

Exmoor National Park
Historic Environment Report Series No 18

LYNMOUTH CONSERVATION AREA: APPRAISAL DOCUMENT



Adopted 2018

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Summary of Significance

The picturesque setting of Lynmouth, with its steep wooded cliffs and fast rivers flowing into the Bristol Channel, was the major influence in its transformation from small fishing village to the holiday destination it is today. The development of the village can be divided into three periods.

In its earliest phase it was a small medieval fishing village, probably located near the present harbour alongside Mars Hill. While there is documentary evidence to vouch for its existence, there is nothing recorded in the fabric of the surviving buildings that is unquestionably earlier than 1607, when Lynmouth was subjected to one of its periodic catastrophic flood events. The village recovered and with the inevitable minor peaks and troughs in its fortunes connected to the vagaries of the fishing industry, it prospered through the 17th and 18th centuries.

The second phase begins at the start of the 19th century when there was a growing appreciation of the sublime in the natural landscape. The splendour of Lynmouth's dramatic scenery fitted this romantic vision and with travel to the continent difficult, the area became a favourite destination for poets and artists. Quick to take advantage, a number of fashionable hotels opened to cater for the upmarket visitors attracted by Lynmouth's growing reputation and its association with celebrities from art and literature. This pivotal phase in Lynmouth's history is still reflected in surviving hotels and service buildings from the period, although in many cases these elements have been subsumed by later alterations.

As the 19th century drew on, Lynmouth entered its third phase. Social and economic changes allowed a broader spectrum of visitors to enjoy Lynmouth. New hotels and guest houses were built and earlier ones extended to cater for the increasing numbers of tourists. Despite this, the natural constraints posed by the sea, rivers and hills meant that expansion was only really possible along the East Lyn Valley, and even here it is limited. This late Victorian /Edwardian phase has left the most visible mark on the village and buildings from this period dominate the Conservation Area. One of Lynmouth's chief attractions, the cliff railway, linking the village with its cliff top neighbour Lynton, also dates to this tourist boom.

Whilst all three periods are of great interest, and survive to an extent in the built environment of the village, it is the early 19th century tourist phase which is of national significance and of critical importance to the story of Lynmouth. This development was fuelled by an appreciation of natural attributes of the locality that first attracted the artists and writers of the early 19th century and continues to draw visitors today.

1. Introduction

1.1 PLANNING FRAMEWORK

Lynmouth was first designated as a Conservation Area in 1973 and was last reviewed in 2003.

The statutory definition of a Conservation Area is ‘an area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance.’ The object of designation is not to prohibit change but to manage it in ways that maintain or strengthen the area’s special qualities. Section 71 of the Planning (Listed Buildings and Conservation Areas) Act 1990 places a duty on local planning authorities to formulate and publish proposals for designated Conservation Areas. To comply with this duty, local authorities are encouraged to undertake appraisals every five years to evaluate and record the special interest of the area and provide a framework for development control and the creation of initiatives to improve the area.

This document was prepared as part the programme of reassessing all 16 of the Park Authority’s Conservation Areas. Its aims are to identify:

- the influences that have given Lynmouth its special character
- what chiefly reflects this character and is most worth conserving
- what has suffered damage or loss and may need reinstating
- what should be considered in guiding future changes
- visual features that particularly need safeguarding

1.2 DEVELOPMENT IN A CONSERVATION AREA

Conservation Areas give broader protection than listing individual buildings and all the elements within the Area are recognised as contributing in some way to its character. Anyone considering undertaking works to a property, or developing land that lies within a Conservation Area, is advised to contact the Historic Buildings Officer or the Development Control Officer, at Exmoor National Park Authority for assistance at an early stage.

This Appraisal will assist in the formulation of appropriate design strategies for proposed new development, which should be fully articulated within a Design and Access Statement accompanying any planning application. Specific guidance relating to Lynmouth is in Section 7. Appendix A contains a brief general overview of planning within Conservation Areas.

1.3 PREPARATION AND SURVEY LIMITATIONS

This Conservation Area Appraisal was researched and written during June 2013, and revised following consultation. It updates the appraisal carried out for Exmoor National Park by John Fisher in 2003.

It is important to note that this document cannot be regarded as fully comprehensive. Some aspects of the survey information are limited to those areas which can be reasonably recorded from the highway and other publicly accessible land. Failure to mention any particular building, feature or space, should not be taken to imply that it is of no significance and irrelevant in the consideration of a planning application.

1.4 COMMUNITY INVOLVEMENT

Public consultation was carried out between August and September 2015. A notice was placed in the parish newsletter and notices were put up in Lynmouth and Lynton publicising local consultation events, which took place in the Jubilee Room, Lynton Town Hall on 5th and 26th August 2015. These events were attended by six people, there was one formal objection. Throughout the consultation period the draft Appraisal document was available on the Exmoor National Park website. The Parish Council was kept informed. Due to delay in formal adoption, letters were sent to Parish Councils and to the owners of property affected by the boundary changes in April-May 2018 asking for further comment prior to adoption. Three formal objections were received.

2. Topographic and Historic Background

2.1 LOCATION AND LANDSCAPE SETTING

Lynmouth is characterised by high coastal cliffs and fast flowing rivers in deep valleys enclosed by steep wooded hills. It is accurately described in a 1907 guide-book as ‘eminently picturesque.’ The coastal situation, small harbour, and twin rivers meeting at the bridge give an overwhelming sense of the presence of water. The West Lyn descends steeply down a ravine over a series of falls (Fig. 2). The wider East Lyn is less dramatic, flowing down the longer Watersmeet Valley (Fig. 3). At their confluence they are crossed by the A39 route between Minehead, 30 km to the east, via Countisbury Hill and Barnstaple, 35 km to the south-west, reached from the Watersmeet Road or from the steep Lynmouth Hill, which branches off and climbs steeply towards Lynton to the west and above Lynmouth, before joining the A39 again at Barbrook. To the northwest, Riverside Road leads towards the sea, turns sharply into The Esplanade, and terminates below the cliffs.



Fig. 1 Lynmouth viewed from Countisbury Hill.

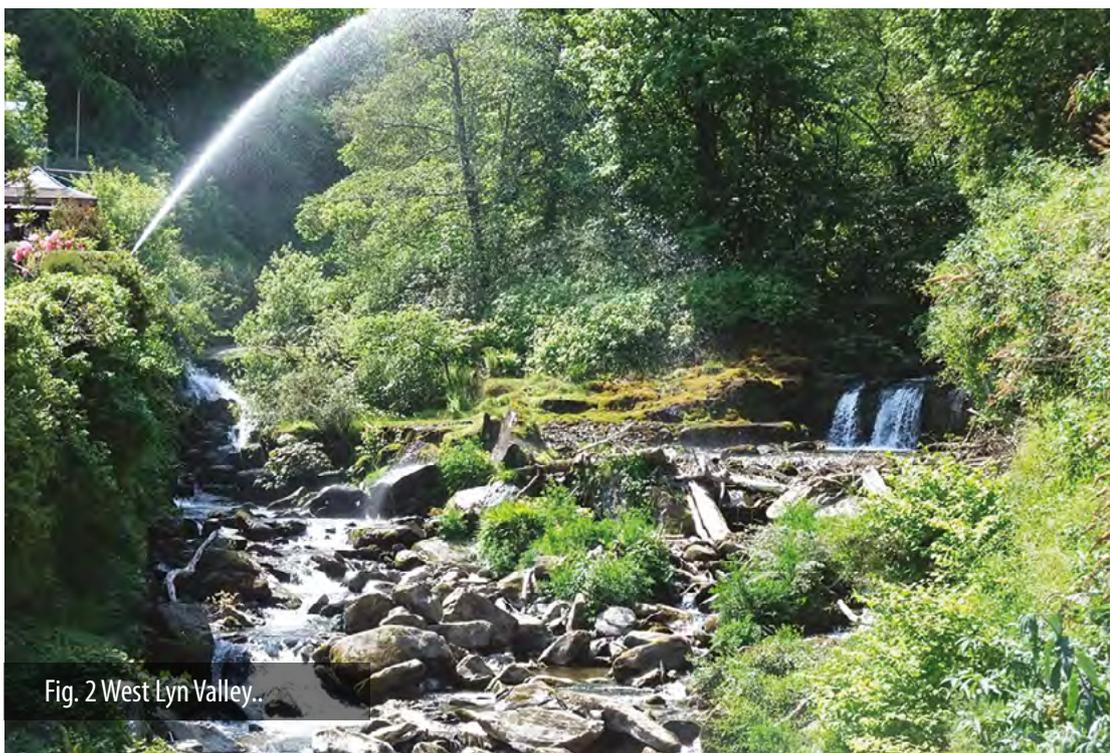


Fig. 2 West Lyn Valley..

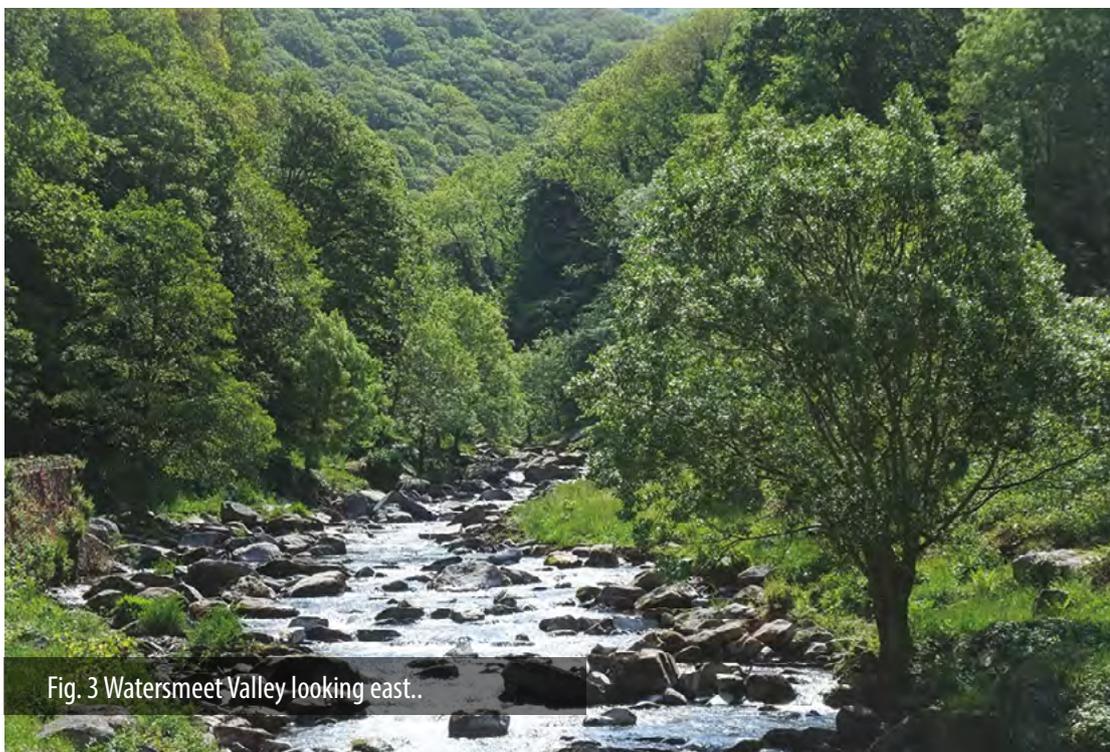
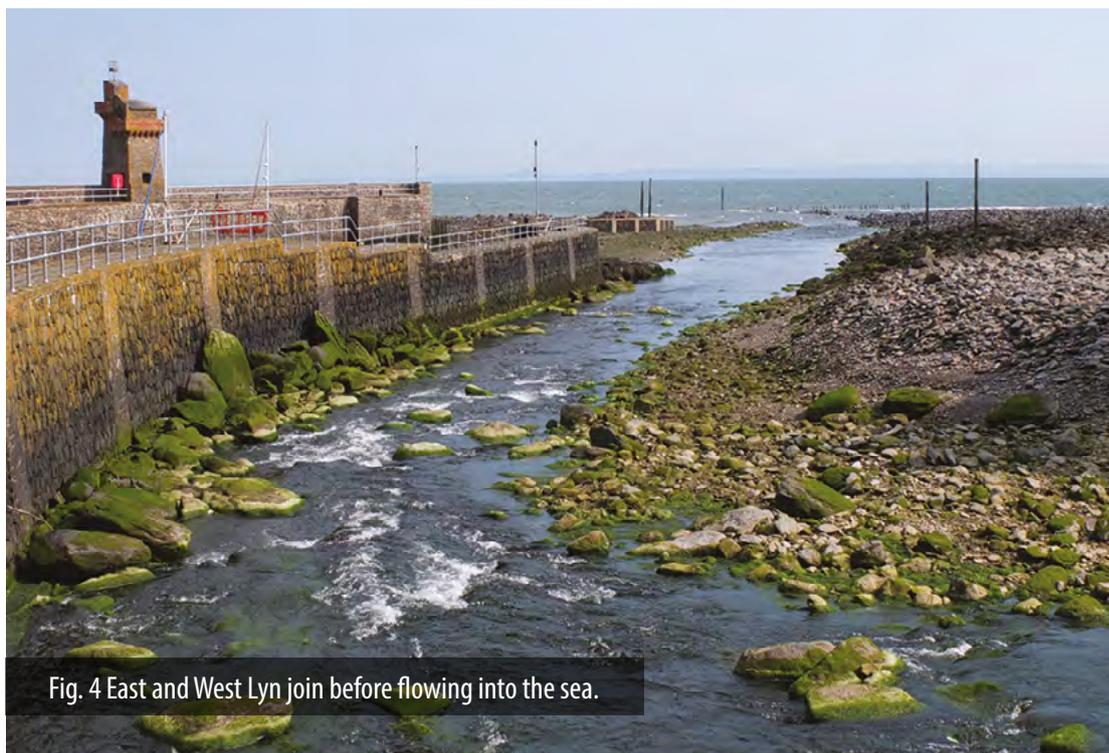


