

**CONSERVATION
STUDY**

PILTON

Paul

PILTON CONSERVATION AREA

PART I

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PILTON CONSERVATION AREA

1 Introduction

Pilton, which was built on a hillside overlooking the River Taw, was the earliest settlement to be built in the Barnstaple town area. It was important as a Saxon borough but was superseded by Barnstaple by the eleventh century. A small priory was founded in the twelfth century and the church was the prior church until 1536.

Pilton Street slopes down towards the River Yeo from the Church and Almshouses. Its buildings are of a comparable age to those in the town centre. Most of these were constructed by the end of the nineteenth century. There has been no major development in recent years to affect the appearance of Pilton, which is mainly a residential area, with local shops in Pilton Street.

Pilton Street and the roads and lanes running from it have the simple characteristics of a village. This is emphasised by the apparent detachment of the settlement from the development around it.

2 Civic Amenities Act, 1967

It was because of the physical characteristics of Pilton, and its importance within Barnstaple that Devon County Council, in conjunction with Barnstaple Municipal Borough Council decided that it should be one of the five areas to be studied and designated as conservation areas, in accordance with the provisions of Part 1 of the Civic Amenities Act 1967. The Pilton Conservation Area was designated in December, 1969 and is shown on Map 1: it covers about 21 acres to the north of the town Centre. It includes the property in Reform Street, Pilton Street, the Rock and Bull Hill together with the Church and Priory Road.

In the terms laid down by the Act, these areas were regarded as:
"areas of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance."

A further study has now been undertaken of the Pilton area to assess what possibilities exist for preserving and enhancing the environment of this area and its immediate surrounds.

3 Population

It has been estimated that about 350 people live within the Pilton conservation area, including about 30 elderly people living at Pilton House. This is an Old Peoples Home run by a Trust.

It is thought that up to 90 people could be of retirement age living in this area.

4 Land Use

It is primarily a residential area with about a hundred and sixty dwellings in it. In addition to the houses there are nine shops and three public houses in Pilton Street.

There are several industrial buildings close to Pilton street including the disused glove factory west of the church and engineering premises west of Reform Street. Premises at Pilton Quay are used to store agricultural machinery and other goods.

There is no public open space within the area, although Pilton House is set in spacious grounds which are close to Pilton Street and by its spaciousness contrasts with the terraced houses of Pilton and provides a visually attractive area. It is planted with several hard wood trees including oak, elm and chestnut.

The old school building, located between the Church and former glove factory is unused, and an open area of about one acre to the west of Priory Road is unused, but was once a nursery garden.

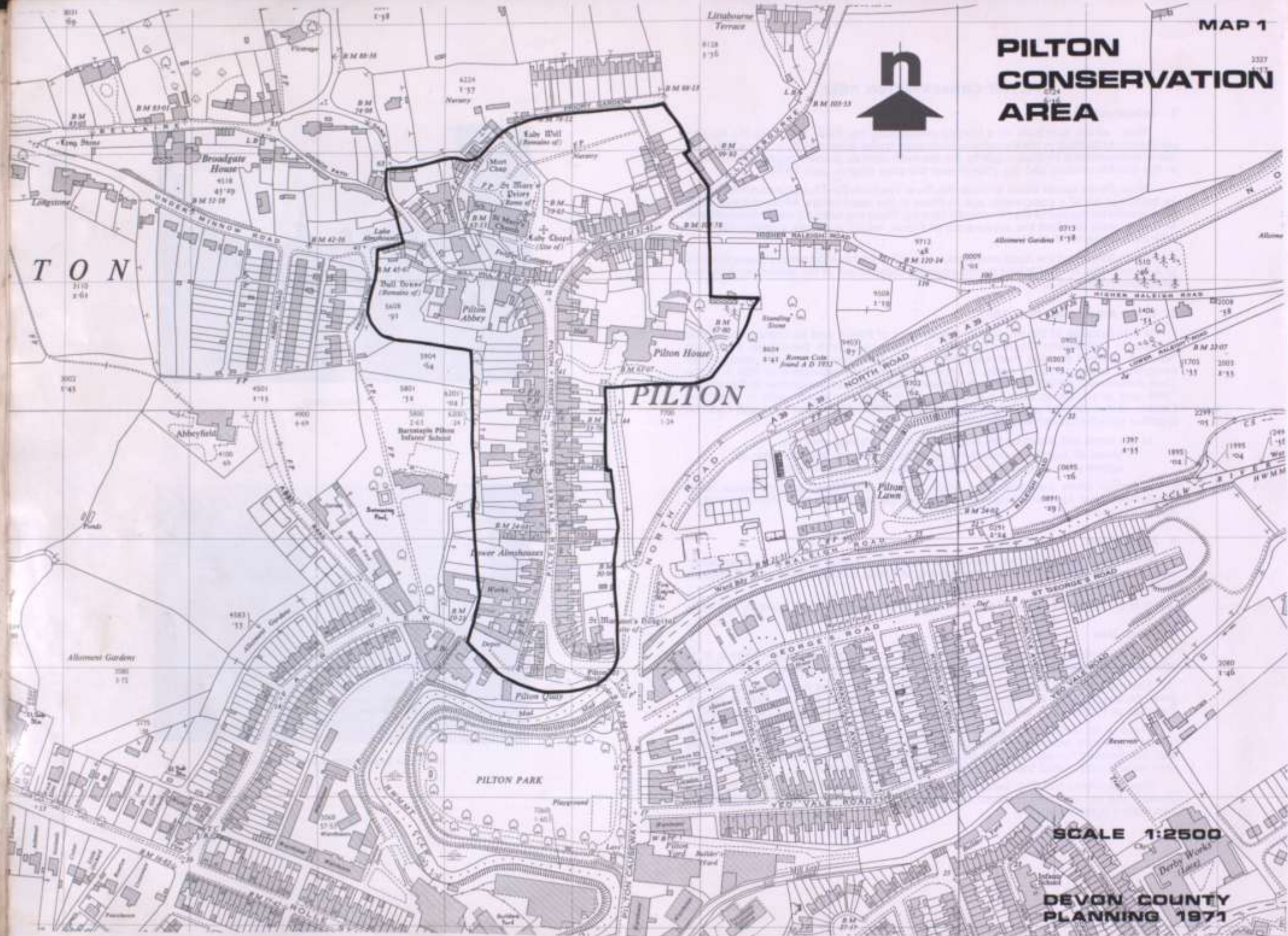


1 Pilton Street



2 Pilton Street, Reform Street Junction

PILTON CONSERVATION AREA



T O N

PILTON

PILTON PARK

SCALE 1:2500

DEVON COUNTY
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3 Car Parking—Pilton Street



4 Nos 21 and 22 Pilton Street

5 Building Conditions

(a) External Appearance

A survey was undertaken of the external state of repair of all the buildings within the area. None of them appeared to be in urgent need of repair, except possibly an empty property in Reform Street. About ten properties which had rendered facades could benefit from some form of colour wash. These include two cottages at the top of Pilton Street and also the Church Hall, a small cottage halfway down the street and property at the junction of Pilton Street and Pilton Bridge.

