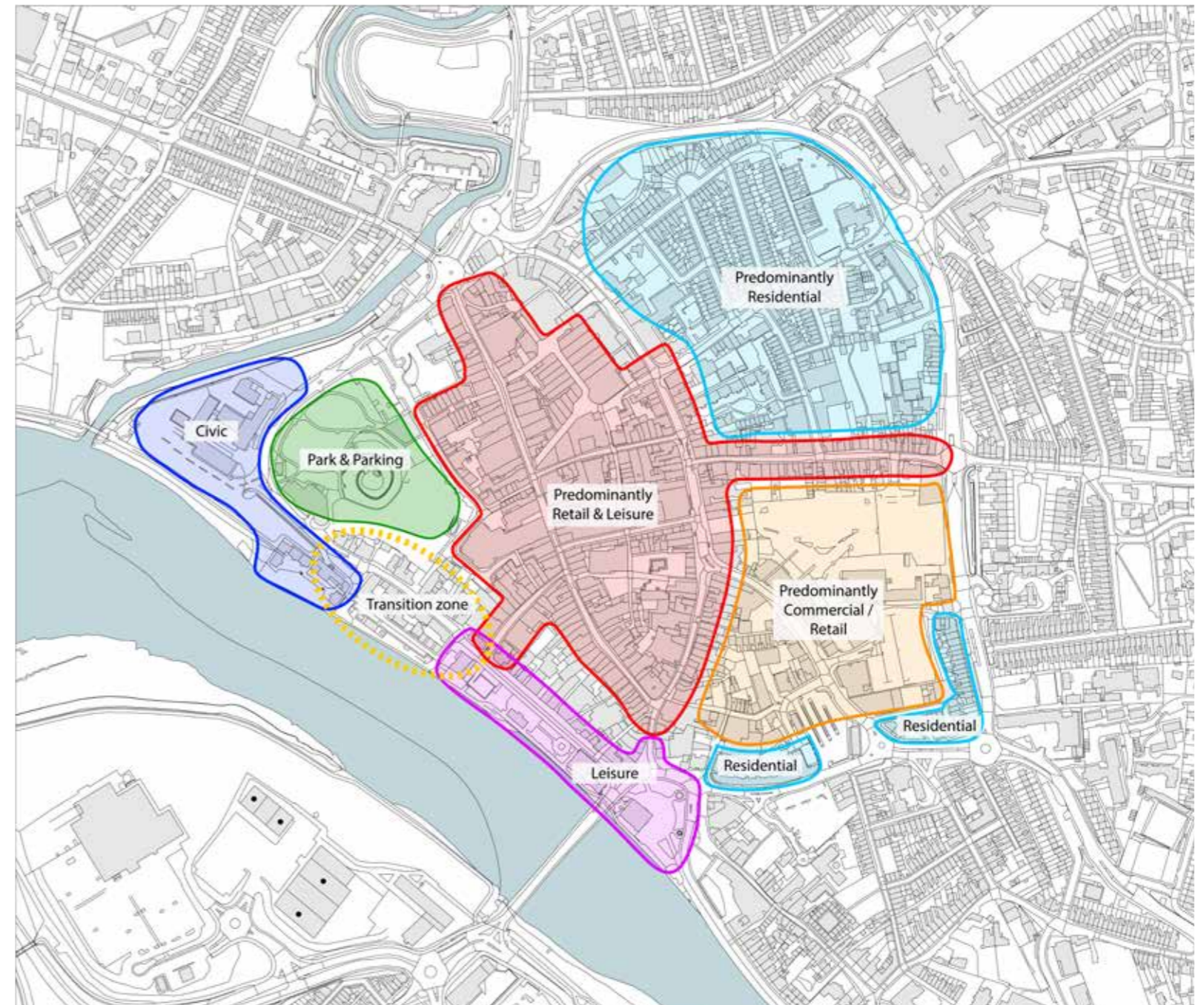


Figure 26: Town Centre : Character Areas

2.6.3 Key Buildings, attractors and main retail areas

Figure 27 highlights key buildings and attractors in the town centre, many of which are concentrated in the historic heart of the town close to the High Street:

- the prime retail centres around the High Street, with multiple stores concentrated at the north end of the street and in the Green Lanes shopping centre; the 2018 spiral report identifies Marks & Spencer as a key attractor, and this area is well served by surface parking (Cattle Market) and a multi-storey car park (Green Lanes)
- Butcher's Row is a key street, with the historic Pannier Market on the north side and a range of independent shops and cafes on the south
- the lower end of the High Street is lined with mostly independent shops and cafes of variable quality; this section of the street ends in a full stop at the prominent Royal & Fortescue Hotel
- the town centre's cultural offer is modest, with the Queen's Theatre and a cinema on Boutport Street, while the Museum occupies a prominent site in The Square
- other services are distributed around the perimeter of the town centre.
- The town centre retail offer is quite extensive and spreads from the High Street through secondary and tertiary street networks which is an attractive feature but may not be sustainable.

Buildings

- | | | |
|---------------------------------|--------------------------------|------------------|
| (A) Civic Centre | (J) Royal and Fortescure Hotel | Main High Street |
| (B) Police | (K) Museum | Secondary Retail |
| (C) Library | (L) Imperial Hotel | Tertiary Retail |
| (D) NDDC | (M) Medical Centre | |
| (E) Marks and Spencers | (N) Post Office | |
| (F) Pannier Market & Guild Hall | (O) Health Centre | |
| (G) Theatre | (P) Green Lanes | |
| (H) Cinema | | |

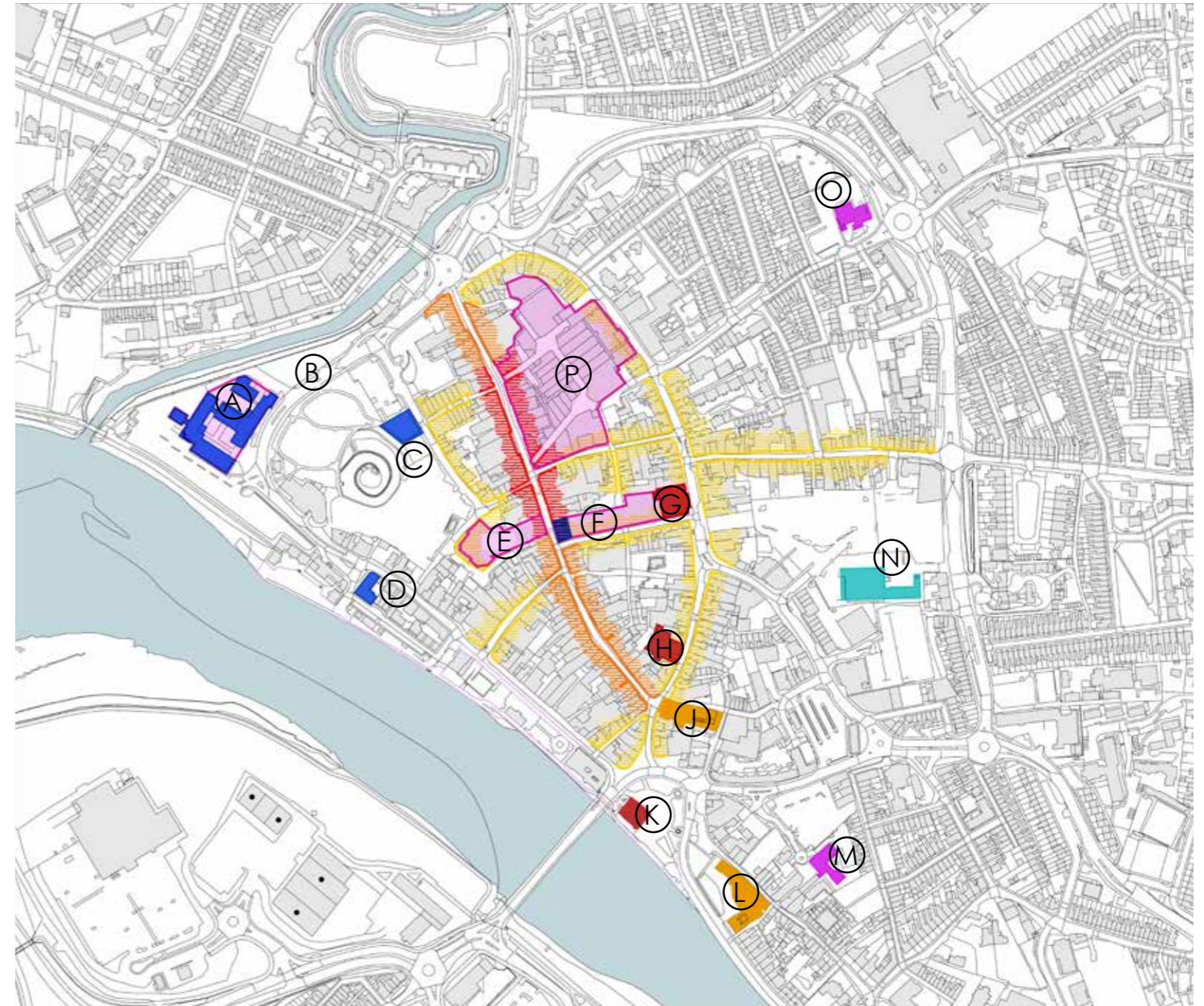


Figure 27: Town Centre : Key buildings & main retail area

2.6.4 Road Access to the town centre:

Figure 28 analyses road access to the town centre, the location of car parks and walking routes, the plan shows:

- road access points from the inner ring road
- the access routes to car parks
- the town centre street networks, parts of which are pedestrianised or subject to traffic restrictions
- lanes and other walking routes

The principal approaches to Barnstaple by road are unsympathetic, with over-engineered roads damaging the urban grain and acting as a barrier between the historic core and the rest of the town.

A serious effort has been made to strike the balance between the need for road access and parking and preserving the quality and appeal of the town centre. This has been a partial success, with the central area either car-free or a pedestrian-priority zone.

Some streets are remarkably intact, and there are areas of fine-grained, high-density development. Elsewhere, the amount of space claimed by surface car parks – often poorly designed or not designed at all – has had a negative impact on the townscape, especially in the areas bordering on the prime retail pitch.

Buildings	Car Parks	
(A) Civic Centre	(1) Civic Centre	(7) Option 1 - Bear St
(B) Marks and Spencers	(2) North Walk	(8) Option 2 - Portland Buildings
(C) Pannier Market	(3) Tuly St	(9) Hardaway Head
(D) Theatre	(4) Castle Quay	(10) Belle Meadow
(E) Green Lanes	(5) Cattle Market	
(F) Bus Station	(6) Green Lanes	

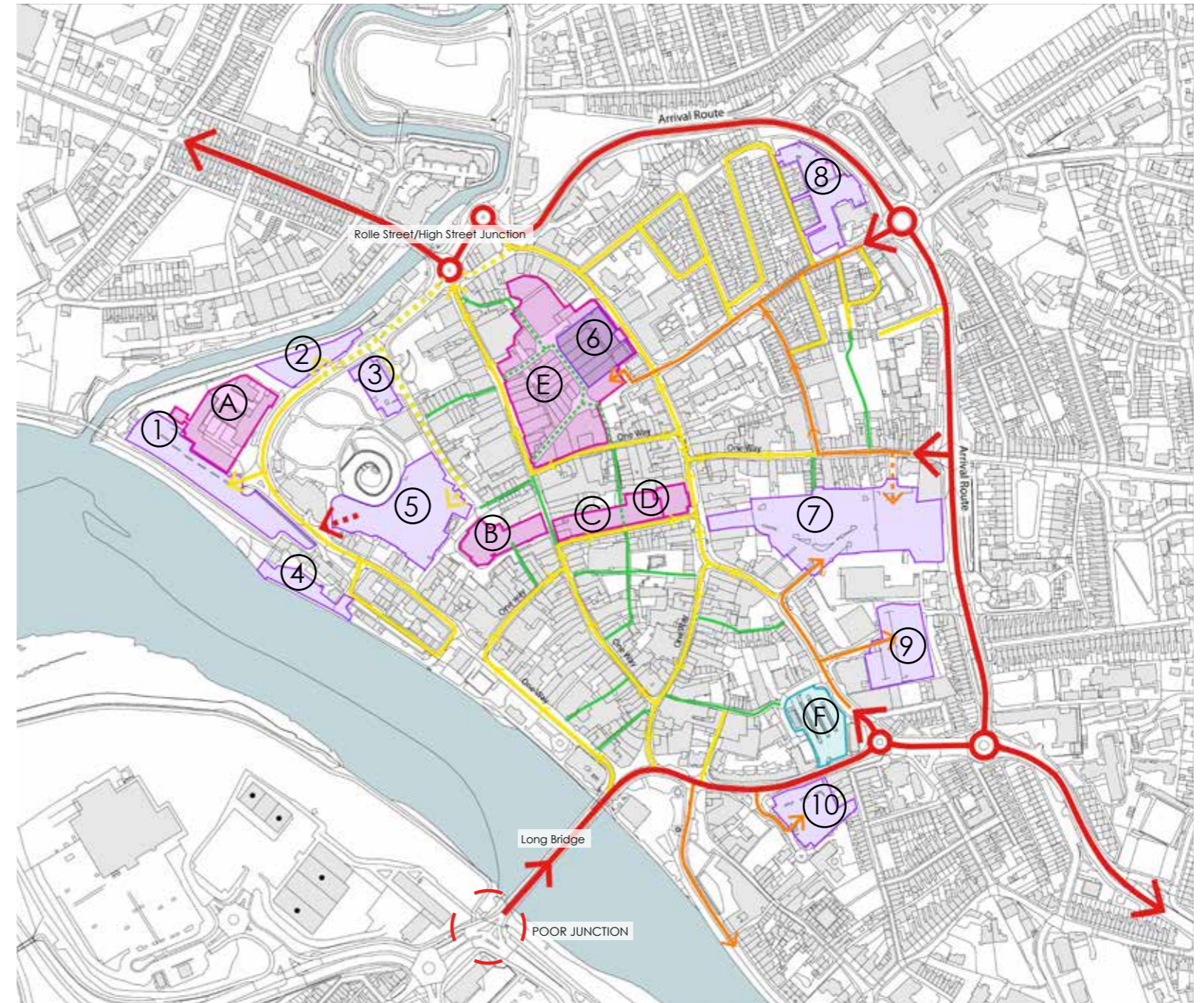


Figure 28: Town Centre : Access

2.6.5 Public realm :

Figure 29 maps the town centre public realm and pedestrian sections:

- Green space/open space is at a premium in the historic core, but the churchyard at Paternoster Row/Church Lane is a hidden gem, although the area has a reputation for anti-social behaviour.
- We have already discussed the Strand. Recent investment in street scape and the public realm has given Barnstaple's waterfront a welcome lift, but it has not yet fulfilled its potential and the quality tapers off at the west end of the street. A proposal to build a new footbridge from the Strand to Anchorwood could make a positive difference.
- The Square is an important public space at a prominent gateway site and it was recently the subject of an ambitious public realm scheme. However, the experience is compromised by the busy A3125: it is a square defined by a road rather than by buildings. The planted buffer gives some relief from traffic, but adds to the isolation of the site.
- Castle Green is attractive space, but it faces away from the town centre towards North Walk and its relationship with the Cattle Market car park is weak.
- The town centre public realm needs to be improved to coordinated to create a coherent palette of materials and character areas.

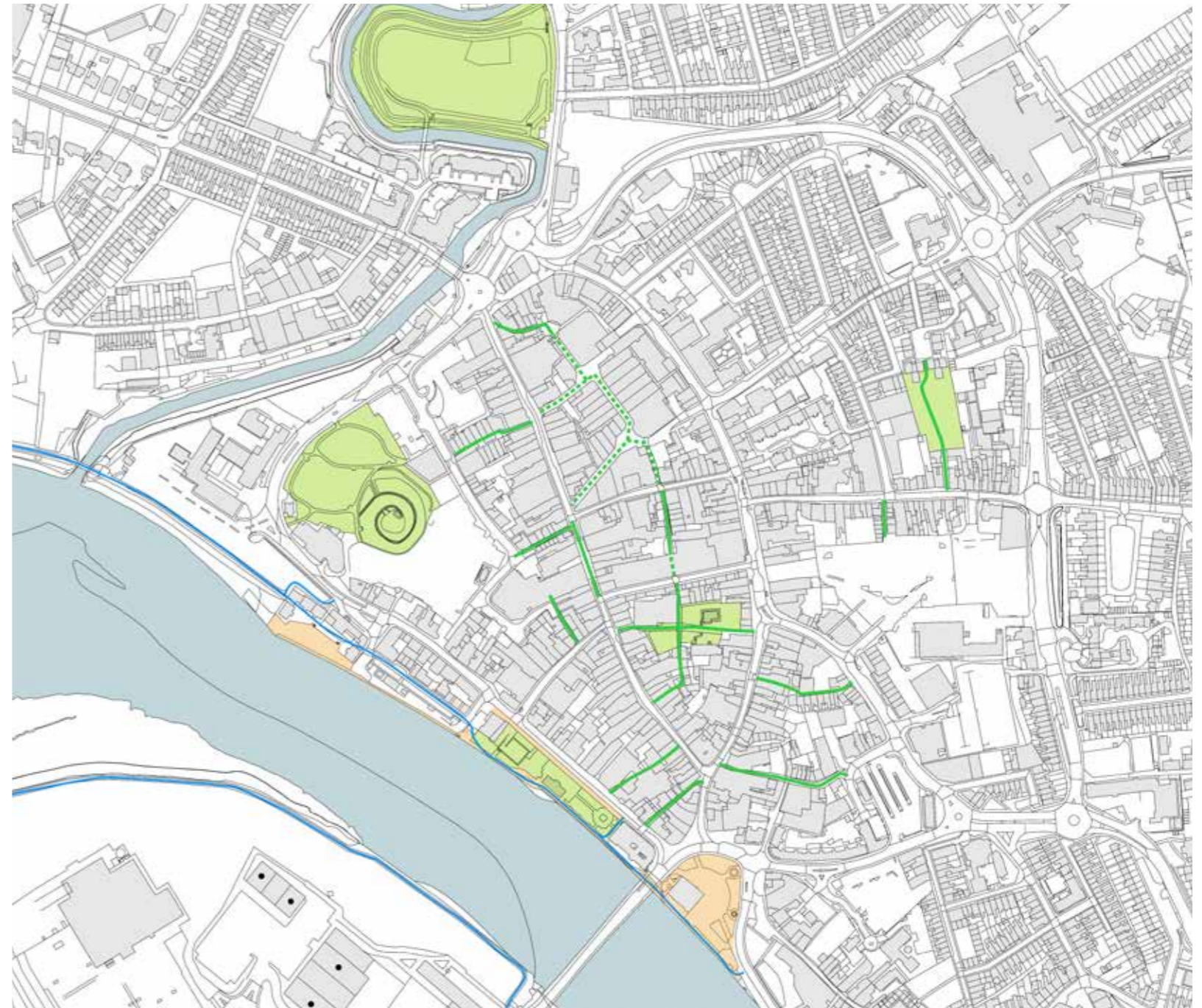
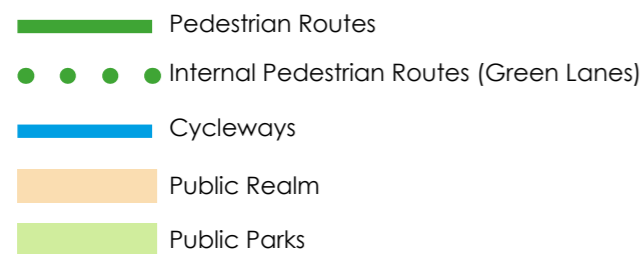


Figure 29: Town Centre : Public realm

South of the River



South of the River

2.6.6 Anchorwood & Severn Brethren

The relationship between the town centre and the south bank requires careful monitoring. Seven Brethren is a rather dated mix of industrial/trade units, a large supermarket (Tesco) and large format retail, with leisure facilities (including the Tarka Tennis Centre) at the south end. Anchorwood, which is still being developed, is a mixed use development comprising an Asda supermarket, large format stores and chain food outlets, with residential development on the riverside.

It would be impossible to replicate this offer in the town centre, but the assumption must be that, in aggregate, these attractions are diverting some trade from the High Street and the retail core. Surveys would be required to determine the scale of this leakage and the likely medium- to long-term implications. The architectural and design quality of both these south bank sites is poor. While Seven Brethren may be considered to be a creature of its time, Anchorwood is a throwback to another era.

The whole of this area is dominated by roads. It is bounded to the west by the A361 by pass, and the 6-lane A3125 drives a wedge between Seven Brethren and Anchorwood. A large roundabout near the entrance to the two sites adds to the sense of confusion and dislocation. People walking between the town centre and railway station have to navigate through this hostile zone.

There are things of value here: Oliver Buildings and Halford's are important industrial monuments, Barnstaple station is charming despite its unpromising location, and Sticklepath itself, built in the yellow brick typical of Barnstaple, is intact. But it remains a degraded landscape, with none of the qualities and appeal associated with the town centre. Civilising the area, enhancing it, establishing a degree of legibility and connecting it effectively with the town centre are critical despite being a major challenge.

Plans for the redevelopment of Seven Brethren have been discussed over many years. There are already proposals for a new swimming pool and sports facilities at the Tarka Tennis Centre, and North Devon Council has approved a masterplan which would provide 245 apartments and town houses. The Council has also been considering options for a new bridge over the Taw for pedestrians and cyclists. The aims would be to improve the experience of walkers on the South West Coast Path and the Tarka Trail, and also to encourage more people to make linked trips to the town centre and the south bank.

Refer to Figures 30, 31, 32 to show the pattern of development in this area.