Fig. 3 Watersmeet Valley looking east..



The village is bisected by the West Lyn River and A39. The commercial centre lies to the west, and is bounded by the sea to the north. From the quay, a path zig-zags up the cliffs, past large hotels, and on to Lynton, which can also be accessed via the more direct and less arduous cliff railway. The eastern part of the village follows the East Lyn Valley and comprises a mixture of residential and guest houses following the river and dotted on the hillsides above.

2.2 HISTORIC DEVELOPMENT AND ARCHAEOLOGY

2.2.1 MEDIEVAL AND EARLY MODERN DEVELOPMENT

There are early mentions of Lynmouth in the Assize Rolls of 1282 and in the Subsidy Rolls of 1330. The name is probably derived from the Old English hlynn meaning 'torrent.' The original settlement owes its existence to fishing and is likely to have developed immediately around the present harbour area (Fig. 5). With the exception of Mars Hill, there are, however, few buildings dating to before the 19th century, many being lost in the flood of 1607.



Fig. 5 The harbour area – likely to be the site of the earliest settlement.

Fishing continued to be the staple industry of Lynmouth and by the early 17th century was clearly of some importance, with the contemporary writer Thomas Westcote referring to an extensive herring fishery which exported to Holland among other countries. Another writer mentions that the fish were so plentiful in the years prior to 1797 that they were used as manure. The remains of three weirs associated with the fishing industry survive just outside of the Conservation Area.

Another local industry was the manufacture of warp, a soft textured hand-made fabric also produced in Lynton. This has left no trace in the built record. The evidence of Lynmouth as a fishing port is more tangible and is seen in early cottage groups with local vernacular features, for example at Mars Hill and to the south of Watersmeet Road along Summerhouse Path. The pier and quay were constructed at the height of the herring fishery in the 18th century, but the consciously Rhenish style of the tower at the end belongs to the early decades of the 19th century when tourism had begun to overtake fishing as the mainstay of the village's economy.

2.2.2 19th AND 20th CENTURY DEVELOPMENT

In its current guise, Lynmouth is primarily a product of the 19th and early 20th centuries. The closure of the Continent to English tourists during the Napoleonic Wars and fashion for the picturesque were the catalysts for the settlement's further development as a resort. William Litson, a Lynton wool trader, encouraged the building of the first hotels in 1807, which were speedily patronised by the wealthy. Thomas Coutts, the banker, and the Marchioness of Bute were early visitors. Poets, artists, and those of a romantic persuasion were also attracted to the area and included in their number Robert Southey, who eulogised about the natural beauty of Lynmouth, Shelley who rented a cottage with his young bride in 1812, William Wordsworth, his sister Dorothy, Samuel Taylor Coleridge and Thomas Gainsborough.

This early 19th century popularity led to the settlement expanding and the building of up-market villas and hotels, some with delicate Regency features. The architectural refinements of this time, although relatively few survive, suggest that its association with several well-known poets, writers and artists, provided Lynmouth a certain fashionable status that provided the necessary impetus to more extensive development later in the century.



Fig. 6 The cliff railway - opened in 1890.

Visitors to Lymouth usually arrived by boat, via one of the Bristol Channel ports, but from the 1830's road access was gradually improved and by the middle of the century regular coach services were introduced. Lynton and Lymouth came to prominence as a holiday destination for the Victorian middle class and tourism was given a further boost in 1890, with the opening of first, the cliff railway connecting Lynton and Lymouth (Fig. 6), and eight years later, the Lynton to Barnstaple narrow gauge railway, both of which combined to give Lymouth access to the wider rail network and also stimulated growth in neighbouring Lynton. Black's Guide of 1898 states that 'the new hotels and lodging houses contrasting with the homes of herring fishers and smugglers who once had Lymouth to themselves...[are] not unworthy of its picturesque surroundings'.

The 1890s also saw Lymouth becoming one of the first localities producing hydro-electric power. The original plant, built by local inventor, Charles Green, was situated on the East Lyn river below Watersmeet Road. Following the 1952 flood, a new plant opened at Glen Lyn on the River West Lyn which continues to produce electricity and is also a visitor attraction.

In addition to the hotels and guest houses, the later 19th and early 20th century witnessed a number of large detached villas being built, mainly perched on the valley sides and some terraced housing along the East Lyn River. Although this pattern of settlement is broadly as is seen today, the catastrophic flood of 1952 had a major impact on this, causing a tragic loss of life and the eventual demolition of many buildings damaged beyond repair. The resulting changes, including construction of the Lyndale Bridge, a re-routing of part of the course of the river and construction of Riverside Road, have transformed the post-diluvian appearance of the village. Following the 1950s rebuilding, Lymouth has seen very limited development.



Fig.7 Extract from
Tithe Map c.1840 for
Lynmouth.

2.3 ARCHAEOLOGY

There is no known physical surviving evidence of a village here or at Lynton when from the Manor was recorded in Domesday, although as already noted there are assize records of settlement here by the 14th century. In terms of below ground archaeology, the historic flooding has severely curtailed the potential for remains surviving in context within the Conservation Area.

The area west of Lyndale Bridge to the south of the river, that forms the earliest settlement concentration, is likely to have the most archaeological potential. In addition to the standing buildings, the extant lime kilns near the harbour are evidence of a former major local industry, with the lime being imported from South Wales. Outside of the Conservation Area, there are three fish weirs, some with possible medieval origins, in Lynmouth Bay.

Further information and the most up to date records for the archaeology of the area can be obtained from the Exmoor National Park Historic Environment Record based in the Park's Headquarters at Dulverton and available online at <http://www.exmoorher.co.uk/>.

2.4 ECONOMIC AND SOCIAL PROFILE

With the decline of the fishing industry the importance of tourism increased from the late 19th century. Black's Guide of 1898 states that 'the new hotels and lodging houses contrasting with the homes of herring fishers and smugglers who once had Lynmouth to themselves...[are] not unworthy of its picturesque surroundings'. Lynmouth has retained its popularity as a visitor destination and has largely appeared to keep pace with current trends and while undeniably commercial, especially along Lynmouth Street, it has avoided the tawdry excesses that have besmirched some seaside resorts. Away from the main street, the hotels and guest houses retain much of their period ambience.

The population of the parish, which includes Lynton, is just over 1400, one of the largest in the National Park and in the height of summer tourists in Lynmouth outnumber residents. In terms of facilities, it is the tourists who are best catered for, although nearby Lynton is better served. Outside of tourism, employment opportunities are limited. The nearest major centres, Barnstaple and Minehead are some distance away and Lynmouth still retains something of the sense of isolation that attracted visitors 200 years ago.

3. Spatial Analysis

3.1 SETTLEMENT PATTERN AND BUILDING DENSITY

Lynmouth shows no discernable sign of formal settlement planning. The slightly awkward juxtapositions and gaps between buildings that occur in places are likely to have been as a result of the 1952 flood, which had a big impact on the settlement layout. The building plots were, however, always constrained by the topography and tend to be small in proportion to the size of the buildings occupying them. In the areas immediately east and west of Lyndale Bridge, which is in effect the centre of the village, the building density is high and in some cases the buildings appear to almost jostle for position. Almost all the buildings are orientated to face the sea or rivers. Higher up on the hill slopes within the trees the plots are larger and well-spaced.

For the purposes of this Appraisal the Conservation Area is sub-divided into the following five broad character zones that form an individual entity or have a broadly coherent visual character.

3.1.1 HARBOUR/ESPLANADE AREA

This includes the most frequented part of the Conservation Area, comprising The Esplanade and part of the cliff railway, Mars Hill and the main commercial centre focussed on Lynmouth Street. Also included is a substantial portion of mainly wooded hillside crossed by several footpaths.

The densest settlement is along the narrow curving pedestrianised Lynmouth Street. Following the 1952 flood, Riverside Road was created. This runs parallel with Lynmouth Street which means that what was the rear of the buildings on the east side, is now effectively another frontage. At the west end of Lynmouth Street, the Bath Hotel is detached but gives the impression of the terrace continuing. Once past Lynmouth Street, the plots are constrained by the topography between the cliffs and sea wall and small harbour on the opposite side of Riverside Road. Mars

Hill is set further back off the main street with the short stepped terrace of cottages giving a glimpse of what Lynmouth might have looked like before the 19th century. Mars Hill continues as Mars Hill Way, which connects to the paths winding up the hill and runs up behind Lynmouth Street, eventually joining Lynmouth Hill.



Fig. 8 Lynmouth Street and Riverside Road from the west.

Just past the quay, Riverside Road turns sharply left into the Esplanade, where there is a small terrace of shops terminating in the Pavilion, lime kilns and cliff railway, with the cliffs right up behind.

3.1.2 EASTERN BEACH

This is flat ground, probably reclaimed, comprising of public and private gardens with the pebble beach to the north, accessed by Lyndale Bridge or a footbridge at the end of the harbour.

Rock House, overlooking the harbour is detached and stands alone. Some distance away on the eastern edge of the Conservation Area, the Manor House stands in its own grounds with a complex of mainly service buildings strung out to the east.



3.1.3 COUNTISBURY HILL/TORS PARK

The narrow tarmac lane winds up from Tors Road through woods, occasionally branching off to one of the large detached late 19th-early 20th buildings set high on the hill, before connecting with Countisbury Hill. These are now mainly hotels and are well spaced, maintaining the impression of a wooded hill. The exception is Tors Hotel, which is very visible and occupies a commanding position on the west side of the hill. (Fig. 10)



Fig. 10 Tors Hotel occupies prominent position on Countisbury Hill.

3.14 TORS ROAD

A late 19th century addition to Lynmouth, extending alongside the north bank of the East Lyn, it comprises a long line of terraced cottages, with occasional narrow breaks between, set slightly towards the back of their plots to give small front gardens divided from the river below by the road.



Fig. 11 Tors Road - late 19th century development following East Lyn.

3.1.5 WATERSMEET ROAD/SUMMERHOUSE PATH

The road follows the valley of the East Lyn. On the south side close to West Lyn, the properties along the narrow Summerhouse Path are set back off the street, tightly spaced and seem to jostle for position in an apparently random fashion. Further west, the buildings become more orderly and are built right up to the street frontage of their small plots. The north side of the road has two car public car parks that result in significant gaps in the building line.