The central part of Pilton Street, north of the Lower Almshouses, on both sides of the road seems particularly well cared for, and the use of colour wash on rendered frontages, and clean paint, makes it very attractive.

(b) Houses unfit for human habitation

The Medical Officer of Health for Barnstaple Municipal Borough has undertaken a survey of the whole Borough in order to ascertain which properties have inadequate social amenities. It was found that, about 20 per cent of all houses within the Borough lacked some form of amenity, and that Pilton had a rather higher proportion.

A postal survey was undertaken of the Pilton Area and of those that replied fifty-nine were found to be deficient of necessary amenities which include:

- | | | |
|--------------------------------|-------------------------|-----------------------|
| (i) Indoor W.C. | (ii) Bathroom | (iii) Wash hand basin |
| (iv) Availability of hot water | (v) Adequate food store | |

It is thought that of all the properties in Pilton about 40 per cent are deficient in all or several of these amenities.

Map 2 indicates those properties found to be deficient from the postal survey.

6 Roads and Car Parks

(a) Roads

The A39 Barnstaple—Ilfracombe Road passes to the south and east of Pilton, and links the area to the town centre. Pilton Street functions as a local through road taking traffic from newly developed estates from the north and west of it.

The Barnstaple Structure Plan produced in 1969 indicated that an area to the north east of Pilton, adjacent to the A39 road, should eventually be developed for residential purposes. When fully developed there are likely to be about 1200 people living in the area, about 400 houses. Access to this area from Pilton is likely to be achieved through Littabourne. If Pilton Street becomes the main local through route to the town centre for this development then traffic could increase substantially.

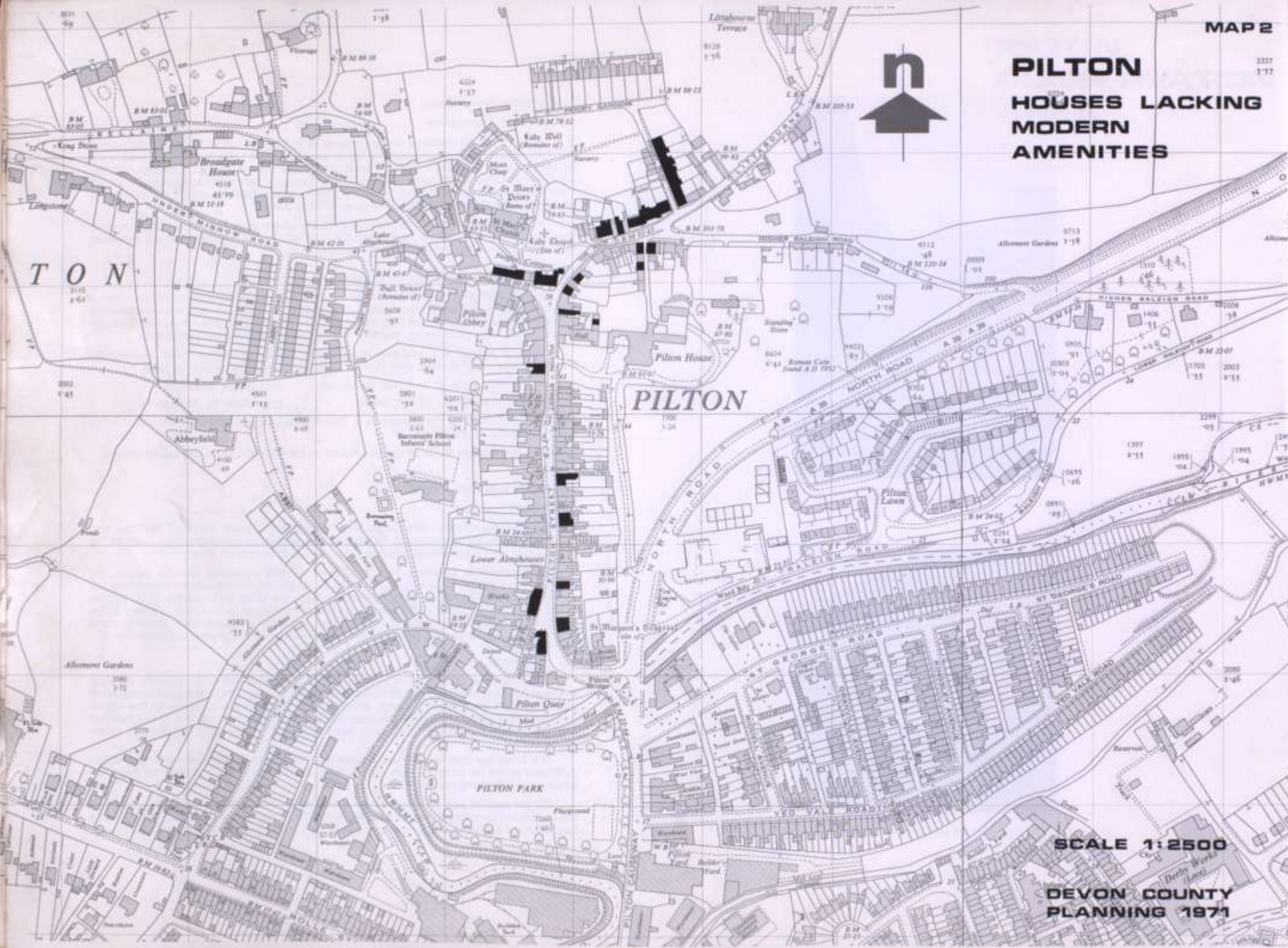
(b) Car Parks

Pilton has been surveyed to ascertain the numbers of cars parked during the day, in the street or at the Quay, which is the only local car park. The street has been seen to attract relative short term parking, generally less than an hour. During the winter generally only about ten cars have been observed at any one time, but in the summer and other peak periods up to 25 have been recorded. All parking is restricted to the east side.

The Quay car park is privately owned and attracts long term car parking and has sufficient space for up to 12 cars. On each occasion that it has been visited there has been six to eight long term parkers.

On the eastern side of Pilton Street a rear access has been provided for about half the properties by using the main approach road to Pilton House. It is estimated that a further thirty properties will need to be provided with garages during the next twenty

PILTON HOUSES LACKING MODERN AMENITIES



T O N

PILTON

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years. Most of the properties on the western side of the road do not have garage facilities and there is no rear access to them. About thirty dwellings would need to be provided with garage accommodation within the next twenty years.

