

# The Devon Historic Market and Coastal Towns Survey

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Edited by Bill Horner, Ann Marie Dick and Andrew Young

With contributions by Nick Cahill

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## Abbreviations

ADS	Archaeology Data Service
CA	Conservation Area
CO	Conservation Officer
DAS	Devon Archaeological Society
DCC	Devon County Council
DHC	Devon Heritage Centre (South West Heritage Trust)
DRO	Devon Record Office
EH	English Heritage
EUS	Extensive Urban Survey
GIS	Geographical Information System
HBSMR	Historic Buildings Sites and Monuments Record
HE	Historic England
HECC	Historic Environment Projects, Cornwall Council
HER	Historic Environment Record
HLC	Historic Landscape Characterisation
HUCA	Historic Urban Character Area
HUCT	Historic Urban Character Type
LDF	Local Development Framework
NHLE	The National Heritage List for England
NMR	National Monuments Record
NPPF	National Planning Policy Framework
OS	Ordnance Survey
PAO	Project Assurance Officer (HE)
WHS	World Heritage Site

# 1. Introduction

## 1.1 Background

The Devon Historic Market and Coastal Towns Survey was carried out between 2012 and 2016. It forms part of the Extensive Urban Survey (EUS), a series of county-by-county surveys of the smaller towns of England, carried out by local authority historic environment services and funded by Historic England and its predecessor, English Heritage (Thomas 2006).

The Devon survey was undertaken on behalf of Devon County Council. The survey methodology was prepared by Cornwall Council's Historic Environment Projects team, with the research and town reports undertaken by Cornwall Council, AC Archaeology, SLR Consulting Ltd. and South West Archaeology Ltd. The survey's aim was to analyse and map the historic development of a selection of Devon's coastal and market towns, making the results available in order to:

- influence local planning policy;
- inform urban historic land and buildings management and interpretation;
- encourage the integration of urban historic characterisation into the wider process of managing the urban environment; and,
- guide archaeological and historical research.

Devon has a 'two-tier' local authority structure (Fig 1). Responsibility for historic environment services is shared between Devon County Council, eight local planning authorities (East Devon District Council, Exeter City Council, Mid Devon District Council, North Devon District Council, South Hams District Council, Teignbridge District Council, Torridge District Council and West Devon Borough Council) and two National Park Authorities (Dartmoor and Exmoor). Devon County Council maintains a Historic Environment Record (HER) for and provides specialist archaeological and historic environment advice to the local planning authorities, as well as for its own statutory purposes as Highway Authority, for County Matter and the County Council's own developments and strategic planning. The District/City/Borough councils have Conservation Officers, who provide specialist advice for the historic built environment. Exeter City Council also has a separate HER for the City Centre area and has its own Archaeology and Built Environment Officer. Dartmoor and Exmoor National Park Authorities maintain their own HERs and historic environment services. The large urban areas of Plymouth and Torbay have been Unitary Authorities, separate from 'two-tier' Devon since 1997. They maintain their own HERs and historic environment services.

Available resources would not permit a survey of all of Devon's historic towns and so a total of 17 towns was selected, all of which are or have been prominent market towns, ports or seaside resorts (Fig. 2). They were chosen because of their historic status, their significance as settlements today and the amount of development pressure they are currently facing or are likely to in the near future. This is discussed further in Section 2. They range from the larger towns of Barnstaple and Tiverton to smaller settlements such as South Molton and Seaton. All the towns are recorded as having been medieval boroughs (Beresford & Finberg, 1973), apart from Exmouth and Seaton which were included because of modern development pressure combined with either an early foundation or a post-medieval foundation/expansion as an industrial settlement or tourist resort. Identification as a modern 'market town' refers to inclusion in the DCC Town Planning and Transport Infrastructure Strategy for Coastal and Market Towns (also an indicator of anticipated development), rather than to a historical market function. However, all the towns are included in Letters' *Gazetteer of Markets and*

Fairs (Samantha Letters, *Online Gazetteer of Markets and Fairs in England and Wales to 1516* <http://www.history.ac.uk/cmh/gaz/gazweb2.html> : Devon (last updated 16 December 2013).

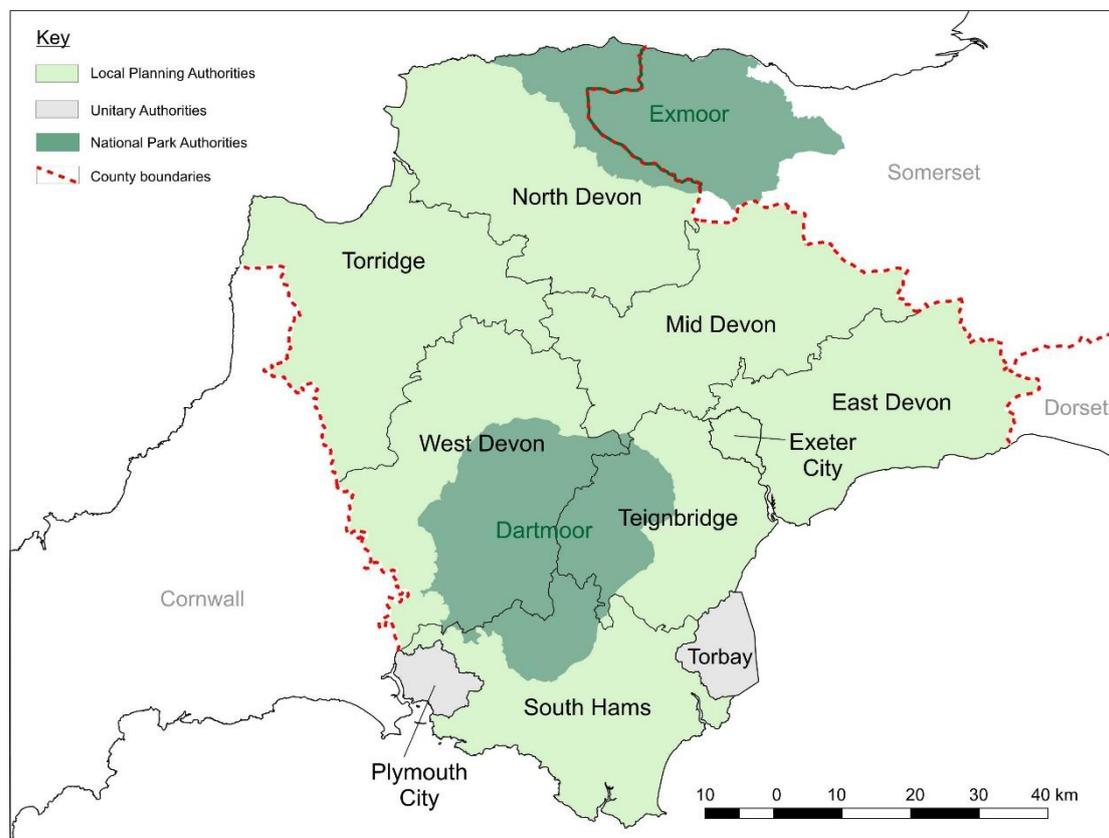


Fig. 1: Local Authorities in Devon

A summary and preliminary overview of the history of urbanism in Devon, sufficient to justify the identification of towns for this project, is set out in Section 4 of this report. The conurbations of Exeter, Torbay and Plymouth were excluded because of their modern urban scale and provision of historic environment services independent from those of DCC.

The results of the project are the illustrated reports for each town which are a point in time study, but can be updated when new information arises. The reports provide a summary of current knowledge and a working hypothesis of historic development and archaeological potential, rather than being definitive, detailed town histories. The results will also be held as part of the Devon Historic Environment Record (HER) in a database and spatially in GIS and made available through the Devon County Council website. The reports and data will also be lodged with and made available through the Archaeological Data Service (ADS).

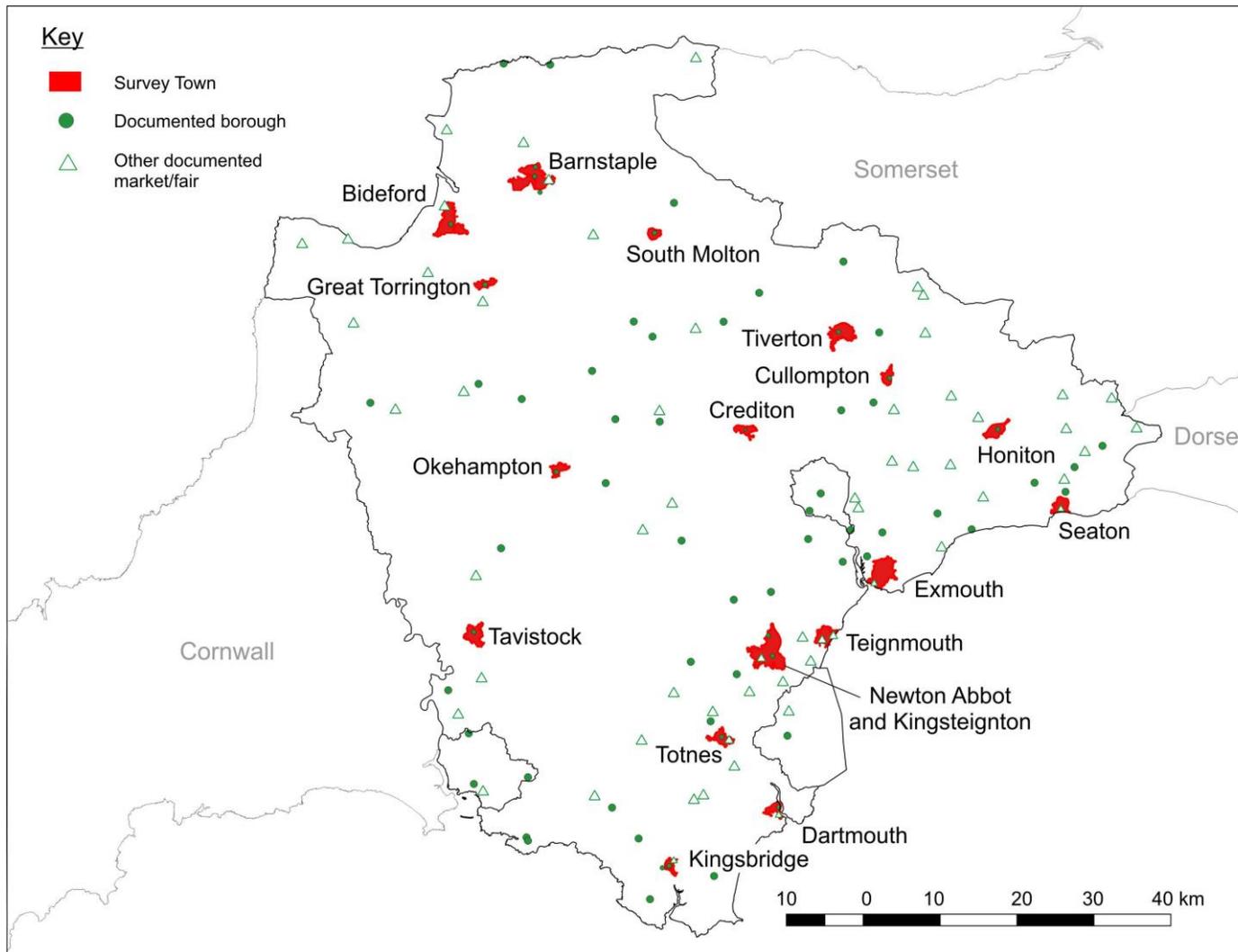


Fig. 2: The 17 towns of the Devon Historic Market & Coastal Town Survey

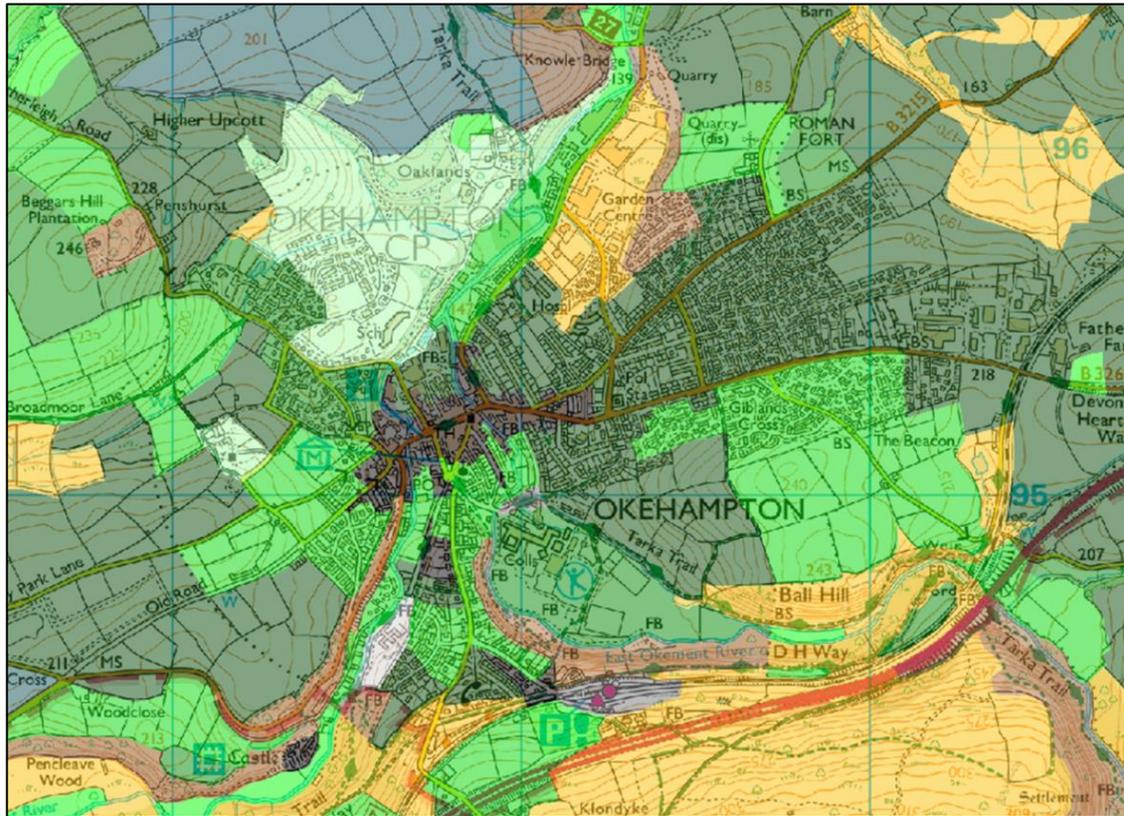


Fig. 3: Devon Historic Landscape Character mapping for Okehampton in the late 19<sup>th</sup> century. The 'Historic Settlement' is depicted (dark grey) as are extensive areas of former enclosed medieval strip fields (dark green) over which the modern town has spread

The Historic Market and Coastal Towns Survey complements the Devon Historic Landscape Characterisation (HLC) project that produced GIS mapping which recorded the county's present rural landscape and the period of history in which the dominant field pattern of a given area was created (Turner, 2005 and 2007). HLC mapping only provided two 'time slices' for urban areas, namely Modern Settlement (early 21<sup>st</sup> century) and Historic Settlement (extent as depicted on late 19<sup>th</sup> century mapping). It also only defined a very limited number of urban character types.

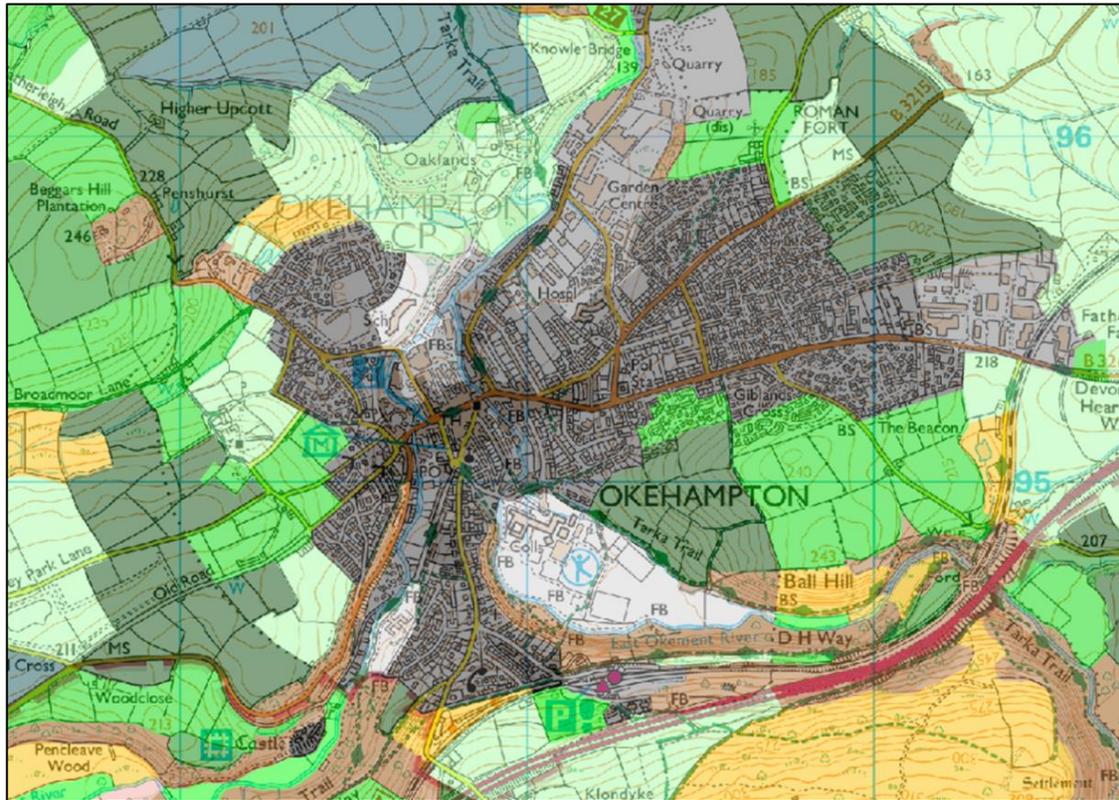


Fig. 4: Devon Historic Landscape Character mapping for Okehampton in the early 21<sup>st</sup> century. The urban area is now divided into four character types: Historic Settlement (dark grey); Modern Settlement (mid grey); Industrial Complex (light grey); Public Complex (white/grey)

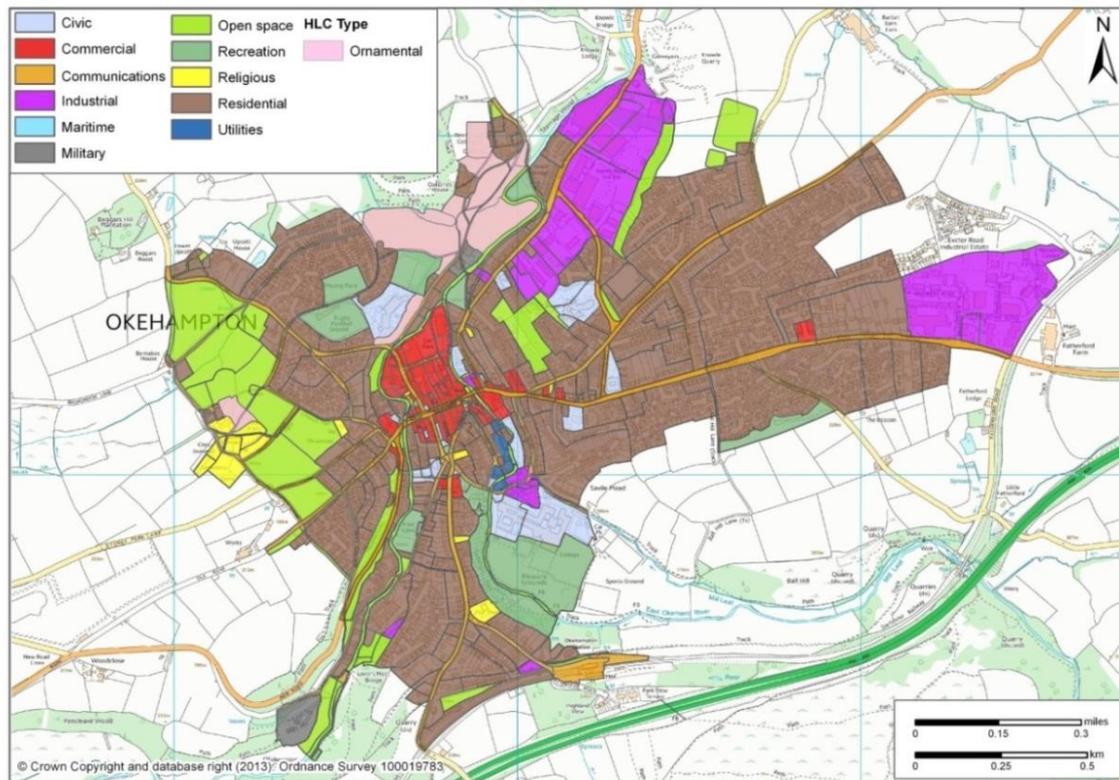


Fig. 5: Okehampton in the early 21<sup>st</sup> century as characterised by the Devon Historic Market and Coastal Towns Survey. This has provided a much more refined map for the present urban area, differentiating between commercial, residential, civic, recreational and other areas (Cornwall Council, 2015)

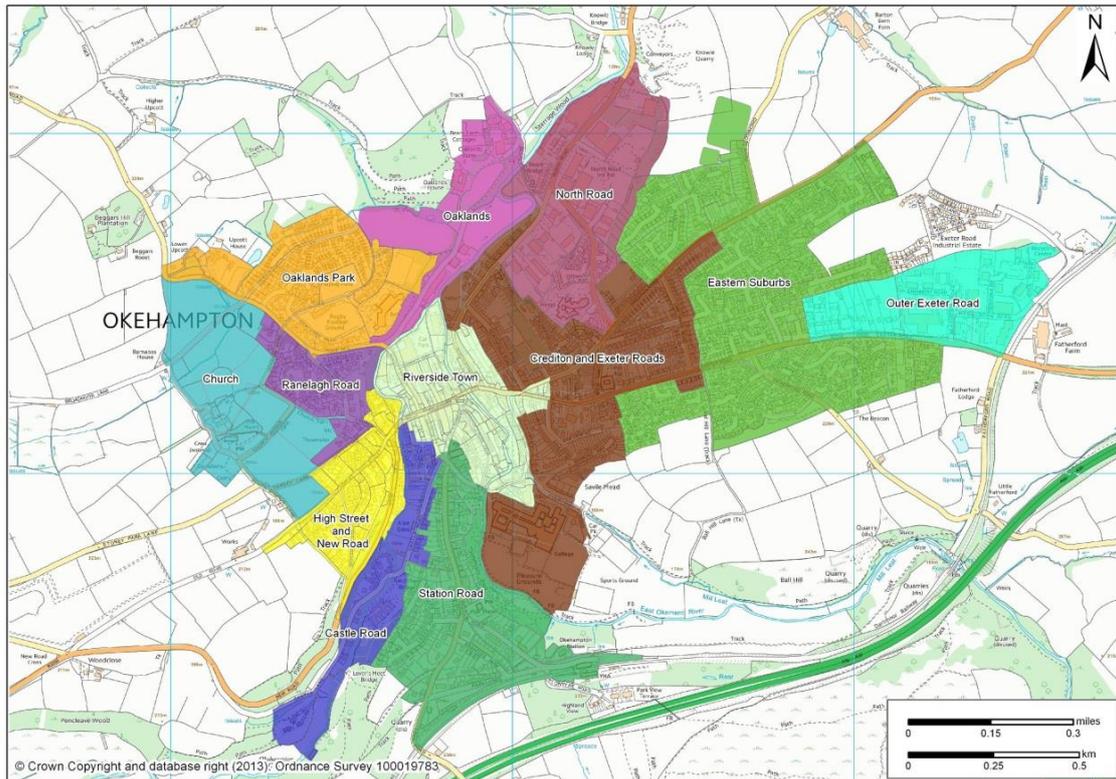


Fig. 6: The Historic Urban Character Areas of early 21<sup>st</sup> century Okehampton (Cornwall Council, 2015)

## 1.2 The Devon Historic Market & Coastal Towns Survey and Urban Conservation

The management and protection of our historic towns has traditionally involved the use of formal heritage designations such as Listed Buildings and Conservation Areas for the historic built environment and Scheduled Monuments for archaeology. These offer legal protection over and above local planning policy, although they tend to be selective, focussing on individual buildings, the more obvious archaeological monuments or the most historical and architecturally sensitive parts of a town.

The method of the Historic Market and Coastal Towns Survey goes beyond this approach. Although not providing any statutory protection, it provides a more generalised yet comprehensive analysis - looking at the urban environment in its entirety, from medieval urban cores to modern housing and industrial estates. It also includes an analysis of archaeology above and below ground, which can often be physically related to the buildings and other standing structures of the present built environment. This broader approach can complement and validate designation, for example if used as an additional source for Conservation Area Appraisals and in decisions concerning the setting of designated buildings (see Section 6.2 and 6.3 below).

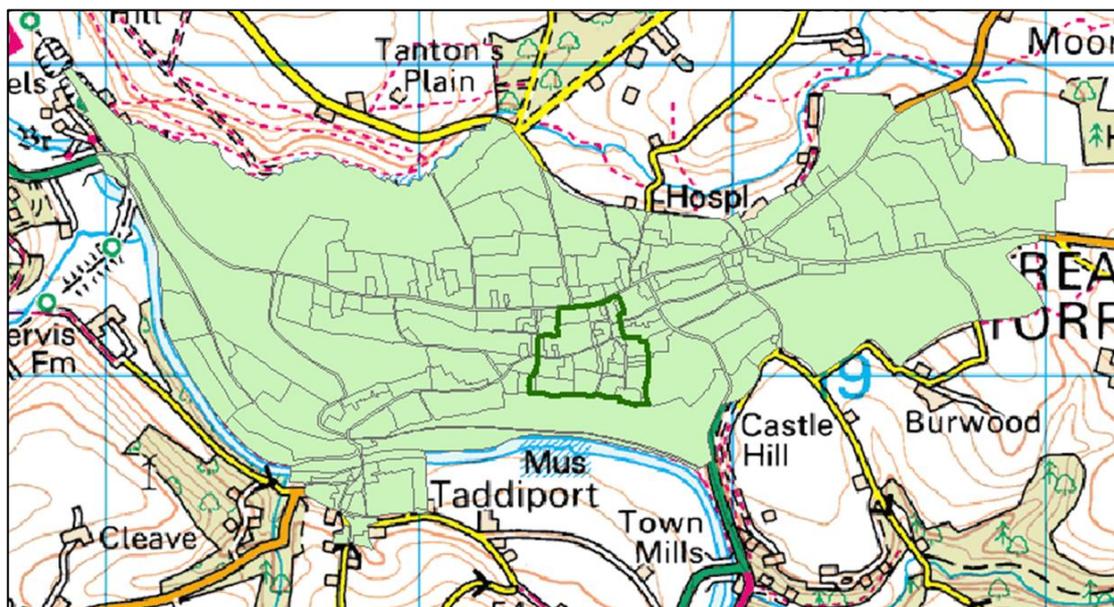


Fig. 7: Great Torrington's Conservation Area (dark green line) and the Survey Area divided into Historic Urban Character Types

### 1.3 National Planning Policy, Localism and the European Landscape Convention

The approach taken by the Devon Historic Market & Coastal Towns Survey links well with the National Planning Policy Framework (NPPF) 2012, the Government's guidance on planning. The NPPF emphasises the need for developers and planners to understand 'character' and 'local distinctiveness' when place-making (NPPF paragraph 131). It places good design, local character and conservation of the historic and natural environment at the heart of sustainable development and good planning. It also stresses the importance of new development making a positive contribution to local character and distinctiveness, drawing on 'the contribution made by the historic environment to the character of place'.

The Devon survey also accords with the principles of the European Landscape Convention (ELC). The ELC is a Council of Europe treaty that came into force in England in 2007; it is the first international agreement on landscape, devoted to the protection, management and planning of all landscapes. These include towns and villages, as well as open countryside, degraded as well as special places. The Convention promotes the development of policies aimed at landscape protection, management and planning and at involving the public in the process. The Devon survey provides a methodology and baseline information to inform these policies and stimulate public discussion.

The Localism Act (2011) also gave new rights and powers to local communities over planning and setting the priorities for their own areas. This includes empowering local communities to prepare Neighbourhood plans and to identify and bid for assets of community value. The Devon survey, and others that may follow for the many towns outside its scope, has great potential to inform the Neighbourhood Plans that will arise from NPPF and the Act, through the use of the reports and methodology by local groups (See Section 6.1 below).

The Localism Act has recently been reinforced and extended by the Housing and Planning Act (2016). This introduces Permission in Principle (PIP) for proposals on

development land that is identified in future Local and Neighbourhood Plans and also on land included in new local Brownfield Registers. The Devon survey will provide baseline information that can help assess sites that may be appropriate, or inappropriate, for inclusion within these plans and registers. This will be of particular importance for urban 'brownfield' land (see Glossary), as this will often have had historical uses, such as former cattle markets, textile mills, military bases and maritime quays, and will therefore have archaeological potential as well as strong cultural associations.

The Government's Culture White Paper (2016) has introduced a number of initiatives relating to the heritage of places, where the baseline information provided by Devon survey can have a role to play. The Great Place scheme is currently being piloted and will further encourage and support communities to put culture at the heart of local plans and policies. Funding is being provided to the Architectural Heritage Fund to advise communities on making better use of historic buildings, including through community ownership. Historic England will also advise local partnerships on Heritage Action Zones where change will be managed and the historic environment will be harnessed to stimulate regeneration and growth. The Discover England Fund is being established to promote iconic tourist trails.

#### 1.4 Previous Historical and Archaeological Survey

The principal study of Devon's historic towns remains Beresford and Finberg (1973), whose analysis of medieval boroughs was based on documentary evidence. Fox, Slater, Barry, Brayshay and Gilg (in Kain and Ravenhill 1999) provide the most recent synthesis of medieval and post-medieval urban settlement in Devon.

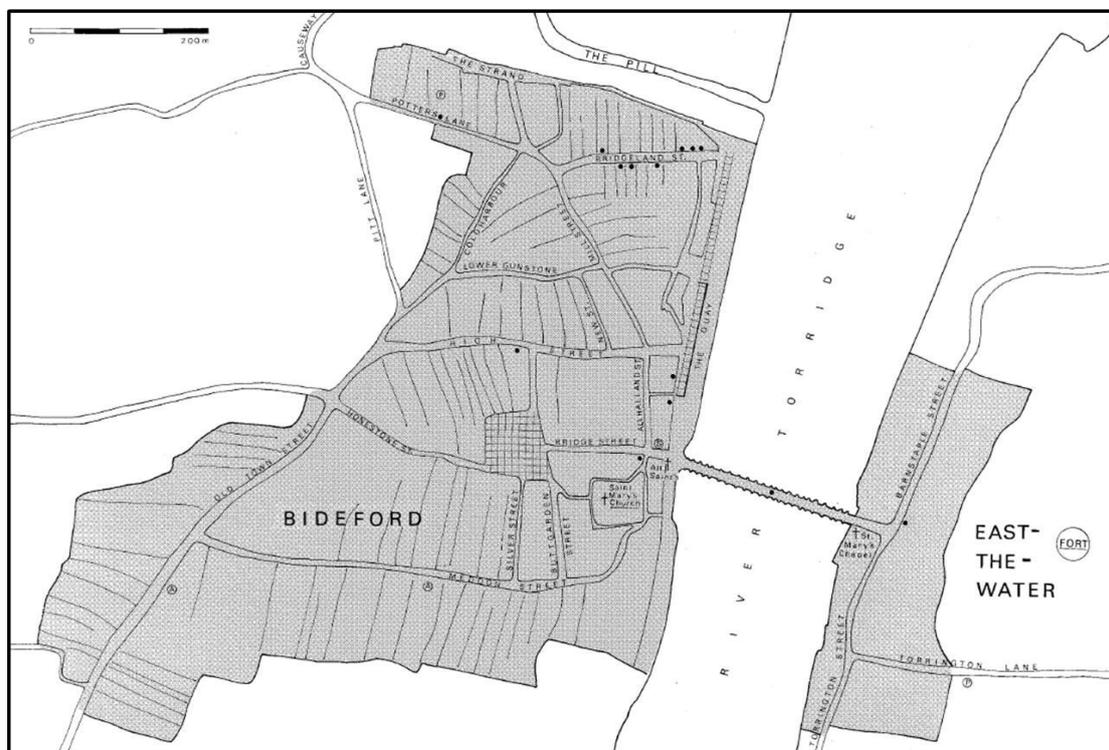


Fig. 8: The historic core of Bideford, from the draft DCRA Devon Urban Survey, 1976

Devon has a long history of archaeological investigation in its urban centres, with early work taking place at Exeter, Newton Abbot, Totnes and Barnstaple. Desk-based survey and excavations pre-dating the introduction of Planning Policy Guidance (PPG)

16 in 1990 included work by the Devon Committee for Rescue Archaeology (DCRA) on development sites and road schemes. To inform such 'rescue' archaeology DCRA also undertook key desk-based studies such as the Devon Urban Survey in 1976 and the Devon Religious Houses Survey. With the introduction of developer-funded archaeological investigations fieldwork increased, both in the larger towns and Devon's smaller market towns. In the 1990s fieldwork was largely carried out by the Exeter Museums Archaeological Field Unit (later Exeter Archaeology), and more recently by other local contractors.

