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1 Introduction

1.1 Conservation Areas are designated by Local Planning Authorities under the Planning Acts. Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990 defines a Conservation Area as :

‘an area of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance’.

1.2 North Devon Council, as the local planning authority, has a duty to designate parts of the District it sees appropriate as Conservation Areas. There are currently 41 Conservation Areas in this District (excluding those within Exmoor National Park).

1.3 The National Planning Policy Framework maintains the emphasis on the importance of conservation and states 'Local planning authorities should set out in their Local Plan a positive strategy for the conservation and enjoyment of the historic environment'. However, the Framework further states 'When considering the designation of conservation areas, local planning authorities should ensure that an area justifies such status because of its special architectural or historic interest, and that the concept of conservation is not devalued through the designation of areas that lack special interest '(DCLG 2012). This therefore emphasises the need for an up to date Conservation Area Character Appraisal.

1.4 Carrying out a Conservation Area Character Appraisal is an important method for identifying the qualities and characteristics that such an area possesses and to provide a basic summary of the elements, which collectively contribute towards the special character and appearance of the conservation area. A clear and comprehensive appraisal of the Instow Conservation Area provides a sound basis for development management decision-making, and assists the Council in defending such decisions that are subject to appeal. Generally the character and appearance of the Conservation Area will be preserved or enhanced through:

- Providing controls and regulating development through the planning system.
- Applying the extra controls that designation provides over demolition, minor development and the protection of trees.
- Environmental enhancement schemes and possibly providing financial assistance for the repair and restoration of specific buildings.
- Encouraging public bodies such as the local highways authority or utility companies to take opportunities to improve the street scene through the appropriate design and sensitive siting of street furniture (and retention of historic features of interest), or the removal of eyesores and street features that have a negative impact such as overhead wires.

1.5 The purpose of this character appraisal is to:

- Analyse the character of the designated area and identify the components and features of its special interest.
- Identify opportunities for the future enhancement of the Conservation Area.
- Identify development pressures or future management concerns.

1.6 It should be noted that the omission of any particular building, structure, tree, wall or any other feature from being highlighted within this character appraisal does not imply that it is not of special interest, nor is there an implication in such an omission that it does not make a positive contribution, or conversely a negative contribution, to the character and appearance of the Conservation Area. Also the map is unable to identify accurately every tree of significance and value to the Conservation Area.

2 Background

2.1 This appraisal for the Instow conservation area was initiated in January 2012.

2.2 The first designation of land found within the present conservation area boundary was adopted pre-1974. The boundary of the conservation area had not been reviewed since the original designation.

2.3 Attitudes and ideas have changed since the original designation as has the built environment, raising the need for this conservation area appraisal and a review of the boundary.

3 Facts & Figures

3.1 The current conservation area covers an area of 13.4 Hectares (up from 8.5 hectares prior to the January 2013 boundary changes).

3.2 Of the buildings within the existing area there are 24 buildings or structures (up from 20 prior to the January 2013 boundary changes) included on the List of Buildings of Special Architectural or Historic Interest (Listed Buildings), including the early 17th century Instow Quay Jetty structure, all of these are listed at grade II.

A list of listed buildings is given as Appendix 1.

A plan showing the location of listed buildings and structures together with the conservation area boundary can also be found as part of Appendix 1.

3.3 There are no scheduled ancient monuments within the conservation area or in the near vicinity.

4 Why is Instow Special?

4.1 The magnificent setting of Instow, commanding an extensive view of the sea and of the rivers Taw & Torridge to the west, and undeveloped picturesque green countryside to the east leads to a spectacular backdrop.

4.2 The stretch of golden sand beach and sand dunes and busy estuary waters to the west contributes to the popularity of Instow by both locals and visitors alike.

4.3 The differing characters of built environment ranging from quaint terraced fisherman's cottages, 'gentleman's' residences constructed during an explosion of development in the mid 19th Century, and mid to late 20th Century modernist architecture.

4.4 The bustling seasonal atmosphere created by active frontages along Marine Parade and Marine Terrace, the mix of residential dwellings, hotels, shops and public houses, the Tarka trail nationally renowned cycle way and the attraction of the beach and waterways.

A map showing the existing Instow conservation area can be found as Appendix 1.

Instow as seen from the village of Appledore on the west bank of the Torridge estuary



5 History & Development

5.1 No evidence of early man has been uncovered at Instow, however small pieces of worked flint (Microliths) from the Mesolithic period (6800 - 3500BC) have been found in the nearby Torridge valley.

5.2 At the start of the first millennium, Instow was part of the kingdom of the Dumnonii, although by 65AD the Dumnonii kingdom had been overcome by the Romans, whom controlled Devon from Isca (on the site of modern Exeter). Whilst there is no built evidence of a Roman settlement in Instow, there have been discoveries of Roman bronze brooches and three small bronze Roman coins of 'Gotarzes II King of Parthia AD 40-51' which were found while laying electricity mains in 1936 in Quay Lane.

5.3 The name 'Instow' is said to mean 'Holy spot of St. John', which corresponds to the dedication to St John the Baptist of Instow church. However, the Saxons used the word 'stow' for an enclosed cemetery founded by Celtic Christians in the 6th or 7th Century. The graveyard at Instow church possible dates from this period and therefore the possibility remains that this is the origin of the name 'Instow'.

5.4 Instow appears in the Domesday Book as four Manors, namely Picaltona (now Bickleton), Johanniesto (now Instow), Jorsewis (now Torridge Huish) and Ulwritona (Worlington). Use of the suffix 'ton' is significant as this suggests a settlement in this location before the Norman Conquest.

5.5 A saltern (an area used for salt making) was also recorded at Instow in Domesday. It was called holcomma and was held by Tetbald, son of Berner. Before the conquest it was held by Aimar. It was recorded that "three saltmakers there pay four shillings and nine pence besides five seams of salt and one seam of fish". Unfortunately the location of the saltern is not now known.

5.6 The first ordnance survey of 1809-10, indicates little development along Instow seafront (with the notable exception of Instow quay and associated buildings) but illustrates the numerous scattered farms in the locality that took advantage of the generally mild climate due to Instow's estuarine position and the generally good soil.