Fig. 12 Watersmeet Road – densely spaced buildings on south side of road with church car park in foreground

3.2 PLAN, FORM, HEIGHT AND MASSING

The buildings in Lynmouth show some variation in their form. Thanks to a large proportion of later Victorian hotels and earlier extended buildings, the building stock has a good proportion of large properties – especially up on the steep hills. The high degree of tree cover and spacing between the buildings means that, with the exception of Tors Hotel, these do not tend to dominate their surroundings or neighbours. East of Lyndale Bridge there are also some smaller cottages, many of which were built to three stories or have been extended upwards to try and gain a sea or river view.

3.2.1 HARBOUR/ESPLANADE AREA

On Lynmouth Street, the buildings are mainly three-storey, or two-storey with attics, with ground floor shops and narrow frontages, those on the west side are mainly higher in a effort to gain a river view. Most are attached, the Bath Hotel is detached and part four-storey. Mars Hill has a stepped terrace of two-storey cottages, with the end building being three-storey. (Fig.13)



Fig. 13 Mars Hill – stepped terrace of 17th and 18th cottages.

The building at the corner of Riverside Road and The Esplanade is three-storey with a cupola, and is a prominent presence in this part of the Conservation Area while the adjacent building is four-storey. In contrast, the pavilion is long and low. On the wooded hills behind are a scattering of buildings; with one exception all are detached – some have been extended to the side forming low rectangular buildings.

3.2.2 EASTERN BEACH

The principal buildings, the Manor House and Rock House, are both two storey; the former gothic and the latter classically inspired. They are smaller in scale and of a more restrained design than their late Victorian counterparts.

3.2.3 COUNTISBURY HILL/TORS PARK

Tors Park has a collection of large late 19th-early 20th century villa style buildings, most of which were probably built as hotels. None have a standardised plan-form but all are detached and most two-three storey, with the exception of the Tors Hotel, the largest building in Lynmouth, which rises to four storeys on its north side.



Fig. 14 Tors Road - row of late C19 cottages

3.2.4 TORS ROAD

At its west end Tors Road has two pairs of what were probably once matched semi-detached two-and-a-half storey villas, but have been much extended. The remainder of the road is characterised by a line of attractive terraces of small two-storey artisan late 19th century cottages facing the river with a semi-detached three storey pair of a later date a little way to the east.



Fig. 15 East end of Watersmeet Road – mainly three-storey.

3.2.5 WATERSMEET ROAD/SUMMERHOUSE PATH

There is a mixture of large, often extended, two or three storey hotels and two-storey cottages in this zone. The elevated position of the buildings on the south side of the road gives an impression of greater height, while some of those on the north side, take advantage of the local topography by being two or three-storey on the higher road elevation with an extra storey on the river side.

3.3 GREEN SPACE

Much of the green space in and around Lynmouth is on the steep wooded hillsides, mostly outside the Conservation Area but making a vital contribution to its setting. The main open space within the Conservation Area is the level ground along the foreshore between Rock House and Manor House, which includes a tennis court and putting green and constitutes a recreational area close to the sea shore (Fig. 16). There are also narrow strips of land along the East Lyn River, notably opposite Riverside Road and along Tors Road.



Fig. 16 Recreational facilities at Eastern Beach.

At the east end of the Conservation Area, close to the site of the small settlement known as Middleham swept away in 1952, there is a memorial garden. This pleasant terraced garden is outside of the current Conservation Area (Fig. 73).

3.4 VIEWS

An important element of character of Lynmouth are the vistas glimpsed from several streets and along the rivers. By contrast, and sometimes within a few paces, are the enclosed views of the neighbouring valley sides and dramatic views along the cliff-edged coastline and outwards across the Bristol Channel towards the coastline of South Wales. Most of the larger villas and hotels, built into the adjoining slopes, have exploited this contrast to the full. The sharp height differentials also lead to other visual contrasts with widely varying roofscapes and skyline views. All in all, these characteristics have bestowed some unique landscape qualities contained within a relatively compact setting. The surrounding complex of paths winding up the hills ensures that many buildings can be seen from high viewpoints framed in their landscape setting.



Fig. 17 Hillside paths offer views across Lynmouth.



Fig. 18 View towards Foreland Point from Eastern Beach.

4. Architectural Quality and Built Form

4.1 ARCHITECTURAL STYLE

Evidence of Lynmouth's origins as a fishing port is found in several early cottage groups with local vernacular features, most notably at Mars Hill, and to the south of Watersmeet Road.

At the beginning of the 19th century, driven by the fledgling tourist trade villas, start to appear, some with delicate Regency features. By the mid-19th century there is more extensive development, including several hotels, such as the first stage of the Tors Hotel, typified by the conical tower decorative barge-boarded gables and tall casement windows.

The majority of Lynmouth's buildings originate in the late Victorian and Edwardian era, spurred on by the expanding tourist trade and improved transport links. This phase of development is quite different in character from before, and was built within a limited period. No doubt some earlier buildings were demolished and much of the imposed Victorian style had little regard for the scale of the original elevations, the former being much grander and the layout more formal and typical of the period.



Fig. 19 Late 19th century decorative detailing.

On closer inspection, individual buildings and building groups, display a wealth of period detail, albeit of several different periods, and not in any particular concentration. Although now a century or more old, much remains in good condition, and makes an immense contribution to the character of the Conservation Area. There are good examples of ornate gable detail, including barge-boards and some timber-framing as well as timber and cast-iron detail to balconies and balustrades. Some original casement and sash windows survive, although rather fewer authentic entrance features, which include wood panelling, overlights and colour-patterned glass to some entrance doors.

4.11 HARBOUR/ESPLANADE

Among the earliest listed buildings are in the stepped terrace at Mars Hill. This group also contains **Seabreeze Cottage** (no. 1 Lynmouth Street) (Fig. 20), which the listing details describe as early-mid 19th century, but is possibly of earlier origin. It is thatched and rendered with a variety of frontage detail, including first floor French window with margin panes on to a balcony with timber balustrading. The ground floor has an early shop window of 20 panes with curved glass returns.



Fig. 20 Seabreeze Cottage, 19th century or earlier.

Much of **Mars Hill**, formerly seven separate cottages, now comprises the **Rising Sun Hotel** (Fig. 21). The main part, of three former houses, date from the early-mid 18th century or earlier and are stone-rubble built with render and limewash, and roofs are mainly thatched. At the top of the row the detached **Shelley's Cottage** (Fig. 22) faces away from the sea and is probably 17th century. Much of the interior was destroyed by a fire in 1907. Externally the building is notable for its large lateral stack with bread oven. The roof is thatched at the front with Roman tiles to the rear elevation.



Fig. 21 The Rising Sun, attractive row of cottages.



Fig. 22 Shelley's Cottage- possibly lodged the poet.

Below Mars Hill is **The Manor Cottage** (Fig. 23) damaged in the 1952 floods, but rebuilt. There is a right hand three-storey range dating from the early 19th century, whilst the left-hand range is two-storey and probably mid 19th century. The earlier part has first and second floor casement windows, the former with diamond panes in cast iron the latter with timber margin pattern glazing - the external shutters and window boxes are not original features.



Fig. 23 Manor Cottage, the external shutters are a later addition.

Opposite is the **Pier** (Fig. 24), probably late 18th or early 19th century. It is largely built of large roughly squared granite blocks with a rounded, flush granite parapet. Photographs from the 19th century show the east end of the pier as lower forming a ramp and it is likely that the current guise is as rebuilt following the 1952 flood. Halfway along is the **Rhenish Tower** (Fig. 24) a square stone tower, tapered with two balconies in brick, carried on brick machicolations – added at a later date. It is supposedly an imitation of one on the Rhine, built by General Rawdon and is likely to date to the 1820s to 1830s. Its original function is unclear, the list description describes it as a folly but other purposes put forward include a means of providing sea-water for indoor baths and a light to mariners and fishermen,



Fig. 24 Pier and Rhenish Tower.

At the **Esplanade** corner with **Lynmouth Street** there is a 19th century group built of stone with brick dressings and plain tiles used for the roof and as tile hanging. At the corner is an octagonal third floor turret (Fig. 25). It is hardly surprising that the extraordinary contrast in scale, style and use of materials to the adjoining older buildings drew adverse comment at the time, a guide book of 1899 commenting that 'The builder has done his best to spoil Lynmouth [...] nothing could be worse than the erections at the corner of the esplanade.'



Fig. 25 Confident Victorian treatment of corner site

The adjoining **Pavilion** (Fig. 26) fronting the Esplanade is located in a prominent position on the quayside. It was constructed in 1931 for the town council to a design by A J Gibbs, using steel framed construction. It is of two stories with a hipped roof and a gabled central bay flanked by an open veranda to the first floor. The original structure escaped the floods of 1952 but has recently been rebuilt as a visitor centre for Exmoor National Park.



Fig. 26 Pavilion, undergoing rebuild in June 2013.

Attached to the Pavilion are the remains of **lime kilns** (Fig. 27), probably dating from the late 18th Century, although one reference mentions a grant of 1698. They are built of stone rubble whitewashed over. They are now partially infilled with an earth-covered roof, the top forming part of a promenade, enclosed by the upper walls of the kilns. They served a demand for lime to be added to the local acid soils and for building and are a testament to the a regular trade in limestone across the Bristol Channel.



Fig. 27 Lime kilns, important remnant of past trade.

Nearby, is the **Lower Waiting Room** (Fig. 28) of the **Cliff Railway** with an attached workshop, built in 1890 by local builder Bob Jones, and paid for by George Newnes. It is constructed of stone rubble with timber framing, and diagonal boarding, it is a rectangular pavilion with a deep projecting decorative gable to the south side. The original frontage is partly obscured by a later service block. The roof is tiled and is supported by a king-post roof truss with cross-bracing. The listing details record a comment made by the builder's grandson, who was at the time still working for the railway that 'Newnes' money and Jones' brains built Lynton and Lynmouth.' It is little changed from the original cable driven water displacement method of operation. Black's Guide of 1898 feared 'it would flood the place with a class of excursionists for whom there is little accommodation, and on whom, for the most part, its characteristic beauties would be thrown away'. In fact, it has long provided an essential link between the twin settlements and is used by both residents and visitors.

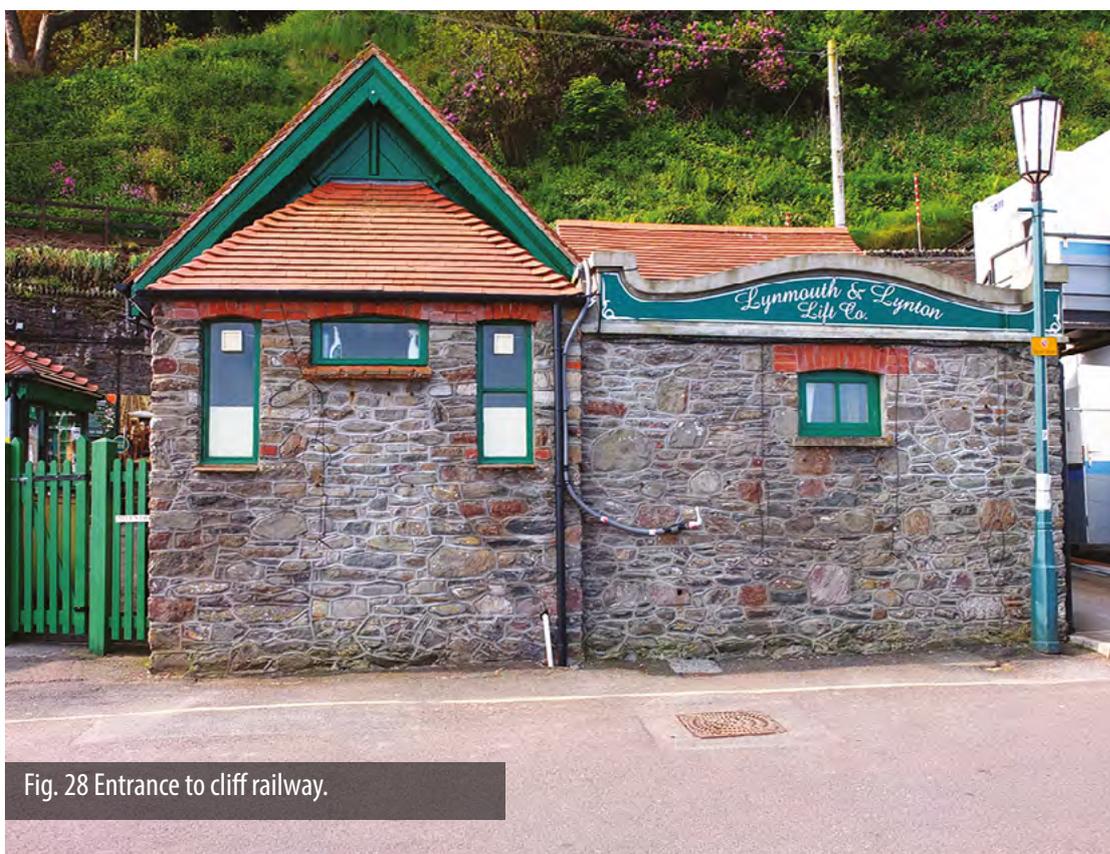


Fig. 28 Entrance to cliff railway.

