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## **ACKNOWLEDGEMENTS**

## **INTRODUCTION**

The Planning (Listed Buildings and Conservation Areas) Act 1990 section 69 requires local planning authorities to designate conservation areas. The definition of a conservation area is “an area of special architectural or historic interest, the character and appearance of which it is desirable to preserve or enhance.” It is the overall quality and interest of an area as much as the number or quality of its listed buildings that should justify designation of a conservation area.

Once designated, additional controls particularly on demolition, new development and protection of trees apply to properties covered by the designation.

This document is an assessment of the historic and architectural interest of the older part of Yeoford village, which supported the designation of the area marked on Plan 1 as a Conservation Area.

The main implications of inclusion within a conservation area are set out in Appendix 1.

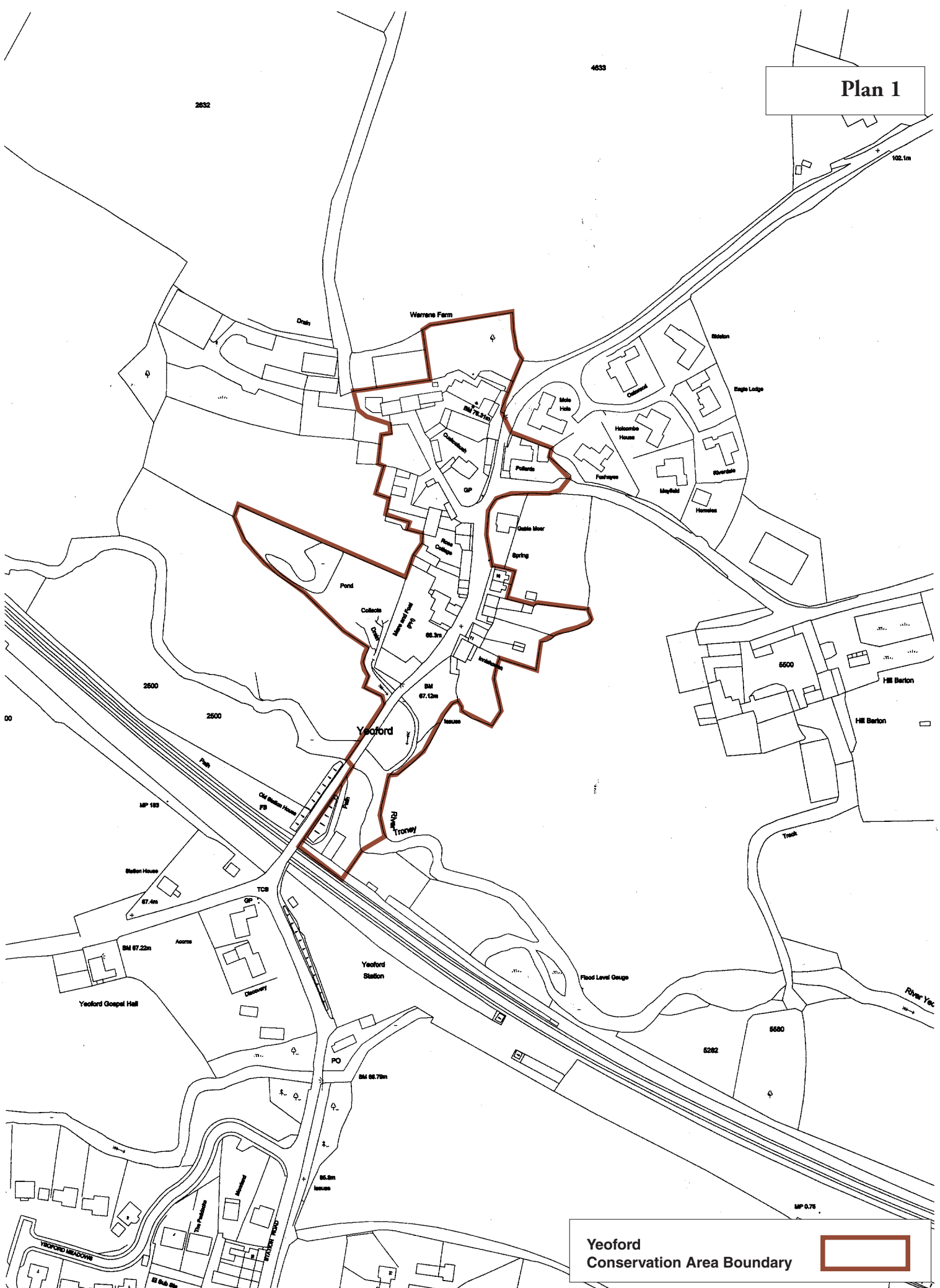
Affected residents were consulted together with other known landowners. Responses were included in a report to the Community Services Committee on 20 November 2003 when it was decided to designate Yeoford north of the railway line as a conservation area.