5.7 There are very few pre-17th Century dwellings in Instow, although there are various examples of 17th Century cottages in Bridge Lane and along the original line of Instow quay, now behind the present quay properties.

5.8 The earliest references to Instow quay dates from around 1620, although the stone rubble walled quay has been widened several times since its initial construction. Trade at Instow quay flourished in the 17th and 18th Centuries with tobacco being the main produce imported from Virginia and Maryland. Instow was declared a legal quay in 1684 and customs officers were put in place to collect duties.

5.9 The 19th Century was a boom time for development in Instow and the majority of Listed Buildings within and surrounding the conservation area are from this period. This period can be considered a 'transformation' period and was due to various reasons, including the growing popularity of gentleman's residences that commanded views of fine land and seascapes, the growing attraction of Instow as a resort and the construction of better local roads in 1760.

5.10 During this explosion in development, the 'Baths at Instow' were advertised to attract more visitors to Instow. These was advertised in 1838 by local builder Mr William Gorman as '*Newly erected baths at Instow, which are replete with every convenience for seawater, hot, cold and shower bathing; and attached to them are neat and comfortable furnished lodgings.*' The baths appear to have led to the naming of 'Bath Terrace' constructed in the 1830's (Grant, A. 1999).

5.11 Following William Gorman's example, numerous Regency terraces were erected and existing houses received Regency extensions or frontages as can be recognised within Instow conservation area today. Nikolaus Pevsner describes 'Overlooking the Torridge estuary some nice minor terraces and early Victorian semi-detached villas, the result of a mid C19 effort to create a watering place here'.

5.12 The Tithe map of Instow (Appendix 2) from the 1840's illustrates the growing development of the area and highlights a small cluster of terraced cottages to the north of the existing conservation area, a further cluster of buildings to the south around Instow quay, and the appearance of a few larger properties in-between (such as Bath Terrace).

The Grade II listed Instow signal box is a prominent reminder of the former railway



5.13 A former railway line (between Bideford & Barnstaple) runs to the north of the conservation area. The Bideford extension railway, with a station at Instow officially opened on 29th October 1855. This was constructed by the famous contractor Thomas Brassey for a reported cost of £44,000. Constructed quickly following the opening of the Exeter to Barnstaple line, the line proved popular. In 1872 the line was extended onto Torrington whilst a signal box was constructed at Instow which also had a permanent station building, up and down platforms and a train pass loop. The beginning

of the end of the railway in Instow started in 1924 when the line was reduced to branch line status and the operators (Southern Railway until 1948) were unable to make the

line pay its way. The Beeching Report of 1963 saw the end of railway travel at Instow and the final passenger train was in October 1965. However, the line was still used for freight until 1982 before the rails were finally taken up in 1984. Today the railway line still plays an important part at Instow, maybe not by bringing passengers direct from Waterloo as in its heyday, but as part of the 'Tarka Trail' pedestrian and cycle track which both locals and holiday makers enjoy and is an historically interesting recreational asset for Instow that has managed to adapt with the times.

5.14 During World War II, Instow beach as part of the Taw-Torridge estuary was used as a testing bed for numerous inventions from the Department of Miscellaneous Weapons Development (DMWD). These weapons inventions included such items as a patent anchor and the 'Mullock Ramp' which allowed troops and equipment to disembark from landing craft. At around the same time, the Royal Navy Amphibious Experimental Establishment (AXE) established a camp to the north of the beach and present conservation area. The AXE is still a feature of life in Instow, although in its new guise as the Amphibious Trials and Training Unit Royal Marines (ATTURM). Military seafaring vehicles can often be seen training on both the beach and estuary from their modern base to the north of the conservation area.

A series of historic maps illustrating historic development ranging from 1842 (Tithe) to the 1990's can be found as Appendix 2.

6 Landscape, Geology & Setting

6.1 Instow is located where the Taw & Torridge rivers meet at the mouth of the estuary, but is protected from the worst of the coastal elements due to being sheltered by both Braunton and Northam Burrows to the north east.

6.2 The major landscape features are the golden sand beach, Taw-Torridge estuary and the countryside rising to the east. The beach, directly to the west of the conservation area, is the focal point of views from the conservation area, with the majority of the built environment constructed to either take advantage of the views available, or in the case of older fisherman's cottages, constructed in an orientation to provide some form of shelter from harsh on shore winds, whilst still providing quick access to the estuary.

6.3 The topography of the land to the east of Instow rises steadily on the eastern side of the Torridge estuary valley toward open countryside. This rise in ground level allows a stepped appearance of development when viewed from the sea front or the village of Appledore which is situated opposite Instow on the western bank of the Torridge estuary.

6.4 The main built area of Instow, the seafront and the conservation area are divorced from a small cluster of buildings known as 'Instow Town', which is the location of Instow church and school. Instow Town is sited a mile or so to the north-east of the main settlement and feels somewhat isolated due to the B3233 highway running between the two, and an area of separating open countryside. Views of the church tower are available from the eastern side of Instow and glimpse views from the far northern side of the conservation area.

6.5 The estuarine location leads to strong sensory characteristics including colour and texture of habitats; smell of mud flats and sea; birdsong and calls and the sight of sunlight reflecting off the water. These characteristics have influenced the built environment of Instow due to their human attraction and the human desire to experience such sensory characteristics.

6.6 The setting of the historic cores of the settlement are centred around the quay area to the south of the conservation area, and Lane End Road to the north. These two areas have a distinct character differing from the surrounding later development.

The view of Instow from the village of Appledore on the west bank of the Torridge estuary



Whilst the historic core at the quay area now appears as Regency fronted terraced, semi-detached and detached properties of differing design, parts of the quaint historic cottages can still be seen if one were to venture up Old Quay Lane or Bridge Lane leading off Marine Parade. Lane End Road maintains its character of terraced cottages aside a narrow lane and this provides a very different experience for the visitor from the rest of Instow. The majority of the rest of the area is formed by large properties, set back from the highway in most cases, and constructed by a series of differing architects and developers during the mid to late 19th Century.