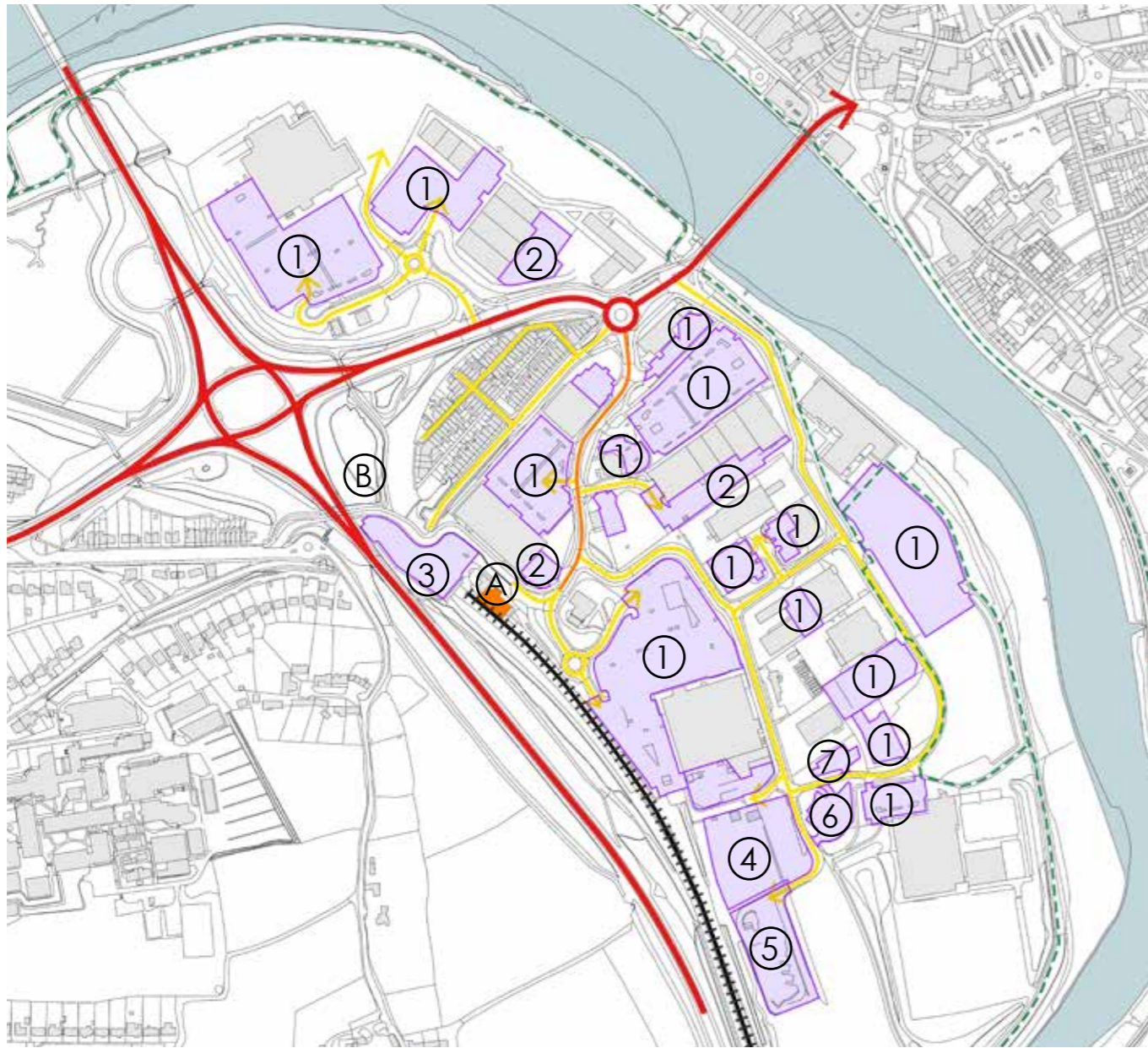


Figure 30: Detail Access & Parking

- | | | |
|-------------------|----------------------------|---------------------|
| (A) Train Station | (1) Car park | (5) Waste Recycling |
| (B) Bus Link | (2) Services | (6) Coach Park |
| | (3) Train Station Car Park | (7) Van Park |
| | (4) Lorry Park | |

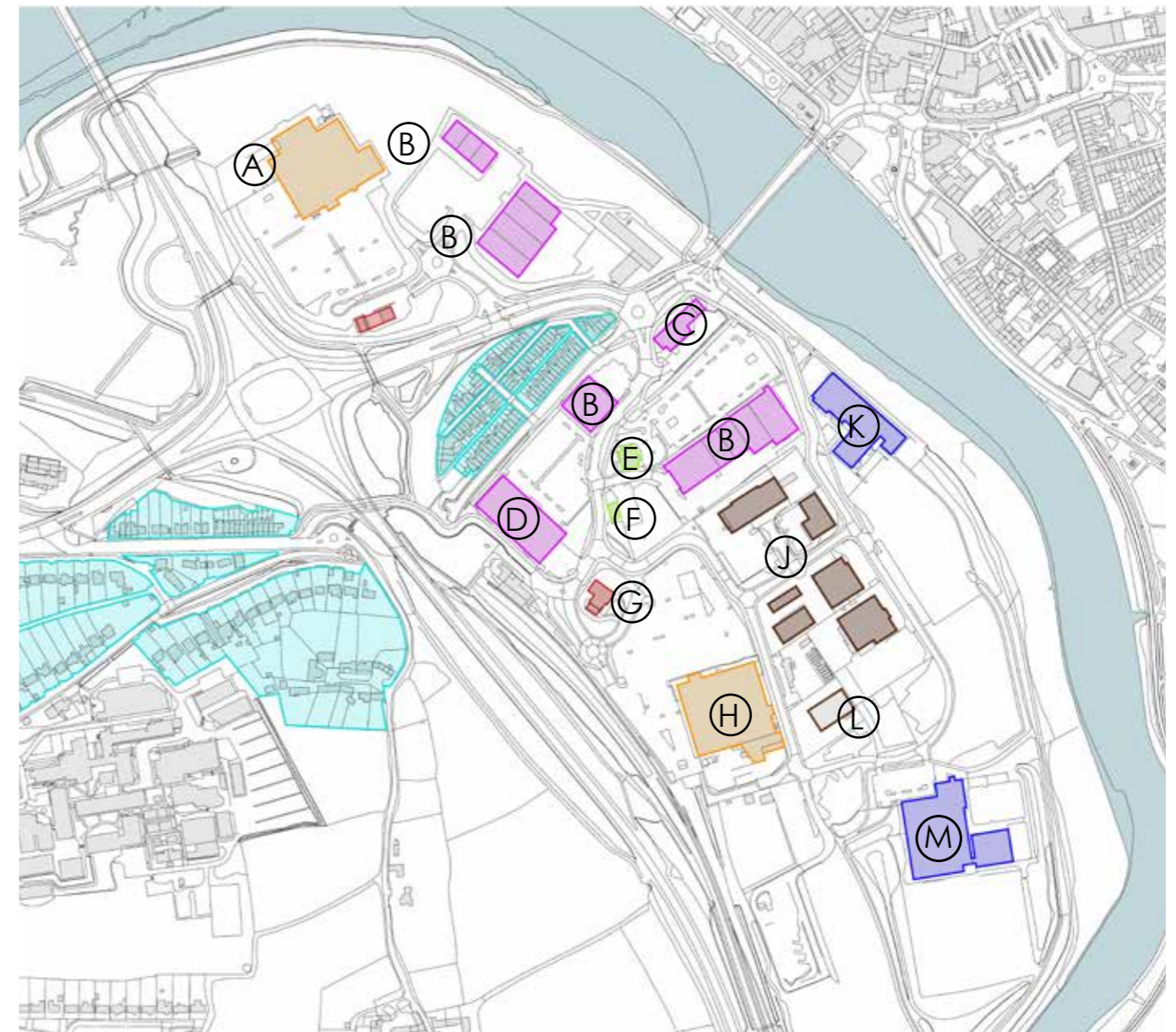


Figure 31: Built structure & urban grain

- | | | |
|-----------------------|---------------|--|
| (A) Asda | (E) Pizza Hut | (J) Building Merchants |
| (B) Non - Food Retail | (F) Costa | (K) Leisure Centre |
| (C) Halfords | (G) PFS | (L) Commercial |
| (D) B&Q | (H) Tesco | (M) Leisure Centre and
Gymnastics Academy |

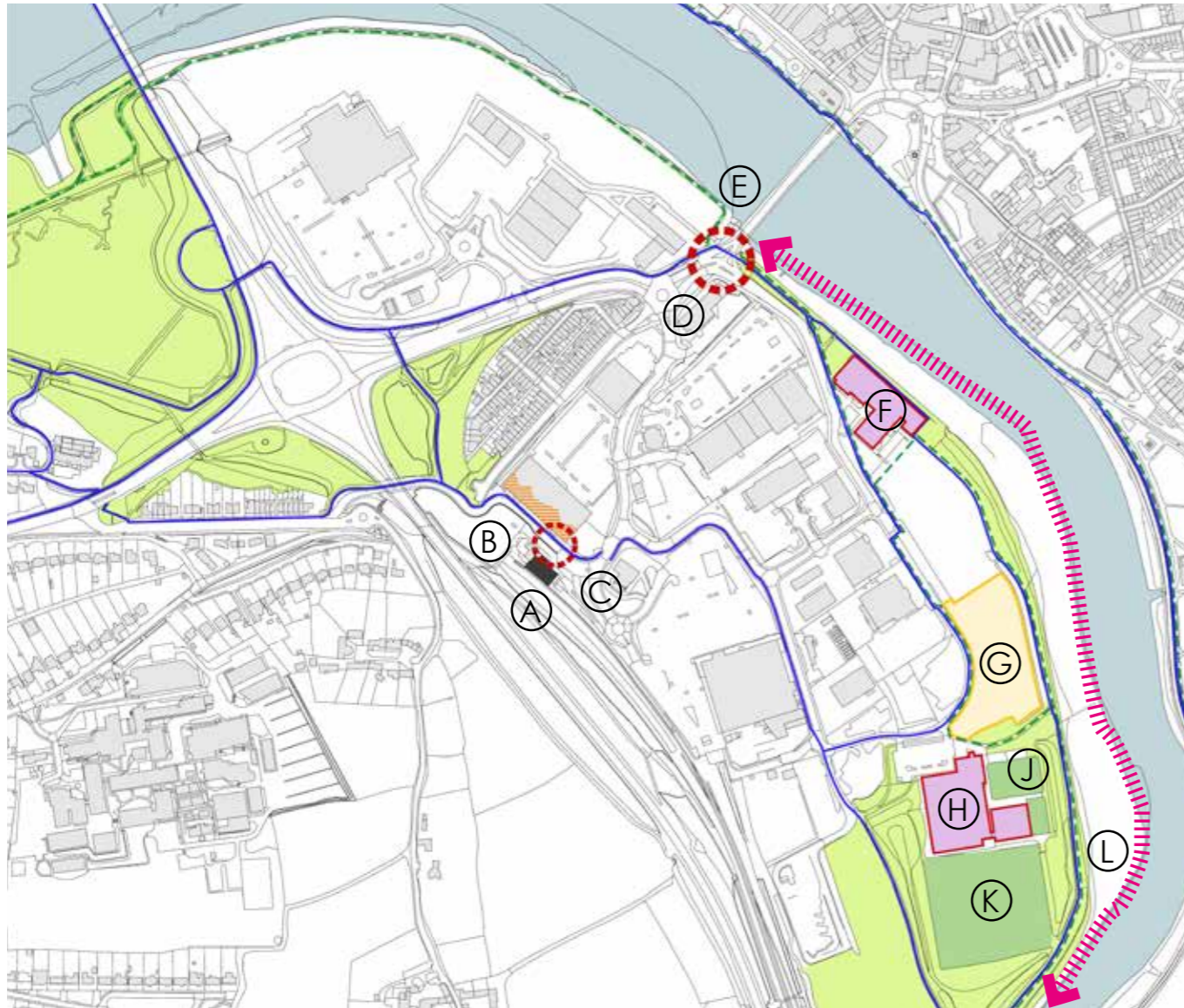


Figure 32: Open space, leisure facilities, cycle & footpaths

- | | | |
|--|--------------------------------------|--|
| (A) Train Station | (D) Difficult Junction | (H) Tennis Centre & Gymnastics Academy |
| (B) Poor Environment to Station Frontage | (E) No Formal Cycle Link over Bridge | (J) Tennis Courts |
| (C) No Formal Cycle Link from Station | Limited Waterfront Activity | (K) Football Pitches |
| //// Blank Elevation to B&Q | (F) Sports Centre | (L) Limited Surveillance of Footpath |
| | (G) Fair Ground | |

Mill Road, Pottington



North of the River

2.6.7 Mill Road (Pottington) :

The Mill Road area of the study feels more like a local neighbourhood rather than a strategic component of the town centre. Its role as both a residential neighbourhood close to the town centre, industrial area for a range of employment spaces and a sport hub is however very important.

2.6.8 Detail Access & Parking:

The Fairview car park appears to be a busy car park and provides cheap, long stay parking for workers and visitors to the retail core. The pedestrian routes to the town centre are easily defined for the local population but the road crossing at the junction of Rolle Street and High Street needs to be improved.

Unlike the Seven Brethern and Anchorwood Area, there is a mix of uses in this area and so the parking and access arrangements are more varied. There are pedestrian routes that permeate through the residential areas.

We understand from the Local Plan that the future baseline will include a bus/ park and ride facility next to the A361. We need to understand further how this would operate and who it is for.

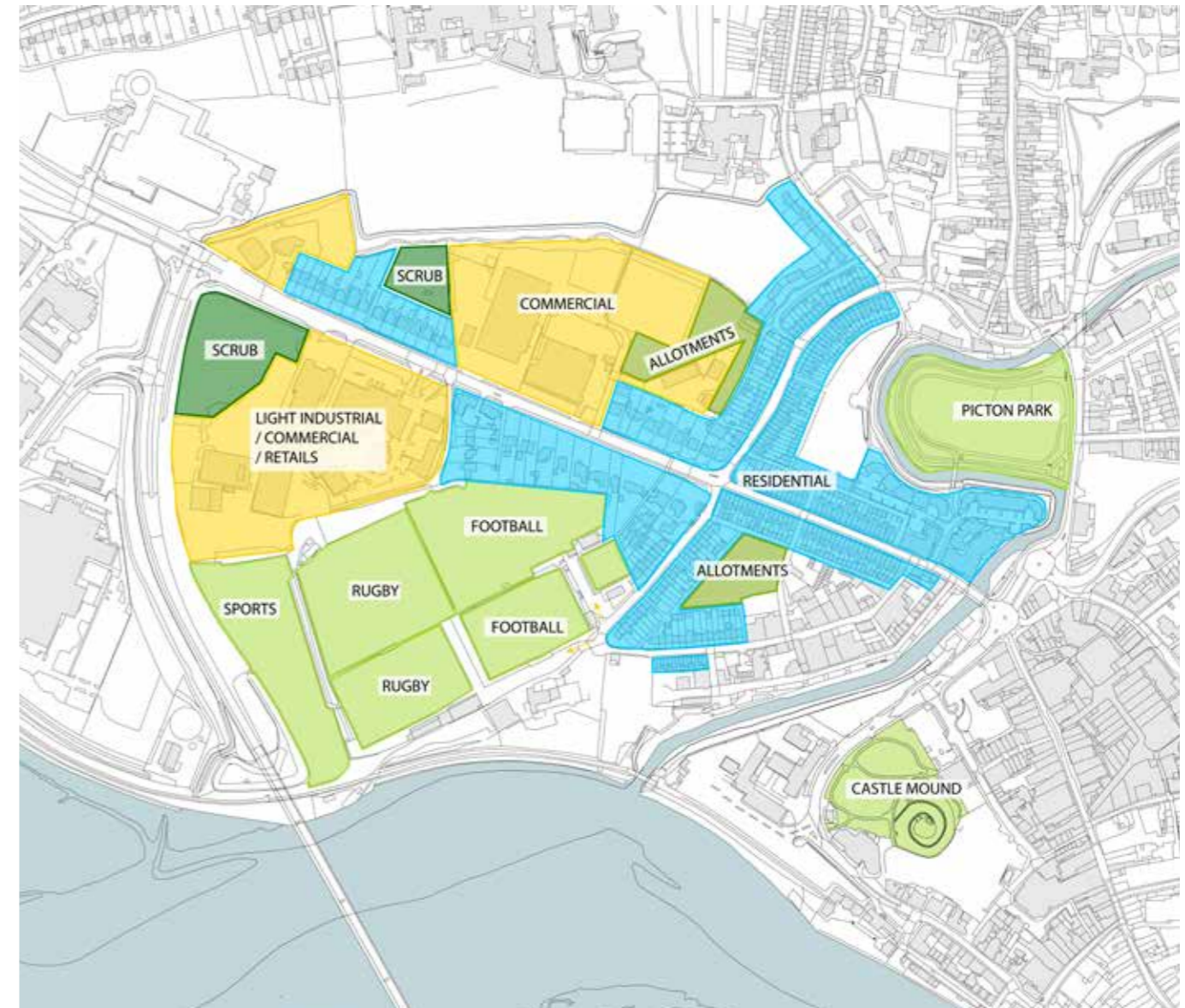
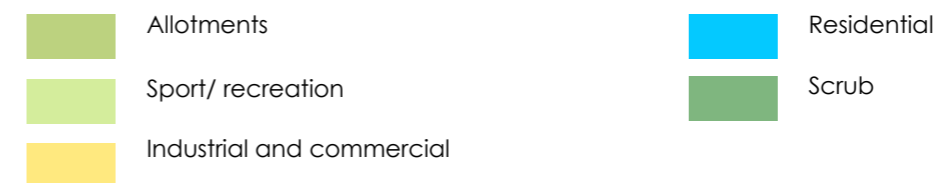


Figure 33: Open space & built structure



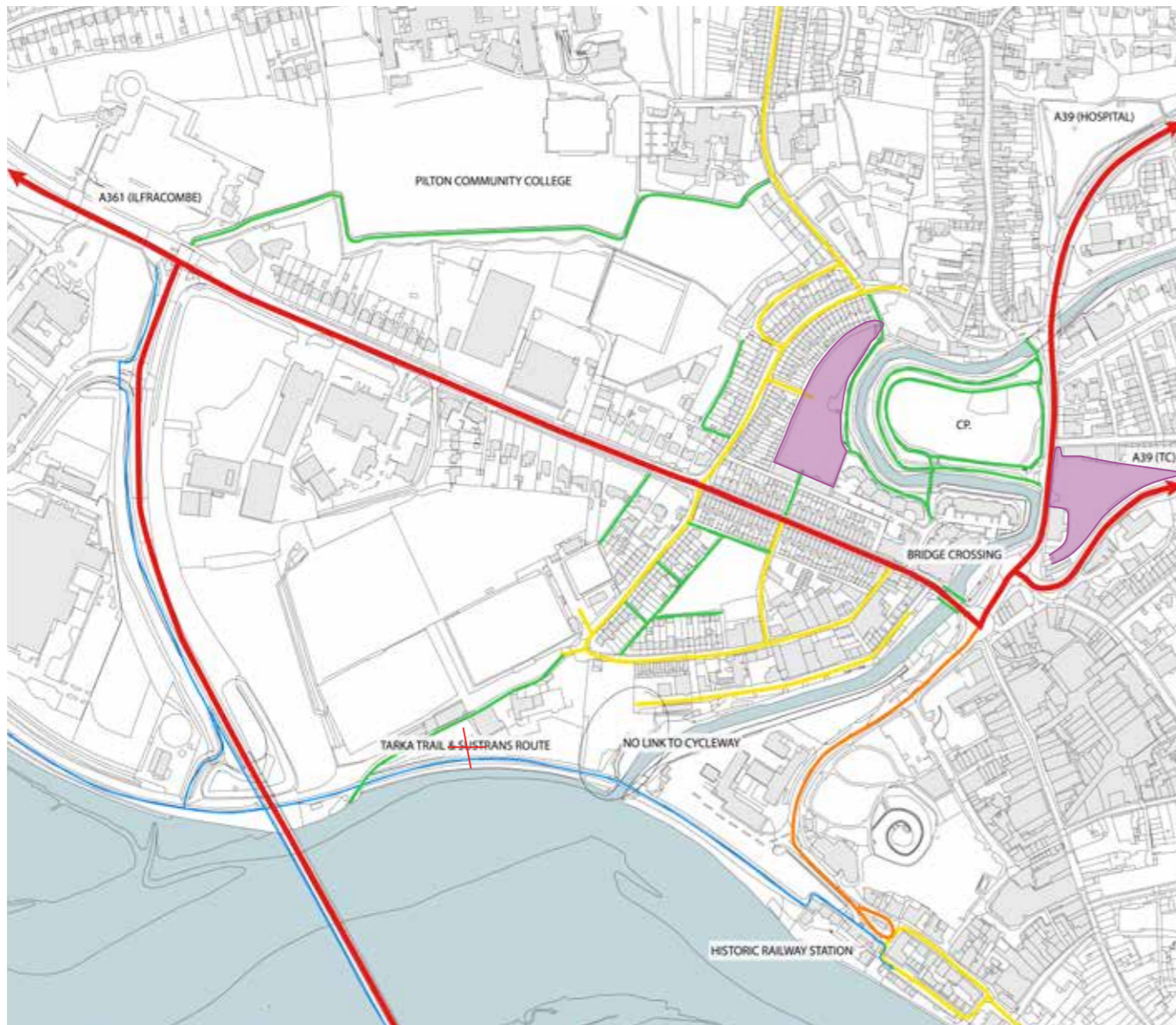


Figure 34: Public realm, cycle and footpaths

- | | |
|---|---|
| — Primary | — Pedestrian |
| — Secondary | — Cycleway |
| — Tertiary | Car parks |

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Section 3: Stakeholder workshops and community engagement



North Devon's
Biosphere Reserve
world class by nature

3.0 Stakeholder workshops and community consultation

The analysis set out in Section 2 was prepared by the Lavigne Lonsdale, based on a programme of desk research, data analysis, site visits and consultations. The next task was to test the analysis with local experts, and use it to identify priorities for action and scope out key interventions in the town centre.

The focus of this stage of the study was on engagement with key stakeholders and community consultation. A programme of events was designed and delivered in November-December 2019, the results of which are recorded in the following pages. Four stakeholder workshops were followed by an all-day community consultation event.

3.1 Stakeholder workshops

Four half-day stakeholder workshops were carried out at Petroc College over 2 days in November 2019. The events were designed and facilitated by the Lavigne Lonsdale team, supported by NDC officers. Stakeholders included elected members of the County, District and Town Councils, business leaders and representatives of local organisations, the emergency services and amenity groups. The fourth workshop was attended by NDC officers from a range of functions and professional disciplines.

The workshop programme was an iterative process: the format for each was more or less identical, and those attending sessions 2-4 received feedback from the earlier discussions, helping to build a picture of an emerging consensus, as well as highlighting areas requiring further consideration.

The aims of the workshop were:

- to raise awareness of the challenges facing all town centres and high streets
- to identify good practice in comparable towns
- to test and corroborate the baseline analysis
- to start to scope out a spatial vision for Barnstaple town centre
- to identify challenges and priorities for action, and
- to explore the priorities in more detail, focusing on spatial interventions.

3.1.1 The town centre in context

The **first stage** of the workshops focused on the big picture, and the challenges facing town centres throughout the UK and internationally. The four groups considered the factors that pose a threat to traditional high streets, including increased choice, personal mobility, competition with large cities and shopping malls, and, crucially, the impact of internet shopping, services and entertainment. Across the UK these factors have contributed to high retail vacancy rates; the closure of pubs, banks, post offices and other retail services; and chronic under-investment. Many of these trends have been exacerbated by the effects of the COVID-19 pandemic, which has had a particularly severe impact on hospitality, retail and personal services sectors.