Riverside Road was created following the 1952 flood leading to the Janus nature of the 19th century buildings on the east side of **Lynmouth Street**. The first and second floor balconies with timber balustrading are a distinctive feature of the river frontage (Fig. 29). The side fronting the north side of Lynmouth Street tends to be less satisfactory and there is an eclectic mix of materials and styles (Fig. 30). At the south end, the **Lynmouth Bridge Hotel** (Fig. 31) is a former early 19th century rendered villa with slate roof, having a typical symmetrical front forming a good visual stop of the island group between Lynmouth Street and Riverside Road. There are both plain and small-pane sash windows with a later gabled porch. The central bay is slightly brought forward with scalloped barge-board and drop finial on a hipped roof.



Fig. 29 Balconies to Riverside Road



Fig. 30 North side of Lynmouth Street.



Fig. 31 Lynmouth Bridge Hotel

On the west side of the Lynmouth Street the buildings are also 19th century and later and form a more cohesive group, some gable end on to the street constructed of brick or stone and some with decorative detail, such as the pierced barge boards to the **Village Inn** (Fig. 32).



Fig. 32 West side of Lynmouth Street.



Fig. 33 Bath Hotel, the earliest part is to the left.

Lynmouth Street contains several listed buildings of mainly mid 19th century date. At the north end is the **Bath Hotel** and **Pixie Dell** (now part of the former) (Fig. 33). Originally a late 18th to early 19th century villa, it was considerably extended in the late 19th century. The listing details refer to the original building ‘as representative of the early scale of hotel development in Lynmouth’. This part of the hotel retains sash windows with narrow glazing bars, and ground floor canted bays with French doors. Pixie Dell was reputedly a bath house built as part of the estate of Rev. W. Halliday, who was responsible for much of the early 19th century development of Lynmouth.



Halliday's original house, **Clooneavin** (Fig. 34) survives on the hill high above Lynmouth Street. It retains original features including, for example, some sash windows and decorative chimney pots, but a large mid 20th century forward projecting extension obscures the profile of the earlier building. Just to the south **Grandboro'** (Bay View House) and **Maysmore** (Fig. 34) a semi-detached early 20th century pair, chalet style with deep eaves at each gable end and other timber-framed gables, typical of the period.

4.12 EASTERN BEACH

Directly opposite the harbour, **Rock House Hotel** (Fig. 35) is one of the more prominent and attractive buildings in Lynmouth. It dates to the early 19th century, L-shaped with some cottage ornee features including a thatched veranda on tree-trunks and light gothic style frontage detail.



Fig. 35 Rock House, opposite harbour.

The **Manor House** (Fig. 36) is of a similar date but without the gothic influences. The main house sits compact, plain and square facing the sea, rendered with slate roof behind a parapet. It appears to have been built as a hotel, but has until recently been used as a nursing home. A good collection of service buildings, including stables, extend to the north, mainly rendered with slate roofs.



Fig. 36 Manor House, part of a complex of buildings.

4.1.3 COUNTISBURY HILL/TORS PARK

Perched on the hill above Eastern Beach, the **Tors Hotel** (Fig. 37) opened in 1886 but has been vastly extended to form the largest hotel in Lynmouth. It is rendered with slate and plain tile roofs and encompasses a wide range of styles, including a circular corner turret with conical roof, early 20th century half-timbered gables and decorative bargeboards.



Fig. 37 Tors Hotel, commanding position exerting a presence in the village.

Other notable buildings on this hillside, **Cliffe House**, **Countisbury Lodge**, **Heatherville** (Fig. 38), and **Aberlyn** (Fig. 72), are partly hidden among trees. They are mostly late 19th to early 20th century stone-built houses and villas, many with Arts and Crafts details such as shaped brick drip-stones, deep timber gables and small -pane top vents.



Fig. 38 Heatherville, hidden amongst the trees.

4.14 TORS ROAD

Tors Road is wholly late 19th century in character and forms an attractive group. At the west end are small hotels or guest houses including **Oakleigh, Riversdale and Clovelley House, Glenville House** and **Tregonwell** (Captain's House) (Fig. 39). These are three-storey, stone-built with brick dressings and slate roofs and are mainly semi-detached. They retain a wealth of original detail, including timber verandas, cast iron balcony, canted bay windows, some with French doors.



Fig. 39 Tregonwell (left) and Glenville House (right).

Adjoining are some 20, mainly two-storey in height houses, though some have a second floor attics. The frontages are built of exposed stone rubble with brick dressings and slate roofs. They have well preserved frontage detail, and include mainly timber casement windows, some ground floor square or canted bays, a few half timbered gables, and several original panelled doors. 25 Tors Road is a later addition, but in the same style, with the ruins of the former Coastguard Station now forming part of the garden.



Fig. 40 Tors Road – late 19th century terrace cottages.

Further up the valley, **No. 26** and **27** (Fig. 41) is an asymmetric pair of houses, probably built c.1920 of three storeys, the ground floor of exposed stone rubble with brick segmental arched lintels, the upper floors rendered, with two first floor windows set in recessed arches. The roof is plain tile with gables and split eaves.



Fig. 41 26 and 27 Tors Road – marks the eastern end of the Conservation Area.

4.15 WATERSMEET ROAD/SUMMERHOUSE PATH

The beginning of Watersmeet Road is marked by **Shelley's Hotel** (Fig. 42), which occupies the prominent corner site. It is a mid-19th century building with recessed two-bay centre, and projecting gabled wings facing east. There are some contemporary external features including small-pane sash and casement windows with thin glazing bars, canted oriel above French doors with side-lights and iron trellis work flanking the six-panel entrance door. The right hand wing was badly damaged in 1952 and has been removed with the north-facing range, almost all rebuilt since the flood.



Fig. 42 Shelley's – the other claimant to having lodged the poet Shelley.

To the side of Shelley's, **Summerhouse Path** rises steeply. On the right is **Seaview Villa** (Fig. 43) a three-storey late 18th - early 19th century house with symmetrical plan, sash windows with narrow glazing bars and elliptical arched entrance with plain reveals, panelled door and fanlight.



Fig. 43 Seaview Villa, Summerhouse Path



Fig. 44 Castle Hornet, Summerhouse Path

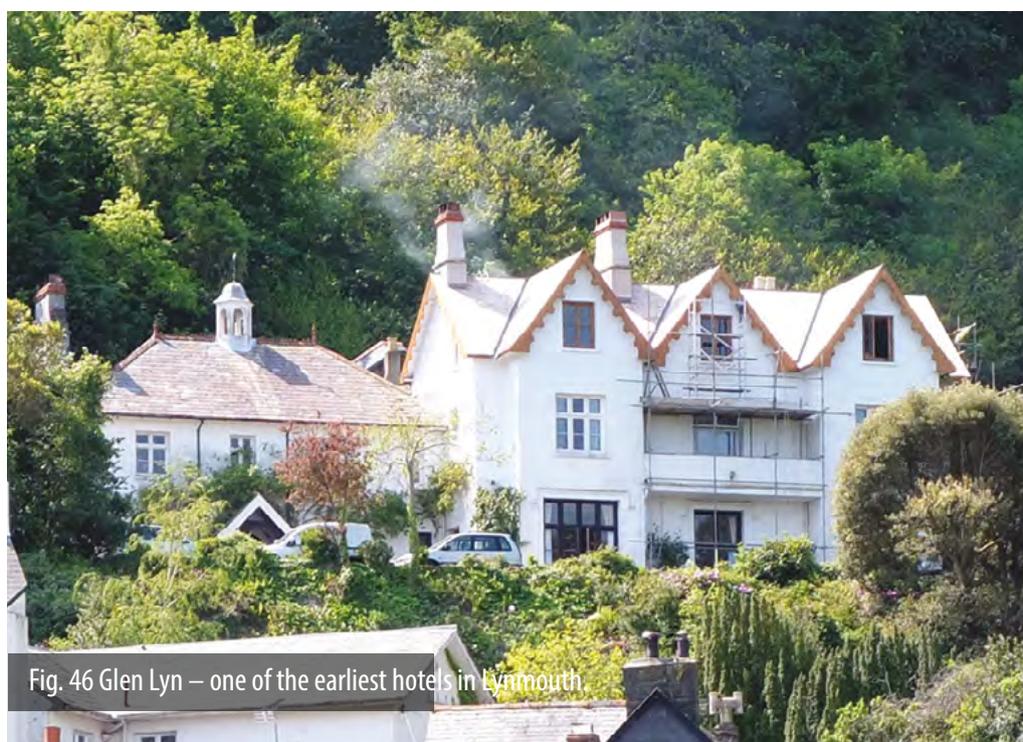
Higher up to the left, and to the rear of Bonnicot, is **Castle Hornet** (Fig. 44) a small L-plan 18th – early 19th century cottage of whitewashed rubble with external axial stack. Windows are casement with two oriels, and the 19th century entrance door has an over-light with oval glazing bar.

A narrow path extending east from Summerhouse Path leads to two buildings of interest. **Sea Fern** is probably late 19th century, stone built and with brick dressings, **Fisherman's Rest** (Fig. 45) is one of a smaller scale group of whitewashed stone or render buildings with slate roofs, and appear to have originated as pre-19th century former fishermen's cottages.



Fig. 45 Fisherman's Rest, Summerhouse Path

On rising ground behind is **Glen Lyn** (Fig. 46), a large house set against the steep wooded hillside. Originating in the early 19th century, there is a record of it changing hands in 1817 when Robert Herries became the owner and greatly improved the house and grounds. The Tithe Map apportionment (1839) refers to a mansion and pleasure grounds. The left hand half of the house is lower with a hipped slate roof with central bellcote. The right side has three steep gables with decorated barge boards. Few openings are visible from public space, but some original detail to doors and windows appears to survive.



Back on Watersmeet Road, opposite the church and further east are several hotels and houses with mainly late 18th or early 19th century origins. Most are two storeys with an attic and set above street level, but owing to the steep slope are set against excavated rock to the rear.

Bonnicott (no.10) (Fig. 47) is dated 1820 (from the deeds) and has a symmetrical main range of central gable of three stepped forward, all having decorative barge boards with dropped finials. In spite of late 20th century external modifications, much detail is original.



Orchard House (no.12) (Fig. 48), also probably early 19th century and rendered with slate roof is L-plan with the gable end of the long wing fronting the street. An adjoining front gable to the left is set back with the entrance in the internal angle. Windows are mainly timber casement with mullions and transoms, some with small-pane glazing.



Fig. 48 Orchard House with Summerhouse in background.

Summerhouse (no. 14) (Fig. 48) has a retaining wall, and terrace with railings included in the listing details. This hotel dates from the first half of the 19th century, and the main range has a left gable slightly brought forward. Windows are mainly two-light mullioned and transomed casements, some with drip courses, and all the gables have decorative barge-boards.

Lyncliffe, (no. 20) early 19th century villa style symmetrical three bay front with projecting central gable, under hipped slate roofs. Ground floor has shop front. All front elevation windows have been replaced by PVCu windows since the 2003 Appraisal.