The Grade II listed 'Little Hill' was built in two halves for two sisters in 1868



6.7 The rapid growth of this period was largely confined to an area between the beach to the west and highway (now the B3233) to the east, although large properties set in their own grounds began appearing further east to take advantage of the views that this elevated position affords. An example of this is Little Hill, built in two halves known as North & South for two sisters in 1868.

6.8 The principal highway through the current conservation area is Marine Parade, which runs from Anstey Way (B3233), along the seafront, before

once again joining Anstey Way at the southern point of Instow. Marine Parade features buildings to the east, and the sandy beach and quay to the west. The notable exception being an incongruous 1980's development of apartments known as Marine Court sited adjacent to the quay wall.

6.9 The buildings of Marine Parade, as far along as Instow quay, tend to be set back from the highway, although there are some notable exceptions such as Bay View House and North End Cottage. During a construction boom of the 1830's, the larger properties along the waterfront were often constructed to client's specifications in large plots that were sold separately. This has led to many examples of high quality architecture and also a notable variety in buildings.

6.10 The eastern boundary of the original conservation area was the former railway line, now the 'Tarka Trail' pedestrian and cycle way. This consists of a gravelled surface within a railway cutting in the land so as the trail ground level is considerably less than that to either side of it. There is also a reasonably large tunnel within this area of the Tarka trail that Quay Lane runs over as well as a carpark for the Commodore Hotel.

Due to the low level of the Tarka trail, it is somewhat hidden from the wider viewpoints, but its existence has no doubt contributed to the rhythm and pattern of the development of Instow as seen today.

Low stone wall at Marine Parade with inappropriate surface dressing to the front



A feature of the streetscape of the conservation area and wider area is the use of natural stone wall boundaries of a consistent type of cut stone. The vast majority of boundaries in the area are stone wall ranging from the short beach wall of Marine Parade, to taller boundary walls of the residential properties that back onto Anstey Way (B3233). There are relatively few examples of alternative treatments such as rendered wall or timber fence although both of these are present in limited degrees.

A map illustrating the existing boundary treatments within and outside of the conservation area is shown within Appendix 3.

6.11 Disappointing features are surface dressing of Marine Parade, and the occasional poor quality item of street furniture and signage. The standardised, utilitarian appearance and grey colour of this street furniture and signage gives the impression of the lack of quality which leads to concern. These items are highlighted by some reasonable items of street furniture (of more sympathetic colour and design) which only serve to make the failings of the poorer examples more apparent. The 'busy' highway markings, changes in surface dressing, and contemporary road signs are at odds with the more in-keeping bollards, lamp posts, timber public seating and the general high quality feel of the street scene. These items are in danger of further eroding

Inappropriate street furniture sited in a prominent location along Marine Parade



the character of the Parade. The remainder of the conservation area has more contemporary street lighting of standardised design although is not as prominent as that on the principal street of Marine Parade.

6.12 There is a small public car park opposite the Marine Court apartment block which is also used for boat storage during the winter months. This car park allows a certain amount of loss of enclosure from Marine Parade which on the whole is bordered by stone walling. However, this area does allow views from the conservation area to areas to the east, and most notably a group of trees on Anstey Way that provide a pleasing backdrop.

6.13 Additionally, car parking is allowed along the water front at Marine Parade, and this area is often full to capacity during the summer season and leads to the perception of a noisy environment as opposed to the more peaceful areas such as Lane End Road.

6.14 The vibrant active frontages of the shops and public house at Instow Quay are a welcome addition to the street scene, and act as a focal point for people gathering to enjoy the views and ambiance available. Further public houses and restaurants are located to the north of the conservation area along Marine Parade and Lane End Road, although these do not have the same active frontage effect on the street scene as those previously mentioned.

6.15 Anstey Way to the east of the conservation area has the appearance and feel of a somewhat busier road, which is unsurprising as prior to the opening of the Barnstaple - Bideford A39 link road in the late 1980's this would have been the principal route from Barnstaple to Bideford and Cornwall beyond. A closer inspection of properties along this road reveals some architectural gems as well as an allotment area and fine glimpse views of Lundy island which may not at first be evident to the casual onlooker.

6.16 It should be noted when discussing the streetscape of Instow, that by its very nature as a waterfront resort, the streetscape and character changes drastically season to season. The bustling summer months give way to quieter winter months and the lack of visitors and associated vehicles is highly noticeable within the conservation area. During the winter months the public car park is used for the storage of boats, and this in itself seasonally adds to the maritime character of the area.

6.17 Historic mapping shows little development between the building boom period of the mid 19th Century and the mid 20th Century. However, there has been sporadic development from the 1970's onwards. Housing estates to the north of the conservation area are largely out of character and do not follow the historic street pattern.

The historic mapping for the area can be found in Appendix 2.

7 Key Views

7.1 Instow and the surrounding area has a wealth of both landscape and man made features which form focal points of views out of the conservation area. The village of Appledore on the west side of the Torridge estuary is the principal backdrop feature that can be seen from various points within the conservation area. These views often feature Appledore as a backdrop to the golden sand beach of Instow and estuary beyond and create part of the appeal of Instow as a tourist spot.

7.2 The beach and sand dunes to the west are also a key element of westerly views out of the conservation area.

Views of countryside rising from Instow form a pleasing backdrop



over the estuary are of a distinct different character given the presence of the bridge, industrial buildings, and the presence of river banks as opposed to golden sand.

7.5 As well as the spectacular outward views, there are equally important internal views, and also views to the countryside to the north, east and south.

The village of Appledore forms the backdrop of views over the golden sand beach and Torridge estuary



7.3 Beyond the beach and to the north east of Appledore, views of the sand dunes of Braunton Burrows can be seen. The headlands of Appledore and Braunton Burrows also frame Lundy Island in the distance, and this particular view is of high importance from viewpoints higher and further inland within the conservation area due to the scenic interest created.