There was broad recognition of the challenges facing small towns in rural areas, but all the groups recognised that – faced with these threats - some places have responded much more effectively than others, taking a proactive approach and developing greater resilience. The consultant team introduced Altrincham, Abergavenny, Penzance, Frome and Todmorden as successful exemplar small towns, and attendees offered other examples from their own experience.

The local expenditure “bucket”

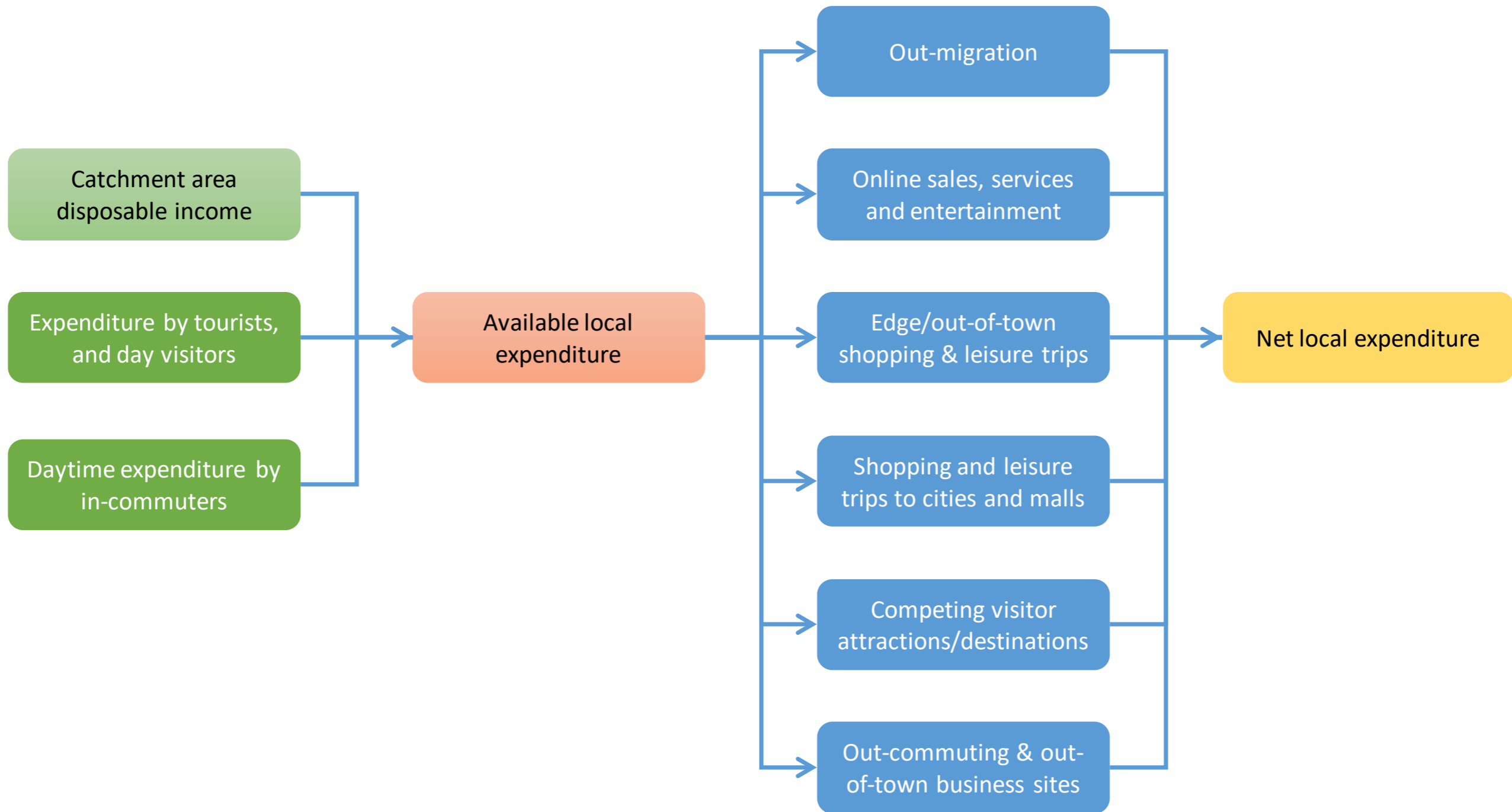


Figure 35: How expenditure is captured and lost in a local economy like Barnstaple

3.1.2 Strengths and weaknesses

The **second stage** of the workshops focused on a diagnosis of Barnstaple town centre's strengths and weaknesses. We asked the groups to identify the best and the worst of the town centre. The exercise generated hundreds of responses, which were clustered into themes; the results varied from group to group but revealed a high degree of consensus.

The features that represented the **best of Barnstaple town centre** included:

- **historic buildings and townscapes** including the Pannier Market and Butchers' Row
- **landscape setting and open spaces** including the riverside, Castle Mound and local parks
- **the retail offer** with its attractive mix of national and local independent stores
- **cultural and leisure facilities** including the cinema, the theatre, the museum and sports facilities
- **connections** including the strategic roads network, rail and bus services and long-distance walking and cycling paths
- **the people** and the town's strong community spirit.

Asked to identify the **worst of Barnstaple town centre**, common themes included:

- **poverty and exclusion:** the town centre is underpopulated and there is significant poverty, rough sleeping and anti-social behaviour
- **condition of buildings and public spaces:** the town centre looks tired, with vacant properties and a poorly maintained public realm
- **underutilised riverside:** the Taw is not the asset it should be and the riverside is windy and inhospitable
- **leisure and entertainment:** the night time economy is of limited appeal and the town centre is not sufficiently attractive to tourists
- **traffic and accessibility:** traffic and surface parking have a negative impact on the town centre experience, and access to the station is poor
- **Anchorwood & Seven Brethren** compete with the town centre and are car-dominated environments.



Image 1: Stakeholder consultation: 1 of 6, best and worst, workshop boards

3.1.3 A closer look at the town centre

In the **third stage** of the workshops, attendees formed groups to discuss four broad themes:

- tourism, evening economy, retail, leisure, entertainment
- traffic, parking, walking and cycling
- built heritage and townscape
- open spaces, public realm and climate change.

In each case, the groups generated a long list of observations, together with suggestions for action:

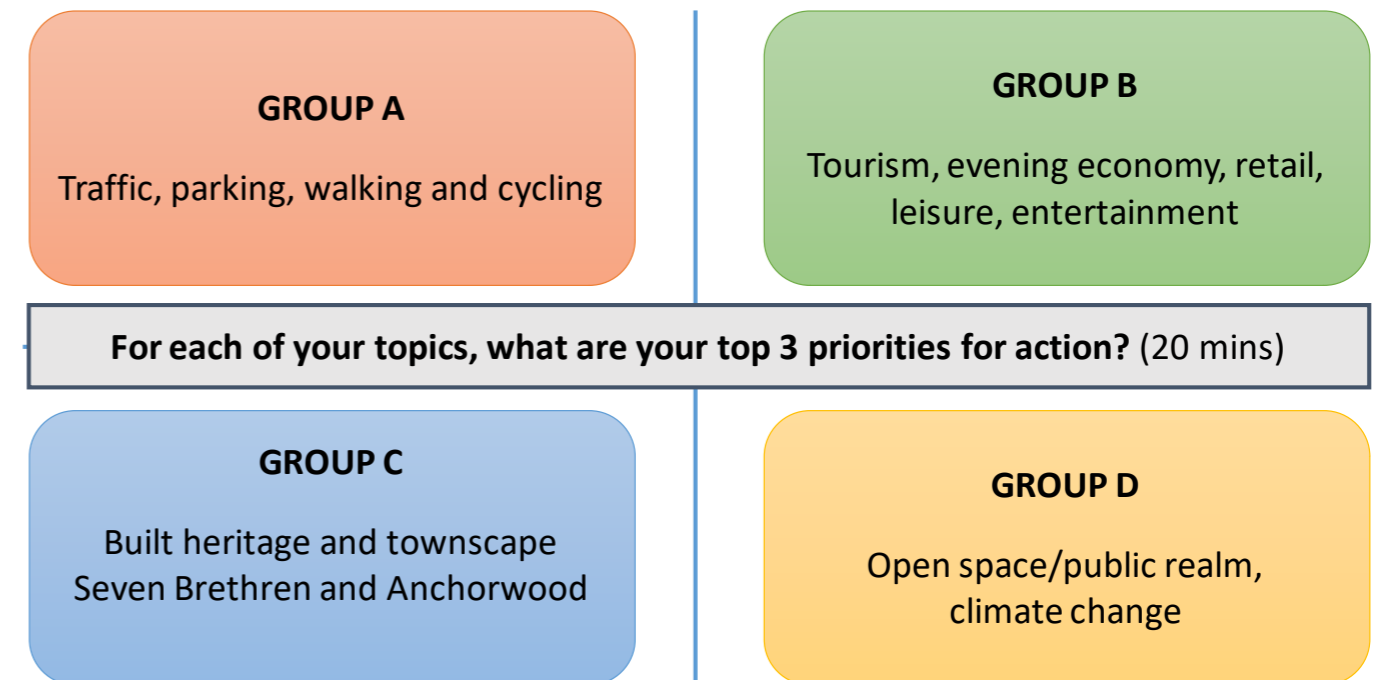


Image 2: Group themes

Group 1: Tourism, evening economy, retail, leisure, entertainment

Observations

- The “meeting place of North Devon”
- Contemporary architecture and planning has ignored historic gateways to Barnstaple
- High street retail in decline – could be replaced by more residential, leisure or evening economy uses
- There is a cluster of attractions – theatre, cinema, museum etc – but they could be improved; the Pannier Market, Butchers' Row and the Guildhall are underutilised
- Area around St Anne's Chapel is beautiful but underused – perceived to be unsafe
- Property ownership a key issue: it's hard to engage with absentee landlords/pension funds – they're not interested in revitalising the town centre
- Lack of town centre eating places
- The town centre is a popular wet weather destination for tourists and locals – but it could offer more
- The Strand could be used more as an events space
- The Cattle Market car park is a barrier the town centre and Castle Mound
- Tourist maps and leaflets are out of date
- Anchorwood is isolated and poorly connected to the town centre

Possible actions

- More street events
- Improved signage, maps and literature
- Create a range of attractions to generate visits throughout the year
- Audit and update street furniture

Group 2: Traffic, parking, walking, cycling

Observations

- A compact, walkable town centre, but it is still car-centric
- People are unwilling to give up their cars
- Road signage, especially to car parks, is confusing
- Anchorwood and Seven Brethren are car-dominated environments and there is a disconnect between the north and south banks
- A bridge linking Anchorwood to the town centre could be useful
- The Cattle Market area needs a re-think
- The St Anne's area is underused and people do not think it's safe
- Need for safe and secure cycle parking
- Arrival at the railway station is a poor experience
- The bus station environment and the walking route to the town centre need to be improved
- The ring road cuts off the town centre from the surrounding residential areas

Possible actions

- A new river crossing to link Seven Brethren parking to the Imperial Hotel and the town centre
- A new river crossing between Anchorwood and the Cattle Market/West Street area
- Re-establish a market at the Cattle Market site
- Multi-storey car park at Queen Street/Bear Street, with access to the town centre through 37 Boutport Street
- Pedestrianise Long Bridge
- Reconfigure the road junction at the south end of Long Bridge to create a gateway to the town centre
- Promote park and ride services and establish electric shuttle bus services
- Extend pedestrianisation of High Street to Cross Street/Butchers' Row
- “Humanise” the ring road
- Explore the case for a water taxi linking Barnstaple to Bideford, Appledore and Lundy.

Group 3: Built heritage and townscape

Observations

- A rich history and a concentration of historic buildings
- Barnstaple is older than most people recognise: a Saxon town
- Area around St Anne's Chapel is beautiful but perceived to be unsafe
- Need to celebrate the historic Castle Mound
- Derelict Immaculate Conception RC church is a building at risk
- Under-utilised assets also include the riverside, the Pannier Market, Butchers' Row, Museum Square and the Strand
- The town's industrial history – reflected, for example, in the Oliver Building – and its craft traditions are not celebrated
- Disconnect between the north and south banks
- Street scape/street furniture needs improving.

Possible actions

- More appropriate materials needed to reflect the history of the town
- We need a coherent vision for the built environment and transport strategy
- Create a regeneration board, similar to Ilfracombe, to get everyone behind the strategy.

Group 4: Open spaces, public realm, climate change

Observations

- Barnstaple's USPs include its built heritage, natural environment and its UNESCO Biosphere status
- Market Square is a great space, but cut off from the town centre by a busy road
- Need to consider dredging the river to improve access for vessels and mitigate flood risk
- Need for stronger connections between the town and the river, especially at the Strand
- Castle Green is an underutilised open space
- The Scheduled Ancient Monument status of Castle Mound should be respected; at present it is secondary to its status as a car park.

Possible actions

- Establish Barnstaple as a low carbon town: sell the vision to locals and visitors
- Transport solutions should be framed in the context of the climate emergency declared by NDC, and should focus on the quality of the town centre experience and reducing the town's carbon footprint
- Explore the case for a barrage to generate electricity
- We need to rebalance the needs to pedestrians/cyclists and vehicle – for too long, too much space has been given over to cars.
- Provide electric vehicle charging points and promote green public transport

3.1.4 Propositions, challenges and spatial priorities

Over the course of the four workshops we developed three key propositions:

"Barnstaple is better than it might be, but not as good as it could be" – this message was endorsed almost unanimously

"Barnstaple is lively, attractive and reasonably resilient, but too often it disappoints"

"Barnstaple benefits from being a long way from a major city, but this can also be a disadvantage in terms of amenities and quality of life"

By bringing together the baseline analysis and the key messages from the workshops we were able to identify six key challenges for Barnstaple town centre, which formed the basis for the proposals and recommendations in Sections 4 and 5:

- **Challenge 1:** to make Barnstaple more attractive to residents and visitors by revitalising the town centre economy
- **Challenge 2:** to restore, reuse and celebrate Barnstaple's historic buildings and townscapes
- **Challenge 3:** to put people first by encouraging walking and cycling, and reducing the negative impacts of traffic and parking
- **Challenge 4:** to reconnect the town to the River Taw
- **Challenge 5:** to establish a complementary relationship between the historic core and the retail parks on the south bank of the river
- **Challenge 6:** to ensure that the regeneration of the town centre contributes to the Devon Climate Declaration.

From a long list of potential interventions we also identified a series of emerging spatial priorities in the town centre study area. These included:

Town centre:

- Rolle Street/High Street Junction (Challenge 3)
- inner ring road (Alexandra Road) (3)
- Queen Street/Bear Street car park (1,3)
- 36-37a Boutport Street (2,3)
- Civic Centre (1,4)
- The Strand/riverside (2,4)
- St Anne's Chapel (2)
- Pannier Market, Butchers' Row/Guildhall (1,2)
- Castle Mound/Cattle Market (1,2)
- Bus Station (3)
- Green Lanes (1)
- Town centre public realm (1,3)
- St Mary's Church (2)

Anchorwood and Seven Brethren:

- Railway Station (3,5)
- A3125/Long Bridge junction (3,5)
- Oliver Buildings (2,5)
- Seven Brethren waterfront (5)
- new cycle and pedestrian bridge to the Strand (3,5)
- potential eastern bridge to Rock Park (3,5)
- relocate/reorientate B&Q (3,5)
- Seven Brethren retail park strategy (5)
- A361 bridge link (3)
- future riverside foot/cycle path (3)
- review of Anchorwood layout (5)

Mill Road: this area will be the subject of a separate planning exercise

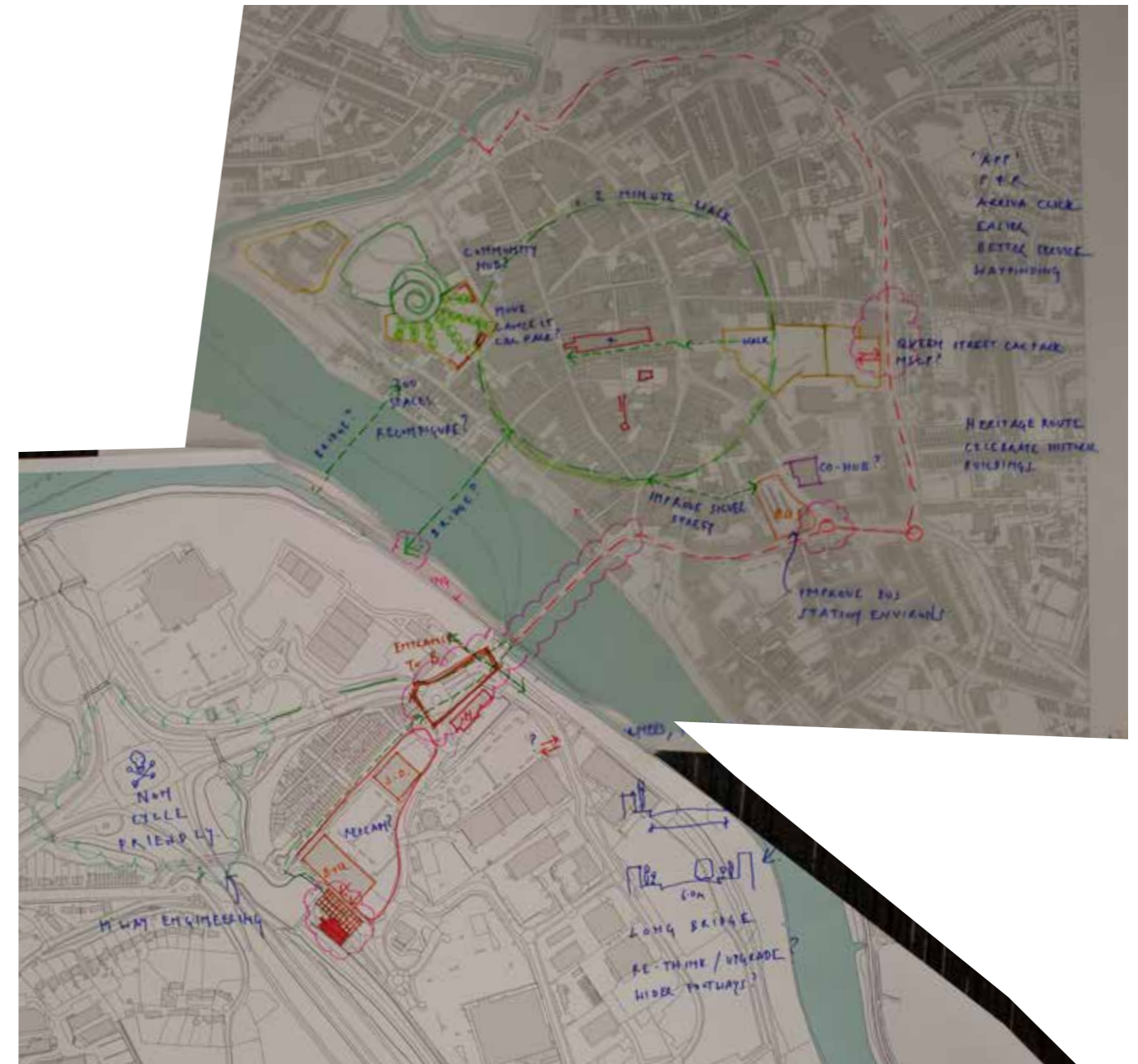


Image 4: Stakeholder consultation: workshop proposition sketches



3.2 Community consultation event

Following the stakeholder workshops and debriefing discussions with the NDC client team, a community consultation event was held in the Pannier Market on 5 December 2019, the day of the annual Christmas Fair.

The Lavigne Lonsdale team mounted an exhibition in the Pannier Market, which drew together the findings of the baseline study and key messages from the stakeholder workshops. Members of the public were invited to add their comments and suggestions using Post-It notes, and we also recorded key messages from informal one-to-one and small group discussions. The resulting feedback was broadly in line with the stakeholder workshops, but it also offered an insight into an emerging “people’s agenda”

3.2.1 The best and the worst of the town centre

People recognised the value of Barnstaple’s townscapes and built heritage, although some of the most valuable buildings need to be renovated and/or re-purposed. The Pannier Market, Butchers’ Row and the Oliver building were specifically highlighted. The UNESCO Biosphere was also identified as a key asset.

There was a rather longer list of “worst of” features including:

- much of the town centre is in a state of disrepair
- Barnstaple is in need of a clean-up
- under-performing assets including the Pannier Market and Butchers’ Row
- the Oliver Building
- the derelict 1855 Immaculate Conception RC church
- the Civic Centre is perceived by some to be an “eyesore”
- pavements are uneven and ramps are required for wheelchair users
- the riverside – on both banks – is underutilised
- the retail offer
- public transport facilities
- lack of parking
- the sense of a town centre community has been lost.

It is important to stress that this record of comments is not necessarily representative of community opinion, but there is a clear overlap with the results of the more structured discussions at the stakeholder workshops. Some of the findings may need to be challenged or tested: for example, there is no evidence to suggest a shortage in parking capacity.