## **LOCATION OF THE CONSERVATION AREA AT YEOFORD**

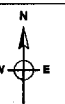
Yeoford lies within the parish of Crediton Hamlets, and is situated 3.5 miles south west of Crediton. The old village lies north of the Tarka railway line from Exeter to Barnstaple. It is partly on the valley side and partly within the floodplain of the Rivers Troney and Yeo.

The conservation area includes Warrens Farm, Cuckoobush and Pollards to the north, the frontage development along the main road, the bridge over the River Troney and a small part of the railway station including the Old Station House.

The conservation area is shown on Plan 1.



**Yeoford  
Conservation Area Boundary**



## 2

### ARCHITECTURAL INTEREST

Whilst Yeoford has no grand or polite architecture within the proposed area, it displays a range of good vernacular buildings.

Cuckoobush is a Grade II listed former farmhouse dating from the early 16<sup>th</sup> century. (Photo 1). This plastered cob building was originally thatched (See old photograph on cover). It has a projecting stair turret to the rear and substantial stone chimney stacks at each gable end.

Warren's Farmhouse is a Grade II listed late 16<sup>th</sup> or early 17<sup>th</sup> century cob building, also originally thatched. The building retains its gable end stone stacks one of which has a projection containing the old oven. There is also a beebole built into the wall.

Rose Cottage and Clematis Cottage comprise a pair of Grade II listed 18<sup>th</sup> century plastered cob and thatch cottages (Photo 2). Attached to Rose Cottage is the spot listed (July 2002) Grade II 18<sup>th</sup> century cob barn (Photo 3). These buildings together form a part of one of the farmsteads making up the old village.

In addition to these listed buildings there are other buildings of architectural interest. The mid 19<sup>th</sup> century Railway Hotel now called Mare and Foal, is a good example of Victorian railway related architecture with its steeply pitched roof and decorative bargeboards (photo 4). Photo 5 dated 1912 shows the building with its original wooden sash windows.

The old bungalow at the station, although not as old, is also worthy of mention with its distinctive deep roof and painted boarding.

Pollards (photo 6) was rebuilt on the site of Pope's Farmhouse in 1882. Innishowen (photo 7) is shown on an 1843 drawing of the road bridge. (Illustration ). Numbers 11 and 12 (photo 8) are also shown on those drawings and a mid 20<sup>th</sup> century photograph shows these buildings thatched (photo 9).

There are two pairs of attractive semi-detached, early 20<sup>th</sup> century brick cottages numbers 13, 14, 15, 16 on the east side of the main road (photo 10). These are good examples of estate farmworkers' dwellings built for the Shelley estate. See Plan 2.

The date of the stone road bridge over the River Troney is not known but is shown on the illustration dated 1843. See Plan 3.