Similarly property at the Rock and Priory Road have no garage facilities. About fifty garages are likely to be needed within twenty years to satisfy the needs of this part of the area. A further fifteen garages could be required to serve properties around Bull Hill or Dark Lane.

7 Visual Appraisal

The Civic Amenities Act recognised that certain areas possessed groups of buildings of either architectural or historic interest which should, because of their qualities be kept. These areas which are designated under Part 1 of this Act are frequently unique, or irreplaceable by modern building methods, and include many local features which create the character of a town or village.

There are twenty buildings or groups of buildings listed as being of Architectural or historic interest under the Town and Country Planning Act, 1962, within the Pilton area. In addition to those properties listed under the Town and Country Planning Act there are others of interest, built in the 18th or 19th Centuries and having interesting constructional details. Amongst these are the following properties, particularly noted in a study undertaken by the Barnstaple and District Civic Society, as having particular historic or architectural interest.

- (i) 110/111 Pilton Street—Mid 18th Century double storey frontage. Victorian shop front with linked fascia.
- (ii) 101 Pilton Street—Early 18th Century Georgian three storey. Bow window extending through the three floors.
- (iii) 20, 21 and 22 Pilton Street—Willerdon House, Late 18th Century.
- (iv) 40 Pilton Street—Late 16th Century, two storey, Georgian upper storey and Victorian ground floor.
- (v) Fairfield House, Bellair—18th Century Georgian house with former Regency front.
- (vi) Wynards—formed part of Bellair house, of the original farmhouse probably dating from the 16th Century.

(a) Pilton Street

Pilton Street is visually most attractive and forms the main part of the area. The entrance to the area across Pilton Bridge is, however, unattractive and uninviting. The junction between Pilton Street and the A39 is open and there is no sense of enclosure, the traffic island gives an untidy appearance and is cluttered with eight poles or posts holding signs or lights, and Pilton Quay and the warehouse buildings beyond are drab. Also the first terrace of houses, 3-8 Pilton Street, are mainly grey rendered, and opposite are yellow brick Victorian properties. All this part of the Street has black tarmac pavements which further adds to the dullness.

It is only when the street is viewed from the bottom of the hill, up towards the Church that its charm becomes evident. There is a gentle curve of the road which also has a variation in its width. This helps to produce interesting changes in form and space. The lower almshouses near the bottom of the Street are built at right angles to it and add a further variation of the street pattern. Houses on the east side of the street show a variety of eave and fenestration levels, whilst on the west side the variations are less marked.

The upper end of Pilton Street is closed by some stone built Almshouses, and the lower end by terraced cottages on the bend. The terraced form of the property gives the feeling of a small town or village. This is made more attractive by the way that many of the properties above the lower Almshouses are colour washed. At the top of Pilton Street the houses have not been colour washed and are less attractive.



Top—5 Pilton Street, towards the church




Middle—6 40 Pilton Street

Bottom—7 101 Pilton Street

PILTON

BUILDINGS OF ARCHITECTURAL OR HISTORIC INTEREST



-  **GRADE 2**
-  **GRADE 3**
-  **OTHER BUILDINGS WHICH SHOULD BE GRADED OR RE-GRADED**

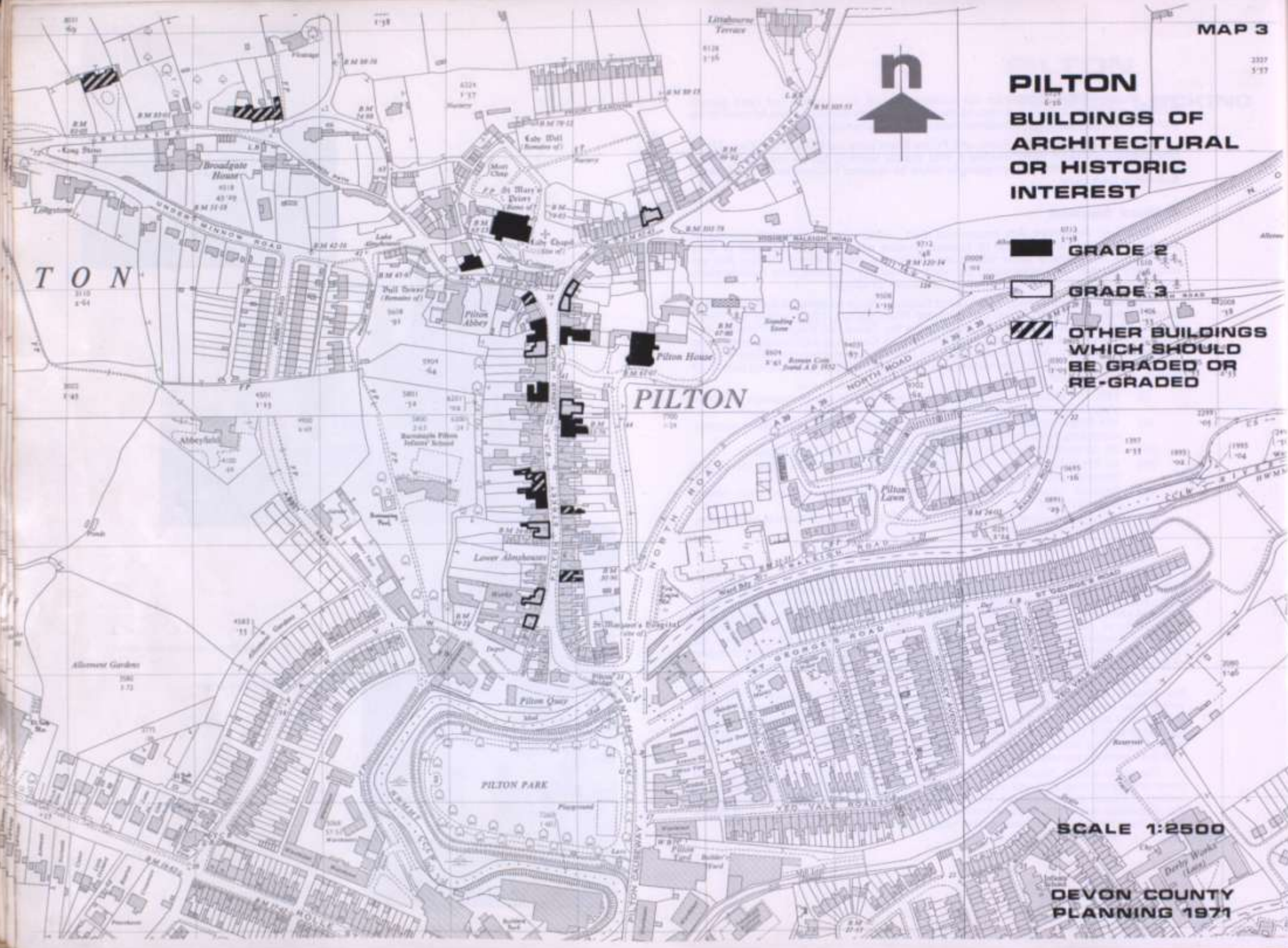
T O N
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PILTON

PILTON PARK

SCALE 1:2500

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PLANNING 1971





8. The Rock



9 Church from Bull Hill

Behind the properties on the west side of Pilton Street is a narrow access path, it runs from Fair View northward and serves most of the properties up to number 31, Pilton Street.

