

Barnstaple Conservation Area Character Appraisal



ADDENDUM

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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 39 Conservation Areas in this District (excluding those within Exmoor National Park Authority area).

1.3 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 Barnstaple Town Centre Conservation Area provides a sound basis for development control decision-making, and assists the District 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.

1.4 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.
- Outline the planning policies and controls that apply to the Conservation Area.
- Identify opportunities for the future enhancement of the Conservation Area.

1.5 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

- This appraisal for the Barnstaple Town Centre Conservation Area was carried out in 2007 & 2008.
- The first designation of land found within the present conservation area boundary was by Devon County Council in 1969, and included Taw Vale and part of Litchdon Street, one of four conservation areas in the town.
- A fifth conservation area was outlined and designated in 1971, that included much of High Street and most of Boutport Street (including Joy Street, Market Street, Church Lane, Butchers Row and Paternoster Row found between) and The Strand, and became known as 'no.5' later becoming 'Barnstaple (Central) Conservation Area'. At the time Taw Vale fell within its own conservation area that was physically separated by The Square from that covering the central core.
- There were six conservation areas within the town until 1985 when amendments were approved to extend the central conservation area outwards to include Castle Mound, Castle Green, The Square and the north side of Bear Street eastwards up to the former Youings monumental masons buildings (no.29). This was the easternmost part of Bear Street not affected by the construction of the eastern relief road in the late 1980s.
- It was intended to extend northwards to include Higher Church Street to protect the Roman Catholic Church. A proposal was also put forward to include the island at Mermaids Cross, but at the time it was decided to exclude this area.
- The extensions approved in the 1980s also included a colonnade of trees along the southern approach to the grounds of Holy Trinity Church, running to the south-east in the direction of Victoria Road.

3 Facts and Figures about the Conservation Area

3.1 The conservation area, in its current form, was adopted in 1985 and covers an area of 30.9 hectares (76.3 acres) compared to 29.7 hectares (73.3 acres) before the 2010 boundary changes. Of the buildings within this area there are 234 included on the list of 'Buildings of Special Architectural or Historic Interest (Listed Buildings)

Listing Grade	Number of Buildings Within Conservation Area
I	6
II*	10
II	218

3.2 The conservation area also includes one scheduled ancient monument, being the remains of the medieval 'Motte and Bailey' castle located at Castle Mound.

The full list of buildings of architectural and historic interest located within the present conservation area boundary can be found in Appendix 1

4 Why is the Barnstaple Town Centre Conservation Area Special ?

4.1 Barnstaple town centre contains a wealth of historic buildings and varied architectural styles, ranging from the medieval period to the modern day. The riverfront offers stunning views and pleasant walks while the open space of The Square has, since its recent improvement works, taken on the feeling of a spacious plaza.

4.2 The scheduled ancient monument of the Norman Castle Mound is a green landmark in the heart of the town and Castle Green provides a pleasant area of open space. The shopping streets with their medieval burgage plot lay-out provide equally pleasant enclosed streets with some architectural gems above street level. Streets such as Butchers Row have retained their historic appearance as well as the historic function of their shops, adding to the local atmosphere. These relatively narrow and enclosed streets unfold onto open spaces such as at The Square, or wider streets such as The Strand and Boutport Street, the curving line of which follows the medieval town wall.

4.3 As well as hosting a wealth of history and high quality architecture the town continues to thrive as a shopping centre and as the commercial and administrative heart of northern Devon.

5 Historic Events and Development

5.1 Barnstaple has functioned as the commercial centre for North Devon for about 1000 years. King Athelstan who ruled in the early part of the 10th Century is reputed to have referred to Barnstaple as a defended burh along with 'Piltun'. Coins struck in the town in the late 10th to early 11th Centuries provide the earliest record of the town name as 'Beardastapol' – likely to mean Bearda's market or pool while the town is also recorded in the Domesday Book (1086) as 'Barnestaple'.

5.2 It has also been suggested that the present name of the town is a corruption of 'Bar' meaning the mouth of a river and 'staple' being a market town. After the Norman Conquest, and certainly by the end of the 11th Century, the earthwork motte and bailey castle had been constructed at the western end of the town at the meeting point of the Rivers Taw and Yeo.

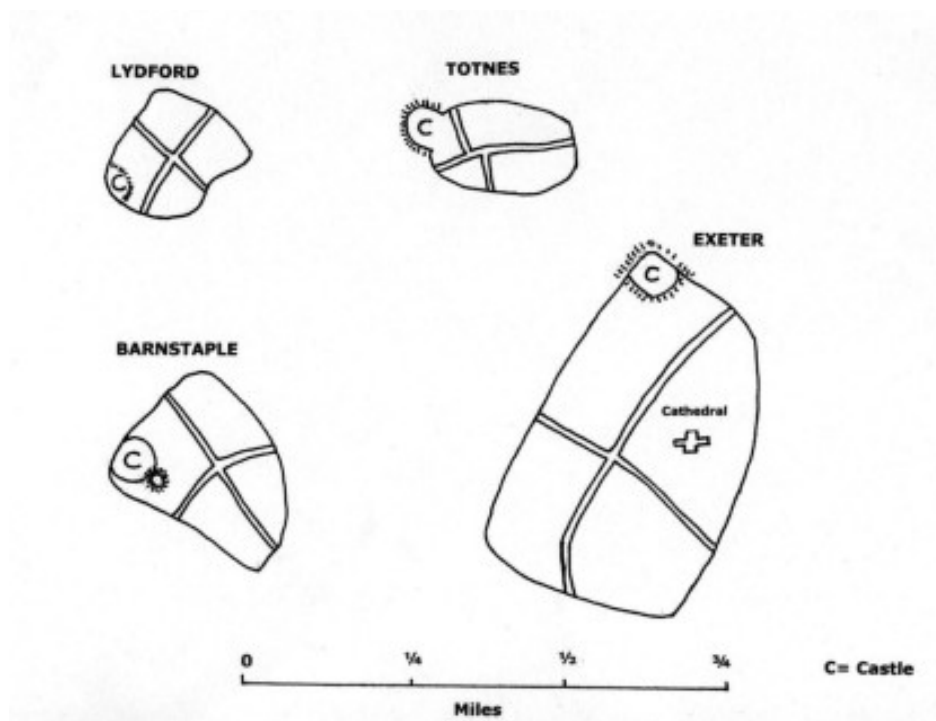
5.3 The location of the town at the lowest bridging point of the River Taw has meant good communication and trading routes via the Bristol Channel with Wales, Bristol and Ireland. The Saxon town was strategically placed near the mouth of the navigable River Taw for trading and commerce.

5.4 The town is reputed to have been a borough before the Norman Conquest, being part of the lands of King Athelstan in the 10th Century. The town is believed to have been granted a charter in 930, and a coin mint was also established. There have, however, been concerns over the authenticity of the early charters for Barnstaple as they are largely identical to charters granted to Exeter and may have been forged to give additional status to the town.

5.5 By 1066 the first phase of the Norman Conquest of England had occurred, but during 1066 -67 this movement did not touch the South-West. The resistance to William the Conqueror early in 1068 at Exeter represented a regional movement aimed at securing the best deal from the new king, rather than a nationalist sentiment. This stage of The Conquest saw building of several castles as centres of Norman power from which to control the South West of England; at Exeter, Lydford, Barnstaple and Totnes.

The diagram following diagram shows the extent of Barnstaple in terms of its status, form and layout in relation to the other three early medieval Devon boroughs.

The Four Early Devon Boroughs - Comparative Area & Layout



5.6 At the time of the Domesday Survey (1086) there was already a substantial settlement established here and 40 burgesses (skilled craftsmen, traders and merchants) were recorded as living within the borough.

5.7 Around the beginning of the 12th Century the town was given to Judhel, a Norman Lord, at which time it consisted of a large castle with motte and bailey with a walled town incorporating four gated entrances. By the 13th Century Henry III decreed that the walls to Barnstaple Castle were to be lowered to 10 feet high, which may have been an indication of the decline in its defensive role and marked the end of the town as a defended settlement and the beginning of its establishment as a wealthy trade centre.

5.8 The line of the early town defences are reflected in the curved sweep of Boutport Street. This street lies at the edge of the Saxo-Norman core of the town and takes its name from a contraction of 'About the Port' as it enclosed the town. The former town walls are recorded as being 'almost clean fallen' in the early 16th Century. Archaeological investigations have recorded the town wall and an outer ditch on the western side of Boutport Street.

5.9 Mary I granted Barnstaple castle and Manor to Thomas Marrow of Warwick, later being sold to the Chichesters of Youlston. Followed by the Lords Martin who were created barons of Barnstaple, and in the 14th Century was inherited by John Holland, earl of Huntingdon before passing to the Crown. By this time the castle itself had disappeared, with just the raised mound remaining, much as it does today.

5.10 A small religious house is believed to have been founded within the town and consecrated to Mary Magdalene for Clunic Monks just off of Boutport Street. A part of the building was used as a grammar school in the 19th Century. The body of a knight was found in the priory garden during the 18th Century, sitting cross-legged with a sword and shield. The site of the priory has been since known as Rack Close or Maudlin Rack Close, and the name survives today in Rackfield Court behind Boutport Street.

5.11 The town was approached from the north via a substantial causeway called Pilton Bridge, originally built in the 12th Century. From the south the town was approached from the south bank of the River Taw via an equally substantial bridge, the Longbridge (Grade I Listed), dating mainly from the 13th Century, but since widened in 1834 and again in 1965. It enjoys a sheltered position yet is in close proximity to the estuary for sea trade.

5.12 The success of the town is likely to have been a result of its position, with the meeting point of these two rivers offering a means of maritime trade and communication as well as a site that could be fortified and defended easily. In Norman and Medieval times the river was without embankments and flowed in a shallower channel which was much wider than it is today. As it had not been embanked the crossing of the river was at the time undoubtedly treacherous. Henry de Tracey, appointed by Henry III as Tenant in Chief, was reputed to have built the first stone bridge across the River Taw to assist the passage of trade.

5.13 In 1154 a market had been established and in the medieval period Barnstaple was a prosperous town with a variety of trades including fishing and the sale of cloth, which was produced from wool raised inland and processed in many of the surrounding mills.

5.14 Substantial buildings such as the Parish Church of St Peter and St Paul and St Anne's Chapel were built using the local sandstone in the 14th Century, and were a demonstration of how the town was flourishing. In the same century 30% of Devon's trade is known to have passed through Barnstaple, according to Customs Accounts. Clearly this extent of maritime trade would have required associated structures such as quays and warehouses, although not much detail regarding these structures is documented.

5.15 Few medieval structures have survived in the area of the waterfront except the Longbridge, which is sited above the trading shore. St Nicholas Chapel and the adjoining West Gate, or 'Watergate', existed until 1852, and may have contained 13th Century

fabric. This chapel functioned as the hall of the guild of St Nicholas, possibly originating in Saxon times but according to documents from the early 14th Century the guild was made up of gentry from the surrounding area rather than the Barnstaple population. A rough building once existed at the west end of the chapel that was used as a prison but called the bakehouse, as it was once the common bakehouse that the manorial tenants were obliged to use.

5.16 While excavating the foundations for a new Police Station in the inter-war years on the corner of Castle Street and Holland Street, another medieval structure was found, comprising of a wall with a series of mooring posts which could have formed part of the original Castle Quay. This points to the possibility that Castle Street may have been established on reclaimed land, along with The Strand, suggesting that the town expanded westwards during the late medieval period.

5.17 Later many merchants and mariners based in the town were involved in trade with the New World and it is this trade that secured the international importance of Barnstaple's potteries, that otherwise are likely to have remained a local industry. However the silting up of the river over successive centuries resulted in a decline in maritime trade. Seafarers later regarded the navigation of the Taw estuary as being less convenient as a shelter from the Bristol Channel than other ports along its length.

5.18 In 1557 the Mayor and Burgesses of Barnstaple petitioned successfully for a royal charter, having claimed that flooding had resulted in 'great ruin and decay' of the town, but a new wharf (a now obsolete meaning of the word 'embankment') 500 'clothyards' long (which would have needed to have extended up the river beyond the Longbridge to be effective against flooding) was then being constructed to contain the River Taw at a cost of £300.

5.19 In the mid 16th Century the town was successful in gaining, from Sir John Chichester at a cost of £500, the majority of the Castle Manor including all surplus land and buildings on both the quay and The Strand. As a result the Corporation was able to develop the waterfront. The map of 1772 identifying the Lands of the Barnstaple Bridge Trust shows four quays in existence, Millend on the River Yeo, and three others on the Taw Prideaux's (Castle) Quay, Great Quay with slips at both ends allowing vessels lying at right angles to the shore to be unloaded at various positions of the tide. The quays on the River Yeo lay in a line, separated by blocks of buildings projecting into the river on what was land reclaimed during the later 16th Century. All the property blocks on the river side of Castle Street were once Corporation property until disposing of the freeholds was begun during the 19th Century.

5.20 The quay improvements meant that the merchants of the town could invest in larger vessels and in 1590 the town clerk documented the departure of an extremely successful privateering voyage of 'Prudence' a 100 ton ship belonging to Richard Dodderidge. At the end of the 16th Century Barnstaple built two ships exceeding 100

tons, and trade with France was possible, (and also Spain when war did not prevent it), exporting the locally made narrow cloths – Barnstaple ‘baies’ and Devonshire kersies, while importing wines, salt and fruit, and Spanish iron and wool.

5.21 A new quay is recorded to have been built in 1600 on The Strand, known as the New Work, involving further reclamation works to create the Great Quay and Little Quay. This led to a law suit started by the Earl of Bath, living at Tawstock, who claimed that the New Work was an obstruction to navigation, increasing difficulty for vessels to negotiate the Longbridge upstream and harming the fortunes of communities beyond the town, such as Tawstock. Although the Earl of Bath was successful at the initial hearing and the first appeal, the town eventually won.

5.22 The quayside underwent little change throughout the 18th Century, but it is revealing that the Exeter printer Andrew Brice described the river Taw as being so shallow that most of the trade had moved to Bideford. Despite this, trade with America and Ireland was maintained, and wool imports from Ireland meant that the town was, at the time, a centre for sergemakers (serge being a strong, twilled fabric) from both Tiverton and Exeter.

5.23 In the post-medieval period the town thrived on the expansion of the cloth-making industry and the town was once a centre for the wool trade, manufacturing a coarse cloth that became known as ‘Barnstaple Baies’. The textile industry declined in the post Civil War period, though the manufacture and export of pottery thrived during this period. The pottery industry found itself in decline in the 18th century, but enjoyed a revival in the late 19th Century with the establishment of potteries such as Brannam and the Devon Art potteries in the town.

5.24 The town's guildhall was constructed in 1826 and designed by the architect Thomas Lee to replace the previous guildhall, which was demolished in 1827. Attached to the guildhall, and accessed underneath it, is the pannier market of 1855. This building, together with Butchers Row (also of 1855), was designed by RD Gould who was the Borough Surveyor for the town for 50 years. The open air markets in the town had grown out of hand, with the majority of The Strand being occupied by livestock on market days, and following the Great Cholera Epidemic of 1849 the outdoor markets were closed during a visit of the Commissioners for Health. This resulted in the relocation of the cattle market, the construction of Butchers Row for the sale of meat, and the pannier market - originally known as the vegetable market, separating varieties of goods and providing covered areas to improve hygiene.

5.25 An interesting feature associated with trade can be found near Queen Anne's Walk. The 'Tome Stone' was supposedly a stone over which trade agreements could be struck.

5.26 The Bluecoat School on North Walk was demolished in 1972, today occupied by the Iceland car park. The building was constructed in 1842 to replace the original school rooms above the town's North Gate which were lost when the gate was demolished in the same year.

5.27 The town took on its modern appearance with the construction of the Relief Road (1986) and the Green Lanes Shopping Centre (1989/90). Buildings at the eastern end of Bear Street were lost to the construction and widening works for the Relief Road, while the historic tangle of narrow lanes around Green Lane were lost when the shopping centre was constructed. Both of these modern developments have brought improvements to traffic and shopping within the town, but both have had their price in terms of loss to its historic character.

Barnstaple's Classical Revival Guildhall of 1826 lacks visual impact due to its frontage onto the relatively constrained High Street



The downstream bridge is highly visible springing across the Taw from the Riverside near Queen Anne's Walk



5.28 The town's livestock market was sited to the south of Castle Mound until its closure during the foot and mouth crisis (2001/02), following which the market never re-opened and was subsequently demolished (2003). A site had previously been purchased at the junction of Queen Street / Bear Street for a new livestock market, but this was not developed after the closure of the old market. The site is now in use as a car park and this seems set to continue, while the replacement site in Queen Street / Bear Street is discussed in the 'Development Pressures' Chapter.

5.29 The downstream bridge, which opened in 2007, is a major landmark on the town's skyline and has again brought much needed relief to traffic affecting the town in the busy summer months.

5.30 Together with the opening of the new bridge came a re-organisation of traffic flows within the town and the introduction of one way traffic along The Strand, allowing for enhancement works within The Square including improvements to surface treatments with the laying of granite sets.

Archaeology

A map of notable archaeological sites within the town is included in Appendix 2

Pre-historic

5.31 Pre-historic activity in Barnstaple has been demonstrated by the exposure of archaeological deposits and artifacts from the Mesolithic (around 10,000 to 4,000BC), Neolithic (around 4000 to 2500BC) and Bronze Age (2500 to 700BC) periods on several sites. At the junction of Holland Street and Paiges Lane during construction of the Marks and Spencer department store rear extension behind High Street in the 1980s a Bronze Age hearth was exposed.

5.32 Finds of prehistoric flint tools have been recorded during archaeological investigations at 65-68 High Street, the north of the castle and at Padfield's Yard, Green Lane (the rear of 126 Boutport Street) and date to the Mesolithic and Neolithic periods.

5.33 The presence of prehistoric finds, and a stone row 6km to the west of the town in what is now the estuary, demonstrates the rising sea-levels since the last ice-age has claimed what was once dry land. There is the potential for the survival of prehistoric land surfaces, palaeoenvironmental deposits and artifacts within the estuary deposits adjacent to the town.

Roman

5.34 There are no known Roman sites within the town or its immediate surroundings. However finds from this period (43 AD to 400 AD) have been made around the town. The establishment of the town in the Saxon period could represent a continuation of earlier settlement, though no evidence of this has been recorded.

Saxon

5.35 A document relating to a defended burh – dated to between the late 9th and early 10th Centuries – has historically been taken to refer to a site at either Pilton or Roborough Camp to the northeast of Pilton. It has been suggested that this burgh was superseded by a defensive site within the area occupied by the modern town. However, Barnstaple's claim to be the site of the Saxon burgh itself was strengthened by the exposure of a possible pre-Conquest defensive ditch in excavations on the western side of Boutport Street. The Saxon period in this area is characterised by a lack of pottery evidence, however coins from the 10th and 11th Centuries have been found. These were probably minted in Barnstaple under the reign of Eadwig (955-959 AD) with the mint ceasing production around 1120.

5.36 Excavations to the north-west side of the castle demonstrated the presence of a Christian cemetery that has its origins in the period before the Norman Conquest. Burials ceased when the Norman castle was erected over the cemetery and there is evidence to suggest that human remains were removed for possible re-internment elsewhere prior to the building of the castle. The presence of the cemetery may indicate an important church existed at Barnstaple and that this too may have been re-located due to the establishment of the castle. No archaeological evidence for any associated church was exposed by these investigations. Elsewhere archaeological excavations at Paiges Lane identified possible late- Saxon gullies or stake-holes that may represent early property boundaries within the historic core.

Medieval

5.37 The earth Motte and Bailey castle was probably constructed in or around 1068, when the Normans responded to resistance in the South West. It had a timber structure which was later reinforced by stone construction.

5.38 The line of the medieval town's defensive wall is mirrored in the street pattern and layout of North Walk – on the north; Boutport Street – following the east; and The Strand and Castle Street on the west side. It is along this approximate line that the town wall and the four principal gates for entering the town were positioned. The North and West gates disappeared without record, possibly in the 17th Century although the West Gate is believed to have been part of St Nicholas Chapel (formerly at the junction of Cross Street and The Strand) that was demolished during the mid-19th Century.

The South and East gates are believed to have remained until the 19th Century and arched fragments of the South Gate are built into the façade of a building at the junction of High Street and Boutport Street (Youings Shop).

The positions of the four medieval town gates are given on Map II of Appendix 3

5.39 The site of the former East Gate probably lay at the junction of Boutport Street and Joy Street. The town wall seems to have been destroyed in a piecemeal fashion as if demolished where it was in the way of development or incorporated into later buildings and its line subsumed by the expanding town. Within this area and radiating out from Bear Street the narrow linear medieval property boundaries, known as burgage plots, still survive.

5.40 Records of leases referring to Bear Street – a route leading eastwards out of the medieval town dating to the 14th and 15th Centuries – show it to have been occupied in the medieval period and is likely to have been the main land route out of Barnstaple. Medieval road surfaces have also been found during excavations at Tuly Street and Gammon Lane. The Longbridge over the River Taw dated mainly from the 13th Century, with additions in the late 16th Century. It has been widened three times in the 19th and 20th Centuries.

5.41 The site of a chapel (The Chantry of St Thomas a Beckett) is recorded at the north-eastern end of this bridge. A piscina – a stone basin with a drain used for carrying away the water used for ceremonial ablutions – and a substantial number of human bones were exposed during modern works to the bridge.

5.42 Several archaeological excavations throughout the town have identified the below-ground survival of medieval deposits and features such as post-holes, pits, artifacts and building remains as well as pottery assemblages associated with the local pottery industry. A late 13th century pottery kiln was excavated and recorded in Tuly Street.

5.43 As well as the demonstrated survival of medieval archaeological deposits within the town there are a few examples of existing medieval buildings in the Conservation Area. These include 39 High Street which dates from the 14th or early 15th Century, and is an example of a medieval urban house unique in Devon. St Anne's Chapel, which dates from the early 14th century, and the Parish Church of St Peter and St Paul of the same period are other examples.

5.44 It is very likely that in the areas such as High Street and Cross Street earlier medieval building fabric may survive included within a later re-fronted building. This can be seen at 8 Cross Street, based upon an early post-medieval building core with diagonal set chimneys visible at its rear from Paiges Lane.

5.45 The possible site of the medieval Priory of St Mary Magdalene is shown on the late 19th and early 20th century OS maps for Barnstaple at the northern edge of the Town Centre Conservation Area (See Appendix 2). While no above ground remains survive the priory probably lies in an area bounded by Boutport Street, the mill leat and the telephone repeater station.

Diagonal set chimneys at 8 Cross Street are an unusual feature identifying the building as a re-modeling of an earlier structure



Post – Medieval and Modern

5.46 Horwood's Almshouses and school (both listed grade II*) were established in Church Lane in 1658 by Thomas Horwood. Paige's Almshouses, also in Church Lane, were endowed by Thomas Canford in 1553 and rebuilt by E. Paige in 1656. Together with the construction of many town houses, hotels and shops these almshouses demonstrate the success and prosperity of the town as a trading centre, chiefly for pottery and textiles.