Devon towns were chosen by Peter Weddell (then Director of Exeter Archaeology) as the subject of his 2003 Presidential Address to the Devon Archaeological Society. This has not been published in full, although two articles summarising the known archaeology of Devon's main market towns appeared in the Society's *Newsletter* (Weddell 2003 and 2004).



Fig. 9: Archaeological excavations in 1980-81 at Highweek Street, Newton Abbot. This was one of a series of excavations undertaken in the town by the Devon Committee for Rescue Archaeology in advance of road-widening. They were the earliest formal 'rescue' excavations in a Devon town outside Exeter or Barnstaple. This project combined archaeological excavation with building recording and provided some of the first archaeological evidence of medieval domestic houses in small towns in the county (© Devon County Council)

## 2. Project Method

### 2.1 The Selection of Towns and Survey Areas

The county of Devon contains a significant number of historic market and coastal towns. There are 74 documented medieval boroughs (Beresford and Finberg 1973 ) and 123 medieval settlements were of sufficient status to host a market or fair (Letters).

The resources available to Historic England's Extensive Urban Survey and therefore for the Devon survey would not permit the study of such a large number of towns.

Criteria were therefore identified to inform the selection of a representative sub-set of these towns. These criteria were:

**Historic status:** Known early origins as a Saxon burh, medieval borough or with archaeological evidence for Roman or earlier settlement. Examples of early industrial towns and tourist resorts were also to be included.

**Economic status as an historical market:** Inclusion in Beresford and Finberg's list of medieval boroughs or in Letters' list of medieval markets and fairs.

**Modern status:** Included as a 'market town' in Devon County Council's Town Planning and Transport Infrastructure Strategy for Coastal and Market Towns.

**Development pressure:** Included as a 'market town' in Devon County Council's Town Planning and Transport Infrastructure Strategy for Coastal and Market Towns. Subject to a significant number of planning applications for development/ redevelopment and Local Plan land allocation consultations.

**Geographic distribution:** It was important to have a spread of towns, reflecting Devon's constituent districts, as well as a mix of coastal and inland towns.

**Size:** Towns with a current population greater than 10,000 were given preference as these tended to be the more significant historic as well as modern economic and administrative centres and therefore also facing the greatest development pressure. However, examples of towns of less than 10,000 inhabitants, between 10,000 and 20,000 and over 20,000 were included. This has given a representative spread of small to large towns.

From these criteria a shortlist of 26 towns was produced. More detailed consideration of the criteria resulted in the selection of 17 towns. Towns that were on the original list, but not surveyed, were Axminster, Braunton, Combe Martin, Dawlish, Holsworthy, Ilfracombe, Ivybridge, Ottery St Mary and Sidmouth.

The boundary of the survey area for each historic town was based on the extent of the modern built-up area, as recorded on Ordnance Survey 'Master Map' digital mapping. Where an obvious natural or artificial feature such as a river or by-pass road lay just beyond the built-up area, this was chosen as a logical limit for the survey.

The individual 17 town reports were produced from a variety of sources including the results of archaeological excavations, published local histories, aerial photographs, maps and other documentary sources and from rapid survey visits.

In addition to the reports, a series of maps were produced for each town, including interpretation of the present character and 'time slices' to show how this has evolved over the life of each town.

## 2.1 Documentary Sources

Existing historical studies and documents are an important source of information for the study of Devon's towns. It was not possible to study all the primary sources for each town, the original records that were created in the past, such as legal papers, market and borough charters and property deeds. However, historic maps were a key source. These included the Ordnance Survey (OS) Surveyor's drawings of the early 19<sup>th</sup> century, OS town maps of the late 19<sup>th</sup> century, OS First, Second and later edition maps (c.1880, c.1904, c.1953, and c.1963), Tithe Maps (c.1840) and selected earlier maps (e.g. Benjamin Donn's map of the County of Devon, 1765).

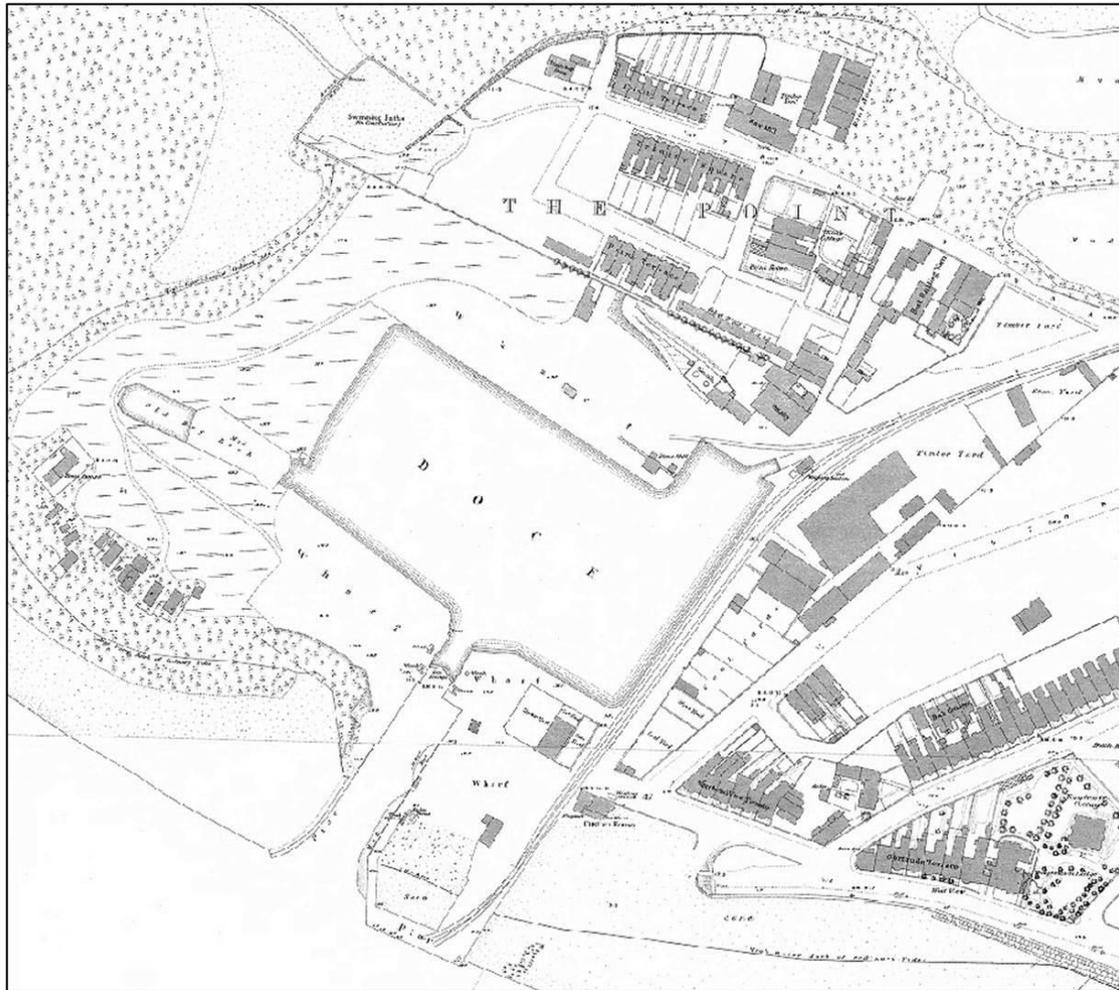


Fig. 10: Late 19<sup>th</sup> Century Ordnance Survey 1:500 Town Map of Exmouth Dock, produced shortly after it had been completed in 1868. The Dock replaced a shallow inlet on The Point and throughout the 20<sup>th</sup> Century the area was characterised by commercial maritime activity. In the early 21<sup>st</sup> Century substantial areas around the Dock were redeveloped for residential and leisure purposes

Such historic mapping can show the location and extent of urban features and buildings such as markets, graveyards and workhouses that may no longer survive, as well as accurately recording the pattern of streets and property boundaries before many modern alterations. These patterns often reflect a town's layout from before the earliest maps were produced. Earlier maps, though often much less accurate or detailed than the Ordnance Survey, can be very important for studying the former extent and layout of a town.

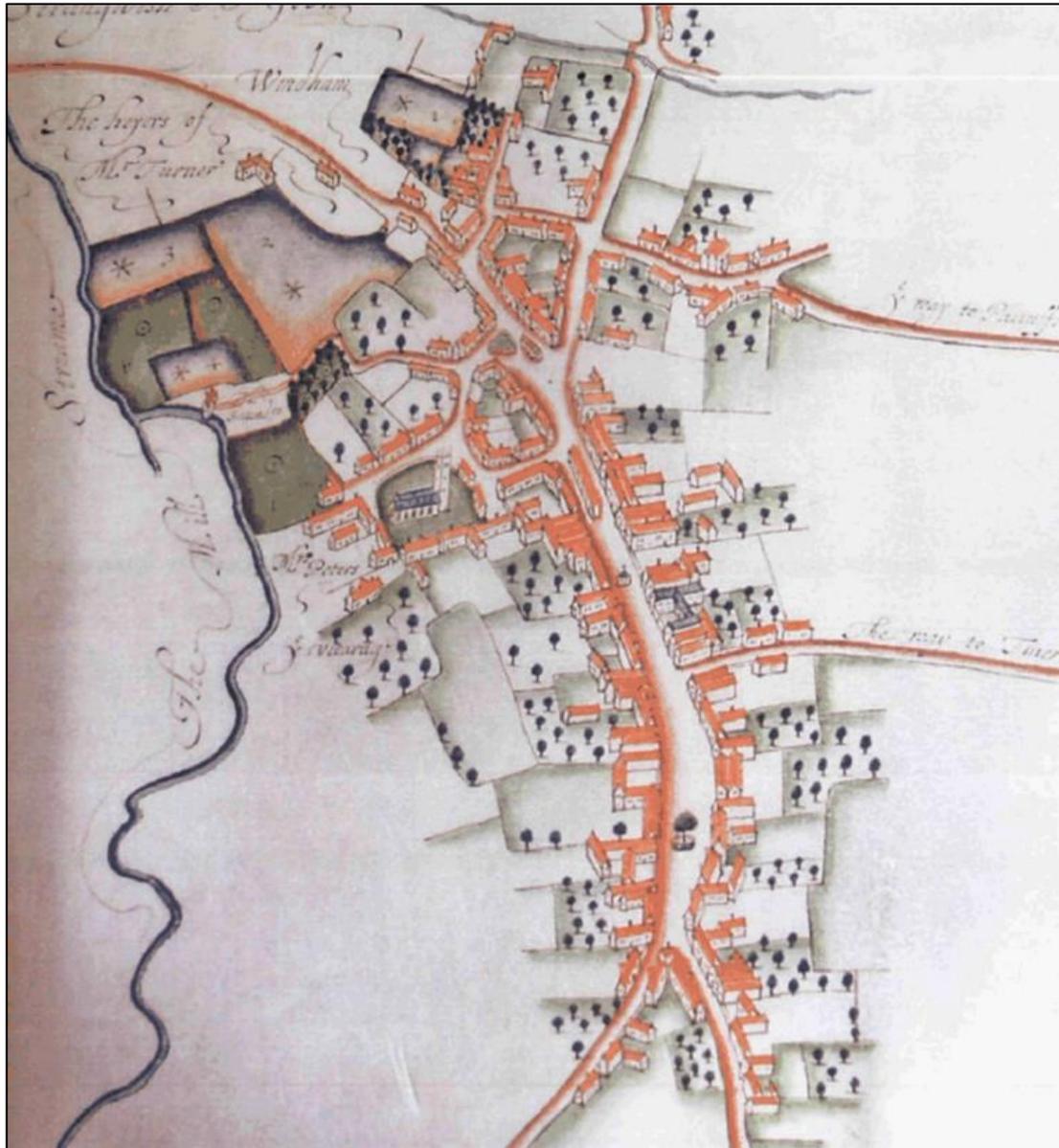


Fig. 11: Extract from a 1633 map of Cullompton. North is to the bottom. Although not reliable in all its detail, there are some notable features depicted on the map. Only two structures, the parish church and a large house (The Walronds) have grey roofs – presumably slated. The market shambles on Fore Street is depicted, as is the ‘cigar-shaped’ market or stock-marshalling area at the north end of High Street (Somerset Heritage Centre: DD/WY/C306/DEV/11. Reproduced by kind permission of the South West Heritage Trust)

Secondary sources that were used for the survey included published town histories, unpublished historical notes and syntheses and websites containing relevant historical information.

### 2.3 Archaeological Sources

In addition to studying each town’s documented history, the survey examined the results of any archaeological investigations that had taken place. The reports of these investigations are held in the Devon County Historic Environment Record (HER). Archaeology is particularly important as it allows analysis and understanding of a town’s past before the mapped and written record.

Archaeology also provides information about what life was like in towns in the past - what people ate, their status and wealth. Excavations of earlier buildings beneath the present ones can provide evidence of how and when towns developed and can discover evidence of former industries and waterfronts or prove the location of historically documented ones. Excavation can vividly illustrate how urban character has changed, for example how the Norman castle ditch at Barnstaple, once an open 'killing field' and symbol of the authority of the Norman elite, had by the 17<sup>th</sup> century become infilled with a complex of pottery kilns and tenements.

Archaeology can significantly change what we know of a town's origins. For example the role of the Roman army in the origins of Exeter, Axminster, Cullompton, Honiton, Okehampton, Seaton and Tiverton were unknown before programmes of archaeological excavation and aerial survey. Physical evidence of our pre-Norman Anglo-Saxon urban heritage, to complement the relatively scant documentary record, is extremely rare, but archaeology has revealed cemeteries in Exeter and Barnstaple and tenement plots destroyed by the imposition of the Norman castle in Totnes.



Fig. 12: Aerial view of excavations at the Lamb (South), Totnes. A series of excavations in 2007-8 within the medieval suburbs of Totnes revealed archaeological features dating back to the 13<sup>th</sup> century. The modern property boundaries were shown to date back to at least the 13<sup>th</sup> century and their gentle curves suggest that the tenements were laid out in a former strip-field system (© David Mitchell)

## 2.4 Historic Buildings

Historic buildings are fundamental to the character of Devon's towns. They form the streetscapes appreciated by residents and visitors alike. Together with the pattern of streets and open spaces, they define the historic development of a town and make a major contribution to our modern urban living environment.

Historic buildings also have an archaeological aspect, containing a legible record in their building materials, design and evolution over time. This may merge with the below ground archaeology of a building's foundations and evidence of earlier phases of the same building or of different buildings on the same plot. Often the ground floor frontage, particularly of shop buildings, will be modern; changing with the times, but the upper storeys can be unchanged and considerably older. Many buildings contain hidden within them, above and below ground, traces of much older fabric than is evident from the outside.



Fig. 13: The former toll-house at Axmouth on the eastern edge of Seaton. Built in 1877, it is a very early example of the use of mass-concrete for building and is now a Listed Building. It is associated with the equally early mass-concrete Axe Bridge, which is protected as a Scheduled Monument (Cornwall Council, 2016)

Many individual historic buildings in Devon towns are legally protected as Listed Buildings of special architectural or historic interest. This will usually include particularly old or high status buildings, such as parish churches and manor houses, but may also include rows of model industrial housing and examples of innovative inter-war civic architecture. Other buildings and historic structures might be on a Local List defined as being of importance by the local council in consultation with the public. Most of Devon's historic town centres will also be designated as Conservation Areas, with weight given to protecting the most important aspects of the built environment, be it particular groups of buildings, cobbled and paved surfaces or public open spaces. The latter might also include Registered Historic Parks and Gardens, of which there are over 40 in Devon, including important urban leisure grounds and public cemeteries.

The Survey was informed by information held by the HER, in the National Record for the Historic Environment (NRHE) on the National Heritage List of statutorily designated heritage assets for England (NHLE) and in Conservation Area Appraisals and related reports. Cherry and Pevsner's 1989 volume on Devon, in the Buildings of England series, remains the most authoritative publication on the county's historic buildings.

## 2.5 Analysis of Town Plans

A key part of the Survey was the study of town plans to understand the pattern of historic development. Modern and historic mapping was analysed, looking at street plans and the shape and grouping of property plots and how these may have changed over time. Honiton (Fig. 14) provides a good example of burgage plots, where the distinct pattern of long plot boundaries laid out at right angles to the High Street is suggestive of medieval town planning and the laying out of the town in the 13<sup>th</sup> century.



Fig. 14: Honiton, First Edition Ordnance Survey Map of the 1880s

## 2.6 Defining Historic Urban Character Types (HUCTs)

After analysing these sources, the next phase of the Survey was to produce an urban character map of each town.

Historic Urban Character Types are the basic building blocks for the characterisation of the towns. They are a means of dividing up a town on the basis of current and historic land use (Fig. 15). Similar uses often repeat within a town and can be seen in other towns. For consistency of approach and to allow for comparison, a list of HUCTs was created, consisting of 11 Broad Types, each sub-divided into a range of Types identifying more specific use. The Types (Fig. 16) enable the character of the town to be displayed in far greater detail than the Broad Types. A detailed list of the Types is presented in Appendix 1. The 11 HUCT Broad Types are listed below.

- |   |             |    |                |
|---|-------------|----|----------------|
| 1 | Civic       | 7  | Recreation     |
| 2 | Commercial  | 8  | Military       |
| 3 | Industrial  | 9  | Communications |
| 4 | Religious   | 10 | Open space     |
| 5 | Residential | 11 | Maritime       |
| 6 | Utilities   |    |                |

Selected to reflect townscape character, these Broad Types generally differ from those chosen for Devon's HLC, though there is some degree of overlap.

Characterisation was carried out using GIS. For each town, HUCTs were defined on screen and plotted as polygons (a mapped area of variable extent and shape) against modern digital Ordnance Survey mapping.

Occasionally the polygons were defined against historic mapping, such as the First Edition OS map of the late 19<sup>th</sup> Century if this was more appropriate (for instance if former land use was no longer legible because of extensive recent development). The general rule of thumb was that polygons were defined at the level of property plots rather than individual buildings.

The polygons were connected to a relational database containing their defining attributes. The attribute headings include:

- **Town name**
- **HUCT ID** (unique identifier)
- **Broad Type** (see above list)
- **Type** (see Appendix 1)
- **Start date** (based on map evidence)
- **End date** (based on map evidence)
- **Source** (usually the map used as evidence)
- **Notes** (for example, to support an interpretation)
- **Creator** (name of surveyor)
- **Creation date**
- **Above ground** (heritage value - see below)
- **Below ground** (heritage value - see below)
- **Area** (in square metres)

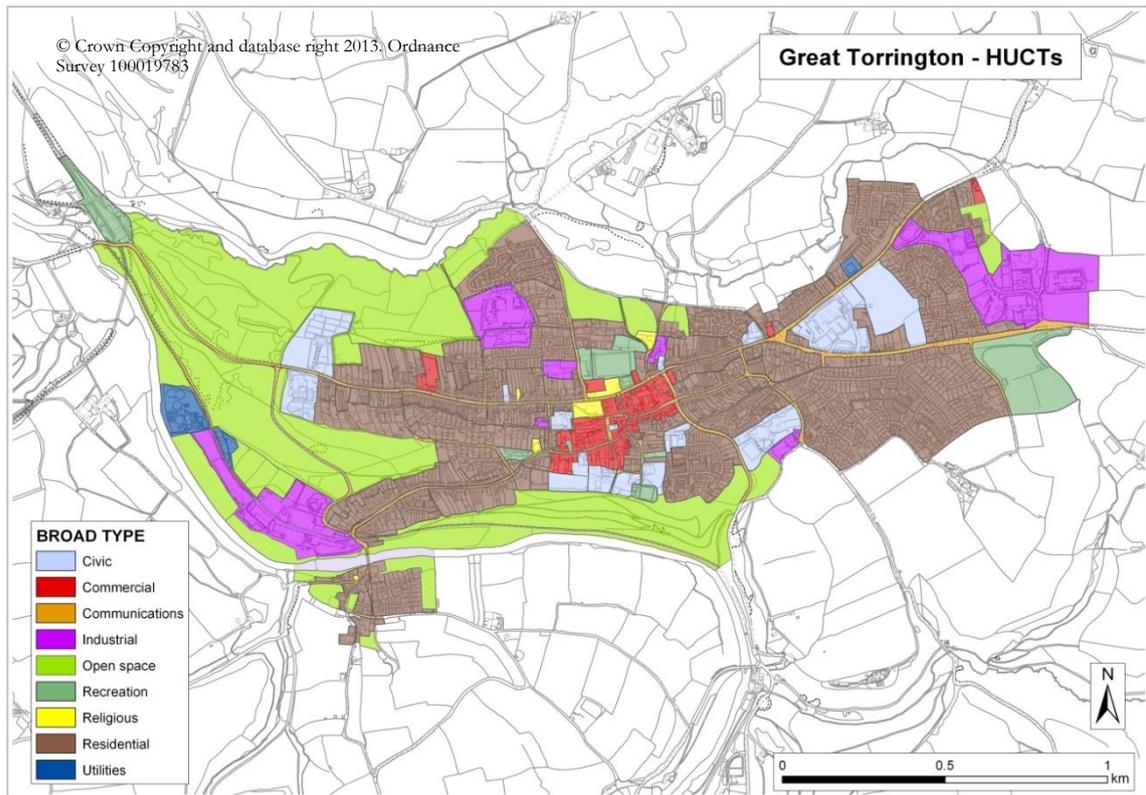


Fig. 15: Great Torrington HUCTs displayed by Broad Type

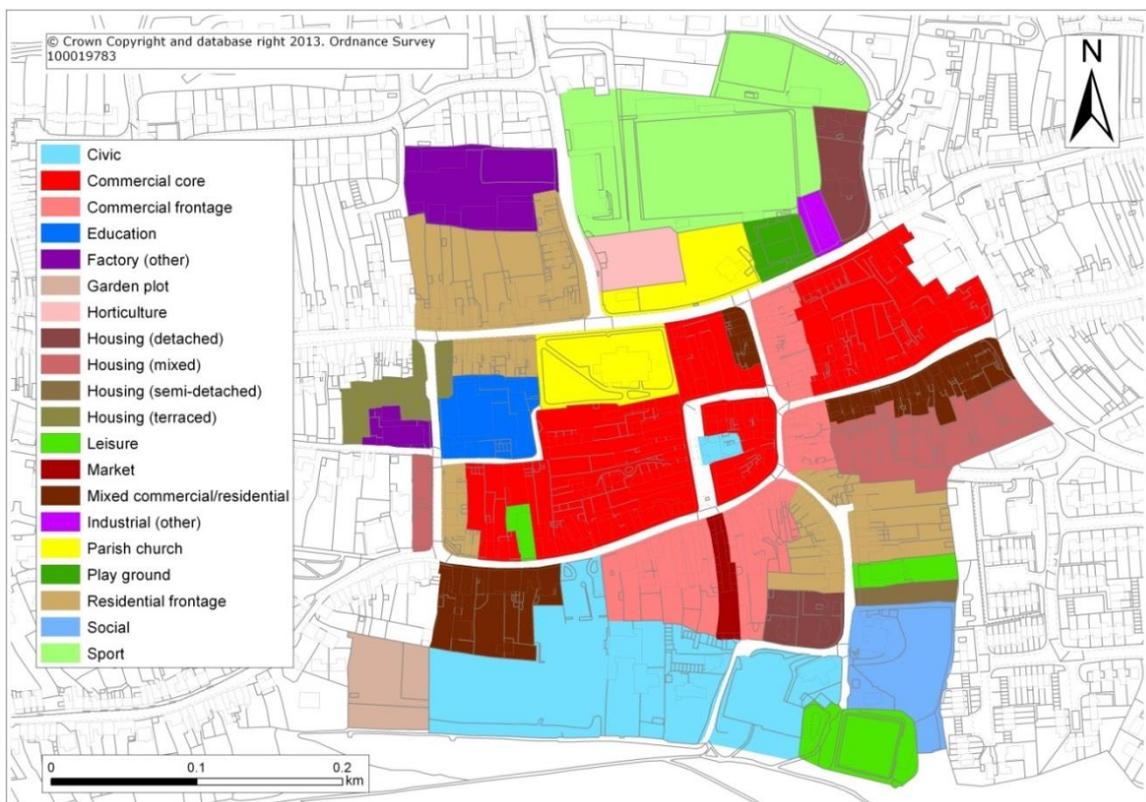


Fig 16: Great Torrington town centre HUCTs displayed by HUC Types

Within the database the entries for Broad Type, Type, Start date, End date and Source were replicated a further five times (i.e. Type 1, Type 2, Type 3, Type 4, Type 5) in order to record the development over time of each HUCT. So if a HUCT has undergone several changes over time, the Type defines its present day character (the source will be the modern OS map), Type 1 describes its character prior to that (the source might be the c.1880 OS map), Type 2 describes its character previous to that (source might be 1840 tithe map) and so on. Each previous Type was ascribed a start date and end date so that the development of the HUCT could be traced through each of the main periods listed below:

Roman	AD43 – AD409
Early medieval	410 - 1065
High Middle Ages	1066 – 1299
Late medieval	1300 – 1539
Medieval	1066 - 1539
Post medieval	1540 – 1699
18 <sup>th</sup> century	1700 – 1799
Early 19 <sup>th</sup> century	1800 – 1849
Late 19 <sup>th</sup> century	1850 – 1899
Early 20 <sup>th</sup> century	1900 – 1949
Late 20 <sup>th</sup> century	1950 - 1999
Early 21 <sup>st</sup> century	2000 - 2014

Thus there was scope for attributing up to six different Types to each polygon, with six different time slices. In practice the number of time slices used varied from town to town, depending on the amount of evidence available for its historical development. For instance in some towns it is not possible to distinguish whether a development belongs to the High Middle Ages or the Late medieval period. In these cases 'Medieval' would be used.

The initial defining of the polygon was determined by its existing use or character (i.e. present Type), but with an eye to its past use(s) (previous Type(s)). There are instances where a present Type represents only part of the total extent of an earlier one – for example, where a modern housing estate has been built within a block of medieval burgage plots, some of which remain undeveloped beyond it. In that case, two polygons were defined – one attributed with two time slices (for the housing estate and the burgage plots) and the other only one (for the burgage plots). Together, the two adjacent polygons reflect the full extent of the earlier burgage plots.

By incorporating time depth in this way the Survey has generated a series of maps showing how a town's urban extent and uses have evolved over time (Figs 17 and 18).

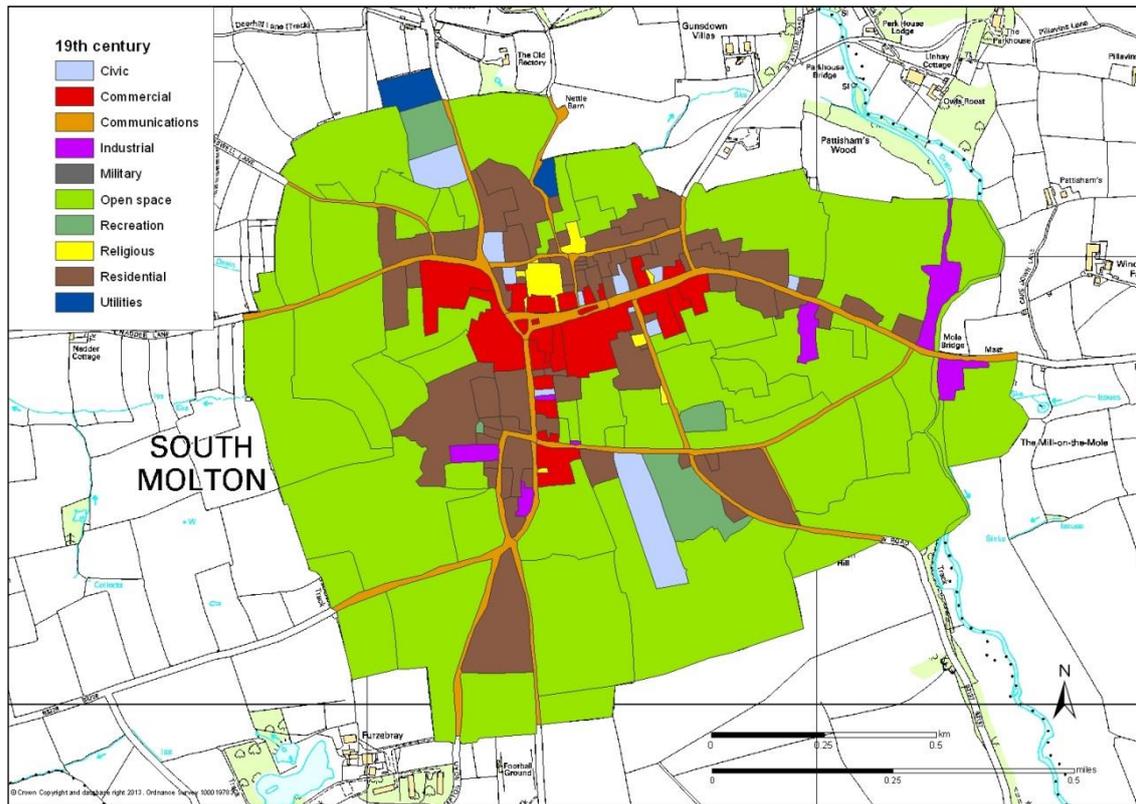


Fig. 17: Historical development of South Molton. Nineteenth century displayed by Broad Type

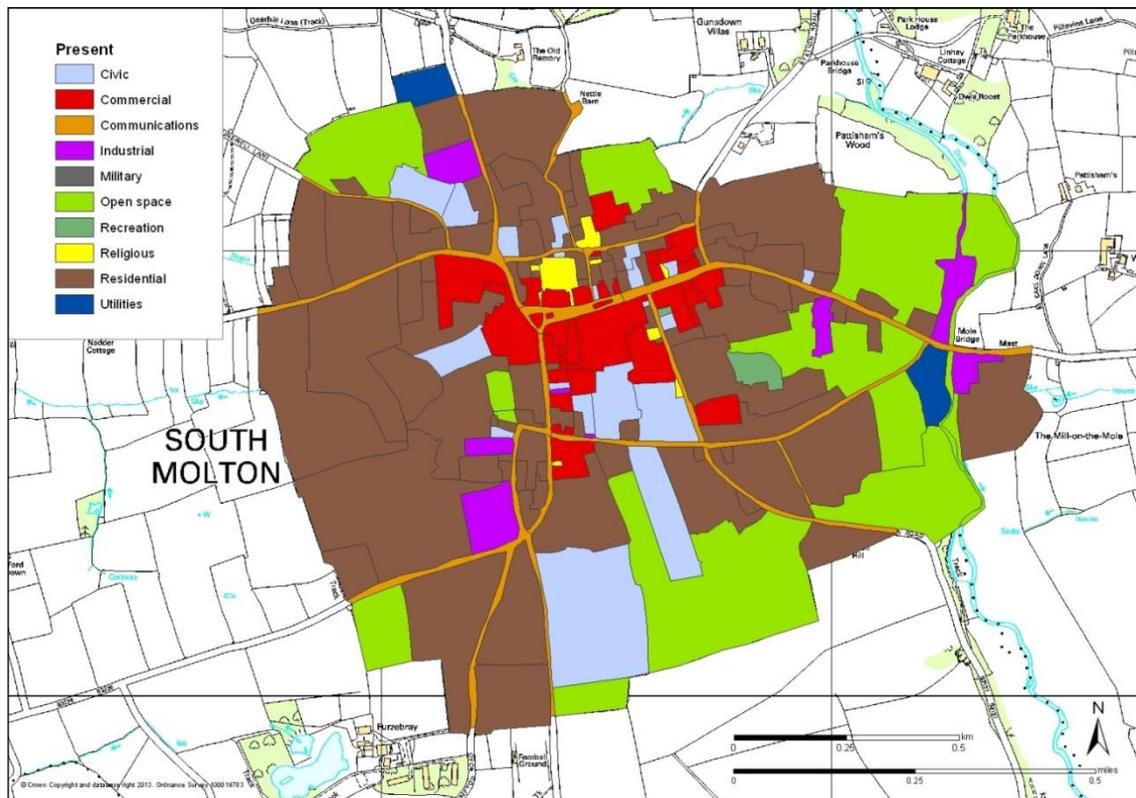


Fig. 18. Historical development of South Molton. Present day displayed by Broad Type

## 2.7 Identification of Historic Urban Character Areas (HUCAs)

Historic Urban Character Areas are the principal tool for describing the character of the historic towns included in the Survey.

Once the definition of HUCTs had provided understanding of the past and present activity within a town and how these influenced its historical development and present character, they were grouped together to define distinct geographical areas (Fig. 19).

Distinguishable by their origins, historical development, plan-form, buildings and degree of survival, HUCAs describe the historic character as it appears today and to identify the above and below ground heritage significance of different parts of the town.