The charm of Pilton Street lies therefore, in its variety of buildings of different styles and ages, with a diversity of decoration and changes in scale, mainly residential in character but not individually uniform. All the elements in the street blend together in harmonious fashion along a rising street but with variations in width and building frontage that make it still more interesting.

(b) *Bull Hill and The Rock*

Bull Hill and The Rock are both narrow roads and are enclosed by high buildings on each side. The sense of enclosure is intensified by the way the roads curve, and by the dominance of the Church and houses above them.

The Rock is edged by stone walls and iron railings at the edge of the raised footpath, and these are attractive but require repairing. The paths have largely been tarmac-adamed and are black and dull without the interesting textures of cobbles found at the entrance of Higher Raleigh Road. The terraced property along the Rock continue the residential form of Pilton Street. At the same time there is a variation in the building line on both sides of the Rock which produce interesting changes in elevation.

Bull Hill contains the feoffees cottages and Bull House and these are built of Marwood and Pickwell Stone which contribute to the colour and texture of the street whilst the detached buildings amongst the terraced properties adds another form of interest. It is in this street that trees are a dominating factor, less evident in the other more urban streets.

(c) *Priory Road*

Within the conservation area is about 1.3 acres at Priory Road and Priory Gardens which was formerly a nursery garden but which now seems to be disused. Buildings abutting the site are in a dilapidated condition and the often untidy area contrasts with the tight knit buildings nearby.

(d) *St. Mary's Church Area*

East of the Priory Road area is St. Mary's Church and a group of buildings and the churchyard. The church tower is a dominant feature throughout the area, and more than any other gives the area a focal point. Pathways at the rear of the Feoffees Cottages which link through to the School building adjacent to the Church, and via a flight of steps to the former glove factory, are cobbled and particularly attractive. A churchyard path which could provide direct access between the Rock and Bull Hill is closed by locked iron gates at either end.

Both the school and Factory are now disused. The school is Victorian in style built of stone, and part of the factory is also built of local stone, which helps them to be visually attractive. The tarmac playground in front of the school is uninteresting.

(e) *Pilton House*

Pilton House was built in the 18th Century and altered in the 19th Century. An additional single storey wing has been added in recent years and the property is used as an Old Peoples Home. It has a long drive planted with hardwood trees which joins the A39 about 100 yards north of Pilton Bridge, and looks over about two acres of grassland. The building looks imposing when seen from the neighbourhood of Pilton Bridge. There is also an imposing entrance from Pilton Street. The old stable block requires some repairs and forms part of Pilton House which in itself appears in good condition.

To the east of Pilton House new houses have been built along Higher Raleigh Road taking land for development which was once part of a larger open area around Pilton House. The Barnstaple Borough Council propagating nursery has been extended and the boundaries of its area to the south and east to include part of the open area, and Fir trees have been planted inside a green chain-link fence at regular intervals.

8 Conclusions

It is evident from the survey that :

1. Any substantial alterations to the physical form of the Conservation Area will adversely affect the attractive characteristics of this local centre.
2. The area is compact in its form, created by Pilton Street, The Rock and Bull Hill, in the shape of a Y, each street differs in its characteristics but form a distinct and unified area.
3. A footpath system connecting the Rock to Bull Hill and the area around already exists and if fully used could form a safe and easy way between them. Some of these paths are attractively cobbled.
4. Most of the properties within the area are in good external decorative repair, which seems to indicate a general interest in maintaining and improving it by their owners.
5. It is likely that there are a larger proportion of people over retirement age live within the Conservation Area than in Barnstaple as a whole and that financial assistance might therefore be particularly needed to achieve satisfactory housing standards.
7. Pilton Street acts as a local through road and any substantial increase in traffic should be discouraged.
8. The area as a whole is deficient in off street parking and garages.
9. The area around the entrance to Pilton Street is dull, cluttered with road signs and lacks any feeling of enclosure.
10. Pilton Quay is untidy and the backs of warehouse buildings nearby are unattractive. The northern bank of the Yeo has no trees to screen or break up the unattractive backs of terraced houses in Fair View.
11. The Lower Almshouses are built at right angles to the road and form an interesting contrast to the remainder of the street, but could be further improved by additional development at the back of the site to create a residential square.
12. The upper, northern part of the Street is not well decorated, unlike the central area in which most of the properties are attractively colour washed.
13. In addition to the twenty buildings or groups of buildings which are regarded as having architectural or historic value a further six buildings or groups of buildings in the vicinity are also considered worthy of listing under the Town and Country Planning Act 1962, or upgrading within the present list. After further studies additional property might be considered suitable for listing and some trees preservation order might also be made.
14. Unlike the pavement in Pilton Street which is made of varying slabs, most of the footpaths at Bull Hill and the Rock are black tarmac and provide no contrast with the road which is also black, and so tend to make these short stretches of road gloomy.
15. The stone walls along the roadside of the Rock are attractive but together with the railings and steps from the upper pathways require maintenance.



10 Pilton House and Pilton Park



11 Entrance to Pilton House



12 Traffic Island at Pilton Street
A39 Lynton Road Junction



13 Lower Almshouses—Pilton Street



14 Priory Road

16. An area of 1.3 acres at Priory Road is derelict and if it is to be developed, it should be in a comprehensive fashion to assure that it relates to the surrounding residential development in a visually satisfactory way.

17. Both the old glove factory and the old school close to the Church form an attractive part of this area, and should be retained for appropriate uses.

18. The entrance to Pilton House from Pilton Street is imposing but requires re-planting and the rendered wall repainting.

19. The grounds of Pilton House have been encroached upon by housing and other development but still provide a fine setting for the house, seen from the A39. It is desirable to maintain this general open area, retain the unobstructed view of the house from the A39 around Pilton Bridge and limit the effect of visually obtrusive development along Lower Raleigh Road, and also the effect of coniferous trees planted in a straight line by the edge of the propagation nursery.