5.47 A 19th Century street map of Barnstaple names the area now occupied by Coronation, George and New Edward Streets as 'Rackfield' – named after the site of racks upon which textiles were hung out to dry. The same map shows a series of quays on the west side of The Strand and a shipyard on the estuary frontage at the junction of Litchdon Street and London Road, under what is now Rock Park. The construction of the railway which opened in 1874 along The Strand separated the town from the quays, though the early 20th Century OS Map shows a single quay – Castle Quay – being sandwiched between the railway and the foreshore. A prison is also shown on the early OS maps on the south side of The Square, on Diamond Street.

5.48 The pottery industry was of particular importance economically to Barnstaple in the 17th and 19th Centuries, with one of the main pottery sites in the town located in the North Walk/Tuly Street area. Archaeological investigations carried out on the site of the modern library and record office before its construction recorded pottery kilns just north of the Castle Mound. The earlier kilns that encroached upon the castle ditches indicated that the latter had fallen out of use as a defensive structure by that time.

5.49 The main pottery sites in the town were located in the North Walk / Tuly Street areas and Litchdon Street where the Brannam family set up a pottery business in 1840, and operated them till 1979 when taken over by Candy & Co Ltd . Any further evidence of potteries at North Walk/Tuly Street is only likely to survive in below ground archaeological deposits. Excavations in Tuly Street revealed a 17th Century pottery kiln belonging to the Beare family along with a bell casting site. The excavations also exposed the remains of several phases of construction of a workhouse, constructed in 1515 and reconstructed in 1659 and 1792.

5.50 There has been a pottery at Litchdon Street since the 17th Century, although the present buildings date from 1886. These works were owned by a Mr Lovering at the end of the 18th Century (a possible connection to Loverings Court off Boutport Street of the same period), but by the early 19th Century both this pottery and the one at North Walk were in the hands of Rendle & Son. Later Thomas Brannam, an employee, first acquired North Walk and then this pottery, but it was his son who made their name. Queen Victoria's patronage was acquired in 1855, giving the name to Royal Barum Ware.

5.51 Excluding the pottery manufacturing sites, other industrial activity in this period is represented by the iron foundry, located east of Diamond Street just outside the present Conservation Area, a brewery on the west side of Litchdon Street and various ceramic manufacturers.

5.52 Archaeological excavations to the south of Bear Street and west of Alexandra Road yielded over 31,000 fragments of tobacco pipes originating from the Seldon & Co tobacco factory on Alexandra Road (formerly Shute Lane). Ceramics manufactured in Barnstaple ranged from tobacco pipes to roof tiles and cloam ovens and were traded throughout Devon, via the Bristol Channel and Irish Sea ports and achieved international importance through exports to America and the Caribbean.

5.53 By the turn of the 17th Century trade continued to flourish, believed to be as a consequence of the increase of shipping trade that led to the construction of a new Great Quay on the Strand (now the subterranean hard landscaping outside Queen Anne's Walk). Trading included soap, tobacco and local pottery through commercial links established with the New World colonies as well as Wales, Bristol and Ireland. A Wool Hall was also built near to the river, later being followed by a fish market at the junction of Cross Street and The Strand.

5.54 In the 17th century many fine town houses for merchants were constructed, some of them containing richly decorated plaster ceilings. A good example is found at 62 Boutport Street (now 'The Bank') which is amongst the finest urban plasterwork in Devon, and which includes the Merchants Company coat of arms.

5.55 In the 18th century there was also an emphasis given to public building. A new market house was built on the High Street in 1717. The Square (built on former swamp reclaimed from the south bank of the Taw) was laid out in 1723 and following the passing of a Turnpike Act for Barnstaple leading to road transport becoming more commonplace using the single bridging point. Shipping was still very significant during this time using a quay that extended along the riverside frontage, that is now defined by Castle Street and The Strand and covered by water at high tide.

5.56 During the early 19th Century Westcott's shipyard occupied the site which is today Rock Park, but moved to a position on the south bank of the river at Anchorwood Bank in 1846.

5.57 In the first half of the 19th century the population of Barnstaple more than doubled from 3,748 at the Census of 1801 to 7,898 in 1841 and 8,777 by the 1851 Census.

6 Geology and Setting

6.1 Barnstaple is a Sub Regional Centre whose role as a focus for commercial, economic, cultural health and social activities extends beyond northern Devon. It enjoys a largely sheltered location on the north bank of the generally flat valley floor of the Taw Estuary, positioned some eight miles inland of the Bristol Channel, at the confluence of the River Taw, running off Dartmoor to the south, and the River Yeo, that flows southwards into Barnstaple draining off Exmoor. It has been the main crossing point of the Taw for at least 800 years which has drawn much trade to the town. The opening of the Western bypass (Downstream Bridge) in 2007 has marked the next important stage in the growth of Barnstaple.

6.2 The geology of North Devon contains a rich mix of different stone types, and this local availability has certainly influenced construction materials found within the historic core of Barnstaple.

Local sandstone in use on the medieval St. Anne's Chapel



6.3 The underlying geology of Barnstaple consists of the Pilton Beds, a blue-grey shade of slates that contain thin bands of limestone and sandstone laid down during the Upper Devonian period (between 300 and 400 million years old). These are marine rocks that emerge from beneath the Culm Measures, carboniferous rocks which themselves extend southwards towards

North Cornwall and Dartmoor (the source of the River Taw). The Pilton Beds follow an outcrop of the Baggy Beds from Barnstaple Bay towards Somerset. The use of these soft slates as a vernacular construction material can be seen within the core of the Conservation Area. Good examples of its use are to be found in the following listed buildings:

- the former warehouse, now Jalapeno Restaurant, on Maiden Street;
- Horwood's Almshouses in Church Lane;
- both St Anne's Chapel and the Parish Church of St Peter on Paternoster Row; and
- the listed stone building at Brunswick Wharf on North Walk referred to as The Boathouse on the south side of the River Yeo.

An irregular exposed wall with coarse-aggregate lime mortar found on Paiges Lane presents an attractive surface texture and visual interest to the car park



6.4 In 'The Building Stones of Devon' (Devonshire Association) Devonian sandstone quarries were described as being worked at least up to 1992 at the Venn Quarry and Hearson Quarry near Swimbridge, and the Plaistow, Bray Valley and Barton Wood Quarries. Upper Devonian sandstones from the Pickwell Down beds, running slightly south-eastwards from south Woolacombe and to the south of Bratton Fleming are of a varied range of colours. These are found in shades of purple, red brown and green and are seen used in Barnstaple, including the stone walls of the town centre such as along Paiges Lane. Many of the sandstones of North Devon are very fine grained giving the appearance of limestone with the grey coloured examples.

6.5 As a building material squared sandstone blocks are found used for example at:

- The quoins to Jalapenos Restaurant on Maiden Street dating from the 19th Century; and
- Quoins, string courses and window surrounds at the late medieval St Anne's Chapel on Paternoster Row

6.6 They are partly metamorphosed or changed in form by tremendous heat or geological movement/compression meaning that their sand grain structure is not as evident. A typical locally-sourced sandstone found within the Conservation Area is that which has a rusty brown face, although there are other colour shades to be seen that have been used.

The same local sandstone was still in use into the early 19th century, as shown here on Jalapenos Restaurant in Maiden Street



6.7 Examples of Devonian and Carboniferous sandstones can be found in many older buildings in North Devon including within the Conservation Area such as the parapets to the Longbridge.

The parapet walls of the town's Longbridge are of local maroon coloured sandstone



6.8 Carboniferous limestone also runs in a band from the Taw estuary at Barnstaple south-east towards South Molton, and was formerly quarried in these areas such as at the Venn and Hearson quarries. This limestone was of poor quality and primarily burnt in lime kilns for the manufacture of agricultural lime and 'quick lime' for use in plaster and mortar.

6.9 Limestone and granite both appear within the conservation area in use as curb stones and paving sets. The limestone may have been sourced locally, while the nearest source of granite would be Dartmoor or via the Bristol Channel from Wales.

Clay and Bricks

6.10 Until the 18th Century most buildings in Barnstaple were built of stone quarried from land immediately surrounding the town, but also using small quantities of locally manufactured bricks and some bricks and tiles transported into North Devon via the river Taw.

6.11 Between Great Torrington and Hatherleigh, in northern Devon, lie alluvial deposits of ball clay, a particularly useful clay which first found use for pottery and clay pipes in the 17th century. However the remoteness of the location prevented the growth of the industry and by the nineteenth century it only met local needs for pottery and bricks, including distribution to Barnstaple.

6.12 The impetus for the industry came with the opening of the London & South Western Railway to Torrington in 1872. Only a few years later the owner of Clay Moor, William A. B. Wren, started to exploit his land. By 1877 he had sunk several pits and erected cottages and stables at the Marland Brick & Clay Works kilns. ('North Devon Clay' by Michael Messenger).

6.13 Brick making also took place at Fremington, although the clay sourced there was of a generally poor quality, in that when fired at high temperatures for brick manufacture the clay had a tendency to become glassy (due to its high silicon content).

6.14 When clay was discovered in the mid 19th Century at Petersmarland to the west of Torrington, brick making switched to using this superior grade material for creating the distinctive Petersmarland brick that is used extensively within Barnstaple. In particular the Town Centre Conservation Area has some excellent examples of its use in public and municipal buildings, such as on The Strand (Bridge Chambers) and 27 Castle Street, where it has become symbolic of the work of the Bridge Trust, and of W.C. Oliver amongst others.

Decorative clay tiles used to a pleasant effect between each floor level on 29 Joy Street



Distinctive buff facing bricks used in conjunction with decorative red brick arched window heads and string courses; this technique features on many buildings within the conservation area



6.15 The distinctive Petersmarland brick, which has a buff yellow shade and an almost chalky appearance became widely used in Barnstaple from the latter half of the 19th Century to the First World War. Good examples of its use can be seen in the Squire & Son showrooms frontage on Tuly Street and 30 Joy Street, but it is also extensively found outside of the conservation area eg. the Oliver Buildings at the Shapland and Petter factory on Anchorwood Bank. Recent developments have sought to use similar pale buff bricks, such as at Rackfield Court, so as to fit in with the local character.

7 Views & Vistas

Key Views, within the conservation area, out into the wider landscape, or into the area from the landscape beyond, are illustrated in Map V of Appendix 3.

7.1 The major features of Barnstaple's skyline visible from a distance include both the Castle Mound, with its covering of mature trees, and the spire of St. Peter's Church with its distinctive twist. Thanks to its valley setting there are several locations around the town from which broad overviews are possible. These include from top of Sticklepath Hill and North Road near the North Devon Hospital. The new bridge also provides some good views across the town, with Castle Hill being visible rising above the Civic Centre in the foreground.

The view of The Strand from the Longbridge is a stunning initial view upon crossing the bridge into the conservation area



7.2 Views from within the town often feature against the backdrop of the surrounding green hills and the slopes of the valley within which Barnstaple lies. These are often visible either as part of the setting of key buildings or as the main feature of a view along a street.

7.3 The green valley sides appear some distance away to the north east of the Town Centre on the horizon looking up Vicarage Street, from its junction with Boutport Street. From the east end of Bear Street, separated from the Conservation Area by the unnatural expanse that the Inner Relief Road has carved through the town, the dramatic view looking west down Bear Street picks up the spires of not only Christchurch but also that of the Parish Church. The view into the Conservation Area from the north of Mermaid Walk is noteworthy as it allows the most pronounced curvature of Boutport Street to be enjoyed, including the swept frontage of the Baptist Church and the attached Church Hall.

7.4 A very pleasing view of Cross Street is enjoyed from underneath the canopy of Queen Anne's Walk looking north-east towards the unusual black glazed-tiled Castle Street sign set into the wall of no. 27. This is framed well by the end columns of the colonnade to this building. Along Castle Street just after the Telephone Exchange, a narrow gap appears in the street frontage allowing a mid-range view across towards the frontage of Tuly Street, and the constricted view between the two building rows forming Holland Walk in the distance. The edge of Castle Mound punctuates the scene within the foreground by making an entrance from the left side. This view of Tuly Street and Holland Walk is perhaps artificially wide open, and is a consequence of not only the departure of the livestock market occupying the foreground until the 1980s, but also from successive demolition to create the present car park.

A pleasing view up Cross Street through the colonnade of Queen Annes Walk north east towards High Street



7.5 Crossing The Strand towards the river at its junction with Cross Street, the gloriously adorned stone colonnade of grade I listed St Anne's Walk (now the Heritage Centre) comes into view. From the riverside edge looking north-east towards Cross Street, this is arguably the most attractive ground level aspect both into and out of this Conservation Area. This delightful view continues over The Strand towards Cross Street, which lines up with the colonnade and forms visual continuity with the varied and detailed north frontage of Cross Street in the background. This vista is only closed before the High Street by the slight but continual curve of Cross Street at its junction with the former. This scene has particularly high townscape quality and value within the town centre Conservation Area.

The view across Castle Green to the Castle Mound is a welcome green space within the town, although the young trees on the slopes may be causing damage to the ancient monument



7.6 The narrow streets of the town, laid out during the medieval period within the now lost town walls, offer some splendid enclosed views which draw the eye towards the distance along the rows of irregular and varied buildings such as at Joy Street.

The narrow medieval streets with buildings based on burgage plots provide some interesting views within the town, such as here at Joy Street



Serial Views

7.7 The town also possesses good examples of 'serial views' which are a series of views which unfold as a progression, leading the viewer forwards to a point at which a new element of the continuing vision unfolds. Perhaps the best example of serial vision within the Conservation Area is between Church Lane coming off the High Street going north and passed the church across Butchers Row and through the Pannier Market towards Joy Street.

7.8 A sequence of views and revelations in this way is experienced in other parts of the Conservation Area. For example, starting at the north end from Joy Street going south towards Paternoster Row. It is formed by the close grained arrangement of buildings and spaces which is particularly clear between Joy Street and Paternoster Row around Market Street.

7.9 Looking south towards Church Lane (and vice-versa) viewed through the central arch of the Pannier Market, there are framed glimpses leading the eye towards the further intimate spaces of Church Lane beyond. From Joy Street the restricted views of the distant buildings such as the gable end of Paige's Almshouses and trees of Paternoster Row are available through the Market arch, and views down the narrowing of the cobbled Church Lane which is abruptly terminated by the School Coffee House. This creates great anticipation which encourages further investigation. At the intersection with Paternoster Row, the tall, key building of 36 Boutport Street is also visible in the background looking north-east past St Anne's Chapel.

Serial vision is experienced from Church Lane looking north, towards the Pannier Market's central arch, at its intersection with Paternoster Row (running east to west)



Continuing northwards a glimpsed view is gained of Market Street looking through the central archway of the Pannier Market which gives a feeling of curiosity and anticipation of what is beyond



7.10 Anticipation is also created at Brannams Court through the archway of this modern housing development crossing Litchdon Street towards the colonnade of Penrose Almshouses. Serial vision is also possible along Litchdon Lane northwards from Taw Vale. Further along this narrow lane the view of the elaborately decorated former Brannams Pottery showrooms across Litchdon Street appear. Continuing further the archway of Brannams Court flanked by the showrooms frames the oblique view of the frontage beyond towards the Medical Centre in the background.

Key Buildings

7.11 Landmark buildings include the Bridge Chambers with its leaded spire and Holy Trinity Church tower which can be seen from the riverside edge along with the characteristic Gothic arches of the Longbridge which often cast picturesque reflections on the surface of the Taw. The Longbridge is complemented by the Shapland and Petter Oliver Buildings found on the south bank. Important skyline views are enjoyed down the estuary across the river of the partly undeveloped Sticklepath Hill. Looking south-west, the distinctive outline of Codden Hill is visible above the lower ridges rising behind Bishops Tawton.

7.12 The area around The Strand and Castle Street has an irregular pattern of frontages with Lynton House, for example, projecting distinctly forward. However the main 'event' in the townscape takes place when looking south-east outside this façade. The four storey gable end form of 27 Castle Street built of Petersmarland buff bricks strides outwards to partially interrupt, yet allow restricted views into The Strand further south. This builds important anticipation and interest into the townscape. This building makes a positive contribution towards this street not only by its rich architectural detail, but also by a conscious interruption of its alignment which creates a pause in the townscape.

Sudden changes in the building lines along a street, such as at 27 Castle Street, add visual interest to the streetscape



7.13 The distinctive characteristic of the vistas of many streets in the historic core is their closure by key buildings. A good demonstration of this in the High Street is of the closure of Gammon Walk by the 4 storey 45 High Street (The Body Shop), a decorated red brick structure dating from the late 19th Century.

7.14 The spire of the Parish Church of St Peter and St Paul often remains hidden from view at street level but appears in a sudden and startling way without warning and from relatively close range. However its slightly twisted leaden spire appears not only at street level but also from other short to medium range positions, such as :

- from the east bank of the River Yeo by the police station on North Walk
- as a more distant skyline landmark from many long range viewpoints outside of the designated area, as highlighted on Map 5 'Strategic Views'.

7.15 Turning into Cross Street from High Street there is a glimpsed view of the river Taw beyond. Proceeding further towards the junction of this street with The Strand, the view south-west towards the river bank eventually becomes framed by the colonnade of Queen Anne's Walk which projects forward of the main body of the building that was added later.

The spire of the parish church is often only glimpsed from close range, as here between the buildings of the High Street at the entrance to Paternoster Row



8 Street Furniture

This cast iron lamp stand at the junction of Castle and Holland Streets is a decorative addition to the streetscape



8.1 A decorative but incomplete lamp standard similar to those four examples listed on The Strand can be found at the junction of Castle Street and Holland Street, which offers a positive contribution to the character of the townscape atmosphere. The listed examples on The Strand were produced by James Allan and Son of Glasgow at the Elnbank Foundry in the early 1900's and feature ornate lantern brackets, ladder bars and the bases carry the manufacturer.

8.2 On Boutport Street there are a series of raised planters, grouped at times in pairs between Loverings Court and the Bear Street junction, surrounded by small granite blocks set into concrete. These are constructed of red bricks and capped with blue engineering bricks which are now looking worn, and read as obstacles in the street.

Street Signage

8.3 Throughout the conservation area historic street signage can be found. Alongside the more typical black and white cast iron street name signs can be found examples made up of blue and white glazed ceramic tiles. Despite having a thriving local pottery industry which could have provided such signs

Blue Ceramic streetname plates are examples of local civic pride resulting in novel local street features

they were instead manufactured by Craven, Dunhill and Co. in Shropshire, which was established in 1874 and began producing alphabet tiles in 1875. Records of the Barnstaple Council Finance Committee show that payments were made in 1913 and early 1914 for 'blue letter tiles - £1 18s 6d and £1 8s 4d'. Six such signs can be found within the conservation area, including at Green Lane, Higher Church Street and Fortescue Road. A total of 22 such signs survive throughout the wider Barnstaple area.



8.4 There are examples of another style of ceramic street sign, a black and white glazed tile, although only two examples are known to survive. One is within the Town Centre conservation area at Castle Street and the other is within the Newport conservation area at Gloster Road. Both are in poor condition but represent rare survivals worthy of retention and repair.

Elsewhere similar ceramic tiled streetname plates can be found in a black finish, which are rare survivals and in poor condition



Surface Treatment

8.5 There are many good examples within the Conservation Area of local paving materials and historic drainage channels and inspection covers from local foundries like JH Burgess, Lake etc and granite and sandstone kerbs adding richness to the street character.

8.6 Generally the surface treatments are of a poor quality along High Street, Joy Street, Butchers Row and Cross Street consisting of worn brick and slab paviers with some patch repairs. These contrast uncomfortably with the remaining granite kerbs. Within Paternoster Row and Church Lane, however, very attractive historic cobbles exist at its eastern junction with Boutport Street, with some Petersmarland brick and sandstone used as drainage channels sunk into to the floorscape.

8.7 A modern example of good quality surface treatment can be seen in Holland Walk where similar sunken drainage channels have been created with small granite blocks within a pavement of stone sets. This incorporated the drainage features which could easily appear as unsightly afterthoughts into the design of the streetscape at the same time as utilising high quality materials.

Holland Walk has a successful and high quality modern surface incorporating drainage channels of contrasting blocks



8.8 Granite kerbs are found throughout The Strand and Castle Street although they have been replaced with composite materials on Commercial Road. Pavements are surfaced with generally worn-looking concrete paviers in these areas. The north-east side of Tuly Street has attractive, generous width granite kerbs suggesting it was once a higher status street, despite its width according to early 20th century Ordnance Survey maps showing it to be only slightly wider than the ancient Green Lane. However the edge of the car park boundary on the opposite side has been defined by concrete kerbs which do not adequately replicate the character and appearance of the more traditional materials.

8.9 On the road frontage going up Vicarage Lawn northwards away from Bear Street, just east of the current Conservation Area boundary, there is an attractive granite set drainage channel with associated grey sandstone kerb, the latter of which is a particularly unusual occurrence within the historic core and has a well worn surface that has developed a sheen through time.

8.10 Historic cast-iron inspection covers from local foundries remain in places, such as an Alexandra Works cover set into the picturesque cobbles within Paternoster Row. It should be remembered that these local foundries no longer operate and as such each surviving inspection cover is an irreplaceable fragment of local history.

8.11 Stone and slate paving slabs are found in Market Street, with limestone kerbs remaining at its northern end, all of which are positive features that complement the streetscape.

8.12 There is a pinch-point created by a chicane in the line of kerbs restricting the existing road width towards the north end of the High Street. Currently some seating is provided with a fingerpost sign on the wider pavement opposite Gammon Walk, with further seats also in a space found outside numbers 40 and 41.

8.13 Pavement surfaces in High Street and Boutport Street are tired looking, a modern block paving and brick which has weathered in a negative way. Bollards on Boutport Street have been knocked off their vertical alignment in some instances.

8.14 Existing street surfaces have suffered at the hands of utility works. In spite of granite kerbstones remaining in most parts of High / Boutport Streets, the surfacing has been broken up and re-instated at times in a haphazard way that interrupts the original rhythm and pattern of the street surface.

The Barnstaple area once had several iron foundries producing a variety of products; their names live on in the street furniture they produced



9 Trees & Open Spaces

9.1 Trees can be found throughout the Barnstaple Town Centre Conservation Area, either set in areas of open space such as the town's churchyards, or set in avenues along streets and paths, together with a few isolated trees scattered throughout the area.

9.2 Any tree that falls within the boundaries of the conservation area has nominal protection, requiring that North Devon Council be notified of any works to trees and a period of six weeks allowed before work begins. Trees with a trunk diameter below 75mm when measured 1.5 metres above the ground do not require notification of works to be submitted.