In order to do this the relational database linked to GIS contains a series of attribute fields describing the HUCAs. These include:

- **Heritage Value (above ground)** (heritage value - see below)
- **Heritage Value (below ground)** (heritage value - see below)
- **HUCA name** (name of an area of the town)
- **HUCA number** (unique identifier)

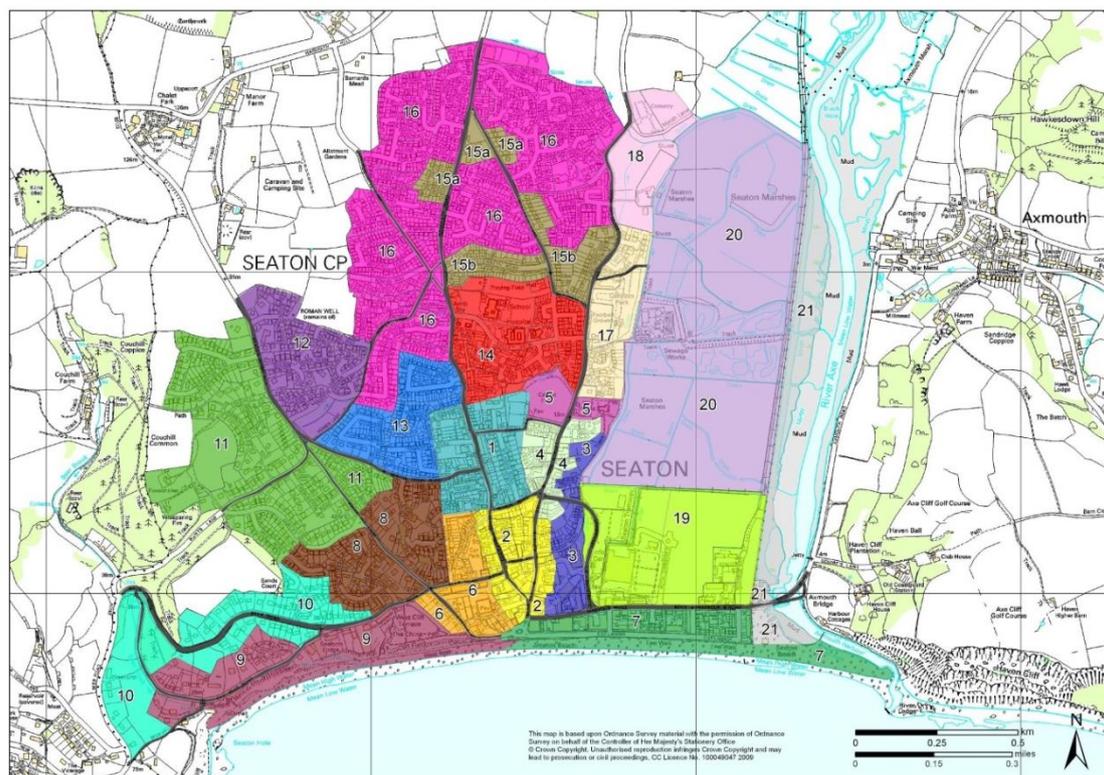


Fig. 19: HUCAs in Seaton, labelled by HUCA number

In assessing heritage significance for the HUCAs a single, overall value (Low, Medium or High) was given for each to allow comparison between HUCAs and consideration of the value of the historic environment across the town as a whole. The assessments of heritage significance were based on guidelines produced by English Heritage (2008) and identify four areas covered by the statements for each HUCA. These are:

- **Evidential Value**

The potential of a place to yield evidence about past human activity, typically through study of buried archaeological remains or historic buildings. Evidential value extends to the analysis of plan form, street patterns and plot boundaries in towns as for example in defining the Saxon burh (fortified settlement) at Totnes. Assessments of evidential value reflect not just what is already known but the potential of a place to contribute new knowledge.



Fig. 20: Evidential Value. 17<sup>th</sup> century pottery from an archaeological excavation at North Street, Exeter. Such an assemblage indicates the status of the residents as well as the commercial trading contacts of the town in which they lived (© Royal Albert Memorial Museum & Art Gallery, Exeter City Council)

- **Historical Value**

Derives from the ways in which past people and events and aspects of life can be connected through a place to the present. It tends to be either illustrative of particular activities or processes or associative with famous people or events. For example the redevelopment of Tavistock by the Dukes of Bedford and financed by the Tamar Valley mines.



Fig. 21: Historical Value. The 1864 statue of Francis Russell, seventh Duke of Bedford in Abbey Place, Tavistock. The seventh Duke was responsible for the construction or renovation of many of the public buildings of Tavistock, including the gatehouse of the medieval abbey which can also be seen in this photograph (© Barry Gamble)

- **Aesthetic Value**

Derives from the ways in which people draw sensory and intellectual stimulation from a place. It can reflect deliberate design (e.g. architecture) or the fortuitous coming together of features and setting.

- **Communal Value**

This derives from the meaning that a place has for the people who relate to it, or for whom it figures in their collective experience or memory. Communal values can be closely bound up with historical (particularly associative) and aesthetic values, but tend to have additional and specific aspects manifesting as symbolic, commemorative, social or spiritual values. Examples would be historic open space such as the Torrington Commons, war memorials or places of worship.

Communal value was particularly challenging for this study to assess as it is not principally a matter of expert knowledge and only limited public consultation was possible. It has therefore only been possible to indicate where this value is clearly evident and the absence of such recognition should not be taken as indicating that a place has little communal heritage value.

These HUCA statements reflect the current character of each area and are likely to alter in response to change. Therefore the statements may need to be enhanced or adapted in the future as new information that alters understanding and perception of each area becomes available.



Fig. 22: Aesthetic Value. *Dartmouth VI*: A contemporary view of Dartmouth that strongly evokes the character of the town (Original painting by Gillian McDonald © Gillian McDonald)

*Many of the buildings in Dartmouth contrive to face the water and the main streets are built along the contours so that from a distance, houses seem to be stacked one upon another (AC Archaeology 2016)*



Fig. 23: Communal Value. Barnstaple's War Memorial was erected in 1922 and now commemorates the fallen of two world wars. It stands in Rock Park, a public open space that lies between the formerly separate boroughs of Barnstaple and Newport. The land was left to the Mayor and Aldermen of Barnstaple by William Rock and was opened with great public celebration in 1879. Ruined cottages, a factory, timber yard and limekiln were cleared to make way for the park – an early example of 'brownfield' development (© Sam Walls, 2006)

### 3. The Town Reports

The following are edited summaries taken from the complete reports for each town which are listed in the bibliography and are also available on-line at:

<https://new.devon.gov.uk/historicenvironment/the-devon-historic-environment-record/the-devon-historic-market-coastal-towns-survey/>

#### 3.1 East Devon District

##### 3.1.1 Exmouth

Exmouth is an historic seaport and market town on the east side of the mouth of the River Exe. The town expanded so much during the 20<sup>th</sup> century that it now encompasses villages and farming settlements that had previously stood in open countryside. The medieval settlement grew up within a north and west facing bay just inside the mouth of the estuary. This area was sheltered from the sea by a sand bar (now known as The Point) stretching into the estuary to the south-west. Archaeological evidence suggests that there was some form of Roman settlement here. The medieval town grew up from scattered settlement along the former eastern shoreline of the Exe. The settlement grew gradually through the late medieval period and by the post-medieval period land began to be reclaimed from the estuary to the west leaving the original coastal medieval town core stranded inland.

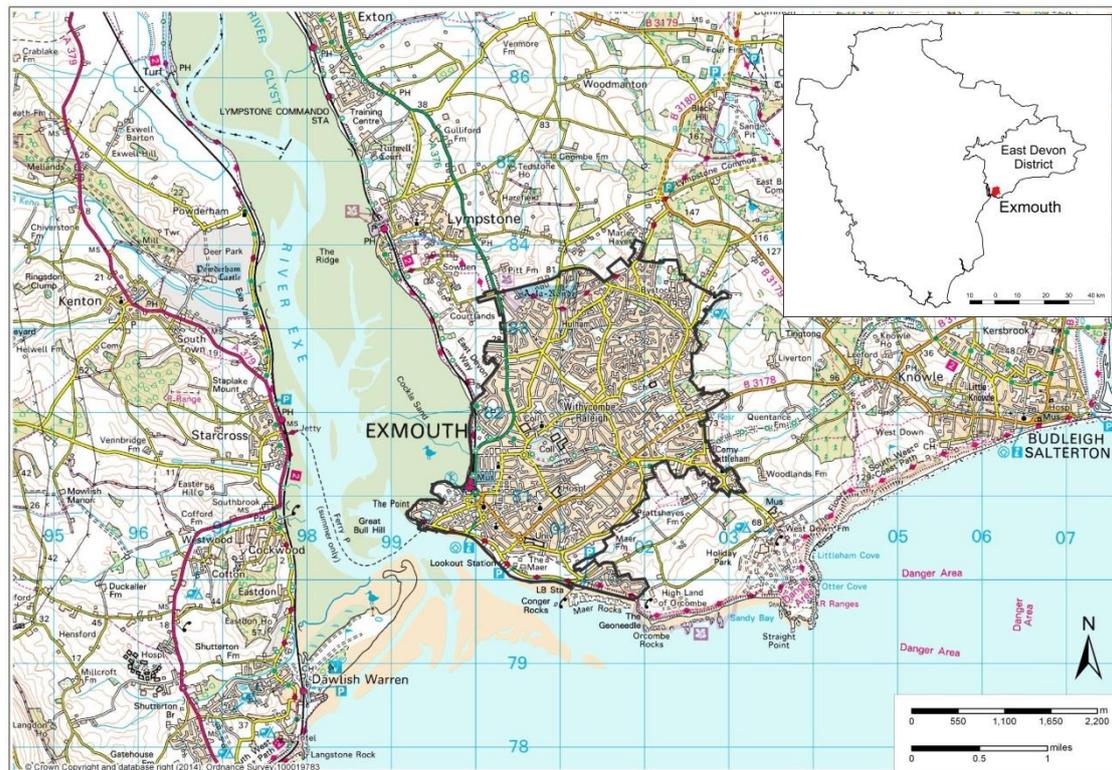


Fig. 24: Exmouth study area

The town has historically always lain within the two parishes of Littleham and Withycombe Raleigh. Both of these are first recorded in the 11<sup>th</sup> century. The parish boundary between them runs through the present town centre. This division has

caused the town to expand from at least two separate focal points. The town core now covers a much larger area spanning both parishes, spreading from North Street in the north down to Bicton Place in the south and from Manchester Street in the west to Union Street in the east.

For centuries Exmouth was an important centre for fishing and ship-building, and developed as a post-medieval port and market town. Reclamation of land continued in stages in the late 18th and early 19th century and its popularity as a watering place (resort town) caused rapid expansion which continued throughout the 19th and early 20th centuries. Brick-making and lace production were also important industries. Expansion increased dramatically in the late 20th century, with the town continuing to be a significant tourist destination and also developing as a commuter town for Exeter. Housing developments to the north and east now extend as far as the neighbouring medieval church town of Littleham and have subsumed the medieval settlements of Withycombe Barton and Withycombe Raleigh (formerly Bradham) along with many other smaller settlements, farmsteads and country houses.

The original main route into the town was from the east along Long Causeway and on into Fore Street and Lower Fore Street. During the 19th century the road layout in the town centre underwent major remodelling and at the same time land to the west was reclaimed and railway lines were also constructed. The centre of town underwent major remodelling again during the 1970s and 1980s when the Magnolia Centre was built, removing much of the medieval town layout. Historic environment designations within the town extent include many listed buildings, a Registered Park and Garden at A La Ronde and a Conservation Area which covers part of the late 18th and early 19th century expansion of the town.

This has produced a distinctively varied architecture and urban character and a complex plan-form. However, it does retain dispersed elements of the medieval and post-medieval plan. Developments relating to its 19th century expansion remain substantially intact.

The survey identified a total of 22 Historic Urban Character Areas in Exmouth (Fig. 25). HUCAs of particular note include:

**HUCA 10: Littleham.** One of the twin foci of Exmouth, with some intact medieval, post-medieval and later historic fabric and intact village character, despite much 20th century infill.

**HUCA 11: Esplanade and beach gardens.** Contains historically important and intact 19th century and early 20th century buildings relating to maritime history and expansion as a seaside resort. Dominated by large open gardens and commercial and maritime buildings set along the seafront Esplanade.

**HUCA 14: The Beacon and Bicton Street.** The dominant characteristic of the area is that of late 18th and early 19th century grand housing relating to the expansion of the town as a popular seaside resort. The area includes The Beacon which is one of the most impressive groups of buildings in Exmouth and it also includes the large and impressive Holy Trinity Church.

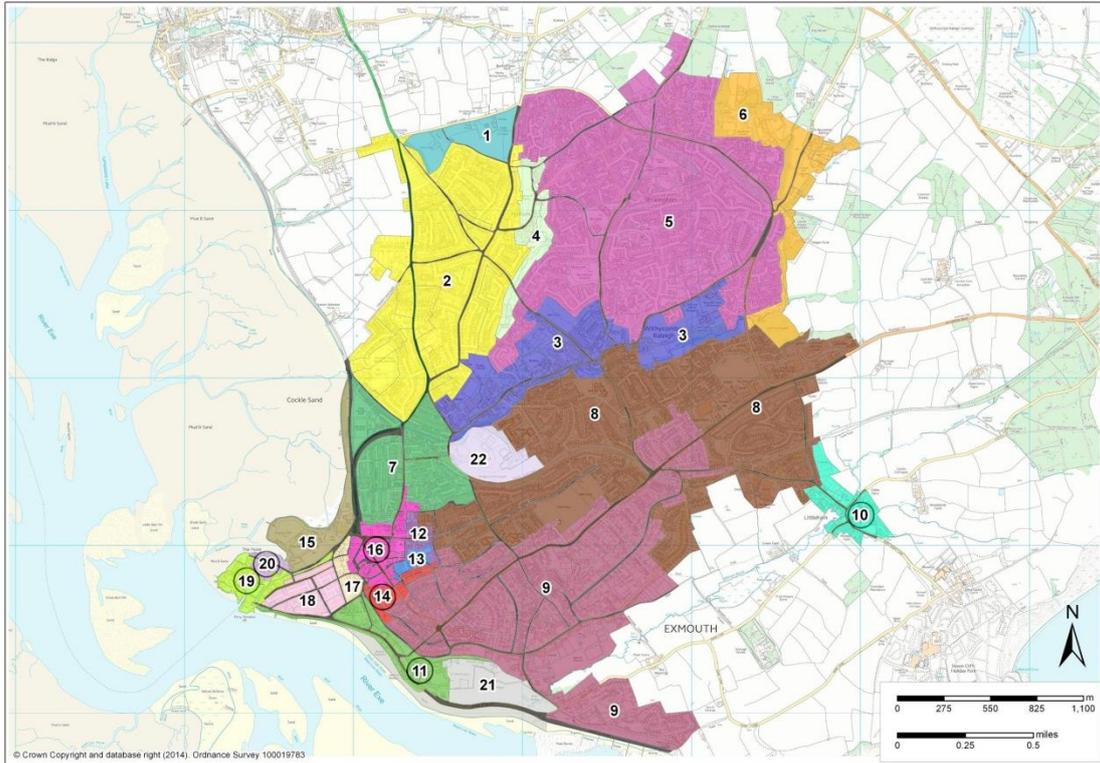


Fig. 25: Exmouth HUCAs with the areas mentioned in the text circled



Fig. 26: Exmouth, HUCA 10. St Margaret and St Andrew's Church in Littleham (Cornwall Council, 2015)



Fig. 27: Exmouth, HUCA 11. The Clock Tower on the Esplanade (Cornwall Council, 2015)



Fig. 28: Exmouth, HUCA 14. Bicton Street looking west (Cornwall Council, 2015)

**HUCA 16: Town core.** Contains the full extent of the medieval town and most of the post-medieval town along with 18<sup>th</sup> century and 19<sup>th</sup> century fabric. The Magnolia Centre is an example of inappropriate late-20<sup>th</sup> century intrusion.

**HUCA 19: Docks and HUCA 20: The Point.** Although heavily modified by late 20<sup>th</sup> and 21<sup>st</sup> century residential redevelopment, the 1868 deep water dock and some associated 19<sup>th</sup> century industrial buildings are still evident. Terraced housing, such as Camperdown Terrace, is characteristic of the 19<sup>th</sup> century expansion of the town onto the margins of the Exe Estuary.



Fig. 29: Exmouth, HUCA 16. Chapel Hill looking south-east to site of the medieval Chapel of Holy Trinity (Cornwall Council, 2015)



Fig. 30 Exmouth, HUCA 20. 20<sup>th</sup> century Boat Houses on the north shore of The Point (Cornwall Council, 2015)

### 3.1.2 Honiton

Honiton, the town and parish, are located near the confluence of the River Otter and the Gissage stream on the main historic land route between Exeter and London where it is joined by the former Roman road from Dorchester to Exeter. A small Roman fort and subsequent civilian settlement were located on this road just west of the modern town.

Medieval Honiton was part of a large rural manor bisected by this road. The settlement is first recorded 1086 as *Honetone*. The original focus was to the south of the present town around Littletown and the former parish church of St Michael. The present town was founded as a borough between AD 1194 and 1217. Its underlying medieval plan-form of long narrow tenement strips running back from the main street is strongly evident. Tenement strips from later medieval and early post-medieval expansion can also be seen. These now support an eclectic mix of building types, materials and architectural styles. These reflect its evolution from planned medieval borough, post-medieval thoroughfare, wool, lace and pottery manufacturing centre and modern tourist attraction.

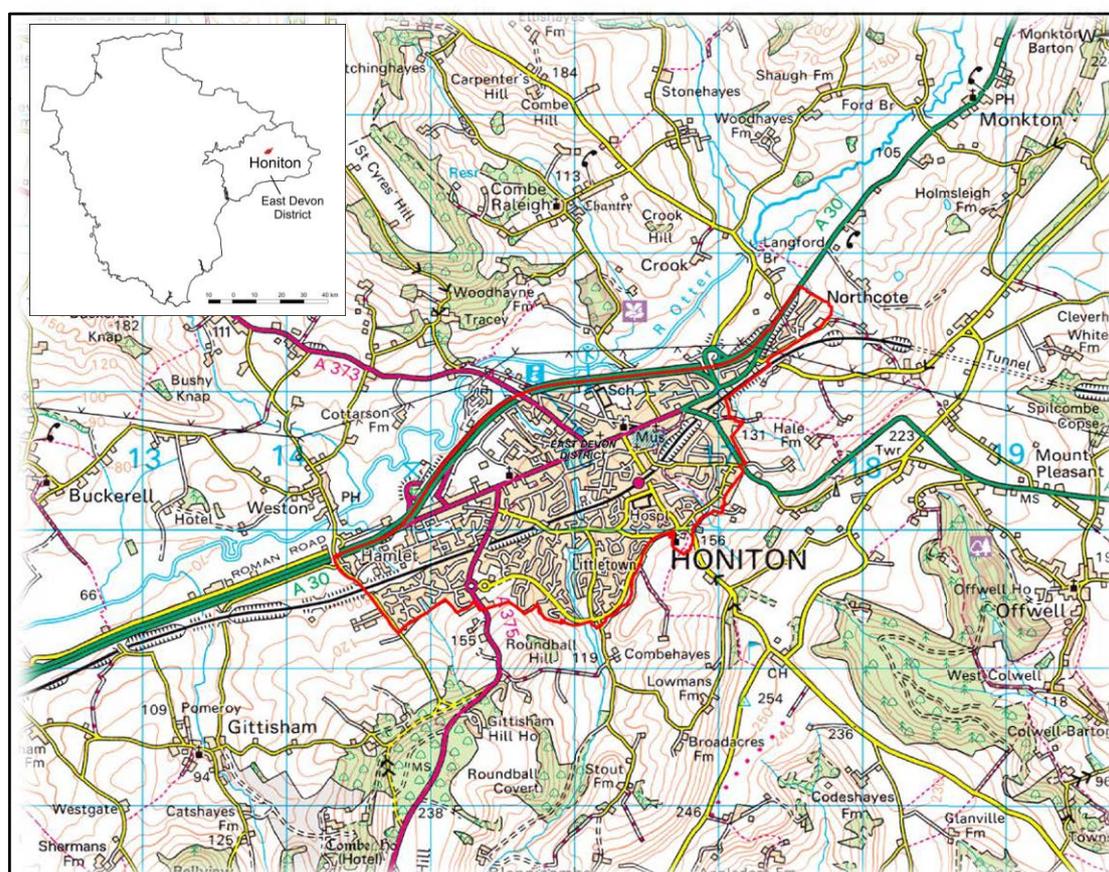


Fig. 31: Honiton study area

Urban development has grown along the road network, the older parts of the town focussing on the Exeter to London Road. Significant fires in the 17<sup>th</sup> and 18<sup>th</sup> century have caused the loss of early building stock. Much recent urban expansion has infilled up to the railway and spread to the south onto higher ground. Some modern urban expansion has also occurred to the north to infill up to the new A30 bypass. The River Otter and its floodplain have largely restricted development north beyond the A30.

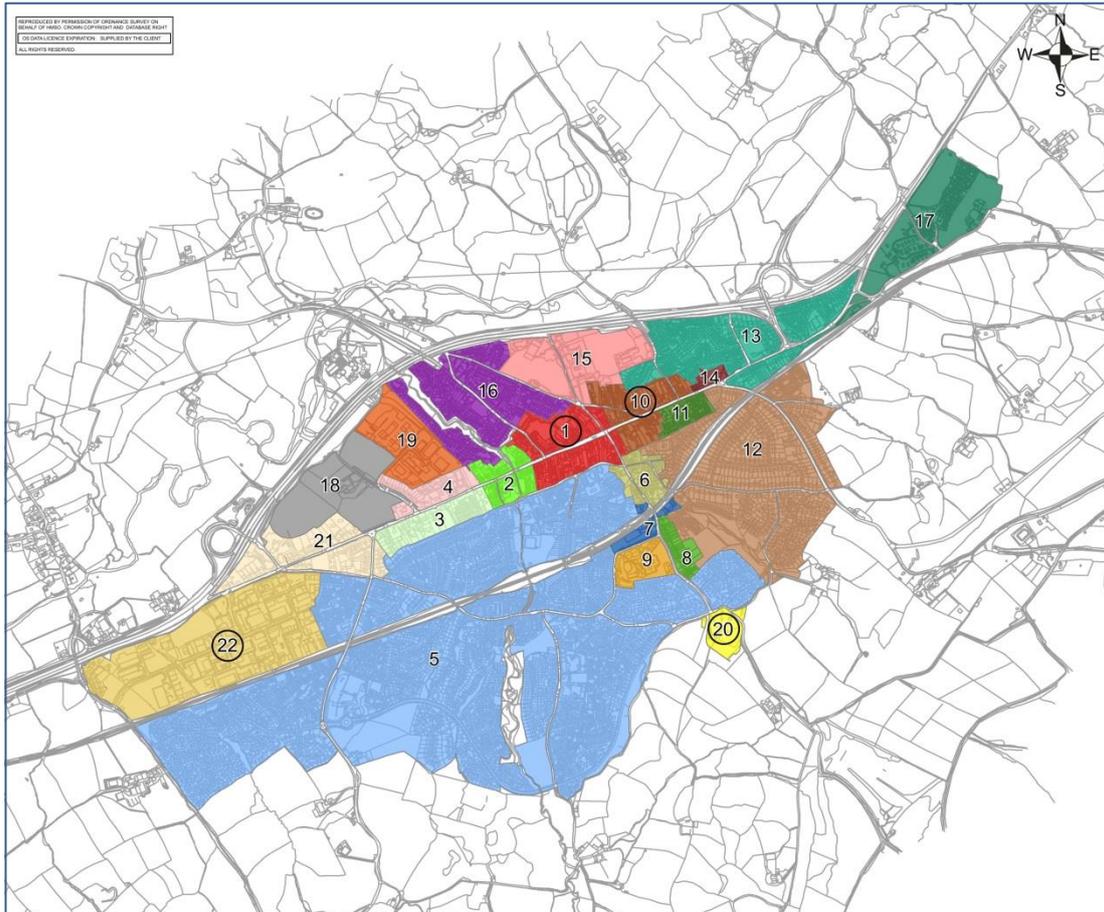


Fig. 32: Honiton HUCAs with the areas mentioned in the text circled

The survey identified a total of 22 Historic Urban Character Areas in Honiton (Fig. 32). HUCAs of particular note include:

**HUCA 1: High Street Core - Central.** The medieval burgage plot plan-form is strongly evident. The many tall Georgian buildings provide striking evidence for widespread rebuilding following catastrophic fires in the 17<sup>th</sup> and 18<sup>th</sup> centuries.



Fig. 33: Honiton, HUCA 1. View along the High Street looking east (SLR, 2016)

**HUCA 10: High Street - East.** Contrasts with HUCA 1 in that the form and character of surviving buildings within the burgage plots suggests earlier building stock and a relative lack of post-fire rebuilding.



Fig. 34: Honiton, HUCA 10. High Street east, View to ESE. (SLR, 2016)

**HUCA 20: Church of St Michael.** The probable original focus of settlement prior to the laying out of the planned borough in the valley below.

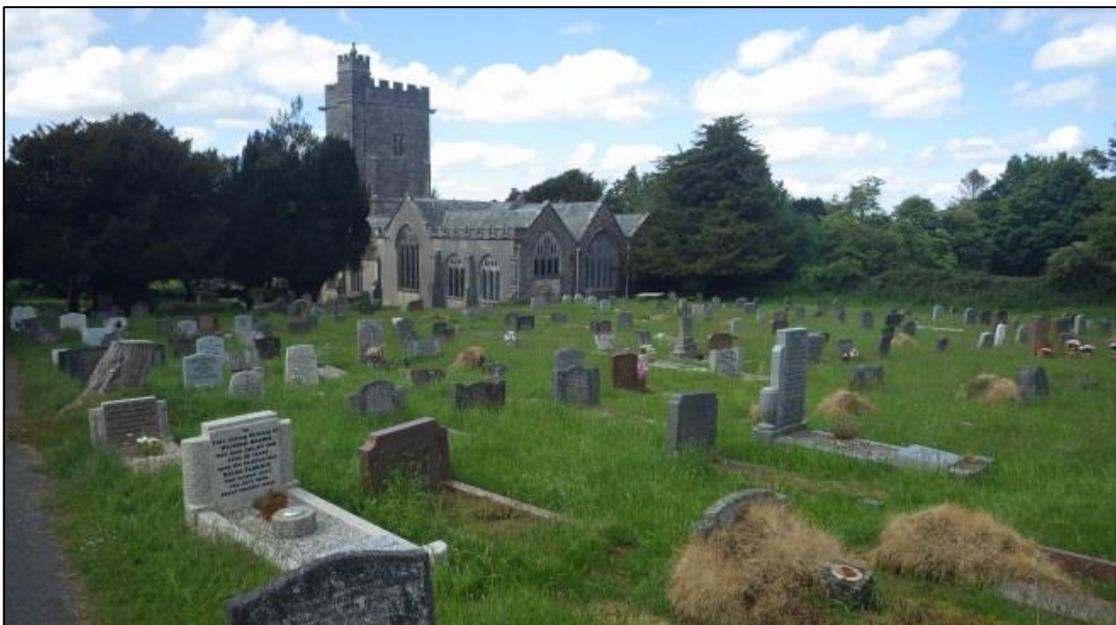


Fig. 35: Honiton, HUCA 20. Church of St Michael view to the north-east (SLR, 2016)

**HUCA 22: Heathpark Industrial Estate:** Represents typical late 20<sup>th</sup> century industrial estate development over a former Second World War camp.



Fig. 36: Honiton, HUCA 22. Heath Park Industrial estate, view to the north-west (SLR, 2016)

### 3.1.3 Seaton

Seaton is situated on the east side of the mouth of the River Axe in the centre of the long arc of Seaton Bay on Devon's south coast. It lies roughly 12km and 9km respectively as the seagull flies from the coastal towns of Sidmouth to the west and Lyme Regis to the east, and is similarly far, at 10km and 14km, from the inland market towns of Axminster and Honiton.

Patterns in the landscape combine with scant documentary evidence to indicate urban settlement here in Saxon and possibly Roman times, with a possible focus on either side of Harepath Road (formerly Sidmouth Road), just north of Queen Street and the modern town centre. There is certain archaeological evidence of Roman settlement, either a villa or official 'mansio' post station at Honeyditches on the west side of the town. In the high Middle Ages Seaton was a regionally important though smallish port town and market place and may have had a castle outside it. Later medieval decline was associated with natural blocking and silting of the former tidal haven on the Axe estuary.

For the post-medieval period, historic maps and fuller records show a quiet fishing and market town, development as a genteel seaside resort in the railway age, and great residential expansion from the earlier 20<sup>th</sup> Century. The essential maritime character of the settlement, evoked by its naming as Fleet ('estuary') and then Seaton ('sea town') in medieval times, can be experienced strongly in the town as a whole through the generally fan-shaped pattern of land communications still in use; the main roads running inland forming the ribs of the fan, radiating from the head of the beach towards an ancient east-west route running to the north and respecting the lost tidal inlet. The picture is of a coastal settlement shifting, withdrawing, stagnating and changing status as well as expanding over time. Most large scale recent development has entailed growth outwards from rather than within the historic core.



Fig. 37: Seaton study area

The location of the church, on the edge of Seaton Marshes gives some sense of the importance of the lost haven. The lack of surviving merchants' houses, quayside, and the like, shows indirectly the decline of the medieval port, readily associated with the blocking of the estuary by a shingle bar now bearing the Esplanade. Other indicators of Saxon Fleet and medieval Seaton survive on the ground, so that the siting, scale and general form of these settlements, and their interrelationships and influence on the later town, can be interpreted. Buildings with their settings and contexts generally survive well from the later 19<sup>th</sup> century onwards. These show the predominant character of Seaton today, that of a relatively small seaside resort, with substantial later growth, developed across and around a medieval framework. Housing developments vary in layout and style, showing both designed changes of scale and function, and adaptation to the inherited landscape. Dispersed large villas were built from the beginning of and throughout the 19<sup>th</sup> century, but were joined by terraced lodging houses as the century progressed. Schemes of the 1920s are field sized and fitted to the town for pedestrian access to shops and railway, while later 20<sup>th</sup> century suburbs snake along drives laid out across former field systems yet still retaining some stronger pre-existing landscape features.

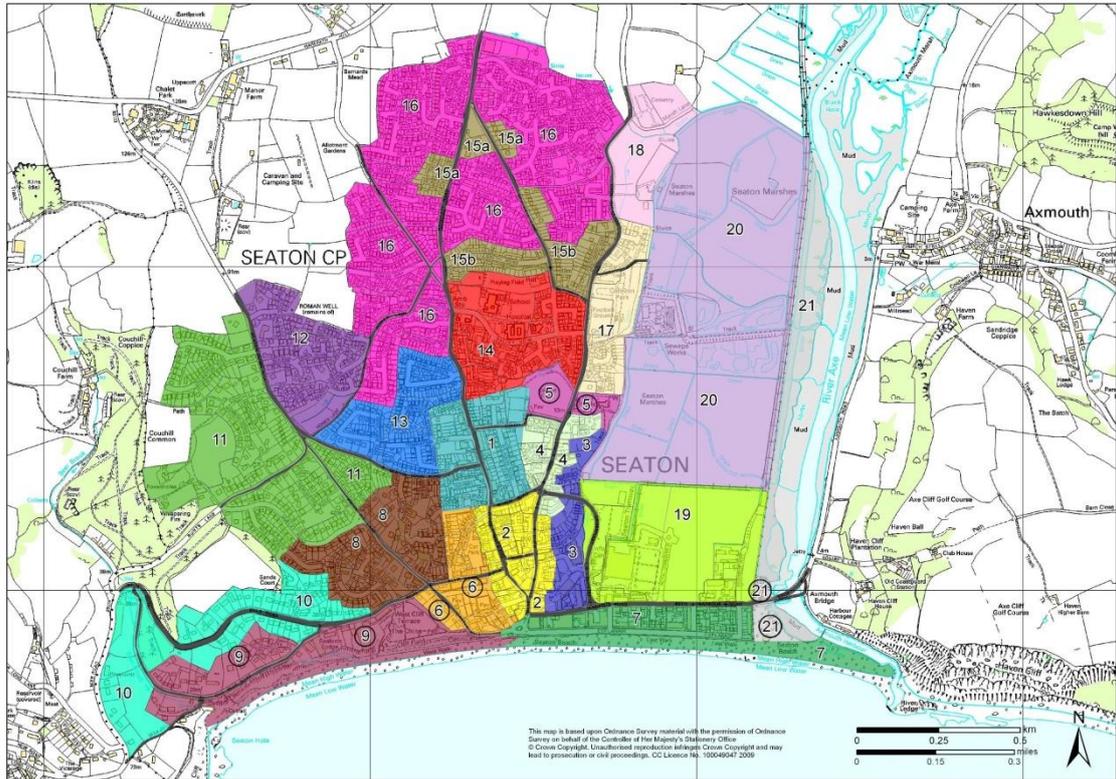


Fig. 38: Seaton HUCAs with areas mentioned in the text circled

The survey identified a total of 21 Historic Urban Character Areas in Seaton (Fig. 38). HUCAs of particular note include:

**HUCA 5: Church and Cricket Field.** The location of the parish church close to the former shoreline, with the medieval town further inland, demonstrates the importance of the sheltered anchorage and maritime trade for the origins of Seaton.