3.2.2 Ideas for change

Visitors were invited to suggest responses to some of the challenges discussed in the workshops, including:

Reducing the impact of roads, traffic and parking

- better public transport services, especially for commuters and at weekends
- free one-hour parking
- investment in infrastructure needed to accompany edge-of-town residential development

Encouraging walking and cycling

- more cross-town walking and cycle routes
- segregating walkers and cyclists from traffic
- bike storage

Improving the relationship between the town centre, Seven Brethren and Anchorwood

- consider the case for an additional pedestrian bridge to connect the town centre to the south bank
- restore and reuse the Oliver building

Improving the retail, leisure and entertainment offer, including the night time economy

- offer artists access to pop-up shops
- close Butchers’ Row to traffic so that cafe’s/bars can spill onto the street
- close Cross Street to traffic
- more wheelchair spaces in the Queen’s Theatre
- consider further rates relief for new businesses
- more visible policing

Encouraging visitors to stop and stay in the town centre

- volunteers to meet and greet visitors
- a reliable and up-to-date events calendar
- make the market more appealing to holiday makers
- reduce the number of charity shops
- launch a save the high street campaign
- improve disabled access

Living and working in the town centre

- create affordable homes in vacant spaces above shops
- refurbish and re-purpose run-down buildings

Tackling flood risks

- use upstream natural water retention measures to keep rain where it falls

Key locations

- Participants were also encouraged to share their thoughts on how some key town centre locations might be improved:

Pedestrianisation of Butchers' Row and Cross Street

- pedestrianise between 11.00 – 15.00
- ensure surfaces are disabled-friendly
- develop Butchers' Row as a covered arcade

Improving the Pannier Market, Guildhall and neighbouring routes and spaces

- create gallery space for artists and makers
- make the market entrances more attractive and welcoming
- create permanent studios/shop units on the rear wall
- reopen public toilets

Improving the setting of Castle Mound and the Cattle Market car park

- more tree planting and investment in the public realm
- create viewing corridors through the trees to enhance views from the top of the Mound

Queen Street/Bear Street car park and links to Boutport Street

- create an access to the car park through the listed façade of 36-37a Boutport Street
- improve other pedestrian access routes

Enhancing the riverside

- encourage professional and business services to locate on the Strand
- explore the case for a tidal barrier to create a deep water basin
- animate the Strand with performers and events as well as cafes, restaurants etc

River Taw pedestrian/cycle bridge

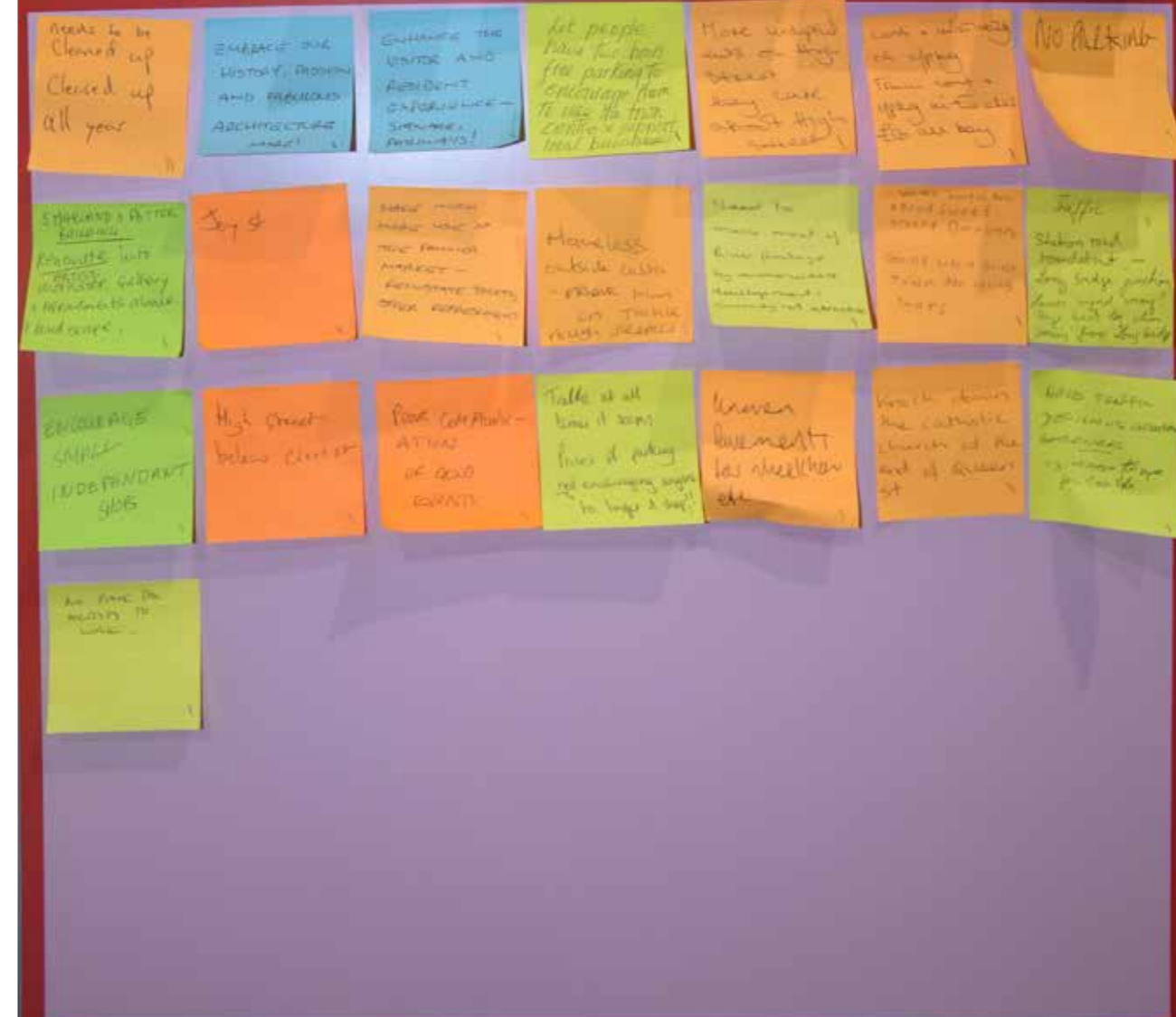
- create a connection between Taw Wharf and the old town station
- not everyone is convinced a new bridge would be a good use of money

What's WORST about Barnstaple town centre?

Identify things that disappoint or leave a negative impression.
Reasons why fewer people visit – or visit less frequently.

Please comment with Post-it notes (below) and locate the worst bits, with the red pins, on the map (left).

Comments (



What's BEST about Barnstaple town centre?

Please identify what are the parts of Barnstaple that are attractive, distinctive, enjoyable and positive reasons to visit and return.

Please comment with Post-it notes (below) and locate the best bits, with the green pins, on the map (right).

Comments (Post-it notes)...



Image 5: Community consultation: boards and feedback

Lessons learnt from the baseline study

Eight key challenges:

As part of the work done to date, the team have spoken to some key stakeholders (eg Councillors, institutions, police, retailers, council officers, local business's and professional services, developers etc) and the following list are issues that local people feel need to be addressed.

What do you think? Please place a green dot against the items that you feel are important and please make any notes on post its.

1. The impact of major roads, traffic and parking.

Looking at ways to improve the way people can access the town, find their way around, park and navigate their way to the town centre and local features.

What do you think?



2. Making the most of a rich architectural and cultural heritage

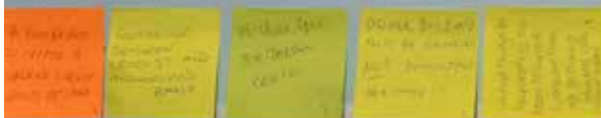
Looking at ways to make the most of the historic assets that already exist in the town but are under-utilized (eg Pannier market) and are in a poor state of repair (eg Castle Mound)

What do you think?



3. The relationship between the historic core, Seven Brethren & Anchorwood

Looking at ways of improving the connection between Anchorwood and Seven Brethren that enables people to maximise their ability to do "linked" trips- parking in the town centre and shopping or meeting in both the town centre and Anchorwood /Seven Brethren.



4. The mixed quality of the retail, leisure and entertainment offer.

Looking at ways of encouraging better shops and leisure destinations in the town centre.

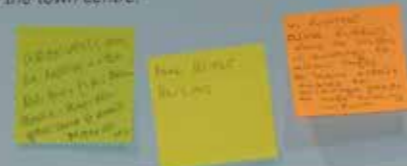
What do you think?



5. Strengthening the evening economy

Looking at ways of encouraging a more diverse, interesting and active night time economy in the town centre.

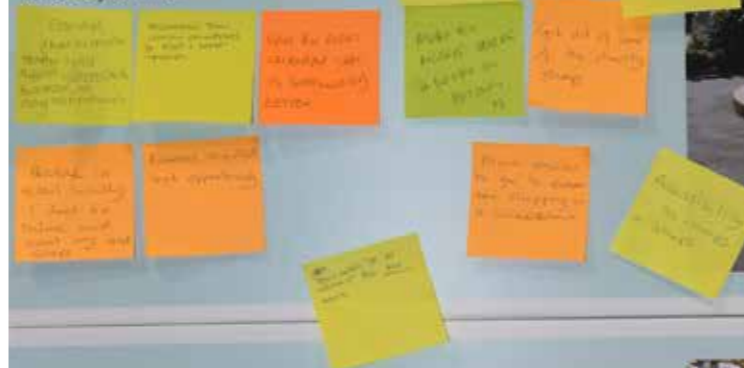
What do you think?



6. Encouraging visitors to stop and stay

Looking at ways of improving Barnstaple as a destination and keeping people in the town centre for longer.

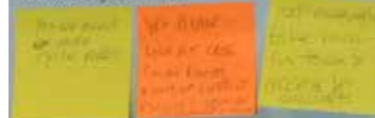
What do you think?



7. Improving the public realm and encouraging walking and cycling

Looking at ways of improving the ability for people to cycle and walk around the town centre

What do you think?



8. Flood risks, zero carbon and the climate emergency

Ensuring that Barnstaple is "climate proofed" to prevent flooding and to help make a better planet.

How do you think this could be done?



Image 6: Community consultation: boards and feedback

Lessons learnt from stakeholder workshops

As part of the work done to date, we have identified 7 key projects that could help deliver some of the key issues. Please either make notes on post it notes or use red dots for not important or green dots for important.

These are;

Existing
Precedent

- ### 1. Pedestrianisation of Butchers Row/ Cross Street.

This would allow people to roam freely and avoid any conflict between through traffic and pedestrians. This could also encourage outside seating for cafes and restaurants linked to Butchers Row or the Pannier Market. This would be linked to item 2 and item 6.

Drop off for traders would be managed.




- ### 2. Making the most of and improving the condition of the Pannier Market, Guildhall and associated pedestrian routes and outdoor spaces.

This is linked to item 1 and enhances the existing uses, condition of the current buildings in order to try and make a more attractive destination and fully utilize the space and pedestrian links. This includes looking at St Annes Green to encourage more people to use it and also market Street and the connections to Green Lanes.






- ### 3. Improving the setting to the Castle Mound and the arrival experience of the Cattle Market car park.

Improving the setting to the Castle Mound (Scheduled Ancient Monument of National Importance) is necessary and creating a more attractive "square" and "public space" which still allows car parking but enhances the arrival experience to the town whilst also improving the setting of the Castle Mound. This is similar to a French square!






- ### 4. Queens Street/ Bear Street car park redevelopment and links to Boutport Street via number 36.


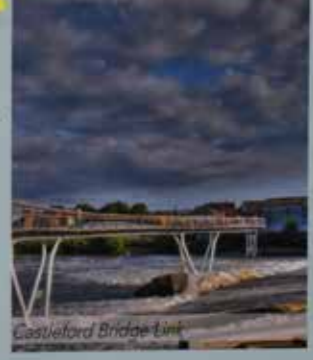
Providing access directly off Alexandra Road into a potential multi-storey car park in Queens Street/ bear Street car park with new frontage development onto Alexandra Road. This would increase car parking and consolidate it into an easy place to arrive at for visitors. A new link to Butchers Row and the town centre would also be needed through no 36 Boutport Street in order to make it easier for people to get into the town centre.



- ### 5. Improving the River frontage.

Create a vibrant, attractive, accessible waterfront location for visitors and residents to use throughout the year. This would include enhancing Bridge Chambers and making the most of the historic buildings.



- ### 6. Creating a new pedestrian and cycle bridge over the River Taw.

This would provide a better and more direct connection between the town centre and the new residents along Anchorwood waterfront and the new commercial areas. Where is the best place to put it - refer to Figure



- ### 7. Getting more people living and working in the town centre.

Improving the "footfall" in the town centre is key to its survival and enhancement. Finding ways to encourage people living in the town centre and more places for people to work in the town centre to encourage both day and night time activity is an important consideration.






Image 7: Community consultation: boards and feedback

3.3 Conclusion

The various stages of the stakeholder/community consultation process corroborated the key findings of the consultant team's baseline research and fieldwork. The message that Barnstaple town centre is "better than it might be, but not as good as it could be" proved to have real resonance. The town centre emerges as an interesting, attractive and resilient place and, as a result, it is better placed than many others to respond to the competitive challenges facing all traditional high streets.

At the same time, there is a keen sense that Barnstaple town centre is somehow less than the sum of its parts. Too many of its fine buildings and townscapes are shabby and run-down; the shopping offer is serviceable but not very exciting; the food and drink choices are mundane; the cultural attractions are run-of-the-mill; the heart of the town – defined by the Pannier Market, Butchers' Row and the Guildhall – is a special place, but does not fulfil its potential. Traffic, ragged surface car parks, struggling secondary streets and visible evidence of poverty and deprivation all contribute to an experience which is too often a disappointment. The "new" Barnstaple, on the south bank of the river, is the worst of all possible worlds – competing with the town centre for trade, without contributing anything positive to the quality or appeal of the town.

The consultations revealed a combination of pride and frustration, but the tenor of the discussions was positive. Most people think that, in Barnstaple, the fundamentals are strong and there is confidence that the right interventions, applied with energy and consistency, can make a lasting difference.

A vibrant street scene with people walking, shops, and a large '4' graphic. The scene is set in a pedestrian-friendly urban environment with brick buildings, arched windows, and colorful bunting. People are seen walking, talking, and eating. A large, semi-transparent '4' is overlaid on the center of the image. The text 'Section 4 : The Vision, challenges and actions' is written in yellow across the middle of the image.

Section 4 : The Vision, challenges and actions

4.0

4.0 The vision and the challenges

4.1 Towards the vision

The Lavigne Lonsdale team's work programme is documented in Sections 2 and 3. The baseline review (Section 2) laid the platform for the study through a programme of research and site visits. As described in Section 3, we played back our findings at the stakeholder workshops and again at the community consultation event, and they commanded broad support.

By bringing together the baseline analysis and the key messages from the workshops we were able to identify six key challenges for Barnstaple town centre, which formed the basis for the proposals and recommendations in Sections 4 and 5:

- **Challenge 1:** to make Barnstaple more attractive to residents and visitors by revitalising the town centre economy
- **Challenge 2:** to restore, reuse and celebrate Barnstaple's historic buildings and townscapes
- **Challenge 3:** to put people first by encouraging walking and cycling, and reducing the negative impacts of traffic and parking
- **Challenge 4:** to reconnect the town to the River Taw
- **Challenge 5:** to establish a complementary relationship between the historic core and the retail parks on the south bank of the river
- **Challenge 6:** to ensure that the regeneration of the town centre contributes to the Devon Climate Declaration.

These six challenges echo the "contemporary challenges" set out by Matthew Jones in his book, *Transforming Towns: Designing for Smaller Communities* (RIBA, 2020). Jones highlights:

- the changing roles of small settlements, especially rural places
- the need to enhance character and distinctiveness
- the decline of high streets in the face of competition from out-of-town and online outlets
- the effects of growth in poorly connected peripheral locations
- the need to nurture social life
- getting beyond business as usual and changing challenges into opportunities.

All these challenges reflect a combination of general and particular factors. For many years, England's town centres have faced significant threats resulting from economic, societal and technological change. Thousands of shops, banks, post offices, pubs and other retail outlets have closed in recent decades, undermining the traditional role of town centres at the heart of community life. In the same period, city centre regeneration and the emergence of out-of-town and edge-of-town shopping and leisure centres introduced new forms of competition. Even more fundamentally, internet shopping and entertainment have grown exponentially in recent years at the expense of bricks-and-mortar outlets.

The impact of these factors has been felt everywhere, but some town centres have proved to be more resilient than others. Attractive, distinctive local centres are better placed to deal with competitive threats by investing in their assets and mobilising community resources to develop niche roles. They are able to sustain the loyalty of local customers and, in some cases, to attract tourists and day visitors to markets, events and cultural attractions. As we have seen, geography can also be a factor: towns which, like Barnstaple, are some distance from a large city or out-of-town destination may be partially insulated from some competitive threats, but not, of course, the internet. By contrast, the most vulnerable town centres may become increasingly dependent on a captive market of socially and digitally excluded low income groups, while better-off locals take their custom elsewhere.

Our conclusion, which has been endorsed by stakeholders and residents, is that Barnstaple is certainly not exempt from the threats and challenges facing England's small towns. There is a consensus that, thanks to the town's rich history, architectural heritage and landscape, it is better placed than many to respond to changing market conditions, but also an acknowledgement that it should have performed better in recent years. The retail expert, Mary Portas, has argued that – faced with these competitive threats, and the effects of Covid-19 – the challenge is no longer to "save" the high street, but to change it in the ways outlined in the six challenges. That is what the best in class small towns have done. Now Barnstaple needs to emulate them.

The challenges associated with an already difficult economic backdrop have gained even greater urgency in 2020, as England's high streets and town centres have struggled to cope with the Covid-19 pandemic. It has become a received wisdom to say that Covid-19 has accelerated pre-existing trends, but the reality is more

complicated than that. It is certainly true that online sales surged following the late March 2020 lockdown, and again when restrictions were tightened in the autumn (Figure 36). Figure 37 shows the rate of increase in retail and leisure units in 2020. Looking beyond retail, the sectors worst effected include hospitality, health and beauty, leisure and culture – all archetypal town centre uses. In part, this is the consequence of lockdowns and local restrictions, but it also the knock-on effect of office closures which have turned the central business districts of large cities into ghost towns.

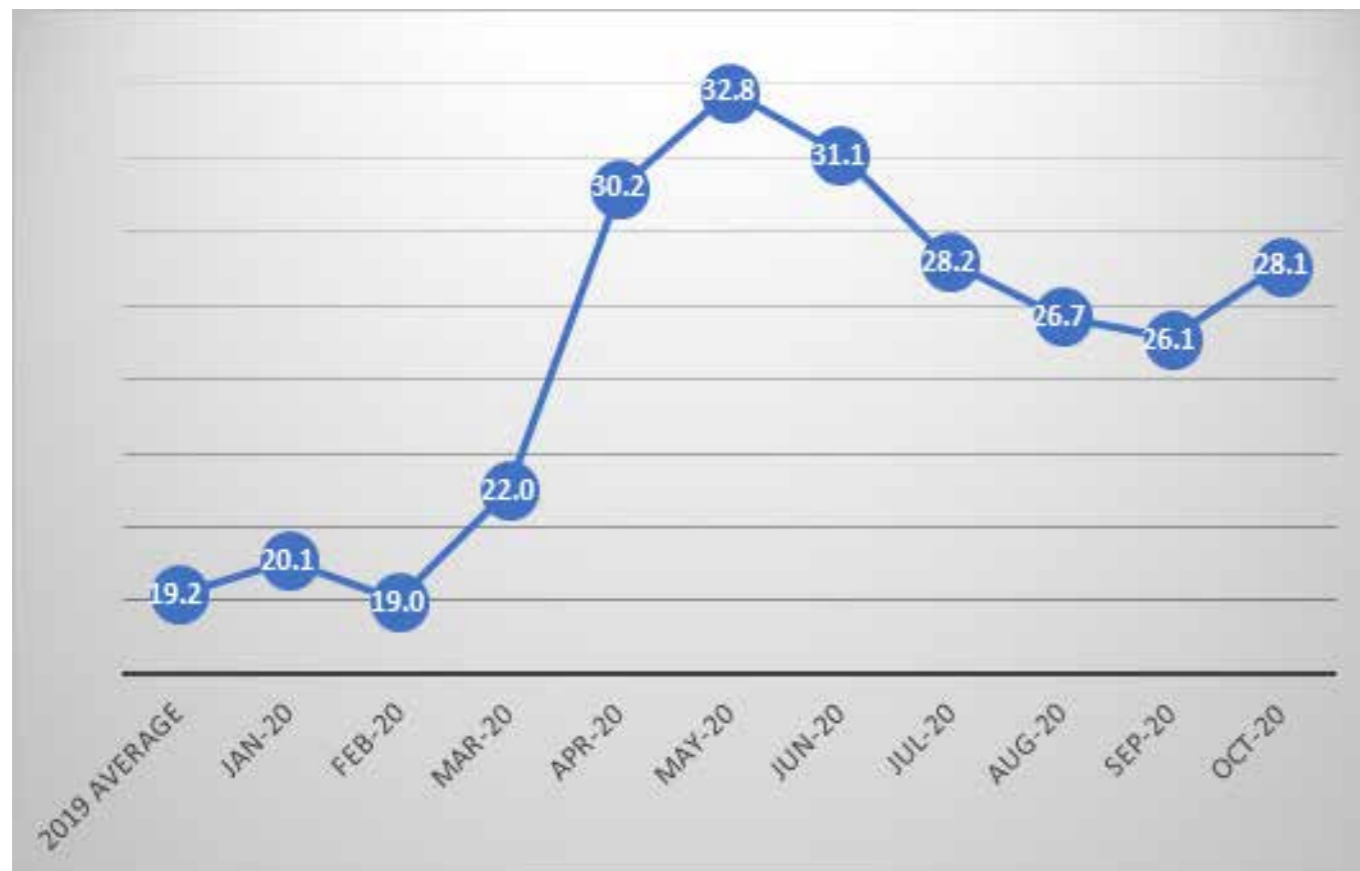


Figure 36: Online as a percentage of total retail sales, 2010

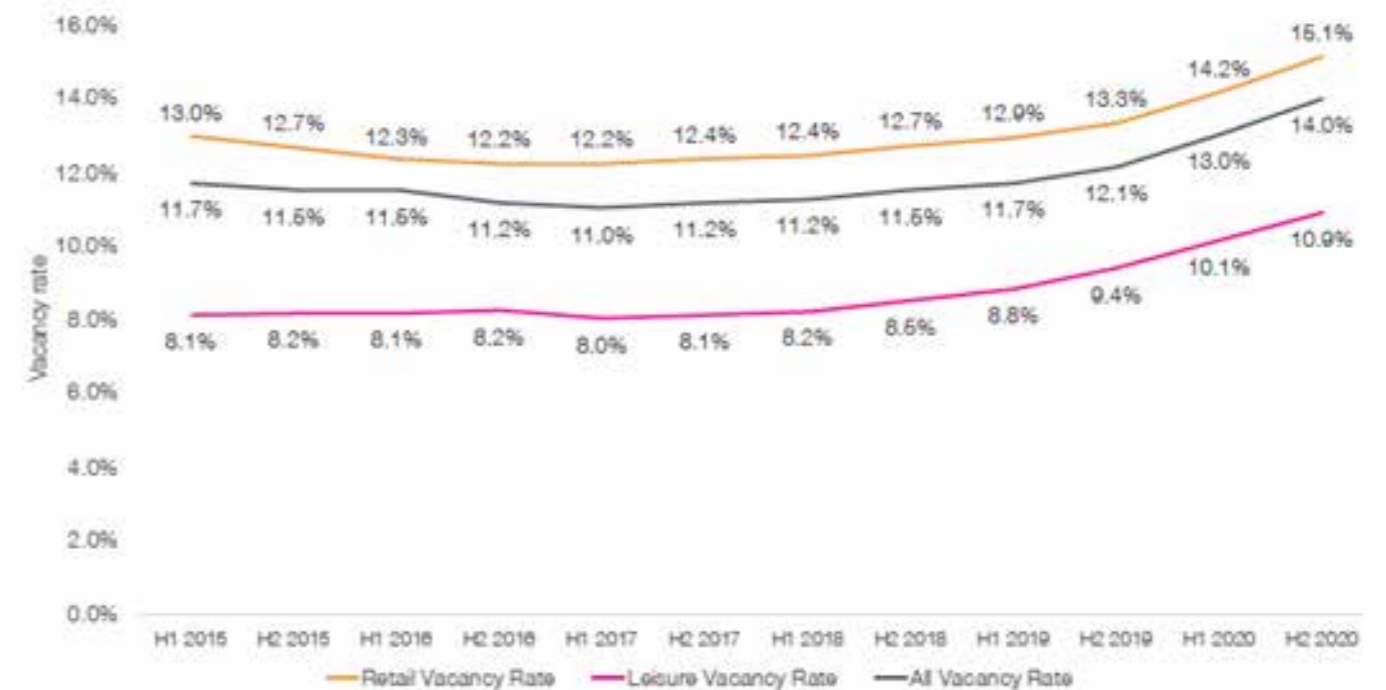


Figure 37: Vacancy rate by retail type, 2015-2020

But the effects have not been uniform. The impact, in terms of reduced footfall and lost trade, have been most severe in large cities and retail capitals – the places which are most dependent on office workers, which attract shoppers, day visitors and tourists from a large catchment area, and which depend heavily on public transport. Smaller towns, like Barnstaple, which primarily serve local communities have been less badly (but still significantly) affected and have been quicker to recover.