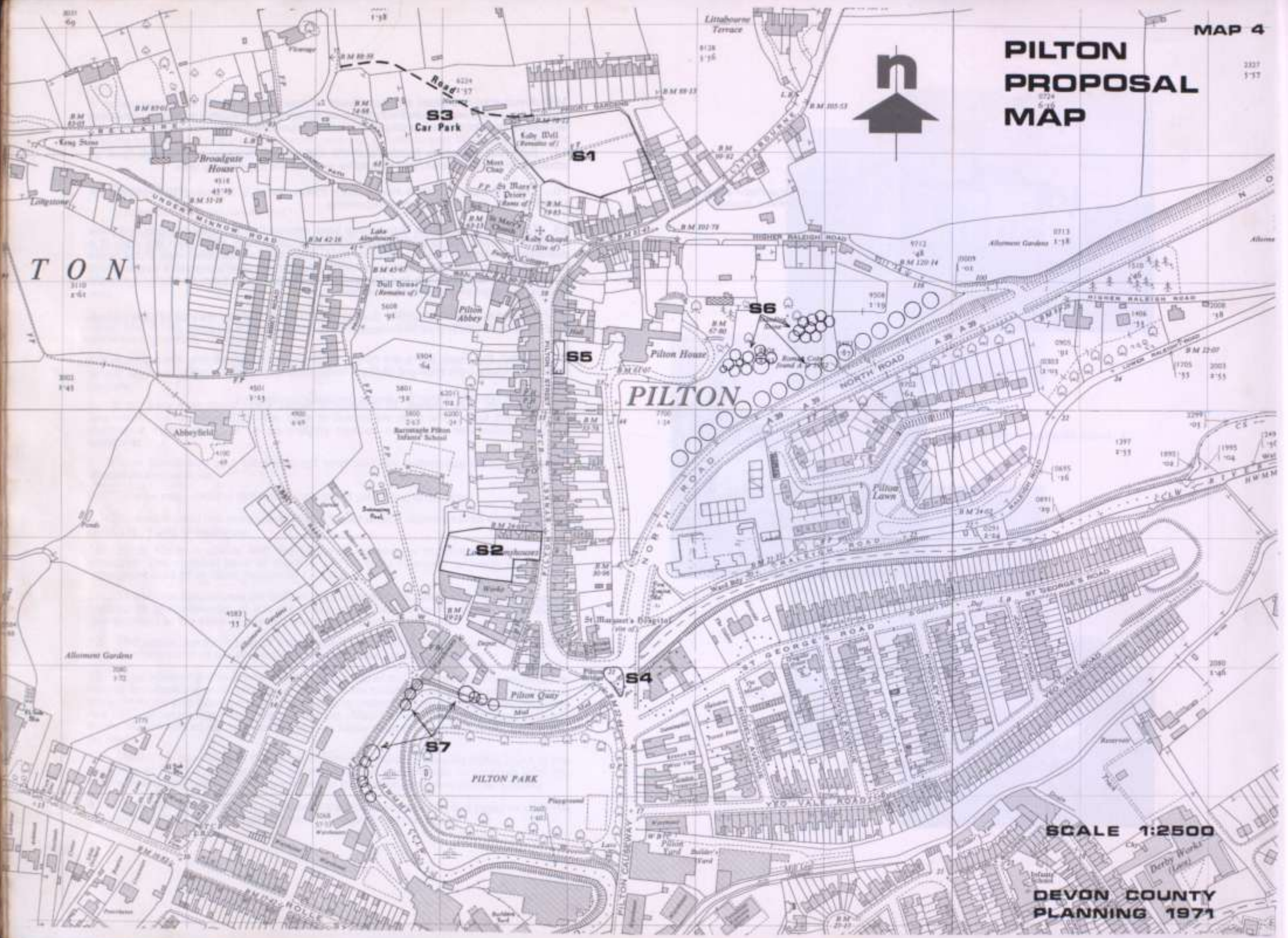
20. Pilton Street is already fully used to park vehicles visiting the area at peak periods and some form of car park or limitation to parking will be necessary.

21. Within the Rock there are many overhead wires which are obtrusive, and a metal electricity pole adjacent to the Church Hall is particularly ugly.

22. Street lighting within the area is generally unobtrusive.

PILTON PROPOSAL MAP

2337
1:37



T O N
3110
1:41

PILTON

S3
Car Park

S1

S6

S5

S2

S4

S7

PILTON PARK

SCALE 1:2500

DEVON COUNTY
PLANNING 1971

PROPOSALS

It is recommended that:

1. The owners of property within the conservation area which is considered to be sub-standard should be encouraged to make the necessary repairs and alterations to their property so that they reach a satisfactory state of repair, and their attention should be drawn to the provisions of the Housing Act, 1969, and grants that can be made available.

2. The Borough Council should give consideration to the desirability of defining the Pilton Conservation Area as a "General Improvement Area" under the Housing Act, 1969, in order to take advantage of the financial benefits available to the Council from it.

3. Owners should be encouraged to carry out external redecoration where buildings are particularly prominent, and where appropriate a grant towards the cost of material should be made. The main properties which require attention include the following in Pilton Street: Numbers 6, 7, 8, 109, 36 and 37. Redecoration of the frontage of these properties is particularly desirable to extend the already well decorated area of Pilton Street. Except for number 109 these properties are administered by trustees.

Similarly that the redecoration of the exterior of the Pilton Church Hall and restoration of its door is desirable.

4. The Local Authorities might seek to promote development at Priory Gardens, to the north of the area, and at the lower Almshouses, Pilton Street. Any development should reflect the character of the area in a similar way to that suggested in the following illustrations:

Scheme 1—Priory Gardens—shown on the Plan S1, includes the following proposals:

- (i) linking Priory Gardens to Northfield
- (ii) use of terraced houses which are characteristic of the area
- (iii) a service road to serve existing property at the Rock and garages for the new housing as well as some for other terraced housing in the area
- (iv) as the site slopes up towards the south, the terrace of six shown on the Priory Gardens side could be single storey so that the view of the church from existing property would not be obscured.
- (v) access to the development is pedestrian, with a communal open space to ensure that a view of the church is retained from the new property.

Scheme 2—Lower Almshouses—shown on the Plan S2, includes the following proposals:

- (i) development of a terrace of 4 or 5 two storey houses at the rear of the open area in front of the almshouses, creating a sense of enclosure
- (ii) improvement of rear access to both the existing proposed development
- (iii) provision of adequate garage facilities.