## ***Special Architectural Interest***



1. Cuckoobush



2. Rose Cottage  
and Clematis Cottage



3. Listed Barn



## ***Special Architectural Interest***



4. Mare and Foal Public House

5. Formerly Railway Hotel (1912)



6. Pollards



7. Innishowen



## ***Special Architectural Interest***



8. Nos. 11 + 12 The Village

9. Nos. 11 + 12 The Village  
still thatched



10. Nos. 15 and 16 The Village



# Special Architectural Interest / Listed Buildings and Important Unlisted Buildings



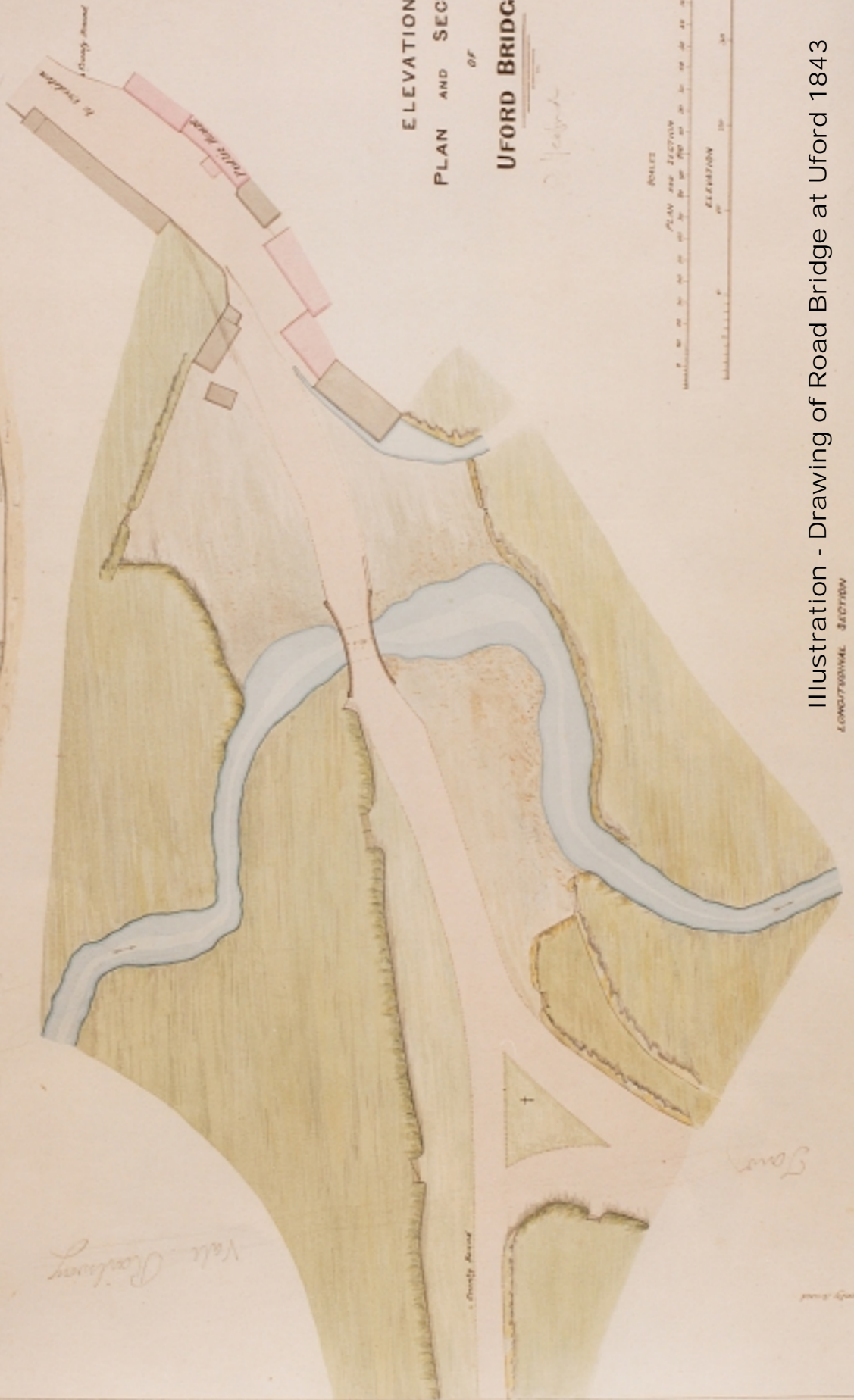
Yeoford  
Conservation Area Boundary

Important Unlisted Buildings

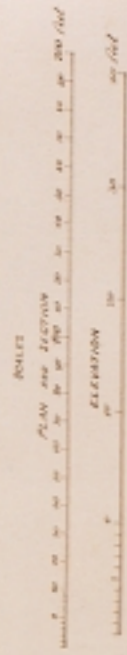
Listed Buildings



ELEVATION Facing down the River



ELEVATION  
PLAN AND SECTION  
OF  
UFORD BRIDGE



Plan 3

Illustration - Drawing of Road Bridge at Uford 1843

LONGITUDINAL SECTION

## HISTORIC INTEREST

The village of Yeoford has been previously called Yewford, Ewford and Uford. The name refers to the crossing of the River Yeo by means of a ford, rather than by a bridge. The first records appear to be as loweford in 1242 and as Youeford in 1281.

