

# LAND AT COLIN CAMPBELL COURT WESTERN APPROACH PLYMOUTH DEVON

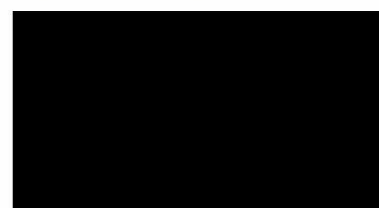
Desk-Based Assessment and Impact Assessment



South West Archaeology Ltd. report no. 211027



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# Land at Colin Campbell Court, Plymouth, Devon

## Results of a Desk-Based Assessment and Impact Assessment

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By N. Boyd and S. Walls

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Work undertaken by SWARCH for University Hospitals Plymouth NHS Trust

### SUMMARY

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This report presents the results of a desk-based appraisal carried out by South West Archaeology Ltd. for Land at Colin Campbell Court, Plymouth, Devon, as part of the planning submission for a proposed commercial development.

The proposed site comprises an irregular pentagon of land on the Western Approach, which incorporates shops and car park. The site is on a gentle south-western slope and is of a 20<sup>th</sup> century urban character.

The site is located on the edge of the historic town of Plymouth, in what until c1820-1860 appears to have been marshland, used mainly for agricultural purposes and market gardens until at least 1845. The site then is occupied by aspirational mid-19<sup>th</sup> century houses and terraces, mostly with relatively large gardens, although by the later 19<sup>th</sup> century many of these buildings were replaced by a school, and most of the gardens infilled with additional buildings. This became part of the most densely populated part of Plymouth City centre before the destruction wrought on the city during bombing in the Second World War. The area, including the site, was cleared in order to follow the redesigned city plan of 1952, with Campbell Court Car Park and the buildings fronting Western Approach built in the early 1960s. It is unlikely that any remains of the pre-1950 buildings survived the bombing or the clearance works, and the probability of finding any pre-19<sup>th</sup> century archaeology in this location is thought to be low.

The footprint of the site maintains the shape of the buildings for this area of the city centre on the 1952 plan, and, if the shape could be maintained, then the post-war narrative of the city centre and its design would be retained. A modern building would also be in keeping with the aim of the mid-20<sup>th</sup> century designers to present Plymouth as a 'city of the future'. The site has been identified for development in the Plymouth and South West Devon Local Plan 2014-34, so redevelopment is also consistent with the plans for the future of Plymouth.

The proposed development may have a temporary negative impact on Colin Campbell House, due to the noise, dust, etc. of construction. This would be a temporary effect and, overall, the effect on the asset is likely to be a positive one, improving the setting and potentially drawing more interest in the building through increased footfall, as the building does appear to hold a surprising amount of community value combined with historic value as one of the few remaining pre-1945 buildings surviving in Plymouth City Centre.

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## ACKNOWLEDGEMENTS

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## PROJECT CREDITS

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## 1.0 INTRODUCTION

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LOCATION: LAND AT COLIN CAMPBELL COURT  
 DISTRICT: PLYMOUTH  
 COUNTY: DEVON  
 CENTROID NGR: SX 47369 54500  
 SWARCH REF: PCCC21  
 OASIS NO: SOUTHWES1-433441

### 1.1 PROJECT BACKGROUND

This report presents the results of a desk-based assessment and walkover survey carried out by South West Archaeology Ltd. (SWARCH) for Land at Colin Campbell Court, Plymouth, Devon (Figure 1). The work was carried out on behalf of University Hospitals Plymouth NHS Trust (the Client) in order to establish the historical background of the site and assess the potential impact of a proposed commercial development. This revised report considers the proposed CDC building at the south-western corner of the red line boundary previously considered.

### 1.2 TOPOGRAPHY OF THE SITE

The proposed site comprises a rectangular footprint within an irregular pentagon of land on the Western Approach, which incorporates shops and car park. The site is on a gentle south-western slope and very 20<sup>th</sup> century urban in character. The soils of the area are classified as Urban (SSEW 1983) and the bedrock is the sedimentary mudstone and siltstone of the Torpoint Formation. The site lies at a height of between c.3 and c.7m AOD.

### 1.3 HISTORICAL BACKGROUND

The site sits in the centre of Plymouth, in the historic hundred of Roborough and the deanery of Plympton (Lysons 1822). Plymouth was historically known as Sutton, or south-town and was divided into Sutton Prior and Sutton Ralph. It was known occasionally as Plymouth, and the earliest record of this dates to 1383. A petition to Parliament of 1411 notes the town as ‘Sutton as otherwise called Plymouth’, and the act of 1439 declares that the town, tithing and part of the hamlet of Sutton Valletort should constitute the borough of Plymouth. By the mid-13<sup>th</sup> century, Plymouth had an established market and was described in 1411 as a great port for the harbour of vessels, but defenceless and having been frequently attacked and destroyed. In 1512 an act was passed for fortifying Plymouth.

During the Second World War, Plymouth was heavily bombed, with many landing in the vicinity of the proposed development site. Following the war, it was decided that the city centre should be redesigned and reconstructed. The site formed part of the design area. To this day, Plymouth City Centre is the most complete post-War planned city in Britain (The Box 2021).

### 1.4 METHODOLOGY

This archaeological assessment was undertaken in accordance with best practice. The heritage impact assessment follows the guidance outlined in: Conservation Principles: policies and guidance for the sustainable management of the historic environment (English Heritage 2008), The Setting of Heritage Assets (Historic England 2015), Seeing History in the View (English Heritage 2011), Managing Change in the Historic Environment: Setting (Historic Scotland 2010), and with reference to Guidelines for Landscape and Visual Impact Assessment 3rd Edition (Landscape Institute 2013). The impact assessment also follows the guidance outlined in the

Principles of Cultural Heritage Impact Assessment in the UK produced by ClfA, IHBC and IEMA in July 2021.