Fig. 39: Seaton HUCA 5. Seaton Church, view of Cricket Field beyond (Cornwall Council, 2016)

**HUCA 6: Sea Field.** Reflects the early stages of Seaton's development as a resort. The area is dominated by low density, high status developments with a strong coastal character.



Fig. 40: Seaton, HUCA 6. Seaview Crescent facing the bay across Sea Field, showing how the development of the coastal resort exploited and adapted the pre-urban landscape (Cornwall Council, 2016)

**HUCA 9: Old Beer Road.** West Cliff Terrace and marine villas and their grounds reflect the 19<sup>th</sup> century expansion of the resort. This is particularly important as much of this is masked by later development in other HUCAs.



Fig. 41: Seaton, HUCA 9. West Cliff Terrace, exploiting and enhancing the natural drama of the Chine (Cornwall Council, 2016)

**HUCA 21: Axe Estuary.** Is a working seaside place. The sea wall, slipway, boatbuilding infrastructure, etc. give a strong maritime character. Though relatively recent, these features evoke the history of the fishing town and port which is critical to the development of Seaton and difficult to see elsewhere in the town today. It includes significant structures, such as the early concrete bridge and toll-house. The silts of the estuary mouth are of high archaeological potential.



Fig. 42: Seaton, HUCA 21. South side of the traditionally styled but innovative concrete Axmouth Bridge, with marina below. Trevelyan Road in HUCA 7 is beyond (Cornwall Council, 2016)

## 3.2 Mid Devon District

### 3.2.1 Crediton

Crediton lies in the centre of 'Red Devon', characterised by rich red soils derived from Permian sandstones and breccia. The town squeezes into a narrow steep-sided valley north of the River Creedy and west of the River Yeo, which may on the face of it be an unpromising location, but is also a crossing point of the wet valley on a route into relatively rich farmland. While it later became an important woollen and market town, its origins as an early ecclesiastical centre were also important.

The historic core of the town is divisible into two parts: East Town focused on an early medieval minster precinct; while at West Town the medieval borough was laid out across the open field to the west. The historic cartographic sources indicate the town remained fairly small and largely confined to its medieval extent until the second half of the 20<sup>th</sup> century, when the town developed as a dormitory satellite to Exeter.

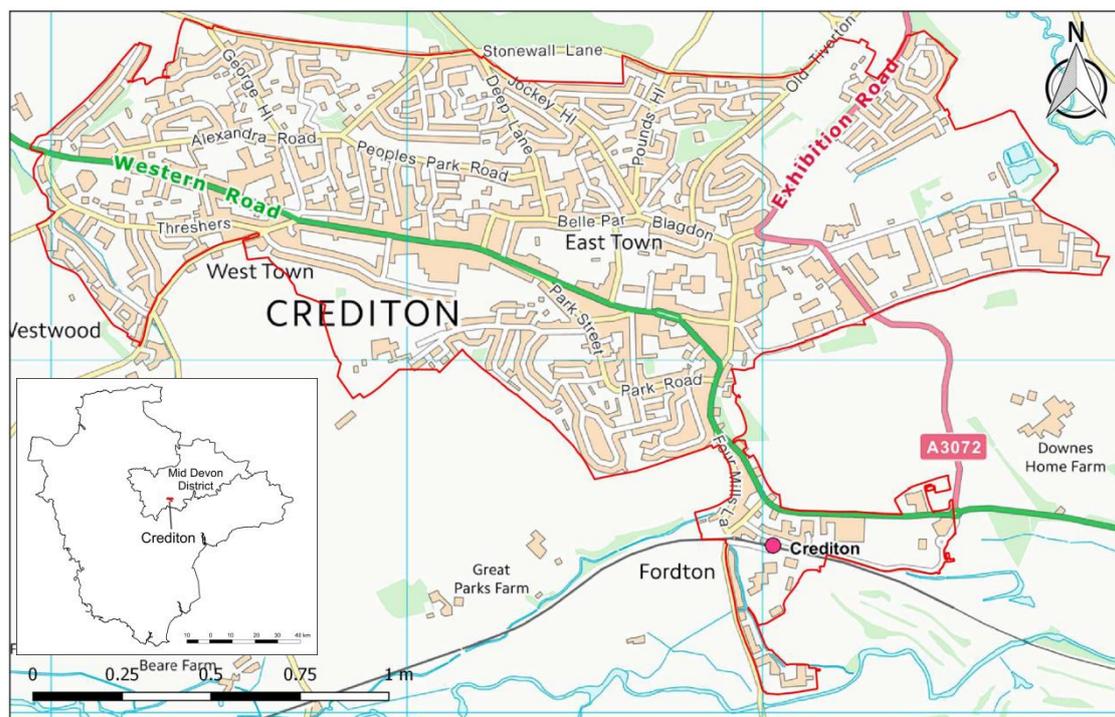


Fig. 43: Crediton study area

Probably originating as a post-Roman estate, Crediton, or Kirton enters history in the 8<sup>th</sup> century as the location of a minster church. When In the 10<sup>th</sup> century the Diocese of Devon was created, the minster church of Crediton became its cathedral. With the 11<sup>th</sup> century removal of the cathedral to Exeter, the former cathedral became a collegiate church. At this time Crediton may have consisted of a settlement nucleus with extensive field-systems next to an ecclesiastical precinct. In the mid-13<sup>th</sup> century the Bishop, who remained Lord of the Manor and maintained a residence and an extensive park at Crediton, set up a new borough to the west, thereby creating the twin settlements of East Town and West Town. The latter comprised principally a main street lined with tenements and their burgage plots, while the topography of the former remained focused on the church. Although historically the town market was along High Street, the plan-form around St. Lawrence's Green suggests that there may also have been an early market here.

The two towns remained neighbouring but physically separate communities until joined together in the mid-19<sup>th</sup> century by the creation of Union Road. Until the late 18<sup>th</sup> century Crediton maintained a successful and regionally-important woollen trade. Weaving of serges was largely carried out in weaving sheds behind High Street properties, while the final processing of the cloth was undertaken by mills on the River Yeo. In the late 18<sup>th</sup> and early 19<sup>th</sup> century the Crediton woollen trade was eclipsed by the advance of industrial production in the north of England and came to an end. When the woollen trade was at its peak, Crediton was an important market centre and hosted great cattle fairs. Side by side with the woollen trade, tanning and leatherworking, principally shoe making, were also significant. In the 19<sup>th</sup> century the manufacture of medical confectionery also developed. This manufacture is now a principal employer in the town. A 16<sup>th</sup> century survey indicates that at that time the two towns had hardly expanded beyond their medieval extent. A detailed map of 1743 presents a picture of some expansion and a High Street lined with thatched cottages interspersed with numerous inns and with market buildings in the middle of the street. A devastating fire in the same year destroyed 450 houses. As a result of this and subsequent fires, buildings in the main street appear to be mainly of a late 18<sup>th</sup> and early 19<sup>th</sup> century character.

The coming of the railway in the mid-19<sup>th</sup> century began to stimulate suburban growth, but serious expansion did not take place until after the Second World War. The late 20<sup>th</sup> and early 21<sup>st</sup> centuries have seen the town grow considerably with residential, industrial and commercial developments spreading over surrounding farmland.

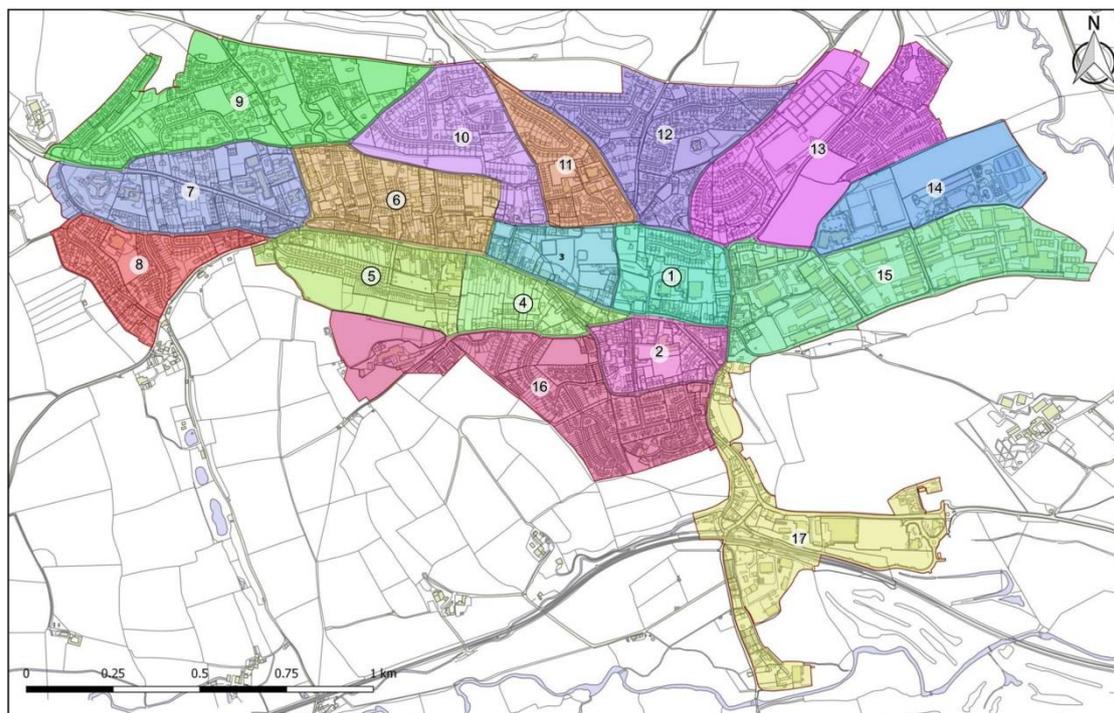


Fig. 44: Crediton HUCAs with the areas mentioned in the text circled

The survey identified a total of 17 Historic Urban Character Areas in Crediton (Fig. 44). HUCAs of particular note include:

**HUCA 1: The Church to Mill Street.** Represents the probable early medieval minster and subsequent cathedral precinct. This is still a 'separate' area in the modern plan-form and holds high historic significance and archaeological potential.



Fig. 45: Crediton, HUCA 1. View of the parish church across Newcombe's Meadow (South West Archaeology, 2016)

**HUCA 4: Market Street to Church Street.** Contains the 19<sup>th</sup> century linkage between the town's original two foci and also its more circuitous predecessor. The latter route retains some 18<sup>th</sup> century houses, which may be rare survivals of the fires that destroyed much of the town's earlier housing stock.



Fig. 46: Crediton HUCA 4. Spurway's Almshouses on Park Street are 16<sup>th</sup> century in origin, but underwent major alterations in the 19<sup>th</sup> and 20<sup>th</sup> centuries (South West Archaeology, 2016)

**HUCA 5: High Street, south side.** Retains the plan-form of the southern part of the medieval borough. As a result of later fires the buildings are predominantly 18<sup>th</sup> and 19<sup>th</sup> century. The town's important textile industry was carried out in the rear plots.



Fig. 47: Crediton, HUCA 5. Pownes House, at the west end of the High Street on the south side (South West Archaeology, 2016)

**HUCA 6: High Street, north side.** Retains the plan-form of the northern part of the medieval borough. Includes St. Lawrence Green, which may be a partly-infilled medieval marketplace. Frontages are largely 18<sup>th</sup> and 19<sup>th</sup> century in date, due to fires. 19<sup>th</sup> century civic improvements include Public Rooms and the former Market House.

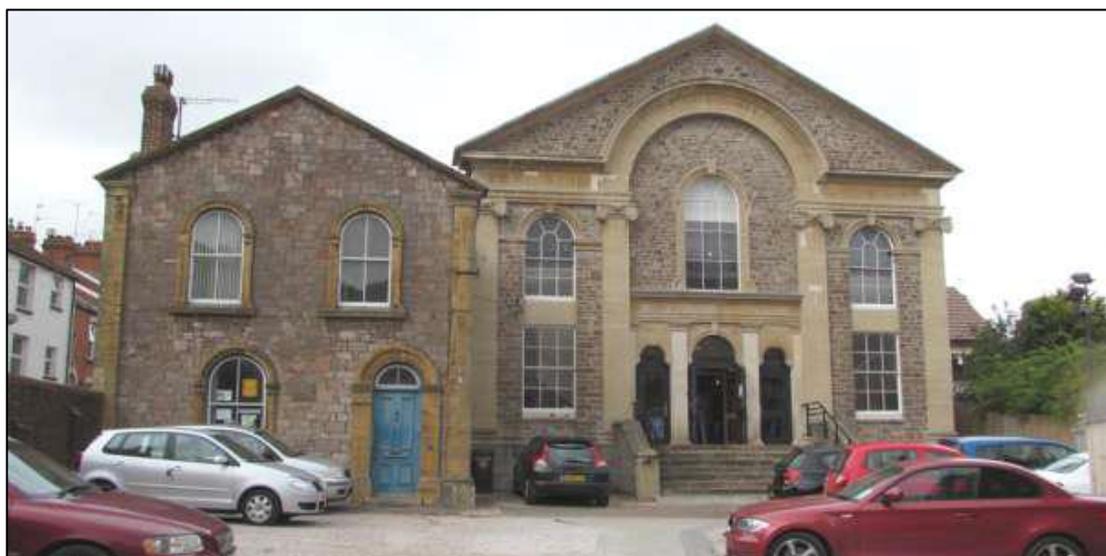


Fig. 48: Crediton, HUCA 6. The Congregational Chapel on the north side of the Central High Street area (South West Archaeology, 2016)

### 3.2.2 Cullompton

Located in the Culm Valley of Mid Devon, Cullompton is focused on a spur of level ground, dissected by tributary streams, on the western valley side. The town's distinctive character reflects its setting and topography and almost 2000 years of historical development.

Set in a prehistoric farming landscape, archaeological evidence suggests that early Cullompton may have originated as a proto-urban settlement serving a 1<sup>st</sup> century AD Roman fort on St Andrew's Hill. After a probable period of abandonment, Cullompton became the centre of an early medieval royal estate and the probable location of a Saxon minster church. The present town plan-form around the parish church is suggestive of a minster precinct.

The plan form of the town suggests both planned and organic development. From the planned rectangular ecclesiastical close, a crescent-shaped market area developed. Cullompton continued to flourish during the post-medieval period as an important centre for woollen cloth manufacture and as a staging post on the main Bristol to Exeter road. It is first referred to as a borough (or 'burgus') in 1640. New Street appears to have been a planned development between the 17<sup>th</sup> and 18<sup>th</sup> century, consequent on the prosperity of the woollen industry. After declining in the early 19<sup>th</sup> century, Cullompton's fortunes increased during the second half of the 19<sup>th</sup> and early-mid 20<sup>th</sup> century, aided by new industries, such as leather and paper, as well as improved road and rail links.

While its commercial and industrial functions have proportionately decreased, Cullompton's role as a service centre for the wider Culm Valley and commuter town for Exeter has grown, and its geographical extent is now five times greater than at the end of the 19<sup>th</sup> century. The varying natural topography, coupled with the imprint on its plan-form and fabric of the different pre-urban and urban land uses and phases of development, lends distinctive character to different areas of the town. It has several personalities, being part village, part market town, part industrial settlement and part service centre and dormitory town.

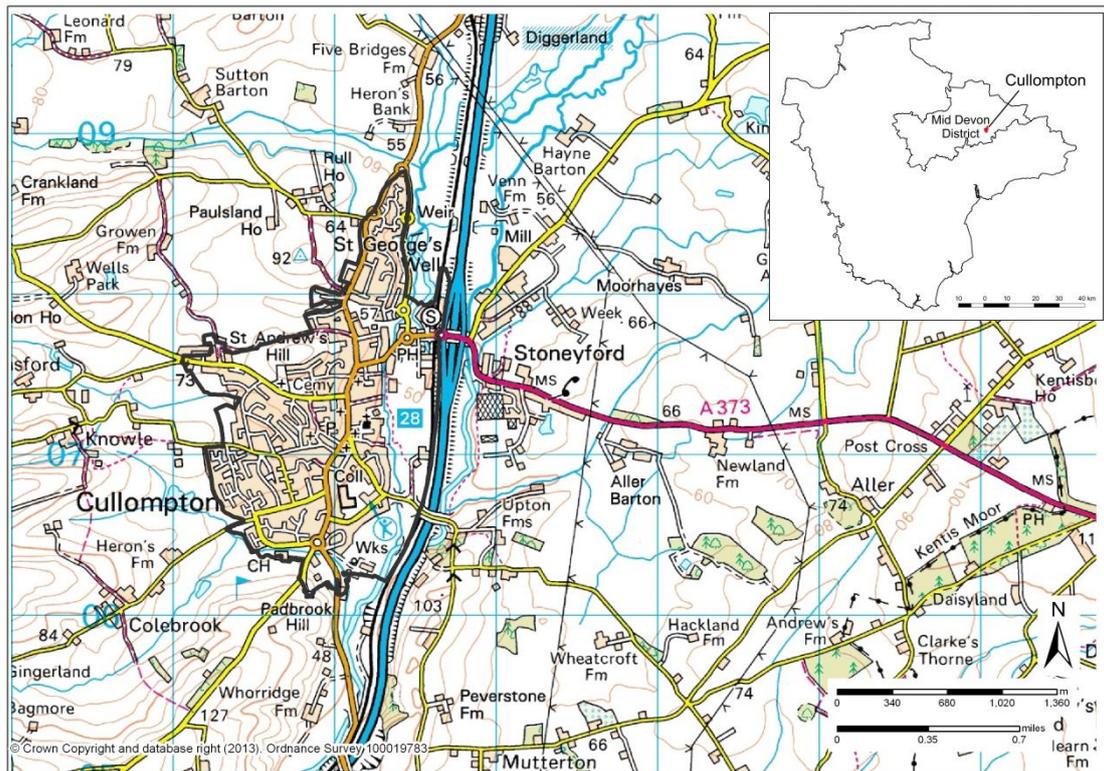


Fig. 49: Cullompton study area

The survey identified a total of 14 Historic Urban Character Areas in Cullompton (Fig. 50). HUCAs of particular note include:

**HUCA 2: Fore Street.** Is characteristic of the planned medieval town, where its original plan-form is still strongly evident. The buildings reflect Fore Street's role as the town's original commercial core, with continuity of use to the present day.

**HUCA 3: Higher Bull Ring.** Reflects the size and form of a late medieval or early post-medieval bowed market street. The buildings lining the street indicate that this area was the focus of 18<sup>th</sup> century commercial expansion beyond the medieval Fore Street.

**HUCA 9: St Andrew's Hill.** Encompasses Cullompton's 1<sup>st</sup> century AD proto-urban origins juxtaposed with mid-20<sup>th</sup> century planned urban expansion. The site of the Roman fort remains largely as open farmland and has high archaeological significance. Wrapping round the south and east side of the hill, the St Andrew's Estate, built in the 1950s and 60s, has a separate, self-contained village-like feel and appearance.

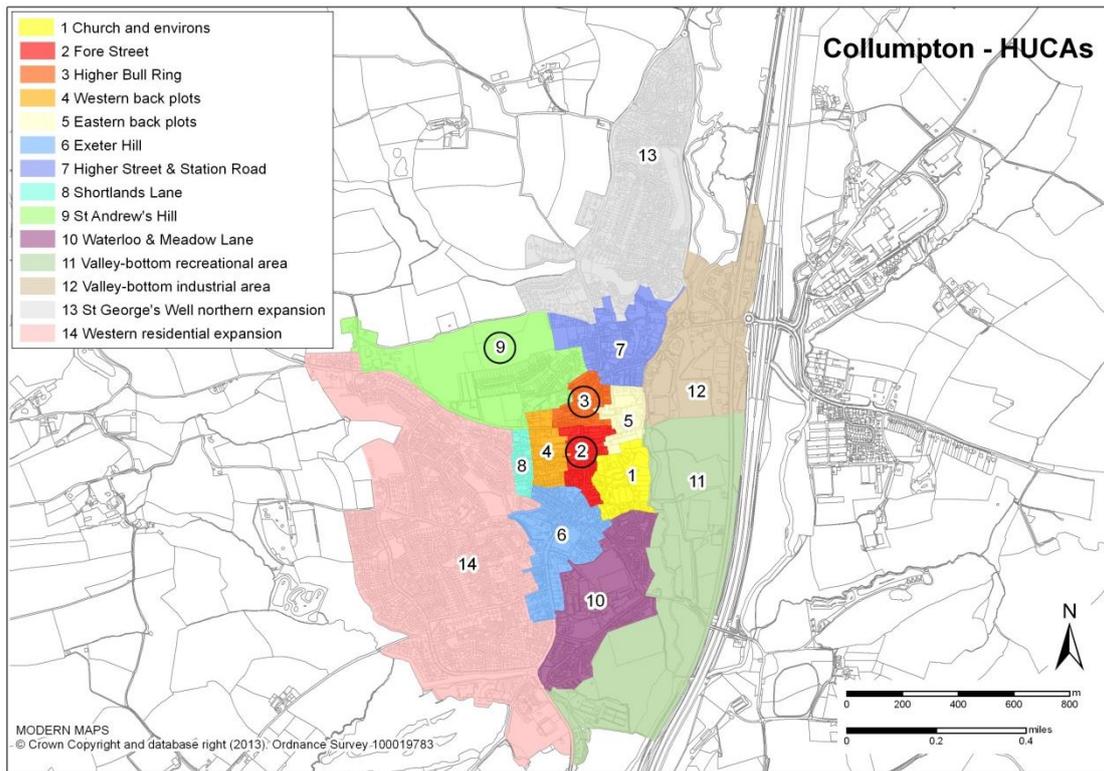


Fig. 50: Cullumpton HUCA's with areas mentioned in the text circled



Fig. 51: Cullumpton, HUCA 2. Alley into back court, west side of Fore Street (Cornwall Council, 2013)



Fig. 52: Cullompton, HUCA 3: Higher Bull Ring, from the south (Cornwall Council, 2013)



Fig. 53: Cullompton, HUCA 9. St Andrews Hill, allotments below Roman fort (Cornwall Council, 2013)

### 3.2.3 Tiverton

Tiverton is located north of Exeter in the gently undulating landscape of Mid Devon. Its historic urban core occupies a low spur of land above the confluence of the rivers Exe and Lowman, deriving its early name *Twyfyrde* (two fords) from the original fording places to either side. The town's distinctive landscape setting and topography has helped define its growth and urban character over nearly 2000 years of historic development.

Situated within an ancient farming landscape, Tiverton may have originated as a small high status Roman settlement on the Roman road north from Exeter, later becoming the site of an early medieval Royal estate and possible minster. Tiverton's economic development and urban character has long been defined by its relationship to the rivers Exe and Lowman. The earliest medieval settlement at Tiverton occupied the low spur of land on the east bank of the Exe above its confluence with the Lowman. This was focussed around the early medieval manor and church on the hillcrest, where the ground falls away steeply to the Exe. A growing market economy and a new bridging point across the River Exe had by the 13<sup>th</sup> century created a new access point into the town from the west and prompted an expansion of settlement between the two rivers during the later and post-medieval period.

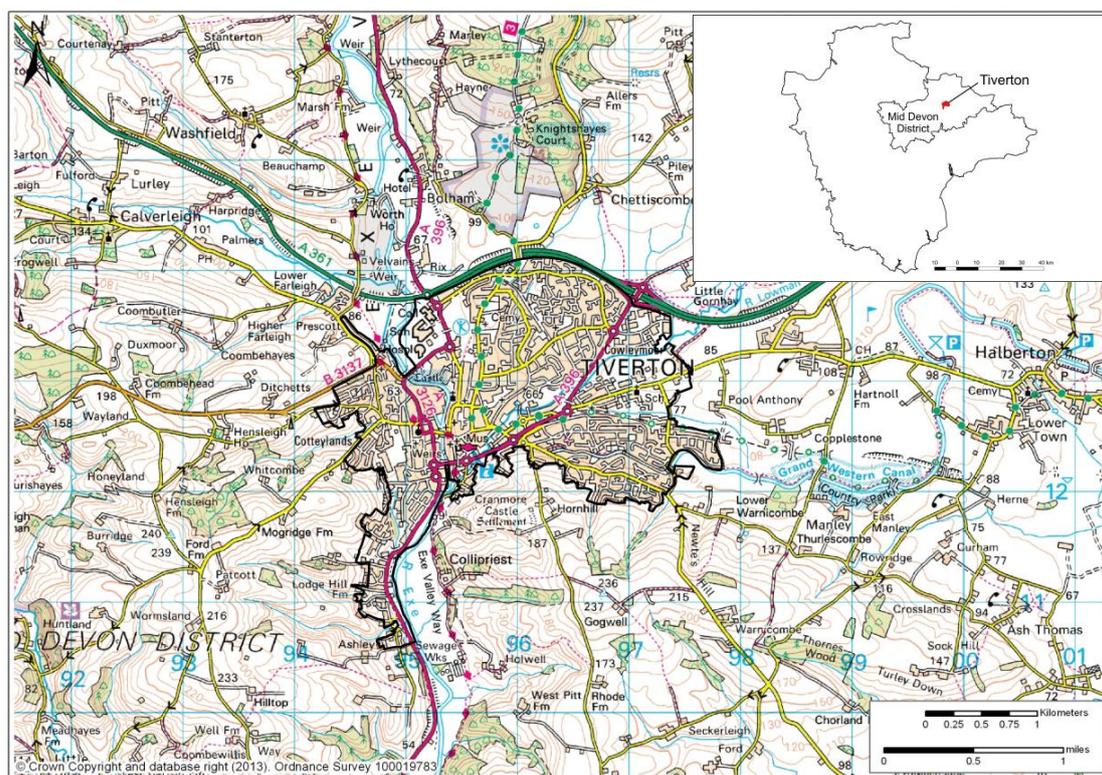


Fig. 54: Tiverton study area

From the post-medieval period, gathering pace into the 18<sup>th</sup> and 19<sup>th</sup> centuries, there was also development along the western banks of the Exe, facilitated by the new bridging point but largely fuelled by the prospering textile industry to which the town attributes much of its economic growth and philanthropic beneficence. Although much of Tiverton's pre-18<sup>th</sup> century architectural heritage has been destroyed due to a series of catastrophic fires, it nonetheless retains much of its historic and aesthetic integrity, due in no little part to its exceptional landscape setting.

By the late 19<sup>th</sup> century, Tiverton's urban extent had subsumed a number of outlying farmsteads and rural villas, many of which have continued to influence the town's development and urban character. The late 20<sup>th</sup> century saw increased expansion

across outlying areas, resulting in a notable infill of housing across Pinnex and Cowleymoors, to the north-east of Tiverton, St Aubyns Park and Tidcombe to the east and Broomhill and Cotteylands to the west.

Following a decline in the 18<sup>th</sup> and early 19<sup>th</sup> centuries, Tiverton's commercial and industrial buoyancy was restored following improved road and rail links and the construction of the Grand Western Canal. The Heathcoat Factory remains the dominant industrial focus of the town, but Tiverton's role today is largely one of provincial market and commuter town, serving both Exeter and Taunton and the surrounding district. Its current extent is now around ten times greater than the late medieval town and combines areas of previously rural and semi-rural character and land use within the present day urban fabric. The distinctive and varied topography of its setting, the phased development of the town, both planned and organic, and the changing function of the town over centuries of occupation have resulted in distinctive character areas within the present urban extent.

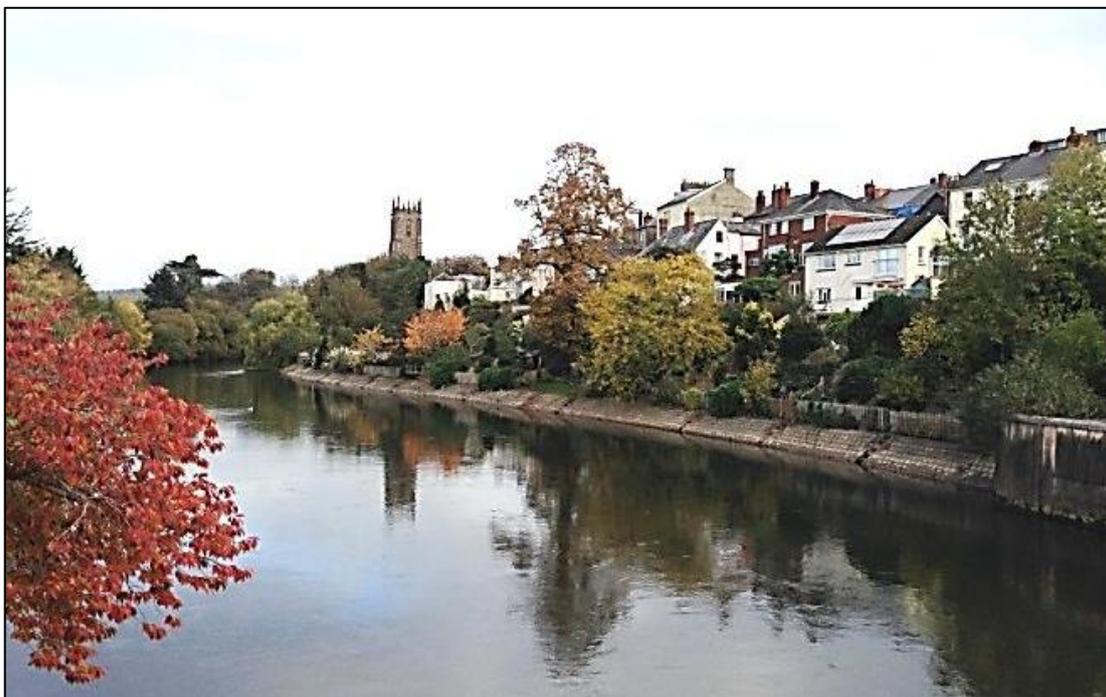


Fig. 55: The view towards St Peter Street from Exe Bridge emphasises the striking location of the earliest settlement at Tiverton on the hilltop above the river (Cornwall Council, 2014).

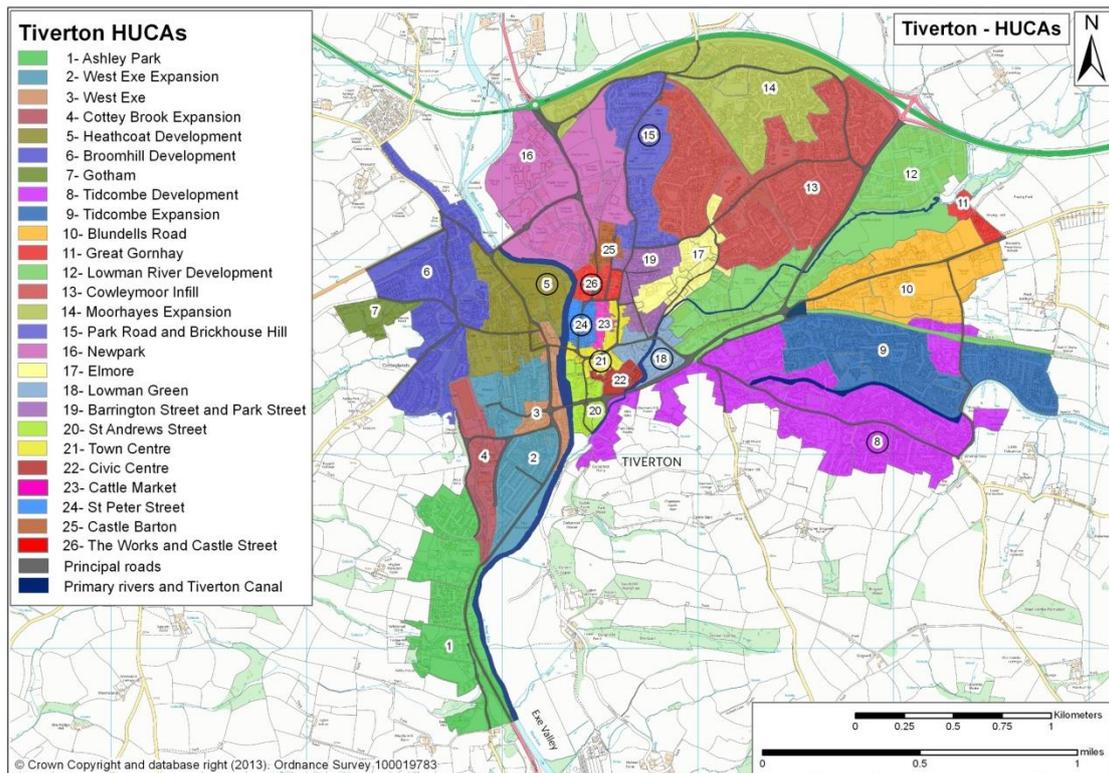


Fig. 56: Tiverton HUCAs with the areas mentioned in the text circled

The survey identified a total of 26 Historic Urban Character Areas in Tiverton (Fig. 56). HUCAs of particular note include:

**HUCA 5: Heathcoat Development.** Reflects the expansion of Tiverton’s textile industry. Dominated by the 19<sup>th</sup> century Heathcoat Factory and the planned housing and social provision associated with it. However, it also includes the late 16<sup>th</sup> century Waldron’s Almshouses, an earlier example of social provision funded by the cloth trade.