5. In order to discourage local through traffic, likely to be generated by development to take place in the Maer Top area, the Borough Council should consider undertaking a traffic management scheme for the whole of the Pilton Area.

Scheme 3—'Communication and Car Park'—shown on the diagram S3 indicates suggestions for:

- (i) a link road between Priory Gardens and Northfield Lane, needed before the development of the Priory Gardens area is completed, and
- (ii) the possible site of a car park on vacant land east of Priory Gardens, in the same ownership as the former Glove Factory with access to the footpath system, to serve the factory, church and school building which might be used for cultural or recreational purposes.

6. The following proposals relate to roads and footpath surfaces, and the Borough Council should consider the desirability of implementing them.

- (i) the cobbled footpaths in the St. Mary Church, Bull Hill and the Rock area should be maintained and where necessary repaired, and the possibility of negotiating with the Church Authorities for opening the gates of the church paths in order to integrate them with the existing footpath system be considered.
- (ii) the roads and footpaths of black tarmac, within the conservation area should be surfaced with light coloured chippings so that the area is uniform in this treatment, which would produce a lighter and more pleasant effect. This might be accomplished by either:
 - (a) (i) blue/grey chippings for all road surfaces within the area, and (ii) brown chippings on pavements in Bull Hill and the Rock and the lower end of Pilton Street.
 - (b) If (a) were not possible the provision of blue/grey or preferably brown chippings over black tarmac paths in the area.

In any event stone curbs should be retained.

- (iii) the present variations of road widths within the area should be retained together with natural stone curbs and paving slabs.
- (iv) the stonework of the road walls at the Rock to be repointed and the railings strengthened and repaired or replaced where necessary and painted.
- (v) the traffic island at the A39—Pilton Street junction should be repaved in a decorative fashion to provide some form of interest to this open area.

Scheme 4—shown on the plan S4 Traffic Island, indicates possibilities for this.

To do this the following suggestions are made:

- (a) altering the shape of the traffic island and providing some low planting and
- (b) providing painted traffic directions on the road surface, thus reducing the number or signs on posts which are necessary.

7. The Borough Council, together with private owners of land should consider the provision of rear access ways and garages:

- (i) to the west of Pilton Street where an existing way should be widened and extended northward to provide satisfactory vehicular access with the possibility of garaging for these properties.

- (ii) to the east of Pilton Street, where there is an existing service road, and further parking will be required if the open space is developed as parkland. This would serve day time visitors as well as some residents at night. Space for about twenty parked cars would be needed, and a further ten spaces would eventually be required.
- (iii) on the north side of the Rock, as part of the comprehensive development of the Priory Gardens area. A suggested way of achieving this is shown in Scheme 1.

8. The following landscape schemes are suggested:

- (i) *Scheme 5*—Entrance to Pilton House, shown on the plan S5, includes the removal of existing overgrown and uncovered for planting facing onto Pilton Street and replanting of shrubs and the redecoration of the rear curving gateway wall with white sandtex. To be undertaken by the Borough Council.
- (ii) *Scheme 6*—shown as S6 "Pilton House". This scheme suggests the planting:
 - (a) of a beech avenue along the A39 boundary
 - (b) two drifts of about twenty trees each below and to the side of the addition to the propagation area.

To be undertaken by the Borough Council in conjunction with the scheme being promoted by the Rotary Club.
- (iii) *Scheme 7*—shown as S7 "Pilton Quay". This scheme suggests that about twelve trees should be planted along the northern side of the River Yeo and a further tree in the pavement north of Pilton Quay. This would need to be undertaken by the Borough Council in conjunction with private owners where the Council did not own the land.

9. The South Western Electricity Board be requested to place underground electricity wires and cables which are particularly obtrusive in the Rock and Priory Road area, and to make possible the removal of the metal post close to Church Hall.

10. The Department of the Environment be asked to list the additional buildings or groups of buildings regarded as having special architectural and historic interest. These buildings are described in the Appendix.

CONTRIBUTORS TO THE REPORT

This Report has been prepared by Devon County Planning Department with the assistance of Barnstaple Borough Council. County Planning Officer, P. Turnbull, O.B.E., T.D., P.P.T.P.I., A.R.I.B.A.; Assistant County Planning Officer (Design), J. W. Turpin, A.M.T.P.I., A.R.I.B.A.; Planning Officer i/c Study Team, P. J. Hunt, B.Sc. (Est. Man.), A.M.T.P.I.; Members of Team, Mrs. P. Egeland, A.R.I.B.A., Miss M. A. Bacon, B.A. (Geog.) (Landscape Adviser), and G. Tudor, B.A. (Geog.); Administration-Design, A. E. Symmons and T. W. Gibson.

Historically and Architecturally Interesting Buildings suggested for Listing

(1) 110/111 Pilton Street.

Two storeys, rendered, slate roof, brick stacks. Upper storey has two sash windows and blocked centre opening. Symmetrical double shop front (now residential) linked by fascia supported at ends on pilasters. Shop windows have small panes with glazing bars. Splayed triple central door arrangement on common low step, lights above end door. Eighteenth century with early nineteenth century shop front.

(2) 101 Pilton Street.

Three storey, rendered, roof, brick stack. Single sash window front with continuous bow. Round headed doorway. Modillion eaves. Eighteenth century.

(3) 21 Pilton Street.

Two storey, slate roof, rendered. Two sash window front with single bow with inserted intumed shop front under bowed fascia supported on pilasters. Round headed doorway. 18th century.

(4) 22 Pilton Street (Post Office)

Two storey, rendered, slate roof. Three sash window front with double bow and central round-headed doorway. Eighteenth century.

Numbers 21 and 22 are already Grade III and it is felt that together with number 20, already Grade II, that they should be made a Grade II group.

(5) 40 Pilton Street

Two storey, rendered, slate roof, brick stacks. Basically a late sixteenth century structure with internal screen to passage with lambs tongue stops to chamfers of muntins. Irregular facade with pilastered shop window (now residential) with large panes, central doorway and sash window on ground floor, wood casement window, blocked central opening and sash window on first floor.

(6) Fairfield House, Bellair (Now Fairfield and Fairmead)

Three storey with slate roof, with two storey wings with hipped roofs. Dentalled eaves. French windows on ground and first floors, sashes on second floor, all with ornamental edge glazing bars. First floor, Regency wrought-iron balcony on pillars; canopy has been removed. Single porched door in left wing, double in right. Interesting elliptical stair with wrought-iron balustrade and glass lantern above stairwell. Eighteenth century with Regency additions.

(7) Wynards.

Two storey, rendered, slate roof brick stacks, three window front with blocked window above ornamental lattice-sided pointed—arched wooden porch. Sashes. Round arched farm light above door. Plain moulding at first floor level. Cob wall of old farm runs off behind with two-light oak window surrounds with ovolo mould. Late eighteenth—early nineteenth century front.