7.4 From the quay area the key views are south west towards the modern Bideford bridge and the large industrial buildings of Appledore shipbuilders. These views, upstream

7.6 Whilst not visible from a large part of the existing conservation area, there are key views along the Tarka trail former railway that have their own appeal. An interesting view from the trail towards the railway tunnel provides a glimpse of the area's railway heritage and also provides a welcome different character of view from the ubiquitous coastal views of Instow.

7.7 Anstey Way to the east of the conservation area is notable by its lack of far reaching vistas, however, glimpse views of the estuary and Lundy island beyond can be seen framed by the large detached houses found in this area. A further more important view point from Anstey Way is to the north east towards Instow Church and the ruins of a medieval windmill.

The imposing view of the former railway tunnel viewed from the south



The church of St. John seen in the distance to the north east of Anstey Way



A map identifying the key views within the conservation area, and external views, can be found within Appendix 3.

8 Architectural Character

8.1 The pattern of more recent development does not respect the character or grain of that of the Victorian and earlier stages of development, and the same can be said for the quality of architecture, although there are some notable exceptions.

8.2 The built environment within the conservation area largely takes four forms: modest terraced cottages, larger Regency styled terrace properties, large detached residences and more modern buildings of various sizes. There are a variety of building heights within the conservation area from single storey to 4 storey buildings.

A map showing the heights of buildings within the conservation area can be found within Appendix 3.

**Example of a fanlight above the front door
of a property at Lane End Road**



8.3 The terraced cottages of Lane End Road have managed to maintain the feeling of a fishing village, largely due to the narrow width of the road and modest size of the cottages. However, this character is being eroded by the use of inappropriate upvc windows that do not respect the form or dimensions of the original timber casement and sash windows. Further eroding this character is on-street vehicular parking and above ground services that distract the eye from the streetscene. Common features of these properties are a fanlight above the front door, and external render finish and these features appear in properties throughout the conservation area, be it modest terraced properties, or larger Regency style properties.

A cottage at Lane End Road complete with inappropriate first floor uPVC windows, and vehicular parking to front



Offshore, Marine Parade - an example of modernist architecture



8.4 The seafront is dominated by larger Regency style properties setback from the highway, and of the 1980's extension and conversion of the circa 1832 Strandfield to form what is now the Commodore Hotel. This building, whilst arguably of limited architectural merit of its own due to the extension that makes the original building appear subservient, does at least seek to assimilate itself into the conservation area with a mix of flat and pitched roofs, window shutters and arches. The hotel is set far back from the highway within landscaped grounds with mature trees which add

to the character of the area. Adjoining the Commodore Hotel is 'Offshore' which is a dwelling that has an appearance quite different from anything else within the conservation area being of modernist appearance. Far from being at odds with the conservation area, this property, being of such a distinct appearance, enhances the streetscene and adds to the interest of the built environment. It is unfortunate that part of the listed Bath Terrace of circa 1830, a former residential home, has now fallen into disrepair and features boarded windows and a general appearance of neglect. Whilst

this listed building is of high potential value to the conservation area, in its present condition it is a distraction from the visual appearance of the area and its improvement must be seen as a priority.

8.5 A further common architectural feature is the use of timber window shutters throughout the seafront area of the conservation area. These shutters all tend to be of the sliding louvred design and due to the harsh seaside climate it is thought that the origin of these shutters was to provide protection against the weather as opposed to improving the aesthetics of the building. Historic photographs of the area reveal shutters to be common place, however, shutters have been fitted to other contemporary buildings such as the Commodore Hotel in an attempt to improve aesthetics as opposed to any real working requirement. Shutters, which are often seen within Mediterranean or French influenced architecture are rarely seen as widely used in such a small area in the UK as in Instow and further adds to the special character and appearance of the conservation area and the 'resort' feel of the area.

Functioning window shutters form part of the character of the conservation area



8.6 The importance of aesthetics within the seafront area is highlighted by the care taken over the design and appearance of utility buildings such as a South West Water pumping station and the public conveniences at The Dunes development. Whilst buildings such as these are normally utilitarian in appearance, the pumping station off the seafront of Instow (sited between the Commodore Hotel and 'Offshore') has been cedar board clad and features a pitched roof and has a positive impact on the conservation area. Contrary to this, the 'Marine Court' block of flats, occupies one of the most prominent locations on the seafront (being the only large building on the west of Marine Parade) and detracts from the low density, high quality architectural character of the area due to its massing, scale and lack of architectural detail.

8.7 The Grade II listed Instow quay wall is now somewhat lost in the street scene due to adjoining development, although the stone rubble walls of the quay are more prominent when travelling from the north. The quay wall, shaped in a dogleg, is still in active use as the set down point of the recently re-commenced ferry between Instow-Appledore, and as a boat lift in / lift out point.

The massing, scale and lack of architectural detail of Marine Court detracts from the character of the conservation area



Careful consideration of materials can lead to minimal visible impact as demonstrated by the water pumping building on Marine Parade



8.8 At the south end of the conservation area the signal box, the former Cleveland Villas and the north and south Little Hill (Grade II listed buildings) are worthy of note, as are the unlisted All Saints Chapel, Land Fall and Swiss Cottage. The All Saints Chapel was designed and built by the architect Napier Orphoot and opened in 1936. It was designed as an adjunct of the Parish Church of St John to enable parishioners to worship who were unable to walk the mile or so to the Parish Church which is divorced from the main settlement. Of particular interest, the building is an architectural

All Saints Chapel - a hidden architectural gem



gem in a remarkable mix of Renaissance/Byzantine/art deco style. Its roof timbers and outside lantern were sourced from the HMS Revenge, an old 'ship of the line' which was launched in 1859 and broken up in Appledore in 1923. Possible of lesser community importance, but no less graceful is 'Swiss Cottage' which is a quaint but finely proportioned cottage featuring a slate covered mansard roof made prominent as topography leaves the roof at eye level when viewed from the street.

The mix of surface materials detract from the visual appearance of the conservation area

Surface Treatment



8.9 Pavements and highways within the conservation area are not typically of high quality in both materials used or their contribution to character, being a mix of differing tarmacs, over-banding and concrete sets. Likewise curbing is not of high quality being typically of modern concrete form.

8.10 Consistency of material within the conservation area would improve the character of the streets within Instow, even if lesser quality materials were to be used.