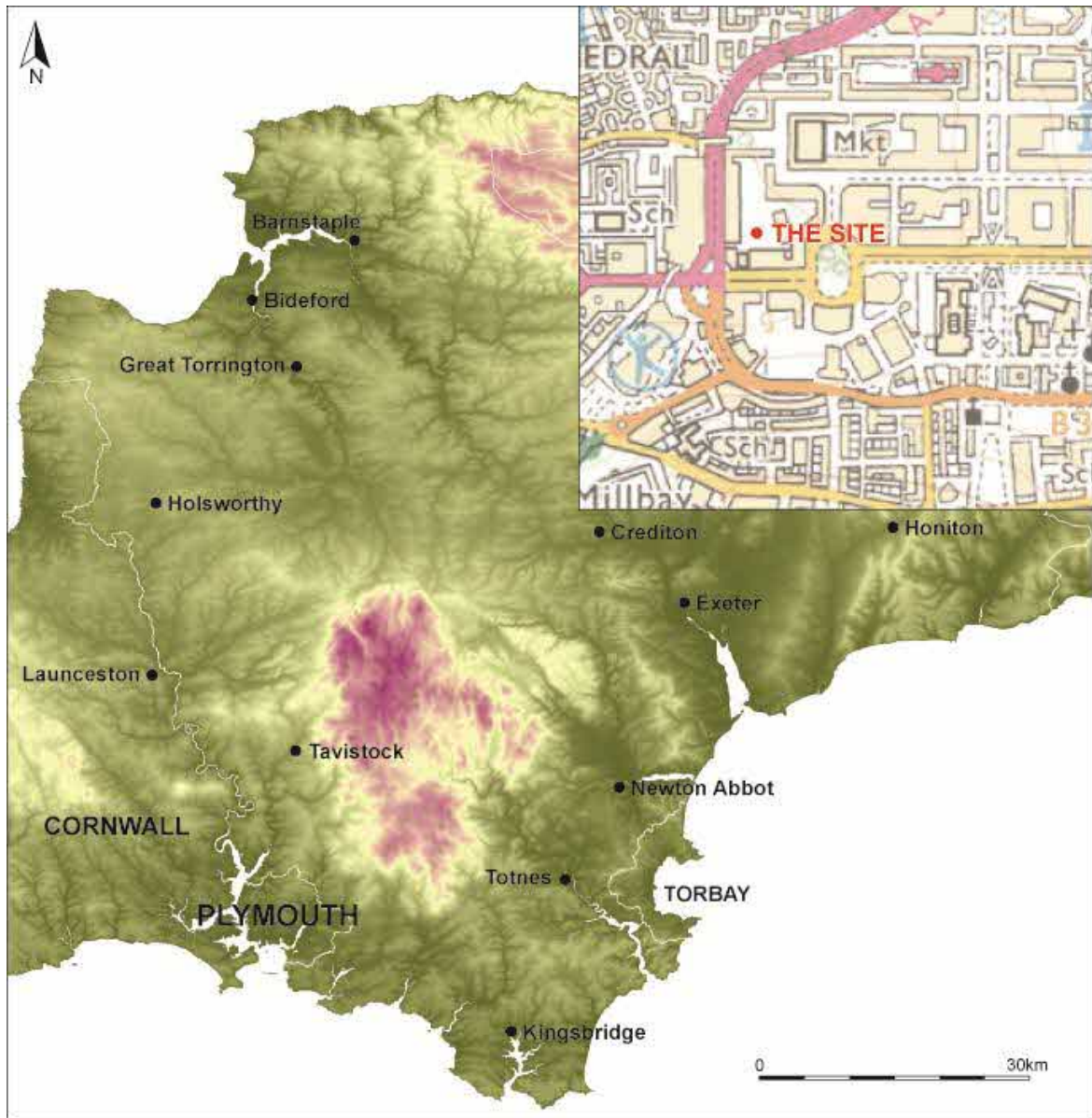


FIGURE 1: SITE LOCATION (THE PROPOSED SITE IS INDICATED).

## 2.0 LOCAL AND NATIONAL POLICY

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### 2.1 NATIONAL POLICY

General policy and guidance for the conservation of the historic environment are now contained within the National Planning Policy Framework (Department for Communities and Local Government 2021). The relevant guidance is reproduced below:

#### Paragraph 189

Heritage assets range from sites and buildings of local historic value to those of the highest significance, such as World Heritage Sites which are internationally recognised to be of Outstanding Universal Value. These assets are an irreplaceable resource, and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations.

#### Paragraph 194

In determining applications, local planning authorities should require the applicant to describe the significance of any heritage assets affected, including the contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should be consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which a development is proposed includes or has the potential to include heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.

#### Paragraph 195

Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this assessment into account when considering the impact of a proposal on a heritage asset, to avoid or minimise conflict between the heritage asset's conservation and any aspect of the proposal.

#### Paragraph 206

Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably.

A further key document is the Planning (Listed Buildings and Conservation Areas) Act 1990, in particular section 66(1), which provides statutory protection to the setting of Listed buildings:

In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

### 2.2 LOCAL POLICY

The site is specifically covered in the Plymouth and South West Devon Joint Local Plan (2014-2034), PLY7 – Colin Campbell Court. Policies SPT11 and DEV21 relate to the Historic Environment.

PLY7 – Colin Campbell Court states:

Land at Colin Campbell Court is allocated for high-quality residential led mixed use development which will transform the western approach to the City Centre and establish a new residential community. Provision is made for in the order of 300 new homes as part of this mix.

Development should provide for the following:

1. A positive first impression of the city from Western Approach.
2. A more intensive form of development with strong street frontages and a range of active ground floor uses, including retail.
3. Ground floor uses which create activity throughout the day and into the evening.
4. A more urban scale of development with an average building height of between 5 to 6 storeys with accented and landmark buildings on key corners.
5. Alignment of development blocks to the city grid pattern with a network of streets which provide improved connectivity between City Centre and the proposed Millbay Boulevard.
6. The retention and refurbishment of the Art Deco Colin Campbell House, where it is practicable and viable to do so.
7. High quality public realm throughout the site and maximising opportunities to create an accessible public space as a focal point for the community.
8. Improvements to the pedestrian / cycling crossing point across Western Approach.
9. Public parking to support the West End, provided in way which does not dominate the street scene.
10. Consideration of the potential to open up Frankfort Gate for vehicular access.
11. Opportunity to better connect the west end of the City Centre with Millbay as part of a scheme to improve the junction of Union Street and Western Approach.

Policy SPT11: Strategic approach to the historic environment states:

The LPAs will pursue a proactive and solution-orientated approach for the conservation and, where appropriate, enhancement of the historic environment, ensuring that it is promoted as a key element of local character and distinctiveness, forms a strategic context for regeneration and development, and

is conserved or enhanced as part of the area's cultural offer, including in relation to:

Scheduled monuments (or an archaeological site of national importance), listed buildings, registered parks and gardens, conservation areas, the World Heritage Site and archaeological remains (including protected wreck sites marine archaeology).

Non-designated heritage assets, including areas of archaeological interest, unregistered parks and gardens and landscapes positively identified as having significance in terms of the historic environment.

In particular they will support proposals for heritage-led regeneration and working with developers and investors to encourage them to see historic and culturally led regeneration as the first choice method to achieve a quality legacy. In this respect, development should make a positive contribution to local character and the enhancement of local distinctiveness.

Policy DEV21: Development affecting the historic environment states:

Development proposals will need to sustain the local character and distinctiveness of the area by conserving and where appropriate enhancing its historic environment, both designated and non-



designated heritage assets and their settings, according to their national and local significance. The following provisions will apply:

1. The significance, character, setting and local distinctiveness of heritage assets should be considered within an appropriate assessment to determine impact.
2. Great weight will be given to the conservation of the Plan Area's designated heritage assets. Where development proposals will lead to any harm to the significance of a designated heritage asset, they must be fully justified against:
  - i. the public benefits of the development, and whether there are substantial public benefits in cases where there would be substantial harm
  - ii. whether it has been demonstrated that all reasonable efforts have been made to sustain the existing use, find new uses or mitigate the extent of harm to the assets significance and if the work is the minimum required to secure its long term use.
3. Development that harms the significance of locally important non-designated heritage assets, or their contribution to the character of a place will only be permitted where it can be justified on the basis of a balanced judgement, having regard to the scale of any harm or loss and the significance of the heritage asset.
4. Where harm to designated and non- designated heritage assets can be justified applicants will be required to undertake excavation or recording as appropriate, followed by analysis and publication to professionally acceptable standards.
5. Development should help secure the long term sustainable future for the Plan Area's heritage assets, especially those identified as being of greater risk of loss and decay and that might have a community benefit where possible.
6. Development should respond positively and creatively to ensure those elements that contribute to the special character and appearance of conservation areas are conserved or enhanced using, where appropriate, Conservation Area Appraisals and Management Plans to inform future development.

### 3.0 DESK-BASED APPRAISAL AND CARTOGRAPHIC ANALYSIS

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#### 3.1 DOCUMENTARY HISTORY

There are few documentary records relating to the proposed development site with the exception of the cartographic sources detailed below. The apparent landowner of the site when the Tithe Map of Plymouth St. Andrews was produced in c.1845 was Adolphus Dyer, with the occupier recorded as Joseph Whiteford, with the field described as pasture at this time. The 1841 census for St Andrews lists a Joseph Whiteford, aged 70, of Independent means and living on nearby George Street. Joseph also leased the adjoining plot of land to the west, which was in different ownership, and was cultivated at this time as a nursery. Both plots are named as 'Part of Marsh'.

Plymouth became a city in 1928 from the merging of the three towns of Plymouth, Stonehouse and Devonport (Gould 2010). The three towns had been rivals, so housing, amenities, shops, etc., were spread across the entire city rather than being localised. Most of the buildings were modest, but an attempt to bind the towns into a city with some civic grandeur had been made with the design of Union Street, just to the south-west of the site, in 1920 although it wasn't constructed with the series of symmetrical spaces that had been intended.

Publications about the post-war planning and redevelopment of Plymouth have been produced by The Box (2021) and Historic England (Gould 2010). These include plans (included in mapping below). Professor Patrick Abercrombie was appointed to prepare the new plan for Plymouth in 1941, although the bombs continued to fall on the city until April of 1944. More than 1,000 civilians had been killed in the Blitz and a further 3,000 were injured. The city lay in ruins. In March 1944, A Plan for Plymouth by Abercrombie and Paton Watson had been published which included a study of and plans for the city centre, suburbs and surrounding countryside.

#### 3.2 CARTOGRAPHIC SOURCES

There are a number of early maps of Plymouth, but none of these show the site in any detail; in fact it is difficult to locate the site on them. It is not until the 19<sup>th</sup> century that it becomes easier to locate the Site, following the construction of the New Road (Union Street), with the site located in an area marked as marsh (Figure 2).