(8) Bellair House, (9) No. 3, Bellair, (10) and Bellair Cottage

These are already a Grade III group with Bellair house, described in the list as "five window, two storey Georgian front. Tuscan doorcase, splayed ground floor bays, cored cornice". Number 3 and Bellair Cottage are continuous under a slate roof, two storeys, sashes, both with lattice wood porches similar to Wynards only with pitched slate roofs, placed centrally in the three window front.



S1 PILTON PRIORY GARDENS

St. Mary's Church

terrace of 6 two storey houses / bungalows

future extension of Priory Gardens to Northwick Road

existing road line new pavement

access to 6 garages

new grass / concrete area for emergency vehicular use

landscaped / play area

2 / 4 house terraces - two storey

Priory Gardens

Priory Road

access to 13 garages

existing road line 2

one way

SCALE 1:500



Barnstaple Pilton
Infants School

S2 PILTON



Sketch showing effect of terrace housing and creating open space to the south of churchhouses.

garages & terraces area

Lower Almshouses

existing rear access widened to 16'0"

Fair View

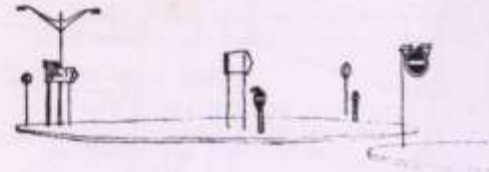
Pilton Street

SCALE 1:500

S4 PILTON



Sketch showing re-designed traffic island on Pilton Bridge with low planting and pedestrian footpaths. Two new lighting columns with double sided directional signs; other traffic directions pointed on road surface to reduce visual clutter.



Sketch of traffic island as existing. Note how separate items - lights, signs etc, on area of island.

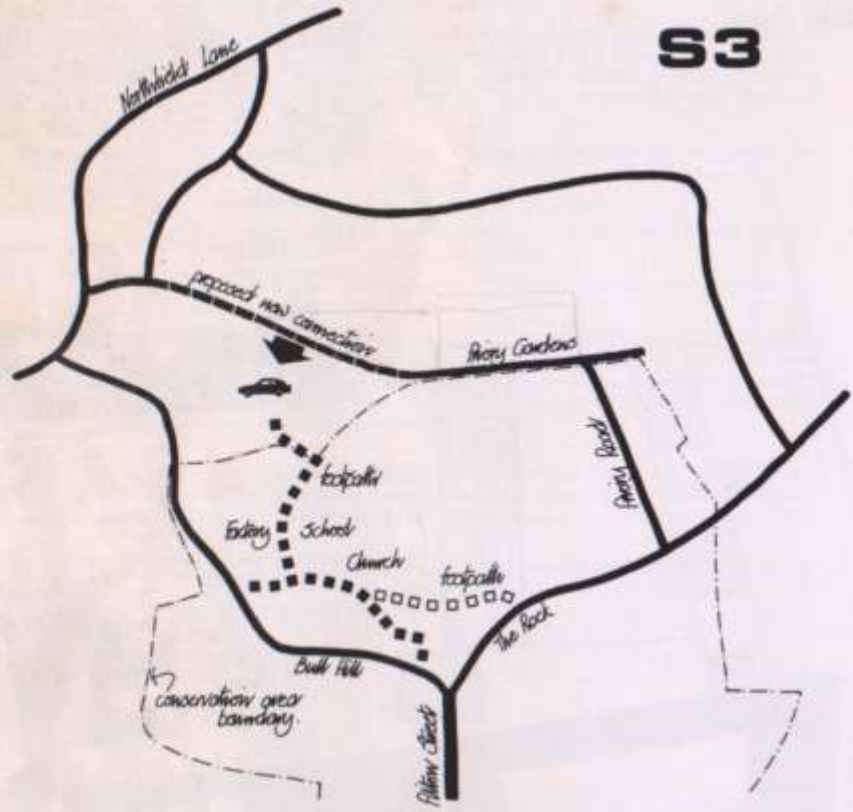
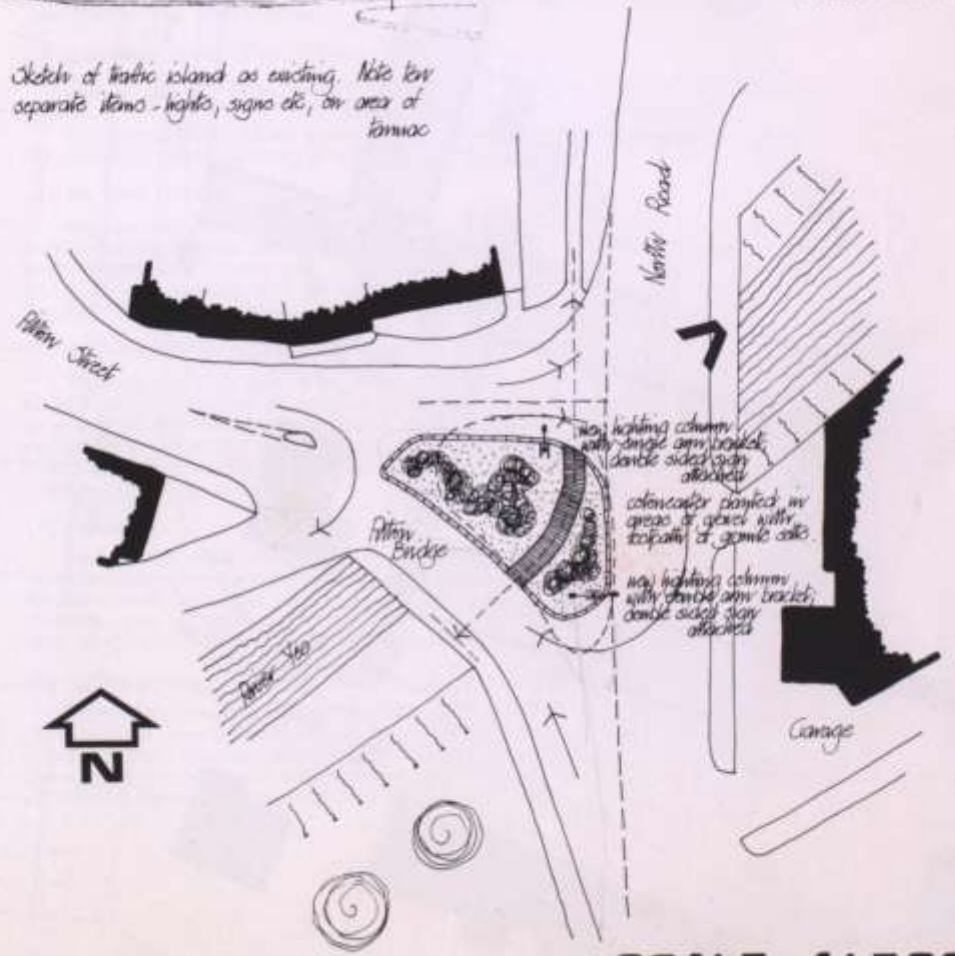
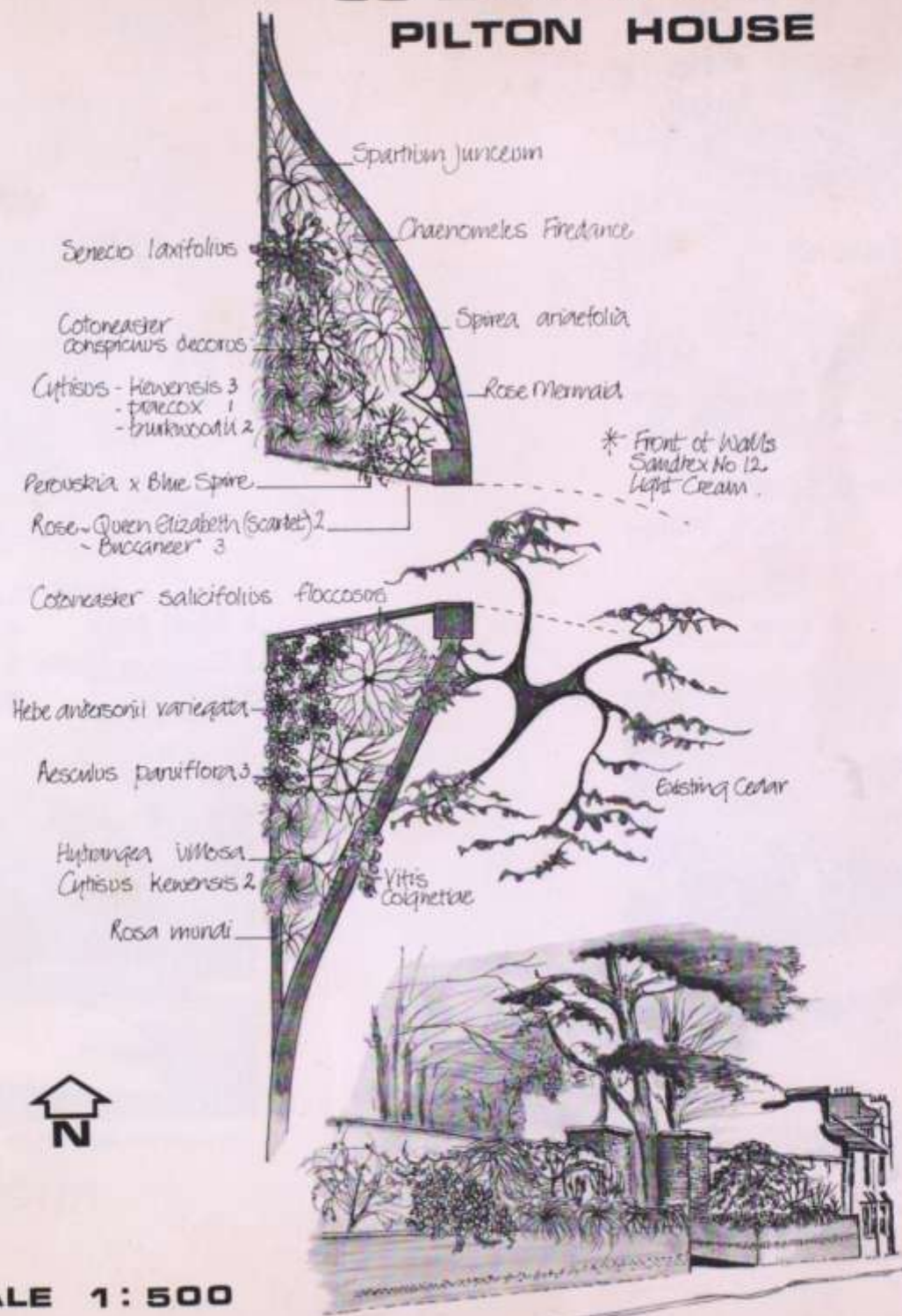