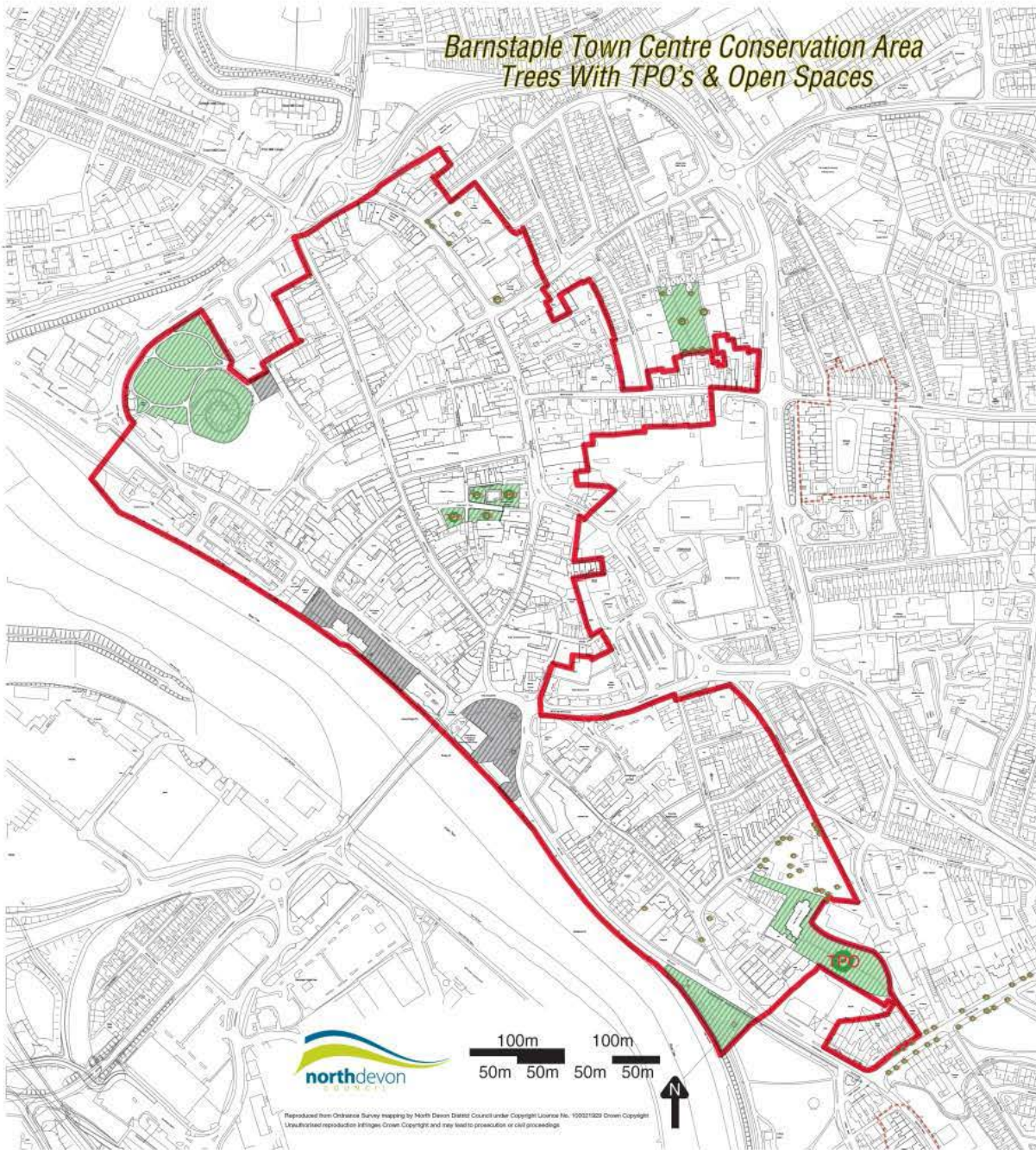
9.3 Beyond this level of protection that applies throughout the conservation area there are also individual trees and groups of trees which have been given specific protection through Tree Preservation Orders. These trees are of special importance through their contribution to local character, their amenity value and the wildlife habitats they provide. For trees covered by TPO's a formal application for works must be made in writing, responses to such applications may take up to 8 weeks.

9.4 Open spaces are also a key feature of the conservation area, often these spaces also contain trees. Castle Green and the tree covered Castle Mound are immediately obvious examples of important open space within the conservation area, although the low density of buildings along the southwest side of The Strand also produces important areas of open space, such as the location of the Millennium Mosaic in front of Queen Anne's Walk.

9.5 The improvements around The Square have made this into an attractive area of open space, linking together the built features within the space and providing an enhanced public area for pedestrians. The town's two churchyards also provide areas of green space, shaded by trees, with St. Peter's Church providing a welcoming and pleasant green space directly off of the High Street.

The map provided on the following page shows the locations of significant areas of open space within the conservation area, both 'green' open space (shown in green) and other open spaces (shown in grey) are shown as well as trees covered by TPO's.

Although visually 'open' car-parks and road junctions are not shown as open spaces, although their undeveloped nature may facilitate views of some significance.



10 Architectural Character Survey

10.1 To assist in the understanding of the town, it will be analysed as seven separate character zones or Sub-Character Areas in more detail. This will be carried out in the following order generally from west to east;

- Area 1 - The Strand, Castle Street and Riverfront
- Area 2 - Castle Green, former Livestock Market
- Area 3 - High Street, Joy Street, Paternoster Row, Cross Street
- Area 4 - Boutport Street and Bear Street
- Area 5 - The Square
- Area 6 - Taw Vale, Litchdon Street, Victoria Road, Holy Trinity
- Area 7 - Summerland Street, Salem Street, Higher Church Street

These areas and their boundaries are shown in Map IV of Appendix 3

Area 1: The Strand, Castle Street and Riverfront

10.2 The scale of single storey historic buildings found on the riverside contrasts with the height of modern developments (such as the red brick Riverside Court that rises up to five storeys next to the electricity sub-station). Scale varies from the riverfront towards Cross Street, with an overall increase in height.

The pattern of building heights within the conservation area is shown on Map VI of Appendix 3

10.3 Increases in commercial activity associated with an expansion in cloth making throughout the county during the 16th century resulted in funds being available for 'reparacion' and 'edifyeng' the Quay, and a slipway at the bottom of Maiden Street had also been repaired at this time. This growth of local commercial activity and increased wealth led to many merchants' houses being built, particularly in the lower (south) High Street area.

10.4 In 1677 a Commission of Enquiry into the bounds of the Port of Exeter including its sub-ports reported that Barnstaple possessed two quays. The larger Great Quay contained two slips and was located between Merchants Walk (now Queen Anne's Walk colonnade) and the New Work, measuring 207 ft by 93 ft. Little Quay, between New Work and where Bridge Chambers is found, measured 105 ft by 93 ft. The quay seemed to have undergone little change within the 18th century. Queen Anne's Walk is an example of the importance Barnstaple had as a port in the past.

10.5 The present quayside was built by the Barnstaple and Ilfracombe Railway Company on the site of the old Castle Quay, when the town's main quays were closed for their railway construction schemes.

10.6 Barnstaple Quay Station was once sited on The Strand between the former Bus Station offices building (now converted to the Riverside Café) and Queen Anne's Walk. The landscaped, and largely open, space that develops along the western side of The Strand, adjacent to the river, demonstrates the informal arrangement of

buildings and space in this Sub-Character area. This situation owes as much to historical events, such as changing transport patterns and uses within Barnstaple, as to some conscious intervention that has taken place such as the Strand Improvement Scheme. This scheme began in 1922 and was a scheme of public works motivated by the desire to generate employment. Part of the scheme involved the demolition of the railway station buildings and the construction of a bus station with offices (now the Riverside Cafe) to the designs of E Y Saunders (Borough Surveyor 1906-1920). This building takes reference from the fluted stone pilasters of Queen Anne's Walk to the north.

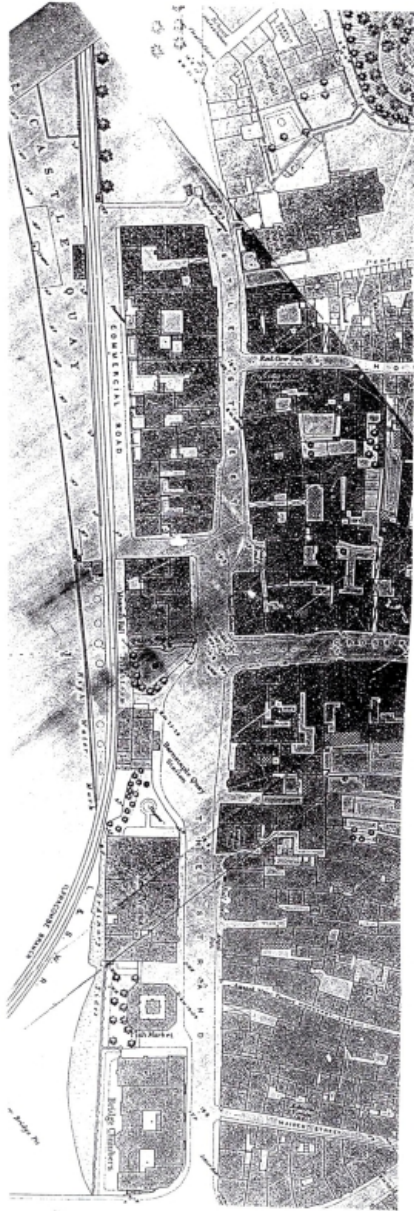
10.7 A replacement railway station called 'Barnstaple Town Station' was built downstream on Castle Street. This handsome single storey building constructed of local squared sandstone with limestone quoins is currently used as the Pathfields School Sixth Form Centre. The Lynton line closed in 1935, leading to a reduction in traffic and the eventual closure of both the main line and the Barnstaple Town Station in October 1970. An inspection of the line was undertaken in 1975 to examine the possibility of re-opening the line, although this never happened and the steel girder bridge that carried the line across the Taw was finally demolished in 1977.

10.8 A replacement Bus Station for the town now stands just outside of the conservation area between Silver Street, Belle Meadow Road and Queen Street.

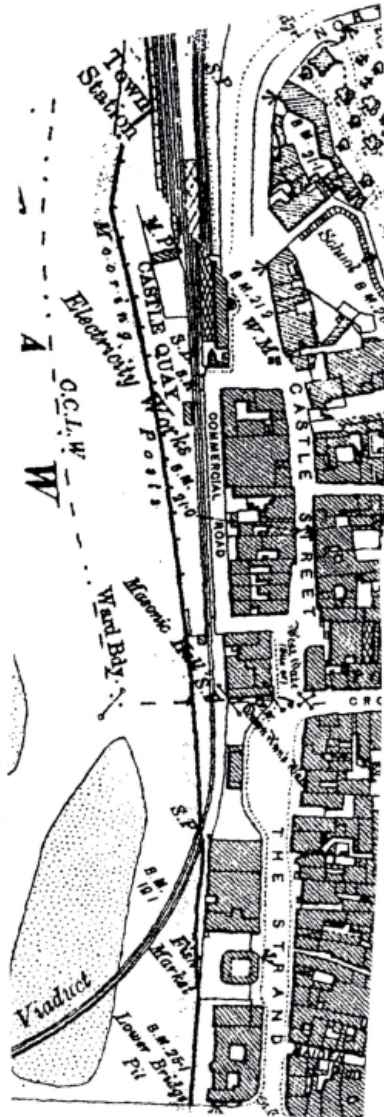
The view along the Riverfront from the north west edge of the conservation area along the route of the former rail line



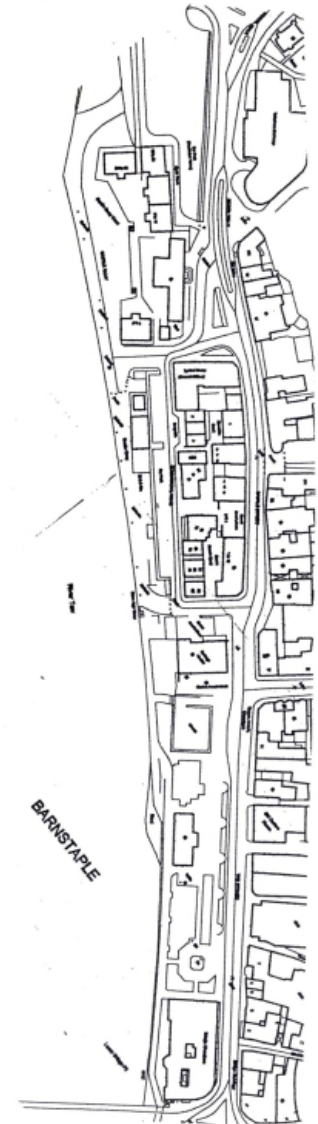
The Strand / Riverside Map Regression Study



1888



early 20th century



Late 20th Century

10.9 The line of the railway following the quayside is still marked by a path and cycleway (part of the Tarka Trail) running behind the car park of the Civic Centre, and has influenced the design of modern buildings such as Castle Quay Court, whose form incorporates an archway allowing interesting serial vision looking southwards along the former railway line. This development follows the prevailing three storey scale, and uses a pale yellow brick (contrasting with some red brick) as an acknowledgement to the locally found buff Marland brick used in Barnstaple.

10.10 The arrival of the railways to Barnstaple in the mid 19th Century has had a profound effect upon the riverside, in terms of its physical impact upon the former quays, and a series of modern developments which have replaced the warehouses and loading sheds associated with wharf activities.

10.11 This sub-character area owes much of its physical character to the series of unlisted buildings that either currently make a positive contribution to the Conservation Area or have potential to do so with modest enhancement and repairs.

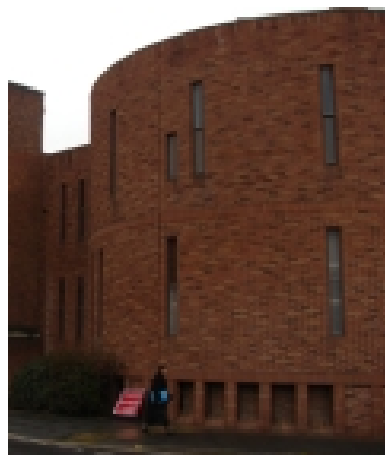
10.12 The Borough of Barnstaple works building and the front elevation to Lynton House on Castle Street are an interesting group constructed in the early 20th Century, offering a varied frontage with neoclassical influences and central horizontal pivot windows with multi-paned arrangements. The prevailing fenestration type however is sash within Castle Street and The Strand apart from some side-hung casements found at the Painted Fan Restaurant where it turns into the corner of Holland Street.

10.13 The Strand and its historic circulation is characterised by a series of small lanes, or courts, running away at right angles to the roadside edge. Some have remained as such or became lanes leading from the riverside through to High Street, as in the case of Theatre Lane. Others have since become truncated, but there is physical evidence in places of historic hard surfacing such as granite blocks or sets.

10.14 The telephone exchange has a prominent position on the corner of Castle Street with North Walk, and has an austere but distinctive appearance as an example of an early 20th Century Modernist architectural style. The height of the building, its apsidal end and its tall slit windows are all reminiscent of medieval defensive architecture, making this an interesting and fitting building to appear within the shadow of the Castle mound.

10.15 Directly opposite here is a row of 13 Sycamore trees. While not fully matured they define well the edge of the pavement from the Civic Centre car park, and extend northwards outside the Conservation Area boundary itself. This is an important belt of vegetation that forms a pleasing entry point to the Conservation Area from the north-west, and provides significant townscape appeal as a green backdrop for views towards the frontages of Castle Street and The Strand, as well as contributing to the green infrastructure and biodiversity of the town.

The town's telephone exchange reveals design features influenced by characteristics of early medieval, and Norman, castles, such as narrow 'slit' windows



10.16 There is a constantly undulating street building frontage typical of both The Strand and Castle Street which lack a certain coherent rhythm. 25 Castle Street (Carers Link) on the northeast side is an early 17th Century courtyard arrangement with ranges set around three sides of an open courtyard.

10.17 On turning behind the main street frontage into Commercial Road, this area was once a hive of activity arising from the quayside activities and now appears to be strangely lacking in purpose, with a poorly sited electricity sub-station surrounded by brick walls adjacent to the riverside edge. Opposite this is Queen Anne's Mews built in red brick and rising to four and a half storeys, which is at odds with the adjoining two storey buff brick house to its south and its immediate surroundings as it does not take reference from its setting.

10.18 Reduction in vehicular traffic following the opening of the Downstream Bridge and western bypass in 2007 has significantly changed the character of this area which is now quieter and more accessible from the High Street.

10.19 An octagonal space at the south end of this hard landscaped area is marked by sections of lawn which define the footprint of the former 19th century fish market that stood here before relocating to Butchers Row.

The frontage of The Strand has buildings of irregular height and scale, with some having bays projecting forward, producing an interesting if irregular streetscene



10.20 On the opposite (east) side of The Strand, to the south of the Old Custom House, there is a group of buildings of varying quality & condition, on what was once a prime riverfront position for traders. The appeal that some of the buildings could otherwise have is marred by the apparent lack of maintenance twinned with a poor choice of material, colour, subject matter and lighting method of both signage and external wall elevations. This provides a very negative outward impression of The Strand, as well as providing a poor visual setting for the fine listed decorative lamp standards. The former cinema (now 'Venue' Nightclub) dating from the 1940s has townscape appeal and presence, but again the frontage is marred by unsightly stencil-cut signage, and other inappropriate later detailing.

Lack of maintenance can have a dramatic impact on the appearance of a streetscene, as illustrated here along The Strand



10.21 Materials used in this Sub-Character Area are as diverse as the range of architectural detailing and forms found, with the clay Roman tiled, double-pile roof of the listed former Custom House which departs from the predominant dark grey slate roofing material. The stone quoins detail used on the former railway station building matches with a similar detail found in this same Sub-Character Area at Jalapenos Restaurant on Maiden Street.

Area 2 - Castle Green, former Livestock Market

10.22 The openness of the Livestock Market car park does provide good views into the historic core of the town, however it is unnaturally wide, exposing the frontage of Tuly Street. This has been due to the damage caused to the townscape by demolition and clearance of buildings along the north western side of Holland Street. The Livestock Market itself was demolished in 2003 after it was forced to close during the foot and mouth crisis of 2001-02 and a decision was made not to reopen the market afterwards. This artificial openness is being slowly corrected with the construction of new facilities such as the new chartermark toilets.

10.23 Castle Green is a significant area of open space in a Conservation Area where trees, open space and greenery are generally in short supply, once away from the riverside itself. A significant contribution is made to the character of the area by the green space of Castle Green, forming an important green 'backcloth' to the setting of the conservation area. It also provides a great biodiversity asset within the urban area of the town, providing a quiet area to relax away from the bustle of High Street.

10.24 This land once formed part of the grounds to the Gothic-influenced Castle House located to the north side of the Mound, which was demolished in 1976, yet its partial outline can still be followed in the turf on Castle Green. Together with other trees, such as evergreen Oak and an exotic Ginkgo sited towards the centre, the trees on and around Castle Mound provide amenity value as well as welcome shade for users of this space. These certainly contribute towards the setting of the park and the wider Conservation Area as an important contrast to the hardsurfacing beyond the Mound.

The Barum Coat of Arms, as featured on the gates to Castle Green



10.25 The Mound itself, with its steeply sloping contours, is largely hidden by an increasingly dense cover of trees and vegetation. This green backdrop of trees includes some older established examples of Oak and Beech and is a welcome relief from the dominant hard surfaced atmosphere of the former livestock market. The scheduled ancient monument covers more than just the earthworks of the mound as it also extends to the majority of Castle Green.

10.26 The landscaped area of Castle Green extends beyond the original curtilage of Castle House towards the stone wall to the north-east that once bounded the rear plots of properties on Potters Lane. These once fronted Tuly Street at the northern end therefore maintaining enclosure over much of its length, but have since been demolished and turned into a car park accessed from North Walk.

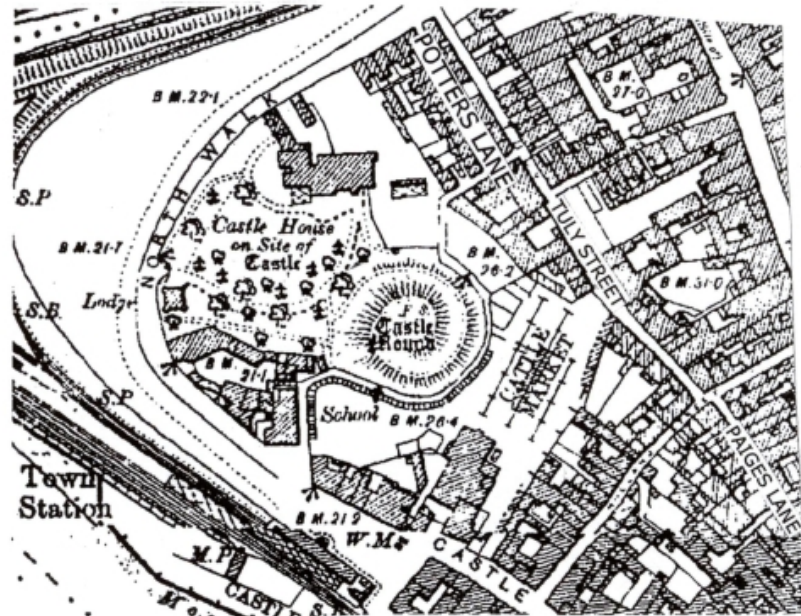
The site of the Scheduled Ancient Monument at Castle Mound is shown on Map II, Appendix 3.

10.27 The position and siting of the modern Barnstaple Library (built in 1988) and North Devon Record Office appears initially to be quite intrusive in a utilitarian red engineering brick with glazed mansard roof, even though following a three storey form typical of its surroundings. However it is worth noting that the Library building occupies an almost identical footprint to that formerly occupied by the 'Dornat Mineral Water Works' building which was of similar height. This site was previously the site of the town's earliest workhouse. The open space to the south of the library also contributes to the open character of this sub zone.