Town centres will rebound, but the traumatic events of 2020 can be expected to leave a profound but unpredictable legacy. As we write (December 2020) the roll out of vaccines is about to begin, but the best estimate appears to be that there will be significant restrictions on social gatherings until at least the middle of 2021, setting aside the possibility that people will be more risk-averse and less willing to spend time in crowded indoor places than previously.

In the short-term, COVID-19 will make visiting town centres - to shop, eat out or for entertainment – a less appealing experience for most. Social distancing, face coverings and hand sanitising are all necessary measures, but they are not attractive, and people may be reluctant to use public transport. COVID-19 will present Barnstaple (like every

other town centre) with a searching examination of its resilience. As we have seen, town centres have been facing competitive threats for decades, but the present crisis has ratcheted up the pressure to a new level. At the risk of stating the obvious we can confidently predict that town centres that were already robust, attractive and competitive will experience less painful change and recover more rapidly when the crisis is over; places that were already struggling face a difficult and uncertain future. We have enumerated Barnstaple's underlying strengths and qualities: there is plenty to build on as we plot the recovery.

The analysis presented in this report still stands. We cannot wish away the effects of the coronavirus on Barnstaple town centre, and we have no way of telling what the "new normal" might look like. Some casualties are inevitable, and it may be difficult to fill the gaps left by the closure of shops and other local services. But we must not be fatalistic: in a challenging environment, the winning places will be those that respond with energy, flair, imagination and optimism. Town centres will bounce back, but only if they recognise the way the world has changed and are ready to rethink their role and purpose.

4.2 Our vision for Barnstaple Town Centre

We will restore and strengthen Barnstaple's status as the heart of civic, commercial, educational, cultural and community life in North Devon in the mid-21st century. This will not be achieved by trying to turn back the clock. We need to make the town centre attractive, appealing and fit for purpose in a new era, reflecting the way we live now. It needs to be resilient in the face of the challenges presented by the digital economy and the attractions of competing locations.

Barnstaple is a handsome town in a beautiful riverside setting. We will mobilise its rich array of heritage assets, ambitious businesses, cultural and community organisations. We will revitalise the iconic Pannier Market and build on the revival of Butchers' Row, establish a sustainable core of high quality retail in the heart of the town, and encourage diversification by regenerating and re-purposing what are now struggling secondary locations. We will encourage public buildings and community uses to cluster in the town centre. We will rebalance the town centre, by reconnecting it to the Taw, restoring place quality and coherence south of the river, and reducing the negative impacts of road traffic and surface parking.

Barnstaple will be recognised as one of England's liveliest, most attractive and prosperous small towns, the focal point for a large rural hinterland, and an essential part of the North Devon experience for UK and international visitors. The revived town centre will contribute to an enhanced quality of life, and its cosmopolitan appeal will make it an increasingly popular place to live and work, and especially attractive to young people and families.

4.3 Key Challenges

Challenge 1:

To make Barnstaple more attractive to residents and visitors by revitalising and diversifying the town centre economy.

Barnstaple is performing better than many comparable town centres, but there are warning signs, including secondary retail locations with high vacancy rates and buildings in a poor state of repair. The quality of the shopping, food and drink offer is acceptable, but there is a lack of quality outlets to capture discretionary expenditure and appeal to visitors. There are plenty of independent businesses, but not enough that is locally distinctive. The town centre is tired and shabby in places and the non-retail economy is weak. There are some popular and attractive residential areas on the town centre fringes, but the Central ward is the most deprived in Barnstaple.

The challenge could be addressed by:

- **Adopting a “town centre first” approach to planning policy to encourage retail, commercial, cultural and residential development**
- **Facilitating change in the town centre by enabling surplus retail space to transition to sustainable new uses**
- **Making the town centre a preferred residential location offering excellent amenities and quality of life**
- **Supporting business growth and encouraging innovation, entrepreneurship and social enterprise**
- **Strengthening the town’s cultural offer and boosting the evening economy**
- **Establishing the town centre as the preferred location for civic functions, education and other public services**
- **Encourage staff into the town centre by bringing the North Devon Council offices back into the town centre to increase day time footfall and spend in the centre**
- **Consider bringing the Petroc’s campus into the town centre and utilise empty buildings. This could also include an Arts Campus with associated gallery and music venue space to augment the existing offer but in a more sustainable way**
- **Defining ‘quarters’ /character areas with defined uses and activities -ie cultural quarter; antiques quarter; arts quarter etc. where each area has its own character and atmosphere**



Image 8: Repair of shop fronts to reinforce the historic character and quality of the town (Courtesy of Barnstaple History.com)



Image 9: Creative pop up shops in empty premises and encouragement of the retail offer. Encourage work hubs in the town centre.



Image 10: Encourage Petroc's into the town centre to increase the young person footfall in the heart of the town.

Having established strategic actions to address Challenge 1, these are specific actions generated from the public consultation that should be explored further. They are categorised as actions that could be achieved through 'grass roots' community action, actions that require some stewardship or management from the public or private sector and those that relate to cleaning & maintenance, some will apply to more than one category:

'Grass roots' Community Action & Events

- Creation of a Community led Regeneration Partnership to encourage and harness community involvement in the town centre.
- Consider having community volunteers to help direct tourists around the town- similar to the olympic park in 2012
- Provide organised street entertainment at weekends (busking)

Town Centre Stewardship & Management

- Need to advertise the cafes and independent shops more.
- Carry out a survey to see how many high street retailers have an on-line presence? Provide on-line shopping training for independent retailers whilst also having a local shop.
- Consider shared retail/business space for smaller companies. Look at sub-division of larger retail units.
- Support "start up " business's with cheaper rent and provide social interaction and learning/support space.
- Convert empty space in the High Street into workshop/training space (link to College)
- Penalise absentee landlords and empty retail/shop/buildings space in the town centre
- Retailers need to improve their service – look at the good examples and how this can be reflected to all retailers.
- Consider late night shopping/town events throughout the year not just at xmas
- Use empty shops for pop up business's. Provide artist screens/murals on empty widows.
- Have free wi-fi in the town centre
- Avoid more out of town retail and "cheaper shops" . Encourage more aspirational shopping whilst also serving all socio-economic situations.
- Need to define and create use and character areas potentially linked to activities - eg an antiques quarter

Introducing the arts & mixed uses (including residential)

- Introduce creative work space for artists- allow them to express themselves in the townscape. Will require a defined arts strategy to engage existing and younger budding artists
- Use empty shops for pop up business's. Provide artist screens/murals on empty shop widows
- Encourage a diversification of business uses (eg art studios/digital technology etc). Consider under used buildings and change in uses.
- Need to generate more jobs for younger people so that they don't have to migrate.
- Create more residential in the town centre to improve the sense of community
- Turn redundant areas of Green lanes into residential

Pannier Market Ideas

- Pannier Market : This is an important building and could provide the following ;
 - Food fest, Literature fest, Fashion shows, Choirs and Music festivals, Art shows/ exhibitions, Country Living shows, Family/Childrens activities
 - The current offer need to be considered further but the following ideas should be taken into consideration;
 - Avoid permanent stalls that just increase the amount of retail space
 - Needs to be an acceptable "quality and "standard" for all vendors
 - Need better stalls
 - Needs to be clean and tidy
 - Layout should encourage movement and circulation and meandering rather than just one direction
 - Market holders need to remain open for the allocated time- not to pack up early.
 - Pannier Market needs to be advertised better
 - Managers and decision makers need to look at other successful markets (note : all traders should be doing this as well!)
 - Play music in the background.
 - Re-think the advertising
 - provide more on -line advertising/social media
 - open the public toilets and improve the traders toilets
 - provide better security
 - open the doors onto Butchers Row and provide glazed screens/doors.
- Work with other towns like Bideford and South Molton rather than against

Social Improvements

- Improve facilities for homeless including soup kitchen/recycled clothing centre/ mental health provision and accommodation.
- Increase police presence in the town centre
- Manage the anti-social behaviour issues to make the town centre feel safer.

Challenge 2:

To restore, reuse and celebrate Barnstaple's historic buildings and townscapes.

Barnstaple is a special place in a memorable riverside setting. Its distinctive features are ably summarised in NDC's Barnstaple Conservation Area Character Appraisal. It has an extensive collection of 389 listed buildings, of which seven are Grade I and twelve Grade II*. The historic form of the Saxon town remains largely intact and there are a number of fine townscapes. But this rich heritage is under-valued and under-appreciated and in places it is threatened by neglect. Over-engineered roads and tracts of surface parking (see below) have eroded the fabric of the town centre and diminished its appeal as a destination.

The challenge could be addressed by:

- **Establishing a priority list of historic buildings to be restored and repurposed, based on a robust appraisal of potential impact and deliverability, and developing an action plan and a funding strategy**
- **Developing specific proposals for key locations including:**
 - **the area defined by the Pannier Market, Butcher's Row, the Parish Church and St Anne's Chapel**
 - **the Castle Mound and the Cattle Market car park**
 - **36-37a Boutport Street**
- **Identifying and implementing heritage walking and cycling routes with associated public realm improvements including creative lighting schemes, direction signs and interpretation boards as part of an overall arts strategy, apps and printed guides**



Image 11: Increasing the activity and improving the "offer" in the Pannier Market



Image 12: Sketch image showing potential improvements to the Pannier Market & Butchers Row

Having established strategic actions to address Challenge 2, these are specific actions generated from the public consultation that should be explored further. They are categorised as actions that could be achieved through 'grass roots' action, actions that require some stewardship or management or those that relate to cleaning & maintenance, some will apply to more than one category:

To restore, reuse and celebrate Barnstaple's historic buildings and townscapes.

'Grass roots' Community Action & Events

- Consider "Britain in Bloom"/ flowers to make the town more attractive and looked after.
- Barnstaple is an historic town and needs to retain that identity.
- Create a regeneration board, with local representatives, similar to Ilfracombe. This would help create a coherent strategy that everyone could get behind.
- Cleaning & Maintenance
- Provide regular cleaning
- Tidy up the town and make it look cared for- provide more rubbish bins

Stewardship & Management

- Make the most of the charm and existing character rather than diluting it with inappropriate modern development
- Value what exists- the existing old buildings
- Ensure that owners are aware of building improvement grants
- Light up important buildings, streetscapes and focal trees in the town

Specific Areas for improvement

- Guildhall : The Guildhall is in poor condition as a focal building in the High Street. It just looks uncared for and needs to be restored. The Guildhall in any town is an outwardly visual demonstration of a town's status and plays a significant structural and social role in defining the importance it places upon its town and citizens. The fact that Barnstaple's Guildhall is in poor condition reflects very badly on the town itself. Significant focus should be directed towards its physical and social restoration
- The Strand & Waterfront : Make the most of the water front- focusing on the unique Barnstaple/North Devon characteristics, vernacular and material - avoid "metropolitan "style architecture that isn't about North Devon
- Gateways : Improve the "gateways " into the town for visitors and residents
- Civic Centre : The Civic building is an eyesore and needs to be re-considered

Challenge 3:

To put people first by encouraging walking and cycling and reducing the negative impact of traffic and parking.

Although traffic is excluded or restricted in the heart of the town centre, the visitor/ shopper experience is still dominated by road traffic. The A39 (Alexandra Road), the A3125 (Belle Meadow Road/Long Bridge) and North Walk act as an inner ring road, encircling the town centre. The approaches to the town are defined by over-engineered roads which act as a barrier to movement between the town centre and the suburbs. Within the inner ring, vehicles are prohibited and restricted in some places, but large surface car parks (notably at the Cattle Market and Queen Street) and their associated access roads degrade parts of the historic core. The bus station, though somewhat dated, is conveniently located, but the railway station is in an edge-of-town location at Sticklepath, south of the river. Barnstaple's large rural hinterland makes it highly dependent on the car, but the climate emergency demands a radical approach to encourage more people to travel by bus and train and move around the town on foot and by bike.

The challenge could be addressed by:

- *Developing a long-term programme to transform Barnstaple's major roads into civilised town streets, by slowing traffic speeds and creating new crossing points and, where appropriate, shared surfaces*
- *Developing and implementing a parking strategy which will deliver one more multi-storey car park in the town centre, enabling existing surface car parks to be decommissioned and reduced in size, and public realm/environmental improvements including planting and lighting to be delivered*
- *Creating a high quality walking and cycling network with pedestrian and cycle priority through the central area, and connections to long-distance routes; this will involve a long-term programme of investment in the public realm, street surfaces, lighting and signage, and may require the provision of one or more pedestrian/ cycling bridges across the Taw*
- *Lobbying actively for improved rail services on the Tarka Line between Barnstaple and Exeter, with more regular and faster trains and increased passenger capacity*
- *Lobbying for a more frequent and reliable bus service in the Barnstaple travel-to-work area, real-time travel information and refurbishment of the bus station.*



Image 13: Examples of sensitive public realm enhancements and shared street scenarios with pedestrian priority.

Having established strategic actions to address Challenge 3, these are specific actions generated from the public consultation that should be explored further. They are categorised as actions that could be achieved through 'grass roots' action, actions that require some stewardship or management or those that relate to cleaning & maintenance, some will apply to more than one category:

To put people first by encouraging walking and cycling and reducing the negative impact of traffic and parking.

'Grass roots' Community Action

- Need to improve accessibility around and into Barnstaple for all forms of transport. Need to audit all forms of movement (walking/cycling/bus/train/private car/commercial vehicles etc)

Stewardship & Management

- Co-ordinate signage and keep it clean

Parking :

- Is there potential to remove/reduce car parking charges
 - remove charges on quiet days to encourage footfall
 - 2 hr free parking to allow more time to shop/pay on exit
 - Residents reduced charges
 - Workers reduced charges
 - Link parking charges to what the money gets spent on – a bit like Waitrose green coin scheme
- Provide parent and child car parking spaces in the public car parks

Pedestrian & cycle priority :

- Provide car free areas with easily defined pedestrianised use
- Improve cycle access and clarity around ASDA and the adjacent roundabout.
- Consider narrowing the carriageway along the Long Bridge to allow wider pavements for pedestrians and cyclists. Consider a new bridge link attached to the Long bridge or running parallel to it
- Avoid cobbled surfaces for disabled accessibility and pushchairs
- Avoid too many obstructions in the High Street for pedestrians
- Consider LED lighting/embedded pavement lighting

Public Transport :

- Consider providing a free shuttle bus from all public transport and car parks into the town centre.
- Ensure that any proposals allow for and encourage social mobility for all. Ensure that coaches drop off close to mobility shops (these are currently at the bus station but the coaches drop off on the Strand).
- The bus station and train station environs and routes to the town centre are poor quality. These need to be improved
- There is a disjointed strategy for bus/cycle/train and pedestrian movement in the town. A combined strategy needs to be developed.
- Improve the bus routes to local villages.
- Provide a Park & Ride in three locations: Roundwell/Pottington/Eastern Avenue (A361)

Challenge 4:

To reconnect the town to the River Taw.

We have noted Barnstaple's wonderful riverside setting, but our analysis and consultations confirm that it is an underutilised asset. Investment in The Strand, including the provision of a shared surface, has yielded somewhat disappointing results. The raised embankment contributes to flood protection but denies pedestrians a view of the river, and the landscaping scheme that connects the historic buildings is of indifferent quality. Once obtained, view across the river to the unsightly Anchorwood development is deeply disappointing. The problem is compounded by the shabby state of the lanes linking The Strand to the High Street.

The challenge could be addressed by:

- *Commissioning an urban design strategy for The Strand and the lanes linking it to the High Street*
- *Establishing the optimum location for a footbridge linking The Strand to Anchorwood, and establishing the benefit-to-cost ratio (BCR)*
- *Working with Barnstaple Town Centre Management to curate and deliver a year-round programme of events at The Strand*
- *Ensuring that the walking network (see above) focuses on Cross Street as a key axis linking the heart of the town to a revitalised riverside*
- *Considering the land use of properties along The Strand and how best to make them more "leisure" orientated to include more cafes/restaurants/takeaways/leisure activities/galleries/hotels*
- *Regenerate Bridge Chambers and maximise its use as an important building on the water front.*



Image 14: Examples of encouraging waterside activity and bridge links

Having established strategic actions to address Challenge 4, these are specific actions generated from the public consultation that should be explored further. The actions fall into three broad categories as shown below:"

To reconnect the town to the River Taw.

'Grass roots' Community Action & Events

- Create more events – dog walking festival/cycle event/gig rowing and water sports/park runs or pop up meanwhile uses. Is there an events coordinator?

Stewardship & Management

- Use night time lighting to create a "spectacle".
- Ensure that any proposals allow for and encourage mobility for all. Ensure that coaches drop off close to mobility shops (these are currently at the bus station but the coaches drop off on The Strand).

New uses and the public realm

- Repurpose an existing building or build a new community arts hub in the town centre with meeting places including a cafe. The hub could focus on families, mental health and wellbeing
- Repurpose or redevelop surplus space in the Civic Centre, which is in a key riverside location
- Enhance the riverside public realm, improving pedestrian and cycle paths and strengthening links to Rock Park

Challenge 5:

To establish a complementary relationship between the historic core and the retail parks on the south bank of the river

The commercial zone on the south bank of the river comprises the long-established Seven Brethren development and the retail/residential Anchorwood scheme which is still under development. The area includes some important assets such as large-footprint retail and trade units and sports facilities which it might be hard to accommodate in the town centre. Sadly, the quality of both phases of development is very poor. The urban form is fragmented and incoherent and the road network serving both parts of the site is confusing for pedestrians and cyclists. It acts as a disincentive to “linked trips” across the river, and people moving to and from the railway station have to pass through this hostile environment. In placemaking terms the area has almost nothing to recommend it, but we are where we are, so NDC will have to play a long game. Much of the development at Seven Brethren is nearing the end of its life, so this creates opportunities to reconfigure the site to strengthen the urban form, enable pedestrian movement and raise the design bar. Anchorwood is a more intractable problem, but something can be salvaged by ensuring that the listed Oliver Buildings are restored and reused.

The challenge could be addressed by:

- **establishing a long term strategy and a planning brief for improving the quality of Barnstaple's south bank, with a particular focus on simplifying traffic circulation, improving pedestrian access, conserving and repurposing historic buildings. Consider mixed uses including residential and education including moving Petrocs campus to Seven Brethren in order to bring students closer to the town centre and public transport (rail and bus station)**
- **creating a high quality sports and leisure campus at Seven Brethren**
- **creating a new public square to establish an arrival point at the railway station and a more legible pedestrian and cycle connection to the town centre**
- **prioritising the renovation of the Oliver Buildings to deliver a high quality mixed-use development focusing on residential, business accommodation, co-working space and food and drink**



Image 16: Creation of attractive arrival space at the train station with improved links to the town centre



Image 15: Creation of high quality sports and leisure facilities and new housing on Seven Brethren

Having established strategic actions to address Challenge 5, these are specific actions generated from the public consultation that should be explored further. They are categorised as actions that could be achieved through 'grass roots' action, actions that require some stewardship or management or those that relate to cleaning & maintenance some will apply to more than one category:

To establish a complementary relationship between the historic core and the retail parks on the south bank of the river

Stewardship & Management

- Improve the waterfront and pedestrian walks.
- Make the most of the waterfront - focusing on the unique Barnstaple / North Devon characteristics, vernacular and material - avoid "metropolitan" architecture that isn't about North Devon
- Improve the "gateways" into the town for visitors and residents
- Provide more sports and leisure activities, for example, go-karting, an ice rink, a climbing wall or a bike park

Challenge 6:

To ensure that the regeneration of Barnstaple town centre plays its part in implementing the Devon Climate Declaration

North Devon Council is a signatory to the Devon Climate Declaration, and this needs to be reflected in every aspect of the town centre strategy. Meaningful action is required to reduce car dependency, encourage active travel and sustainable public transport usage. The drive towards zero-carbon needs to be underpinned by the reuse and repurposing of existing buildings wherever possible, the application of modern methods of construction (MMC), and energy efficient heating, lighting and waste disposal practices. Flood risk management is imperative in the context of the predicted increase in extreme weather events and rising sea levels.

The challenge could be addressed by:

- *Delivering the Barnstaple Flood Defence Strategy which has been developed in partnership with the Environment Agency and Devon County Council. This scheme would mitigate sites and properties on both the River Taw frontage and the Yeo from flooding and support the town centre and transport routes. Not only will this unlock a number of brownfield sites for development but will link the growth and regeneration opportunities with the Taw Estuary and the creation of green space, access to recreation, habitat enhancements and climate resilience*
- *Introducing more Biosphere themed events and information into the Town Centre, recognising the importance of the Biosphere and Barnstaple's central location within that designation*
- *Developing more 'green' public realm – planting schemes, rain gardens, living walls, talking seats, community growing spaces*
- *Retro-fitting housing stock and other public buildings in the town centre, making use of Government incentives where they exist and working with private landlords towards our goal of zero-carbon*
- *Develop town initiatives and campaigns to encourage shopping and eating locally – support short supply chain development and the circular economy principles*



Image 17: Encouraging renewable energy in North Devon



Image 18: Encourage re-greening the streets



Image 20: Highlighting the North Devon Biosphere in the town



Image 19: Encourage greener energy use

Having established strategic actions to address Challenge 6, these are specific actions generated from the public consultation that should be explored further. They are categorised as actions that could be achieved through 'grass roots' action, actions that require some stewardship or management or those that relate to cleaning & maintenance some will apply to more than one category:

To ensure that the regeneration of Barnstaple town centre plays its part in implementing the Devon Climate Declaration

Championing North Devon

- Barnstaple should be a beacon for sustainability in North Devon
- Sustainability in all senses of the word
 - re-use/mend/celebrate
 - Building fabric
 - Energy renewables
 - Affordable housing
 - Wildlife and biodiversity
 - Best schooling
 - Best health & rehab centres
 - Excellent play facilities on the doorstep
 - Sustainable integrated transport
 - Local food production and independent retail
- Barnstaple's USP is its close proximity to a stunning, beautiful landscape - its UNESCO Biosphere Reserve, its iconic Sites of Special Scientific Interest, and the nearby North Devon Area of Outstanding Natural Beauty.