Fig. 49 Hillside – externally one of the best preserved buildings in Lynmouth.

Hillside House (no. 22) (Fig. 49) also includes in the listing the front terrace, wall and railings. This is again early 19th century with symmetrical central stair hall plan set on a high plinth a storey height above the road. It has a central porch under a hipped roof and part glazed twin panelled entrance doors with radial fanlight above. Its exterior is one of the best preserved in Lynmouth.

On the north side of Watersmeet Road, **nos 3 -9** (Fig. 50) is a good late 19th century three-storey stone built terrace with decorated bargeboards, 5-9 have traditional shop fronts.



Fig. 50 Prominent late 19th group at end of Watersmeet Road.

The **Church of St. John the Baptist** (Fig. 51) is by E Dolby of Abingdon and was built 1869-70 with a 1908 addition. It is French Gothic in style. The low embattled tower was added in 1921. It is built of stone rubble, with ashlar dressings, although the later sections are squared and necked.

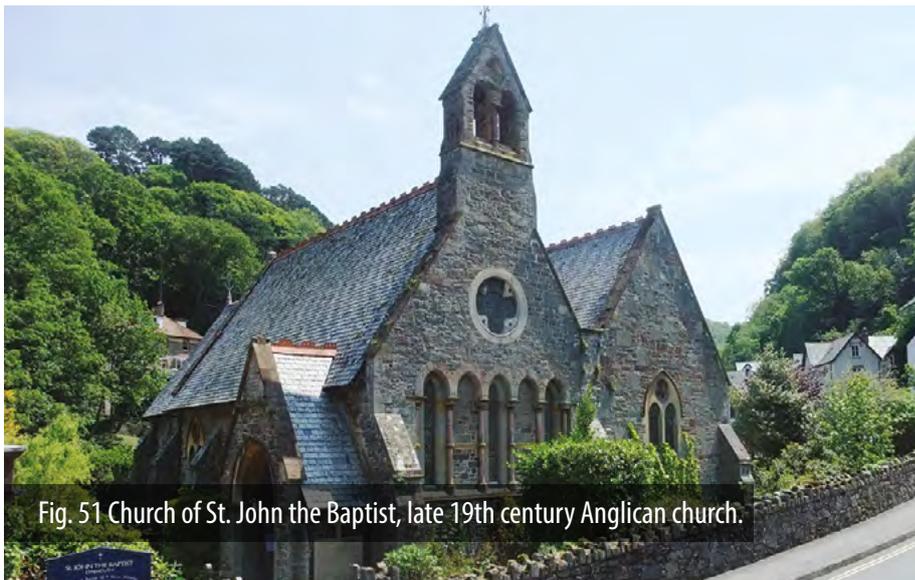


Fig. 51 Church of St. John the Baptist, late 19th century Anglican church.

East Lyn House (no. 17) (Fig. 52) is a tall late 19th century building, random rubble with brick detailing, slate roofs and decorative barge boards.



Fig. 52 Riverside elevation of East Lyn House.

Nos 21-25 (Fig. 53) is a stepped terrace of three late 19th century stone and slate cottages, two storey to road, and three storey to rear.

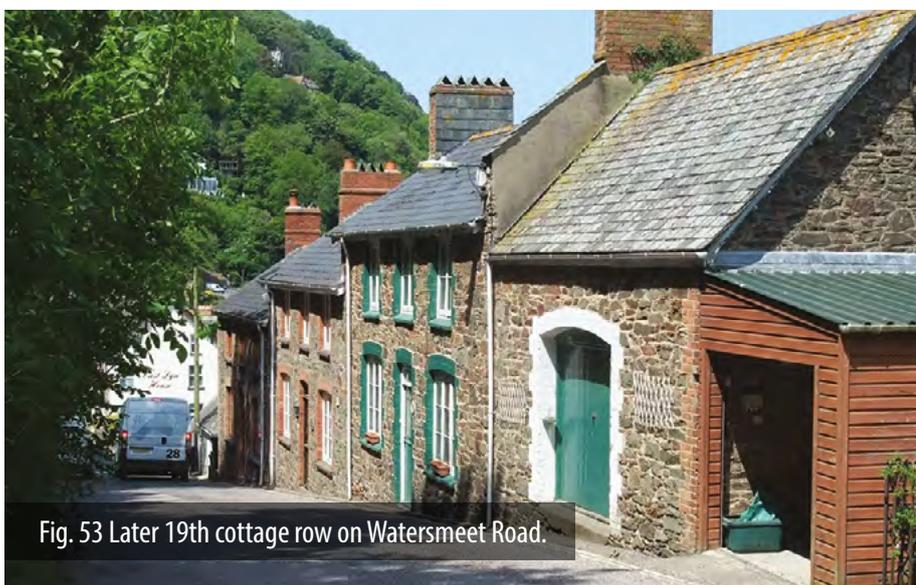


Fig. 53 Later 19th cottage row on Watersmeet Road.

The Old School House (Fig. 54) is set down near the river bank and is a long single storey stone building, possibly extended on its west side, with a number of rooflights puncturing its slate roof. Now converted to a dwelling it was formerly Middleham School and would have served the small hamlet largely swept way in 1952.



Fig. 54 Former School, now dwelling.

4.2 MATERIALS

Given the historically poor accessibility of Lynmouth, most of the building materials would have been locally derived or have come in by sea. The arrival of the narrow gauge railway in from Barnstaple to Lynton in 1898 reduced the costs of transportation and enabled a more varied mix of building materials to be brought in, which is reflected in the buildings of this date.

4.2.1 WALLS

The majority of early buildings are stone-built. The stone used in buildings is mainly from the Old Red Sandstone series, and much is in shale form. It is hard, with distinct bedding planes and not readily worked. It is normally laid as roughly coursed stone rubble. Most walls of dwellings have subsequently been colour-washed or rendered in white or pale pastel shades.



Fig. 55 Exposed and rendered walls on Riverside Road, Mars Hill.

Much of the stone used is probably from small local quarries and originally, where rendered, lime wash or lime mortar would have been applied. Lime is likely to have been imported from Wales arriving as limestone and being burnt in the harbourside lime kilns. The building work that took place between the latter part of the 19th century and first two or three decades of the 20th century uses a much more eclectic mix of materials and in a number of instances is quite ornate. Many have exposed stone walls with red brick dressings and as is common in coastal locations there is slate and tile hanging on end elevations.



Fig. 56 Slate hanging on exposed gable end.

4.2.2 ROOFS

It would be expected that most of the cottages would have originally have been thatched and there remain examples in the Mars Hill area. Today the roofs of Lynmouth are predominantly slate. Almost all would have arrived by sea from Cornwall and Wales but there were also more local slate quarries such as Treborough in the Brendon Hills and Chibbet Ford near Exford. Much of this local slate was of a somewhat inferior 'rag' material compared to slate from Cornwall or Wales but would have still been available in the early 20th century. From the later 19th century clay tiles were also available and these occur on some Arts and Crafts influenced buildings. There are good examples of ornate gable detail, including barge-boards and some timber-framing.



Fig. 57 Wide variety of materials make up the Lynmouth roofscape.

4.2.3 WINDOWS AND DOORS

Despite an increase in occurrence of PVCu windows since the 2003 appraisal, there are still examples of good quality timber casement and side hung slash windows surviving. In comparison with other Conservation Areas in the National Park, the number of traditional or original windows and doors is, however, low: probably a result of a combination of high attrition rate in this coastal location, commercial pressures and the relatively small number of listed buildings.



Fig. 58 Detailing makes an important contribution to the character of Tors Road.



Fig. 59 Traditional shopfront.

There are some good quality shopfronts remaining which while not necessarily earlier than the 20th century are traditional in design (Fig. 59).

4.3 BRIDGES

The Conservation Area boasts five bridges, although all post date the 1952 flood. Lyndale Bridge (Fig. 60) over the East Lyn is a prominent landmark, a largely stone-built, shallow arched single-span structure, completed in 1954. It is angled to enable maximum unimpeded flow of floodwater.



Fig. 60 Lyndale bridge - built following flood..

The other four, two pedestrian and two road, are concrete beam construction and of less note although their white painted railings do contribute the character and appearance of the Conservation Area.



Fig. 61 Steps to pedestrian bridge at Riverside Road.

5. Street Scene

5.1 BOUNDARIES

There are quite extensive stretches of stone boundary walling in Lynmouth. Many of these, for example fronting the watercourses and elsewhere as a result of differences of level, are retaining walls. Where building or cutting into the slope has occurred and these are combined with steps, they often adds character to the setting of buildings. The majority of walls follow the pattern of roughly coursed rubble stone or shales with coping stones aligned vertically.

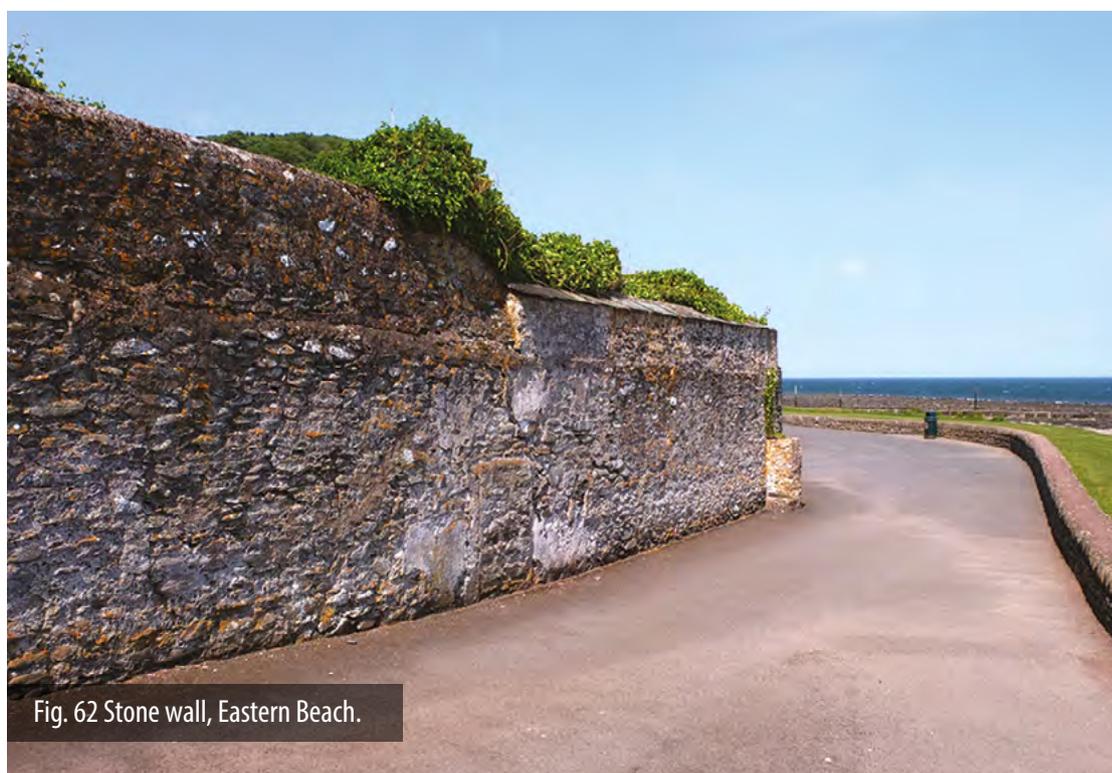


Fig. 62 Stone wall, Eastern Beach.



Fig. 63 Stone wall, Summerhouse Path.

Lymouth also has a good collection of 19th- early 20th century ironwork, which as well as forming railings and gates is used as architectural decoration around balconies, notably in the Watersmeet Road/Summerhouse Path area.



Fig. 64 19th century iron gate.

5.2 GROUNDSCAPE

The stone surfaces around the harbour quay area and along the bank of the East Lyn are particularly fine and compliment the stone walling. Away from here, Lynmouth possesses relatively little of character in terms of historic surfaces, which is mainly confined to natural stone kerbs and gulleys, probably dating from the time the streets were originally laid out in the late 19th or early 20th centuries. Slate is used in some steps, for example up to hotels in Watersmeet Road.