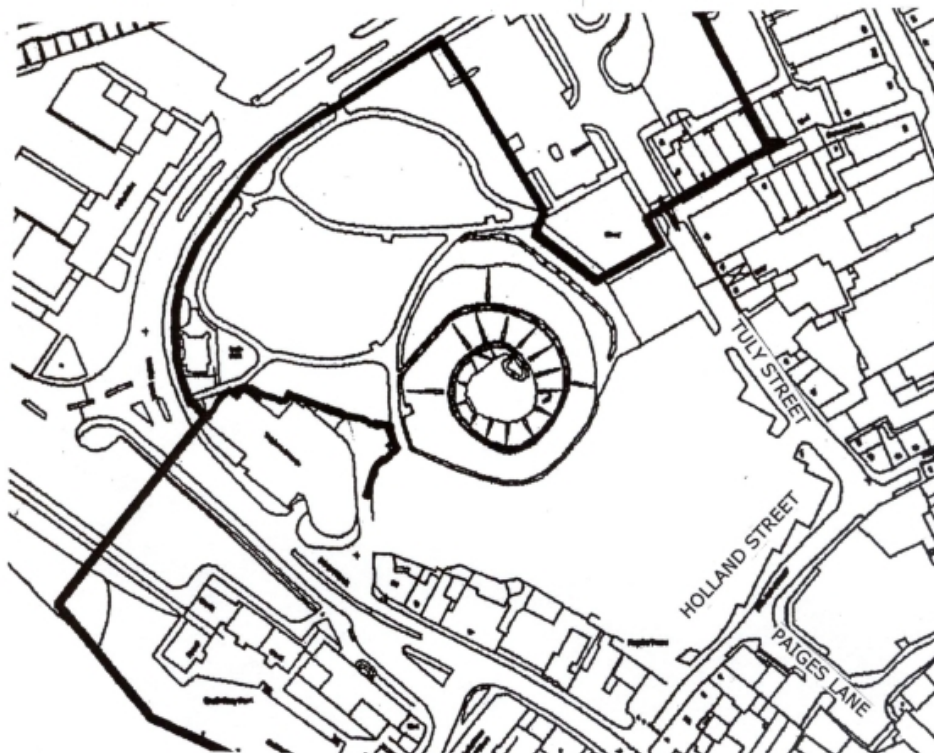
10.28 Only the east side of Tuly Street and the south side of Holland Street contain built frontages. While the Tuly Street frontage contains some attractive and varied buildings, the corresponding frontage of Holland Street has the appearance of service yards and truncated plots running to the rear of the High Street caused by the successive demolition of buildings. The closure of the Livestock market in 2001 and the removal of buildings on the north and west side of Holland and Tuly Street respectively has created more parking spaces, but this has significantly intruded upon the historic street plan and formed an unnaturally open, and rather barren, area of tarmac which is only partially relieved by relatively new tree planting along the south corner of Holland Street. Looking at OS maps of the early 20th Century (See appendix 2 and diagrams on following page) shows complete road frontages on both sides of Tuly Street and Holland Street. Since this time a considerable amount of demolition has taken place on both streets, and the former enclosure of these streets has been lost as a result.

10.29 The monolithic elevation to the rear of the Marks and Spencer building presents a largely blank face and has a negative influence upon the Cattle Market area, as it also has a closed frontage lacking architectural relief to relate or contribute to the setting of the open space beyond in a meaningful way. Demolition of buildings has also taken place on the south side of Holland Street, including the re-alignment of Paiges Lane over the last 30 years as a result of extensions to Marks and Spencers.

Castle Green & Former Cattle Market Map Regression Study



OS map Extract early 20th Century



OS map extract early 21st Century

10.30 Another opportunity has been taken to create car parking spaces behind this frontage, and views through towards the very varied rear elevations of no.8 Cross Street and its neighbours, including diagonally set chimney stacks typical of the 17th Century, are possible. There are also other stacks and finials along the roofline, and a patchwork of different wall surfaces and textures around the periphery of the car park. However these features were not intended to be on general public display, and as a result there has been considerable damage done to the townscape and historic street pattern here by demolition. This is particularly apparent by the recently created corner of Paiges Lane where the abrupt truncation and re-alignment has left an untidy building (4 Holland Street) with blanked out windows and an unfinished and untidy flank wall remaining on full view.

Successive demolitions and re-arrangements along Paiges Lane have resulted in an untidy corner plot and associated building



Area 3 - High Street, Joy Street, Cross Street, Paternoster Row

10.31 An example of the essential character of the town centre is demonstrated by the rich and diverse series of contrasts of the townscape that are presented to the senses, all which occur within a quarter of a mile of each other.

10.32 The pedestrian is firmly in control in High Street, both Gammon and Holland Walk and for much of the day through Joy Street. However a one-way eastern traffic flow is a frequently present influence upon Butchers Row, which provides a central connection between Cross Street and Boutport Street via the short stretch of High Street. However the presence of traffic acts as a physical barrier for pedestrians between Butchers Row and the Pannier Market, on the south and north sides of the street respectively.

10.33 Pevsner, in "The Buildings of England – Devon", describes Barnstaple as an essentially 18th Century town, and '...easily the most rewarding town in North Devon..' presumably referring to the good range of merchants' houses from that period found within the lower part of High Street. They form a very attractive yet architecturally varied façade that curves eastwards towards its junction with Boutport Street, which itself curves towards the river in the opposite direction. 92 High Street (a relatively low four storey building) has an outstanding example of a flamboyant and richly decorated coved eaves cornice. Formed in deep plaster relief it contains trophies of gloves and musical instruments such as drums.

Cross Street

10.34 Cross Street (previously known as Crock Street) was once the site of a potters' market according to a deed dating from 1344, and became a focus for the town's potters.

10.35 A pottery kiln was discovered on the edge of the Castle Mound dating from the 13th Century, when the site was being investigated by archaeologists. The River Taw gave easy access to the clay pits at Fremington. The industry reached its peak in the 17th Century where there were known to be several potteries sited to the north-east of the Castle Mound itself. The Barnstaple pottery industry served not only local markets but also traded with Bristol, Gloucester, South Wales, Ireland and then onto the colonies of North America and the West Indies.

10.36 Cross Street is known, from discoveries during previous works to the street, to have an historic wooden block surface as a sub-road surfacing material. This surface is very likely to still exist in substantial sections. This method of street surfacing was utilised to give added comfort to carts and coaches, with primitive suspension if any at all; the blocks also generated less noise when metal rimmed wheels passed over them.

10.37 10 Cross Street (By F W Petter of Barnstaple) has a good Italianate stone ashlar frontage with Ionic and Corinthian pilasters and scrolled capitals.

An example of one of the wooden blocks that made up the historic surface of Cross Street



High Street

10.38 About 200 years ago the High Street was narrower than its current dimensions. Successive re-fronting has taken place on the majority of earlier buildings (mainly merchants' houses) fronting the High Street, which had narrow width plots. In the latter part of the 18th century and the early 19th Century many of these frontages were re-built and set back, so as to provide a wider main street for the town.

10.39 Since the High Street has been the focus of economic activity in the town for the latter part of Barnstaple's history (the previous focus having been on the waterfront), only a small number of early 19th Century shopfronts remain. The commercial pressure, being greater in this part of town, has meant that many of the ground floor level decorative details from this time and subsequent periods would have been lost to successive modernisation. This has affected the plot depths (truncated significantly on both the High Street and Joy Street by the Green Lanes Shopping centre). The most extreme example of this has been at 78 High Street (Marks and Spencer) where an

attractive 20th Century High Street frontage of brick has been created that positively contributes towards the Conservation Area, while having spread through to the rear of High Street plots immediately to the north and reappeared at a realigned Paiges Lane.

10.40 Despite this many frontages still have attractive decorative details in the upper storeys (such as the spectacular example seen at no. 92 - Holland & Barrett). This pattern is more pronounced in Joy Street going to the east with the distinctive characteristic of eaves cornice decoration found on both listed and unlisted buildings that contributes significantly to the townscape quality of the Conservation Area. Frontages within this Sub-Character Area tend to be three up to a maximum of four bays wide. The general building heights are varied on the High Street, which rarely rise above the predominant three storey level, even with their height exaggerated by high shopfronts at ground floor.

10.41 This street, like Boutport Street to the east, has three (and occasionally four) storey heights (but often with low ceilings at ground floor level that keep their overall heights down) until the end of the 19th Century when several developments departing from this pattern appeared. They were often built using popular materials of their period such as terracotta, brick and often non-local stone that represented a departure from the render finishes that had prevailed previously.

10.42 The best example on the High Street is no. 63, built at the corner of Gammon Walk as a temperance hotel. This building marks a significant departure from its surroundings with its combined scale, size of footprint and frontage together with its diversity of materials, rising to over five storeys and possessing a canted turret on the southern end for more visual interest. Its formal use of local sandstone with bricks as part of an eclectic mix of materials typical of the era, together with its heavily detailed iron balustrade creates a significant positive presence at the north end of High Street. It also reads as a significant skyline feature that appears from both North Walk and from Higher Raleigh Road, rising clearly above the surrounding rooftops.

10.43 A characteristic and positive feature of shopfronts found on the High Street, which applies to much of the historic core is the doorways set back from the pavement edge. Many of these also have mosaic tiled floors, mostly in elaborate geometric patterns with decorative borders.

10.44 At the northern end of the High Street is a section of Boutport Street known as Mermaid Walk, which is better considered as part of the High Street zone than as a part of Boutport Street. 128 Boutport Street (The North Country Inn) takes an unusual open galleried plan, and at a house once excavated at Joy Street (p. 108 Devon Building, Chapter 5, Town Houses up to 1660) a late-medieval detached back block has previously been found. These are examples of galleries and back blocks which are virtually unknown outside of Devon.

10.45 The historic quality of the townscape of the High Street differs noticeably along its length, with the section to the north of Joy Street becoming more fragmented, with historic frontages becoming isolated between re-fronted facades. This is demonstrated by the much fewer number of listed buildings along the High Street north of Joy Street and Holland Walk.

Several shops along both High Street and Boutport Street retain historic shopfronts and as a component of these decorative mosaic surface treatments survive within the recessed doorways



High Street Map Regression Study



10.46 Number 30 Joy Street at the junction with High Street has been severely truncated at the rear by the Green Lanes shopping centre, but this WC Oliver styled frontage to the west end of Joy Street remains. This unlisted building possesses an elaborate buff brick frontage from the late 19th Century which includes horizontal bands of red brick piercing the Gothic-arched red brick window heads, and horizontal decorative panels of tiles which are reminiscent of the tiles and similar Gothic detailing used on the external façade of 27 Castle Street. This is a distinctive architectural style that appears both within the Conservation Area (eg. 30 Joy Street) and outside (throughout Buller Road, the Oliver Buildings at Anchorwood Bank, Rumsam etc.).

10.47 Numbers 33-36 High Street on the corner with Joy Street has mundane, repetitive cast block sections making up the metal framed frontage that has a discordant effect upon the historic run of frontages looking both north and south leading to the corners of High Street at its junction with Joy Street, and also dominates the vista at the end of Holland Walk forming poor visual closure to this lane.

The curving corner of concrete and glass to 33-36 High Street forms a poor backdrop to views along Holland Walk



10.48 The view northwards along High Street still reveals the green valley sides when stood outside the Guildhall. But continuing up the High Street, the valley sides become increasingly obscured by the new Rolle Quay development, until the view is completely blocked from no. 42 High Street. This intrusion is caused mainly by the height of this new development rising above the established building heights.

10.49 Theatre Lane emerges via a dark, narrow entrance between numbers 104 and 105 via a discrete archway towards the lower end of the High Street, but its general atmosphere of enclosure combined with the dead frontages along its length make it a distinctly unwelcoming place, doing little to encourage pedestrian movement between the High Street, The Strand and towards the riverside.

10.50 Number 80 High Street, formerly the Three Tuns Public House, is an example of a gable-end plan (with a tall narrow facade often three or four storeys high and up to 8 metres (25 feet) wide. It consists of a former house with a back block of two rooms depth, a parlour or dining room at the front and the kitchen behind.

10.51 Number 38 High Street contains cruck-jointed roof trusses, normally a feature found in agricultural buildings are therefore rarely found in the centre of towns. This type of roof construction is identified by the fact that the roof members continue down through the walls, carrying the weight of the roof down to the ground rather than

distributing it to the walls. As such this technique is typically found on buildings of cob construction, although it is sometimes found in stone or brick buildings where local carpenters took time to adapt to new methods associated with solid wall construction. The timbers also tend to have a curvature, giving the roof a slightly arched form, to differentiate the curved cruck members from straight beams in other types of roof construction they are referred to as 'blades'.

Joy Street

10.52 The north side of Joy Street's decorative frontage contains a physical break, in the form of the ancient Green Lane. Visually it can be clearly picked out at ground level by the unevenness of the painted stone walls to the gable end of no. 22 Joy Street, which incorporates a blue tiled street sign. Importantly it remains as a remnant of the once continuous narrow medieval lane that ran from the north end of High Street to Joy Street, broadly following the parallel curve of Boutport Street. Green Lane has since been truncated from both the north and the south by the Green Lanes Shopping Centre, constructed in the 1980s.

10.53 Number 11 Joy Street offers particularly high townscape appeal, designed by Alexander Lauder at the end of the 19th Century for the Barnstaple Co-operative Society, following a French Gothic style. The limestone upper floor facade is richly decorated with hooded window heads which have carved winged beasts and griffins sited at the junctions, and similar beasts are found in a line along the parapet above. Unfortunately the ground floor of this listed building is dominated by a deep and angled fascia board which detracts from the aesthetic character of the building.

Carved beasts and griffins decorate the window openings on the gothic facade of 11 Joy Street



10.54 Beyond Artstore, a listed building (21 Joy Street) at the corner of Joy Street and Green Lane, its neighbour Govers outfitters, and the remaining frontage running east are an extremely attractive unlisted group with finely detailed shopfronts and characteristic, decorative eaves cornices. The stone frontage of Govers Outfitters (20 Joy Street) complements very well the stone frontage of Creature Comforts (11 Joy Street) directly opposite on the south side, in spite of the colossal tilted fascia of the latter.

Mermaid Walk

10.55 The North Country Inn (128 Boutport Street) is a particularly interesting 17th Century building following a town house floor plan, as a variation upon the gallery and back block plan. It has two galleries running from front to the rear across a central courtyard, as well as a wooden side passage screen supporting the right hand side gallery, which is seen on entering from the street.

10.56 From the north end of the High Street a short curved section of Green Lane remains leading south from Mermaid Walk. Having the low-key appearance of a service lane it contains no active frontages directed to the street edge, nevertheless the historic granite cobbled floor surface that remains adds great townscape interest and contrast with the modern hard surfacing and pavements of the High Street. The trefoil fretted bargeboard to the rear of 132 Boutport Street contributes towards the positive frontage it presents towards the meeting point of High Street and Green Lane. However the outward appearance of this historic lane is not good, and the boundary walls and building edges suffer from a lack of maintenance.

132 Boutport Street adds character to the junction of High Street and Green Lane with its decorated barge boards and stained glass windows



Paternoster Row and Butchers Row

10.57 The intimate space within Paternoster Row forms Barnstaple's own 'Cathedral Close', but on a much more intimate scale and layout than, for example, Exeter (one of the three other ancient Devon boroughs). This space provides a quiet green area surrounded by commercial bustle.

10.58 The close-knit grain of streets and the division of space is a distinctive characteristic within the medieval core, and the intimate space of Paternoster Row is bisected north to south by Church Lane. At the Alice Horwood School next to the Almshouses in Church Lane girls were once known to make shirts and stockings for the Blue Coat boys using local woollen cloth know and 'Barnstaple bayes'. Blue Coat School was once located in North Walk in the 19th Century. This cobbled street continued south from Paternoster Row and abruptly turns at the closing of the street in this direction by the stone-faced Old School Coffee House then continues south-west with the buildings either side drawing in further into almost an alley before emerging into the comparative openness of the south end of the High Street beyond (Forms part of a 'Serial View' - See Chapter 7).

10.59 The intimacy of the space along Paternoster Row is enhanced by the effect of the gates at the eastern and western entry points from the High Street and Boutport Street respectively, where the gates act as a foil to the enclosed space beyond.

10.60 The high roofed and voluminous space of the Pannier Market entered from Market Street at the north is a lofty arcaded hall reminiscent of a church with aisles and an open, ornamented roof. Once housing corn and seed markets it takes on a different identity and character each day of the week with fruit and fresh produce on Tuesdays, Fridays and Saturdays, and craft/hobby/collectibles stalls appearing on Wednesdays, together with special events throughout the year. There is comparative openness along Butchers Row towards the arcaded meat, fish, grocers and bakers units on the south side of the street. The space becomes suddenly enclosed again passing south through Church Lane by St Peters Church to the right and walls to the left, crossing Paternoster Row; and again entering the increasingly close-knit south side of Church Lane narrowing further towards the High Street.

10.61 On the same walk through the Pannier Market in the evening, after the market has closed, the observer is greeted by a quite different but still dramatic experience. The absence of the market stalls and associated bustle allows uninterrupted views of the open-plan hall with aisles along its flanks divided by timber trusses. The view is closed at the west (High Street) end by the delicately detailed, glazed fanlight window with radial dividing bars. This building is also no less impressive when seen after dark, looking into the illuminated market hall from the Guildhall (High Street) entrance.

10.62 Butchers Row, together with the Pannier Market, was laid out and built in 1855 to the designs of R.D. Gould, Barnstaple's Borough Surveyor for fifty years until 1892, and as a result is not one of the original roads forming part of the medieval street pattern. Up until its construction Joy Street was the only thoroughfare between the High Street and Boutport Street. Until the Pannier Market was built upon the opposite side of the road in the same year, the weekly market was held in the High Street, where panniers were set out one side of the street one week, and on the other side the next week. In the fruit season the market would spill over into Cross Street (picture 146 Barnstaple Yesterday- Baxter and Baxter 1992). The well-known Friday market now continuing the tradition at the Pannier Market that was first referred to in the 12th Century.

10.63 Butchers Row on the south side originally accommodated 33 butchers shops. Several of the units still retain their original marble slabs integral to the open serving counters facing out on to the street (eg. Whartons Fishmongers). Though there are now fewer separate shop premises than previously the case with the introduction of delicatessen and bakers' shops, nevertheless the butchers and fishmongers remaining there are still the dominant influence.

10.64 The sawdust used in the butchers' units is often to be seen walked out from the shops and gathers around the doorways at Butchers Row on to the pavement outside, and the dumping of ice into the gutter outside from the fishmongers can be regularly witnessed, and are an interesting consequence of the activities taking place here.

10.65 Another characteristic of this part of the Conservation Area arrests other senses as well, with the blend of smells on the street from walking westwards along the south side of Butchers Row past the bread and confectionery wafting out of the bakery. Then the distinctive smell of the meat gives way to that of fish, then the awareness of other smells emanating from other food shops at the east end of the Row.

10.66 An unusual building feature found in Paternoster Row is the occurrence of elevated door entry to both St Anne's Chapel at its south-western corner, and two similar entrance points on the north side of the Parish Hall on the opposite (south) side of the raised burial grounds. It is noted that there are surprisingly few early- or mid-medieval buildings that survive within the historic core of Barnstaple.

The unusual raised entrance to the Parish Hall may have been a precaution against flooding



10.67 A flood of 1586 "coved the marshes tearing the roofs off houses then sweeping them away in its path". In 1607 there was a great flood of the Bristol Channel "of such force that the floodwaters swept away much in its path", which was a giant wave compared to a Tsunami.

10.68 The damage caused by these extreme weather events may explain why there are very few remaining structures surviving in Barnstaple from before the early 17th Century. It could also explain why the first floor entry points to St Anne's Chapel and the Parish Hall within Paternoster Row were constructed in this way, as a built-in safeguard from the susceptibility of Barnstaple to the River Taw breaking its banks in the future and damaging flood waters continuing along the flat topography of the historic core.

Materials & Local Details

10.69 Vertically-sliding timber sash windows predominate within this Sub-Character Area. However some occasional side-hung casements can be found, such as at first floor level to the frontage of Number 75 High Street (Woolwich Building Society).

10.70 Decorative eaves' cornice details are a feature in this Sub-Character area but are also found elsewhere in the Conservation Area. A particularly good example of a dentilled and modillioned cornice is found at 104 High Street. Brickwork, where used as a facing material, is often painted in an effort to replicate the appearance of render.

10.71 92 High Street (Holland & Barrett) dating from the early 18th Century, was originally built as a house and possesses an incredibly detailed coved cornice, richly decorated in deep plaster relief with objects such as gloves, drums and standards.

10.72 Unusually some slate-hanging is found on the gabled front to no. 5 High Street on its east side. Green glazed tiles are believed to exist within the stallriser to this shopfront added in the late 19th Century, although they have been obscured by the addition of modern cladding. The range of materials used is diverse and there is no particular dominant material beyond render mainly used for walls. However much variety of materials was introduced through the latter part of the 19th Century with affordable imports from the rest of the country and abroad.

10.73 Buff –yellow Marland bricks, often found with a mottled surface forming a slight patchwork effect en-mass when used on facades, were sourced from Petersmarland clay works. They are used for the flank elevations to 63 High Street (Bon Marche) (as well as elsewhere) and the use of this material identifies these buildings as dating from the late 19th to early 20th Century, the period range of their manufacture. Number 29 Joy Street also employs a locally distinctive use of decorative red brick, often used in conjunction with buff Petersmarland brick, used as horizontal bands with other red brick forming Gothic arched window and door heads. This is a W. C. Oliver architectural influence, and is found in many local situations in Barnstaple including outside the Conservation Area eg. the Oliver Buildings on Anchorwood Bank.

10.74 Distinctive slate topped chimneys to the Joy Street stack-end of the listed Artstore (no. 21) are another unusual feature found within the conservation area. Eaves cornice details, particularly the bracketed variety are notable in frontage groups on Joy Street, with more isolated yet special examples found on the High Street.

10.75 The use of buff-yellow tiles as a decorative cladding is noted as a horizontal band at the eclectically-detailed 29 High Street.

10.76 Many facades within the Conservation Area have townscape 'incidents', such as a tower or a gable-end incorporated into the street frontage. The views looking west along Butchers Row, for example, reveal buildings that are positioned behind or facing away from Butchers Row, but which appear due to its low rise nature. The belfry on top of The Guildhall or the leaded Parish Church spire are both examples.

Area 4 - Boutport Street and Bear Street

10.77 Boutport Street itself broadly follows the eastern line of the town's early defences, and its continual curved frontage contains a diverse range of decoration and detailing.

10.78 An increase in mercantile activity in 16th Century led to a time when Barnstaple possessed good examples of town houses. The increasing wealth of the town may have been a spur to re-fronting houses in High Street and Boutport Street to follow changing fashions, moving away from the more vernacular scale with low ceilings towards taller, grander facades with windows that reinforce the vertical emphasis. Exceptions to this include the building to the south of 31A Boutport Street which is relatively low level and gable fronted. Away from the centre of economic activity of the town where there was likely to have been less means or motivation for investment in buildings' improvement, is found a more traditional and residential scale of building.

10.79 There are a number of significant views of note both within and looking into this Sub-Character Area. These include views from Queen Street looking into the Conservation Area, picking out the key building of 36 Boutport Street (National Schoolwear Centre), which also dramatically terminates views east along Butchers Row. Also from Queen Street the leaded spire of St Peter and St Paul rises clear above the rooftops of both Silver Street and the river end of Boutport Street.

10.80 Many of the public houses and inns of the town centre have historically been found within this Sub-Area, along with many associated yards or courts running at right angles to the street frontage, some of which would have contained stabling facilities to serve these establishments. This area still has an active evening economy when compared with the High Street.

10.81 Historically these characteristic courts were commonplace but Loverings Court, listed grade II and sited directly opposite the junction with Joy Street, is one of the earliest and few remaining examples, dating from the early 18th Century. It follows a deep, linear layout that survives with intact granite cobbles and other longitudinal stone strips at the Boutport Street end for the passage of each pair of wheels within an opening wide enough for a cart. This cart entrance also has later blue glazed tiles set into the flank wall. However it has been severely truncated at its rear (east) end by the visually-jarring modern dark red brick Loverings Court built with a form, scale and plan form that pays little reference to its historical setting.