Specific Ideas

- Need to consider night time light pollution. (Note : this is also relevant to energy saving)
- Need to plant more native trees. (Note : greening the streets will help with global warming)
- Consider using the tidal river for a barrage/energy production scheme (note : This could also help with activities on the water)

Flood Risk

- Flood risk prevention is of massive importance. (Note : flood studies and actions are being carried out the Council and the Environment Agency)

4.4 Spatial Actions

The following text and associated plans provide the physical interventions that could be carried out to reflect and embody the 6 key challenges. The proposed interventions have been colour coded to suggest short term (green), medium term (amber) and long term (red) projects. Key projects for the town centre are highlighted in pink and described in more detail in section 5.

Town centre:



The junction between Rolle Street and the High Street (Challenge 3) is poor for pedestrian and cycle movement. This is a vehicle dominated junction and pedestrian movement into the main retail area is compromised.

Action: Improve the Rolle Street/ High Street junction for pedestrians and cyclists to allow for easier connectivity into the Town centre retail area.



The Alexandra Road (inner ring road) (Challenge 3) creates a "hostile" environment for pedestrians and cyclists and creates a physical barrier for movement into the town centre.

Action: Consider re-development sites along the corridor to improve the natural surveillance along the "street" and create a more "human" environment at junctions along the corridor to help knit back the town back into its street scape.



Queens Street/ Bear Street Car Park (Challenge 1 & 3) : This site has been identified within the Local Plan as an allocated mixed use site for re-development. The extent of the area includes area 2A, 2B and 2C which are all relatively new developments and all connect to form a strategic town centre site for future re-development. The existing quality of townscape is not high and the "grain" of the town is lost somewhat in an area which is a key gateway for visitors into the town centre.

Action: Create design guidance and an overarching masterplan (s) for the site to ensure that the character of the town centre is reflected and enhanced. Look at improved access into Bear Street Car Park from Alexandra Road. Remove the subdivision from the Bear Street and Queens Street car park.

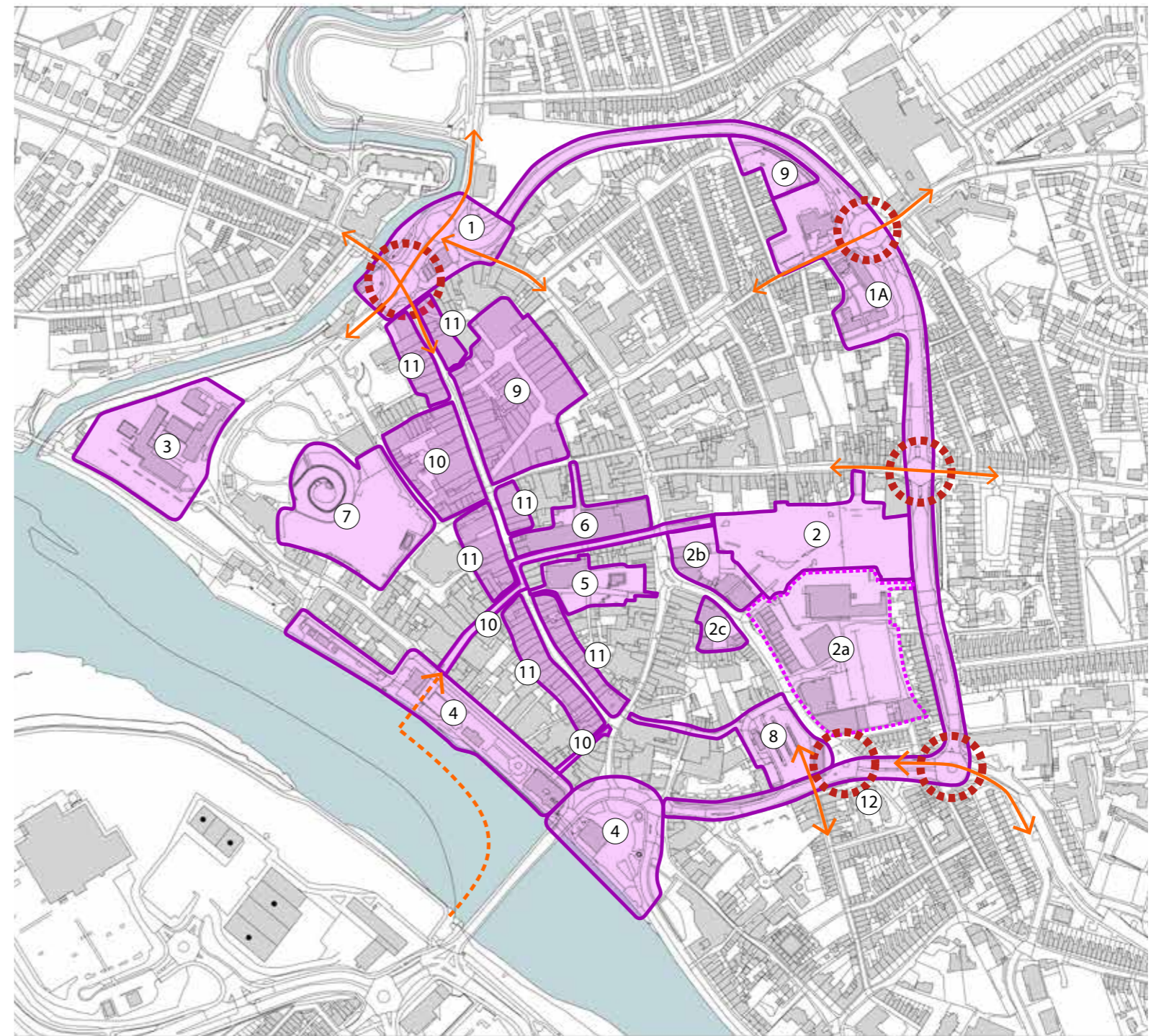


Figure 38: : Town Centre Opportunities



36,37,37a Boutport Street (Challenge 2 & 3) : Improve the pedestrian connection from Queens Street car Park to Butchers Row/ Boutport Street.

Action : NDC to purchase 36 to 37a Boutport Street and create an arcade link into Queens Street car park whilst also repairing and restoring the Listed Buildings.

3

Civic Centre (Challenge 1 & 4): This is a building that does stand out in the town as you approach it from most directions. It is one of the tallest buildings and reflects an era of modernist but non-contextual architecture. It is currently partly empty and it is pending sale to a private developer has been confirmed during this study even though NDC officers were keen to see it fall into public sector / Council hands. Its use for Council/ institutional use (eg Petrocs College) has therefore been missed.

Action: Speak to the current owners in order to understand what the role of the building will be in future plans and look to firmly guide its re-use and improvement.



The Strand & Waterfront (Challenge 2 & 4) : This area has been subject to public realm enhancement and due to its proximity alongside the River Taw, could have the potential to become a focal space in the town for residents and visitors. The ground floor uses along the street do not however maximize the position nor potential to enhance the leisure/ entertainment value. The location of the new pedestrian/ cycle bridge could help to lift the footfall in the area. Our preferred location for the bridge is shown on Figure 38 and connects onto Cross Street and into the heart of the town centre. The scheme improvement should include the Bridge Chambers.

Action: carry out stakeholder discussions to ascertain the landholdings in the area and to define the preferred bridge location.

5

St Anne's Chapel (Challenge 2): This is a beautiful space but we understand there are anti-social behaviour issues and loitering. As a consequence, the space does not appear to get used as fully as it should.

Action: It does not appear to have much natural surveillance /overlooking - nor good lighting. Its an enclosed enclave that requires further site analysis to understand how these issues can be overcome, together with further work and stakeholder engagement.



Pannier Market/ Guildhall & Butchers Row (Challenge 1 & 2) : This area has a unique character and has the potential to become a focal quarter for independent shopping/ arts/ food/ leisure and civic hub.

Action: Carry out a detail review of ownerships/ rentals/ building conditions/uses etc and carry out a workshop with key stakeholders to ascertain how to augment and maximize the area's charm and resilience.



Cattle Market Car Park/Castle mound (Challenge 1 & 2) : The Cattle Market Car Park is an important car park for the town centre due to its close proximity. However, it has been designed as a "car park" and not a "square" and so has a functional aesthetic which creates a poor environment adjacent to the Castle Mound Scheduled Ancient Monument. The Castle green is also underutilised in the town and could be more integrated.

Action: Consider the re-design of the car park and library square, taking onto consideration the highway improvements as identified in the Hydrock/ JLL car Park Strategy report dated 2017 and consider how Castle green could become more integrated.



Bus station (Challenge 3) : Improve the environment of the bus stop as this is a destination point to the town and access to and from it needs to help 'sell' the town. eg (Silver Street)

9

Green lanes (Challenge 1) : Ensure that Green Lanes is retained as the primary leisure/ retail area but explore new cinema and residential options

10

Public realm (Challenge 1 & 3): The public realm is in many parts of poor quality and doesn't reflect the quality of the historic built environment.

Action : Carry out a public realm audit and look to improve the public realm and connectivity within the town centre and High Street.

11

Residential: Increase the residential population in the town centre.

12

St Mary Church (Challenge 2): This is a dominant church in the street scene but is in a very poor state of repair.

Action: Discuss with land owner the possibility of grant funding and improvements/ change in use to restore the building.

Anchorwood & Seven Brethren :

- 1** **Sticklepath Terrace & Railway Station (Challenge 3 & 5)** : The route from the railway station to the town centre is poorly defined and the environs of Sticklepath Terrace and the railway Station do not enhance the Conservation Area surrounding.

Action: Consideration of improvements for short, medium and long term projects should be considered to improve navigation from the station to the local environs.
- 2** **A3125 and Long Bridge southern junction (Challenge 3 & 5)** : The boundary conditions and experience as you enter into the town along the A3125 is poor.

Action: Consider improvements along the corridor to improve the boundary conditions and junctions to allow for an improved experience and better pedestrian/ cyclist crossing facilities.
- 3** **Oliver Buildings (Challenge 2 & 5)** : This is a key location as you enter or exit the town. We understand that this area is currently being masterplanned and the importance of the entrance/ gateway experience, pedestrian environment, uses and accessibility into the surrounding areas needs to be carefully considered. 3D views should be provided to explain the proposals in detail. These should be linked to the Anchorwood 3D work.

Action: Further review of the Oliver Buildings application in the context of the wider area
- 4** **Seven Brethren waterfront (Challenge 5)** : The increased natural surveillance of the water front and maximising the river should be applauded. However, the grain, mass, character and "style" of the proposed development needs to be carefully considered in the context of the northern banks and future Anchorwood/ Seven Brethren character.

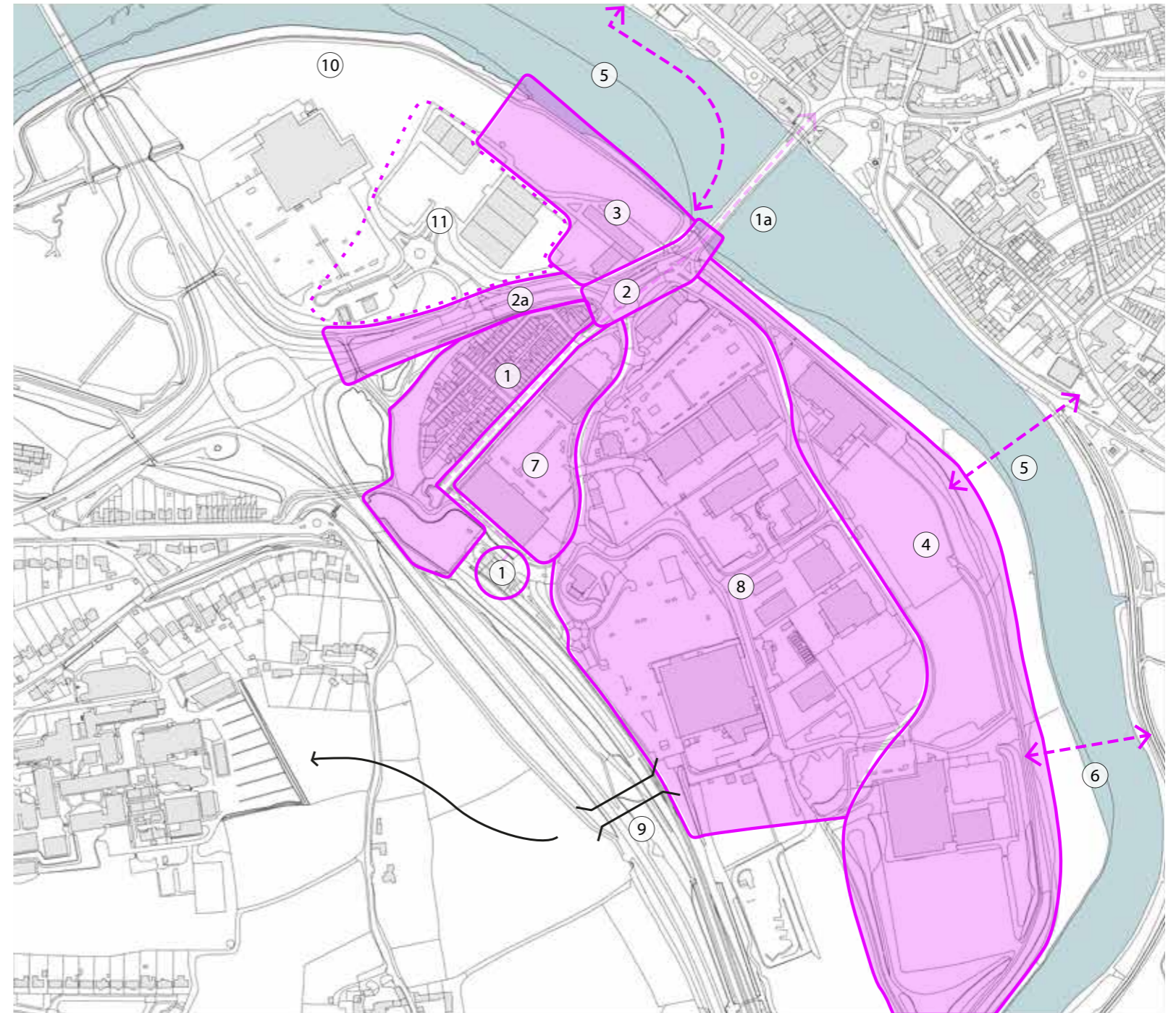


Figure 39: Anchorwood & Seven Brethren Opportunities

Action: Review of the commercial area in the form of a masterplan study but ensuring that proposed waterside residential areas are fully integrated with any future options. This could include a mixed use scheme that includes the Petroc's College re-location.

- 5 **New cycle & pedestrian bridge (Challenge 3 & 5) :** The location of the new bridge link needs to be finalised. A Space Syntax study would help to define the location. Our initial reaction was to align it on the same route as Cross Street so that there is direct and easy access onto the High Street.

Action: Undertake a spatial connectivity analysis, such as a Space Syntax to determine the best location/alignment.

- 6 **Potential eastern bridge links (Challenge 3 & 5):** As part of the future baseline study, a further pedestrian/cycle link to the east of Long bridge should be considered to allow for good accessibility to the new leisure centre location and Rock Park.

Action: Discuss with Stakeholders

- 7 **B&Q (Challenge 3 & 5) :** As part of a longer term strategy, consider relocating or re-orientation the B& Q buildings and other sheds to create a better arrival experience from the train station and also to improve the setting to the Conservation Area. This area could become a focus for the re-location of Petroc College .

Action: review masterplan scenarios. This could include the re-location of the Petroc's education campus which could also be located onto the riverside plus utilising empty buildings in the town centre.

- 8 **Seven Brethren retail park (Challenge 5) :** As part of a long term strategy for improvement, consider relocating or re-orientating and maximizing land ownerships to enhance the local area.

Action: Review masterplan scenarios

- 9 **A361 Bridge Link:** As part of the Local Plan, a new bridge link is proposed over the A361 and railway line. The location of this bridge is important so that it reflects future desire lines and avoids limited surveillance. However, this is dependant on the future plans of the college.

Action: Undertake a spatial connectivity analysis, such as a Space Syntax to establish the best location

- 10 **Future cycle/ pedestrian link (Challenge 3) :** The south west coast path and Tarka Trail could have a diverted route to follow the alignment of the river and to tie into the new bridge link into the town centre. Enhancements and accessibility into the open space areas needs to be better defined.

Action: Explore with DCC/ Anchorwood developers the future connections for pedestrians and cyclists.

- 11 **Review of existing layout of Anchorwood:** The edge condition and boundary treatments are poor as you enter into the town.

Action : Boundary treatments and edge conditions need to be re-considered, particularly along the A3125 to screen service yards.

Mill Road, Pottington:

- ① **Refer to town centre item 1**
- ② **River Yeo (Challenge 6)** : There are proposals for flood alleviation/ mitigation in this area. Whilst we have not seen detail plans of any proposals, it is important that the solution is appropriate, not only in engineering terms, but in design and townscape terms too.

Action: Review the emerging proposals with both engineering and design / architectural/ public realm input.
- ③ **Tarka Trail/ South West Coast Path access (Challenge 3 & 4)** : The access onto the Tarka Trail and South West Coast Path from Pottington is limited and ambiguous. Consider additional links.

Action: Review existing access points/ ownerships and potential with key stakeholders for additional linkages and improved signage.
- ④ **South of Pottington Road/ Water Frontage (Challenge 4)** : There are a number of derelict sheds and redundant spaces along the River frontage. These are probably due to the flood risks but further assessment of ownerships and aspirations for the sites should be explored.

Action: This area needs to be considered as part of a detailed master planning exercise for the Pottington area

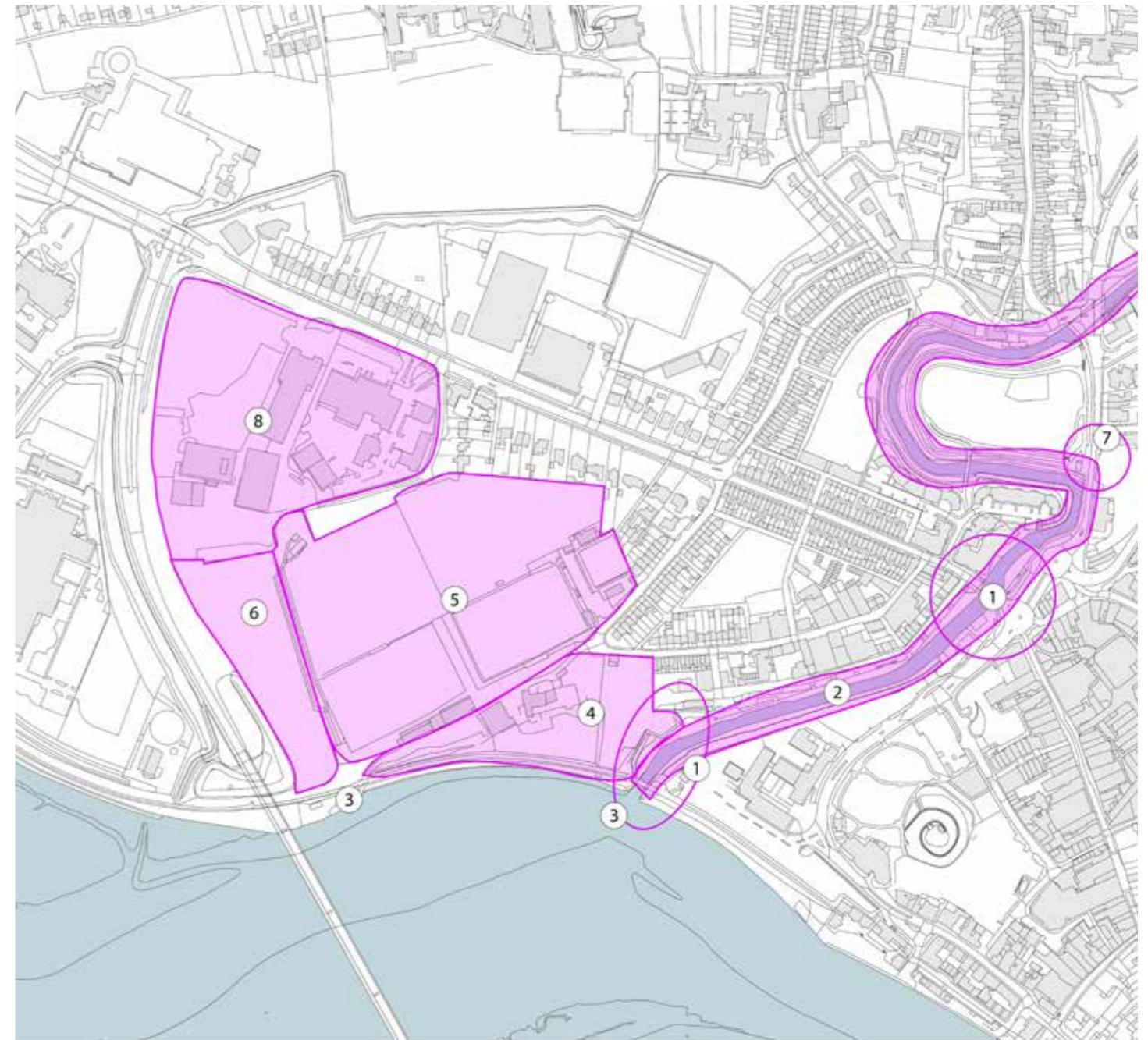


Figure 40: Pottington Opportunities

- **Sports Hub (this is linked to Challenge 5)** : The sports hub appears to be a well maintained and well used local facility for football, rugby and bowls. Further investment in facilities could enhance the provision.

Action: Discuss the current and future aspirations of the facility with the landowners and whether the site is the best location for them?
- 6 **Future P&R site (Challenge 3)** : The Local Plan identifies this area for a Park & Ride site.

Action: This needs further exploration with the Council to ascertain how and why it is necessary?
- 7 **Future Barnstaple to Lynton Railway stop (Challenge 3)** : This could be a significant attractor for the town.

Action: Further information on the proposals is required to fully understand the impact on the local area.
- 8 **Two Rivers Industrial Estate** : This area needs to be masterplanned in association with the whole area to create an improved scheme

The Mill Road & Pottington area needs to be reviewed in more detail as there is insufficient evidence base at present to formulate a coherent masterplan for it. This should be brought forward as a separate detail masterplan study.