**HUCA 8: Tidcombe Development.** Reflects the 19<sup>th</sup> century industrialisation of a formerly rural landscape following the construction of the Grand Western Canal. Also the development of genteel suburbs. The 20<sup>th</sup> century has seen the conversion from derelict industry to leisure use through the creation of a canal-side Country Park.

**HUCA 15: Park Road and Brickhouse Hill.** Characterised by gradual expansion of genteel housing into the semi-rural Tiverton suburbs from the 18<sup>th</sup> to 20<sup>th</sup> centuries.

**HUCA 18: Lowman Green.** Once on the town edge, this area contains Greenways Almshouses, Old Blundells School and mills and cottages beside the River Lowman. However, the plan-form of plots and courts also reflects the late- medieval and post-medieval expansion that gradually brought the area into the town’s commercial core.

**HUCA 21: Town Centre.** Despite the predominantly 18<sup>th</sup> and 19<sup>th</sup> century building stock, built after a succession of fires, the medieval plan-form is well preserved. Angel Hill, Fore Street and Bampton Street are the principal streets. Burgage plots are particularly evident off Fore Street, which was probably a deliberately laid out market street following the construction of Exe Bridge in the 13<sup>th</sup> century.



Fig. 57: Tiverton, HUCA 5. The Heathcoat Factory, West Exe (Cornwall Council, 2014)



Fig. 58: Tiverton, HUCA 8. The Grand Weston Canal, looking south (Cornwall Council, 2014)



Fig. 59: Tiverton, HUCA 15. Park Road Looking north (Cornwall Council, 2014)



Fig 60: Tiverton, HUCA 18. The back of Greenway's Almshouses from Gold Street (Cornwall Council, 2014)

**HUCA 24: St Peter Street.** May reflect some of the earliest medieval expansion beyond the Saxon manor and church. Burgage plots line both sides of the street, foreshortened on the west side due to the constrained riverside topography. The widening at the north end of the street may represent vestiges of an early market place. The large merchant houses of the post-medieval period reflect the shift of the commercial core to Fore Street and Bampton Street.



Fig. 61: Tiverton, HUCA 21. Angel Hill from Fore Street (Cornwall Council, 2014)



Fig. 62: Tiverton, HUCA 24. St Peter Street from Angel Hill (Cornwall Council, 2014)

**HUCA 26. The Works and Castle Street.** The core of the Saxon settlement and early medieval manor. The juxtaposition of the main street leading into the market place, at the top of St Peter Street, with the church to one side is a classic medieval plan-form.



Fig. 63: Tiverton, HUCA 26. Castle Street, looking north (Cornwall Council, 2014)

### 3.3 North Devon District

#### 3.3.1 Barnstaple

Barnstaple is located close to the mouth of the combined estuaries of the Rivers Taw and Torridge. As a result, Barnstaple has always looked to the north and west to the Bristol Channel and the Atlantic, and its history is heavily marked by the influences of maritime trade. It has also served as the market place for its surrounding rural community for a millennium. Once seen as a neat and compact town, the urban expansion that began in the 19<sup>th</sup> century has led to the absorption of the formerly independent settlements of Pilton, Newport and Bickington and to the growth of housing estates over the adjacent rolling countryside and along the Taw estuary. Nevertheless, the original medieval defended borough of Barnstaple remains readily identifiable at the core of the Town on the Taw (Fig. 65).

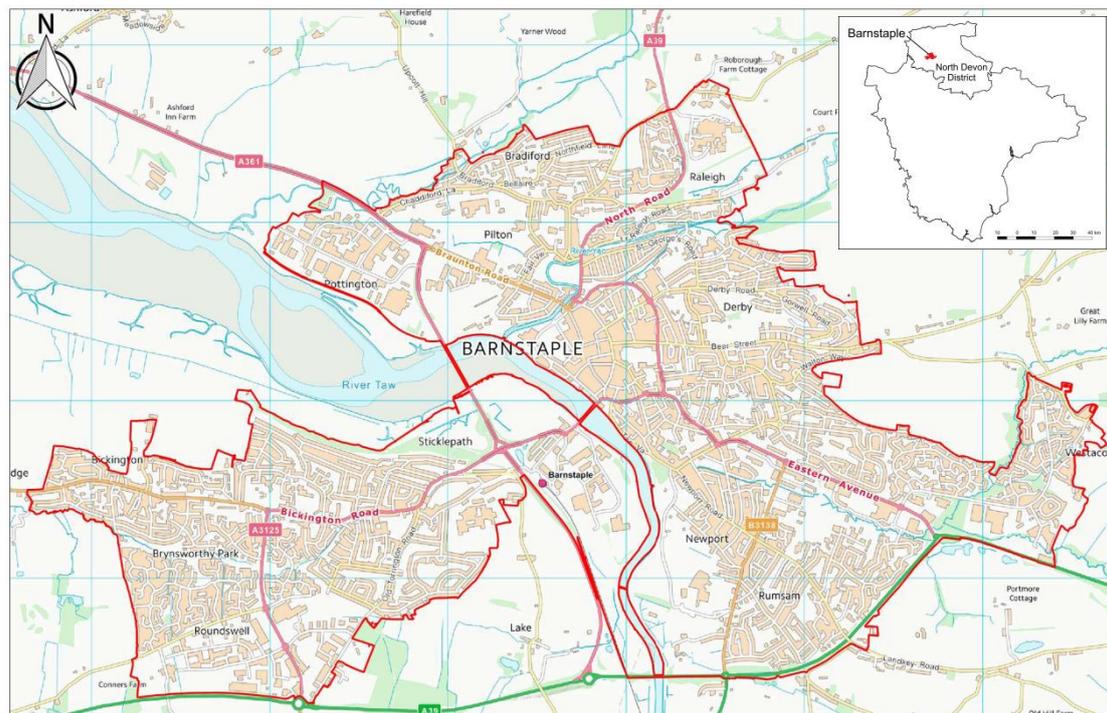


Fig. 64: The Barnstaple study area

'Barnstaple with Pilton' was selected by King Alfred in the 9<sup>th</sup> century as one of the four key Devon settlements defended against the Danes, Barnstaple was already a flourishing town and had eclipsed Pilton in importance by the time of the Norman Conquest. Following the Conquest a castle was built destroying parts of the Saxon burh.

The shape and character of the historic town developed between the 9<sup>th</sup> and the 16<sup>th</sup> centuries and is still recognisable today. The suburbs of Pilton and Newport originated as separate urban centres, Pilton being developed as a borough by the Abbot of Malmesbury in the early 13<sup>th</sup> century and Newtown being established also in the 13<sup>th</sup> century by the secular landholder. Significant medieval developments within Barnstaple were the establishment of a Cluniac Priory in the 12<sup>th</sup> century, the construction of the Long Bridge in the 13<sup>th</sup> century and, with the decline of the town defences, the growth of suburbs along routes out of the town. During this period Barnstaple developed an important pottery industry. The flourishing of Atlantic and

maritime trade in the 16th century led to the construction of permanent quays on the riverside strand. The prosperity of a growing merchant class was fundamental to the post-medieval development of the town.



Fig. 65: Barnstaple. The curve of Boutport Street is clearly visible, reflecting the line of the early medieval town defences, as is the Norman castle, superimposed on the north-west corner of the Saxon burh (Royal Air Force, 1947)

Properties along the Bear Street suburb were said to have been demolished to create a field of fire during the English Civil War. After the disruptions of this war and declining prosperity from the 17<sup>th</sup> century, the 18<sup>th</sup> century brought some important improvements to civic amenities. The beginning of the 19<sup>th</sup> century saw major improvements to the building stock and the largely Georgian and Victorian appearance of street frontages stems from this period. In the early 19<sup>th</sup> century the arrival of the Derby Lace Factory prompted suburban growth, a process which continued through much of that century. The arrival of the railway in the mid-19<sup>th</sup> century was a further stimulus, leading to the extension of suburbs to the south-west of the Taw, a development which continued and gathered pace through the 20<sup>th</sup> century.

Residential development north and east of the town took place in the mid-19<sup>th</sup> century when slum clearance east of the town centre led to the creation of the Forches estate.

Closure of the former Great Western Railway line in the 1960s and use of the track bed for a new road led to the development of new housing and commercial estates in this area. In the modern era, efforts to improve the run-down town centre and manage traffic flow through the town, such as the building of the Green Lane shopping centre and the A361 (now A39) urban relief road, have led to the demolition of historic buildings and the disruption of the historic urban topography.

In the 19<sup>th</sup> and 20<sup>th</sup> centuries the formerly independent settlements of Pilton and Newport were drawn into the growing conurbation. Despite this, Pilton has managed to maintain a separate historic character, whereas the visual character of Newport became assimilated with that of Barnstaple. Nevertheless, both Pilton and Newport remain physically distinct within the urban sprawl.

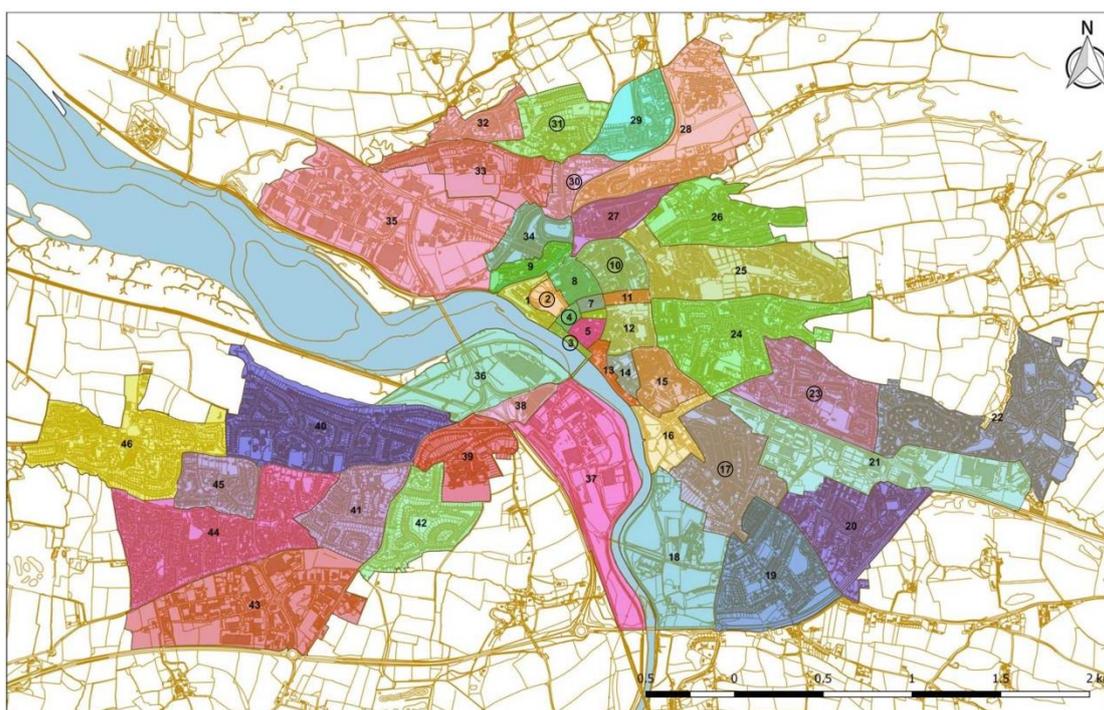


Fig. 66: Barnstaple HUCAs with the areas mentioned in the text circled

The survey identified a total of 46 Historic Urban Character Areas in Barnstaple (Fig. 66). HUCAs that are of particular note include:

**HUCA 2: The Castle area, Tuly Street and Holland Street.** The castle mound remains a prominent landmark and is central to an area of high archaeological potential containing evidence of Saxon burials, Norman castle, medieval and 17<sup>th</sup> century pottery production.

**HUCA 3: The Strand and the Long Bridge.** The Long Bridge is an iconic feature of the town and a Grade 1 Listed Building. The Strand retains historic features such as the early-18<sup>th</sup> century Queen Anne’s Walk and has great archaeological potential as it is the location of the 16<sup>th</sup> and 17<sup>th</sup> century quays that were once at the forefront of English commerce with the New World.

**HUCA 4: Area between Holland Street and Cross Street, Central High Street.** Barnstaple town centre retains much of its medieval plan form, with strongly evident burgage plots. Its 17<sup>th</sup> to 20<sup>th</sup> century frontages reflect continuous commercial activity. There is a rare example of early use of brick, which speaks of 17<sup>th</sup> century prosperity.

**HUCA 10: The North-East Side of Boutport Street and the Rackfield Area.** The probable site of the Cluniac priory became a textile production area after the Dissolution. Tanning, brewing, leather and lace production followed. The 19<sup>th</sup> century lace factory and associated workers' housing are characteristic of the town's industrial history.



Fig. 67: Barnstaple, HUCA 2. The Castle Mound and Cattle Market car park (South West Archaeology, 2015)



Fig. 68: Barnstaple, HUCA 3. The Long Bridge, looking north-west (South West Archaeology, 2015)



Fig. 69: Barnstaple, HUCA 4. The entrance to Holland Walk off High Street (South West Archaeology, 2015)



Fig. 70: Barnstaple, HUCA 10. Terraced housing on Charles Street (South West Archaeology, 2015)

**HUCA 23: Forches.** Represents extensive mid-20<sup>th</sup> century residential expansion into a previously genteel and part rural area following slum clearance closer to the town centre. This is the beginning of the large-scale residential developments that characterise the growth of Barnstaple through the later 20<sup>th</sup> century.



Fig. 71: Barnstaple, HUCA 23. Forches Avenue (South West Archaeology, 2015)

**HUCAs 17, 30 and 31: Newport; Pilton Street; Pilton Church and North Field.** Represent the historic cores Newport and Pilton, including Pilton Priory. They have retained some of their original independent character, while being gradually subsumed into Barnstaple.



Fig. 72: Barnstaple, HUCA30. Pilton Street looking north (South West Archaeology, 2015)

### 3.3.2 South Molton

South Molton is an historic North Devon market town situated on a hilltop west of and overlooking the River Mole. For centuries it was an important centre for the wool industry to which it owes its historic growth and prosperity.

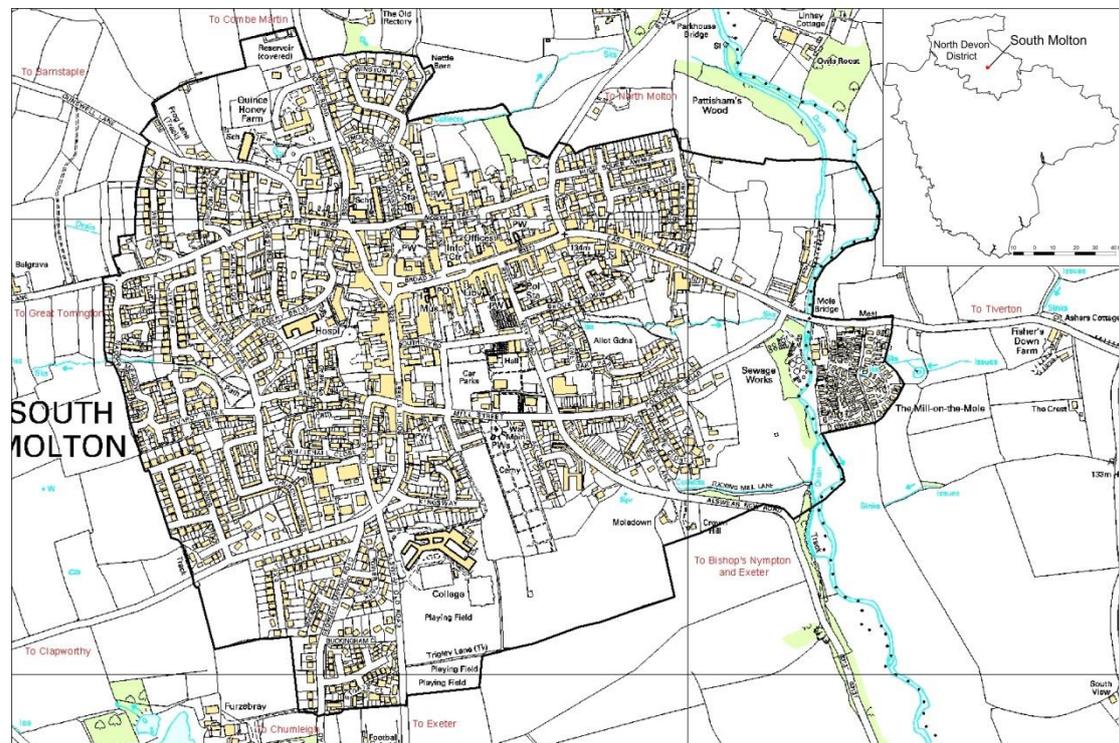


Fig. 73: South Molton study area

Documentary evidence suggests that South Molton was a settlement of some importance in the late Saxon period. It was the centre of its own hundred, and in AD 1086 it was a royal manor. Domesday also records four priests with a virgate of land, suggesting the presence of a collegiate or minster church. No archaeological evidence of this church or settlement has been found, but the plan-form of the present church, churchyard and inward facing surrounding buildings strongly suggests that this was the site of the collegiate church. An intriguing, regular rectangular enclosure underlying the present mid-20<sup>th</sup> century housing development at Dean's Lane and Hugh Squire Avenue on the north-east side of town may also indicate the presence of a pre-medieval settlement site located on the ridge overlooking the river valley.

South Molton at the time of Domesday in the late 11<sup>th</sup> century was a village of roughly 100 to 200 people alongside the collegiate church. During the mid-12<sup>th</sup> century the settlement became a borough. East Street and Broad Street appear to represent the main east-west street of the medieval town with its original market place located in Broad Street. South Street was also one of the main routes within the medieval settlement. The long narrow strips either side of East Street and South Street are typical of medieval burgage plots. From the medieval period onwards South Molton's wealth came from the production of wool and woollen cloth. Fulling mills as well as corn mills were located along the River Mole to the east of the town. It was also the centre for a thriving livestock market.

During the post-medieval period in South Molton settlement grew outwards along South Street and East Street, extending into former medieval strip fields. Until the late-18<sup>th</sup> century South Molton continued to depend on livestock markets and the production of wool and woollen cloth, with mills still concentrated along the Mole. There are records of three fulling mills. South Molton would have manufactured and marketed on a small scale, obtaining wool locally and from Barnstaple and probably supplying larger

merchants from Tiverton and Exeter. Other industries recorded include a tannery on East Street from the 16<sup>th</sup> century and organ builders by the name of Chappyington (responsible for building the organ for Westminster Abbey in 1596).

During the 18<sup>th</sup> and early 19<sup>th</sup> century South Molton reached its peak of prosperity. This is reflected in the buildings on Broad Street and East Street including the fine 18<sup>th</sup> century Guildhall and adjoining 19<sup>th</sup> century market house. At this time retail shops on Broad Street, East Street and South Street were replacing market stalls. During the 19<sup>th</sup> century the expansion of the town was particularly noticeable with newly developed areas along North Road, the north side of North Street (where a new industrial suburb was created), further eastwards along East Street, along Mill Street and Mill Lane (now Poltimore Road) and southwards along Cooks Cross to Exeter Gate. The 19<sup>th</sup> century also saw the introduction of new amenities such as a cemetery, a new workhouse, gasworks, a reservoir, sewage works, a police station and a National School. The fortunes of the town began to decline in the second half of the 19<sup>th</sup> century when the wool industry began to suffer due to the introduction of wool-combing machinery, competition from Yorkshire, cheap cotton goods and a reduced market.

Frequent fires were recorded in the town during the 19<sup>th</sup> century and were responsible for the destruction of many buildings. The worst recorded was in 1841 when 70 buildings in South Street were lost. The building of the railway placed stations at too great a distance from the town to have a major influence on its economy or plan form. Nevertheless the new station goods yard became the venue for a well-attended monthly cattle market. The area is now an industrial estate to the north of the town. The principal trade and manufacture in the town during this period remained woollen goods and cloth. The manufacture of lace was also introduced during the 19<sup>th</sup> century and a shirt and collar factory was built in the 1890s. A tannery and saddlery arose from the important livestock trade.

Another industry relating to the wider area during the 18<sup>th</sup> and 19<sup>th</sup> centuries and by which the town's economy was no doubt affected was metalliferous mining. Silver and lead were mined as was ironstone. However, during the second half of the 19<sup>th</sup> century it was becoming cheaper to import ores rather than produce them in England, which caused the closure of many mines in the area.

During the 20<sup>th</sup> century South Molton expanded dramatically to approximately double its earlier size. The expansion began gradually during the first half of the century and increased at speed during the second half and into the 21<sup>st</sup> century. Later 20<sup>th</sup> century expansion included extensive housing developments, an industrial estate and a new hospital on the western side of town, new housing to the east of New Road including the construction of a supermarket, a new livestock market, a car park and amenities to the west of New Road, the Winston Park development on the north side of town and an industrial estate (Pathfinders) beyond.

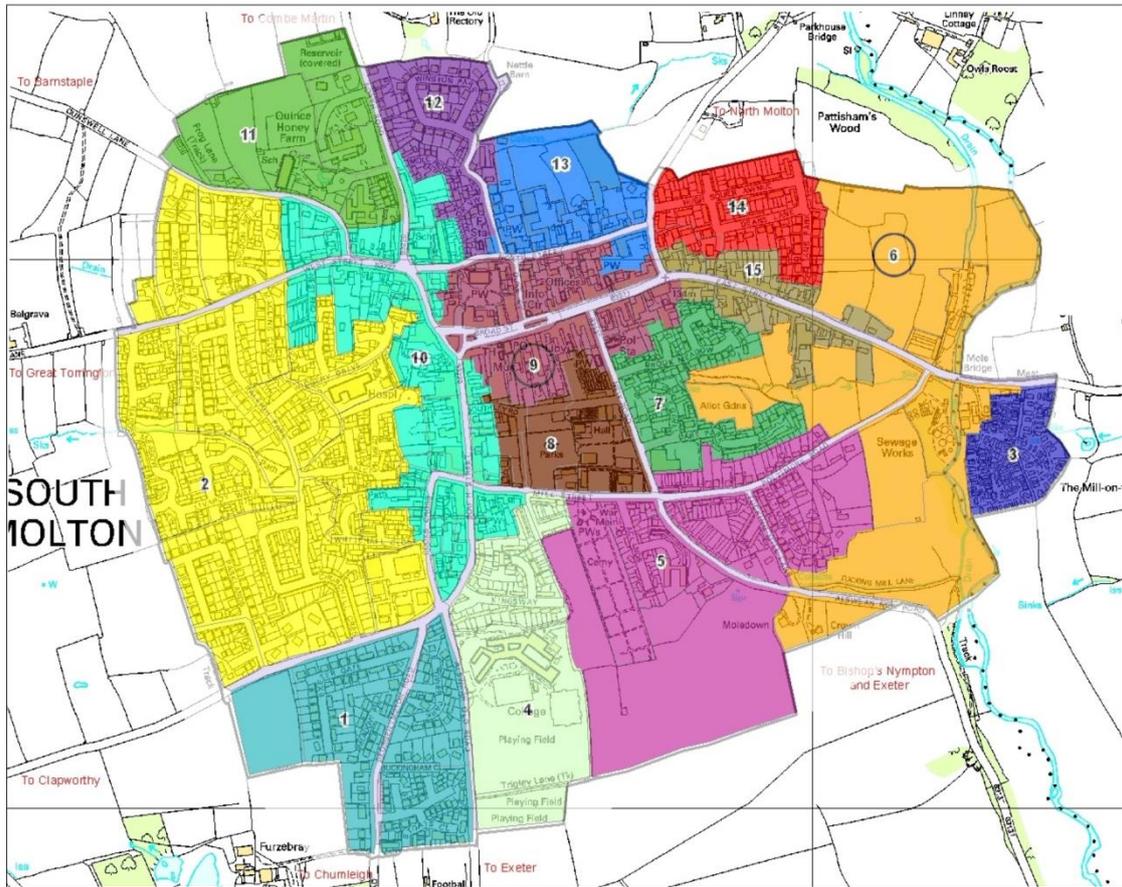


Fig. 74: South Molton HUCAs with the areas mentioned in the text circled

The survey identified a total of 15 Historic Urban Character Areas in South Molton (Fig. 74). HUCAs that are of particular note include:

**HUCA 6: River Mole farmland and mills.** Reflects the importance of South Molton's former textile industry. The industrial character of the 18<sup>th</sup> and 19<sup>th</sup> century, when large scale mills were introduced, is still evident.



Fig. 75: South Molton, HUCA 6. Former woollen mill (Cornwall Council, 2013)

**HUCA 9: Town centre.** Includes the probable Saxon ecclesiastical precinct, reflected in the plan-form of church, churchyard and surrounding buildings. The medieval burgage plot plan-form is still evident on either side of Broad Street and East Street. The infilled medieval market place on Broad Street is juxtaposed with modern successor buildings such as the market hall and corn market.



Fig. 76: South Molton, HUCA 9. Infilled former market on Broad Street (Cornwall Council, 2013).

### 3.4 South Hams District

#### 3.4.1 Dartmouth

Dartmouth is located on the Dart estuary on the south coast of Devon. It is one of the most dramatically sited towns in Devon, built upon a steep hillside rising from the west bank of the estuary, about 2km from its mouth. The modern settlement includes parts of the parish and village of Townstal, the mother-village from which the town developed in the 12<sup>th</sup> century. The setting of the town is dominated by the waters of the Dart and by the steep-sided wooded slopes of the estuary. Many of the buildings in Dartmouth contrive to face the water and the main streets are built along the contours so that from a distance, houses seem to be stacked one upon another. The Britannia Royal Naval College to the north of the town contributes significantly to the setting of Dartmouth. The town of Kingswear on the opposite shore is also part of the setting as it has a long close association with the town.



Fig. 77: Dartmouth study area

Dartmouth is very unusual in being effectively formed from the three settlements of Clifton, Dartmouth and Hardness, within three parishes (Townstal, Stoke Fleming and St Petrox). Although these parent settlements are mentioned in the Domesday Book, Dartmouth is not. However, the value of the deep-water anchorage of Dartmouth was recognized as early as AD 1147, when a fleet embarked there for the Second Crusade. Thereafter, Dartmouth was regularly employed as an embarkation point for naval fleets bound for the continent. The location of the port also provided a relatively easy route for profitable trade with France and Iberia. The medieval town developed along a creek that was harnessed as a tidal power source at an early period and which kept north and south areas apart. But it was the phenomenal growth in trade, such as wine from

Gascony, and naval activities which made Dartmouth one of the leading towns in the south-west by the late medieval period.

There was A SHIPMAN, who came from the West Country;  
As far as I know, he was from Dartmouth.  
He rode, after a fashion, upon a farm-horse;  
And wore a gown of coarse serge down to the knee.

.....

He had lifted any amount of wine;  
From Bordeaux, while the merchants were napping.

.....

His Knowledge of the currents and the dangers around him,  
Of harbours, navigation and the changes of the moon;  
Were un-matched by any seaman between Hull and  
Cartagena.

He was a shrewd and hardy adventurer;  
His beard had been shaken by many a tempest.  
He knew all the havens that there were,  
From Gottland to Cape Finisterre;  
And every creek in Brittany and in Spain.  
His ship was called the *Magdalen*.

Henry Chaucer

*The Canterbury Tales (General Prologue)*

Farming, cloth production, the wine trade and the prowess of Dartmouth's mariners are all reflected in this, the first great work of English literature. The character of a man and a town!

The development of the town as a result of this prosperity was severely restricted by the topographical situation. It is characterised by the use of terraces cut along the slope, revetted with stone walls, with houses rising one above the other. The other method was reclamation from the sea. This not only allowed for the construction of more houses, many of which in the 16<sup>th</sup> and 17<sup>th</sup> century were taken by merchants of the port, but also provided more quay space to accommodate more ships. The reclamation required investment and planning from the town's governing body and this was again forthcoming in the 19<sup>th</sup> century when the mill pool area was reclaimed and when Newcomen Road was built.

The town has an interesting relationship with its neighbours; the older borough of Totnes and the smaller port of Kingswear. Its strong connections with the navy have been retained with the Britannia Royal Naval College still very much a part of the town, although pleasure boats and yachts are a more familiar sight in the Dart estuary than naval vessels. Dartmouth is no longer at the forefront of economic prosperity, although it is a very important tourist destination.

The residential population is accommodated in estates on the high land above the town, as well as in the pretty lanes and alleyways within the former sea-port. The character of the town varies according to the topography, with the higher steeper ground such as Hardness and Above Town, having similar very narrow streets or lanes. Many areas of Dartmouth have retained the character of the 17<sup>th</sup> or 18<sup>th</sup> century town because of the difficulties of vehicular access and the relative absence of 20<sup>th</sup>

century traffic management schemes. There have been no wholesale redevelopment schemes, while the water frontages in particular have not been subject to building which is out of scale with the rest of the town, although the 19<sup>th</sup> century waterfront, on reclaimed land, remains open and distinct from the more crowded older, inland streets.

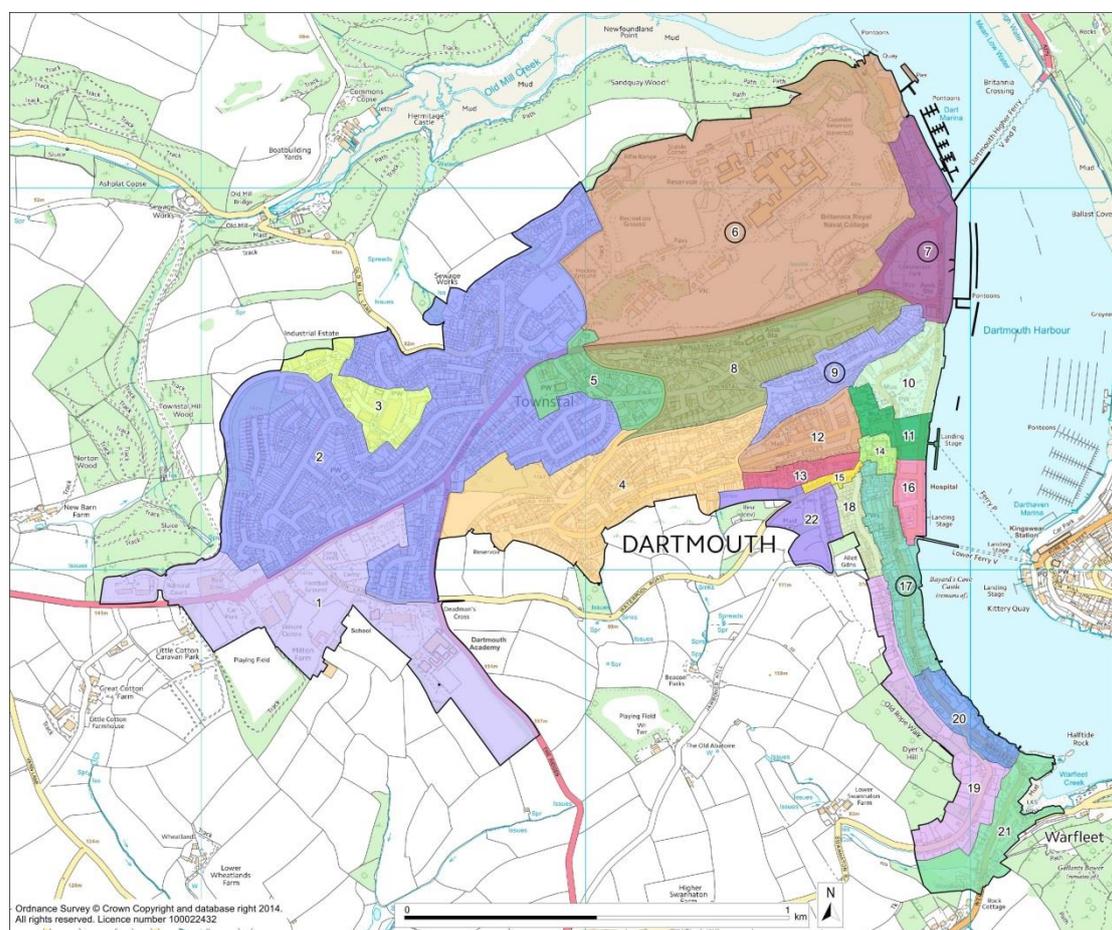


Fig. 78: The Dartmouth HUCAs with the areas mentioned in the text circled

The survey identified a total of 22 Historic Urban Character Areas in Dartmouth (Fig. 78). HUCAs that are of particular note include:

**HUCA 6: Britannia Royal Naval College.** Overlooking the port town, with its monumental buildings and parkland setting, the Naval College has been emblematic of Dartmouth since its construction in the 19<sup>th</sup> century.

**HUCA 7: Sandquay and Coronation Park.** Encompasses two areas which reflect two significant aspects of Dartmouth’s history, namely shipbuilding and land reclamation. The area retains a nautical feel.