10.82 Numbers 7 – 13 Loverings Court form a terrace of buff yellow houses forming a remaining section separated from the main 18th Century run of buildings at the Boutport Street end. This group, though unlisted are a worthy survival if now somewhat overshadowed by the modern blocks erected opposite. They are set opposite a small, informal but important section of green space consisting of small trees and landscaped lawn, that provide welcome relief from the hard surfaces. The siting of Loverings Court

entrance opposite Joy Street provides an interesting series of views or serial vision from within the yard looking through the cart entrance and down Joy Street, which is a positive aspect of the townscape.

10.83 Number 62 Boutport Street has a narrow 'side-on' floor plan with three incredible decorative barrel-vaulted plaster ceilings. Barnstaple, along with Totnes, displays some of the greatest tradition of urban plasterwork in Devon.

10.84 Much Devon plasterwork was attributed towards the Abbot family, a well known plastering family based at Bideford, though no plasterwork can be proved to be theirs before 1670s.

10.85 Other yards exist further south on this street, found hidden away behind the Boutport Street frontage such as Bedford Row and Somerset Place from the early 19th Centuries, though these latter entrances off Boutport Street have only offered narrower pedestrian access.

10.86 Numbers 110 to 113 (Grade II Listed) form an important group of three storey grand terraced houses dating from the 1820s, and whose presence (enhanced by a series of decorative fanlights over the doors and projecting eaves cornice) offers rhythm and purpose to this part of Boutport Street, whose frontage has been affected by the development of the Green Lanes shopping centre that appears several times within the street frontage.

10.87 The adjoining building, number 109, built forty years later is also listed but possesses narrower width window openings than numbers 110 to 113 complete with arched heads and undivided sash leaves typical of the mid-late 19th Century. Several prominent buildings designed by the well-renowned Victorian Barnstaple Borough Surveyor R. D. Gould are found at the extreme top end of Boutport Street. These include May House, the Baptist Church and its attached Church Hall, all listed and dating from the mid-19th Century.

10.88 The east elevation of Boutport Street represents a remarkably varied run of largely narrow frontages best viewed from the north at either the junction with Vicarage Street or Bear Street. UPVC replacement windows are absent on this side of the street. At its northern section, the east side of Boutport Street becomes more low-key and distinctly domestic in scale, use and character though some professional services are clustered together here. The curved porch to number 11 and its decorative fanlight

The decorated plaster ceiling at 62 Boutport Street, parts of which carry the date July 9th 1620, are particularly fine examples



detail that is repeated on the inner entrance door is a particularly good example of this domestic scale. This characteristic continues into Coronation Street and to a certain extent Vicarage Street.

10.89 Grey slate roofs predominate on Boutport Street, and are often hidden from view at street level, with a distinctive exception to this being Norah Bellot Court, a modern residential scheme (built on the site of a Baptist Church until the 1990's) whose shallow pitched, staggered slate rooflines are obtrusive elements. Continuing along Vicarage Street past the listed Old Vicarage on the corner, the modern railings running alongside the flank walls of the latter together with the sterile, exposed tarmacadam surface to Norah Bellot Court presents a negative setting for that listed building.

10.90 Decorative iron railings at first floor level are a local feature found on Boutport Street, including some found on rear elevations. 36 Boutport Street, designed by W. F. Petter has a four and a half storey form with lofty garret that gives it vertical emphasis and a five storey presence as an elaborate and significant terminus to the vista along Butchers Row. Its flamboyant Renaissance detailing is typical of the

Decorative iron railings of various designs appear on the upper floors of several Boutport Street buildings



early 20th Century, and like other buildings of its period in the Conservation Area appear to consciously break above the prevailing roof heights (like number 63 High Street). Its height means that it can be seen clearly above the rooftops from Summerland Street to the south, and in the background when looking east through Paternoster Row.

10.91 Unlisted buildings which make a positive contribution to the character of the Conservation Area include the Scotts Cinema and the Queens Theatre both on Boutport Street. The latter has a very distinctive green glazed tile roof that has prominence also by the sheer size of its mansard roof with an Oriental influence that dominates this part of the street in a positive, flamboyant way.

10.92 Historic examples of shopfronts, and particularly the occurrence of a series of decorative tiled porches, are a positive and distinctive feature of note in this street, for example:

- Number 46 (grade II listed) retaining a multi-coloured chequered quarry tiled porch;
- Number 47 with a back and white chequered quarry tiled porch floor;
- Number 48, of late 19th to early 20th Century, with slender timber mullions;
- Number 75 (grade II listed) has a small section of a chequered porch floor virtually concealed beneath a modern tiled upper surface;
- Numbers 79 and 80 (grade II listed) with black and white chequered quarry tiled porch;
- Numbers 92 –93 Boutport Street, built as a pair with marble front step, chequered porch in-step and curved stallriser (93 has original brass sheet inset panel).

The shopfront to 93 Boutport Street retains traditional features such as curved glass display windows and sheet brass inset panel



10.93 Number 36 was built at the turn of the 20th Century to a Flemish Renaissance design in buff-coloured bricks. Number 81, built only a few years earlier uses an imposing, tall gable end frontage of red brick and stone with terracotta carrying decorative details such as a cartouche in the apex of the facade.

10.94 A post Second World War building at the south end of Boutport Street on the corner with Wells Street (no. 60) is sited set back from the main street frontage rather apologetically, constructed of repetitive moulded concrete sections. This is in sharp contrast with and has a negative relationship with Royal & Fortescue Hotel adjoining to the south. This is a prominent and therefore highly damaging position that strikes a discordant note within the immediate surroundings.

10.95 The insertion of the access road into the Green Lanes shopping centre from Boutport Street was approved in 1976. The gap that remains resulting from these works has had a significant and detrimental effect upon the character and appearance of the Conservation Area, with the rear block of the shopping centre presenting a tall largely blank face with large sections of glazing and approach ramp, the effects of which have not been effectively mitigated.

Bear Street

10.96 Bear Street was originally known as Barre Street, which may have derived from the de la Barre family who were land owners in Braunton from the early 13th Century. It has medieval origins and would have breached the walled town heading east. This is a historic street of shops, with generally narrow width frontages, still following the medieval burgage plot layout.

10.97 This Sub-Character Area includes a northern portion of Queen Street, once called Back Lane in the early 19th Century, from its junction with Boutport Street. Back Lane had changed its name to Queen Street at the Boutport end and became Trinity Street at the fork with Summerland Street going south towards the Church.

10.98 The north side of Bear Street has two main groups of listed buildings as well as the Christchurch, the leaded tower of the latter being a key landmark building that is a focal point of many skyline views. Nevertheless the south side of the street by comparison has only one listed building, number 47 (the Silver Cod). This does not perhaps provide the correct measure of the wealth of interest that lies within this street, particularly the south side with its important and architecturally rich frontages.

10.99 Numbers 1, 1A and 2 rise in a varied frontage up to four storeys, and form a bold entry point to Bear Street. At ground floor level the atmosphere is of mixed independent or family-run retail and other varied services giving the street vitality. However even as a one way street the retail environment is far from ideal, with traffic passing through towards the Inner Relief Road.

10.100 In spite of there being so few listed buildings found on the south side, there is a remarkable lack of uPVC fitted. The historically intact door and window joinery, together with a largely good standard of well-proportioned surviving and replicated shopfront detail and discrete fascia signage all complement the very varied architectural detailing found on the facade, and all amount to a fine and lively frontage. This provides a high townscape quality to be cherished in a part of the Conservation Area.

10.101 Above numbers 50 – 51 (North Devon Home Brew) a metal hoist remains at first floor level set within a vertically planked panel of a disused loading hatch. The etched glass in a sash window leaf pronouncing ‘warehouse’ above numbers 49 to 50 is a rare survival, and the roughcast rendered frontage largely windowless flanking a cart entrance with granite sets suggest a more industrial character for this south side. This industrial character is reinforced by the former Prideaux’s Garage, once renowned coach builders.

10.102 From the middle of Bear Street going east, the north side frontage stays generally two storey with late 19th Century canted bays and faience tiles being features. However flanking the Barum Arcade on the south side and continuing further east there are an elaborate array of frontage configurations, with both parallel ridge lines and frequent gable end frontages, often of red brick (contrasting with the buff brick used on the north side).

10.103 A sudden break in the north side road frontage reveals an elongated pathway, leading the eye towards the tall crown of some trees set well back from the roadside. On investigation a gated entrance (marking the extent of the present Conservation Area boundary) opens out to reveal a very attractive and tranquil, walled enclave of trees and gravestones, with a line of lime trees lining a meandering pathway. Historic maps reveal this to have been the former Bear Street entrance to Mary Magdalene Church, an Anglican church that was demolished as recently as 1980. This land to the north has been developed for sheltered housing covering the former church footprint.

Windows on the upper floor of 49-50 Bear Street have gold leaf signage declaring the building’s former role as a warehouse



10.104 At the east end of Bear Street stands the former Young's masons (now a funeral directors) the exterior of which is an elegant showpiece, displaying rich carvings, hood mouldings above arched window openings, terminating in foliate stops. A major carved panel at the corner shows carved trees and foliage with scrolls carrying now largely illegible script. The building is particularly prominent to traffic travelling north on the relief road and provides a key focal feature marking the edge of the conservation area along Bear Street. It was perhaps good fortune that the extensive demolition carried out for the Inner Relief Road works in the 1980s was able to leave this special building intact. Nevertheless its setting has been somewhat compromised not only by the poor siting of the traffic signals and pole at the corner of Bear Street but also the barren area of brick paviors bounded by traffic barriers that exist immediately to its east.

The former Youngs Monumental Masons showroom presents a splendid display of elaborate stone carving, marred by the presence of modern highways equipment



10.105 Much progressive demolition and subsequent damage has occurred to the rear of the south side of Bear Street, remarkable given how intact the street frontage is. The formerly deep and narrow plots running southwards have been severely and crudely truncated to create car parking space, leaving decaying gable ends to long-redundant outbuildings and a plethora of roughly coursed walls unintentionally on full view. The corrugated sheet cladding of the enormous Royal Mail sorting centre provides a poor and damaging skyline backdrop to this area. The vista through Barum Arcade south is closed in an unfortunate fashion by the rear of Queens House appearing in the background.

10.106 The heavy traffic along Bear Street is a negative influence, exacerbated by the relative narrowness of the road and the regular on-street parking on the south side (in spite of double yellow lines). Bear Street has developed this sacrificial role to deal with the through-traffic, which limits the appreciation and enjoyment of what is otherwise a street of rich and varied architectural frontages that have significant townscape appeal.

Materials and local details to Boutport and Bear Streets

10.107 Unusually for the town centre, slate-hanging is used in recent works to the south facing gable end of no. 50. However there is slate-hanging found used to the west gable end of 124 Boutport Street, and to the gable end of the rear wing to number

127 Boutport Street visible from Mermaid Walk. Despite this slate hanging is not a prominent local feature and makes only a minor contribution to the historic character of the town, being most prominent in this character zone.

10.108 Parapet roofs are common at the northern end of Boutport Street with the occasional hipped roof form with rolled lead roof slope junctions which give way to traditional slate roofs coming southwards. Dormers are not a common feature, in either Boutport or Bear Street, though dormers do appear in a more pronounced way as a conscious part of frontage design with the line of four particularly high examples to the frontage of number 69 (Easy Tans), likely to be an attempt to respond to the increased building heights of The Square beyond.

10.109 Cornices at eaves level are a unifying feature for groups on Boutport Street, such as between numbers 122 - 123, and 110 - 113. Perhaps the most elaborate example on Boutport Street is the corbelled eaves cornice to number 69 which is of carved stone. Fanlights also appear over doors on numbers 110 to 113.

The carved stone cornice detail at 69 is the best example of this feature along Boutport Street



10.110 Numbers 15, 34 and 35 Bear Street ('Office Club' stationers, 'The Hairdressers' and 'Beauty and Tranquility' respectively) have decorative late 19th early 20th Century shopfronts with segmental panels of glass and multi-coloured glazed faience tiles adorning the frontage, and highlighting the consoles, to numbers 34 and 35.

10.111 Vertically-sliding timber sash windows with a variety of divided panes prevail on Boutport Street such as 6-over-6, 8-over-8 configuration, but use of 6-over-9 and 8-over-12 panes are found in places such as the lower south end of the street to provide greater vertical emphasis. Side-hung casements are found at the Ebberley Arms on Bear Street, but are an exception to the general character of fenestration in this zone.

10.112 Roofs are mostly blue/black or dark grey natural slate on prominent elevations, a main exception being the glazed tile roof to the Queen's Theatre. Some decorative ceramic tiles are used, occasionally in continuous horizontal bands.

10.113 A particularly fine example of a handmade chimney pot is found clearly visible on the party wall between numbers 19 and 20 Bear Street (Langston House & Pizza Ho!), with several vents emerging characteristically from its side. Along with other

historic chimney pot examples found just to the east of Boutport Street at Silver Street (currently outside the Conservation Area) and slate-topped stacks, they are all distinctive local details which enrich the skyline of this historic townscape.

Area 5 - The Square

10.114 The Square has never in its history been laid out as a formal public space enclosed on all sides in the conventional, regular way typical of early to mid 19th Century urban development found elsewhere in England. Its irregular plan form, that has always maintained at least a partly open aspect towards the river front has changed considerably over the last 150 years along with the growing use of the car. Before attempts were made to give the space some degree of order in the 19th Century, The Square was described as a beach in the 16th Century that could only be crossed at low tide by a stone causeway. The situation appears to have barely changed by the early 19th Century when it remained an area of unappealing wasteland where surface water run-off originating from High Street ended up. In the early 20th century The Square had a formal layout, yet the name was still misleading as the area is not enclosed on all 4 sides and is far from being a square in plan. This layout was fragmented into parcels of grass and planting cut up by roads.

10.115 The 13th century Longbridge (Grade I Listed, formerly a scheduled ancient monument) is currently outside of the conservation area, however it features in views along the riverfront, and also facilitates views along the town bank of the Taw. Its greatest importance is probably as a formal approach onto The Square, as such the link between the Longbridge and The Square is sufficient to justify its inclusion in the conservation area as part of this character zone.

10.116 The irregular character of The Square is also demonstrated by the varying scale and height of its built form where the heavyweight appearance of Bridge Chambers, Bridge Buildings and the Athanaeum have a significant, decorative architectural presence clustered around its west side. This Victorian splendour contrasts with a much more modest scale found on the east side that reflects the generally lower building heights of Litchdon Street.

10.117 Specific examples of particular historic building types found in The Square include The Inn on the Square, being an example of a gallery and back block plan (as is the North Country Inn mentioned previously). The two left hand blocks to the building within the courtyard are linked by a first floor gallery. The front block is of stone with the rear block built of brick.

10.118 The Athenaeum (now the Museum of North Devon) was originally founded by Mr Rock in 1888 and later sold to the Barnstaple Bridge Trust. Its richly detailed eaves cornice are spectacular examples that follow the theme of other decorative cornices found within the Conservation Area and form a distinctive traditional architectural feature of this historic core.

10.119 Positive views can be appreciated looking south-east through this Sub-Area towards the confined entrance and close-knit frontages to Litchdon Street, which contrast with the relative openness of The Square. Other important views are possible in many directions from The Square: southwards to Sticklepath Hill; towards the south-east beyond slate -topped chimneys and Litchdon Street to the tower of Holy Trinity Church; along the riverfront towards trees to Rock Park and beyond to rising land and Tawstock in the background; northwards to the junction of the eastern frontage to Boutport Street at it converges towards the base of High Street; the curved frontage of the Royal & Fortescue Hotel leading the eye northwards along the eastern frontage of Boutport Street.

10.120 Existing plane trees provide important focal points of soft vegetation that offer relief along the northern side of the The Square outside Chambers Brasserie and other trees outside the set back frontage of Inn on the Square which define an informal space which is somewhat detached from the rest of The Square, due partly to the road configuration.

10.121 The eastern part of The Square has a varied architectural frontage where hipped roofs are used with height, styles and form having more in common with the character found in Litchdon Street, while the present fascia signage on this side of The Square does not positively contribute to the quality of the townscape.

10.122 During the 20th Century the plan form of The Square has increasingly become sacrificial to the road network that has circumvented it, and towards managing the needs of efficient car access between the two banks of the River Taw, relegating it (until recently) to the status of a large traffic island.

10.123 The most recent re-modelling of The Square in 2007-8 has involved a further significant alteration to its shape with the added presence of utilities, further lamp standards and signage. Together with the existing CCTV column doubling up as a lamp support, traffic management boxes and other street furniture this amounts to further street clutter that visually harms the quality of the space around The Square. Aerial views out through The Square particularly looking southwards towards Longbridge and the green backdrop of Sticklepath Hill beyond are also degraded by the presence of tall highway related street equipment.

10.124 Positive benefits have included creating an enhanced treatment of the public space that now directly links to the riverfront without having to cross moving traffic (arising from the Downstream Bridge completed in 2007). The introduction of high quality natural hard and soft landscaping and tree planting, and particularly as the latter mature, will provide increased punctuation of views and serve to reinforce the deserved status of the public space.

The proliferation of lighting columns and unnecessary signage can have a major impact on some views across The Square, while the matt black finish is at odds with the shiny steel of other new street furniture



10.125 Following largely highway-orientated improvement works here The Square's appearance has been much improved, although the through flow of traffic still makes the area dominated by vehicle movements. The works to surface improvements and enhanced street furniture along with planting and seating now offers an improved setting for perhaps the most important group of listed buildings in this Conservation Area including the North Devon Athenaeum, the Albert Clock, Barum House, the Bridge Chambers buildings and the Wilshire monument and fountain.

New seating and waste bins complement the new stone paving and planting to provide a pleasant environment for pedestrians



10.126 The Albert Clock was built in 1862 as a memorial to Prince Albert, who died the previous year, and formally dedicated and started running a year to the day after the Prince's death. The clock tower is a high visible landmark from along the length of the Strand, from where it is framed between the two rows of buildings along the street. The new improvements within The Square also mean that the clock and the Athenaeum are no-longer separated by roads and form two key elements to a single, level, pedestrian space.

Area 6 - Taw Vale, Litchdon Street, Victoria Road, Holy Trinity

10.127 This Sub-Character Area includes Litchdon Street, Taw Vale, New Road (more suburban in character around Victoria Road, Barbican Terrace, Rock Park and early 19th Century terrace development at the south part of Trinity Street, Salem Street) 17 –20 Summerland Street have moulded arch detail over ground floor window heads, each with coloured decorative tile detail.

10.128 Litchdon Street was, until 1846, the main thoroughfare out of town for London-bound coaches, which is demonstrated by a plan dating from 1830 that shows Litchdon Street named as 'London Road'. It is a narrow and congested Medieval road running south east away from The Square. In contrast Taw Vale was developed with graceful mid-19th Century terraces laid along a wide road whose feeling of width is increased by the riverside opening out beyond. Changes to Litchdon Street's alignment, in order to accommodate Taw Vale, has significantly altered the dimensions and enclosure of The Square, which has taken on a more elongated footprint.

10.129 Taw Vale was originally called New Road when opened in 1846. The Parade was cut through land that previously formed the rear gardens to the houses on the western side of Litchdon Street that seem to have once reached to the foreshore of the River Taw, at a point where a ship-building yard stood. The buildings along Taw

Vale are representative of expansion during the Georgian period, being a terrace of splendid high quality town houses of that period commanding open views across the wide promenade and the river beyond.

10.130 Litchdon Street – Brannams Pottery, south flank wall to rear (seen from Exeter Inn courtyard) is built partly of cob panels. A willow tree grows in the rear of the yard, perhaps suggesting that the water supply runs through the rear of the Exeter Inn courtyard, that may have served the pottery works next door.

10.131 Many different inspection covers and grates are found as street surfacing on Litchdon Street, many manufactured by local foundries such as T Lake & Co of Newport or Youngs of Barnstaple. A local plumber's cover in cast iron is also found here. Set into the pavement is found sections of marble.

10.132 Kerbs vary from granite to sandstone (east side outside numbers 1 & 2 Litchdon Street) and grey limestone with white veins is found as dropped kerb for the Litchdon Street entrance of the Imperial Hotel car park. On the right hand side, the bonding of the sandstone kerbs using cement is of a crude quality.

10.133 The Penrose Almshouses in Litchdon Street (Grade I Listed) were completed in 1627 (by the wife of the founder John Penrose. It has two gable ends in local stone fronting the road linked by a pair of colonnades, a central gable end and porch leading into an enclosed courtyard of almshouses. It also has diagonally set chimney stacks that are typical of the period.

10.134 Penrose Almshouses form a significant skyline feature of the northern end of Litchdon Street, and add to the attractive and irregular patchwork of the close-knit medieval character of Litchdon Street. The sandstone gable ends and granite colonnades though visually dominant in both materials and regularity is unable to impart formality upon such a varied and irregular frontage. A wide mix of materials and textures is found, where building facades irregularly meet the narrow pavements, stepping forward and then back again. Continuing south, stucco rendered properties increasingly formalise a widening street atmosphere. On the opposite side rendered villas appear in the form of the listed Riverside, (number 22) and Riversvale to its south.

The stone frontage of Penrose Almshouses with its open colonnaded returns was completed in 1627 and has undergone repair and internal remodeling over subsequent years



10.135 Taw Vale is particularly prominent in views from the Longbridge and Seven Brethren Bank. When viewed from Seven Brethren Bank the formal rendered Taw Vale terrace with their vermiculated ground floor elements can at first appear symmetrical, but on closer inspection it is found that the two storey wings with segmental arched dormers that flank the main accommodation blocks do not match.

10.136 Opposite the grand listed Barbican Terrace (numbered 1 to 13) is Mulberry Lodge, a tall and narrow width building consisting of local stone with pyramidal slate roof. Beyond this on the same side is a rubblestone and brick garden wall fixed firmly against the road edge which defines the extensive curtilage to both Mulberry House and the Old Vicarage, a pair of large scale and imposing mid-Victorian semi-detached houses. Their curtilage contains important well-established trees, a belt of which follows the roadside wall that include evergreen oaks.

10.137 The physical presence of this red brick former vicarage to Holy Trinity Church set within such large scale and secluded grounds represents a uniquely surviving low density layout within the predominantly medium- to high-density character in this Sub-Character Area. The green open space of the churchyard to the south of the church, its sheer scale and imposing architectural detail, particularly the pleasing set back gable end and the roadside walled enclosure, all contribute very positively to the character of this part of the Conservation Area.

Area 7 - Summerland Street, Salem Street, Higher Church Street

10.138 This area is further from the banks of the Taw than Litchdon Street and consists mostly of the newest development found in the Town Centre Conservation Area, and includes the later 19th Century terraced housing around Trinity Street, Salem Street and Higher Church Street. Its atmosphere and character are quite different from the rest of the Conservation Area in that it represents a distinct phase in the growth of Barnstaple which, apart from Salem Almshouses and the Roman Catholic Church dates from a short period of construction at the end the Victorian period.

10.139 Many of the terraces have decorative external cills, window- and door-heads, often using carved stone in a way that unifies separate groups of buildings within the same terrace, with an exuberance of detail that sets them apart from many other more standardised Victorian terraces found from this period. Numbers 17 –20 Summerland Street are a good example of this, displaying a mix of materials and detailing, having

The repeating pattern of chimneys with multiple pots forms a key part of the roofscape character in this zone



moulded, chamfered stone arches with cornices over ground floor window- and door-heads, inset with multi-coloured decorative glazed tiles. Paired timber sashes are also found, separated by stone colonnettes.