The modern red block paving in Lynmouth Street (Fig. 66), is a modern addition.



Fig. 66 Paving at Lynmouth Street - could have been more effective if natural stone paving or cobbles had been used.

5.3 STREET FURNITURE

Lynmouth is not over endowed with historic street furniture but what survives makes a positive contribution to the character and appearance of the Conservation Area . There are two 'K6' pattern telephone kiosks one on Lynmouth Street, the other at Lyndale Bridge. Both are Grade II listed. There is a George VI post box on Lynmouth Street from the same era.

While of no great age, the street lamps throughout the Conservation Area are of a traditional design and in-keeping (Fig. 67). The solar powered lamps along the cliff paths behind Lynmouth Street are of a more contemporary design. There are cast iron benches at the end of Lynmouth Street dated 1985 and of a conservative design inkeeping with the late Victorian surroundings.



Fig. 67 Traditional street lamps along the Eastern Beach.

5.4 LANDSCAPE AND TREES

The setting of Lynmouth is of exceptional landscape quality. The scenic attraction of the area is obvious from traditional cottages climbing Mars Hill set against the steep wooded backdrop, to the wider context of wild hills and densely wooded glens.

Much of Lynmouth retains an intimacy of scale and sense of enclosure enhanced by the steep sided valleys and wooded slopes enclosing on three sides, with an open vista out across the Bristol Channel.



Within Lynmouth itself, mature trees provide an essential element of townscape in several locations, with prominent small groups, mainly evergreen, including what appears to be a stone pine. There is a row of yews along the drive to Manor House, and a short row of silver birch flanking the northern part of Lyndale car park. Elsewhere, trees mainly form woodland which virtually encircles the built-up area. Among the main deciduous species represented is oak, beech, sycamore, and evergreens include, holm oak, yew, holly and Monterey pine. Many of these were probably planted in the late 19th century and have grown to over 30 m in height and are a prominent feature of the hillside above the Tors Hotel (Fig. 69).



Fig. 69 Tree cover plays an important role in framing and screening buildings.

6. Condition Assessment

6.1 CURRENT CONDITION

Most historic buildings and structures were found to be in generally good condition, although there are some instances of lack of maintenance, especially in the case of several unlisted buildings. The steep topography causes difficulties of access to the rear of some buildings for routine maintenance, and lack of winter sunlight inhibits drying cycles. Where this combines with property becoming vacant or under-used, the result is blocked or broken gutters and down-pipes, which in turn cause black staining, green algae or moss accretions. There is a tendency for buildings to appear drab when not regularly maintained. Some frontage alterations have resulted in a reduction in the quality of the original, especially at ground floor level.

Relatively few of the earlier 19th century buildings in the Conservation Area have retained their original features: even those that are statutorily listed. The survival of original features to many of the later 19th and early 20th century buildings, which were well built and are of considerable character in their own right, but that as yet have little, if any, statutory protection is also of concern.

A further detraction is the tendency to replace original timber windows and doors, many of which are capable of restoration, with PVCu replacements. This is a trend identified in the last Appraisal in 2003 and is continuing. It has resulted in a considerable loss of historic character. It is acknowledged that repair or restoration of period features, especially timber joinery, ornate glazing detail and cast or wrought ironwork, can be costly and time consuming, and may require specialist advice, but it invariably repays the effort involved.

Some original window frames and sills are in somewhat poor condition, and because of the steep slopes, tend to be relatively inaccessible, but the majority are still sound, and mostly distinctive and well crafted. Where replacements are required, they need to be in timber and utilise traditional joinery. Unlisted buildings are especially vulnerable, yet their group value is often of vital importance in the street scene.



Fig. 70 Traditional sash window – worthy of repair.

Lynmouth owes its development and continuing prosperity to the tourism so it is not surprising that there are some instances of less than satisfactory signage as businesses try to attract trade. On the whole, however, this is not excessive and can be regarded as a minor detraction from the Conservation Area.



Fig. 71 Lynmouth Street - commercial centre of the village.

The table following contains a detailed condition assessment. The headings are based on English Heritage's Conservation Areas Condition Survey (2008).

| CONDITION ASSESSMENT | | | | | |
|--|-------------------------------------|-------------------------------|---------------------------------|------------------------|------------------------|
| 1. Designated Conservation Area name: | Lynmouth | | | | |
| 2. Locality: | North Devon | | | | |
| 3. Is the Conservation Area: | Predominantly urban | Predominantly suburban | Predominantly rural | Other (Please specify) | |
| 4. Is the Conservation Area: | Predominantly residential | Predominantly industrial | Predominantly commercial | Wide mix of uses | Other (Please specify) |
| 5. How large is the Conservation Area: | Less than 2 ha (approx 140m x 140m) | 2.1 - 50 ha | More than 50 ha (½ sq km) | Dont know | |
| 6. Approximately how many buildings are in the Conservation Area: | None | Up to 50 | 51 to 250 | 251+ | Dont know |
| 7. Approximately how many listed buildings are in the Conservation Area: | None | Up to 10 | 11 to 50 | 51+ | Dont know |
| 8. Approximately how many locally listed buildings are in the Conservation Area: | None | | | | |
| 9. Does the Conservation Area include one or more scheduled monuments? | Yes | No | Dont know | | |
| 10. Is all or part of the Conservation Area covered by another heritage designation? | None | Registered Park and Garden | World heritage Site | Registered Battlefield | Other |
| 11. Has an Article 4 Direction been implemented? | Yes | No | | | |

| | | | | | |
|--|-------------------------|--------------------|-------------------------|--------------------------|--|
| 12. Are you aware of any unauthorised works that have been carried out in the last 3 years which have harmed the special interest, significance and / or character | Yes | No | | | |
| 13. Has the Local Authority taken any enforcement action against such works in the past 3 years? | Yes | No | Dont know | | |
| 14. Does the Local Authority have a Conservation Area Advisory Panel/Committee specific to this Conservation Area? | Yes | No | | | |
| 15. Does the Conservation Area have any listed buildings or any other historic assets on either the English Heritage or a local <i>Heritage At Risk</i> Register | No | Yes | | | |
| Please give your impression of whether the following issues affect the special interest, significance and/or character of the Conservation Area: | | | | | |
| 16. Loss of historic detail or inappropriate change: | 1. Not a problem at all | 2. A minor problem | 3. A noticeable problem | 4. A significant problem | |
| ● Doors and windows | | x | | | |
| ● Front elevation (eg painting, porches, rendering) | x | | | | |
| ● Decorative features/materials (eg stonework, rainwater goods) | x | | | | |
| ● Shopfronts | x | | | | |
| ● Signs and advertisements | | x | | | |
| ● Roof coverings and chimneys (including rooflights) | x | | | | |
| ● Boundary walls/fences | x | | | | |
| ● Hardstandings | x | | | | |
| ● Satellite dishes (including CCTV and antennae) | x | | | | |
| ● Renewable energy devices | x | | | | |
| ● New extensions/alterations | x | | | | |
| ● Development/redevelopment (eg subdivision, infill) | x | | | | |
| ● Other | x | | | | |

| Neglect | | | | | |
|--|--------------------------------|---------------------------|-------------------------|--------------------------|--|
| 17. Vacancies within buildings: | 1. Not a problem at all | 2. A minor problem | 3. A noticeable problem | 4. A significant problem | |
| 18. Severe dereliction of buildings: | 1. Not a problem at all | 2. A minor problem | 3. A noticeable problem | 4. A significant problem | |
| 19. Signs of a lack of maintenance such as poorly maintained gutters or joinery. | 1. Not a problem at all | 2. A minor problem | 3. A noticeable problem | 4. A significant problem | |
| 20. The condition of the public realm: | 1. Not a problem at all | 2. A minor problem | 3. A noticeable problem | 4. A significant problem | |
| 21. Are there any other factors that are threatening the historic character of the Conservation Area? | | | | | |
| <p>Based on your answers, the score would suggest the condition of the conservation area is:</p> <p>Very bad (1 or more questions answered "A significant problem") Very bad (3 or more questions answered "A noticeable problem") Poor (1 or more questions answered "A noticeable problem") Fair (2 or more questions answered "A minor problem") Optimal (1 question answered "A minor problem", or no problem selected)</p> | | | | | |

6.2 VULNERABILITY

Lynmouth may have declined somewhat as a holiday base since its late 19th and 20th century heyday, but it remains a major destination within the National Park, especially to day visitors. Several factors identified in the 2003 Appraisal are still causing a loss of character within the Conservation Area:

- Lyndale car park is a dominant feature near the centre of the Conservation Area and is virtually devoid of soft landscaping. It would benefit from further screening by trees and other hard and soft landscaping, preferably using some natural stone to lessen its present stark visual impact;
- conflict between vehicles and pedestrians in some streets, is difficult to resolve because of the restricting topography. Some traffic control methods could be considered, for example in Watersmeet Road, where pavements are narrow and through traffic flows can be considerable;
- a threat to some buildings through dilapidation and poor frontage treatment;
- a lack of a coordinated approach to enhancement establishing design principles for shop fronts, signage and other elevational detail;
- the deteriorating condition of some boundary walls will in some cases require a properly co-ordinated programme of repair, using appropriate conservation measures;
- poor condition of some road and footpath surfaces and use of non-traditional materials, such as the red block paving in Lynmouth Street;
- the dilapidated state of some buildings and empty properties;
- examples of unsuitably proportioned doors and windows in non-traditional materials, such as PVCu.



Fig. 72 Aberlyn- unoccupied and in need of maintenance (June 2013).

The table below contains a more detailed risk assessment. The headings are based on English Heritage’s Conservation Areas Condition Survey (2008).

RISK ASSESSMENT

| | | |
|---|------------|---------------|
| 22. Does the Conservation Area have a current, adopted Conservation Area Character Appraisal? | Yes | No |
| 23. Does the Conservation Area have a current Management Plan (usually part of a Conservation Area Character Appraisal) or other formally adopted proposals to preserve or enhance its character? | Yes | No |
| 24. Does the Local Authority have an adopted Local Development Framework Document that contains objectives and policies which would safeguard the historic character and appearance of Conservation Areas and their settings? | Yes | No or in part |
| 25. Is there evidence of community support in the area, for example a residents' association or civic society? | Yes | No |
| 26. Relative to the size of this Conservation Area, are there any major development proposals imminent which could threaten the historic interest of the area? | No | Yes |
| Based on the answers to question 4, 5 and 28-32, the score would suggest that the vulnerability of the Conservation Area is considered: >=5: High 3-4: Medium 0-2: Low | | |

INITIAL RISK ASSESSMENT

Based on the answers you have provided considering the condition and vulnerability of the Conservation Area, the initial risk to the Conservation Area is assessed as:

Not at risk:

- **Condition optimal and any vulnerability**
- Condition fair and any vulnerability
- Condition poor and vulnerability medium or low

At risk:

- Condition very bad and any vulnerability
- Condition poor and vulnerability high

TRAJECTORY/TREND

| | | | | | | |
|---|-------------------------|-------------------------|----------------------------------|---------------------------|-----------------------------|-----------|
| 27. Over the past 3 years what would you say has happened to the appearance and vitality of the Conservation Area? | Improved significantly | Seen some improvement | Not changed significantly | Seen some deterioration | Deteriorated significantly | Dont know |
| 28. What do you think is happening to the appearance and vitality of the Conservation Area now, and what do you expect to happen over the next 3 years? | Improving significantly | Seeing some improvement | No significant change | Seeing some deterioration | Deteriorating significantly | Dont know |

FINAL RISK ASSESSMENT

The final level of risk is assessed by combining your assessment of the Conservation Area's condition and vulnerability, and its expected trajectory/trend over the next three years. The final risk assessment for different combinations of condition, vulnerability and trajectory/trend is shown in bold on the right.

| Initial Risk Assessment | Trajectory/Trend | Final Risk Assessment |
|-------------------------|--|--|
| At Risk | deteriorating or deteriorating significantly | At Risk |
| At Risk | no significant change | At Risk |
| At Risk | improving | Not at Risk unless condition is very bad, then At Risk |
| At Risk | improving significantly | Not at Risk unless condition is very bad, then At Risk |
| Not at Risk | deteriorating significantly | At Risk |
| Not at Risk (medium) | seeing some deterioration | At Risk |
| Not at Risk | no significant change | Not at Risk |
| Not at Risk | improving or improving significantly | Not at Risk |
| Not at Risk (low) | seeing some deterioration | Not at Risk (medium) |

7. Recommendations

7.1 PROPOSED BOUNDARY CHANGES

Following the appraisal survey it is proposed to change the Conservation Area boundary. The changes are shown on Map 1 and are summarised below:

- At the east end of the Conservation Area, on the site of the small settlement known as Middleham swept away in 1952, there is a memorial garden. This pleasant terraced garden has no buildings but is of historic interest and would make a positive contribution to the Conservation Area.
- To regularise the boundary north of Midhills it is proposed to extend the Conservation Area to the cliff railway line.
- For consistency, it is proposed to continue the line from No.21 Tors Road and for the Conservation Area east of here to follow the rear property boundaries.