The name Yeo is thought to mean “yew stream”. This together with a translation of Troney as “wood” from the Old English “treowen” tree, indicate the wooded landscape in which the original settlement was established. Views from the north still include a wooded valley setting.

In the 16<sup>th</sup> century there is a mention of the “towne of Yewford within the hundred of Credyton being in the court of Credyton West”

The village has developed from several farmsteads, set above the floodplain of the River Troney, but close to the spring called the Shute. Two of the farmhouses are still in existence, Warrens and Cuckoobush, date back to at least the 16<sup>th</sup> century. A third farmstead, which includes two cottages, Clematis Cottage and Rose Cottage, together with the attached cob barn, date back to the 18<sup>th</sup> century. A fourth, Pollards was previously called Pope’s Farmhouse. These farmsteads are still recognisable within the current settlement.

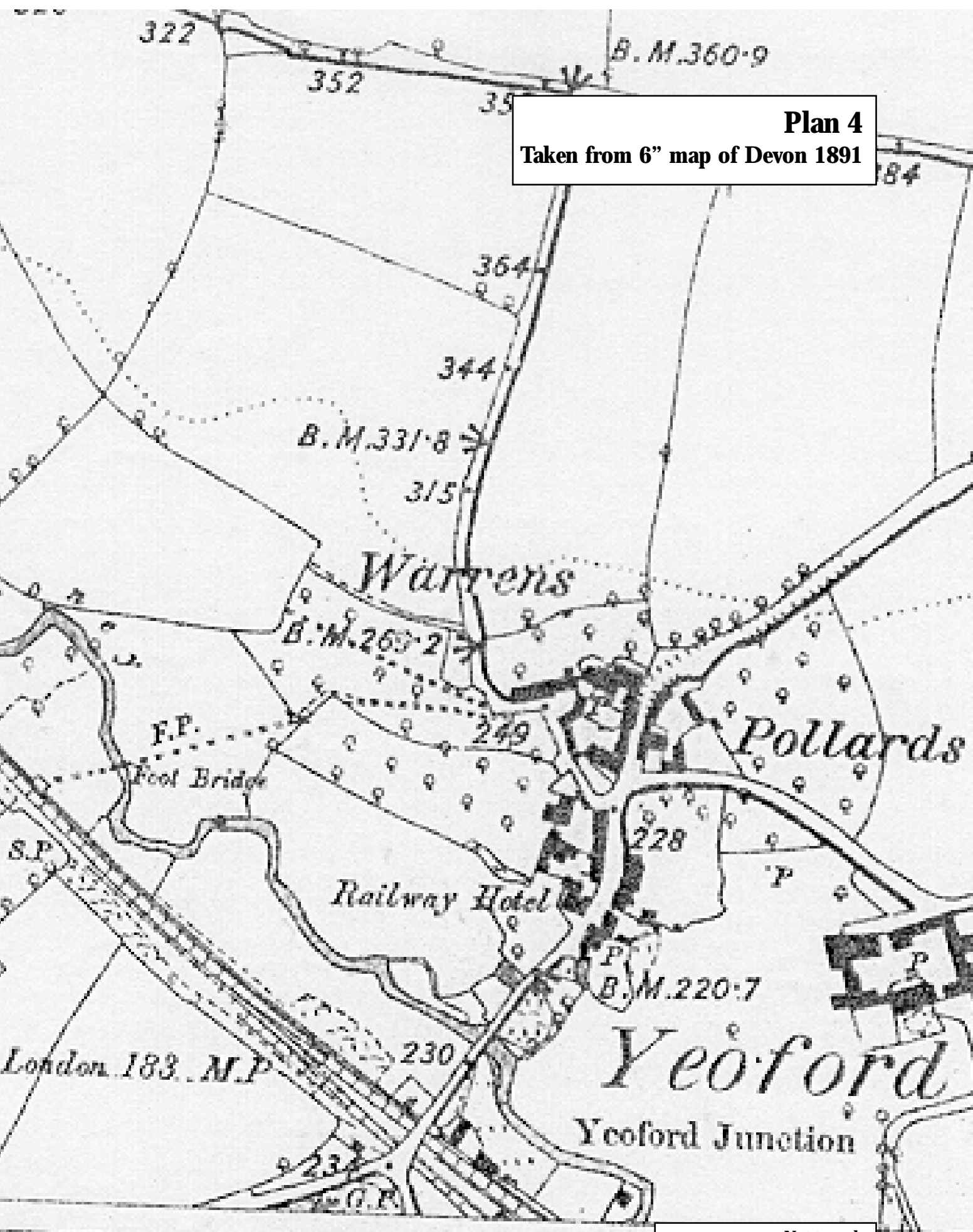
The railway (London and South Western) from Exeter to Barnstaple reached Yeoford in 1854, with the line to North Tawton opening on 1 November 1865. The current public house, the Mare and Foal, was built about this time as The Railway Hotel. Prior to this there was a public house in the centre of a terrace of now demolished houses on the east side of the main road. This is marked on the survey plan (Plan 3).