5.0 | KEY PROJECTS

5.0 Key Projects – A Framework for the Town Centre

'Having established the key challenges facing Barnstaple and a long list of spatial actions across the whole town, these are the key projects that will form the catalyst for transformation of the town centre – a framework for change.'

Each of these projects will provide an important improvement or transformation of a particular part of the town centre but together they will provide a framework for change and the transformation of the whole town centre and benefits to the wider town. Together they will revitalise key cultural and heritage assets, create better public spaces, encourage walking and cycling with better pedestrian connections, create gateways and focal points to improve the clarity and sense of arrival for visitors and generate exciting cultural and commercial opportunities.

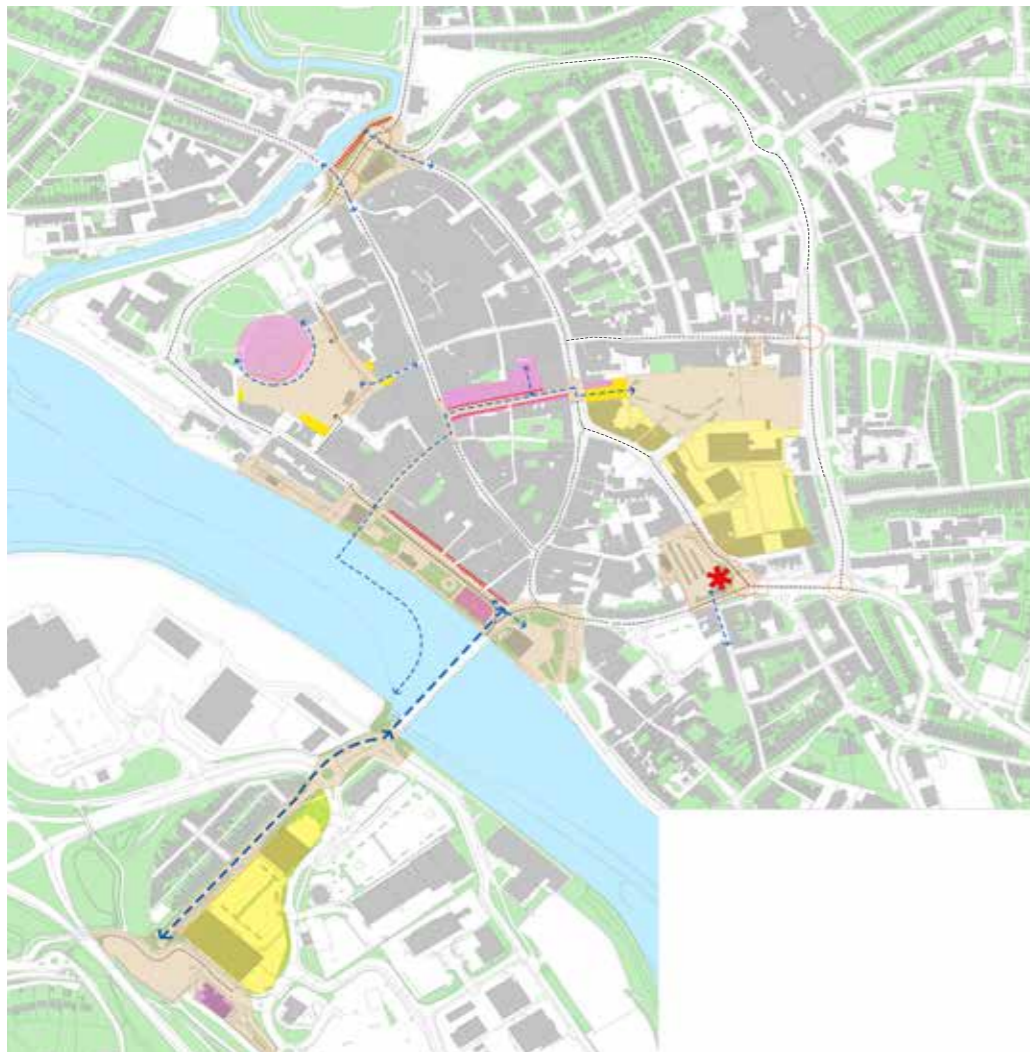


Figure 41: A 'framework' of catalyst projects for the Town Centre

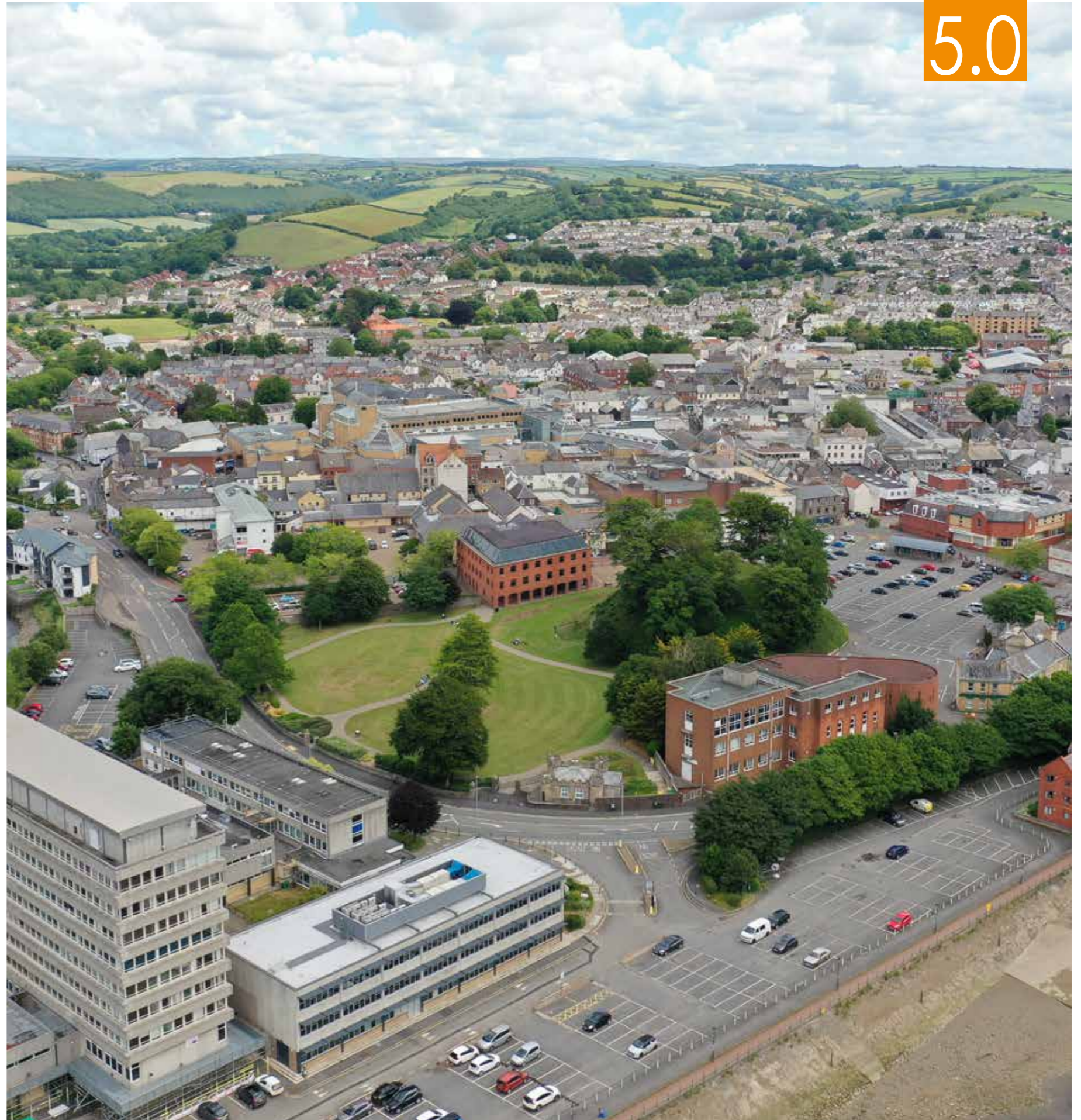


Image 21: Drone photograph

5.0

5.1 Pannier Market, Guildhall & Butchers Row

'A new cultural and commercial heart - The transformation of the Pannier Market & Butchers Row to maximise the potential of these heritage assets and form the cultural and commercial heart of the town centre.'

1. Regeneration and transformation of the historic Pannier Market to improve the commercial performance and create a cultural destination at the heart of the town centre.
2. Repair and refurbishment of the Guildhall to safeguard the historic fabric and internal remodelling to improve the storage and more importantly the display of historic objects and artefacts, improving and increasing public access for residents and providing an improved visitor experience.
3. Re-establish Butchers Row as a cultural and commercial destination. Reduce vehicular traffic, increase pedestrian access and improve the public realm to rebalance the priority between pedestrians and vehicles in favour of pedestrians. Encourage pedestrian footfall and allow the activities within the Pannier Market and Butchers Row to spill out into the space creating a destination.
4. Redevelop and transform the former abattoir site to establish a new creative community. Conversion of existing buildings and new build studios around a new public space. Conversion of the former Corn Exchange to provide further studio space and a new 'art cafe' facing an events space within the market hall. A new pedestrian link between Butchers Row and the new creative community.
5. Create active frontage facing the new Butchers Row public realm. Sensitive glazing of the arched entrances onto Butchers Row to provide better visual and physical connections between the market hall and Butchers Row.



Image 22: 'A sense of the place' - artists impression of the transformation of Butchers row



Image 23: Examples of shared surface destination streets

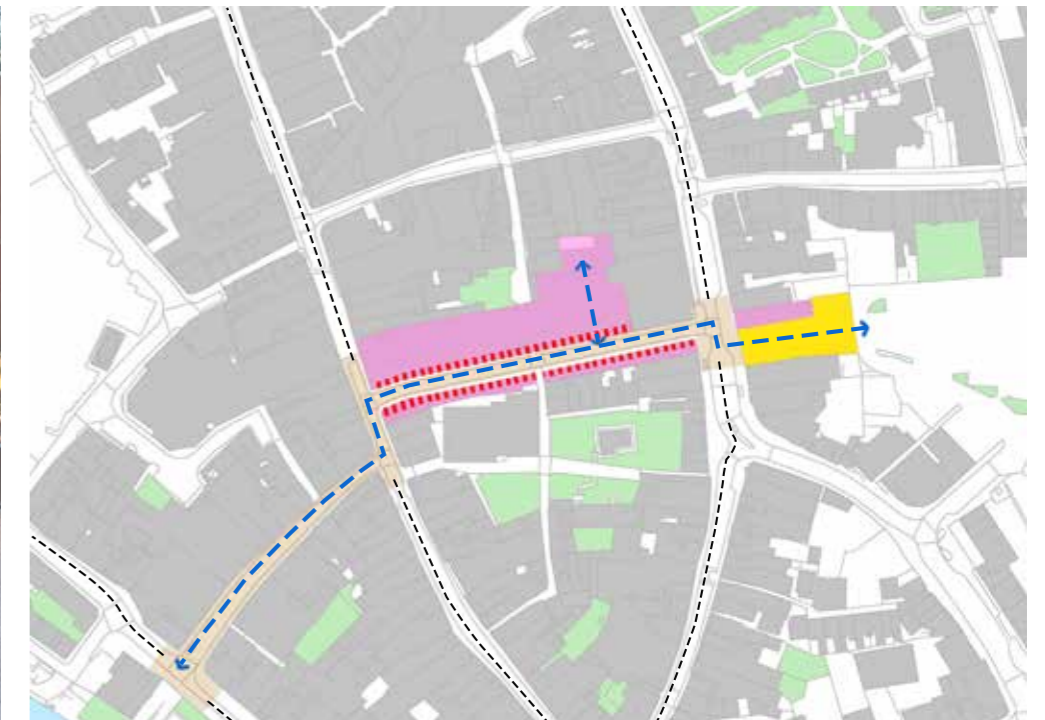


Figure 42: Key principles plan

5.2 Castle Mound & Cattle Market

'Transformation of the Cattle Market car park and Tuly Street into a new public space to enhance the setting of the Castle Mound and maximise the cultural and historical significance of this heritage asset.'

1. Improvements to the setting of the ancient monument, including repair and maintenance, management of the vegetation and reinstatement of the southern fringe of the mound where it has been cut into for parking.
2. New pedestrian/cycle route around the newly reinstated southern fringe to complete the pedestrian access around the base of the historic mound.
3. Transformation of the Cattle Market car park into a new public square including reorganisation of parking, new surfacing and tree planting.
4. Transformation of Tuly Street into a new pedestrian friendly street as part of the overall new public realm. Including reduced access for vehicles, shared surface, widened footways to encourage active frontage that 'spills out' onto street and new street trees.
5. Improved pedestrian connection from the High Street via Holland Walk into the new public space, creating a sense of arrival.
6. Potential development sites to complete the street frontage along Holland Walk and add active frontage to the new space. New screening to the service yard at the rear of Marks & Spencer.
7. Re-open access from Castle Street to create new vehicular access to the car park and access to Paiges Lane, allowing Tuly Street to be one way.



Image 24: 'A sense of the place' - artists impression of the transformation of Cattle Market and Tuly Street



Image 25: Examples of shared public spaces with parking

Figure 43: Key principles plan
Barnstaple Technical Vision Document | December 2020 | Key Projects

5.3 Rolle Street/High Street Junction

'As part of the humanisation of Alexandra Road – these junctions will be re-organised with enhanced public realm to improve pedestrian and cycle movement to the Town Centre.'

1. Transform these road junctions to create a single pedestrian and cycle friendly piece of public realm as part of the humanisation of Alexandra Road.
2. Reactivate the river frontage as part of the new public realm.
3. Improve the pedestrian & cycle connections into the town centre at the top of the High Street and Boutport Street.

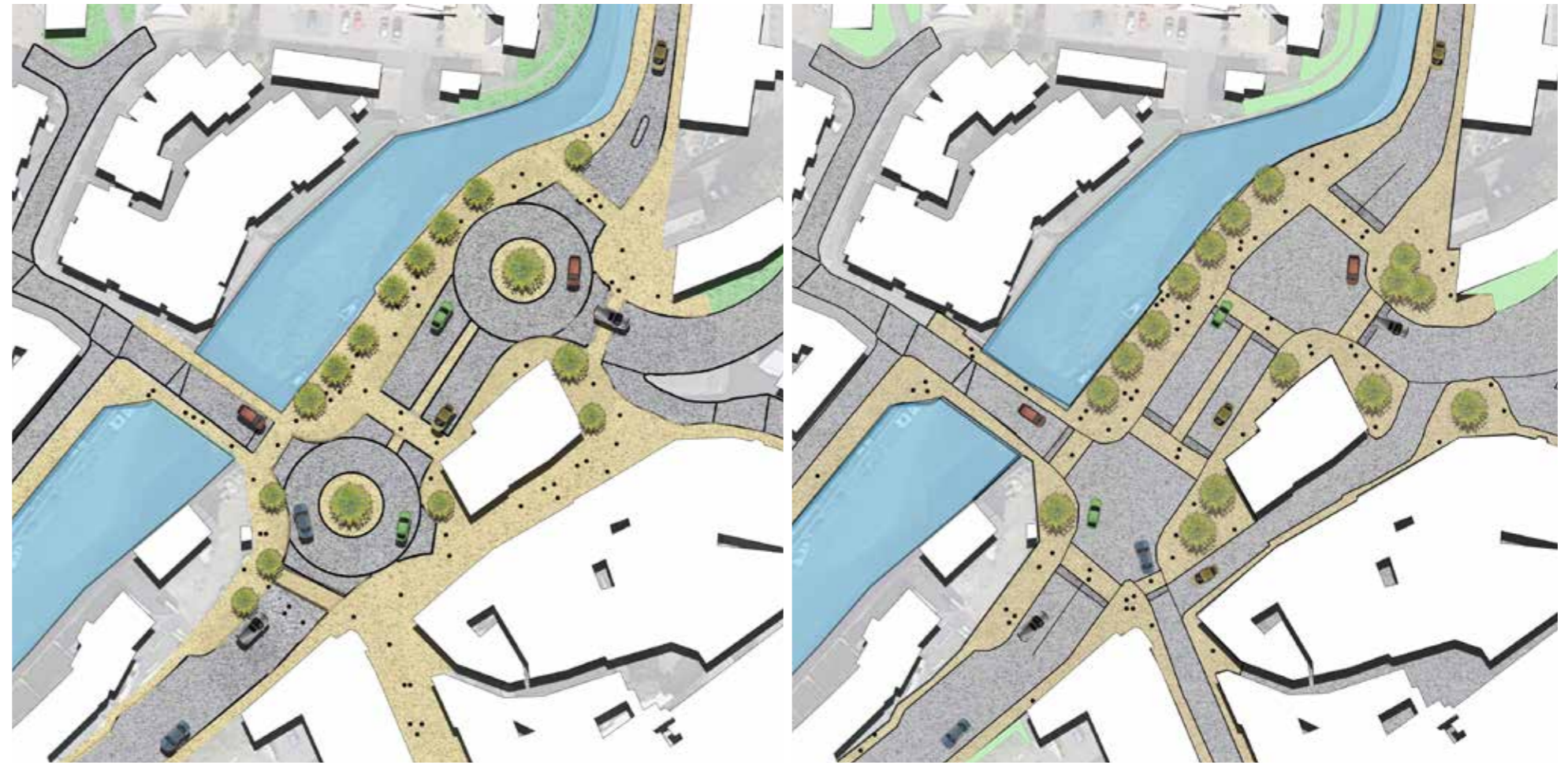


Figure 44: Potential options for a 'humanised' pedestrian friendly Rolle Street junction



Image 26: Examples of humanised pedestrian friendly streets



Figure 45: Key principles plan

5.4 36-37a Boutport Street

'Regeneration of this key development site, incorporating the historic buildings within a new vibrant mixed use development.'

1. Sensitive refurbishment and conversion of the listed building to secure the future of this important focal building.
2. Regeneration of this key development site incorporating the existing historic facade within a new vibrant mixed use development.
3. New pedestrian connection to be created through the new development to establish a clear new link from the car park to Boutport Street and the top of Butchers Row.

5.5 Queen Street / Bear Street Car park

'A sense of arrival - both car parks combined and reorganised with a new and improved single point of access and clear pedestrian link to the Town Centre, providing clarity for those arriving at the Town Centre.'

1. Both car parks combined into one with a re-organised layout and a single point of access from Bear Street.
2. Improvements to these junctions to provide a new clear entrance to the car park.
3. New pedestrian connection to be created through the redevelopment of 36-37a Boutport Street connecting the car park to Boutport Street and the top of Butchers Row.
4. Potential future development sites to regenerate this part of the town centre and provide 'gateway' developments at the arrival points of the main car park and the Bus Station to the south.



Image 27: Example of improved/reorganised car parking



Image 28: Historical photo Boutport street



Image 29: Wyndham Arcade, Cardiff, UK



Figure 46: Key principles plan

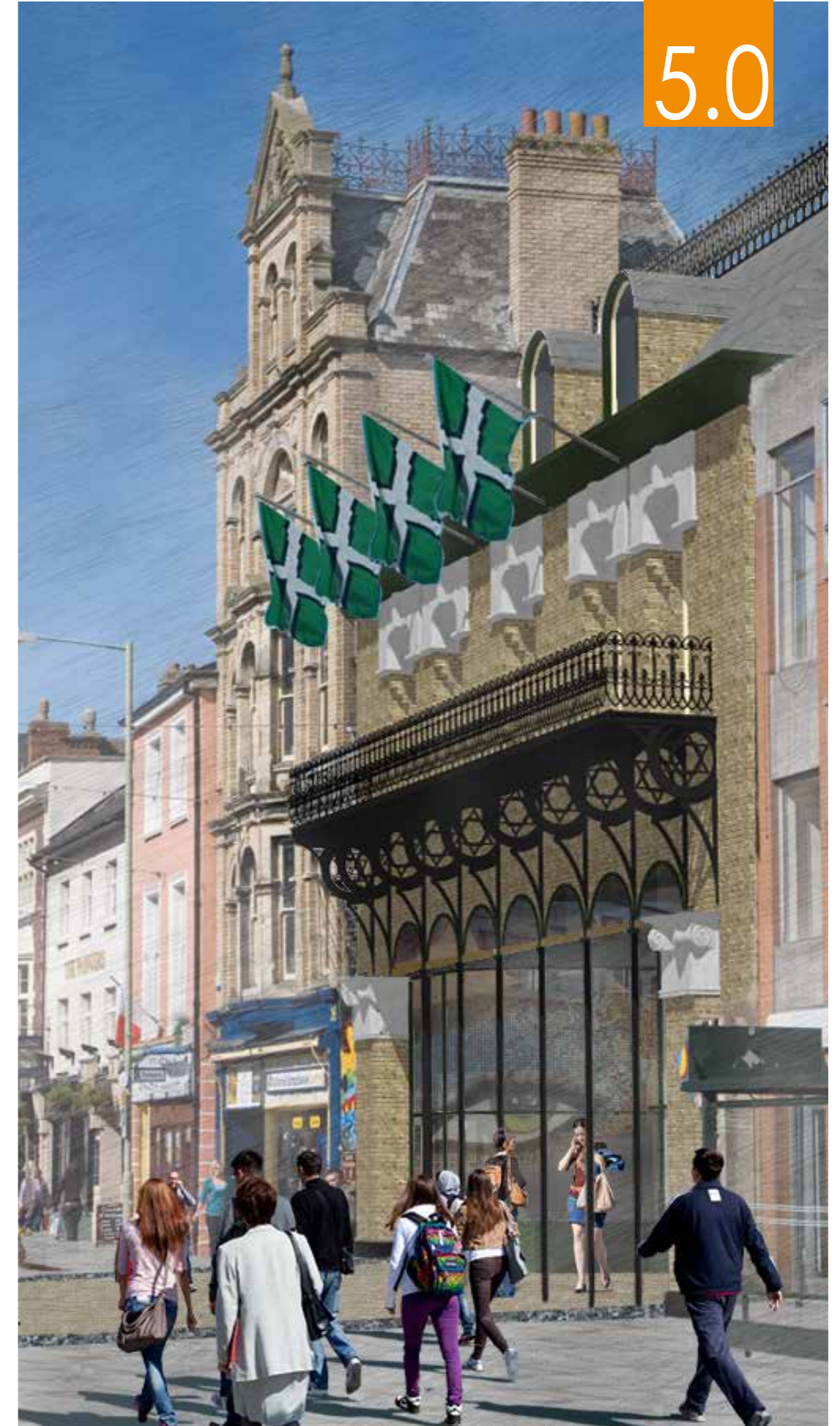


Image 30: 'A sense of the place' - artists impression of the transformation of Boutport street

5.6 The Waterfront

'A thriving waterfront – maximising one of the towns key assets by reconnecting the town centre to the waterfront and creating a thriving destination for residents and visitors.'