Fig. 73 Flood memorial gardens at Middleham.

7.2 MANAGEMENT AND ENHANCEMENT

It is recommended that in line with Historic England guidance, a Conservation Management plan is drawn up with the co-operation of the town council to address the issues raised in Section 6.

Given the national significance of Lynmouth as an early 19th century tourist spot further research into this should be considered to assess the extent to which buildings and features from this era survive and how they might be protected and promoted.

Outlined below is some general guidance for proposals for new development, restoration of existing buildings or features, and enhancement projects. More specific advice for owners and occupiers of historic buildings, listed and unlisted, within the Conservation Area is available from the National Park Authority's Historic Buildings Officer.

7.2.1 USE OF TRADITIONAL MATERIALS

- Where appropriate, encourage re-pointing of stonework using suitable mortar mixes, ideally with a lime base. Cement rich mortars and raised or 'ribbon' pointing should be avoided. This is particularly the case for some of the softer sandstone types.



Fig. 74 Ribbon pointing (left) traditional pointing (right).

- When repairing or renewing roof coverings use materials that match existing wherever possible. Natural slate or clay tiles, replacing like for like, should be used in the case of listed buildings. The use of concrete tiles and undisguised artificial slate substitutes should be avoided within the Conservation Area.
- The locally distinctive method of slate hanging should be retained.
- Where existing boundary walling needs restoring, and new sections creating, traditional methods should be employed. The use of lime mortar for re-pointing is preferable to cement.
- The use of salvaged or newly sourced local stone should be encouraged.
- Where existing features are concerned, (such as original doors, windows, porches, traditional shop fronts, gateways etc.), all forms of repair or replacement should attempt to match like-for-like. This particularly applies to traditional timber casement or double-hung sash windows, including glazing bars. Similarly, timber doors especially when replaced, should maintain and respect either the local vernacular or the more 'polite' tradition, as applicable. The same principles should apply to existing period porches, even the plainer examples.
- Where appropriate, steps should be taken to re-discover supplies of natural materials, preferably from their historic source or equivalent, and to encourage the development of skills in their use.

7.2.2 TOWNSCAPE

- Have regard to the existing form, proportions and grouping of buildings in all proposals for new development, including extensions to existing buildings. This includes roof height, pitch and any proposals involving the insertion of dormers.
- In considering proposals for new development or redevelopment involving existing buildings or structures, it should be borne in mind that stricter safeguards against any form of demolition in Conservation Areas.
- Existing features of quality that typify the historic built environment should be retained. Any new development within the Conservation Area is likely to be very limited but where it does occur, it should echo the existing in terms of scale, height, proportion and use of traditional methods of construction, including openings and any boundary features.

- Lynmouth has maintained a tradition of stone building with slate roofs, even into first half of the 20th century, and as far as possible, this should be continued.
- Existing stone boundary and retaining walls, and existing banks, and footpath only access should be safeguarded, where possible, especially those that identify the historic street and plot layout pattern of the earlier settlement.
- Existing historic street furniture should be retained. As part of any overall enhancement scheme, use of natural stone paving, reintroduction of cast iron street name plates where necessary, and replacement street lighting that is more sympathetic to the character of the Conservation Area should be encouraged.
- Any additions or extensions forward of the building line should be avoided as far as possible.

7.2.3 FEATURES

- The conservation and repair of historic railings and associated ironwork is essential. Where appropriate consider using additional ironwork that reflects the local tradition of cast and wrought iron.
- Ensure retention and enhancement of historic street furniture.
- Encourage retention of the character of existing entrances, including gate piers, carriage archways and associated period timber or metal gates.
- Ensure necessary protection of all natural stone paving kerbs and gulleys, both as part of the highway and where in private ownership. An enhancement scheme for the Lyndale Car Park and traffic management by surface treatment in Watersmeet Road are considered desirable in creating an increasingly welcoming pedestrian environment. In some locations this may need to include additional steps or ramps especially where there are significant changes in level. Any further improvements in the Lynmouth Street area should consider inclusion of some natural stone surfaces, and in the case of curtilage features use of traditional methods of walling using local stone.

- Seek to retain or reinstate all existing period windows, doors, and cast iron rainwater goods. Consider introduction of an Article 4(2) Direction to effect control over any additional installation of PVCu windows and doors, inappropriate roof materials, external cladding, and use of exposed block-work, Such a measure would also include boundary features such as stone or brick walls, including existing openings.
- It is advised that if time and resources allow an inventory of historic features worthy of retention or restoration is prepared and monitored.
- Encouragement should be given to the reinstatement of historic features that have been lost. This is especially important where later adaptations, by virtue of a now redundant use or ephemeral fashion, have caused harm to the overall appearance of the building and where building work provides an opportunity for such faults to be partially or fully rectified. This is particularly the case with some doors, windows, and plastic canopies over shops, and where re-pointing, rendering, or other forms of wall cladding is contemplated.

7.2.4 HISTORIC SETTING AND LANDSCAPE

- More fully research the development of the early settlement, the sources of natural materials used in building construction, and whether former sources of stone and slate might become re-established.
- Before any demolition or redevelopment takes place, ensure that consideration is given to the historic importance of the building, including outbuildings and non-residential uses
- Although existing specimen trees within the Conservation Area appear to be healthy, they should have periodic health checks. Where limited further life is detected, measures may need to be taken to plant young trees of a similar or suitable alternative species. These could be gradually introduced to replace older specimens. The Conservation Area also contains areas of woodland, including conifer groups, for example on the slopes of Countisbury Hill, probably planted in the late 19th century. Some of these may be nearing the end of their natural span, and measures for their future management and possible eventual replacement may need to be considered.

Appendices

APPENDIX A - CONSERVATION AREAS: GENERAL GUIDANCE

WHAT IS A CONSERVATION AREA?

A Conservation Area is defined by the Planning (Listed Buildings and Conservation Areas) Act 1990 as: 'an area of special architectural or historic interest, the character and appearance of which it is desirable to preserve or enhance'. Exmoor National Park has 16 Conservation Areas designated to cover the most historically and architecturally important and interesting parts of the Park's towns and villages.

Various factors contribute to the special character of a Conservation Area. These include: the quality of buildings, the historic layout of roads, paths and boundaries, boundary treatments and patterns of enclosure, characteristic building and paving materials, uses and associations, the quality of the public realm and contribution made by trees and green spaces. A strong 'sense of place' is often associated with Conservation Areas. It is the function of Conservation Area Appraisals to assess and evaluate 'character' as a means of assisting the planning process.

OWNING AND DEVELOPING LAND AND PROPERTY WITHIN A CONSERVATION AREA

In order to assist in the preservation and enhancement of Conservation Areas various additional planning controls exist within them.

DEVELOPMENT

The substantial demolition of unlisted buildings and structures within a Conservation Area requires permission.. Proposals will not normally be looked upon favourably where affected buildings or structures are deemed to make a positive contribution to the character and appearance of the area. An approved scheme for redevelopment will normally be required before consent to demolish will be granted. Exceptions to the rule include:

- Small buildings of less than 115 cubic metres;
- Walls, fences and railings less than one metre high abutting to highway (including footpaths and bridleways) or less than two metres elsewhere;

- Agricultural and forestry buildings erected since 1914;
- Certain buildings used for industry.

Where demolition is being considered early consultation with local Planning and Conservation Officers should be sought. It is a criminal offence to carry out unauthorised works.

For dwelling houses, planning permission is required before making some changes which would be permitted development outside a Conservation Area. The government do alter these from time to time so it is advisable to check with Exmoor National Park for the current situation before carrying out any works. It should also be noted that the National Park falls under what is known as Article 1(5) land which also restricts what can be done without permission.

Further restrictions may be applied by the Local Authority or Secretary of State through discretionary use of 'Article 4' designations where a good case can be made (e.g. covering aspects such as change of windows).

DESIGN

High standards of design are expected for new development within Conservation Areas. Sensitive proposals which pay special regard to prevailing patterns of height, massing, articulation, use of materials and enclosure will be encouraged.

Early consultation with the Exmoor National Park Planning Officers or Historic Building Officer is recommended.

ADVERTISEMENTS

Various types of advertisement, including those illuminated, will require Advertisement Consent. Advertisements must be sympathetic to the character and appearance of the area and should be of good quality design.

TREES

Trees in Conservation Areas which are already protected by a Tree Preservation Order (TPO) are subject to the normal TPO controls but the Town and Country Planning Act 1990 also makes special provision for trees in Conservation Areas which are not the subject of a TPO.

Anyone proposing to cut down or carry out work on a tree in a Conservation Area within Exmoor National Park is required to give Exmoor National Park Authority six weeks prior notice. The purpose of this requirement is to give the LPA an opportunity to consider whether a TPO should be made in respect of the tree. Exceptions apply so if you are planning to carry out tree works contact the National Park's Tree Officer.

IMPLICATIONS OF THE 1990 ACT

The 1990 Act makes it a duty for Local Authorities to:

- In exercising their planning powers, pay special attention to the desirability of preserving or enhancing the character or appearance of a Conservation Area.
- Formulate and publish proposals for the preservation and enhancement of the Conservation Area.
- Review designations from time to time.

APPENDIX B - LISTED BUILDINGS

Below is a table of the Listed Buildings within the Conservation Area. For further details see the Statutory List of Buildings of Special Architectural or Historic Interest, the Exmoor National Park website, or the online English Heritage National Heritage List for England.

The table does not include ancillary structures or those within the curtilage of named buildings: these may also be covered by the listing and confirmation as to their status should be sought from Exmoor National Park Authority. Names of properties given below are those recorded at the time of listing under which they are officially listed and it is possible that some names may have since changed: this does not affect the listed status.

| Name | Grade | Date Listed | EH Ref |
|---|-------|-------------|---------|
| Rock House Hotel, Eastern Beach | II | 19/07/1950 | 1201142 |
| Terrace balustrades and steps to N & W of Manor House, Eastern Beach | II | 09/06/1995 | 1201143 |
| The Manor Cottage, Lynmouth Street | II | 19/07/1950 | 1201148 |
| Shelley's Cottage | II | 19/07/1950 | 1201150 |
| Castle Hornet, 9 Summerhouse Path | II | 03/09/1973 | 1201154 |
| Lower Waiting Room, Cliff Railway | II | 09/06/1995 | 1201155 |
| The Pier, The Esplanade | II | 19/07/1950 | 1201156 |
| Orchard House & attached front boundary wall, 12, Watersmeet Road | II | 03/09/1973 | 1201157 |
| Church of St John The Baptist, Watersmeet Road | II | 09/06/1995 | 1201158 |
| The Manor House and attached wall and stable block, Eastern Beach | II | 03/09/1973 | 1206567 |
| Rising Sun Hotel (part), 2 Mars Hill | II | 19/07/1950 | 1210181 |
| Rising Sun Hotel (main part), Mars Hill | II | 19/07/1950 | 1210184 |
| Rising Sun Hotel (part), 3 & 4 Mars Hill | II | 19/07/1950 | 1282804 |
| Seaview Villa, Summerhouse Hill | II | 09/06/1995 | 1210251 |
| Rhenish Tower, The Esplanade | II | 19/07/1950 | 1210267 |
| Bonnicott, 10 Watersmeet Road | II | 03/09/1973 | 1210308 |
| Summerhouse & attached retaining wall and terrace with railings, 14 Watersmeet Road | II | 03/09/1973 | 1210335 |
| Hillside House & front terrace wall and railings, 22 Watersmeet Road | II | 03/09/1973 | 1210354 |
| K6 Telephone Kiosk, Lyndale Car Park | II | 19/07/1989 | 1221141 |
| Seabreeze Cottage, 1 Lynmouth Street | II | 19/07/1950 | 1221155 |
| Lynmouth Bridge Hotel, 18 Lynmouth Street | II | 03/09/1973 | 1221168 |
| Bath Hotel with Pixie Dell, Lynmouth Street | II | 18/09/1972 | 1282802 |
| Esplanade Lime Kilns, The Esplanade | II | 03/09/1973 | 1290559 |
| K6 Telephone Kiosk, Lynmouth Street | II | 19/07/1989 | 1290609 |