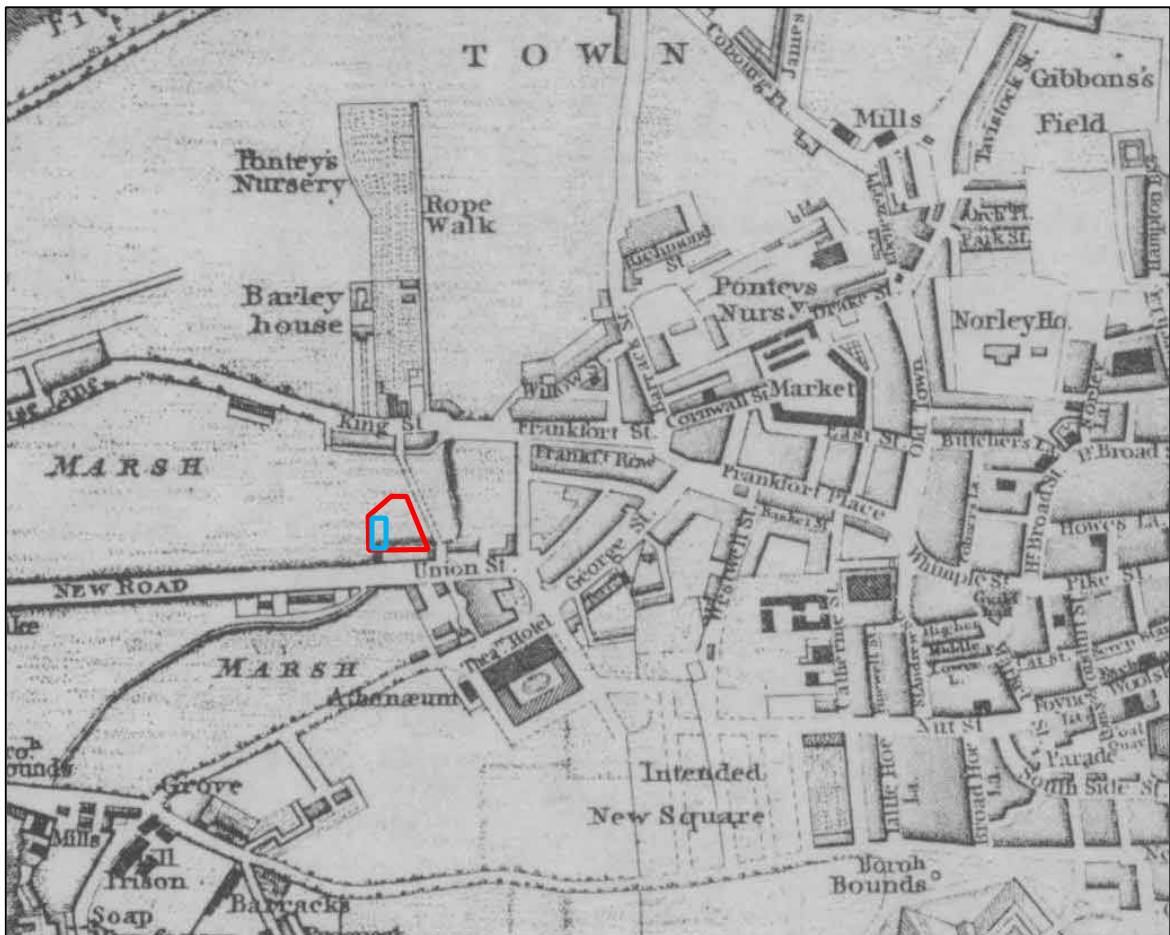


FIGURE 2: JOHN COOKE MAP OF 1820 (DHC). COLIN CAMPBELL COURT INDICATED IN RED, THE PROPOSED SITE IN BLUE.

The earliest detailed map included in this study is therefore the Plymouth St. Andrews Tith Map of c.1845 (Figure 3). The map shows many still recognisable streets, with Union Street to the south, King Street to the north and Flora Street to the west.

The site occupies part of Plot 65 and overlies other un-numbered plots which are presumed to have had houses and gardens extant by this date. Given that the streets in this area were rearranged in the mid-20<sup>th</sup> century, it is difficult to be absolutely certain about the precise boundaries to the site, but a public road (later named as Devonshire Place) bisected the site from east to west at this time. It therefore appears that in 1845 about half of the larger site was occupied by buildings (including the footprint of the proposed CDC building), whilst the northern part remained open agricultural land, very little of which still survived by this date within the parish, as the growth between the historic towns of Devonport and Plymouth meant that they were physically (if not yet politically) conjoined.

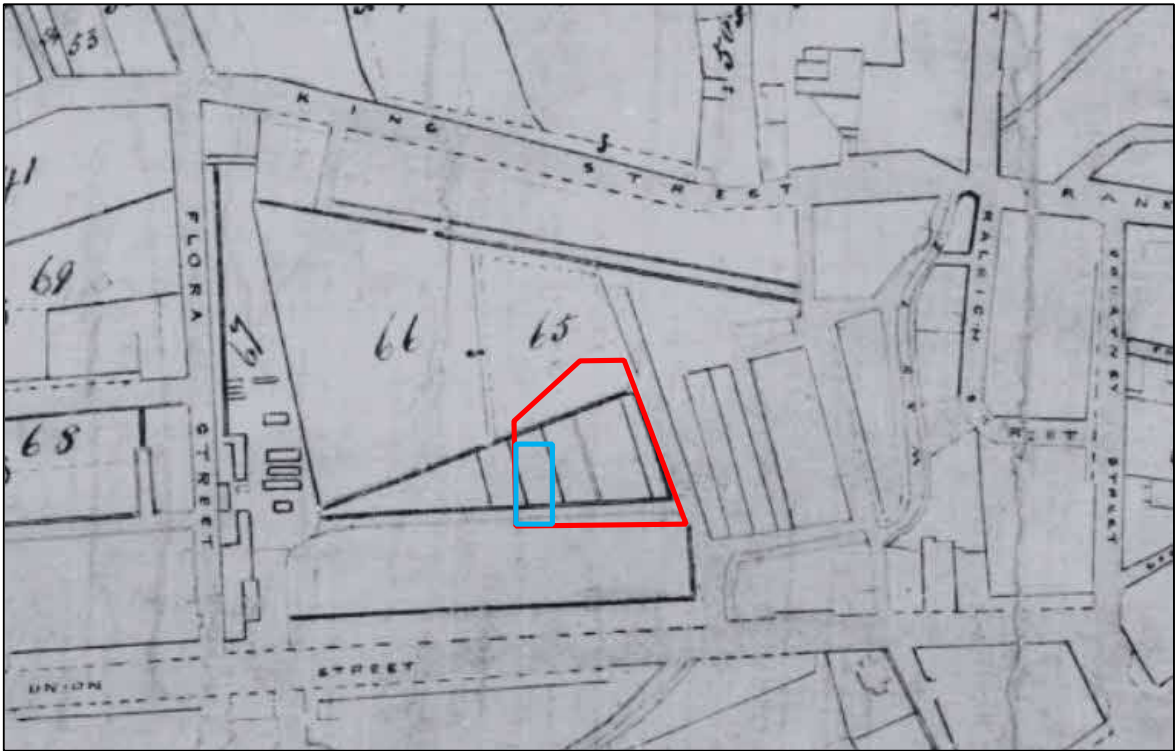


FIGURE 3: EXCERPT FROM C.1845 PLYMOUTH ST. ANDREWS TITHE MAP. THE APPROXIMATE SITE LOCATION IS INDICATED.

The First Edition Ordnance Survey Map of 1863 (Figure 4) shows the complete development of these remaining agricultural plots with new street and residential developments, with Sunderland Street (possibly an error as it becomes/was known as Summerland Street), built to the north of the site. The slight change of angle in Summerland Street, is presumed to reflect the location of the boundary visible on the tithe between Plots 65 and 66, and it is likely that the houses to each side of this boundary may have been built at slightly different dates, and or by different builders. The road to the east of the site is named as Summerland Place on the 1<sup>st</sup> edition map, with the houses which are within the larger site marked as Summerland Terrace. The southern part of the site at this time formed part of gardens to houses named as Devonshire Terrace, which fronted onto Union Street. To the west of the site the railway lines had all been constructed. Several of the houses appear to have been built as large detached houses, with features such as greenhouses and other service buildings suggestive that many of these homes had been built for relatively genteel owners. The proposed CDC building would appear to cover part of the gardens to the rear (north) of Devonshire Terrace and also contain parts of two structures to the north of the lane that runs along the north of these gardens – there is no street name indicated on the First Edition, although this lane is called Devonshire Lane on the Second Edition mapping.