10.140 Understandably the street character is predominantly of two storey domestic form, brick faced of generally later 19th Century construction such as in Ceramic Terrace. The exceptions are Salem Almshouses which, although dating from early 19th Century, take on a regular terraced form around a courtyard plan open to the street behind bold wrought-iron railings. The local rubble stone facing material used here gives them a more vernacular appearance, and associates them with the much older Penrose Almshouses.

10.141 Ceramic Terrace (Trinity Street) was developed in the late 19th Century on land used as glasshouses to the rear of the Brannams Pottery. The other fork in the road, Summerland Street, itself was developed as terraces in the later half of the 19th Century.

10.142 UPVC replacement windows and doors are a negative feature of this Sub-Character Area, where householders have used their permitted development rights widely to dilute the original materials used in their construction.

10.143 Barnstaple is perhaps also unusual in retaining boundary walls and back street cottages built of cob, fairly common in rural Devon but unusual in such an urban setting. Examples include the flank wall to the Brannams Pottery on Litchdon Street.

11 Local Architects

Richard Davey Gould

11.1 R.D. Gould is by far the most prolific architect to be represented in the built fabric of Barnstaple, with the Pannier Market, Butchers Row, the Albert Memorial Clock, the Bridge Buildings and Bridge Chambers. His talent was not limited to buildings as he also designed the layout for the town's landscaped parks at Rock Park and Cyprus Island (now occupied by the Civic Centre).

11.2 He was the first Borough Surveyor for Barnstaple, a post he held for over 50 years during which time many of the new civic buildings within the town were designed by him. Indeed if the buildings for which he was responsible were lifted out of the town then Barnstaple would be a very different place today.

William Richard Lethaby

11.3 W.R. Lethaby has no buildings of his design standing in Barnstaple today however he was born in the town, at 1 Ebberly Lawn, in 1857. As he was only a junior member of an architects firm during his time in Barnstaple it is difficult to identify any buildings which were of his own design. He went on to be an architect of national renown designing buildings including the Eagle Insurance Buildings in Birmingham, and the Central School of Arts and Crafts in London. Later he became Professor of Design at the Royal College of Art and Surveyor at Westminster Abbey.

11.4 He is also noted as an early figure in the conservation movement, establishing principles of sensitive and honest repair, being an early member of the Society for the Protection of Ancient Buildings (SPAB).

11.5 He researched the history of Barnstaple and helped to protect and restore some of its historic buildings. He also left many of his original drawings and writings to the North Devon Athenaeum.

Thomas Lee

11.7 Thomas Lee was another architect to be born in Barnstaple, and educated in the town's Grammar School. Yet his work is under-represented in the town with his only identified work being the Guildhall of 1828. He is considered to be a fairly minor architect in a national sense, despite winning a Royal Academy silver medal for his drawings and a gold medal from Society of Arts for his design for a British Senate House, which was unfortunately never built.

11.8 His first major work was the Wellington Monument in Somerset, which still stands as a landmark visible for miles around the town of Wellington today. Much of the remainder of his work was on commissions for country houses, such as Arlington

Court and Eggesford House. He was also an architect for several 'commissioners churches' in Staffordshire and Worcestershire and Cheshire - these were new churches created by the Church Building Act of 1818 to ensure that the growing populations of industrial towns had sufficient churches to accommodate their population, this was partially as a way of preventing people from being attracted to non-conformist religions which were gaining popularity across the continent in the wake of the Napoleonic Wars.

11.9 Lee's career was cut short when he died in a swimming accident near Morteheo when he was 40 years old.

12 Boundary Changes Adopted April 2010

12.1 An important part of preparing a conservation area character appraisal is to consider whether the boundary should be in the currently defined position. The original conservation area boundary as extended in 1985 was considered too tightly drawn and there was scope to extend the boundary in places, while considering the wider setting of the conservation area at the same time. A new conservation area boundary was adopted along with this document in April 2010.

These adopted boundary changes are illustrated in Map III of Appendix 3

Boundary Changes Adopted in April 2010

12.2 The small triangular section of land forming the northern end of Rock Park (which includes the listed Obelisk, War Memorial with associated flower beds, Rock Lodge, Albert and Park Villas) relates better to Rock Park, which itself is not intended to be connected to the town centre, even though it provides a pleasing backdrop to views along Taw Vale. Rock Park has been included in a revised Newport Conservation Area. Being more suburban in its character, and forming an open backdrop towards the riverside to the west of Newport this section of land has also been included in the adjacent Newport Conservation Area.

12.3 Rock Park Terrace, the buildings along Victoria Road, Victoria Terrace and Albert and Park Villas have all been included in the Newport Conservation Area, meaning that some buildings previously within the Town Centre Conservation Area have now been transferred. This is also true for the Rock Memorial Obelisk, War Memorial and associated landscaping, along with the open soft-landscaped Rock Park that extends southwards.

12.4 Coronation Street, which as a late-Victorian extension to the town, forms an extension to the Boutport Street sub area. The street is laid out in a characteristic and rigidly straight ground plan, the terraced row of numbers 1 to 13 all set back behind small front gardens with intact low walls, guides the view towards the green horizon to the east. This terrace to the north side of the street is faced in the locally distinctive buff-yellow Petersmarland bricks and has gabled front details, as are the facing terraces. In spite of their windows and doors mainly replaced with uPVC units this terrace nevertheless forms a visually important group. They are also important to maintaining the significant view out of the Conservation Area here and the domestic character found at the northern end of the Boutport Street character zone. Beyond this the street falls back into a small crescent before continuing along the same frontage line. This crescent and continuation of the residential terrace forms an interesting element of the streetscape worthy of recognition.

12.5 Buildings at the southwest end of Gammon Walk have also been included, these buildings are of similar age and style to the others along Gammon Walk and are included for consistency.

12.6 The Barrow & Clark building at 11 Bear Street is also brought into the conservation area, including the limestone kerbside edge which features pleasing granite cobbled hard surfacing along Vicarage Lawn. This allows the continuous development along both sides of Bear Street to be included within the conservation area, instead of leaving a gap in the central section of the street as was previously the case.

The obelisk at the north western corner of Rock Park has close associations with the rest of the park, which in turn is best associated with the Newport Conservation Area, yet still forms a focal point of views along Tav Vale.



12.7 The island buildings on the North side of Mermaid Walk (1, 1A, 2 and 3 Boutport Street), which form an important and pleasing area of space restriction along with the adjacent frontage of 127 - 132 Boutport Street, have also been included as an extension. This extension also crosses the River Yeo to include the buildings at the eastern end of Rolle Quay, including the Grade II listed building of Brunswick Wharf on the southern banks of the Yeo. Together these buildings form part of the Northern river crossing approach to Barnstaple and pleasant setting from the river at the northern end of the High Street.

12.8 There is also an extension to include the Brend Hotel and its grounds on Taw Vale. Their inclusion could provide a stimulus to redeveloping this pivotal site of modern buildings sandwiched between Union Terrace (north-west) Albert Villas (to south) and the lime tree lined pathway to Holy Trinity Church (to the north-east) and marking the southern riverside entrance to the conservation area.

12.9 The northern side of Silver Street to the east of no.6 forms the final extension to the conservation area, including the brick depot building and 13-16 Silver Street, a terraced row with a mixture of traditional shopfronts and houses that make a positive first impression for visitors arriving at the bus station.

12.10 Further changes to the boundary were made by way of removing areas from the designation. These include Loverings Court (east side off Boutport Street). This modern red-brick flats development departed from the character and appearance of this part of the Conservation Area to an extent that it no longer possesses the special interest necessary to be included. 7-13 Loverings Court and the soft-landscaped area immediately to its north should however remain inside the Conservation Area.

12.11 At the northern end of the conservation area a section of the Civic Centre car park is currently included within the conservation area. Typically where car parks are located at the edge of a conservation area they do not contribute to its character or appearance and it is therefore proposed to remove this small section from the conservation area. The avenue of trees which lines the pavement on the north east side of the car park will remain within the conservation area as an interesting streetscape feature and due to its biodiversity value.

13 Development Pressures

13.1 The largest single development currently being considered within the conservation area is the proposed redevelopment of the land between Queen Street and Bear Street as a new shopping centre. This site lies partly within the conservation area, and development on the remainder of the site will have an impact upon the area's setting. As a result consideration will need to be given to the overall design and massing of any new buildings on the site.

13.2 As a major commercial centre there is pressure for car parking provision within the town, especially short term shopper's parking. The provision of single level open air parking is not an efficient use of land and as such in the future it may be necessary to consider the provision of multi-storey parking facilities. The design and siting of such facilities will need to be carefully considered to avoid unnecessary and excessive disruption of the character of the conservation area.

The view across the open space of the Queen Street car park shows the jumble of rear extensions and poor rear boundary treatments along the southern side of Bear Street



13.3 Within the town centre there is an ever increasing demand for greater efficiency in land use, which takes the form of higher new developments with a greater development density, development of open spaces and the re-use of brownfield and gap sites. Some of these open sites may be enhanced by future development, however other open spaces are important features of the character of the town and should be retained. If managed correctly these developments need not have a negative impact on the historic character of the area, and where this would be unavoidable such development may not be appropriate.

13.4 The nature of modern planning is that many new buildings particularly for commercial, community and public uses, such as new shops, health centres etc. require a sequential approach to site selection. It means if land is available that could accommodate them in the town centre then that is where they should be built. As a result more development is being directed towards the town centre and there is increased pressure to develop any available land.

13.5 Barnstaple's valley site has the disadvantage that much of the town lies within areas at risk of flooding, which may present increased demand for upgraded flood defences in the future. It may have a considerable impact on the character and

appearance of the town, especially along the riverside. Equally a failure to prepare for flood events of increased severity and frequency may result in damage to the historic environment of the town.

13.6 The conservation area is mainly commercial in nature, with few residential buildings. The majority of residential units within the area are flats and as such do not have the permitted development rights of private dwelling homes. It is for this reason that inappropriate alterations, such as the installation of uPVC windows, have been largely avoided within the conservation area, apart from within the town's more residential areas such as character zone 7.

13.7 Being a commercial area does bring pressures for other types of alterations to buildings, most commonly the installation of security grilles and canopies on shopfronts. The use of externally mounted solid shutters are now generally resisted, with internally fitted lightweight grilles being a more suitable approach to physical security.

13.8 However the commercial nature of the area brings with it the problem of excessive and inappropriate signage, such as bulky illuminated fascias and projecting signs. The character of an area can be changed drastically by the proliferation of low quality shop signage and maintaining and improving the standard of shop signage within the town centre could help to improve the appearance of the High Street and Boutport Street.

14 The Future

14.1 The aim of this character appraisal has been to identify which buildings, open spaces, and features from Barnstaple's past and present survive to contribute towards its special character.

14.2 The character appraisal has also aimed to identify potential development pressures the area is likely to face in the near future and to identify areas within the designation which may benefit from redevelopment or enhancement schemes.

14.3 What this document does not aim to achieve is to propose the means and methods by which the identified character is to be safeguarded, or enhanced, for the future. This will be the subject of a subsequent management plan for the conservation area. The aim of such a document will be to propose the ways in which the characteristics identified within this character appraisal can be protected from unsympathetic alterations and future developments, or enhanced by positive and well designed schemes. This will also ensure that all future planning decisions that affect the conservation area and its setting are treated in a consistent manner.

Above street level there is a wealth of high quality architecture within the conservation area, such as here at the junction of High Street and Church Lane.



1 Appendix 1 - Listed Buildings Within The Barnstaple Conservation Area

Address	Listing Grade
The Long Bridge	I

Barbican Terrace

Address	Listing Grade
Church of Holy Trinity, attached railings and gate	II*
Range of parish buildings approx. 10 metres SW of Church of Holy Trinity	II
No.s 1 to 13 (consecutive) including detached cottage to rear of no. 10 and garden wall to no. 8 and 9	II
Mulberry Lodge including walls, two sets of gate piers and right hand gates	II

Bear Street

Address	Listing Grade
Christ Church (Thorne Memorial Methodist Chapel)	II
16 & 17	II
18	II
19	II
20	II
26 & 27	II
29 (Portland House)	II
47	II

Bedford Row

Address	Listing Grade
1-7 Consecutive	II

Boutport Street

Address	Listing Grade
9 (Grenville House)	II
10	II
11 and 11a	II
Boundary Walls to 11 and 11a	II
12	II
13	II
21	II
22	II
27 & 28	II
31 & 31a	II
36	II
37 & 37a	II
43	II
44	II
45	II
46	II
50	II
54	II
55, 55a and 56	II

Address	Listing Grade
57,58,59	II
61 (Royal and Fortescue Hotel)	II
62	I
63 & 64	II
65	II
66 & 67	II
68	II
69	II
70 - Hearts of Oak Public House	II
75 - Barnstaple & North Devon Dispensary	II
78	II
79	II
80	II
81	II
85 & 86	II
95 - Marshals Public House	II
96	II
103	II
109	II
110	II
111 & 112	II
113	II
117	II
120	II

Address	Listing Grade
121	II
122 & 123	II
124 - May House	II
125	II
127	II
128 - North Country Inn	II*
Baptist Chapel	II
Baptist Church Hall	II
Rising Sun Public House	II

Bull Court

Address	Listing Grade
Bowdens Warehouse	II

Butchers Row

Address	Listing Grade
1-16 (consecutive)	II
Pannier Market	II

Castle Quay

Address	Listing Grade
Castle Quay with 12 bollards, from and including steps, to slipway at Civic Centre end	II

Castle Street

Address	Listing Grade
Nos. 3-6 (consecutive) Queen Anne's Court, including former ambulance station fronting Commercial Road	II
17	II
23	II
24	II
25	II
26 - Castle Chambers	II
27	II
Barnstaple Town Station including railings and gates at north end	II

Church Lane

Address	Listing Grade
Church House(includes No.1 St Peter's Terrace)	II
Iron bollards across northern end of lane to west of Church House	II
Horwood's Almshouses	II*
Pump in courtyard of Horwood's Almshouses	II
Old School Coffee House,formerly Horwood's School	II*
Paige's Almshouses	II*
Iron bollards across southern end of Church Lane, to west of Paige's Almshouses	II

Commercial Road

Address	Listing Grade
Former ambulance station (see under Nos. 3-6 Queen Annes's Court, including former ambulance station fronting Commercial Road Castle Street)	II

Coronation Street

Address	Listing Grade
Priory Cottage	II

Cross Street

Address	Listing Grade
3	II
4	II
6	II
7	II
8	II*
9 - Liberal Club	II
10 - Old Post Office	II
13	II
14	II
17 - Lloyds Bank	II
21	II
Former United Reform Church	II

Diamond Street

Address	Listing Grade
No. 1 Tavern in the Town Public House	II

Green Lane

Address	Listing Grade
No. 3 (HQ of Red Cross)	II

High Street

Address	Listing Grade
3	II
4	II
5	II
9-12 (Consecutive)	II
13	II
14	II
15	II
18	II
19	II
Building behind No. 19	II
No. 20 Rear part only	II
22 & 23	II
24	II
25 & 25a	II
26 & 27	II

Address	Listing Grade
29	II
30	II
31	II
32 & 33	II
38 & 38a	II
39	II*
44	II
52	II
53	II
54	II
60	II
65	II
67 & 67a	II
73	II
74	II
75	II
80 - Former Three Tuns Inn	II*
81 & 82	II
83	II
84	II
85	II
86 & 86a	II
87	II
88	II

Address	Listing Grade
89	II
90	II
91	II
92	II
93	II
94	II
97	II
98	II
99	II
104	II
105	II
107	II
108 & 109	II
Clarence Hotel	II
Gates and gate piers at west entrance to Paternoster Row	II
The Guildhall	II*

Holland Street

Address	Listing Grade
Garage at east end of The Anchor Public House (The Anchor PH is not included)	II
Nos. 8-11 (Consecutive)	II
14	II

Joy Street

Address	Listing Grade
3	II
9 & 10	II
11	II
12 - Royal Exchange Public House	II
14	II
21	II

Litchdon Street

Address	Listing Grade
9	II
10 & 11 Litchdon Pottery, inc. Bottle Kilns & all buildings on site	II
12 & 13 - The Exeter Inn	II
14 & 15	II
16	II
17	II
18	II
19	II
20	II
21 - Riversvale	II
22 - Beachcroft	II
23 - Riverside	II
K6 Telephone Kiosk immediately north of The Imperial Hotel	II
Penrose Almshouses	I

Address	Listing Grade
Garden walls to allotment to rear of Penrose Almshouses	II
Pump in courtyard at Penrose Almshouses	II
Nos. 1 – 6 (Consecutive) Union Terrace	II

Loverings Court

Address	Listing Grade
Buildings to rear of Nos. 27 and 28 Boutport Street (includes Nos. 27 and 28 Boutport Street)	II

Maiden Street

Address	Listing Grade
Hearts of Oak Public House	II
Jalapeno Restaurant	II

New Road

Address	Listing Grade
Railings on north side of Rock Park (part inside Barnstaple Town Centre Conservation Area)	II

North Walk

Address	Listing Grade
Castle Lodge including sundial	II
Entrance gates, gate piers and adjacent walls to park at Castle Mound	II

Address	Listing Grade
Brunswick Wharf	II

Paternoster Row

Address	Listing Grade
Church of St Peter including the Doddridge Library	II*
Gates and gate piers at west entrance	II
Parish Hall including boundary wall and gates enclosing front lawn	II
St Anne's Chapel and Old Grammar School Museum including walls, gates & piers	I
Iron gates and piers between St Anne's Chapel and Parish Hall	II

St. Peter's Churchyard

Address	Listing Grade
Building behind no. 19 High Street	II

St. Peter's Terrace

Address	Listing Grade
1 -(See Church House - Church Lane)	II
2	II
3	II
4	II
5	II

Silver Street

Address	Listing Grade
28	II
Tavern in the Town Public House - Also listed under Diamond Street	II

Summerland Street

Address	Listing Grade
Church of the Immaculate Conception	II

Taw Vale

Address	Listing Grade
Five dolphin lamp posts on embankment between The Square and Rock Park	II
Imperial Hotel	II

Taw Vale Parade

Address	Listing Grade
1 & 2	II
3-11 (Consecutive)	II

The Square

Address	Listing Grade
No.1 and house adjoining on right, with attached walls and railings	II
Barum House	II
Birmingham Midshires Building Society	II

Address	Listing Grade
1 – 7 (Consecutive) Bridge Buildings	II
Clocktower	II
Museum of North Devon, including garden railings adjacent to the river front	II
Gates, gate piers and lamp standards approx 18 metres S of SE corner of Museum	II
Old Employment Exchange	II
The Golden Tap Public House	II
Willshire Fountain on traffic island	II
Willshire Monument on traffic island	II

The Strand

Address	Listing Grade
Bridge Chambers, including garden railings on river front	II
Bus Station Offices	II
Pair of K6 telephone kiosks approximately 6 metres south of Bus Station Offices	II
Four lamp posts outside Nos. 7 and 8, The Inn on the Strand, Jenny Wrens Tea Rooms and Queen Anne's Walk	II
Queen Anne's Walk	I
Tome Stone under centre of Queen Anne's Walk	II
Building behind Queen Anne's Walk (over –60's Club)	II
West View (Old Custom House Restaurant)	II

Trinity Street

Address	Listing Grade
1 & 2	II
Salem Almshouses	II

Tuly Street

Address	Listing Grade
No. 16 Golden Fleece Inn	II
Nos. 21 and 22 (Boston Tea Party)	II
Building on south-west corner of Gammon Lane	II

Union Place

Address	Listing Grade
1	II
2	II

Vicarage Street

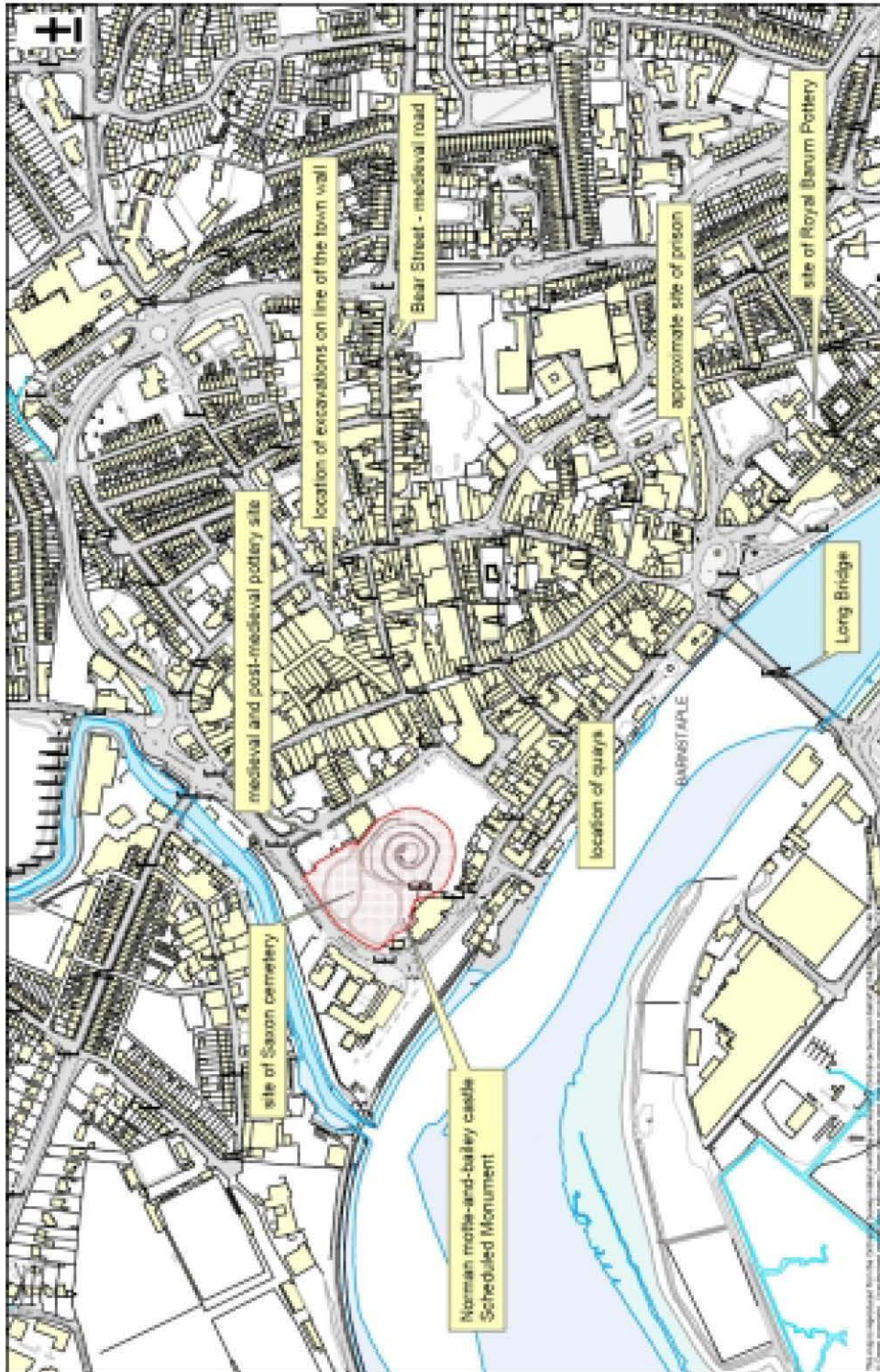
Address	Listing Grade
The Priory	II

2 Appendix 2 - Historic Mapping

OS Map Showing Barnstaple Circa 1912



Notable Archaeological Sites In Barnstaple



3 Appendix 3 - Conservation Area Mapping

I - Key

II - Existing Conservation Area Boundary, Listed Buildings, Scheduled Ancient Monument & Sites of Historic Town Gates