8.11 The existing mix of materials, and over-banding appear at odd with the consistent appearance of the stone walling seen within the conservation area.

Shopfronts

8.12 Instow's status as a tourist attraction has led to a number of tourist driven businesses such as a beach side store, art gallery, pubs and restaurants. However, possibly due to the small size of Instow, it has managed to avoid a spate of inappropriate shop fronts, signage or amusement arcade type business often seen within coastal tourist destinations. On the contrary, the shop fronts appear of high quality and in-keeping with the area. A good example of this is 'John's supermarket & delicatessen' located along Marine Parade which features somewhat of an active frontage as some stock is displayed to the front whilst maintaining a restrained character.

The restrained nature of shop fronts maintain the general appearance of the street scene



Modern Development

8.13 Modern residential development is largely limited to areas to the north of the conservation area and to the north of Instow in general.

8.14 This development takes the form of a small semi-detached and terraced dwellings at Whitehouse Close which is of little architectural merit despite the use of materials that are consistent with much of the local vernacular, such as render and stone elevations. A further small development of four larger detached properties is found at The Dunes and these have been designed to have a contemporary appearance. Again, it is questionable if these properties enhance the special character of the conservation area due to the somewhat alien appearance and lack of respect for the traditional street pattern.

Modern development at Whitehouse Close



8.15 To the north east of the existing conservation area lies Lane End Close which is a residential cul-de-sac of modern detached 'executive' homes. Despite being outside the conservation area, they are passed on the entry to the conservation area from the north, and the use of design elements such as oculus windows and sand stone balcony balustrading add a pretentious character which is not in keeping with the architectural elements of the historic conservation area further south.

9 Character Zones

9.1 The special architectural or historic character and appearance of the conservation area of Instow is such that it can be split into 3 character zones. Whilst these characters are distinct, the pattern of development leads to a difficulty establishing rigid delineation between the zones, with transition in character between these zones.

These 3 character zones are illustrated within Appendix 3.

1. Lane End Road Area

9.2 The key characteristics of Lane End Road (to the north of the conservation area) is the tightly knitted street pattern, narrow highway width and modest terraced cottages largely shown to be in existence on the 1840's Tithe map.

9.3 These characteristics, combined with the street pattern running from west to north east away from the beach leads to a very different experience than that which is experienced along the often busy Marine Parade. Glimpse views of cottages at the end of narrow alleyways further enhances the texture and interest of the street scene in this small zone of the conservation area.

The narrow Lane End Road



9.4 Architecturally, the small terraced cottages feature fanlights above the front doors and some maintain original timber sash and casement windows, although evidence of the use of upvc windows has started to erode this element. The quaint appearance of the terraced cottages on the west of Lane End Road is enhanced by the larger properties to the east, which includes the Wayfarer Inn of 2 1/2 storeys and Mansard roof.

9.5 The narrow highway is further narrowed by on-street parking, and the narrow highway also magnifies the effect that overground services such as telephone and electricity lines have on the visual appearance of this area. The reduction of on-street parking and the removal of overhead services would strengthen the character of this zone and the conservation area as a whole.

2. Marine Parade Area

9.6 The area of Marine Parade is central to the conservation area and features the beach and estuary views and a lower density of development than the rest of the conservation area, holding larger properties often set within relatively large gardens, often to the west to take advantage of the views.

An example of a Regency style property set back from Marine Parade



9.7 The core of this area was constructed during the boom period of development in Instow in the 1830's and features once grand Regency style properties with grass lawned areas to the front. The properties here tend to be of three or two storey, with imposing front elevations and timber sash and bay windows in much evidence.

9.8 Some of these imposing buildings, which are often semi-detached, feature timber window shutters and form a feature of the architecture within Instow.

9.9 The set back nature of the properties behind lawned gardens, adds to the open feeling of Marine Parade and the beach beyond. This is arguably the key character of not only this character zone, but the endearing feature of the conservation area as a whole.

3. The Quay Area

9.10 The quay area can be argued to have an intimate character that is a mix of the previous two character zones, whilst also injecting a feeling of vibrancy given the active frontages of the shops and public house.

9.11 The narrow Bridge Lane and Old Quay Lane leading off Marine Parade feature some of the oldest cottages in Instow and maintain a similar character to that seen within Lane End Road in the first character zone. However, the later mid 19th Century works to the frontages of these historic buildings have produced 'Regency' frontages similar to the properties seen within character zone 2 within Marine Parade.

9.12 Balconies and timber shutters are very much in evidence overlooking the estuary incorporated in buildings of a mixed 2, 2 1/2 and 3 storey heights. This leads to a richness and variety of architecture in an area of development that is of much higher density than that seen along Marine Parade.

The Quay also incorporates Regency style frontages although in much higher density than Marine Parade



10 Boundary Extensions and Reductions - Adopted January 2013

10.1 The visual and spatial appraisal and extent of character zones justified several extensions and a reduction to the original conservation area boundary which had been adopted pre1974. Following public consultation in Autumn 2012 these boundary changes were formally adopted in January 2013.

A visual and spatial appraisal plan can be found within Appendix 3.

10.2 An eastern extension of the conservation area incorporates a length of the Tarka Trail and properties to the west of Anstey Way.

10.3 The area of modern development known as Whitehouse Close and The Dunes to the far north of the conservation area was removed from the boundary. The buildings in this area are all of modern appearance that did not enhance or contribute to the special character and appearance of the conservation area. Therefore the overall character of the conservation area is considered to have been enhanced by the removal of these elements.

10.4 Due to the heritage interest of the Tarka Trail as previously described, the benefit of a differing character that this pedestrian walk offers to other areas of Instow, and the importance of the trail in terms of historic pattern of development, it was considered that an element of the Tarka Trail including the railway tunnel should be included within the conservation area. For its association with the Tarka Trail the grade II listed signal box and the platform to the south of the conservation area have also been included within the new boundary in order to preserve the complete setting of the former railway line within the conservation area. It should be noted that the omission of the Tarka Trail from the original designation was likely to be two fold. Firstly industrial remains were undervalued during the period the designation was first created (pre1974), and secondly, the route was likely to have been neglected and of visual detriment until the creation of the Tarka Trail in the 1980's.