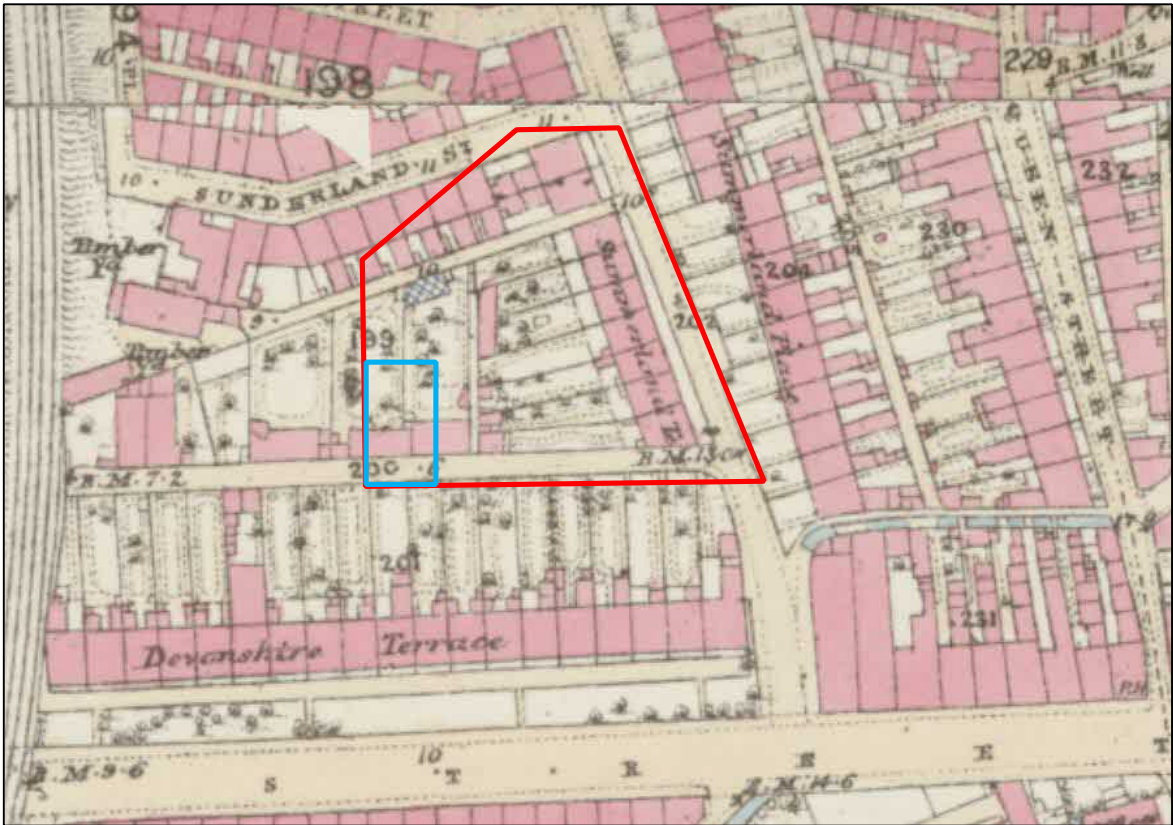


FIGURE 4: EXTRACT OF THE c.1863 FIRST EDITION 25INCH ORDNANCE SURVEY MAP. THE APPROXIMATE SITE LOCATION IS INDICATED (NLS).

The Ordnance Survey Second Edition Map of 1895 shows that many of the formerly open spaces or gardens shown in the First Edition OS Map as having been infilled with further buildings (Figure 5). A tramway is now depicted running along Union Street. This map does not label the chapels or schools, so the function of the buildings is not clear, although a large building (Union Street School) had replaced the northern end of Summerland Terrace, with the former large gardens of Houses along Devonshire Lane, presumably turned into a playground. Union Street School is known to have been opened in 1883 by the then Mayor (Mr John Shelly). However, in general based on the mapping of the area in 1895 it no longer appears as aspirational as that evident in 1863. The footprint of the proposed CDC building contains a small building and part of a larger, irregular quadrilateral shaped building, with a central courtyard. A gap has been created within the footprint along Devonshire Lane, presumably to access the school and its outdoor space from this side.

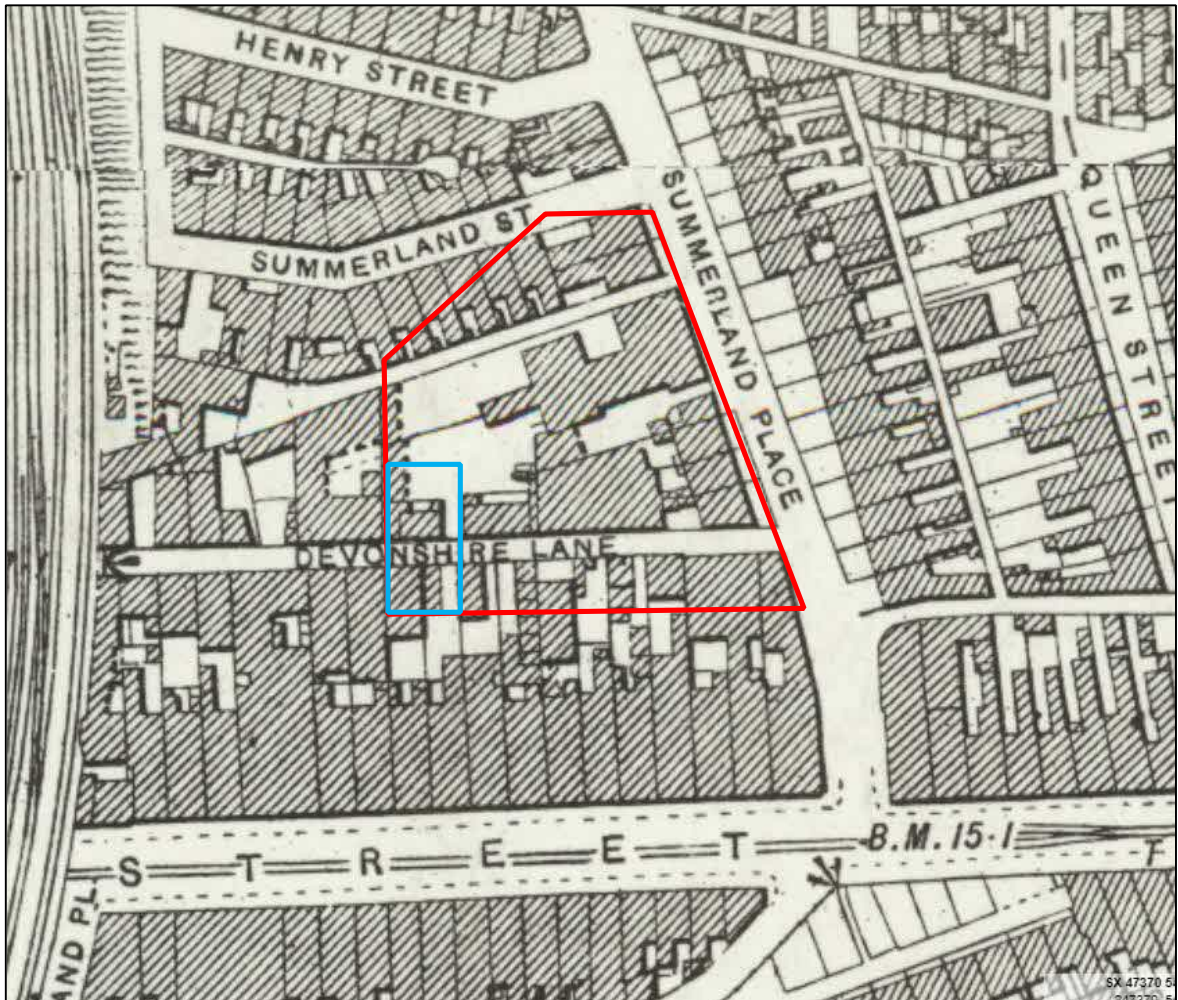


FIGURE 5: EXTRACT FROM THE SECOND EDITION 25 INCH OS MAP 1895; THE APPROXIMATE SITE IS INDICATED (NLS).