III - Changes To The Conservation Area Boundary Adopted April 2010

IV - Character Zones

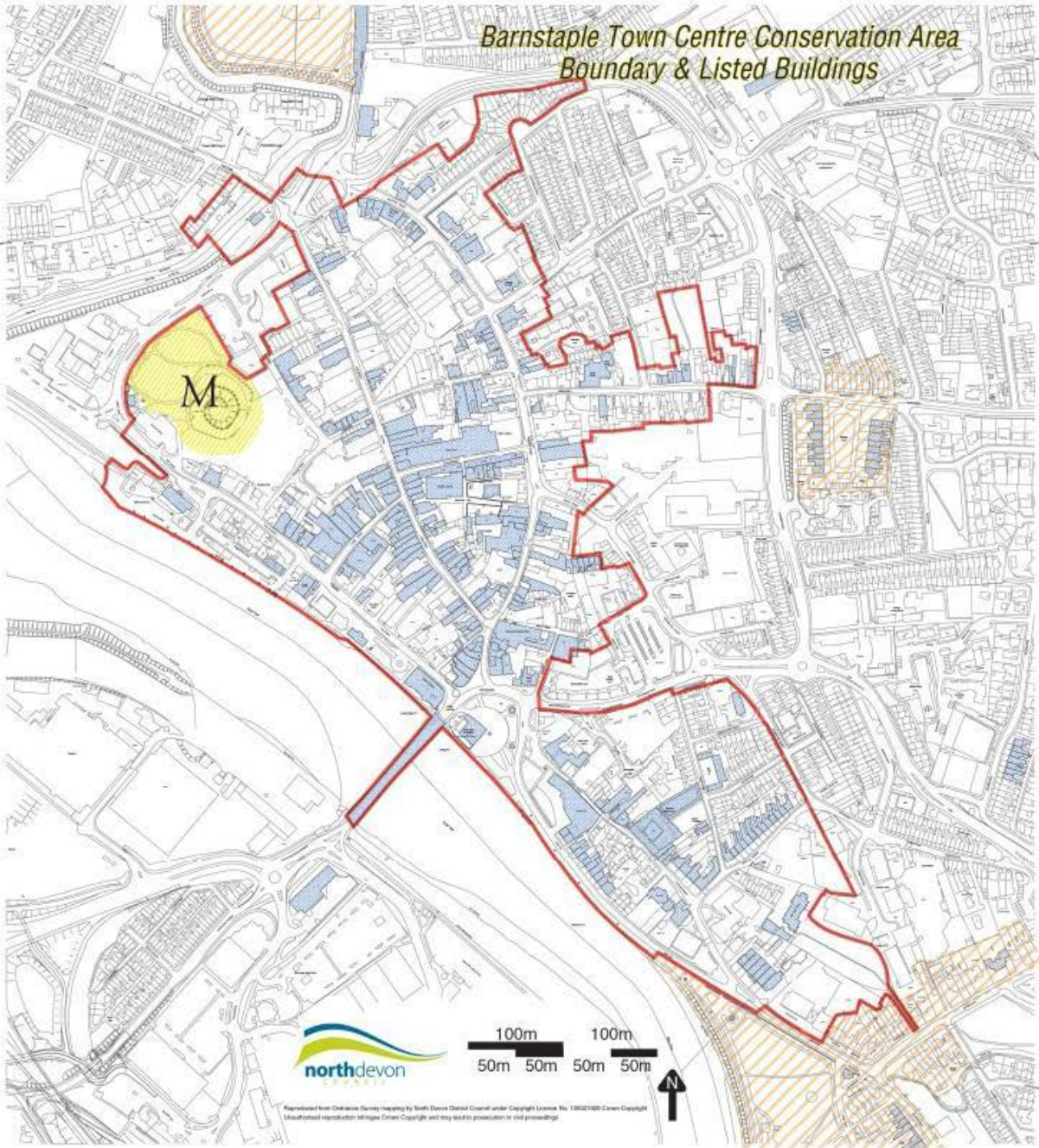
V - Key Views & Landmarks

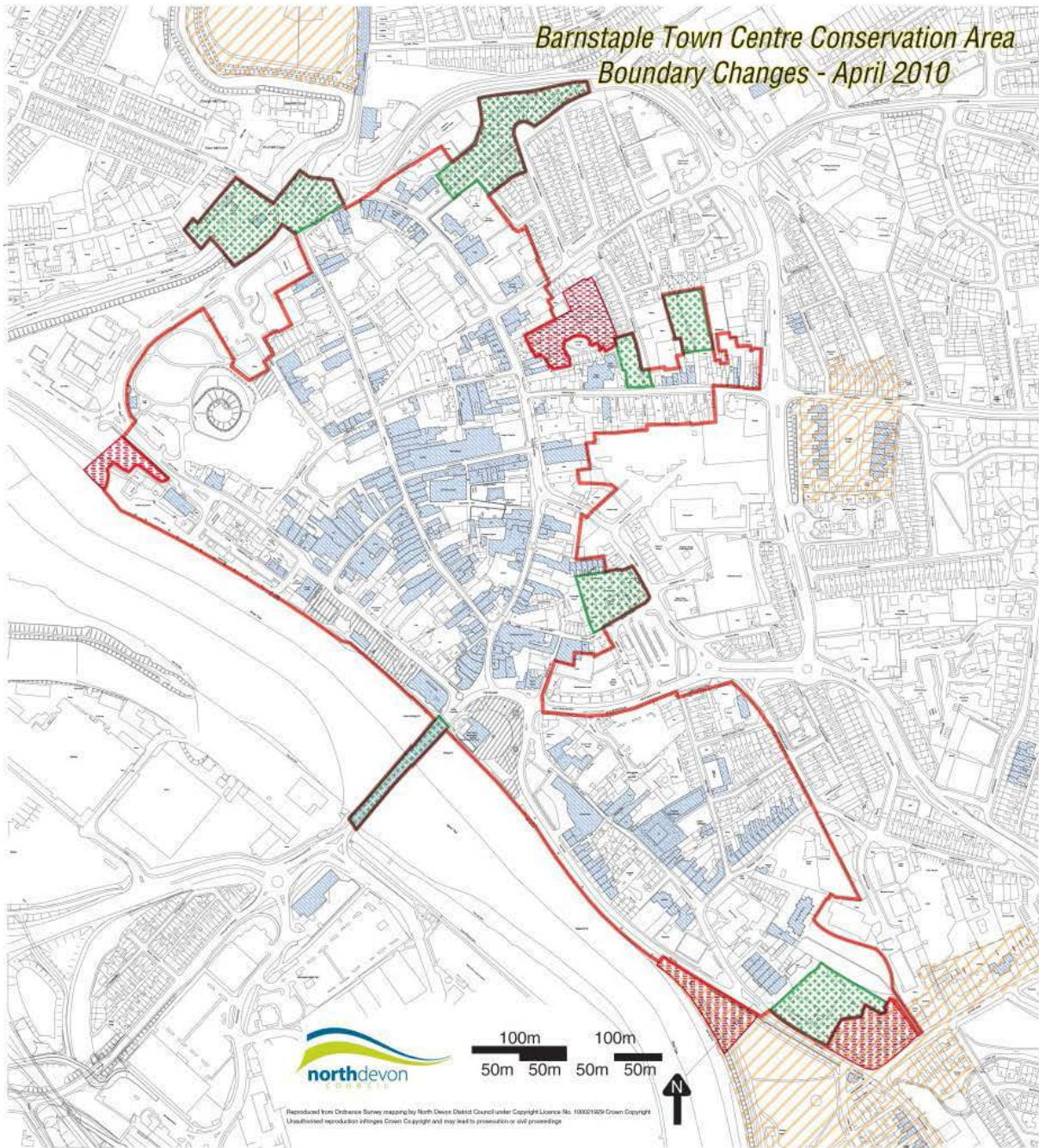
VI - Buildings Heights

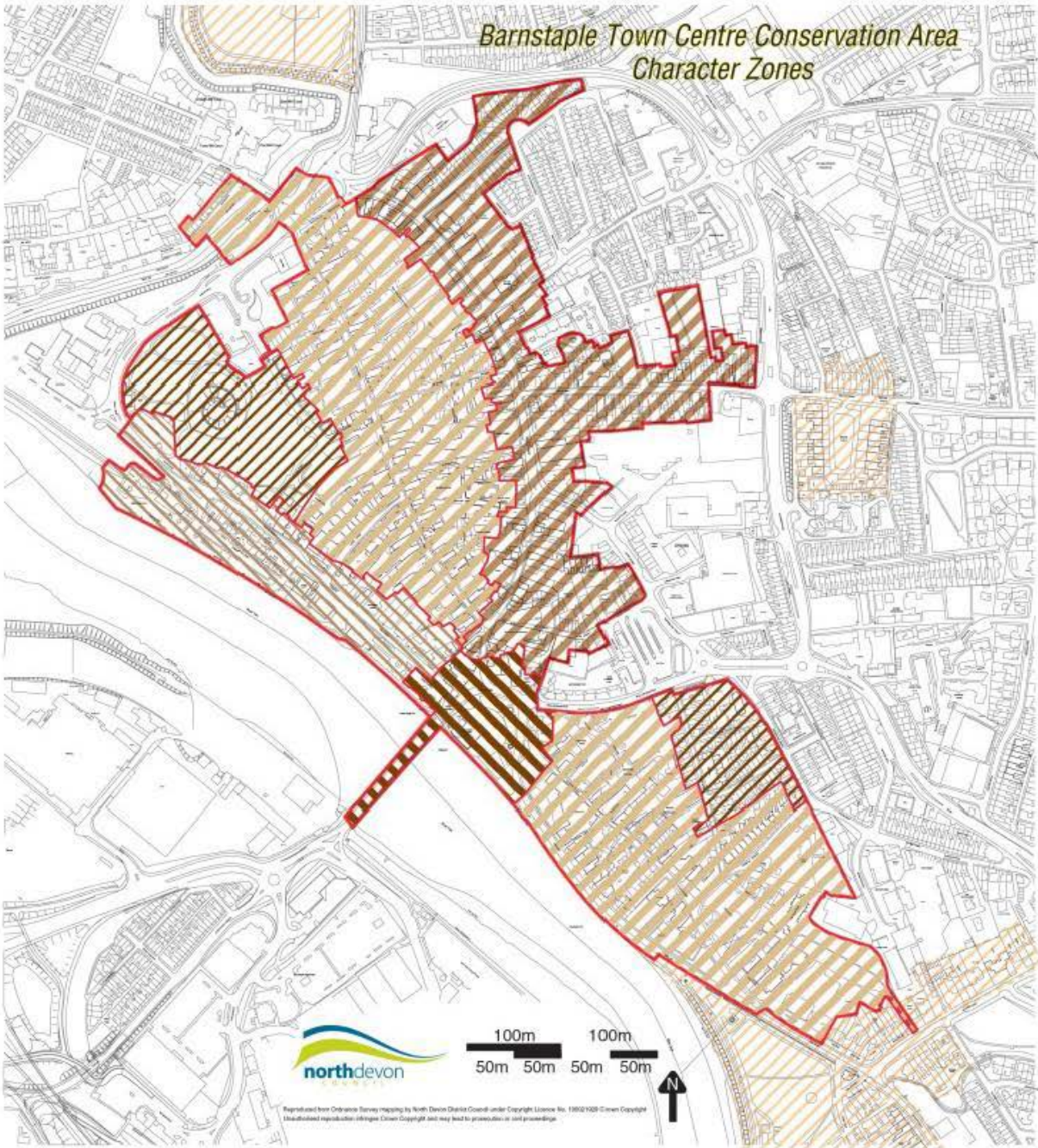
VII - Character Survey & Potential Enhancement Sites

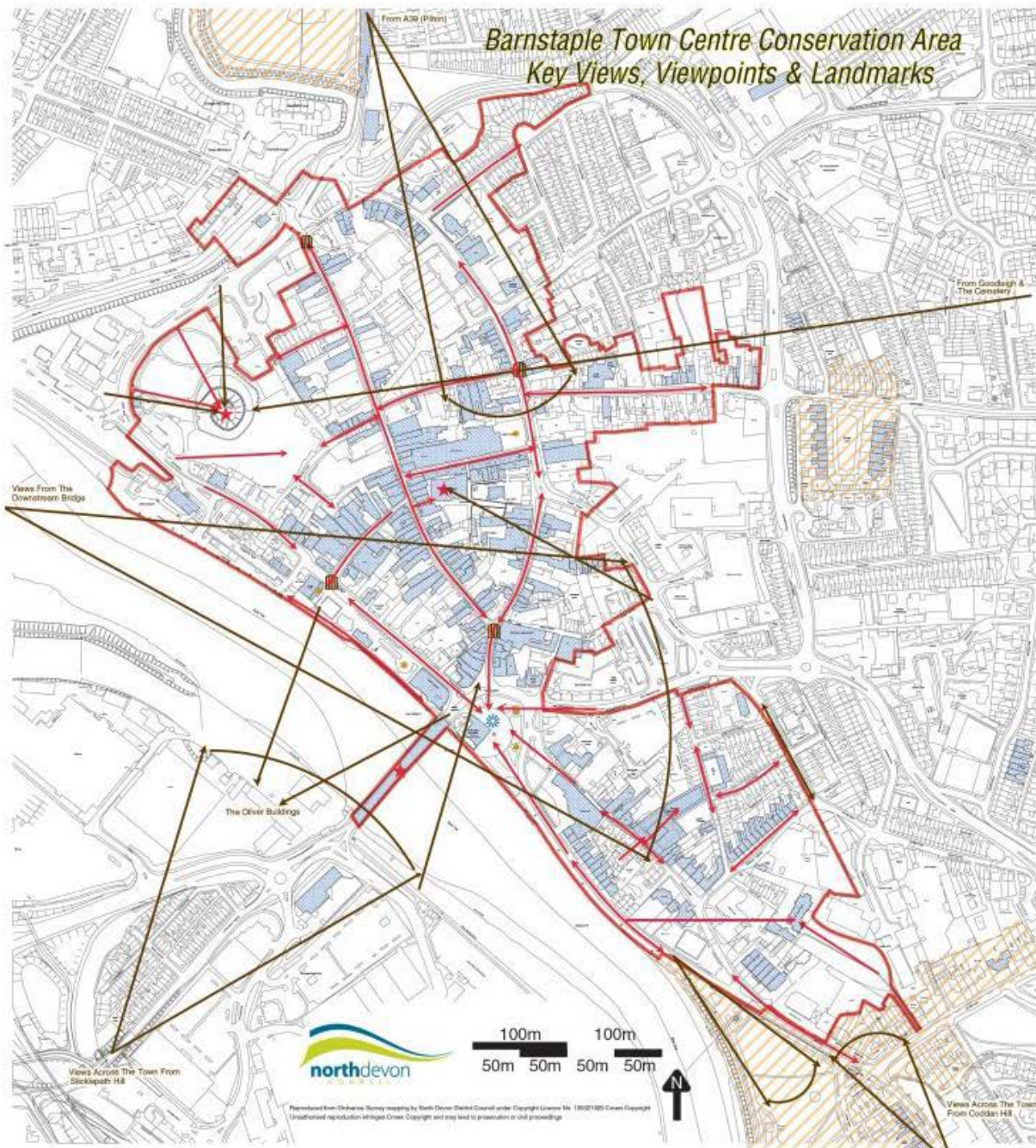
Key To Mapping

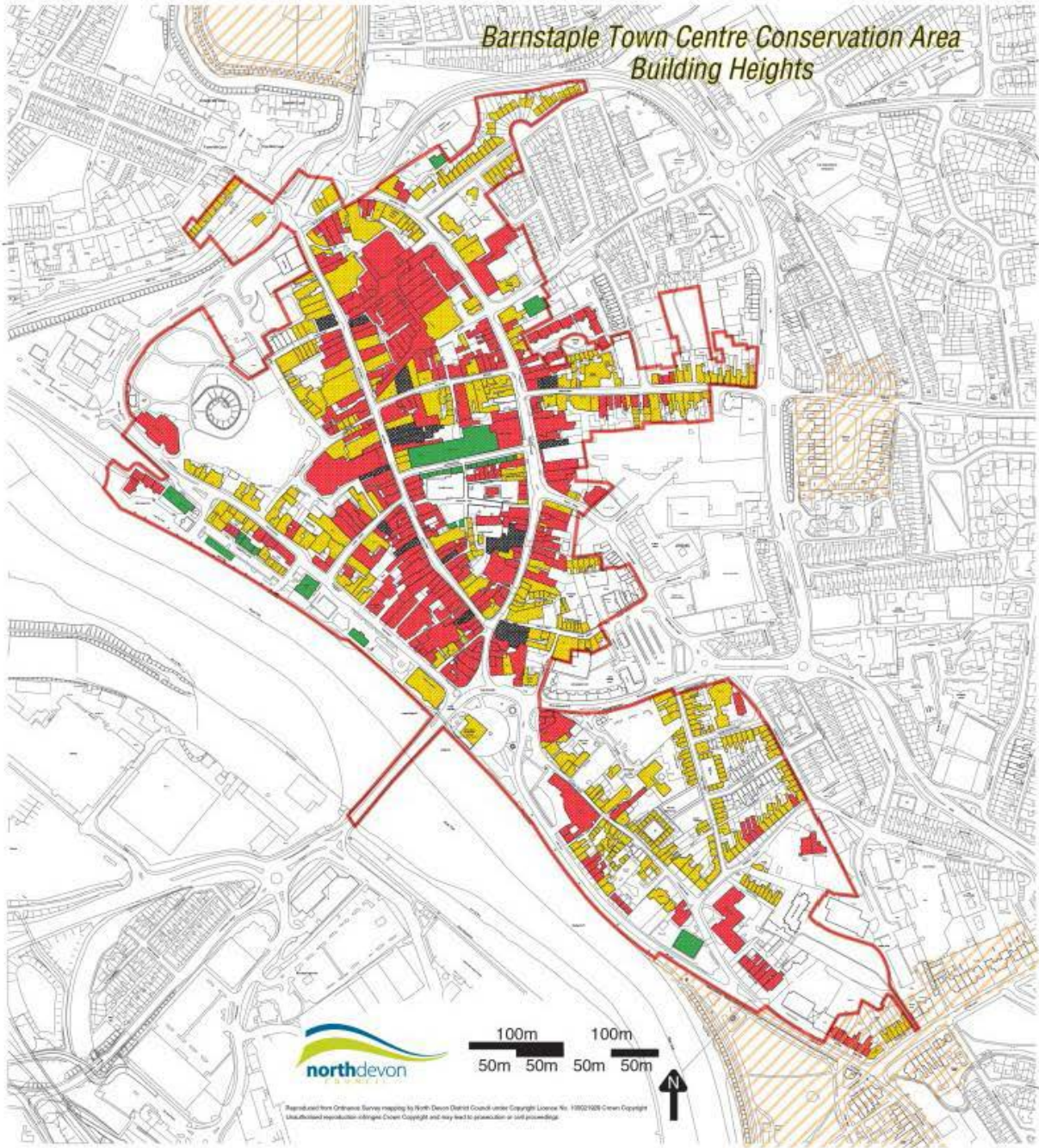
	Grade I Listed Building		River & Building Plot Outline
	Grade II* Listed Building		Building Outline
	Grade II Listed Building		Existing Conservation Area Boundary
	Single Storey Building		Wall With Slate Hanging
	2 Storey Building		External Views
	3 Storey Building		Internal Views
	4+ Storey Building		Mortar Slate Boundary Wall
	Area To Be Added To Conservation area		Mortar Slate & White Spar Boundary Wall
	Area To Be Removed From Conservation Area		Focal Point Of Views
	Building Making a Neutral Contribution to Local Character		Key Viewpoint
	Building Making a Positive Contribution to Local Character		Prominent Bay Window
	Building Making an Outstanding Contribution to Local Character		Prominent Bow Window
	Building With Rendered Walls		Negative / Positive Public Seating
	Building With Bark or Linewashed / Painted Walls		Positive / Negative Bollard
	Building With Slate Window Sills		Decorated Barge Boards
	Public Green Space		Negative / Positive Street Lighting
	Building In Poor Condition		Memorial - ie. War Memorial
	Area For Potential Enhancement		Mosaic Feature
	Building With Decorated Eaves		Important Tree / Tree With Tree Preservation Order
	Various Separate Character Zones		Miscellaneous Feature (Labeled)
	Scheduled Ancient Monument		Miscellaneous Linear Feature (Labeled)
	Historic Door		Railings As A Positive Streetscape Feature
	Historic Bridge		Railings As A Negative Streetscape Feature
	Intrusive Overhead Lines		River / Aquatic Feature
	Historic Post Box		Public Right of Way
			Focal Streetscape Feature
			Negative / Positive Signage Feature
			Historic Telephone Kiosk
			Position of Historic Town Gate

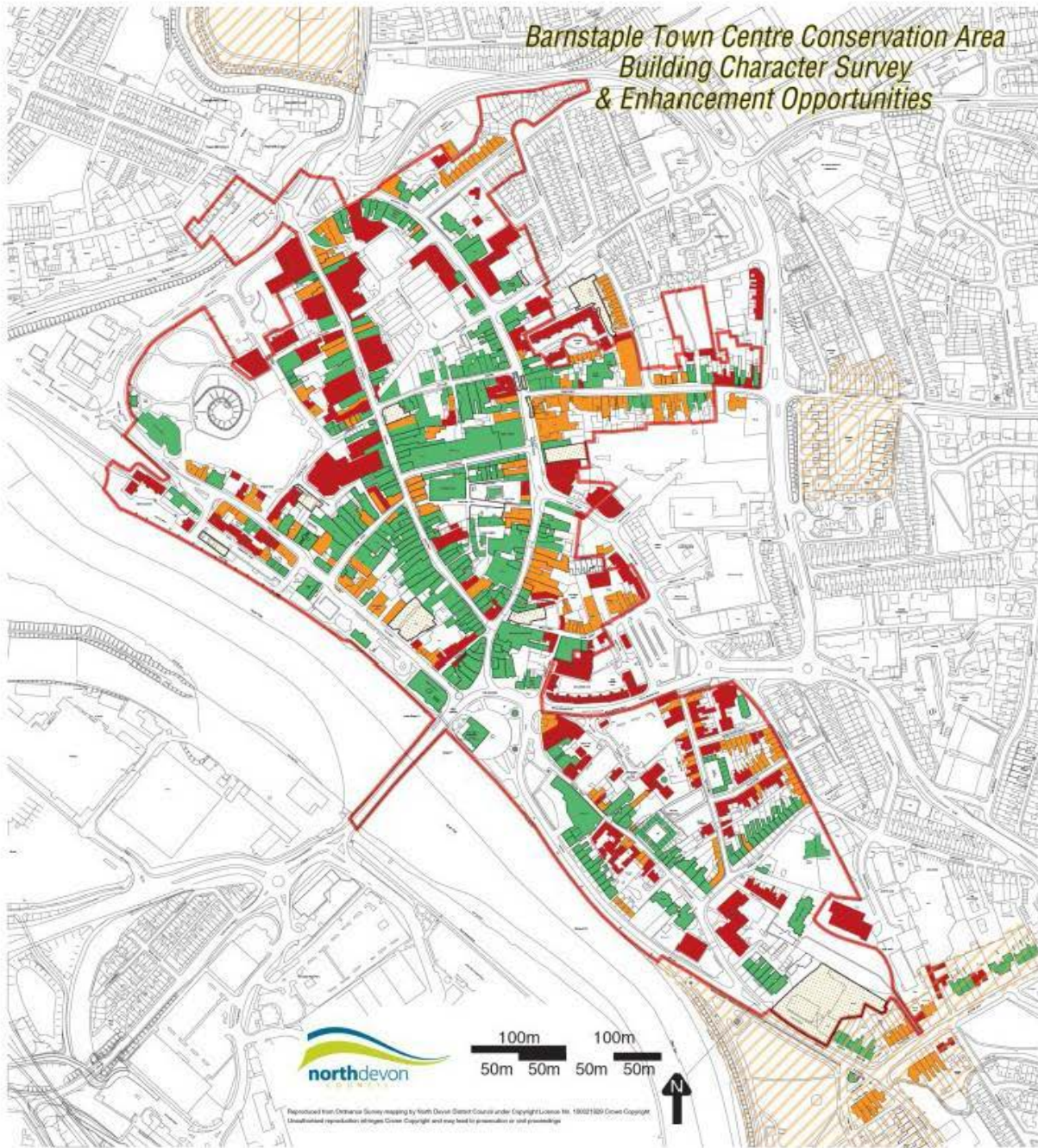












4 Appendix 4 - Glossary

4.1 Applied Polychromy : A building where materials of regular appearance in terms of colour have been utilised, either as a result of availability or economy, and then different colours have been applied by way of paints, dyes or washes is said to have 'Applied Polychromy'

4.2 Ashlar : Finished and dressed stone laid in courses with fine and regular mortar joints.

4.3 Barge-boards : Timber boards fixed to the gables of a building, beneath slates or tiles and covering the ends of timber roof structures, such as purlins. Sometimes known as gable-boards or verge-boards.