10.5 The area of development to the east of the Tarka trail, but to the west of Anstey Way includes 4 grade II listed buildings as previously described, and other buildings of interest such as All Saints' Chapel and Swiss Cottage. The buildings here contribute to the character of large buildings set in large plots as seen along Marine Parade. However, the majority of buildings here tend to have their 'backs' to the highway, although they can also be seen from areas of Appledore on the west of the estuary, and from Instow beach at low tide. From these vantage points the larger properties here are read as one group, due to the rising topography, and add an interesting backdrop to properties along the Quay and Marine Parade.

Swiss Cottage, within the 2013 boundary extension



Properties to the west of Anstey Way tend to have their principal elevations facing west, therefore glimpses of architectural features serve to tease the observer from the highway



10.6 Although the mix of buildings in this extension vary from those with large amounts of architectural merit, to those with lesser merit, they do contribute to the character and feel of the area. They also contribute to views of the conservation area as previously described and as such unsympathetic development here could dramatically impact upon the character of the area. This is of higher importance given the areas of undeveloped land within this area, notably to the north of All Saints' Chapel. By extending the designation to include these buildings it is intended to avoid detrimental change and encourage higher quality redevelopment in the future.

A map illustrating the alterations to the boundary of the conservation area that were adopted in January 2013 can be found within Appendix 3.

11 The Future, Development Pressures & Management Plan Considerations

11.1 Instow remains popular as a place to visit by both locals and visitors alike, and this attraction is partially due to the limited extent of tourist commercialisation seen within the area when compared to other nearby seaside resorts such as Westward Ho! or Ilfracombe.

11.2 Clearly this attraction should be maintained for the benefit of the local and wider economy and careful consideration should be taken with any future proposals which could increase the perception of commercialisation or lower quality tourist shops. It is therefore considered that a focus on maintaining this character forms the core of the future Management Plan.

11.3 Whilst the community of Instow (which partially leads to the character of the area) appears thriving, second home ownership is relatively high (15% of properties in Instow Parish in 2012) and can be a threat to community cohesion. Second homes can lead to the erosion of the special character of the area due to lack of vibrancy, lack of maintenance and also heighten the differences between seasonal character of a place. It is recognised that it is not within the scope of a Management Plan to prevent second home ownership, although this should be a consideration for any future residential development including investigating the potential for 'local needs' dwellings.

11.4 The relatively large amount of land associated with individual properties along Marine Parade presents another potential threat to the character of the area. However, the existing properties have been developed with a strong 'building line' to the west elevation, and any infill development to the west of this building line would have a significant impact on the special character of the conservation area.

11.5 The extension outward of existing properties also has the effect of filling up plots and reducing the spacing between properties as well as altering the scale of buildings. Such 'infill' proposals must be carefully considered if the character of the detached and semi-detached houses of the conservation area are to be retained, particularly in terms of glimpse and framed views between buildings.

11.6 Within the proposed conservation area boundary there are few sites suitable for development. The three sites which could be under pressure of development are the Commodore Hotel, Quay Lane garages and land adjacent All Saints' Chapel. Any redevelopment proposal must maintain the special character and appearance of the conservation.

11.7 As highlighted previously, in some areas of Instow the installation of uPVC windows is having an effect on the character of properties and streets. Householder 'improvements' which can be considered as 'permitted development' due to the Town

& Country (General Permitted Development) Order can be a real threat to the character of an area. Article 4 directions can be considered by the Local Planning Authority to remove 'permitted development' rights if it is felt that on balance, permitted changes are having an irreversible and detrimental impact on the conservation area thus providing justification for such an action.

11.8 A further development pressure is the quest for energy efficiency and sustainable methods of power generation. There are many options open to property owners to improve energy efficiency without impacting on the visual character of the property. Measures such as loft insulation, secondary glazing and other forms of internal insulation should be considered prior to items that may negatively impact on the appearance of a property such as double glazed units (be it timber or uPVC framed) or external wall insulation. It is recognised that within the Town & Country (General Permitted Development) Order, restrictions have been made to properties within conservation areas so that solar panels must not be fitted to a wall which fronts a highway. Also, in the case of stand alone solar installation, no part of the solar installation can be nearer to any highway bounding the house than the part of the house that is nearer to that highway. It is considered that in terms of Solar PV installation, these national restrictions will go some way to protecting the appearance of the conservation area, together with the roof slopes of properties within the conservation area being predominantly east / west facing and therefore not being particularly suitable for solar PV installation.

11.9 A key component of the Management Plan will be focusing on partnership working not only with the local community (partially in the form of raising resident awareness), but also with service providers and utilities companies. It is considered that partnership working, especially with the local community, fits well with national Government policy taking into consideration the Localism Act and can provide tangible results in the preservation and enhancement of the conservation area. Partnership working with utilities companies will help highlight the detrimental effect items such as overhead cables, inappropriate surface treatments and signage make to the area and may encourage early consideration in such factors when future materials and items are replaced.

1 Instow Conservation Area Boundary & Listed Buildings

Anstey Way

Building Address	Listing Grade
Methodist Church	II

Bridge Lane

Building Address	Listing Grade
Quay Cottage	II

Marine Parade

Building Address	Listing Grade
Bath Terrace (numbers 5, 6 and 7)	II
Sea View & North Yeo inc. shared outbuilding to rear	II