APPENDIX C- LOCALLY IMPORTANT UNLISTED BUILDINGS

Almost all the buildings within the Conservation Area make a positive contribution to its character and appearance. Below is a table of heritage assets within the Conservation Area that do not have formal individual protection through listing or scheduling. These are buildings or structures which, whilst perhaps not of national importance, are nevertheless of local significance by virtue of their age, rarity, design and historic or architectural interest and may be considered for inclusion as candidates in an Exmoor National Park local list.

| Name | Notes |
|---|--|
| The Pavilion, The Esplanade | c.1931 but demolished and rebuilt in 2013. Occupies a key seafront site. |
| Esplanade Corner building | Late C19 stone terrace, part tile-hung, with octagonal third floor turret at corner. |
| Lynmouth Flood Memorial Hall | Hall built following 1952 flood, of historic interest. |
| Lynmouth Street | Mid-late C19 row. |
| Clooneavin | Early C19 villa – former home of the Halliday family. |
| 1-11 Watersmeet Road | Late C19 row. |
| Shelley's Hotel, 8 Watersmeet Road | Mid C19 and later hotel on prominent site. |
| 16-18 Watersmeet Road | C19 but altered. |
| East Lyn House, 17 Watersmeet Road | Late C19 hotel |
| 21-25 Watersmeet Road | Late C19 2-3 storey terrace row. |
| 28-36 Watersmeet Road | C19 or earlier. |
| Lyncliffe, 20 Watersmeet Road | Early-mid C19 house. |
| School House, Watersmeet Road | Late C19 formerly Middleham School. |
| Glen Lyn House | Large early C19 house. |
| Sea Fern, Summerhouse Path | C19 cottage. |
| Fishermen's Rest, Summerhouse Path | C19 cottage. |
| Aberlyn, Tors Road | Late C19, occupying key position. |
| Tors Hotel, Tors Park | Early C19 hotel – much extended. |
| Cliffe House, Tors Park | Late C19 villa. |
| Countisbury Lodge, Tors Park | Late C19 former vicarage. |
| Glenville House | Tors Park |
| Heatherville, Tors Park | Late C19 Arts and Crafts style. |
| Oakleigh, Tors Road | Late C19. |
| Riversdale, Tors Road | Late C19. |
| Clovelley House, Tors Road | Late C19. |
| Tregonwell (Captain's House), 1 Tors Road | Late C19. |
| Lyndale Bridge. Stone-built, shallow arched single-span bridge, built 1954. | Mid C20. |

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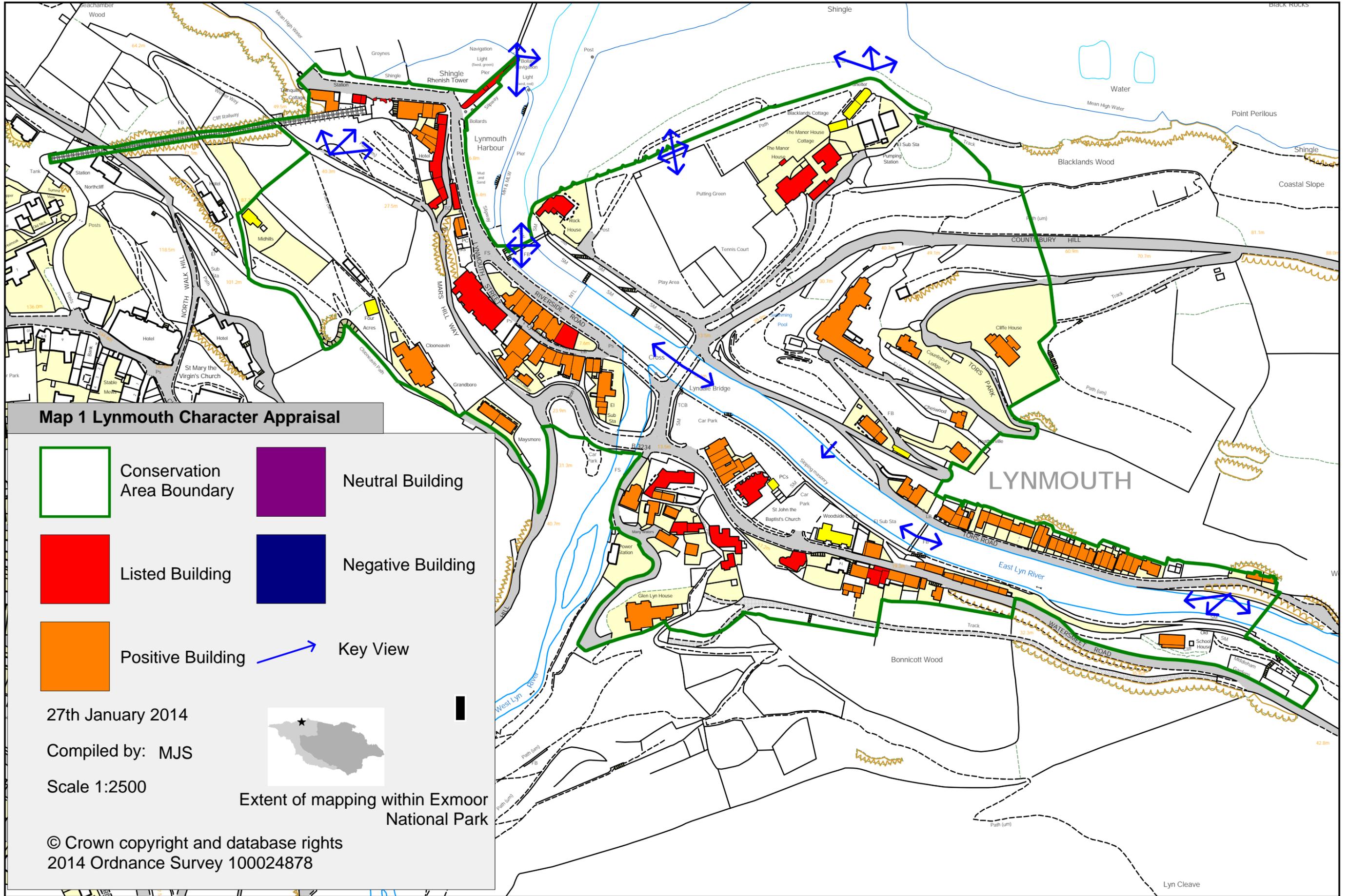
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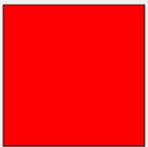
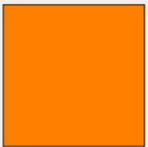
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- SPAB have a variety of technical resources and services for the care of traditional buildings. <http://www.spab.org.uk/>.

Map 1 - LYNMOUTH CHARACTER APPRAISAL



Map 1 Lynmouth Character Appraisal

| | | | |
|---|----------------------------|---|-------------------|
|  | Conservation Area Boundary |  | Neutral Building |
|  | Listed Building |  | Negative Building |
|  | Positive Building |  | Key View |

27th January 2014

Compiled by: MJS

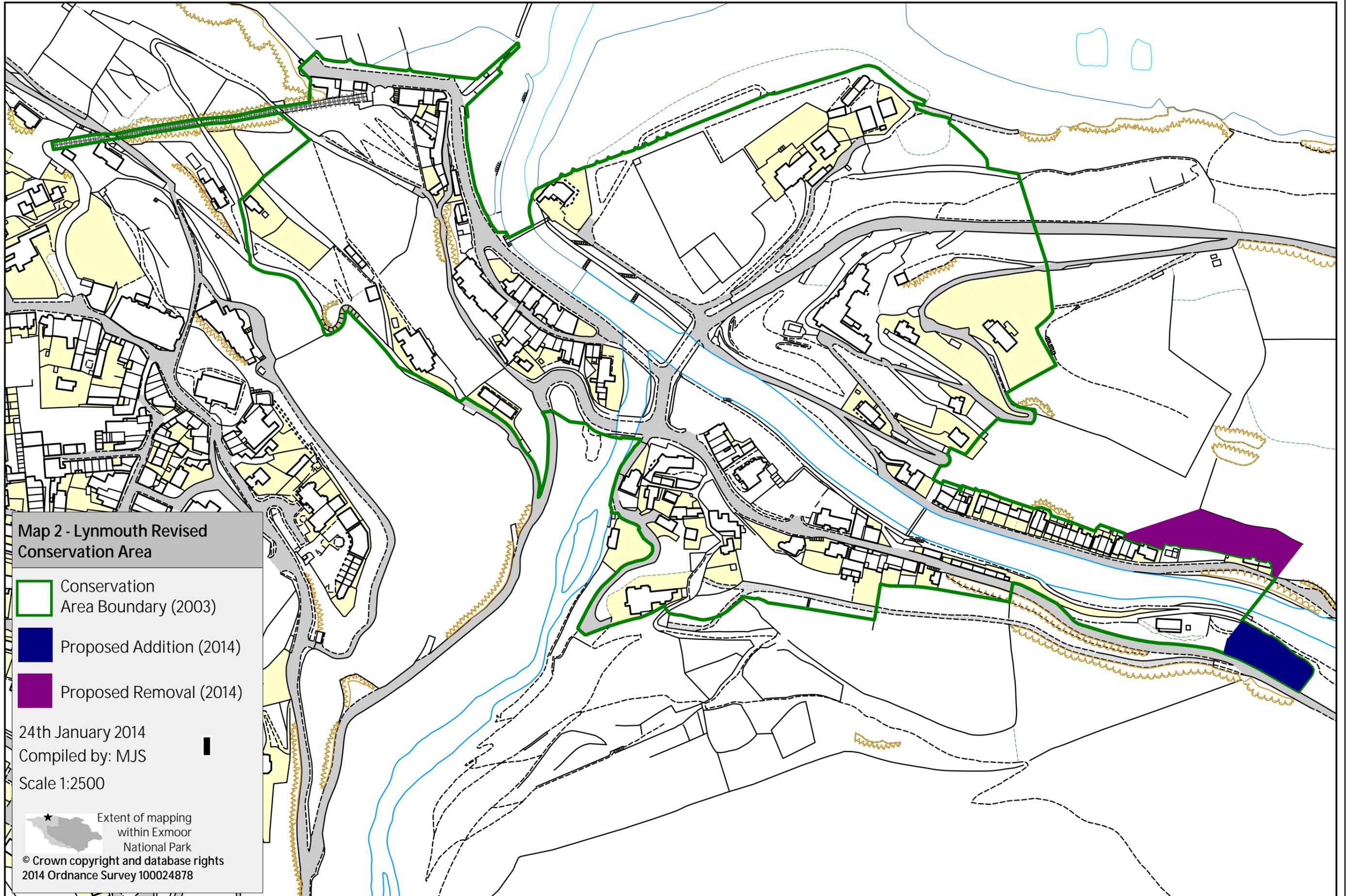
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Extent of mapping within Exmoor National Park

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Map 2 - LYNMOUTH revised CONSERVATION AREAS



Map 2 - Lynmouth Revised Conservation Area

-  Conservation Area Boundary (2003)
-  Proposed Addition (2014)
-  Proposed Removal (2014)

24th January 2014
Compiled by: MJS
Scale 1:2500

 Extent of mapping within Exmoor National Park
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