One of the last public demonstrations of Devon style wrestling was held in Yeoford in 1882.

The late 19<sup>th</sup> century saw the settlement spread southwards beyond the railway line with a new school (1877), eight railway workers cottages and Holy Trinity, a chapel of ease (1891). These southerly elements of the historic environment are beyond the area now designated as a conservation area. The old village in 1891 is shown on Plan 4.

Some redevelopment took place shortly after this with the demolition of the terrace on the east side of the main road and the construction of two pairs of semi-detached farmworkers’ cottages. The village layout in 1905 is shown on Plan 5.

Yeoford Junction was a busy place during World War II with around 80 trains a day passing through and with the sidings and marshalling yards used for accommodation of hospital trains. The railway is now the Tarka line with the emphasis on tourism and leisure.



**Plan 4**  
Taken from 6" map of Devon 1891

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<p><b>Plan 5</b></p> <p><b>OS 1:2500 1905</b></p>
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Sea at Liverpool which is 0.650 of a Foot below the general Mean Level of the Sea.

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# 4

## CHARACTER

The old village is a predominantly quiet place although there are intermittent periods of activity or noise.

Vehicles, including agricultural machines pass through on a steady basis throughout the day as the road through the village links the A30 and A377. There is also a brief period of increased traffic at each end of the working day.

There are occasional sounds from the railway halt when the Tarka line trains between Exeter and Barnstaple are in service.

At busy times, there is activity in the pub car park, and on fine days also in the beer garden.

However the noise of the river flowing is the predominant sound when standing at the southern end of the proposed conservation area.

There are no pavements or other footways and the road varies in width giving a rural feel and informality to the village. (photo11) The spring and related watercourse appear in the vicinity of the village crossroads adding to this informal character (photo 12).

Apart from the public house, there are no shops, commercial or service premises within the old part of the village.

## Landscape, open spaces and trees

The landscape setting is of wide valleys with rivers meandering through the floodplain and a sharply rising valley side.

Within the floodplain there is an important area of marshy woodland between Innishowen and the river on the east side of the main road (photo 13). On the west side of the road, the car park and garden to the public house are set within the open area of the floodplain (photo 14).

The open area of the floodplain is broken up by the bridges crossing the River Troney and the railway line.

There are no trees covered by a Tree Preservation Order within the area. There are however several trees considered to have amenity value, including those around the pub car park, adjacent to Innishowen and to the north side of the railway station. The trees of amenity importance are marked on plan 6.