**HUCA 9: Hardness and Clarence Hill:** A typically medieval pattern of narrow property frontages with long rear burgage plots is particularly evident on the north side of Clarence Street. The streets are narrow with the narrow plots running off at right angles. The steep north-south slope has resulted in a lack of roads and a distinctive combination of stepped passages, terraces revetted with stone walls, with houses rising one above the other.

**HUCA 17: Lower Street (East side) and South Town.** Has retained the character of the late medieval and early post-medieval port town.



Fig. 79: Dartmouth, HUCA 6. The buildings and grounds of the Royal Naval College overlooking the town and estuary (Devon County Council)



Fig. 80 Dartmouth, HUCA 7. Sandquay Road, looking north-east (AC Archaeology, 2016)



Fig. 81: Dartmouth, HUCA 9. Clarence Hill, looking west (AC Archaeology, 2016)



Fig. 82: Dartmouth, HUCA 17. Bayards Cove, looking south to the mouth of the estuary (AC Archaeology, 2016)

### 3.4.2 Kingsbridge

Kingsbridge is situated in South Devon at the head of the Kingsbridge Estuary, a ria (submerged lowland river valley). The town is quite distant from the nearest towns across the surrounding hills, in particular from the larger urban areas of the district today which lie inland. Salcombe with its harbour lies only 4km to the south. A feature of the local topography is the oval ridge, bounded by the two main watercourses (the Combe Royal, and Sorley or Dodbrooke streams), running spur-like from the north to end quite suddenly at the estuary head. The historic core of Kingsbridge occupies this distinctive and prominent 'inland promontory'. In contrast, the town of Dodbrooke, separate from Kingsbridge until the later 19<sup>th</sup> century, developed as its name suggests along the lower slopes of the stream valley, east of the ridge.

The town of Kingsbridge originated from these separate boroughs of Kingsbridge and Dodbrooke, which were both established in or by the first half of the 13<sup>th</sup> century. Kingsbridge is thought to be named after a Saxon bridge carrying the king's highway across the estuary, but there is no firm evidence at present of a burh or pre-Conquest town associated with this. There may have been two river crossings, a route fordable at low tide just below the towns which became Mill Street and Duke Street following silting and reclamation of the creek head, and possibly an early bridge at the narrowest point of the estuary a little further downstream, destroyed or abandoned when the need for it declined. However, there is no firm evidence for the latter, while the former does remain buried at the foot of Fore Street.



Fig. 83: Kingsbridge study area

The two medieval boroughs were sited at the sheltered head of the tidal river. They served as ports as well as market centres for the surrounding farming region. The acquisition of the land by Buckfast Abbey may have stimulated the establishment of Kingsbridge. Each town was granted the right to hold a weekly market and an annual fair. A chapel at Kingsbridge, recorded as having existed in the 13<sup>th</sup> century and identifiable as a component of the earliest phase of the town, marking its inland edge, became a parish church in the 15<sup>th</sup> century. Dodbrooke's church may have its origins

in the Norman period, but was originally associated with a small ‘churchtown’ settlement serving a rural parish, rather than an early town.

The wealth and growth of the two towns was checked in post-medieval times, their port function declining with the silting of the mouth of the estuary at Salcombe. Slate was quarried and exported from both sides of the river from at least the 17<sup>th</sup> century. In the late 18<sup>th</sup> and early 19<sup>th</sup> centuries the two towns changed and developed rapidly. Kingsbridge passed to new owners, the Scobells, from the Petres who had acquired it in the 16<sup>th</sup> century shortly after the dissolution of Buckfast Abbey. Its commercial core on Fore Street was rebuilt in the mid-19<sup>th</sup> century. Industries, including foundries, and woollen mills which proved less sustainable, supplied goods across the South Hams and for export. The railway was a late arrival in Kingsbridge, in 1893. The network of narrow medieval roads serving the town was greatly improved and extended from 1829 with toll roads or turnpikes including a new road to Dartmouth running from Dodbrooke along the estuary and across Bowcombe Creek on a new bridge.

The two historic towns were joined for administrative purposes in 1893. In the first half of the 20<sup>th</sup> century the urban area quadrupled in size with residential suburbs. Kingsbridge became a centre for tourism as well as the residential focus for its region. Coastal trade, traditional industries and ancient livestock markets declined and ceased by the end of the millennium. The old route to Plymouth was linked to the central old quay area by a major new road west of the Kingsbridge ridge in the later 20<sup>th</sup> century, facilitating growth and redevelopment.

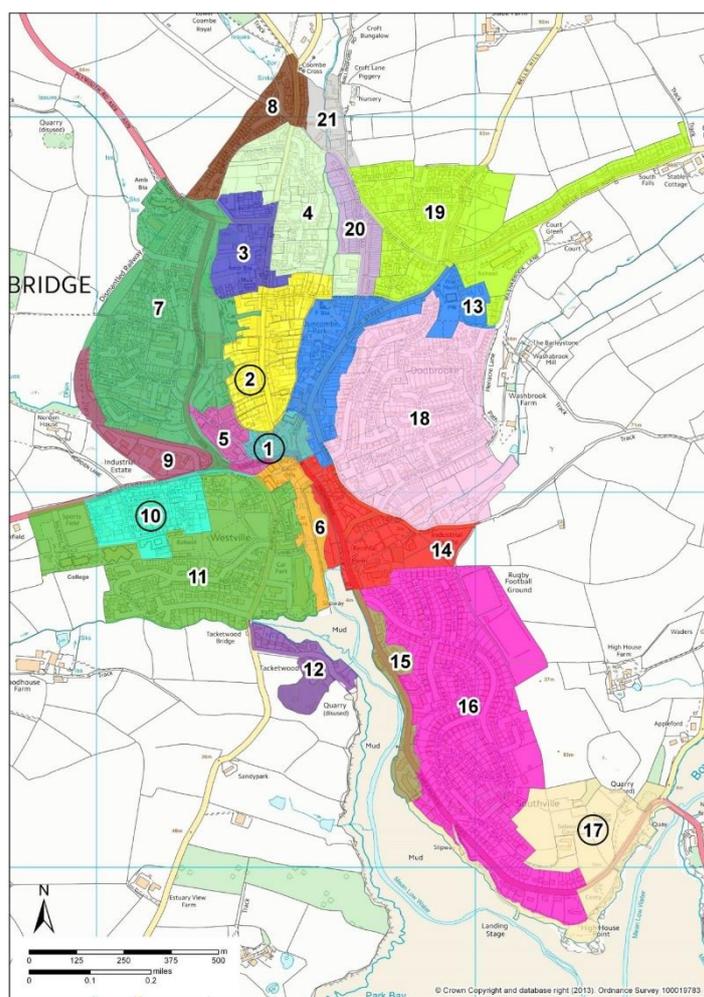


Fig. 84: Kingsbridge HUCAs with the areas mentioned in the text circled

The survey identified 21 Historic Urban Character Areas in Dartmouth (Fig. 84). HUCAs that are of particular note include:

**HUCA 1: Ancient Estuary Head.** Still legible as the waterfront and quays of Dodbrooke and Kingsbridge on the ancient creek head. Contains a number of routeways reflecting the gradual, multi-phased formation and re-development of the waterfront area, and the need for access to and from the two towns. The streets can still be read as forming a continuous causeway, of medieval origin, around the Kingsbridge spur, crossing the estuary head. Several standing buildings evoke a maritime character.



Fig. 85: Kingsbridge, HUCA 1. Former warehouse south of Mill Street (Cornwall Council, 2016)

**HUCA 2: Ridgetop borough of Kingsbridge.** Incorporates most of the original borough with its medieval burgage plot plan-form strongly evident. Also very good survival of Georgian property frontages. The area is strongly defined by leats and back streets and subdivided by many side lanes and passages.

**HUCA 10: Westville.** Edwardian core of the western suburbs adjacent to the railway terminus. Within Westville the styles of buildings show appreciable variety, indicating that the suburb provided for various levels of society. This HUCA provides the clearest reflection of the railway age in Kingsbridge.

**HUCA 17: High House Point.** Incorporates a largely undisturbed shoreline with traces of the former working waterside.



Fig. 86: Kingsbridge, HUCA 2. Kingsbridge's Fore Street (Cornwall Council, 2016)



Fig. 87: Kingsbridge, HUCA 10. Terrace and garden railings on Kingsley Road (Cornwall Council, 2016)



Fig. 88: Kingsbridge, HUCA 17. The New, or Charleton Embankment, Bridge spanning Bowcombe Creek (Cornwall Council, 2016)

### 3.4.3 Totnes

Totnes is situated in the rolling hills of Devon's South Hams District. The strategic location of the town at the lowest crossing point of the River Dart meant it was well placed historically for both commerce and defence.

The town has high archaeological significance, with some evidence of late prehistoric and Roman occupation in the vicinity of the later castle, but with origins more clearly rooted in a Saxon burh established at some time during the 10<sup>th</sup> century AD. It replaced the earlier local burh at Halwell and may have been an entirely planned town at this time. Tenth century Totnes possessed a royal mint and a minster church, later re-founded during the 11<sup>th</sup> century as a Benedictine Priory. Totnes was one of the four boroughs in Devon recorded in Domesday Book. The Normans fortified the town and had a motte and bailey castle constructed in the north-western corner of the Saxon burh.

By the late 13<sup>th</sup> century a medieval borough had also been established at Bridgetown in the adjacent manor on the eastern side of the river. By the 14<sup>th</sup> century Totnes was flourishing as a market town, with particular prosperity in the 15<sup>th</sup> to 17<sup>th</sup> centuries as a result of its textile industry. The town is particularly renowned for the exceptional survival of its 16<sup>th</sup> and 17<sup>th</sup> century merchants' houses which are characteristic of the main streets of the town centre. Ironically, the decline in wealth during the 17<sup>th</sup> and 18<sup>th</sup> centuries has saved many of these buildings from being wholly redeveloped.

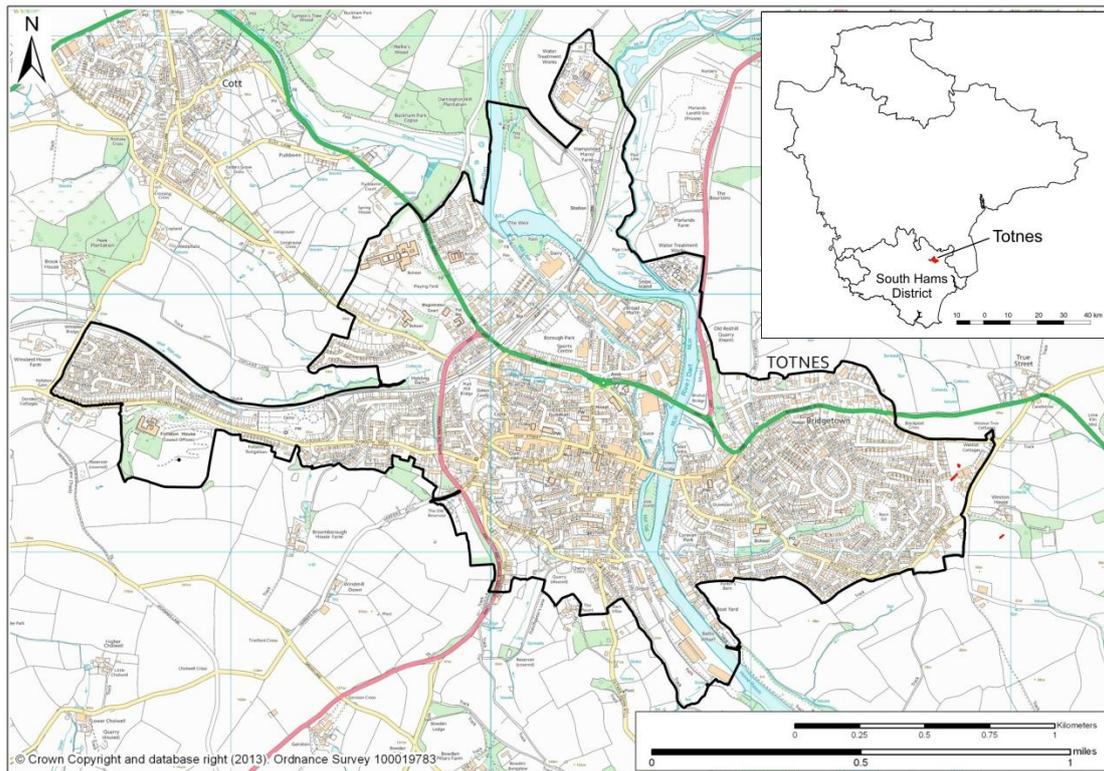


Fig. 89: Totnes study area

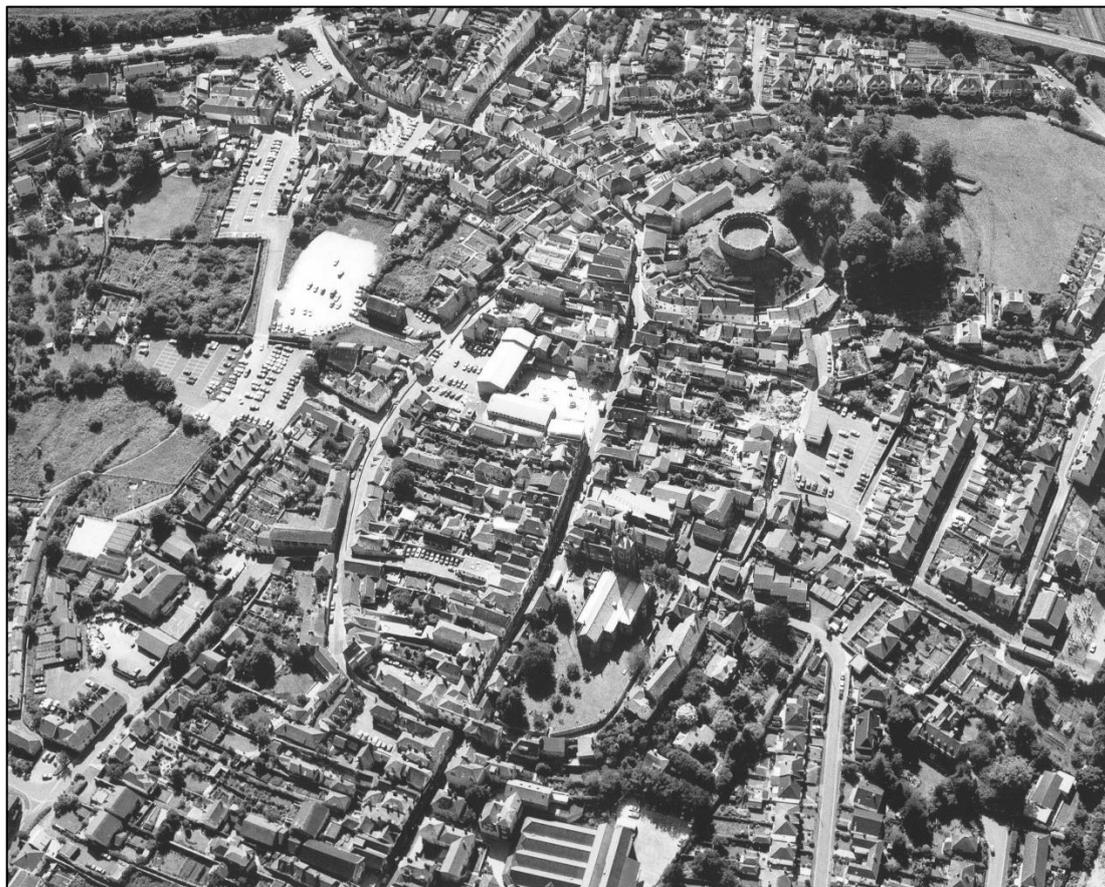


Fig. 90: Aerial view of Totnes. The outline of the town defences, superimposed Norman castle and the medieval burgage plots are visible (Photo: Frances Griffith © Devon County Council, 1990)

During the post-medieval period the town's quaysides were extended southwards along The Plains from the bottom of Fore Street. The quays were a hub of maritime activity and industry well into the early 20<sup>th</sup> century.

During the early to mid-19<sup>th</sup> century many fine villas were constructed on the high ground and as a result the rural town edges of Totnes and Bridgetown remain green and leafy. During the late 19<sup>th</sup> and early 20<sup>th</sup> centuries there was relatively limited town expansion, with large areas remaining open meadow, orchards and garden enclosures, particularly across the areas of former saltmarsh. During the later 20<sup>th</sup> century there was considerable expansion and infill within and around Totnes and across the rural farmland to the south-east of Bridgetown. The role of the town today is largely one of provincial market town, but its particular character has also attracted a thriving artisan community.

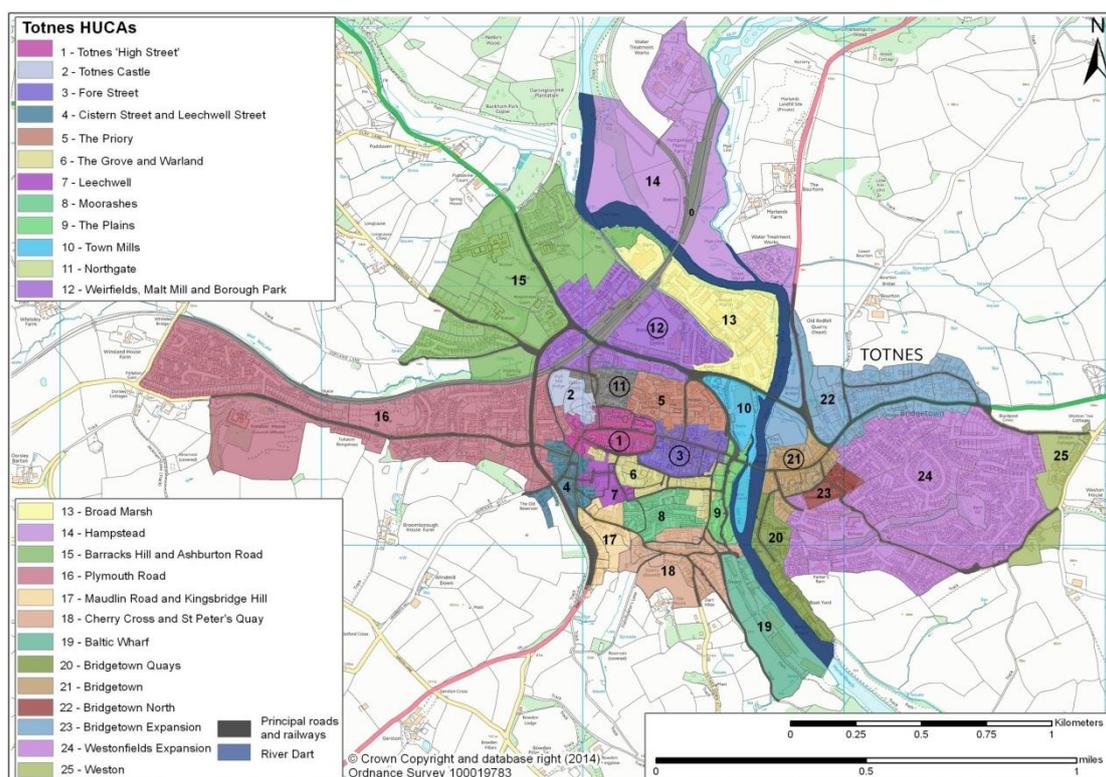


Fig. 91: Totnes HUCAs with the areas mentioned in the text circled

The survey identified 25 Historic Urban Character Areas in Totnes (Fig. 91). HUCAs of particular note include:

**HUCA 1: Totnes High Street.** Lies on the ancient route from the River Dart crossing. The Saxon and medieval plan-form is strongly evident, with burgage plots, ecclesiastical precinct and the modern street plan preserving the line of the Saxon burh and the medieval walled town defences. Property plots curving around castle motte may partly preserve the line of the original moat. There is high archaeological potential from the Saxon to post-medieval periods and very good survival of fine 16<sup>th</sup> and 17<sup>th</sup> century merchant houses. The area reflects development from defensive burh through to medieval commercial town and civic centre.



Fig. 92: Totnes, HUCA 1. The Butterwalk, High Street, looking north-west (Cornwall Council, 2014)

**HUCA 3: Fore Street.** The plan-form reflects the expansion of the borough in the medieval period. The present character is distinguished from that of High Street by the irregularity of burgage plot size and a greater chronological and architectural diversity in the buildings. There is good survival of 16<sup>th</sup> and 17<sup>th</sup> century merchant houses and also fine examples of 18<sup>th</sup> and 19<sup>th</sup> century re-fronting. The Elizabethan House is a particularly fine and rare example of an almost complete 16<sup>th</sup> century dwelling.



Fig. 93: Totnes, HUCA 3. Upper Fore Street and the East Gate from Station Road (Cornwall Council, 2014)

**HUCA 9: The Plains.** Post-medieval quaysides extending onto reclaimed land. Now occupied by 18<sup>th</sup> and 19<sup>th</sup> century buildings, warehousing and merchants' houses.



Fig. 94: Totnes, HUCA 9. Former merchant's house and warehouse on the Plains (Cornwall Council, 2014)

**HUCA 11: Northgate.** May retain the line and fabric of the castle or borough defences. The area also has significant walled boundaries relating to the main medieval routes out of town to the north and the earlier defensive boundaries that these cut through. It reflects the decline and redevelopment of the town defences as they gradually became redundant.



Fig. 95: Totnes, HUCA 11. Castle Street and Northgate from the top of Shooters Hill, looking south (Cornwall Council, 2014)

**HUCA 12: Weirfields, Malt Mill and Borough Park.** Have fine examples of mid-19<sup>th</sup> century villas reflecting the residential expansion that came after from the Turnpike Acts and construction of the railway. The 19<sup>th</sup> century building stock also includes small-scale industrial production and associated working class housing.



Fig. 96: Totnes, HUCA 12. Mid-19<sup>th</sup> century terrace on the corner of Ashburton Road, west of Totnes railway station (Cornwall Council, 2014)

**HUCA 21: Bridgetown.** Reflects the extent of the medieval borough of Bridgetown and its late medieval or early post-medieval expansion. Also reflects the subtle transition from an independent commercial centre to an early 19<sup>th</sup> century residential suburb of Totnes.



Fig. 97: Totnes, HUCA 21. Bridgetown, looking east to St. John's Church (Cornwall Council, 2014)

## 3.5 Teignbridge District

### 3.5.1 Newton Abbot & Kingsteignton

Kingsteignton and Newton Abbot are co-located at the head of the Teign estuary, the former on the north side and the latter to the south. They are separate towns in terms of identity and separate town councils. However, the Survey has looked at them jointly as they now, in effect, form a single conurbation. The town centres are only 2km apart and the histories of the two settlements are closely linked. The topographical setting of Newton Abbot is more striking than that of its neighbour, as the development of the town has extended up the steeper slopes and hilltops. However, the southern part of Kingsteignton occupies a locally dominant position with commanding views of the Teign estuary.

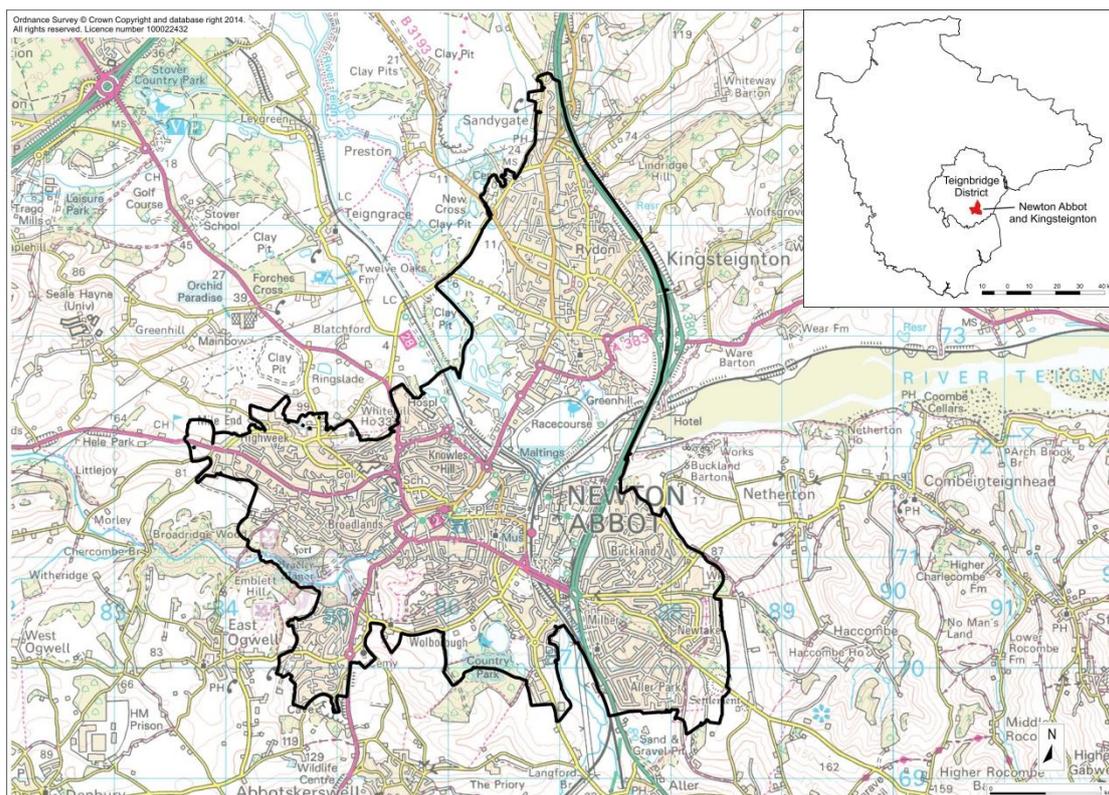


Fig. 98: Newton Abbot and Kingsteignton study area

Archaeological finds in the town centre and at Penns Mount suggest that Kingsteignton may have had Roman origins. It was an important Anglo-Saxon administrative and probably ecclesiastical centre at the head of the large royal estate of *Teintone*. The plan-form of Fore Street, Church Street and Greenhill Road may preserve the outline of a Saxon defensive circuit. Ceasing to be a Royal property in the 13<sup>th</sup> century, there is very little documentary, archaeological or topographic evidence for development of the town in the medieval period.



Fig. 99: Aerial view of Kingsteignton in 1985. The circuit of roads possibly reflects the early medieval defences. The development of Berry Meadow is underway. Archaeological excavations here found some evidence of activity in the Romano-British and Saxon periods (Frances Griffith, © Devon County Council, 1985)

Kingsteignton seems to have slipped into obscurity for a few hundred years but then became important again because of local mineral resources, particularly ball clay. First used for making tobacco-pipes in the 17<sup>th</sup> century, ball clay from north and south Devon was being exported in the 18<sup>th</sup> century for pottery production, particularly in Staffordshire. The first record of shipments of 'tobacco-pipe clay' through Teignmouth are recorded in 1700. The profits from the new clay workings initially had little impact on the town itself, which remained a 'large village' as it was not on a major road route, did not get joined to the rail network and also lacked an investor like the Courtenay family in Newton Abbot. Gradual residential development in the 19<sup>th</sup> and 20<sup>th</sup> century resulted in Kingsteignton formally achieving town status in 2009.

Newton Abbot has developed from two adjacent medieval boroughs, Newton Abbot and Newton Bushell separated only by the River Lemon, a small tributary of the Teign, but a significant historical boundary feature. Newton Abbot, in the manor of Wolborough, and Newton Bushell to its north, in the manor of Highweek, were founded as new towns in the mid to late 13<sup>th</sup> century by their respective lords. Newton Abbot belonged to Torre Abbey and Newton Bushell to the de Englishville family. Both lay on the junction of several routes which converged on the River Lemon. Neither borough was particularly successful. However, as the two merged in the 16<sup>th</sup> to 17<sup>th</sup> centuries, the combined Newton Abbot became the centre of an agricultural region and, unlike many small Devon boroughs, thrived in the post-medieval and modern periods. Newton Abbot was a centre of the woollen cloth trade in the 14<sup>th</sup> century and this trade flourished in post-medieval times alongside diversification into tanning and production of leather goods. The latter industry supplied the Newfoundland cod fishery, which

underpinned so much of the economy of Devon's coastal towns. Major changes followed the transfer of much of the manor and town to the Courtenay family in the later 17<sup>th</sup> century. They were able to develop on a relatively large scale, with a long term plan and uniform style, and maintained a close manorial control well into the 19<sup>th</sup> century.



Fig. 100: Frontages on Wolborough Street recorded in 1983, prior to the Newfoundland Way Link Road scheme resulted in their demolition. Subsequent archaeological excavation revealed a sequence of urban occupation from the late 13<sup>th</sup> century (Exeter Archaeology for Devon County Council)

Both Kingsteignton and Newton Abbot have a complex development history in the post-medieval and modern period with industrial and population expansion and being at the hub of new road, canal and railway infrastructure.

The survey identified 37 Historic Urban Character Areas in Newton Abbot and Kingsteignton (Fig. 101). HUCAs that are of particular note include:

**HUCA 6: Kingsteignton: Clay and Transport.** Reflects the town's industrial activity and prosperity in the 18<sup>th</sup> and 19<sup>th</sup> centuries.

**HUCA 7: Kingsteignton: Old Village.** The small historic core of Kingsteignton compared to the extent of the rest of the town demonstrates how dramatically it has expanded in the last 200 years.

**HUCA 15: Newton Abbot: Wolborough Church and Barton.** Focus of medieval settlement prior to the establishment of the twin boroughs. Contains the parish church with a Barton Farm.

**HUCA 25: Newton Abbot: Broadlands.** Typical of 1920s-30s council housing developments.

**HUCA 27: Newton Abbot: Old Borough and Courtenay New Town.** The core of the medieval and post-medieval town. Despite extensive modern retail and highway redevelopment, elements of the medieval plan-form of burgage plots can still be discerned off Wolborough Street and East Street. 18<sup>th</sup> and 19<sup>th</sup> century development of the back plots can be seen in the 'courts' of cottages and the construction of new streets such as St Leonards' Road. The extensive 20<sup>th</sup> century redevelopment is readily apparent. However, the potential for medieval archaeology and also of early building structures concealed in later shells is high.