The map produced by Plymouth City Council recording the location of the bombs that fell on the city during the Second World War (Figure 6) shows that the area surrounding the site was heavily bombed.

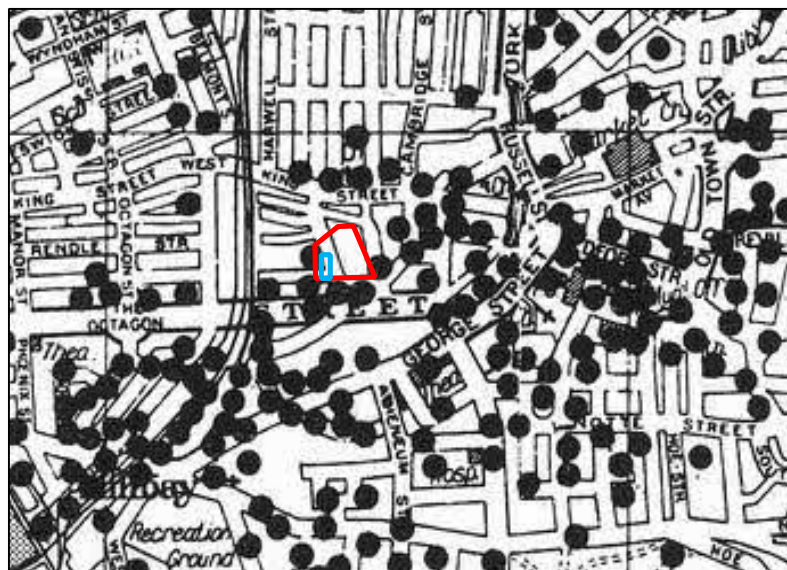


FIGURE 6: EXTRACT FROM A MAP SHOWING THE LOCATION OF THE WW2 BOMBS; THE APPROXIMATE SITE IS INDICATED (PCC).

LAND AT COLIN CAMPBELL COURT, PLYMOUTH, DEVON



FIGURE 7: THE 1943 CITY CENTRE PLAN BY ABERCROMBIE AND PATON WATSON (DRO).



FIGURE 8: REVISED LAYOUT FOR THE CENTRE OF PLYMOUTH BY RIGBY CHILDS AND BOYNE 1952. THE SITE IS INDICATED; GOULD 2010.

Abercrombie and Paton Watson presented their plan for Plymouth in 1944 but were worried that the construction of their plan would lack the consistency they desired. A revised layout from 1952 (Figure 8) was used and the layout can still be identified in the city today. The site and its buildings and open car parking space can be clearly identified on this 1952 plan, along with the reworked road layout.

The layout of Campbell Court and its car park, appears to have been one of the later elements of Plymouth's rebuilding, c.1960, with several historic maps depicting the site as largely blank, with a single surviving building to the north-east of the site (see Figure 9), although the outline (ruin) of the school is also shown on some immediate post-war maps, just south of this building. Devonshire Lane remained in place at this time bisecting the site; this would later become one of the accesses into the Campbell Court Car Park. The final substantive change was the replacement of the railways to the west of the site in c.1971 with Western Approach (Figure 10).

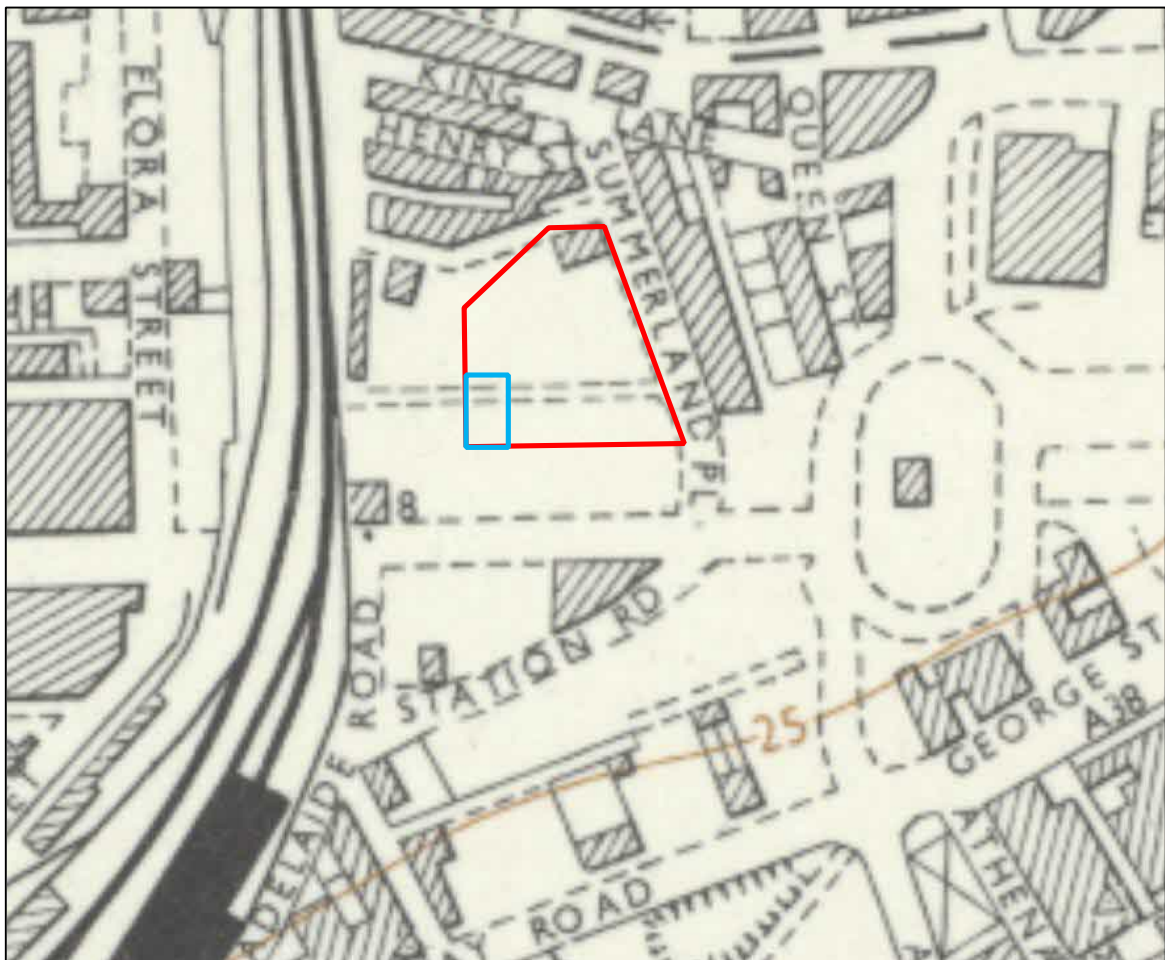


FIGURE 9: EXTRACT FROM ORDNANCE SURVEY MAP OF 1949-70.

### 3.3 ARCHAEOLOGICAL BACKGROUND

The proposal site and surrounding area has been subject to significant change since the Second World War. While it falls outside of the central Conservation Area, the site forms part of the Post War designed city centre.

Due to the urban nature of the site and the large number of documented heritage assets in this area, a 250m radius around the site has been considered in detail although reference is made to archaeological features and assets within the wider landscape of the site. There is one Grade I Listed Building and four Grade II Listed Buildings within 250m of the site. The undesignated South Devon Railway is also recorded on the HER. There are 3 Conservation Areas within 250m of the



site, although these do not feature on the Heritage Asset list. There are no Scheduled Monuments within the study area. There are no Registered Parks and Gardens or Registered Battlefields within 250m of the site.

#### 3.3.1 PREHISTORIC 4000BC - AD43

There is no evidence for Prehistoric activity in the vicinity of the site, likely due to the multiple redevelopments of the city and the additional destruction of the World War Two bombings.

#### 3.3.2 ROMANO-BRITISH AD43 – AD409

There is no documented evidence for Romano-British activity in the vicinity of the site.