Quay Lane

Building Address	Listing Grade
The Rectory	II

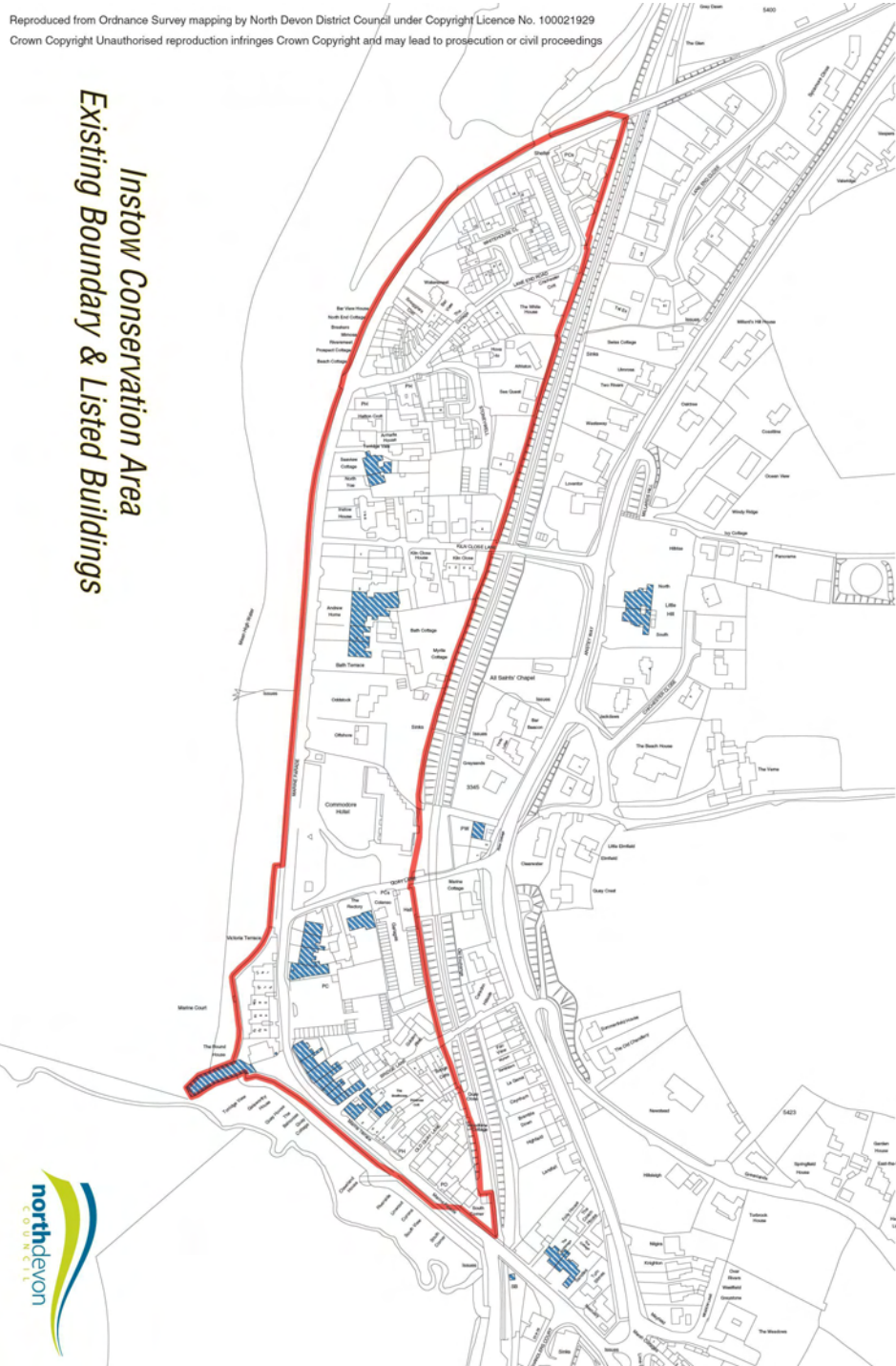
The Quay

Building Address	Listing Grade
Instow Quay Jetty	II
Torrige View inc. front garden railings	II
Quay House inc. front garden railings	II
1 & 2 The Balconies	II
1 & 2 Quay Cottages (<i>1 now Old Brew House</i>)	II
Instow Signal Box	II
Pilton Cottage (2 Victoria Terrace)	II

1 Instow Conservation Area Boundary & Listed Buildings

Building Address	Listing Grade
Orchard House (Victoria Terrace)	II
Bryher House (Victoria Terrace)	II
K6 Telephone Kiosk	II
1 The Quay	II
Galsworthy House inc. front garden railings	II
The Anchorage Hotel & Sandlea	II