## ***Character***



11. View of the village



12. Spring and Water Trough

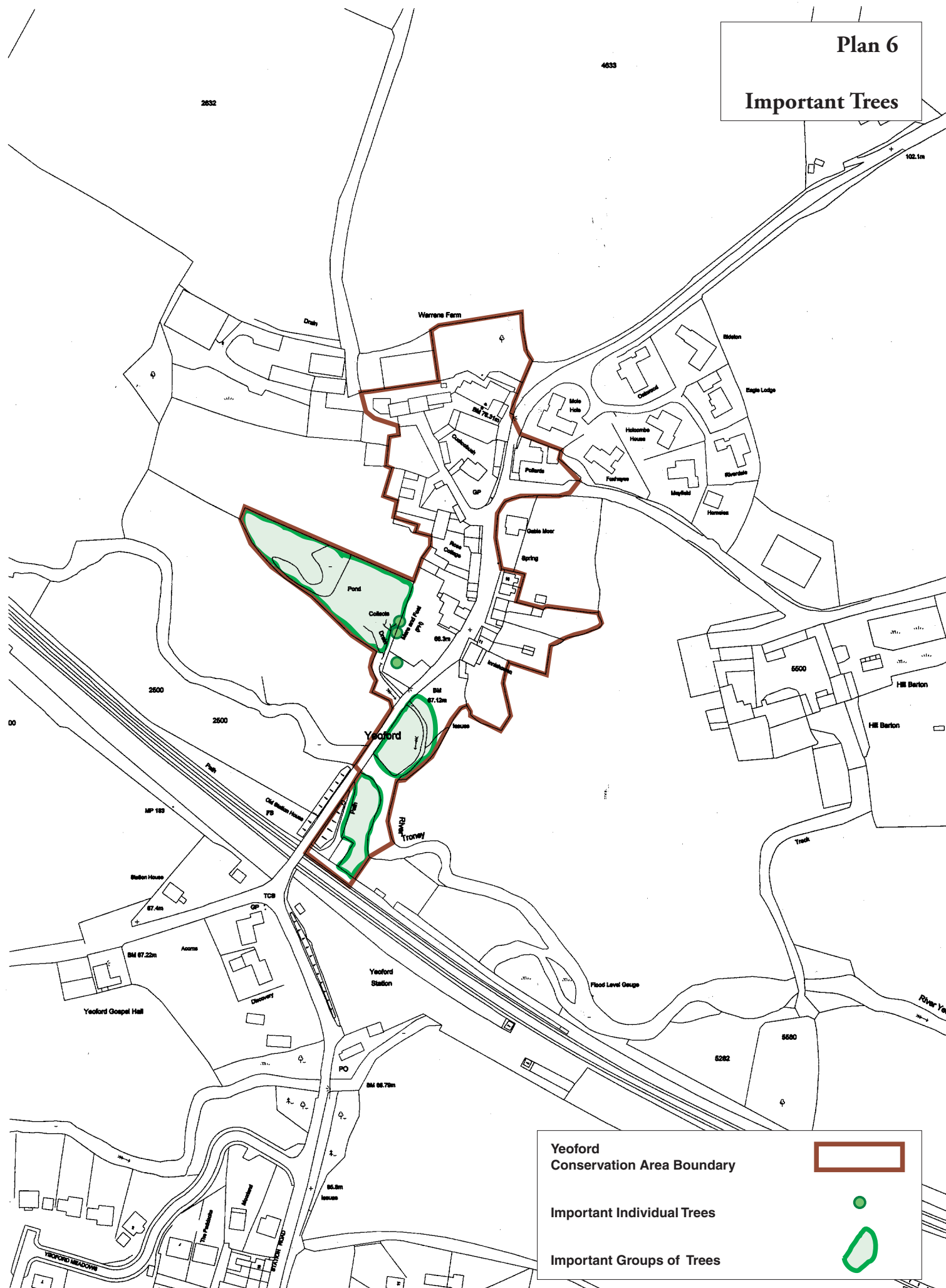
## ***Landscape Open Space and Trees***



13. Woodland Area around tributary to River Troney



14. Open area and trees adjacent to public house



Yeoford  
Conservation Area Boundary

Important Individual Trees

Important Groups of Trees

# 5

## APPEARANCE

The proposed conservation area despite its small size includes two distinctly different elements. Firstly at its northern end, the crossroads of the built area contains groups of attractive traditional rural buildings both domestic and agricultural. Secondly at the southern end is the flat green and treed area of the floodplain with the river and the railway line running through it, together with the associated bridges and railway architecture.