4.4 Burgage-Plots : Long narrow plots running at right angles to streets, representative of towns the layout of which dates to medieval times. These plots were rented by freemen and traders for cash rents instead of feudal service as had previously been the case.

4.5 Cartouche: Is any feature or moulding which surrounds, or forms a frame, for an inscription.

4.6 Castelated : A building, the appearance of which has been designed to resemble a medieval castle or fortified manor can be said to be 'Castelated'.

4.7 Colonnette: A thin column, or unadorned vertical shaft which gives vertical emphasis to a structure.

4.8 Dentill: A small cubic or rectangular projection used in long runs and evenly spaces as an embellishment, typically associated with classical architecture and having its origins within the Ionic and Corinthian Orders.

4.9 Dynamic Space : A dynamic space could be a street or alleyway, they are routes which people take in order to reach destinations, but are not destinations in their own rights and people rarely feel comfortable stopping and lingering in them.

4.10 Facade : The principal elevation of a building, often being its grandest and most lavishly decorated. Sometimes a facade can be remodelled to give the impression of a more modern, or grander, building than that which relay lies behind it.

4.11 Faience: Glazed earthenware, fired once before and once after the addition of the glaze, rather than being an applied embellishment like terracotta tiles these blocked are then used structurally.

4.12 Garret: Part of a building enclosed entirely or in part within the roof structure, thus having sloping walls and typically former servants accommodation.

4.13 Gothic: An Architectural style associated with the mediaeval period, incorporating windows with pointed heads and in some cases decorated tracery.

4.14 Island development : Within wider streets, especially at marketplaces, there is a tendency for temporary structures to gradually over time become more established until eventually they become permanent structures, this is usually a gradual process by which market traders upgrade their stalls until they become shops and homes. Also such development may be part of a planned development and implemented at one single point in the development of a place.

4.15 Modillion: A projecting bracket decorated with scrolls to its flanks and an acanthus leaf on its face, in effect they should always align with a column below, however this is not always the case. Although appearing as a supporting bracket they are often purely for aesthetic effect.

4.16 Revival Architecture : The Victorian era saw architects seeking inspiration from past architectural styles and developing techniques by which to replicate their grandeur to varying degrees of success, Classical, Gothic, and Egyptian architecture enjoyed revivals during this period.

4.17 Roofscape : The levels, pitches and variety of coverings and decorative elements, such as chimney stacks and barge-boards, which combine to create a view across a 'landscape' of building roofs.

4.18 Slate-Hanging : The practice of applying slates to a vertical surface, either directly or hung from applied timber batons, primarily to elevations facing prevailing winds but sometimes to several elevations, in order to provide additional weather protection to the wall of a building. Sometimes the slates used are shaped so as to produce a pattern when applied.

4.19 Static Space : Within an urban environment there exist static and dynamic spaces. A static space could be a plaza or courtyard, or even a churchyard which could be viewed as a destination where people could arrive at and feel comfortable lingering in.

4.20 Street Clutter : Street Furniture which has a negative impact on the street scene, either through the generic nature of its appearance, its inappropriate positioning, the excessive use of similar items (such as excessive numbers of road signs) or its poor condition or initial design quality.

- 4.21 Street Furniture** : Any object within the streetscape that is not a building, for example street-lamps, signs, benches, litter bins. The term is usually used in the manner that it excludes features which could be better described as 'Street Clutter'.
- 4.22 Streetscape** : The layout, pattern of development, scale of buildings, degree of enclosure, views and a series of other features and factors which combine to create a street of unique interest and character.
- 4.23 Structural Polychromy** : A building where materials of differing colours or shades have been utilised so as to produce patterns, or to highlight features such as arches above doors and windows, has 'Structural Polychromy'
- 4.24 Surface Treatment** : The material and/or finish used to form the surface of a road, pavement, footpath, driveways or any other ground surface.
- 4.25 Voussoir** : A shaped stone or brick, usually wedge shaped, which forms a part of an arch or vault.

ADDENDUM

REPORT TO: EXECUTIVE

Date: 6 March 2017

TOPIC: REPORT ON PROPOSED EXTENSION OF BARNSTAPLE TOWN CENTRE CONSERVATION AREA

REPORT BY: CONSERVATION OFFICER

1 INTRODUCTION

1.1 In 2014 consultation was carried out on a proposal to extend the Barnstaple Conservation Area. Two reports have been bought before Executive proposing the adoption of the extended Conservation Area. Adoption was deferred twice; pending firstly the review of the listing of the Oliver Buildings and, secondly in September 2016, consultation on the principle of including Barnstaple Railway Station.

1.2 The listing decision on the Oliver Buildings has now been confirmed, and consultation on the inclusion of the Railway Station has been carried out. The matter is again bought to Executive for a decision on adopting the extension.

2 RECOMMENDATION

2.1 That the proposed extension to the Barnstaple Conservation Area is adopted.

3 REASONS FOR RECOMMENDATION

3.1 To fulfil the agreed procedure by which reviews of Conservation Area Appraisals and extensions of Conservation Area boundaries are carried out.

4. REPORT

4.1 Section 69 of the Planning (Listed Building and Conservation Areas) Act 1990 requires local planning authorities to review their areas from time to time to determine which parts are of special architectural or historical interest, and have a character or appearance which it is desirable to preserve or enhance. Section 71 of this Act goes further, by outlining that local planning authorities have a duty to formulate and publish proposals for the preservation and enhancement of conservation areas. An Appraisal of the Barnstaple Town Centre Conservation Area was carried out in 2010. This proposed several proposed extensions to the Conservation Area which were subsequently adopted.

4.2 The area of land to the south-west of the existing Conservation Area, incorporating Sticklepath and Signal Terraces, Clifton Street and the Oliver Buildings was informally identified as having sufficient historic and architectural interest to justify its inclusion within the Conservation Area. This

was not pursued at the time, owing to the status of the development site adjacent. The site now has permissions in place and is partially developed.

4.3 A further development was the listing, at grade II, of the Oliver Buildings. The listing was challenged by the owners of the property, but the status was confirmed by the Department of Culture, Media and Sport in August 2016. Following this event, the report proposing adoption of the extended Conservation Area was again taken to Executive in September 2016.

4.4 At that meeting, Members resolved to defer adoption “To enable clarification to be sought regarding the inclusion of the Railway Station within the Conservation Area and to receive an update on the future use of the Oliver buildings.” (NDC Executive minutes 5.9.16)

4.5 In response to the original consultation, we received 8 comments, two of which specifically referred to the Railway Station: Barnstaple Town Council asked that the Station be included, and the Tarka Rail Association objected to its inclusion. Comments received as a result of public consultation on the original extension are included at Appendix A.

4.6 Following the September 2016 executive meeting, further targeted consultation was carried out regarding the inclusion of the Railway Station, platforms and car park to the north-west. A list of individuals and organisations consulted, and the responses received, is included at Appendix B.

4.7 In response to the observations made by the Town Council, the Conservation Officer attended their meeting on 2nd February 2017 and explained the situation. Having been reassured that there would be little difference between designation as a separate Conservation Area, and inclusion within the existing Town Centre Conservation Area in terms of practical effect, the Town Council resolved to support the proposal as tabled, i.e. the extension of the existing Conservation Area.

4.8 Members of the Executive also asked for an update on the future use of the Oliver Buildings. We are aware that the owner has engaged in pre-application discussions with Historic England and with the NDC Planning Unit, and that various options are being considered. We do not, as yet, have confirmation of which option will be pursued.

5 RESOURCE IMPLICATIONS

5.1 The cost of publishing an amended Conservation Area appraisal, including placing an advert in the London Gazette and its publication on the Council’s website will be minor and contained within existing budgets.

6 EQUALITY and HUMAN RIGHTS

6.1 An EINA is not required for the character appraisal as it describes the historic character of the area and does not include any proposals, policies or

action plans. There are not considered to be any significant human rights, equality and/or diversity implications arising from this report.

7 CONSTITUTIONAL CONTEXT

Article and paragraph	Appendix and paragraph	Referred or delegated power?	A key decision?	In the Forward Plan?
	Part 3, Annexe 4	Delegated	No	Yes

7.1 The report contains no confidential information.

8 BACKGROUND PAPERS

8.1 List of background papers but not including published works or those that disclose exempt or confidential information (as defined in rule 10 of appendix 15 (Access to Information Procedural Rules) and the advice of a Political Advisor/Assistant):

- Planning (Listed Building and Conservation Areas) Act 1990
- Responses to the two consultation exercises
- National Planning Policy Framework (2012)
- Draft extension to Conservation Area Character Appraisal for Barnstaple Town Centre

Background papers will be available for inspection and will be kept by the author of the report.

9 STATEMENT OF INTERNAL ADVICE

9.1 The author (below) confirms that advice has been taken from all appropriate Councillors and officers.

Executive Member: Councillor Yabsley

Author: Collette Hall, Conservation Officer

Date: 06/02/17

APPENDIX A

Comments received as a result of public consultation (13.11.14 to 24.12.14) on the first proposed extension:

Barnstaple Town Council

Support the extension, would also wish to incorporate the Railway Station within the boundary to reflect its historical importance to the town. It is also seen, with adjacent retail developments, as part of the Town Centre.

Alder King Planning Consultants on behalf of Wessex Investors (owners of Anchorwood Bank site and Oliver Buildings)

In order to secure a viable use for the Oliver Buildings, it is inappropriate to extend the Conservation Area until such time as the feasibility work is complete and the Phase 2 planning application at Anchorwood Bank is submitted/approved.

Miss Sarah Purser, Landkey

I support the proposed extension of Barnstaple Town Centre Conservation Area as the buildings within this area are of historical significance and I would not want to see them demolished.

Mrs Heather Purser, Landkey

I support the proposed extension of the Barnstaple Town Centre Conservation Area as I feel it is important to preserve these historically important buildings.

Mrs Stella Levy

As most of Barnstaple's industrial heritage has disappeared, creating a Conservation area around one of the last remaining industrial buildings and the workers terraces would give added protection and ensure their future for the town.

Barnstaple Railway Station is potentially in danger of demolition if not included in the Conservation Area. Itself playing an important part in the industrial heritage of the town.

The Old Slaughter House building should be in a Conservation Area to preserve its character adjacent to the listed Barnstaple Bridge. The building played an important role in the industrial heritage of the town, where one of its uses was a store for lime, transported by river from the lime kilns around North Devon to be used as a fertilizer on Devon's fields. (Until Halfords took the building over, lime traces could still be seen on the back walls where it had been piled high against them.)

These buildings need to be in a conservation area to ensure they are preserved without losing their character and distinctive features.

Tommy Wilkinson, Signal Terrace

Concerned about the effect the proposal to extend the Conservation Area would have on him and his property.

English Heritage
No objection

Tarka Rail Association
Object to the railway station and the area immediately adjacent being included.

Appendix B

Comments received as a result of targeted consultation (6.12.16 to 10.1.17) on the proposed extension of the Conservation Area to include the Railway Station.

Responses were invited from:

- B&Q
- Tesco
- Tarka Rail Association
- First Great Western
- Network Rail (owner of station, platforms and track)
- Ms Gibb (lessee of Station Masters Café)
- Atlantic Coast Express (lessee of Station)
- Cllrs Brailey, Jones, Matthews NDC
- Planners, Architect, Economic Development NDC
- DCC Highways
- Barnstaple Town Council

Responses were received from:

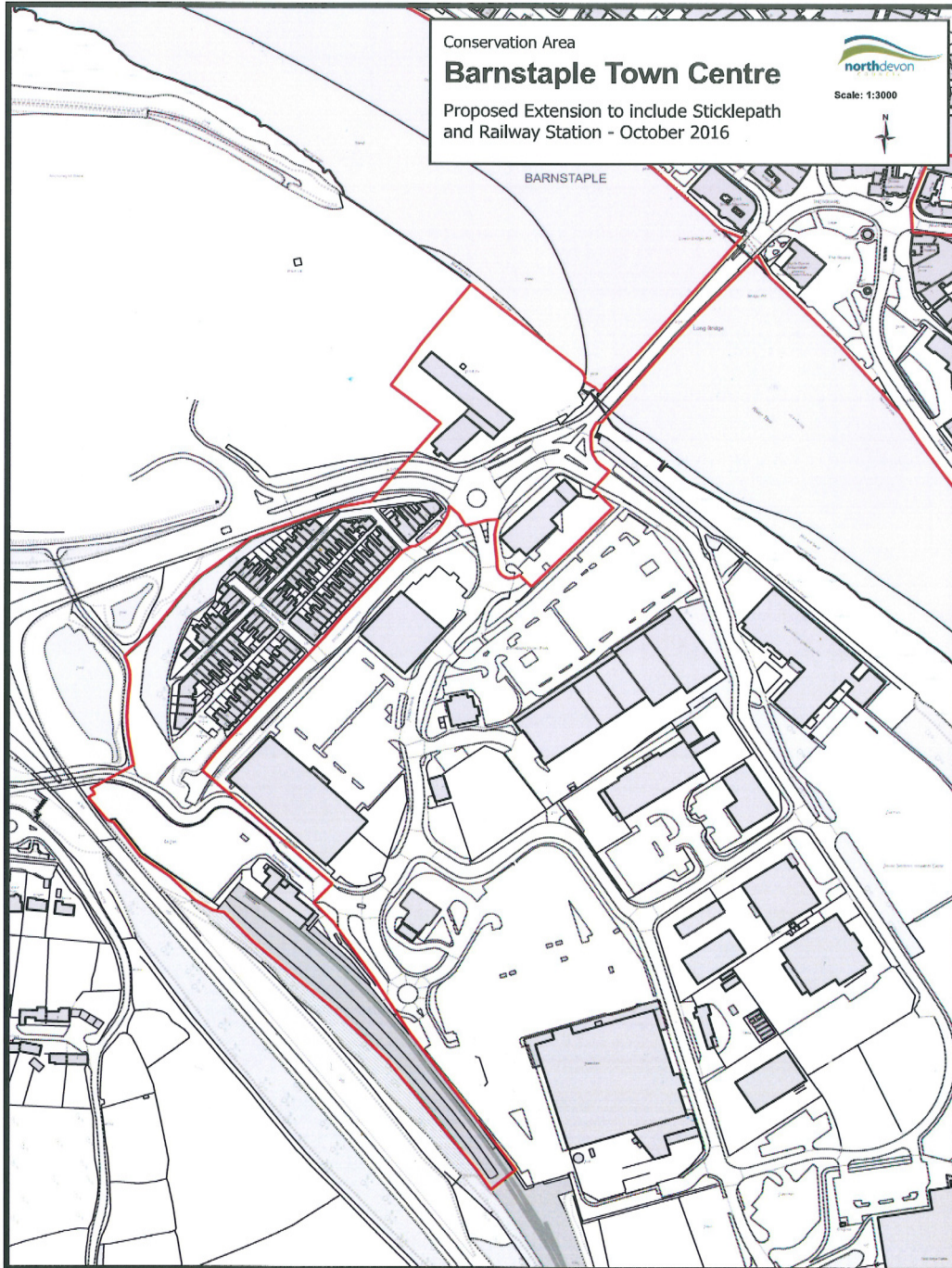
- Cllr Matthews – supporting inclusion of Station
- Cllr Jones – supporting inclusion of Station
- NDC Architect – no plans or projects in the area so no observations
- Barnstaple Town Council: “Members considered a proposal by North Devon District Council to extend the Town Centre Conservation Area, to incorporate the Railway Station. This followed a previous proposal to extend the area to incorporate Sticklepath Terrace, Clifton Street, Signal Terrace, the Shapland and Petter buildings and the Halfords building.

RESOLVED: That the proposal be rejected as there had been no prior consultation, and the area incorporating Sticklepath Terrace, Clifton Street, Signal Terrace, the Shapland and Petter buildings, the Halfords building, and the Railway Station should form a separate Sticklepath Conservation Area in its own right.”

- DCC Highways: “The extent of major road highway that would be incorporated into the new conservation area is not necessarily an issue. But this could lead to conflicts with delivering improvements in order to meet other needs within the area. And also potentially for future highway maintenance. The highway area is currently identified for junction improvements at the end of the Long Bridge. And we are also aware of the potential for further redevelopment within Seven Brethren that could require more significant junction changes to be considered. Cost, road capacity, pedestrian safety and the available land here could cause conflicts with the design and aesthetics of the area.”(James Anstee)
- DCC Highways Transport Co-ordination: “ If the station is added to the conservation area does this have cause any practical issues in the future? As passenger numbers have grown by over 230% over the last 15 years and are still growing, the station building is increasingly inadequate for the numbers using it. Would this designation inhibit future improvements?”

APPENDIX C

The Proposed Extension of Barnstaple Town Centre Conservation Area, to include the Railway Station



APPENDIX D
Addendum to Barnstaple Town Centre Conservation Area Character
Appraisal

BARNSTAPLE CONSERVATION AREA – Sticklepath Character Zone

1.1 In 2017 a south-west extension was made to the Barnstaple Town Centre Conservation Area. The extension is an area of architectural and historic interest, and forms a distinct character zone, known as Sticklepath, or locally, in part, as Bloatertown.

1.2 Visually the area is dominated by the large yellow brick factory buildings in the north-east corner, adjacent the Long Bridge. These are known as the Oliver Buildings, and were listed grade II in 2016. The buildings which stand on the site are all that remain of the once extensive Shapland and Petter joinery works, which occupied a large part of the Anchorwood Bank site to the west, currently being developed with housing and retail.

1.3 The Oliver buildings are a focal point in views over the river from many points within the town centre and are very visible from New Sticklepath Hill. They act as landmark buildings within the town and are also very significant to the cultural history of Barnstaple along with the adjoining terraces.

1.4 The firm of Shapland and Petter relocated to this site in 1888 a fire destroyed their previous premises. As a result of this loss Shapland and Petter commissioned local architect William Clement Oliver to design fire proof buildings for construction on the new site. The result was an innovative design for its time, utilising non-combustible materials such as iron for the supporting structure of the building in place of timber, but also an approach to compartmentalisation to contain and limit the spread of any fire. As a result the long buildings on the site were divided into sections by central stair towers, built of reinforced concrete with iron frames clad in facing brickwork. The stair towers had separate roof structures and the adjacent buildings had full height gable walls extending to a parapet. The result was that features such as staircases, which can act as chimneys and draw a fire, were kept isolated, and the separation of the building into sections ensured that any fire would not spread beyond a single section. The construction of the buildings meant that structural damage from a fire, should the worst happen, would be limited, and production could resume relatively soon.

1.5 The idea of 'fireproof' factory and mill design was not in itself new, having first been developed in 1793, and further advanced through the 1830's. It is the combination of fireproof construction and compartmentalised design which was cutting edge in 1888 and which makes these buildings particularly interesting from a construction history standpoint.

1.6 The area surrounding the factory includes other examples of W.C. Oliver's work including Sticklepath Terrace, Signal Terrace and Clifton Street. Here many of the terraced houses share the same polychromatic decorative scheme as that seen on the Shapland and Petter buildings, using the contrast between red brick and the local cream coloured Marland brick as an aesthetic element of the overall design. These houses were built for the workers of the

joinery works, and the different sizes and level of detailing reflect the relative status of the dwellings, and the occupiers for whom they were intended.

1.7 The unusual layout of buildings and property boundaries in this area also preserve the curving former route of the Ilfracombe Branch railway line, which was opened in 1874 and closed in 1970. This branch line crossed the River Taw immediately to the north of the Longbridge along a curving iron bridge. The footings of the first two gabions for the railway bridge can still be seen at low tide, adjacent the southern end of the Longbridge.

1.8 To the south-east of the Sticklepath terraces, Barnstaple Railway Station and platforms is also included within the Conservation Area. The line from Exeter to Barnstaple was opened in 1854, and survived the Beeching cuts in the 1960s. It remains a key element in the transportation links of North Devon.

1.9 On the opposite side of the road from the Oliver buildings is a former slaughterhouse, now in use as a Halfords store. The building was originally commissioned by Sir Bouchier Wrey as a slaughterhouse but was later re-used as a warehouse for the railway and was at one point occupied by a car showroom, before being renovated and extended to meet its current use.