1. The waterfront is one of Barnstaple's most important assets, maximise the potential by creating the right environment for it to flourish as a destination. Some further public realm enhancements to encourage activity and events and maximise connection to the water's edge.
2. The Strand is the key to the waterfront, encourage active frontage along its length with 'spill out' and uses that will provide activity during the day and in the evening.
3. A new cycle & pedestrian bridge to land on the waterfront at the bottom of the newly enhanced Cross Street providing a direct link to the High Street.
4. Improved pedestrian link to reconnect the newly extended Museum and its environs to the rest of the Strand and waterfront. Could form part of public realm works for the Bridge Street Chambers regeneration.
5. Regeneration of the Bridge Chambers as a key focal point of waterfront activity and to maximise the potential of this heritage asset.

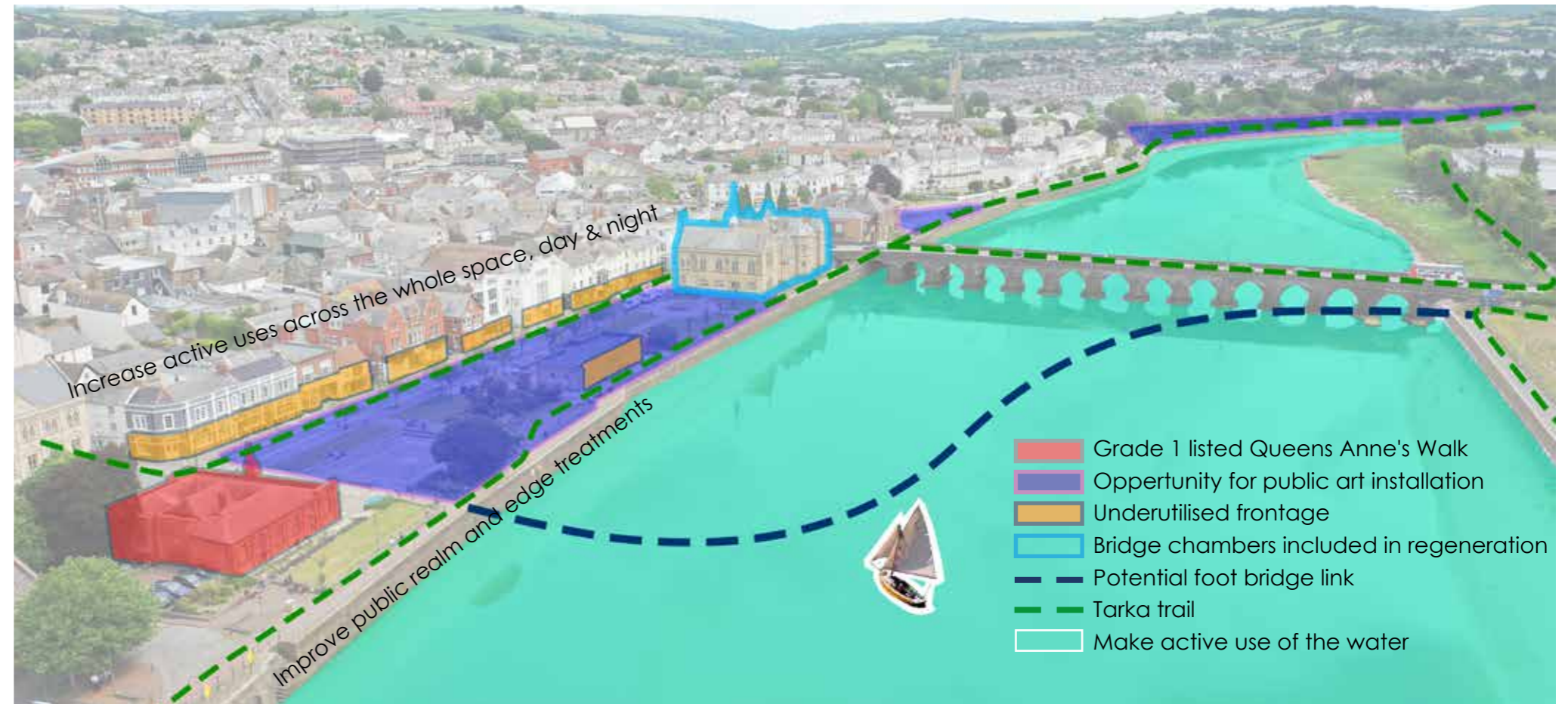


Image 31: Illustration of how the strand could become an active waterfront



Image 32: Examples of thriving waterfronts



Figure 47: Key principles plan

5.7 Bus Station

'Creating a sense of arrival – redeveloping the bus station site to provide a bus and transport interchange fit for the 21st century along with landmark development at this key arrival point'

1. Redevelopment of the bus station to provide a new bus station & transport interchange fit for the 21st century.
2. The bus station is not only the arrival point for many using public transport it is also located at a key arrival point for the town's road network. Transform these road junctions to create a single pedestrian and cycle friendly piece of public realm as part of the humanisation of Alexandra Road.
3. Creation of a focal building as part of the enhanced gateway to the town. This could form part of the new station/interchange development.
4. Enhanced pedestrian/cycle connection to the bus station/interchange.
5. Silver Street: Improve, enhance and establish this route as an important pedestrian connection to the High Street.
6. Potential future development site to regenerate this part of the town centre and provide 'gateway' development at the arrival point of the new Bus Station/interchange.



Image 33: Example of successful bus station (eg Bath Spar)



Image 34: Example of successful bus stations

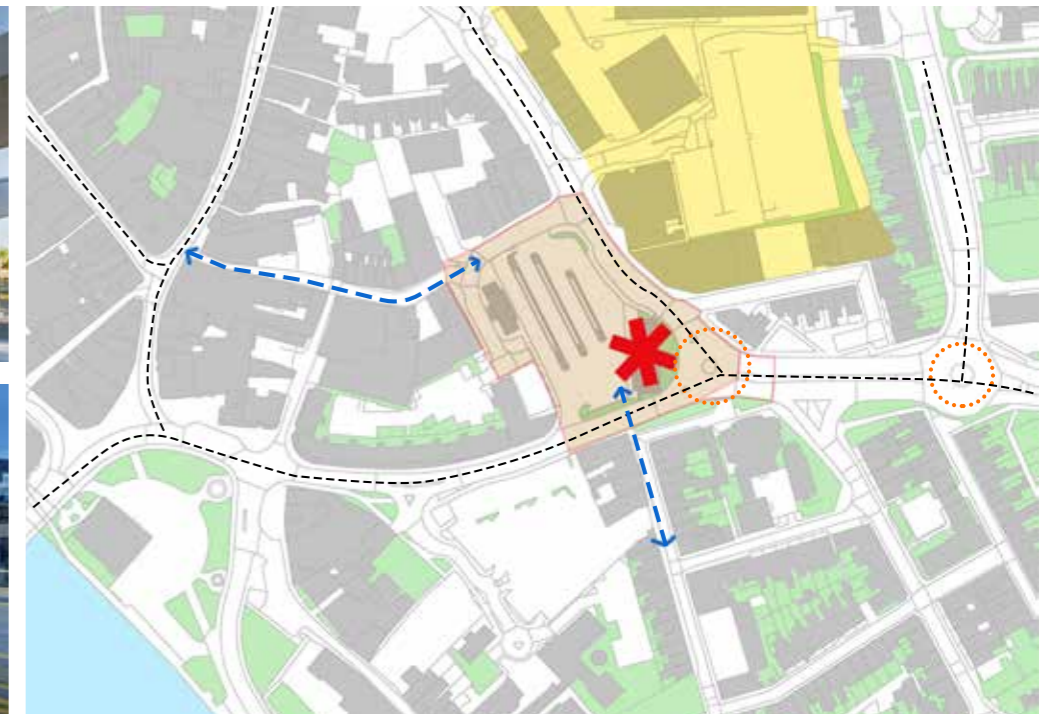


Figure 48: Key principles plan

5.8 Station Gateway

'Arriving at Barnstaple – creating a positive first impression by transforming the setting of the train station, putting people first and providing a clear and attractive route to the town centre.'

1. Protecting the charm and character of the existing station building at the heart of a series of necessary improvements to provide a station fit for the 21st century.
2. Transforming the setting and environs of the station to improve the sense of arrival and first impressions with a new public space that puts pedestrians and cyclists first.
3. Ensure a clear and attractive pedestrian & cycle route to the town centre, improving the public realm along Sticklepath Terrace and responding better to the conservation area.
4. Transform these road junctions to create a single pedestrian and cycle friendly piece of public realm as part of the creation of a clear and attractive route to the town centre - putting people first.
5. Potential future development site to provide a better 'gateway' development on arrival at the station and respond better to the conservation area. This area could become a focus for the relocation of Petroc College.



Image 35: Visualisation of train station regeneration



Image 36: Example of successful train station setting

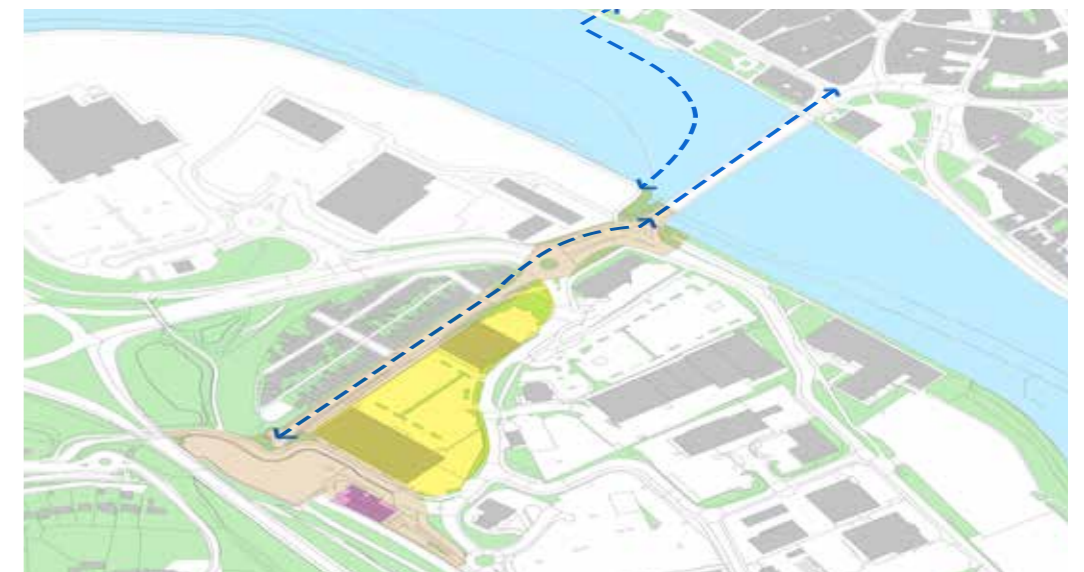


Figure 49: Key principles plan



20
ARTPRIZE
21

20
21

6.0 | Next steps

NOTICE
Hand
Washing
Station

WEL

6.0 Next steps

This section is to be developed in conjunction with the team at North Devon Council and other key stakeholders.

7.0 Appendices

Appendix 1 : Baseline report sources Appendix 1 : Baseline report sources

Author	Title	Date
Barnstaple Coastal Community Team	Economic Plan	2016
CACI	Barnstaple Market Summary	2011
CACI	Barnstaple Retail Study	2014
CACI	District-wide Data	2017
David Wilson Partnership	Green Infrastructure Strategy for North Devon and Torridge District Councils 2013-2031	2013
Devon County Council	Barnstaple Transport Strategy (presentation)	2014
Devon County Council and North Devon Council	Taw Footbridge and Cycle Bridge: Options Appraisal	2017
Digital High Street Advisory Board	Digital High Street 2020 Report	2015
GL Hearn	Northern Devon Employment Land Review	2013
GL Hearn	Northern Devon Housing & Employment Study	2014
GL Hearn	Housing and Economic Need Assessment (North Devon & Torridge)	2016
Heart of the South West LEP	Strategic Economic Plan 2014-2030	2014
Hydrock	Anchorwood Bank Phase 2: Transport Assessment	2015
Hydrock	Barnstaple Car Parking: Report and Recommendations	2017
JBA Consulting	Barnstaple Flood Defence Improvements Study	2015
JBA	Barnstaple Flood Defence Phase 2	2016
JLL	Seven Brethren Masterplan & Report	2016
LDA Design	Pilton Park Masterplan	2017
LTR Design		
North Devon +	Supporting the Creative Industries in North Devon	2017
North Devon Coast AONB	State of the AONB Report 2014-2018	2018
North Devon Council	Barnstaple Town Centre Conservation Area Character Appraisal	2010
North Devon Council	Barnstaple Town Centre Conservation Area Management Plan	2010
North Devon Council	Barnstaple Town Study Report	2011
North Devon Council	North Devon Economic Strategy 2014-2020	2014
North Devon Council	North Devon Authority Monitoring Report	2018
North Devon Council & Torridge District Council	North Devon & Torridge: Infrastructure Delivery Plan	2014
North Devon Council & Torridge District Council	North Devon & Torridge Local Plan 2011-2031	2018
North Devon Council & Torridge District Council	Northern Devon Tourism Strategy 2018-2022	2018
North Devon Council & Torridge District Council	Digital Northern Devon Strategy	2018
NTR Planning	Roundswell Retail Park: Planning and Retail	2013

	Statement	
Peter Brett Associates	North Devon & Torridge: Retail and Leisure Study	2012
RGP Architects		
Royal Haskoning	Barnstaple Area Level 2 Strategic Flood Risk Assessment Technical Element	2010
SERI	Sectors Research (Report to DCC)	2013
South West Rural Productivity Commission	Evidence Report	2017
South West Research Company	Barnstaple Tourism Summary	2012
Spirul	Barnstaple Town Centre Perception Study	2017
SQW	Assembling the evidence base for the Devon Local Economic Assessment	2011
SQW	An Analysis of Devon's Productivity Performance	2015
SQW	Devon: Local Economic Assessment and Strategy for Growth Discussion Paper	2018
SUSTRANS	Barnstaple: Public Engagement on Walking and Cycling Improvements	2016

Appendix 2 : Planning Applications

Application 66408 : Gliddon & Squire Building (Tuly Street) : 2019. Conversion of the ground floor into a Hubbox restaurant. Status : Planning Approved

Application 44971 : Gliddon & Squire, Barum Point, Rolle Quay : 2007. Development of a former industrial site into 50 flats and 21 houses : Status : currently "under consideration".

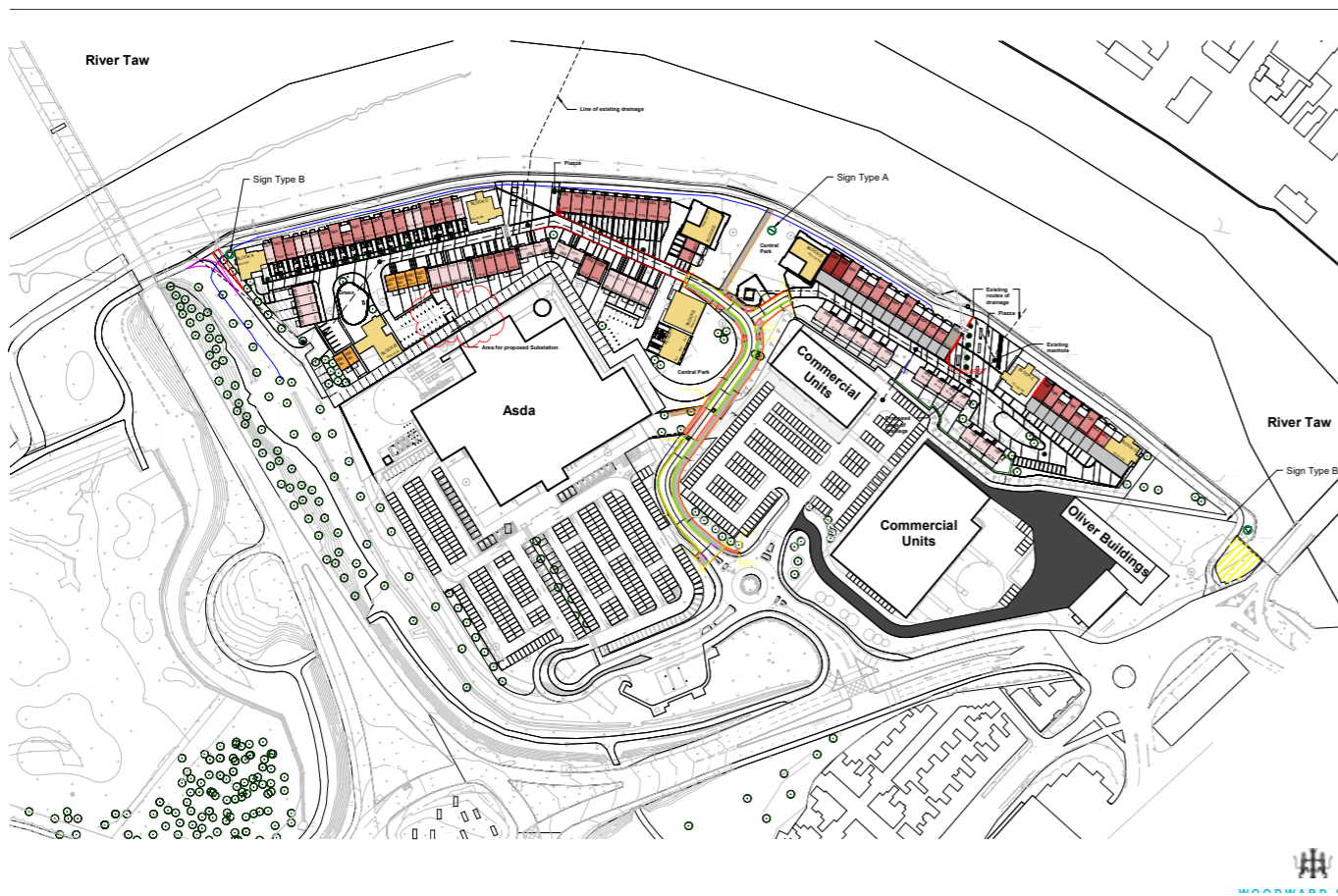


Application 66924 : Derby Lace Works, Vicarage Street : Demolition and conversion of former industrial units into apartments and houses. Status : demolition granted 2019 .

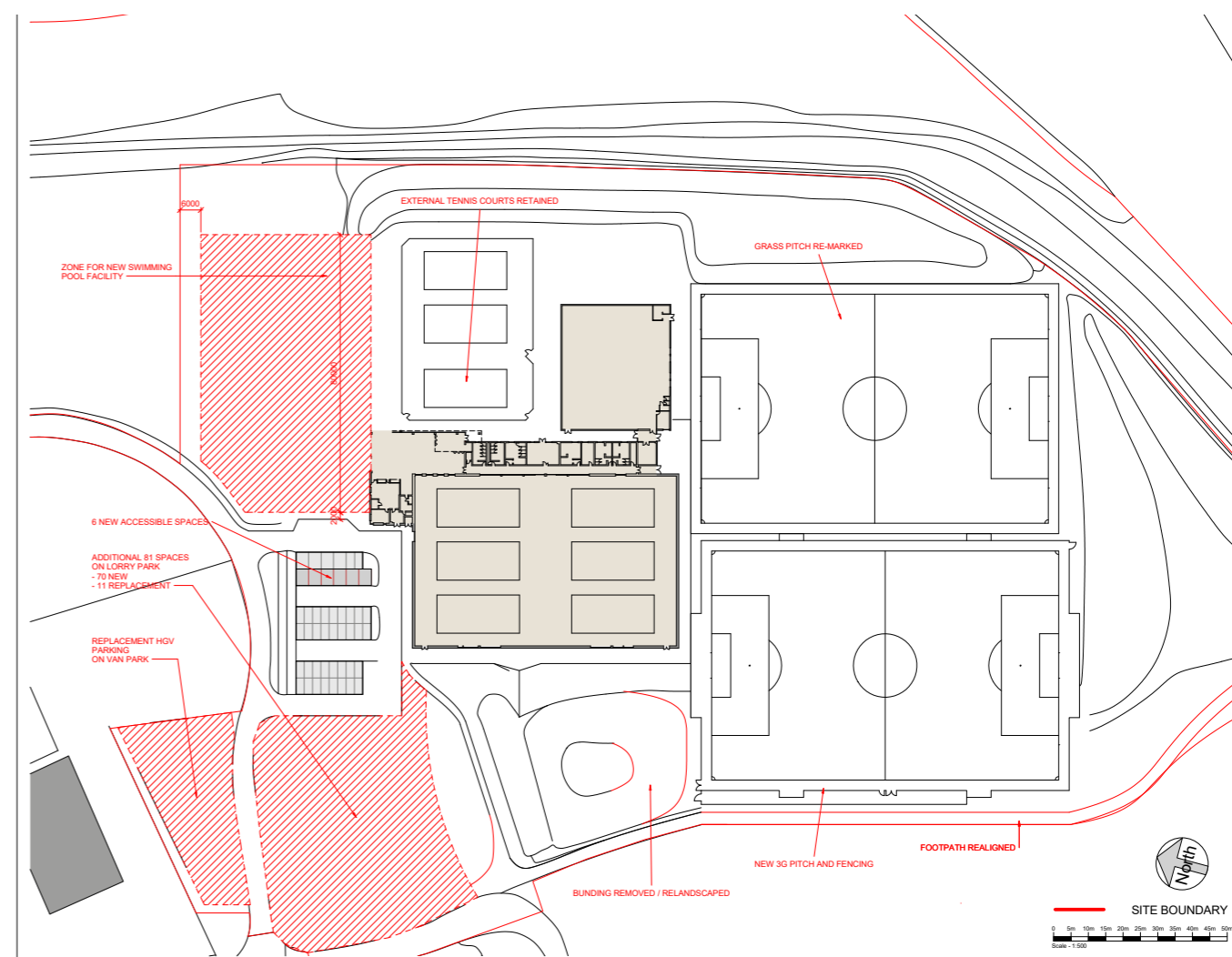
Application 66122 Oliver Buildings : Conversion of building into 50no residential units, commercial uses and the erection of 4 no new buildings along with public realm enhancements. Status : pending decision 2019



Application 64925 : Anchorwood Housing : Former Leaderflush, Shapland and Norris Metals site. Status : Approved 2019



Application 63351 : Relocated Leisure centre, Seven Brethren bank. Outline Planning for relocation of the swimming pool. Status : Approved 2017



Other schemes include the recent public consultation for the re-development of the Seven Brethren bank for 220 properties (combination of housing/ apartments).