The old village core lies comfortably on the rising ground north of the river. The steady change in levels means that you literally look up or down the village street. The street, at its northern end is enclosed by buildings, many with little space in front against the highway.

### Building materials.

Cob, stone and brick are the main construction materials used for walls, either free standing or in buildings.

Roofing materials include thatch, slate, concrete tiles and corrugated iron. As in many other places, the traditional roofing material of thatch has largely disappeared. The photo on the front cover demonstrates how the village looked when most of the buildings were thatched. Nevertheless survival of some of the steep pitches as well as the remaining thatched buildings means the village retains its historic appearance.

### Features of special importance (Plan 7)

A traditional directional wooden finger post stands alongside the road junction at the northern end of the village (photo15).

The water features including the spring on the east side of the main road (photo 12) and the water channel running along the west side of the road are small but vital elements contributing to the character and appearance of this part of the village.

An iron railing fence and picket gate mark the station access path and is characteristic of many rural railway premises. The railings are unfortunately rather dilapidated in appearance (photo 16).

The slope of the valley side gives rise to some high, stone and cob walls to the roads at the northern end of the village (photo 17). These are a particularly striking feature, forming the walls to some of the barns at Cuckoobush and Warren Farm as well as to Pollards. In addition, the tall garden boundary wall to the south side of Pollards is a distinctive feature with its stone plinth and thatch coping(photo 18).

The stone bridge over the River Troney is a good example of a modest Devon road bridge, very much in scale with its surroundings.



## ***Features of Special Importance***



15. Traditional fingerpost road sign



16.  
Picket gate and  
white pointed iron railings at railway halt

## ***Features of Special Importance***



17. High cob and stone walls



18. High walls with thatched coping



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# 6

## **CONCLUSION**

It is considered that the old village of Yeoford is an area of special architectural and historic interest. Its character and appearance is now protected by the designation of a Conservation Area.



## PLANNING CONTROLS IN CONSERVATION AREAS

### 1. Extensions to Dwellings

The size of extension that may be constructed without the need for planning permission (permitted development) is reduced to 10% or 50 cubic metres (whichever is the greater) compared with the usual 15% or 70 cubic metres. Any outbuildings over 10 cubic metres, built, altered or improved is likely to count against the permitted development allowance.

### 2. Cladding of dwelling house exterior

No part of the exterior of a dwelling house can be clad in stone, artificial stone, timber, plastic or tiles without planning permission from the Local Planning Authority.

### 3. Alterations to the roof of a dwelling house.

Planning permission must be obtained for any material alterations to the shape of a roof e.g. construction of a dormer.

### 4. Satellite Dishes

Subject to certain limitations the installation of one satellite dish is permitted development on any building in a Conservation Area. Its size must not be over 90cm; it must not be on either a wall or roof slope fronting a highway (including any footpath). No part must project above the highest part of the roof, nor must it be attached to a chimney, nor to a building over 15 metres high. In all cases it must be sited to minimise its visual impact and must be removed when no longer required. If any of the criteria are not met then planning permission is required.

### 5. Extensions to Industrial & Warehouse Buildings

The permitted development allowance for extensions to this type of building in a Conservation Area is limited to 10% or 500 square metres.

### 6. Display

Advertisements are subject to separate control that defines which adverts have deemed consent and therefore do not require Advertisement Consent. The display of advertisements in Conservation Areas are subject to additional restrictions on tethered balloons, illuminated signs in retail parks and business premises, flags displayed by housebuilders and advert hoardings around building sites.

### 7. Demolition

Listed buildings both inside and outside Conservation Areas require Listed Buildings Consent for any works of demolition. Unlisted buildings or structures inside Conservation Areas have some restrictions on demolition, e.g. total or substantial demolition of any building over 115 cubic metres requires Conservation Area Consent as does demolition of any wall over 1 metre high facing a highway, waterway or open space or any wall over 2 metres high elsewhere. Any pre 1914 agricultural building in a Conservation Area is protected against demolition.