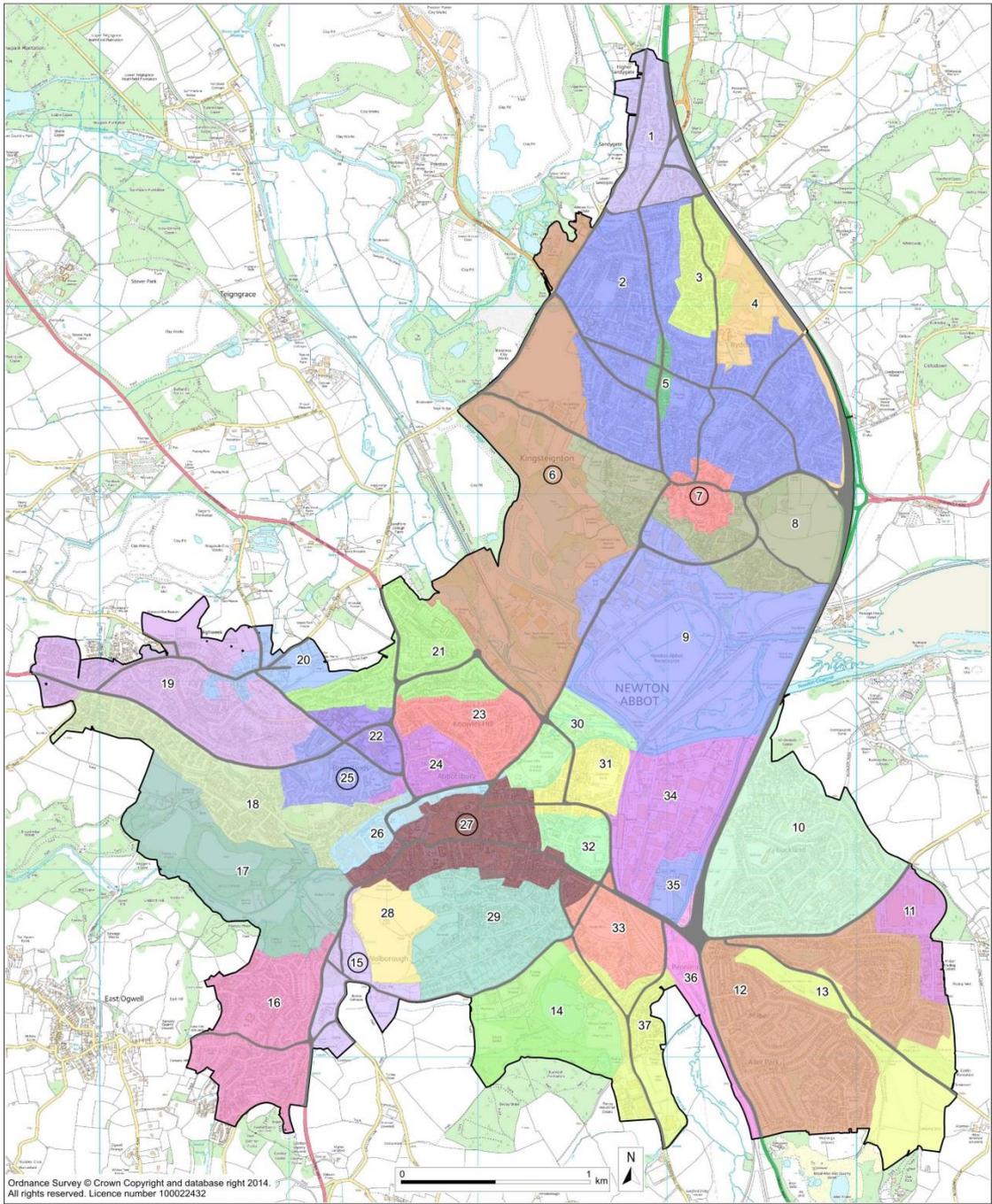


Fig. 101: Newton Abbot and Kingsteignton HUCAs with the areas mentioned in the text circled



Fig. 102: Kingsteignton, HUCA 6. Former clay works (AC Archaeology, 2015)



Fig. 103: Kingsteignton HUCA 7. Fore Street and the Bell Inn, looking east (AC Archaeology, 2015)



Fig. 104: Newton Abbot, HUCA 15. St Mary's Church, Wolborough (AC Archaeology, 2015)



Fig. 105: Newton Abbot, HUCA 25. Broadlands, inter-war housing, looking south-east (AC Archaeology, 2015)

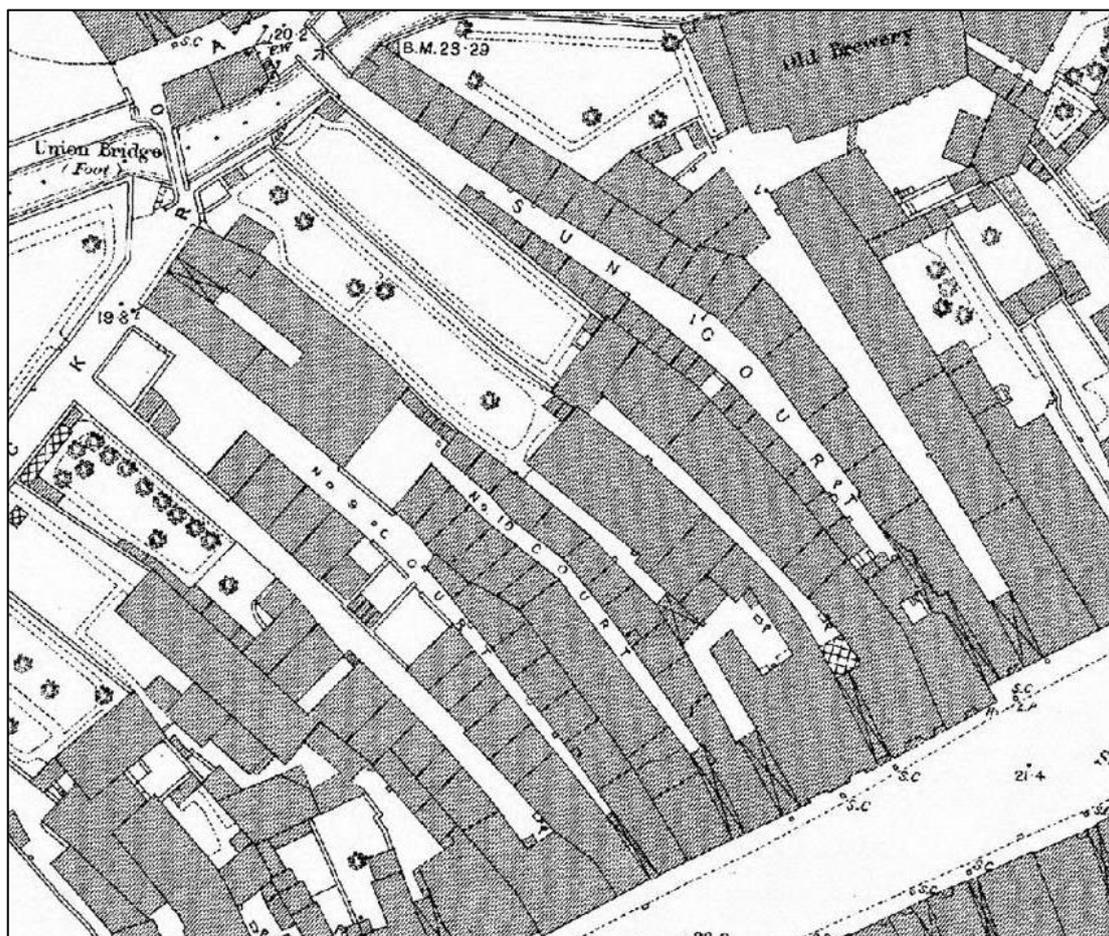


Fig. 106: Newton Abbot, HUCA 27. Court developments within the burgage plots between the River Lemon and the north side of Wolborough Street. Depicted in detail on the OS 1:500 Town Plan of the late 19<sup>th</sup> century, many of the courts have been swept away by 20<sup>th</sup> century highway schemes

### 3.5.2 Teignmouth

Teignmouth, the town and parish, is located on the north bank of the River Teign in south-east Devon. Its present form has evolved from the amalgamation of two medieval settlements, East and West Teignmouth, and their associated parishes. These two historic cores are still evident but this is not immediately obvious due the extensive post-medieval development, infilling between and the remodelling of streets and frontages from the late 18<sup>th</sup> century onwards. This combined historic core, the present town centre, contains a mixture of architectural styles. The influence of fishing and maritime industries is strong, as is the Georgian reinvigoration of the commercial centre.

*Tengemuoa*, meaning 'mouth of the stream', is first recorded in a Saxon charter of AD 1044, with the settlements of East and West Teignmouth first documented in the 13<sup>th</sup> century. The town's early economy depended on a modest fishing industry, seaborne trade and salt production, as well as serving as an agricultural market for its hinterland. From the mid-16<sup>th</sup> century until the 18<sup>th</sup> century the Newfoundland fishery was significant for the town and a shipbuilding industry commenced in the 17<sup>th</sup> century and continues to the present day. However, Teignmouth's character is strongly influenced by its place as Devon's oldest seaside resort. Beyond the historic cores, evidence of Teignmouth's gentrification in the 18<sup>th</sup> and early 19<sup>th</sup> century can be seen in the building of large villas and mansions on the lower hills overlooking the coast. The coming of the railway in the mid-19<sup>th</sup> century introduced a major modern feature, cutting through the

earlier buildings and plan form. This has been exacerbated by the 20<sup>th</sup> century ring-road. However, the railway further stimulated commerce, industry and employment. Brick-built terraces found across the town reflect this phase of settlement expansion. The railway also brought holidaymakers, and over the last 150 years the development of much of central and coastal Teignmouth has been a direct result of this stimulus. Specialised shipping of granite and ball clay from Dartmoor and the Bovey Basin in the 19<sup>th</sup> and 20<sup>th</sup> centuries resulted in the development of a series of quays on the sheltered estuary side, where an active port remains.

Although much of the town has a veneer of modern alteration, earlier phases can be seen in the fabric and plan form, particularly the residential buildings and commercial premises, although many shopfronts have been modified.



Fig. 107: Teignmouth study area

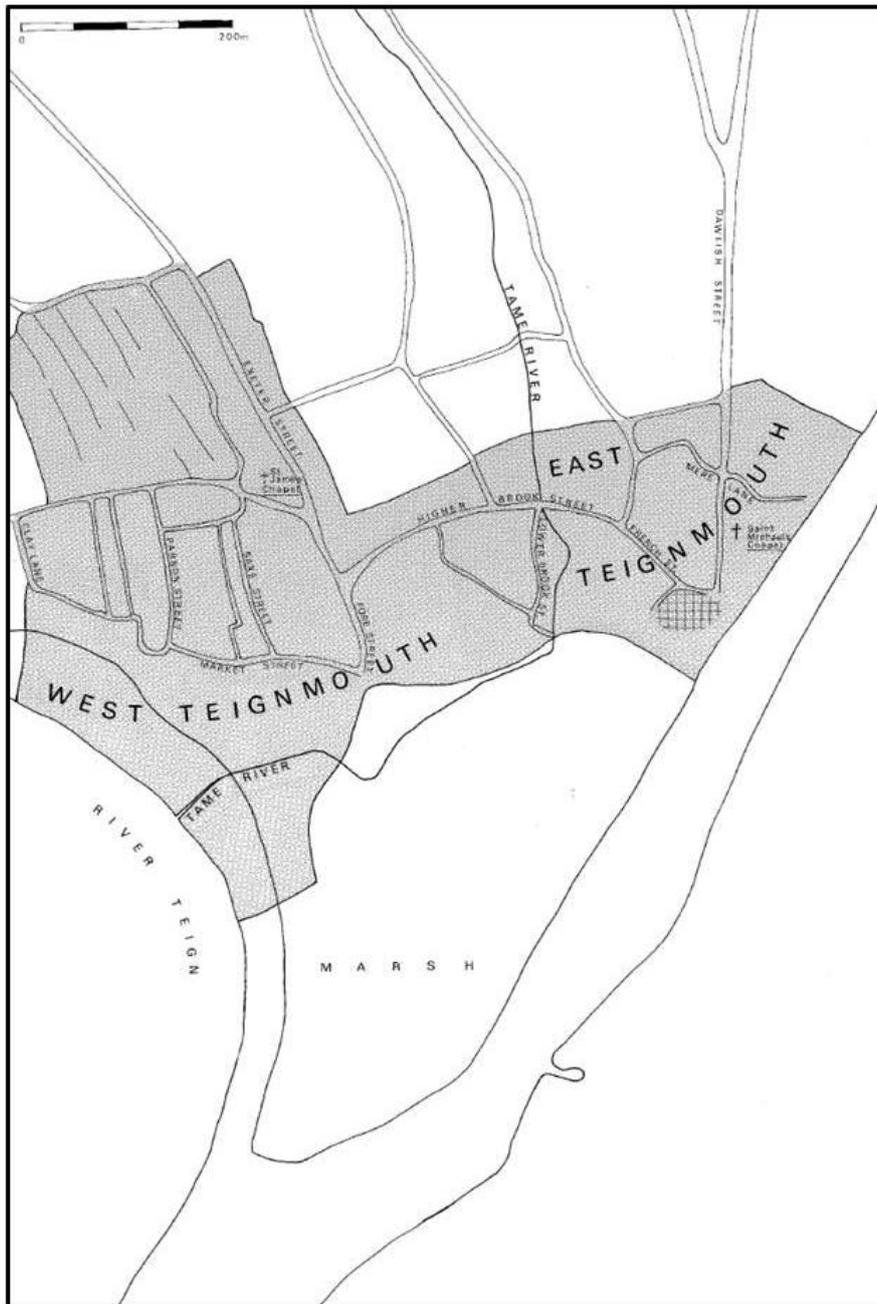


Fig. 108: The twin parishes and historic cores of Teignmouth from the draft DCRA Devon Urban Survey Report of 1976 (DCC HER)

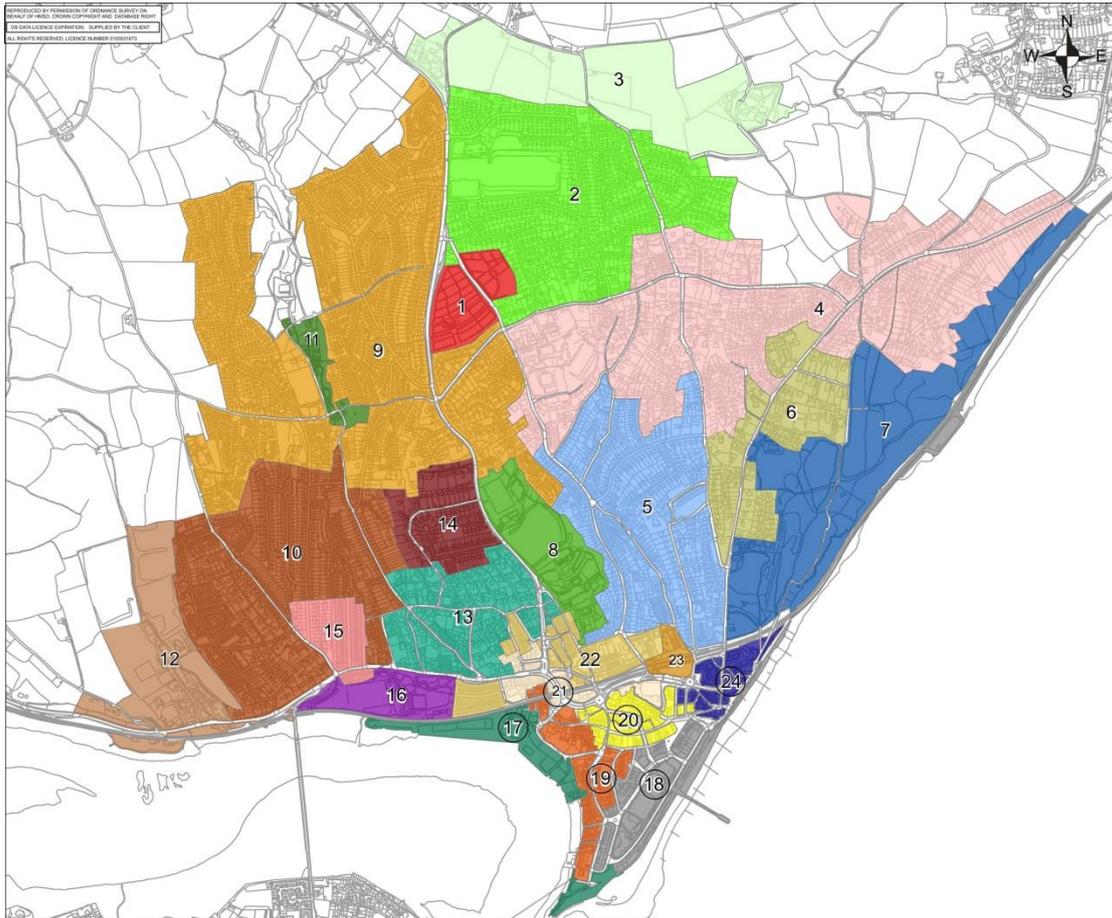


Fig. 109: Teignmouth HUCAs with the areas mentioned in the text circled

The survey identified a total of 24 Historic Urban Character Areas in Teignmouth (Fig. 109). HUCAs of particular note include:

**HUCA 17: The Quays.** The area has a distinct maritime character and is active with fishing and leisure boats and maritime warehousing. It reflects the development of maritime industry and trade in 19<sup>th</sup> and early 20<sup>th</sup> centuries.

**HUCA 18: The Den and Promenade.** The principal seafront and touristic face of Teignmouth. Reflects the development of the seaside resort in the 19<sup>th</sup> century, including the introduction of a new street pattern with Regency terraces and schemes such as Den Crescent.

**HUCA 19: Teignmouth Core West.** Located behind the quays, this area developed in response to late-18<sup>th</sup> and early 19<sup>th</sup> century maritime trade. The predominantly two or low three-storey properties now have mostly commercial frontages. Some earlier buildings, such as the 'Jolly Sailor' do survive.

**HUCA 20: Teignmouth Core East.** Georgian expansion linking East and West Teignmouth. Characterised by substantial three and four-storey 19<sup>th</sup> century buildings, now mostly with commercial frontages.

**HUCA 21: Inner Ring Road.** An example of unsympathetic 20<sup>th</sup> century traffic management.



Fig. 110: Teignmouth, HUCA 17. Beach huts and maritime activities (SLR Consulting Ltd, 2016)



Fig. 111: Teignmouth, HUCA 18. The Den (SLR Consulting Ltd, 2016)



Fig. 112: Teignmouth, HUCA 19. Northumberland Place (SLR Consulting Ltd, 2016)



Fig. 113: Teignmouth, HUCA 20: Teign Street (SLR Consulting Ltd, 2016)



Fig. 114: Teignmouth, HUCA 21. 20<sup>th</sup> century development (SLR Consulting Ltd. 2016)

**HUCA 24: East Teignmouth.** Contains the historic core of East Teignmouth. Although some older buildings survive, the area is now characterised by 19<sup>th</sup> century terraced cottages.



Fig. 115: Teignmouth, HUCA 24. Terrace housing on French Street (SLR Consulting Ltd, 2016)

## 3.6 Torridge District

### 3.6.1 Bideford

Located at the lowest bridging point of the River Torridge, Bideford, as a result of its diverse natural topography and long and varied history, has (with East-the-Water) a complexity of character well beyond the simple label of 'Little White Town' attributed by Charles Kingsley in his 1855 novel, *Westward Ho!*. Spanning both sides of the River Torridge and extending across hilltops, down valleys to the shore and out onto areas of successively reclaimed land, the variance between its original shoreline and modern waterfront is a key aspect of Bideford's historical development.

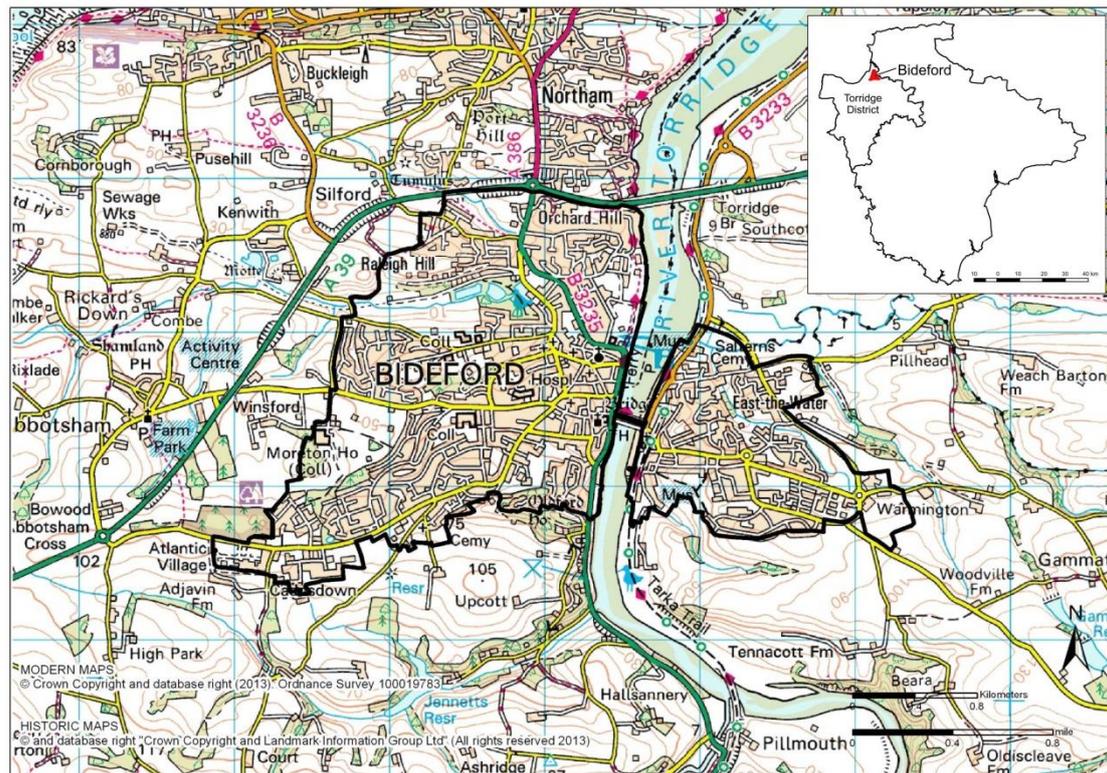


Fig. 116: Bideford study area

Originating as a Saxon manor with a thriving fishery and church, by the ford (or more likely fords) that gave it its name, Bideford became a deliberately laid out medieval borough of several parts - a main town with streets, market, fair ground and quay, with an outlying agricultural hamlet (Old Town) providing its burgesses access to gardens and farmland, and connected by its Long Bridge to the suburb of East-the-Water on the opposite bank.

During the post-medieval period the market town evolved into a nationally important port, renowned for its shipbuilding and trading links with the Americas, exporting large quantities of pottery and other locally produced goods in exchange for salted cod, and establishing overseas fisheries to catch the latter. The mercantile wealth of the 17<sup>th</sup> century is reflected in the redevelopment at that time of the commercial centre around Market Place and Bridgeland Street.

Following its decline as a port, in the 19<sup>th</sup> century Bideford continued to generate wealth from existing and new industries, from the mining of pigments to lace collar factories.

The town also benefited to some extent from the Victorian tourism generated by Kingsley's novel. During the 20<sup>th</sup> century, as it has evolved into a service town for tourism and the surrounding area, Bideford's geographical extent has more than trebled. This long and varied development has left its imprint on the plan-form and standing fabric of Bideford, lending distinct historic character to different parts of the town.



Fig. 117: 17<sup>th</sup> century sgraffito-decorated slipware dish from Jamestown, Virginia, USA. Waster sherds with the same patterns have been found during rescue excavations on the Strand in Bideford, where pottery production sites were encroaching onto a former tidal creek (Courtesy National Park Service, Colonial Historical National Park, COLO J 7367. Photo: Gavin Ashworth

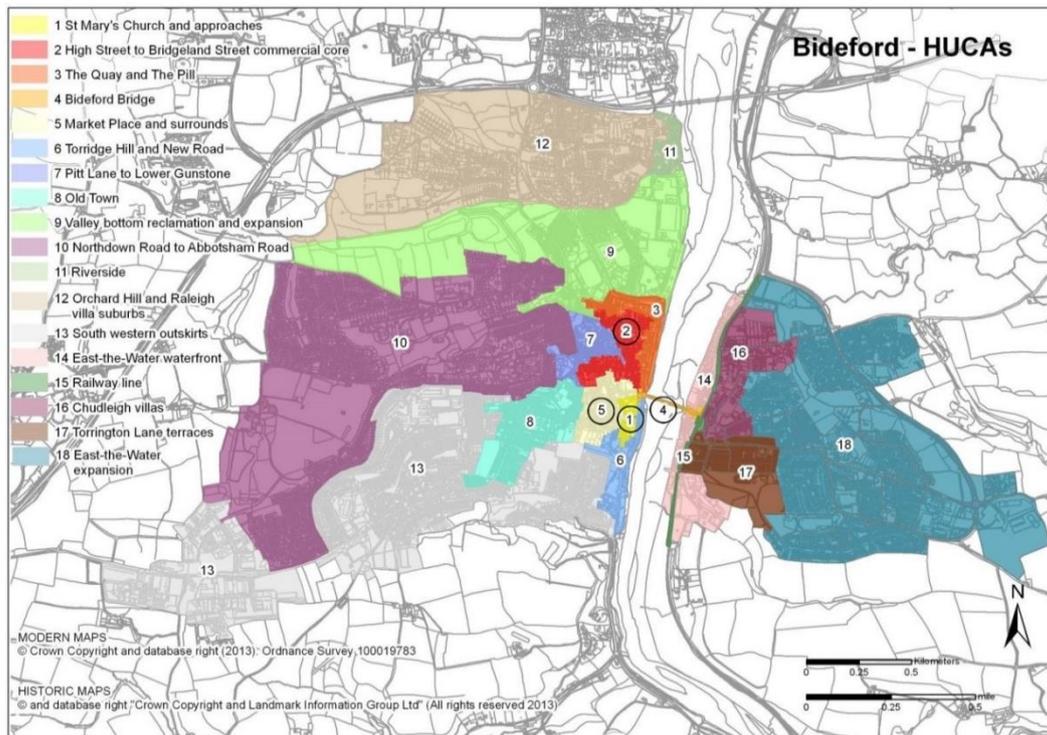


Fig. 118: Bideford HUCAs with the areas mentioned in the text circled

The survey identified a total of 18 Historic Urban Character Areas in Bideford (Fig. 118). HUCAs of particular note include:

**HUCA 1: St Mary's Church and approaches.** Evidence of Bideford's pre-urban origins is preserved within the present plan-form. The original historic focal point of parish church and graveyard is evident. The line of early medieval approach routes is fossilised in the present streets.



Fig. 119: Bideford HUCA 1. Looking east down Tower Street (Cornwall Council, 2015)

**HUCA 2: High Street to Bridgeland Street commercial core.** Encompasses the heart of the medieval town including its principal streets and the market area of High Street. Bridgeland Street reflects the flourishing of Bideford as a trading port in the post-medieval period.



Fig. 120: Bideford, HUCA 2. Looking east down High Street to the River Torridge (Cornwall Council, 2015)

**HUCA 4: Bideford Bridge.** The 15<sup>th</sup> century bridge encases timbers of a wooden bridge built in the late-13<sup>th</sup> century. It is an iconic feature of the town and a significant heritage asset.



Fig. 121: Bideford, HUCA 4. The Long Bridge, looking south (Cornwall Council, 2015)

**HUCA 5: Market Place and surrounds.** More than any other part of the town this reflects Bideford's dual role in the post-medieval period as both a local market town and a nationally important port with strong links to the New World.



Fig. 122: Bideford, HUCA 5. The late 19<sup>th</sup> century pannier market in Market Place. The latter became formalised in the town plan by the 17<sup>th</sup> century and may be medieval in origin (Cornwall Council, 2015)

### 3.6.2 Great Torrington

Great Torrington is located at the junction of historic routeways, next to ancient commons, on a 'cliff' above the River Torridge. Its dramatic setting and historical development, from Domesday manor, through medieval market town, post-medieval wool and glove making centre, 19<sup>th</sup> century industrial and inland 'resort' town and 20<sup>th</sup> century cream and glass-making base, has produced a distinctively varied urban character. An underlying medieval plan-form supports an eclectic mix of building types, materials and architectural styles and detail that reflect many of its past roles and functions.

Urban development has taken place along the roads running up to and along the east-west ridge of high ground overlooking the river. The older parts of the town are focused largely on the south-facing crest, spur and slope of the spine. Great Torrington Common defines the southern, western and north-western town limits, curtailing development on those sides, and more recent urban expansion has taken place to the north and east.

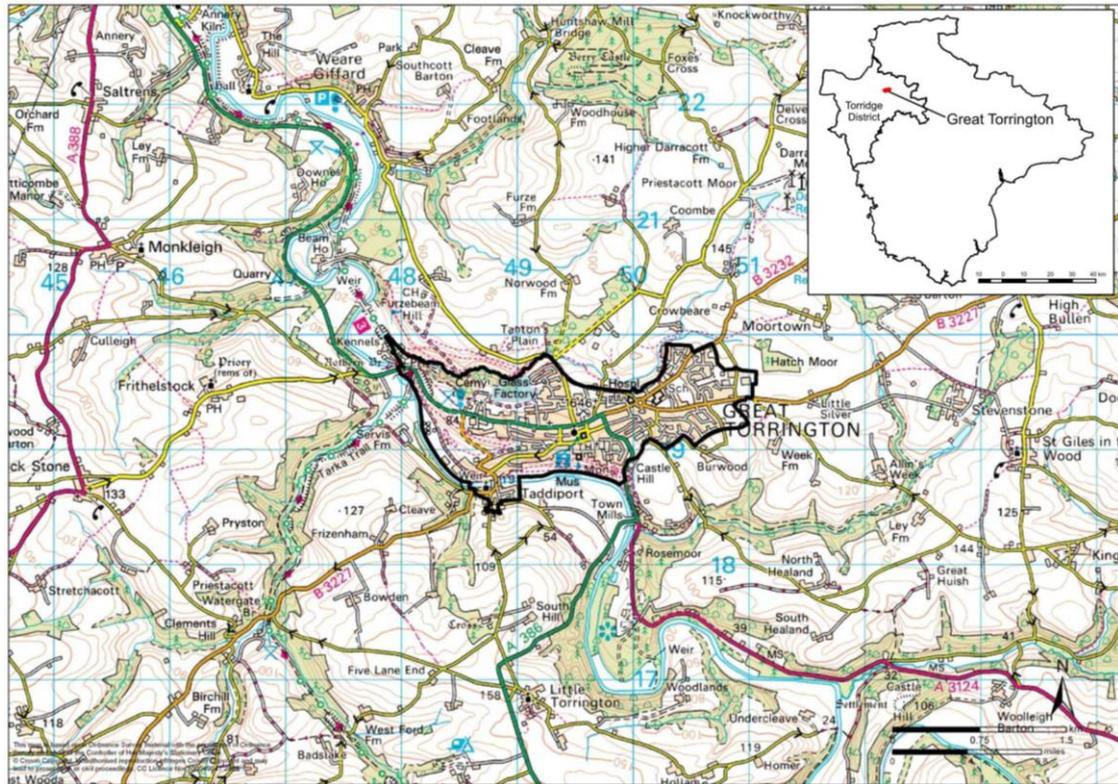


Fig. 123: Great Torrington study area

Great Torrington was a significant rural settlement in the early medieval period and had become a borough by the late 13<sup>th</sup> century. Medieval settlement is likely to have focussed around the parish church and adjacent manor house and on the approaches to the former castle, with early burgage plots being laid out around the market place and along South Street. Later medieval expansion of the borough is evident in the layout of tenement strips either side of New Street as well as closer to the early town centre.



Fig. 124: The Great Torrington Tithe Map of 1843. The early town developed below, to the south and south east, of the church. Later medieval and post-medieval urban plots took in former fields eastwards along New Street

Woollen cloth was the mainstay of the town's late medieval economy, and textile production remained important into the post-medieval period when a considerable glove-making industry also flourished. Tanning and leather production were also important industries allied to Great Torrington's thriving livestock market. In the 17<sup>th</sup> and early 18<sup>th</sup> centuries Great Torrington was also a significant pottery producer. The town was the focus of a major battle in 1646 at the end of the English Civil War. Post-medieval urban development extended eastwards and westwards, as well as down Mill Street towards the Torridge.

The 19<sup>th</sup> century saw significant industrial development, mostly within the existing town extent, including butter and glove factories supplying a national and international market. Residential development included workers' housing and villa development in the suburbs. Civic development included the Market House and Town Hall in the town centre and recreational walkways and viewing points on the Commons. The Rolle Canal and then the railway created new routes for the import and export of goods.

The 20<sup>th</sup> century saw further industrial and commercial expansion, school and hospital provision and the expansion of housing estates, particularly on the north and east sides of the town. Attached to the town, though still retaining a sense of separateness, the village of Taddiport also experienced dramatic physical expansion in the 20<sup>th</sup> century.

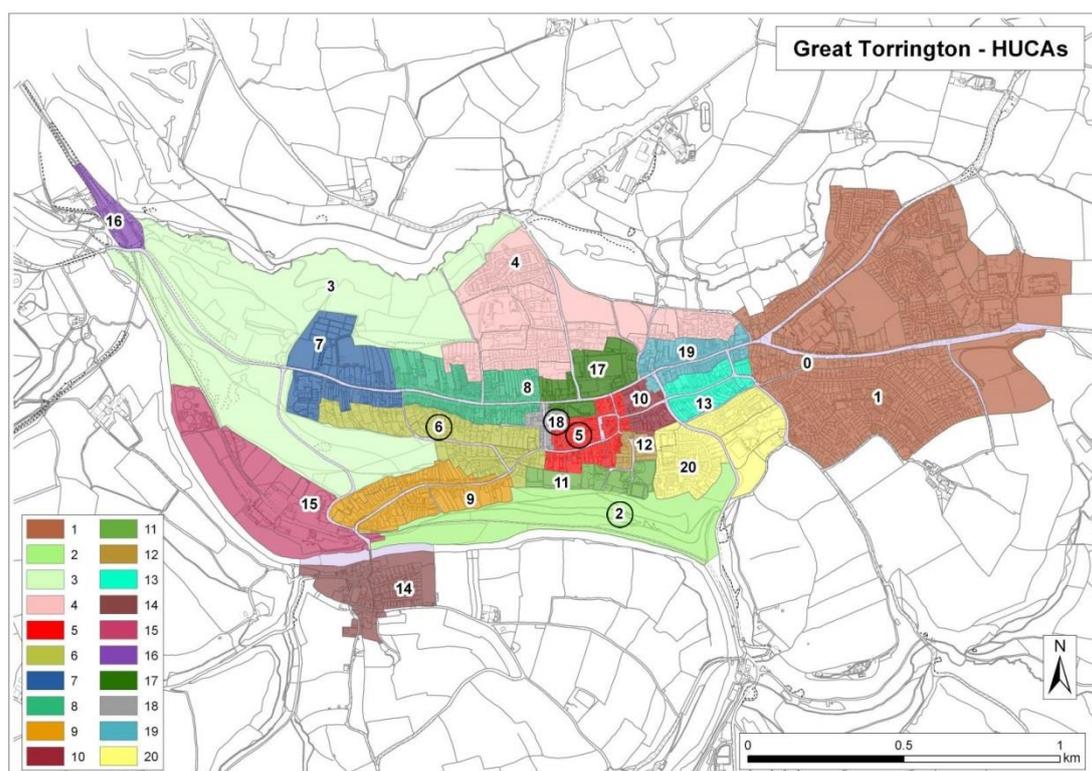


Fig. 125: Great Torrington HUCAs with the areas mentioned in the text circled

The survey identified a total of 20 Historic Urban Character Areas in Great Torrington (Fig. 125). HUCAs of particular note include:

**HUCA 2: Great Torrington Common – South.** An area of Common which has been part of the town since the medieval period and has largely retained its original appearance. The common is the dominant feature on the southern approaches to the town. The limited subsequent development has preserved the historic character and amenity value.