1.1 Instow Conservation Area Boundary



2 Historic Maps

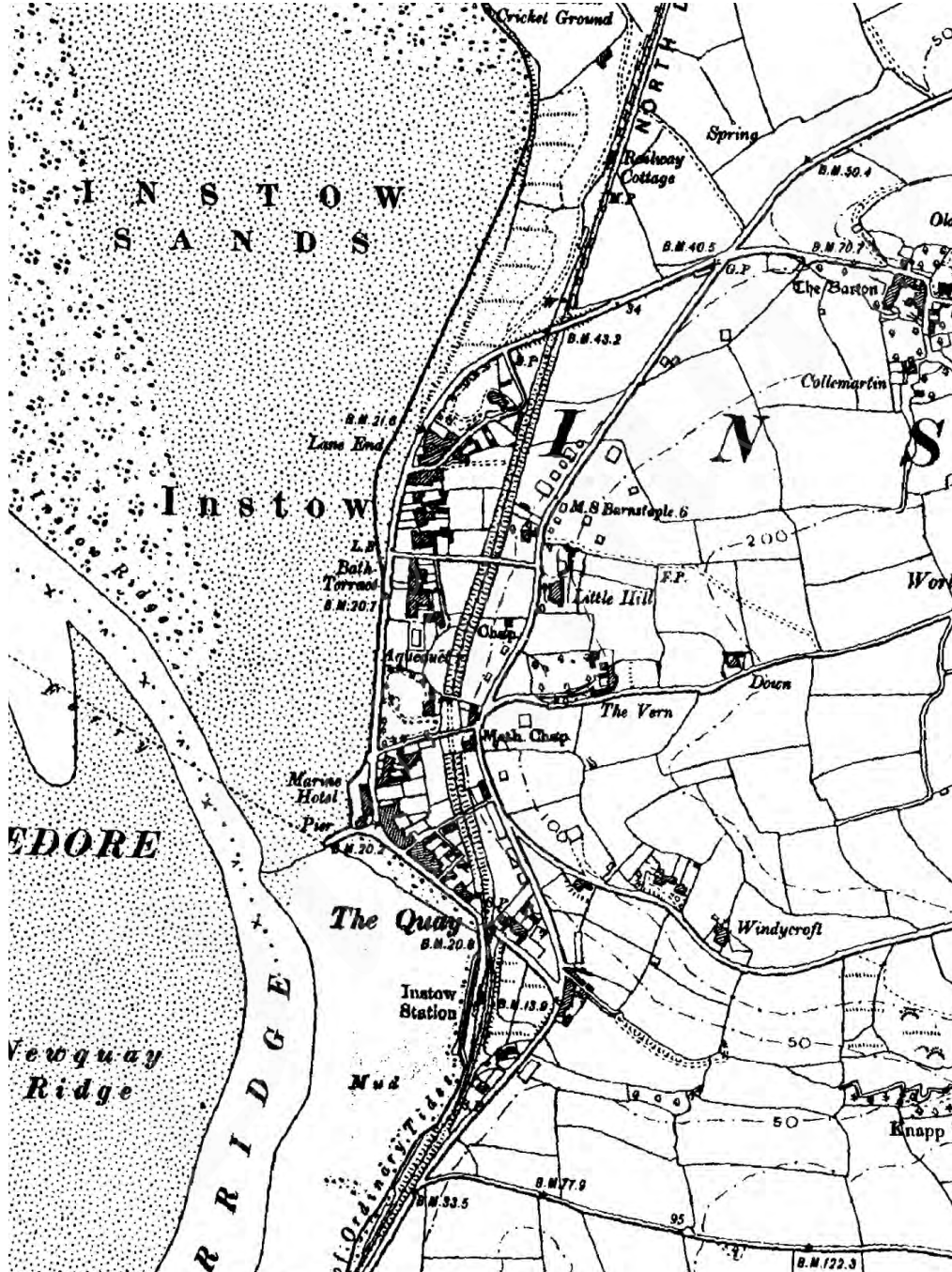
2.1 Tithe Map



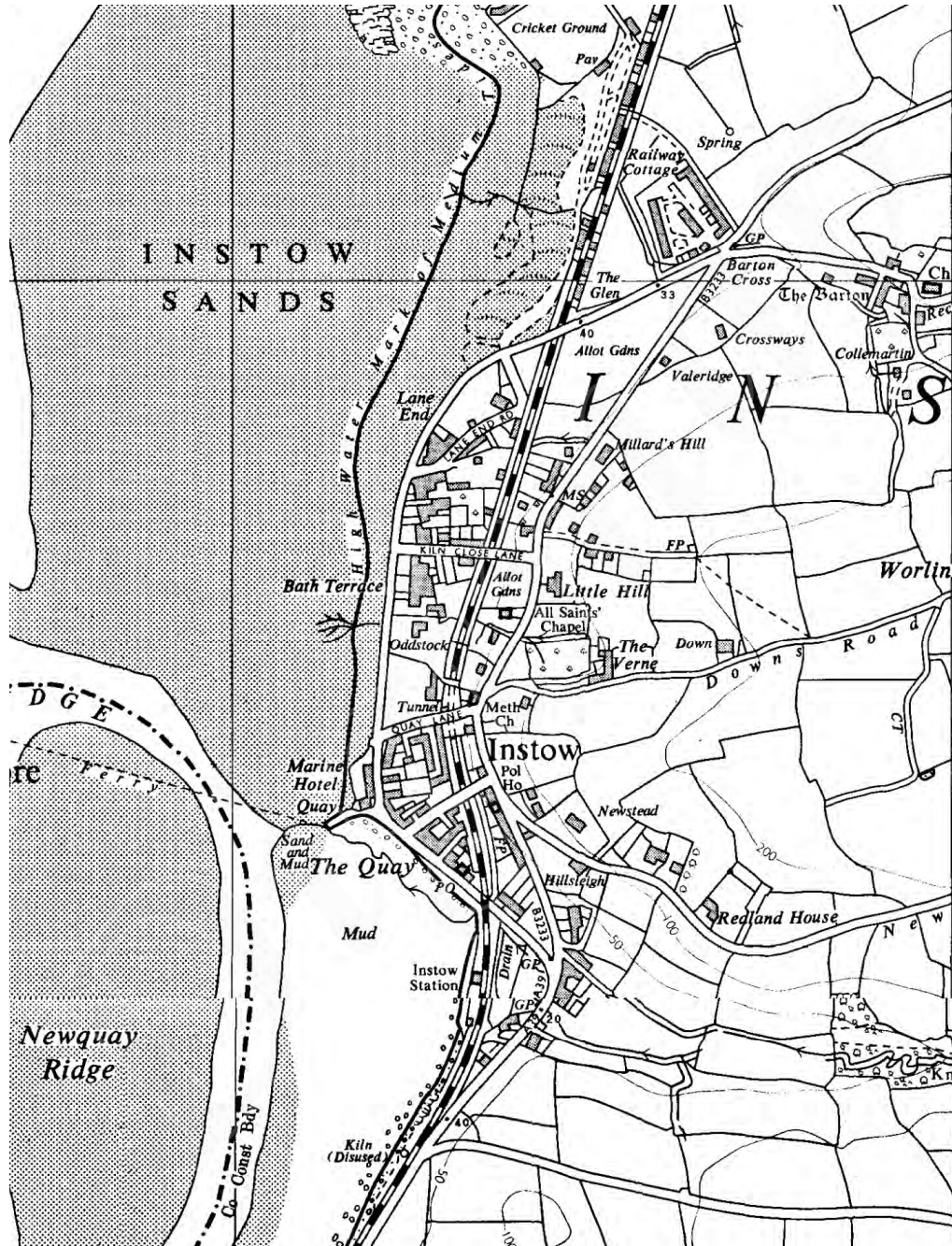
2.2 1880s OS Plan



2.3 1930's OS Plan



2.4 1960's OS Plan



3 Conservation Area Maps

3.1 Visual & Spatial Appraisal

3.2 Boundary Treatments

3.3 Building Heights

3.4 Proposed Conservation Area Boundary Change