#### 3.3.3 MEDIEVAL AD410 – AD1540

There is no evidence on the HER for Medieval activity in the area around the proposed site.

#### 3.3.4 POST-MEDIEVAL AD1540 -1899

Four of the six assets recorded on the HER within 250m of the site date to the Post-Medieval period, or, more specifically, to the 19<sup>th</sup> century. These are the Bank Public House, the Clock Tower, the New Continental Hotel and the South Devon Railway, showing the diversity of construction projects taking place in Plymouth during this period.

#### 3.3.5 MODERN 1900-PRESENT AND UNKNOWN

The site forms part of the Modern, Post-War designed city centre. The HER notes the 1959-60 Pannier Market and the 1979-82 Theatre Royal.

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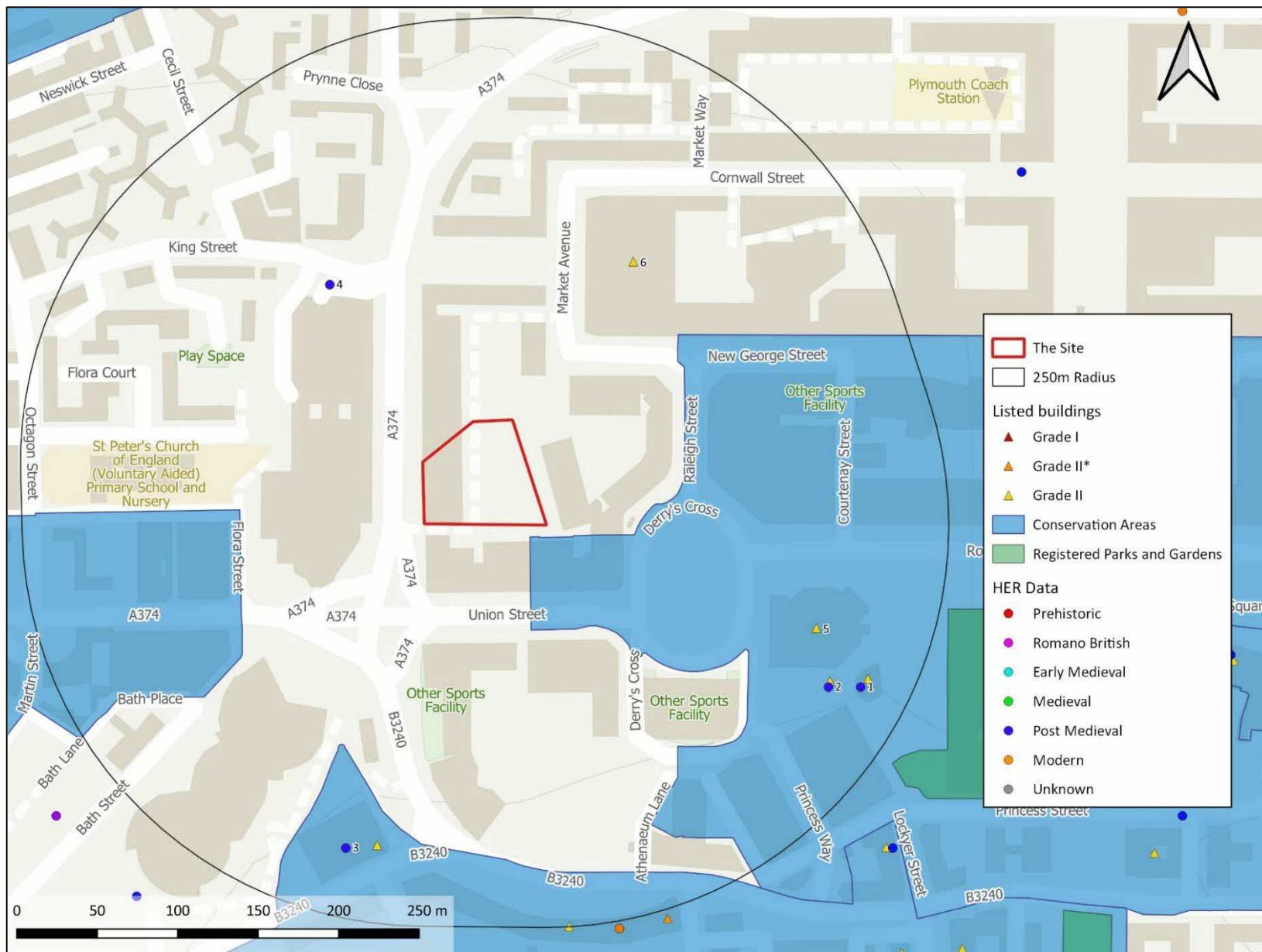


FIGURE 10: HERITAGE ASSETS WITHIN 250M OF THE PROPOSAL AREA RECORDED IN THE PLYMOUTH HER CONTAINS ORDNANCE SURVEY DATA © CROWN COPYRIGHT AND DATABASE RIGHT 2023

TABLE 1: TABLE OF NEARBY HERITAGE ASSETS (SOURCE: PLYMOUTH HER).

No	SMR No/List No	Description	GRADE
1	SX45SE/307 1130057	The Bank Public House Old Lloyds Bank Building (offices of city engineers and entertainments department), derry's cross. Built in 1889. Rusticated ashlar. On corner site with segmental bowed front of 2 main storeys and attic, ground floor 3 large round headed windows	II
2	SX45SE/306 1130056	Clock tower, derry's cross. Built in 1862. Square slightly tapered tower of white ashlar with pink granite bands. The upper stage has clock face on all 4 sides with thin corner pilasters and deeply carved foliage in cornice, above pyramidal roof	I
3	SX45SE/336 1386246	New continental hotel and attached forecourt walls and railings Continental Hotel, Millbay Road. South-west wing facing Millbay road. Early/mid c19, large stuccoed building, 3 storeys, 10 windows. Horizontal rustication to ground floor with moulded cornice. Sill course to 2nd floor windows. Modillion cornice,	II
4	SX45SE/264	The South Devon Railway. Opened to Millbay on 2/4/1849. The line was later extended to serve the great western docks. (Thomas).	
5	1457337	Theatre Royal Plymouth	II
6	1350321	Pannier Market	II

### 3.4 AERIAL PHOTOGRAPHY

Historic Aerial photographs show the area in the late 20<sup>th</sup> century and into the 21<sup>st</sup> century, following the rebuild of the city centre.



FIGURE 11: AERIAL PHOTOGRAPH OF WESTERN APPROACH BEFORE 1971, SHOWING THE RAILWAY. THE SITE IS JUST OUT OF SHOT TO THE RIGHT; PHOTO BY REG SMITH.