### 8. Trees

Six weeks notice of intention is required for any cutting down, topping, lopping or uprooting of most trees in a Conservation Area. There are some exceptions for example, where it is a tree covered by a Tree Preservation Order and consent for the work has been given by the Planning Authority, where work is carried out by statutory undertakers or where the works have been effectively approved by planning permission to carry out development.



## MID DEVON LOCAL PLAN 1998 POLICIES APPLICABLE WITHIN CONSERVATION AREAS

### ENV9

Where nationally important archaeological remains, whether scheduled or not, and their settings, are affected by proposed development, there will be a presumption in favour of their physical preservation in situ.

Where other archaeological remains and their settings may be affected, proposals will only be permitted where the need for the development outweighs the damage to the archaeological importance of the site.

Conditions or agreements may prohibit development proceeding, where remains are of sufficient importance, until a programme of archaeological work has been implemented in accordance with an approved scheme of investigation.

### ENV12

The change of use, alteration or extension of listed buildings will only be permitted if:

- i) it ensures that the buildings are properly maintained;
- ii) it preserves the special interest of the building and its features of architectural or historic interest;
- iii) the proposed use does not discourage the restoration of historic buildings or the area generally; and
- iv) any alteration or extension does not dominate or adversely affect the building by form, height or materials.

### ENV15

New buildings will not be permitted if their design, height or mass conflicts with the distinctive historic or architectural character of the settlement, specifically development should not adversely affect:

- i) the skyline;
- ii) views of important feature or historic landmarks;
- iii) the topography of the area;
- iv) entrances to a settlement.

### ENV16

Buildings will be restricted to a height which fits in with the surrounding street scene. This does not preclude the possibility of making a new landmark if it is considered that this would enhance and improve the settlement's townscape.

### ENV18

Proposals affecting a conservation area will only be permitted where their design and use preserve or enhance its townscape and/or the distinctive character of the area. Its townscape formed by:

- i) buildings in relation to their materials, form, scale, massing and land form;
- ii) groups of buildings and their related spaces; and
- iii) significant landscape features.
- iv) significant views both into and out of the area.
- v) landscape setting;
- vi) significant skylines, panorama, vista, qualities of a sequence of open spaces, historic street pattern; and
- vii) key buildings or groups, areas of historic buildings and landmarks.

In the case of permissions with matters reserved for future submission, where it is necessary to ensure proposals make a positive contribution to the character or appearance of a conservation area or leave it unharmed, conditions may be attached regarding the siting, bulk and materials of buildings and may set out measures to protect or add to the existing landscaping.

## ENV21

Proposals that involve the demolition of all or a substantial part of un-listed buildings which make a positive contribution to the character or appearance of a conservation area, will not be permitted unless it is judged those buildings cannot be preserved; addressing the condition of the buildings; the adequacy of efforts to retain the building in use and the full range of advice contained in PPG15 : “Planning and the Historic Environment”.

Conditions or agreements attached to planning permission may require the submission of detailed plans and/or a contract let to carry out the development on site before demolition takes place where it is necessary to ensure proposals make a positive contribution to the character or appearance of a conservation area or leave it unharmed.

## ENV24

Within conservation areas and on listed buildings proposals for new or altered shop fascias and new commercial signs will be permitted subject to policies ENV12, ENV13 and ENV18.

They should:

- i) be of a design, including the use of illumination, which does not detract from the character and appearance of the building or area.
- ii) state the nature of the business alone and avoid advertising a range of products with brand names;
- iii) avoid obscuring architectural details on buildings or features of the conservation area or listed building; and
- iv) poster hoarding or panels, within town centres, should be of a size and presentation compatible with the architectural or historic features of the area or building.

## ENV33

Proposals that involve the demolition of all or a substantial part of Listed Buildings will not be permitted unless the local planning authority has granted listed building consent that those buildings cannot be preserved; addressing the condition of the building; the adequacy of efforts made to retain the building in use and the full range of advice contained in PPG15: “Planning and the Historic Environment”.

## **ACKNOWLEDGEMENTS**

- 1. Westcountry Studies Library for Old OS Maps**
- 2. Devon Record Office for illustration of Road Bridge**
- 3. Mr Roger Brooking for access to and permission to copy old photographs of the village.**
- 4. Mr Keith Pope for historical notes and old photograph**