DIAGRAM SHOWING CAR PARK AND COMMUNICATIONS



SCALE 1:500

S5 ENTRANCE TO PILTON HOUSE





TREE PLANTING SCHEME

- | | |
|--|--|
| 1. Purple Osier
<small>SALIX PURPUREA</small> | 4. White Willow
<small>SALIX ALBA</small> |
| 2. Weeping Willow
<small>SALIX BABYLONICA</small> | 5. Elm
<small>ULMUS GLABRA</small> |
| 3. Crack Willow
<small>SALIX FRAGILIS</small> | 6. Lime
<small>TILIA EUROPAEA</small> |

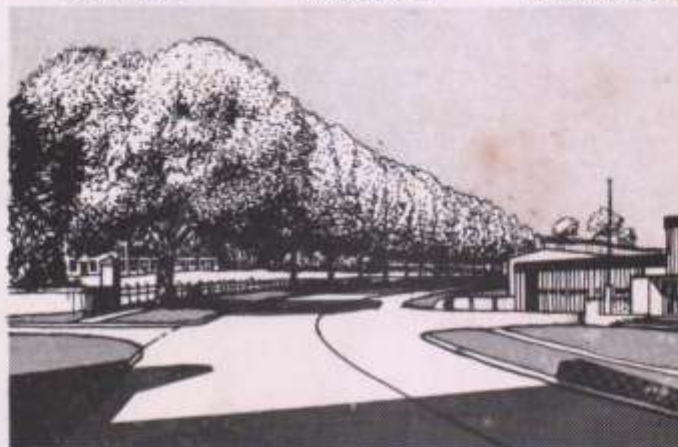


PILTON QUAY



TREE PLANTING SCHEME

- | | |
|--|---|
| 1. Silver Birch
<small>BETULA PENDULA</small> | 4. Hornbeam
<small>CARPINUS BETULUS</small> |
| 2. Common Maple
<small>ACER CAMPESTRE</small> | 5. Sweet Chestnut
<small>CASTANEA SATIVA</small> |
| 3. Red Oak
<small>QUERCUS RUBRA</small> | 6. Beech
<small>FAGUS SYLVATICA</small> |
| | 7. Purple Beech
<small>FAGUS S. PURPUREA</small> |



A39-ILFRACOMBE ROAD

PILTON HOUSE

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