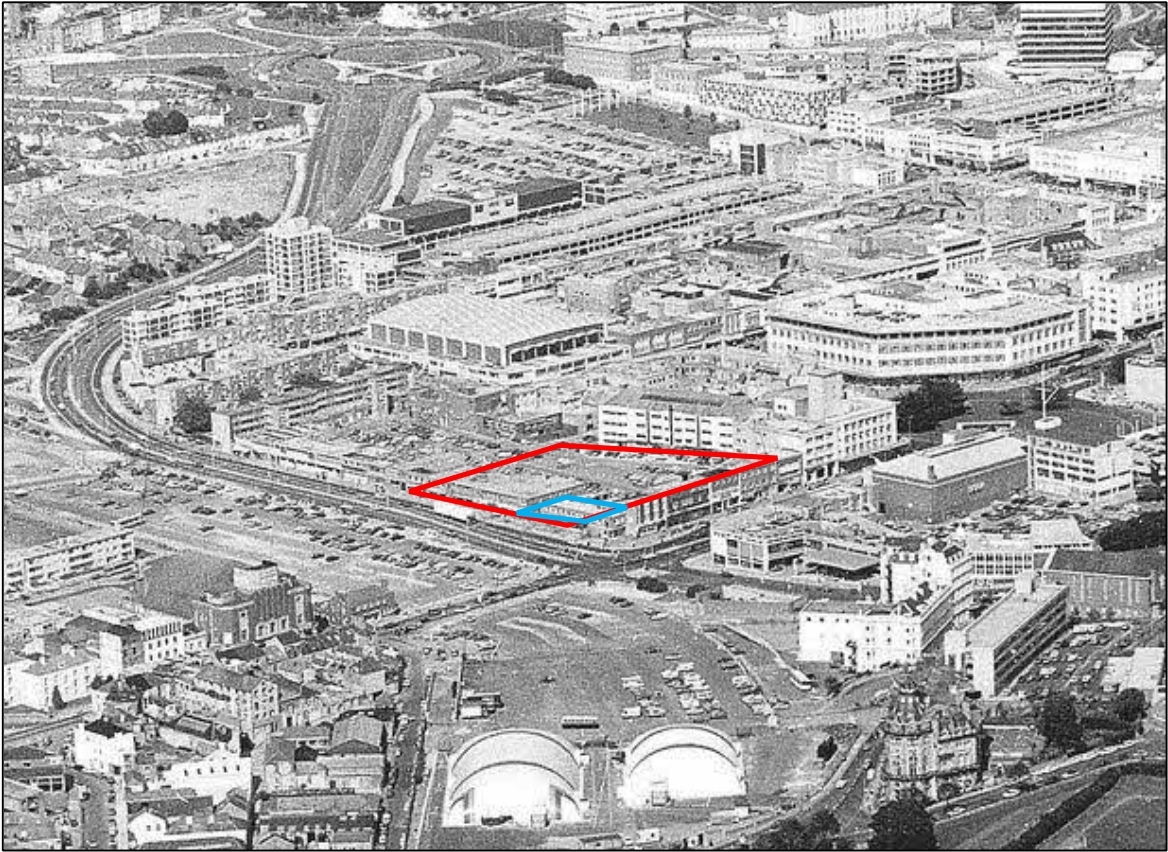


FIGURE 12: AERIAL PHOTO OF THE SITE C.1981. THE SITE IS INDICATED; PLYMOUTH.LIVE.CO.UK



FIGURE 13: AERIAL PHOTO INCLUDING THE SITE, FROM 2005. THE SITE IS INDICATED; PLYMOUTH.LIVE.CO.UK.

### 3.5 PLYMOUTH CAAMP

The CAAMP (Conservation Area Appraisal and Management Plan, adopted 2022) states that the ‘visual and spatial qualities of Plymouth rest primarily on the plan and on the original vision for a

modern city centre'. Plymouth remains the most complete example of a post-war planned city centre. The CAAMP also highlights a series of significant views from various points within the Conservation Area (which ends at Derry Cross, just to the south-east of the larger site plan). The important views from Derry Cross appear to be back into and across the Conservation Area, away from the proposed site. The proposals will, however, be screened by existing buildings and will therefore not be visible from Derry Cross.

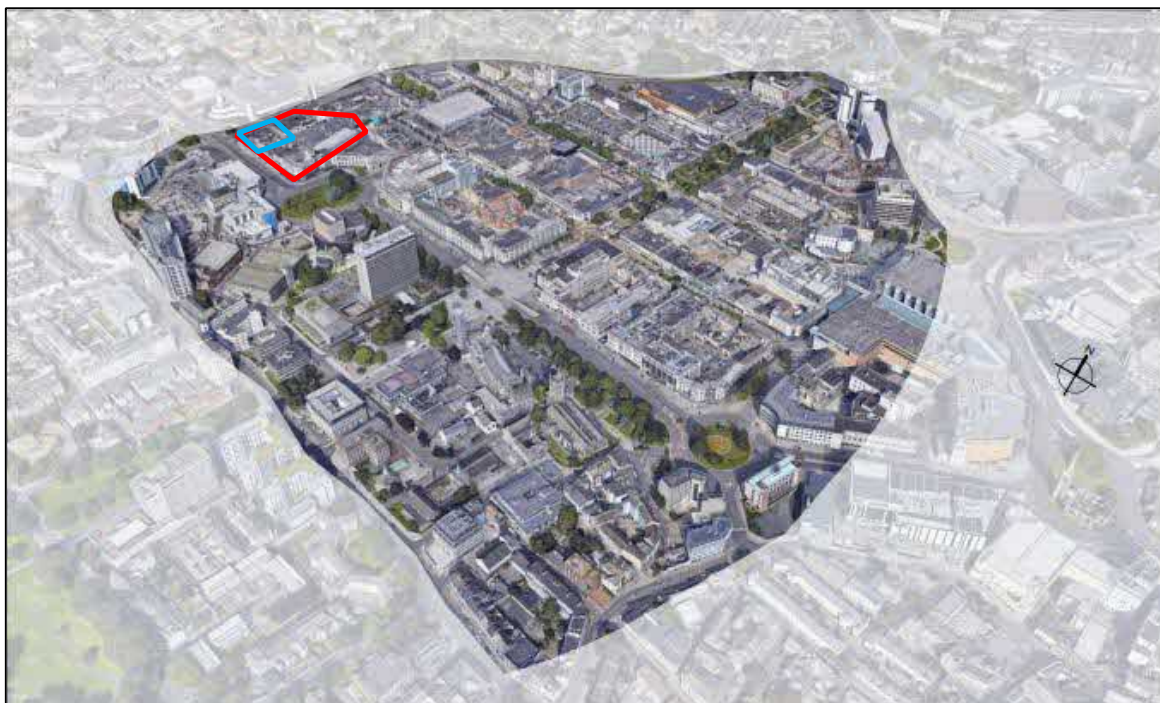


FIGURE 14: PLAN OF THE SPECIAL INTEREST AREA OF PLYMOUTH CITY CENTRE; FROM THE CAAMP. THE APPROXIMATE SITE LOCATION IS INDICATED.

Despite lying just outside of the Conservation Area, the proposals for the site do fall into Theme 3: Activity and Vibrancy of the Issues and Opportunities section of the CAAMP. In particular 'bringing new uses into the Conservation Area', 'increasing activity throughout the day to the city centre', 'establishing a mix of uses within the area, rather than segregated zones' and 'finding new uses for vacant and underused buildings'.

### 3.6 STRUCTURE OF THE ASSESSMENT

For the purposes of this assessment, the indirect effect of a development is taken to be its effect on the wider historic environment. The principal focus of such an assessment falls upon identified designated heritage assets like Listed buildings or Scheduled Monuments. Depending on the nature of the heritage asset concerned, and the size, character and design of a development, its effect – and principally its visual effect – can impact on designated assets up to 20km away.

The methodology adopted in this document is based on that outlined in The Setting of Heritage Assets (GPA3 Historic England 2015), with reference to ICOMOS (2011) and DoT (DMRB, WEBTAG) guidance. The assessment of effect at this stage of a development is an essentially subjective one, but one based on the experience and professional judgement of the authors. Appendix 2 details the methodology employed.

This report follows the staged approach to proportionate decision making outlined in The Setting of Heritage Assets (Historic England 2017, 6). Step one is to identify the designated heritage assets that might be affected by the development. The first stage of that process is to determine an

appropriate search radius, and this would vary according to the height, size and/or prominence of the proposed development. For instance, the search radius for a wind turbine, as determined by its height and dynamic character, would be much larger than for a single house plot or small agricultural building. The second stage in the process is to look at the heritage assets within the search radius and assign to one of three categories:

Category #1 assets: Where proximity to the proposed development, the significance of the heritage asset concerned, or the likely magnitude of impact, demands detailed consideration.

Category #2 assets: Assets where location and current setting would indicate that the impact of the proposed development is likely to be limited, but some uncertainty remains

Category #3 assets: Assets where location, current setting, significance would strongly indicate the impact would be no higher than negligible and detailed consideration both unnecessary and disproportionate. These assets are still listed in the impact summary table.

For Step two and Step three, and with an emphasis on practicality and proportionality (Setting of Heritage Assets p15 and p18), this assessment then groups and initially discusses heritage assets by category (e.g. churches, historic settlements, funerary remains etc.) to avoid repetitious narrative; each site is then discussed individually, and the particulars of each site teased out. The initial discussion establishes the baseline sensitivity of a given category of monument or building to the potential effect, the individual entry elaborates on local circumstance and site-specific factors. The individual assessments should be read in conjunction with the overall discussion, as the impact assessment is a reflection of both.

### 3.7 QUANTIFICATION

Based on a consideration of the topography and the nature of the assets themselves, all but 1 of the historic buildings within 250m of the site were scoped out of the assessment following the fieldwork.

The asset selected for assessment was: the undesignated Colin Campbell House; this has been treated as both Category #1 and Category #2 assets.

With an emphasis on practicality and proportionality (see Setting of Heritage Assets p15 and p18), only those assets where there is the possibility for an effect greater than negligible (see Table 1 in Appendix 2) are considered here in detail and in summary Table 7. All other Scheduled and Listed assets can be seen listed and mapped in section 3.1, although they have been scoped out of this assessment due to their neutral relationship to the proposed development.

Category #1 assets: Colin Campbell House

Category #2 assets: Colin Campbell House

Category #3 assets: All other assets within 250m of the site.

#### 3.7.1 LISTED COTTAGES AND STRUCTURES WITHIN HISTORIC SETTLEMENTS

Clusters of Listed Buildings within villages or hamlets; occasionally Conservation Areas

The context of the (usually) Grade II Listed buildings within settlement is defined by their setting within the village settlement. Their significance is determined by their architectural features, historical interiors or role/function in relation to the other buildings. The significance of their setting to the experience of these heritage assets is of key importance and for this reason the curtilage of a property and any small associated buildings or features are often included in the Listing and any changes must be scrutinised under relevant planning law.

Most village settlements have expanded significantly during the 20<sup>th</sup> century, with rows of cottages and modern houses and bungalows being built around and between the older 'core' Listed structures. The character of the settlement and setting of the heritage assets within it are continually changing and developing, as houses have been built or farm buildings have been converted to residential properties. The setting of these heritage assets within the village can be impacted by new residential developments especially when in close proximity to the settlement. The relationships between the houses, church and other Listed structures will not be altered, and it is these relationships that define their context and setting in which they are primarily to be experienced.

The larger settlements and urban centres usually contain a large number of domestic and commercial buildings, only a very small proportion of which may be Listed or protected in any way. The setting of these buildings lies within the townscape, and the significance of these buildings, and the contribution of their setting to that significance, can be linked to the growth and development of the individual town and any associated industries. The original context of any churches may have changed significantly since construction, but it usually remains at the heart of its settlement. Given the clustering of numerous individual buildings, and the local blocking this inevitably provides, a distant development is unlikely to prove particularly intrusive.

#### What is important and why

Historic settlements constitute an integral and important part of the historic landscape, whether they are hamlets, villages, towns or cities. The physical remains of previous occupation may survive beneath the ground, and the built environment contains a range of vernacular and national styles (evidential value). Settlements may be archetypal, but development over the course of the 20<sup>th</sup> century has homogenised most, with streets of terraced and semi-detached houses and bungalowoid growths arranged around the medieval core (limited historical/illustrative value). As dynamic communities, there will be multiple historical/associational values relating to individuals, families, occupations, industry, retail etc. in proportion to the size and age of the settlement (historical/associational). Settlements that grew in an organic fashion developed fortuitously into a pleasing urban environment (e.g. Ledbury), indistinguishable suburbia, or degenerate urban/industrial wasteland (aesthetic/fortuitous). Some settlements were laid out quickly or subject to the attention of a limited number of patrons or architects (e.g. late 19<sup>th</sup> century Redruth and the architect James Hicks, or Charlestown and the Rashleigh family), and thus strong elements of design and planning may be evident which contribute in a meaningful way to the experience of the place (aesthetic/design). Component buildings may have strong social value, with multiple public houses, clubs, libraries (communal/social), chapels and churches (communal/spiritual). Individual structures may be commemorative, and whole settlements may become symbolic, although not always in a positive fashion (e.g. the Valleys of South Wales for post-industrial decline) (communal/symbolic). Settlements are complex and heterogeneous built environments filled with meaning and value; however, beyond a certain size threshold distant sight-lines become difficult and local blocking more important.

Asset Name: Colin Campbell House	
Parish: Plymouth	Value: Low
Designation: Undesignated	Distance to Development: less than 50m
Description: Constructed in 1938, based on a design by the City Architect, E. G. Catchpole. The large, art deco car showroom is the only surviving example of Art Deco architecture in Plymouth City Centre and one of only a handful of City Centre buildings to survive the Second World War bombings and the subsequent redesign of the City Centre. The building has flat roofed projections and curved windows, with contrasting linear features. The building has since had a number of uses, including as a Mothercare and a furniture shop, however, it has been in a state of decline for decades.	
Conservation Value: The building is a good example of Art Deco architecture, retaining its curved windows and	

the contrasting coloured pillars, although it is unclear to what extent the interior features have survived. The building is one of very few to pre-date the Blitz in this area. An application for Listing failed in 2018 and the building was not included in the latest update to the Conservation Area in 2021. Its conservation value is therefore limited.

**Authenticity and Integrity:** The exterior of the building appears little altered, although the contrasting segments may not be in their original colour; though it is not known how the interior has changed.

**Community Value:** The building still captures local interest and community support. An application for listing was made in recent years, and a Change.org petition has been run to retain the building. In 2009 the Hidden City Festival collected the oral accounts of people's experiences of the building, and in 2011 the building was the focus of an art show, where the car park was temporarily converted to a 1930s style drive-in theatre, and the building was personified, describing her plight before turning into an ocean liner and sailing away.

**Setting:** As one of very few buildings to pre-date the redesign and rebuild of Plymouth following the Second World War the building does not stand in its original surroundings. The setting has been retained insofar as it is still a commercial and residential mix within the City Centre. The building has become somewhat hidden behind more modern structures losing the visual prominence it may once have held.

**Contribution of Setting to the Significance of the Asset:** Incidental. The intended setting of a commercial building within a City Centre is primarily functional, although this building does appear to have been designed to be looked at and has become somewhat lost in its modern setting.

**Magnitude of Impact and Effect:** The proposed development would regenerate the area, improving the setting of the building and increasing footfall, which may increase the interest in the building and raise its community value further.

**Magnitude of Impact:** Low value asset + No change to Minor (temporary) effect = Neutral to Moderate/Slight (temporary) impact

**Overall Impact Assessment:** Neutral (with a possible positive/minor effect)



FIGURE 15: COLIN CAMPBELL HOUSE AS IT LOOKED IN 1938; C20 SOCIETY.





FIGURE 16: COLIN CAMPBELL HOUSE IN C.2000; PHOTO BY DAVID THOMPSON.



FIGURE 17: THE 2017 DEMOLITION WORKS WHICH REVEALED PREVIOUSLY OBSCURED WINDOWS ON THE SIDE ELEVATION; PLYMOUTH.LIVE.CO.UK.



FIGURE 18: COLIN CAMPBELL HOUSE AS IT LOOKS TODAY; C20 SOCIETY.

## 4.0 CONCLUSION

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The proposed site comprises an irregular pentagon of land on the Western Approach, which incorporates shops and car park. The site is on a gentle south-western slope and very 20<sup>th</sup> century urban in character.

The site is located on the edge of the historic town of Plymouth, in what until c1820-1860 appears to have been marshland, used mainly for agricultural purposes and market gardens until at least 1845. The site then is occupied by aspirational mid-19<sup>th</sup> century houses and terraces, mostly with relatively large gardens, although by the later 19<sup>th</sup> century many of these buildings were replaced by a school, and most of the gardens infilled with additional buildings. This became part of the most densely populated part of Plymouth City centre before the destruction wrought on the city during bombing in the Second World War. The area, including the site, was cleared in order to follow the redesigned city plan of 1952, with Campbell Court built in the early 1960s. It is unlikely that any remains of the pre-1950 buildings survived the bombing or the clearance works, and the probability of finding any pre-19<sup>th</sup> century archaeology in this location is thought to be low.

The footprint of the site maintains the shape of the buildings for this area of the city centre on the 1952 plan, and, if the shape could be maintained, then the post-war narrative of the city centre and its design would be retained. A modern building would also be in keeping with the aim of the mid-20<sup>th</sup> century designers to present Plymouth as a 'city of the future'. The site has been identified for development in the Plymouth and South West Devon Local Plan 2014-34, so redevelopment is also consistent with the plans for the future of Plymouth.

The proposed development may have a temporary negative impact on Colin Campbell House, due to the noise, dust, etc. of construction. This would be a temporary effect and, overall, the effect on the asset is likely to be a positive one, improving the setting and potentially drawing more interest in the building through increased footfall, as the building does appear to hold a surprising amount of community value combined with historic value as one of the few remaining pre-Second World War buildings in Plymouth City Centre.

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