Fig. 126: Great Torrington, HUCA 2. The Common sharply defines the south side of the medieval town centre (Cornwall Council, 2013)

**HUCA 5: South Street and market place.** The commercial core of Great Torrington since the town's foundation. The medieval plan-form is strongly evident and the relatively intact post-medieval and later historic buildings reflect episodes of infill and encroachment into the market place.



Fig. 127: Great Torrington, HUCA 5. High Street, looking north from the junction with South Street. The infilled market area is on the right (Cornwall Council, 2013)

**HUCA 6: Warren Lane.** Villa development here reflects the connection between industry and wealth and the segregation of rich and poor, which intensified in towns during the 18<sup>th</sup> and 19<sup>th</sup> centuries.



Fig 128: Great Torrington, HUCA 6. Villas on Warren Lane (Cornwall Council, 2013)

**HUCA 18: White's Lane.** Reflects a key phase in Great Torrington's socio-economic development, when the town was internationally renowned for its gloving industry.



Fig. 129: Great Torrington HUCA 18: The late 19<sup>th</sup> century Vaughan Tapscott glove factory on White's Lane (Cornwall Council, 2013)

## 3.7 West Devon Borough

### 3.7.1 Okehampton

Okehampton lies on the northern edge of Dartmoor. Its predominant historic character is that of a linear market and thoroughfare town.

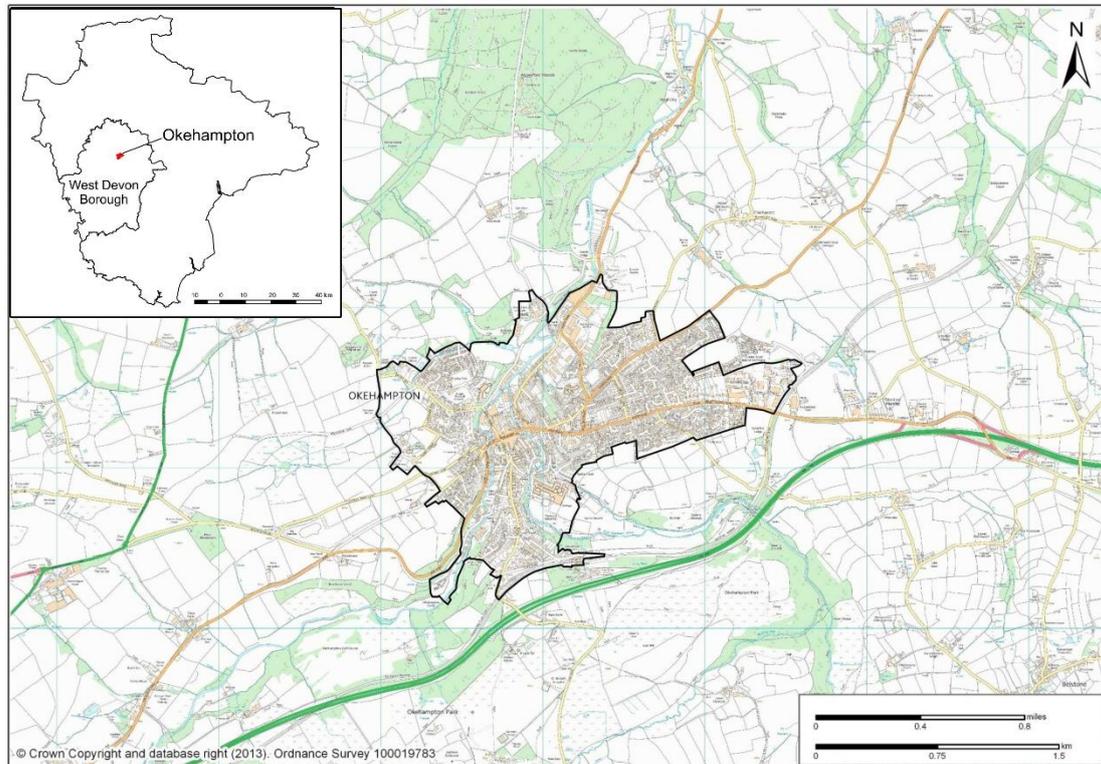


Fig. 130: Okehampton study area

The earliest settlement evidence is to the north of the present town, where there was a Roman fort, and to the west where the parish church may have been the location of a Saxon manorial settlement and possibly a Romano-British or prehistoric enclosure. The present town developed from the late 11<sup>th</sup> century following the construction of the Norman castle to its south-west.

Although not clear-cut, the town's plan form may suggest three settlement and market foci: west of West Okement river on the approaches to the castle, around what is now High Street; east of the East Okement between it and Crediton Road; and on the land between the two rivers. Burgage plots are still evident particularly either side of Fore Street, which is now the town's main street and originated in the medieval period as a broad open market place, and also off East Street. Expansion plots from the later medieval period are also visible. The castle and surrounding parkland remained a significant and extensive feature of the town. Okehampton provided a livestock market for a large rural hinterland, including, the extensive rough grazing grounds of Dartmoor. It was also a 'thoroughfare' borough, accommodating and provisioning travellers on the main road from Exeter to Cornwall.

Okehampton was possibly much poorer in later medieval times, perhaps linked to the decline in fortune of its Lords, the Courtenay Earls of Devon. Trading livestock remained the economic base of the town, along with products such as wool, cheese and leather related to the grazing on nearby Dartmoor. Development in the post-medieval period was largely within the existing medieval plots, with only limited expansion eastwards. The rear of many of the burgage plots north of Fore Street remained undeveloped as gardens and orchards as late as the 20<sup>th</sup> century. The textile

industry developed in the 17<sup>th</sup> century, as did the service industry providing for travellers. Road infrastructure and the provision of inns and taverns increased significantly from the mid-18<sup>th</sup> century. Such premises, either purpose built or converted from other uses, remain a characteristic feature of Okehampton's principal streets. As well as catering for travelling tradesmen, the inns accommodated an increasing number of tourists coming to see Dartmoor and the now ruined castle.

The 19<sup>th</sup> century saw expansion within and beyond the medieval core. Housing was built along the burgage plots for the growing industrial work force. Water-powered textile mills and tanneries expanded alongside the rivers south of Fore Street. The new major landowners, the Saviles, established a house and parkland at Oaklands in a commanding position north of the town centre. Redevelopment and new development extended southwards following the arrival of the railway and construction of the station south of the town centre. This included the creation of Simmons Park alongside the East Okement and gradual residential development of terraced housing and larger villas along Station Road. The 20<sup>th</sup> century saw significant changes to the town centre, with re-fronting of buildings, the insertion of shopping arcades, widening of streets and residential and commercial development over of the orchard and garden backplots. The shift towards Okehampton becoming in part a dormitory town for Exeter has also seen major suburban extensions east and north east along the Exeter and Crediton roads, where the topography is less constraining than west of the town.

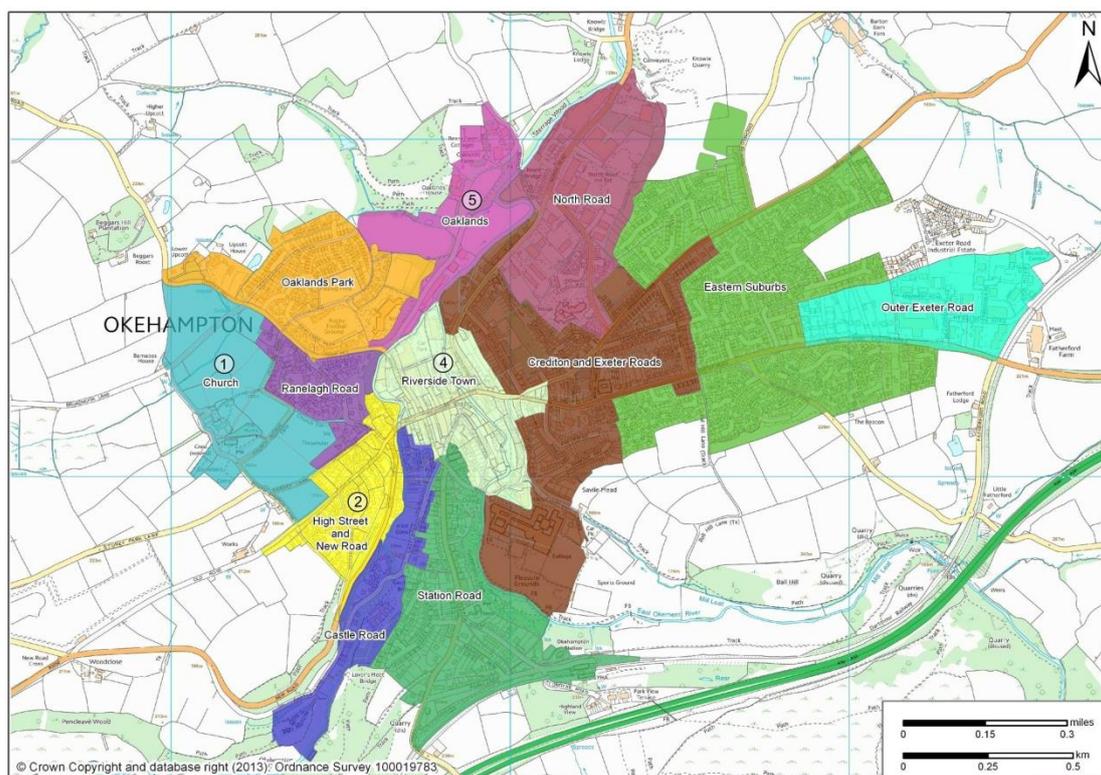


Fig. 131: Okehampton HUCAs with the areas mentioned in the text circled

The survey identified a total of 12 Historic Urban Character Areas in Okehampton. HUCAs of particular note include:

**HUCA 1: Church.** The location of parish church outside historic core suggests a pre-conquest settlement focus. Historic landscape evidence may indicate that this was also the site of a prehistoric and/or a Romano-British enclosed farmstead.



Fig. 132: Okehampton, HUCA 1. The parish churchyard. Possible location of a former, pre-medieval settlement (Cornwall Council, 2016)

**HUCA 2: High Street and New Road.** Possibly the pre-Norman ‘Ocmundtune’ or a post-Norman or post-medieval expansion of the medieval borough. Modified by 19<sup>th</sup> century road development.



Fig. 133: Okehampton, HUCA 2. New Road turnpike, looking south. Former forge on the left and car show-room on the right (Cornwall Council, 2016)

**HUCA 4: Riverside Town.** Includes the probable site of the planned Norman borough with high medieval and later expansion. The medieval burgage plot plan-form is still evident on either side of Fore Street between the two rivers as is medieval expansion beyond the East Okement, despite 19<sup>th</sup> and 20<sup>th</sup> century development in the back plots.



Fig. 134: Okehampton, HUCA 4. A blocked archway beside Red Lion Yard indicates the potential for medieval building fabric to survive (Cornwall Council, 2016).

**HUCA 5: Oaklands.** Early 19<sup>th</sup> century house, parkland and farm. The seat of the 'rotten borough'. Reflects aspects of the control of urban growth and communications by the landowner before the Great Reform Act.



Fig. 135: Okehampton, HUCA 5. The south-east face of Oaklands and its parkland setting (Cornwall Council, 2016).

### 3.7.2 Tavistock

Tavistock is located on the western edge of Dartmoor, on the valley sides of the River Tavy at the junction of historic routeways. Its historical development from the founding of the abbey between AD 974 and 981, through medieval borough and stannary town, post-medieval and 19<sup>th</sup> century mining, industrial and cloth-making centre, to 20<sup>th</sup> century market town and tourist centre, has produced a distinctively varied, and sophisticated urban and architectural character. An underlying medieval plan-form, altered and expanded as part of the Duke of Bedford's enhancements and by the introduction of the railways in the 19<sup>th</sup> century, supports a varied mix of building types of generally high architectural merit alongside later expansion and infill.

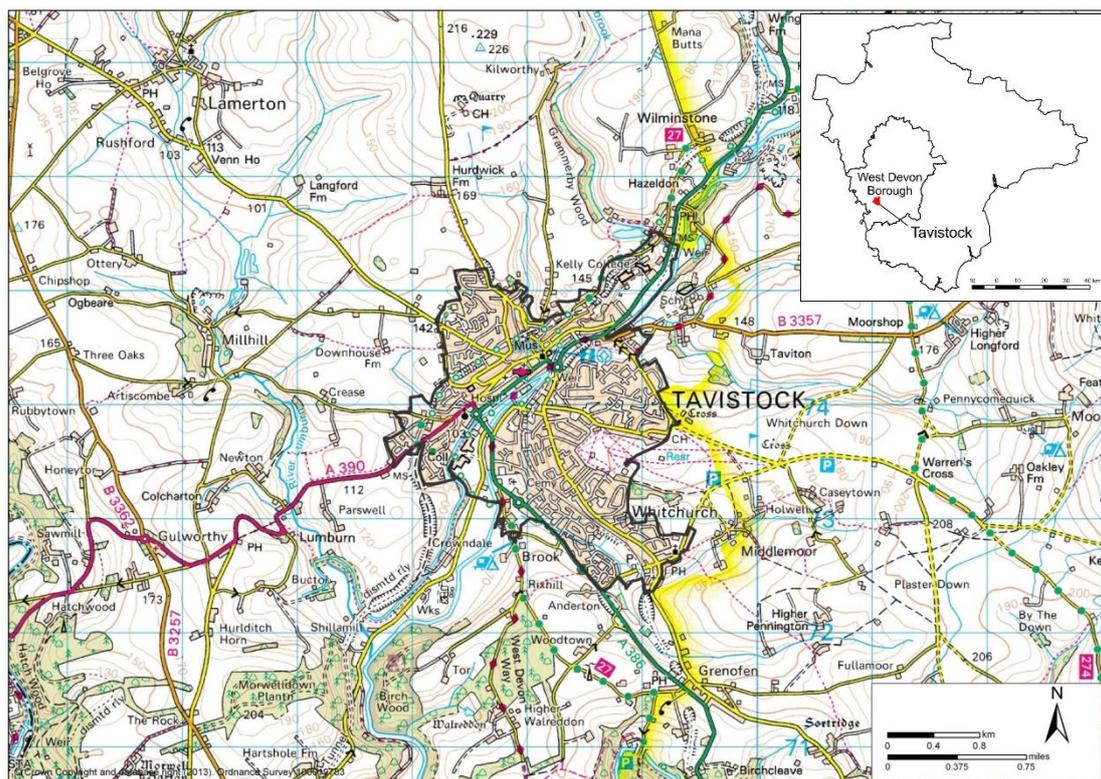


Fig. 136: Tavistock study area

The town is now located on either side of the Tavy River Valley but historically grew up on the northern side, spreading during the 19<sup>th</sup> and 20<sup>th</sup> centuries to the southern side of the river. For centuries it was an important centre for mining and cloth making to which it owes its historic growth and prosperity. The contribution that the mining heritage has made to the present character of the town has been celebrated by it being included in the Cornwall and West Devon Mining Landscape World Heritage Site.

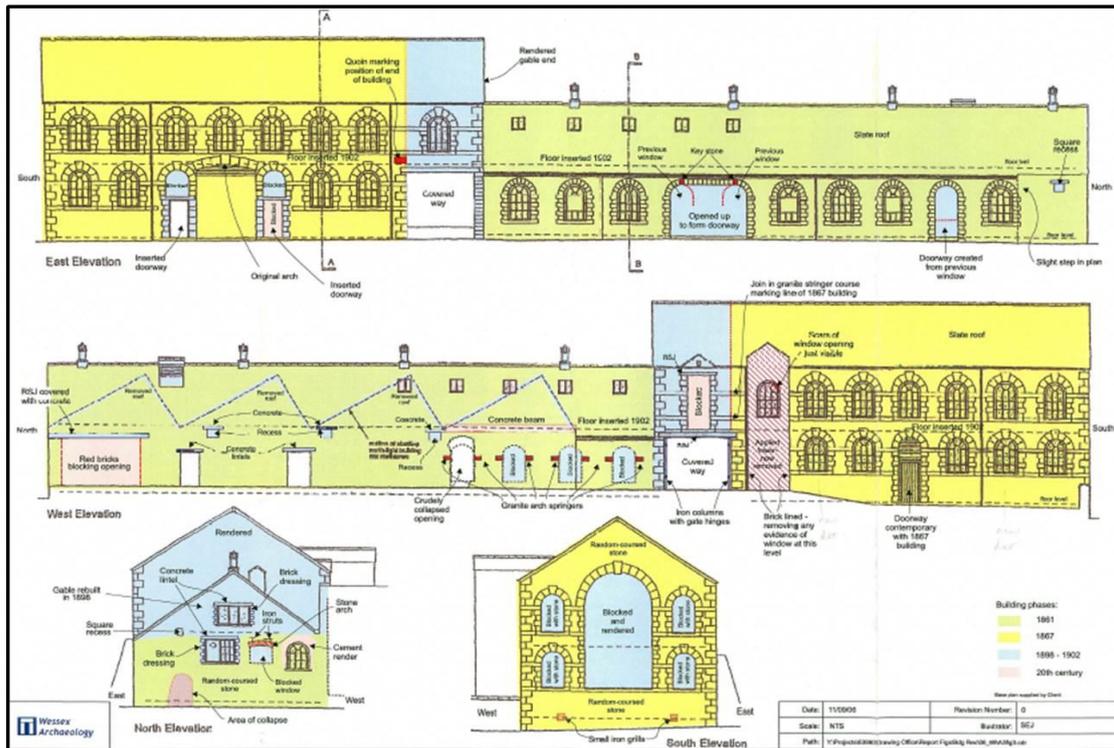


Fig. 137: The Mount Foundry, Parkwood Road, Tavistock. Building record from 2006. Originally a brass and iron foundry, the buildings became a woollen mill and a garden centre prior to conversion to residential units. The building is now part of the Cornwall and West Devon Mining Landscape World Heritage Site (© Wessex Archaeology).

The town developed around the 10<sup>th</sup> century abbey, although earlier Christian British memorial stones and a pre-abbey chapel may suggest that there was a religious community here from very early in the medieval period. Tavistock became a borough, controlled by the abbey, in the mid-12<sup>th</sup> century. The town centre is still strongly influenced by the underlying plan of the abbey and the medieval arrangement of abbey, adjacent parish church and market place. Elements of this plan form were consciously preserved in the mid-19<sup>th</sup> century redesign of the centre by the Dukes of Bedford.

From the early 14<sup>th</sup> century Tavistock was one of the stannary towns of Devon, responsible for the administration of tin mining. Alongside tin, the wool trade and cloth-making were central to the town's medieval economy.

In the post-medieval period there was residential expansion to the north and west. Textile and associated industries were located to the west of the present Vigo Bridge. This industry declined from the mid-17<sup>th</sup> century, but the tin production continued and in the mid-19<sup>th</sup> century this was eclipsed by copper production from the newly discovered mines in the Tamar valley. This mineral wealth, largely under the control of the Dukes of Bedford, and a huge increase in the working population, had a profound effect on the character of the town. The civic and financial centre of the town was remodelled, much of the ancient street layout surrounding the former abbey precinct was swept away, an industrial canal brought into the heart of the town, ancillary industries such as iron and brass foundries established, rows of model industrial housing constructed, churches and schools built, and for the wealthier classes there were spacious houses along the new Plymouth Road and also in new suburbs on the higher ground overlooking the river.

Much of the new workers' accommodation was built on land south of the River Tavy, as were two new cemeteries. This, together with a new railway station, commenced

residential and commercial development on this side of the river that continues into the 21<sup>st</sup> century. The second half of the 20<sup>th</sup> century saw the development of many new housing estates around the town and the absorption of the smaller settlements of Whitchurch, Chollacott and Brook as well as a number of outlying 19<sup>th</sup> century country houses.



Fig. 138: Constrained by the River Tavy on the south and rising ground to the north, from its nucleus around the medieval abbey, the old town of Tavistock spread along the river valley north-east and south-west of the church and also up the tributary valley to the north (© Getmapping PLC, 2010)

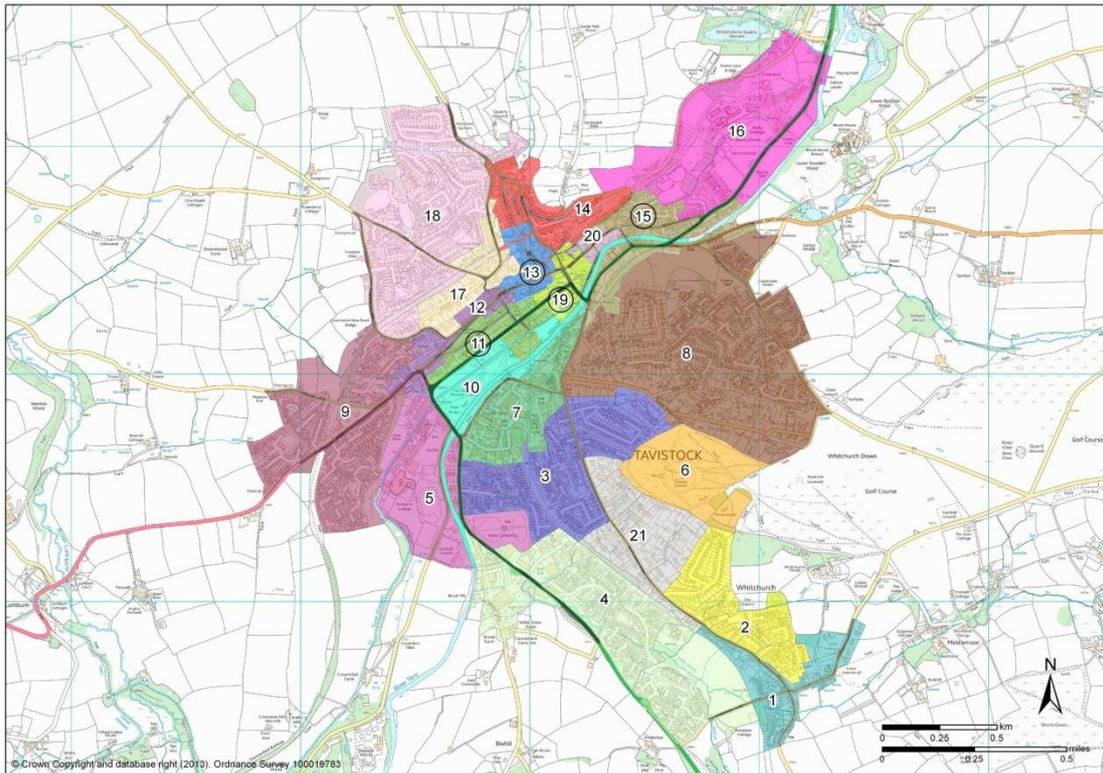


Fig. 139: Tavistock HUCAs with the areas mentioned in the text circled

The survey identified a total of 21 Historic Urban Character Areas in Tavistock (Fig. 139). HUCAs of particular note include:

**HUCA 11: Plymouth Road Central.** An area of early to mid-19<sup>th</sup> century urban expansion and remodelling by the Bedford Estate during the mining boom. Plymouth Road was the planned ornamental approach to the newly laid out town square and is flanked by elegant villas and grand gothic style schools. The rows of rendered terraced houses on Chapel Street are also significant and they also occupy former medieval and post-medieval garden plots, preserving the early plan-form alongside the 19<sup>th</sup> century remodelling.

**HUCA 13: Western town core.** Characterised by close-set narrow streets lined with buildings with rear plots preserving the early town's plan-form. Located on the medieval routes into the town, the area has been part of the commercial core of Tavistock since the 12<sup>th</sup> century. This contrasts with the central and northern town core which was extensively remodelled during the 19<sup>th</sup> century mining boom.

**HUCA 15: Parkwood Road.** Historic industrial quarter. Characterised by well-preserved 19<sup>th</sup> century buildings that reflect the Outstanding Universal Value of the World Heritage site. These include industrial housing built by the Bedford Estate and the Mount Foundry.

**HUCA 19: Central town core.** Contains the above and below ground remains of the Benedictine Abbey and the planned town centre of public open space, civic and commercial buildings created by the Dukes of Bedford from the mid-19<sup>th</sup> century. Although modern roads and car parking intrude into the public space, the area is still characterised by its nationally and internationally important medieval and 19<sup>th</sup> century architecture and archaeology.



Fig. 140: Tavistock, HUCA 11. The rows of villas on Plymouth Road and the terraced housing on Chapel Street behind remain much as depicted here on the OS 1:500 Town Plan of 1885. Endsleigh Terrace and Woburn Terrace, named in deference to some of the grander properties of the Dukes of Bedford, are now simply 30-60 Plymouth Road



Fig. 141: Tavistock, HUCA 13. Market Street from its junction with West Street (Cornwall Council, 2013)



Fig. 142: Tavistock, HUCA 15. The Bedford Estate cottages on Parkwood Road (Cornwall Council, 2013)



Fig. 143: Tavistock, HUCA 19: The Town Hall of 1860, and Bedford Square in front of it, was part of an ambitious re-planning of the town centre by the seventh Duke of Bedford. To its right, Court Gate, the former gatehouse of the medieval Abbey, was renovated for the sixth Duke by John Foulston (Cornwall Council, 2013)

## 4. The Devon Historic Market and Coastal Towns Survey and Urbanism in Devon

### 4.1 Prehistory

There is as yet no evidence for pre-Roman “proto-urban” settlement in Devon, although prehistoric hut circles excavated during the 1970s Guildhall redevelopment and more recently at the Crown Court site may hint at a proto-urban Exeter (which is outside the scope of this project). The Survey has not added to this picture, although evidence of prehistoric activity of some form, be it stone tools from earlier prehistory or fragments of later prehistoric pottery, have been excavated during archaeological work or as chance finds in and around many of the surveyed towns. At some, such as Okehampton, there are suggestions of smaller scale late prehistoric or Romano-British rural settlement within what is now the urban area, but there is no suggestion of continuous occupation through to early medieval settlement. Geographically advantageous sites are very likely to have been re-occupied at different periods, with gaps in habitation in between.

### 4.2 Roman Towns

Exeter (*Isca Dumnoniorum*) was a Roman *civitas* capital, and is as yet the only demonstrated Roman urban settlement in Devon. However, evidence of contemporary and subsequent civil settlement has been recorded at the Roman forts on the edges of modern Honiton, and Axminster. Recent archaeological work has recorded Roman civil deposits within the centre of and on the fringes of modern Cullompton, which is also the site of another fort, and also outside the Roman fort at Okehampton. Romano-British features are recorded in Kingsteignton and Roman finds are known from Tiverton, Ivybridge, Totnes, Crediton, Teignmouth and Sidmouth.



Fig. 144: Roman forts and annexes on St Andrew Hill, Cullompton (Frances Griffith, © Devon County Council, 1995)

There are believed to be submerged Roman buildings off Sidmouth. Seaton marshes have been identified as the possible site of a Roman harbour, and the Honeyditches villa or official state *mansio* complex lies on the edge of the modern town of Seaton. Continuous settlement, or activity, from the Roman period into the early medieval is not suggested at any of these locations, except possibly in Exeter.

### 4.3 Saxon Burhs and Norman Castles

The towns of Exeter, Lydford and Pilton with Barnstaple are recorded as defended 'burhs' in the Burghal Hidage. Barnstaple and Totnes are also referred to as boroughs in other late Saxon documents and Kingsteignton was also an important Saxon settlement. Okehampton is recorded as a borough in Domesday Book, so may have had a Saxon proto-urban settlement, although a further review of the evidence is required. Some archaeological evidence for these pre-Norman towns has been recorded at Barnstaple, where a Saxon cemetery was preserved beneath the Norman castle bailey and at Totnes where the castle motte has sealed Saxon deposits. The main evidence for these early towns is visible in their plan form. Barnstaple and Totnes both preserve the outline of their Saxon, and later, defences in their present street plan. Kingsteignton may also preserve a circuit of Saxon defences. There is documentary evidence for possible Saxon defences at Kingsbridge and the Survey suggests that the early plan form of Seaton preserved the outline of a possibly Saxon settlement just north of the present town centre, although this could be an earlier or later feature.



Fig. 145: Totnes Castle was originally built in the 11<sup>th</sup> century over several tenement plots of the former Saxon burh (© Historic England)

The physical imposition of Norman rule in the late 11<sup>th</sup> century through the establishment of castles within some of these early towns had a significant impact on their character, which lasts to this day. At Barnstaple and Totnes large areas of Saxon property plots were obliterated by the extensive castle precincts. Although centuries of development have gradually encroached on the outer defences, both castle mottes are a distinctive and commanding feature of the towns, and parts of the baileys remain as open green space within the town centres. Away from these pre-existing towns, the establishment of Norman castles acted as a stimulus for urban development. This is seen at Okehampton and Great Torrington, where early urban settlement or settlement expansion developed on the approaches to the castles. At Great Torrington the town ultimately developed over the castle as it fell out of use, while at Okehampton the castle remained in use long enough, surrounded by landscaped grounds and a deer park, for it to still influence the layout and appearance of the west side of the town.

#### 4.4 Medieval Towns

By around AD 1300 Devon ranked first among the English counties in having the highest number of boroughs per 1,000 acres (one per 22,000 acres against the national average of 51,000 acres). Some of Devon's medieval towns (Exeter, Barnstaple, Totnes, Dartmouth and Great Torrington) had relatively large populations of over 1,000, but most were small by national standards. One hundred and twenty three places in Medieval Devon are recorded as holding or being granted markets or fairs, of which at least 63 towns (including seven outside modern Devon) achieved borough status. The main period for the creation of markets was between AD 1200 and 1320. Many survived as active markets for only a short period but the market place has often survived to the present day.

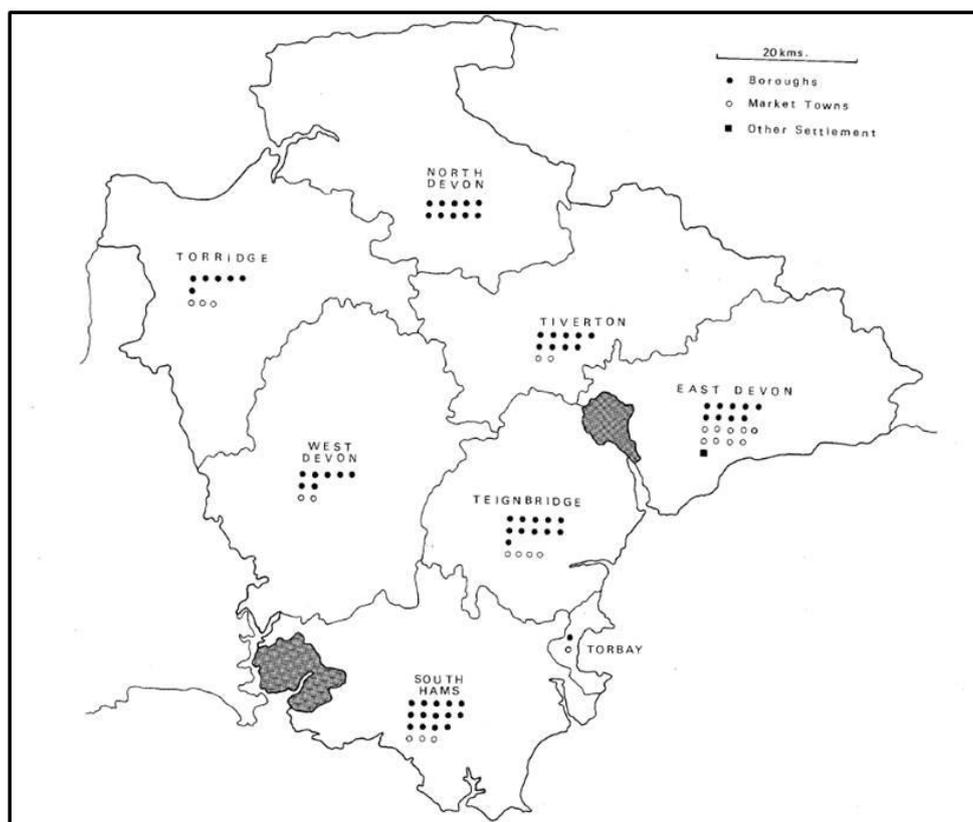


Fig. 146: The numbers of medieval boroughs and market towns in Devon, by modern district, as recorded by the draft DCRA Devon Urban Survey, 1976 (DCC HER)

The physical and political structure of Devon contributed to this urban multiplication. First, most parts of Devon had a large number of lords, each of whom might have reason to create a town for their own economic advancement. These landholdings had also remained relatively unaltered for considerable time, without the reorganisations and centralisations that took place elsewhere in England, for example in the Midlands, following the late-Saxon re-conquest. The land was also compartmentalised by rivers, estuaries, hills and generally difficult overland transport, creating numerous potential market hinterlands. Access to the extensive grazing of Dartmoor, Exmoor and the culm grasslands, and the marketing of resultant stock, will have spurred the growth of gateway towns such as South Molton, Tavistock and Okehampton, as well as many not part of this Survey (such as Ivybridge, Ashburton, Bovey Tracey, Moretonhampstead and South Zeal). Devon's economy was also highly diversified with a greater a range of non-agrarian resources than many other counties. Underpinning the markets and sustaining the towns, as well as cereals, dairy products, meat and wool, there was textile production, fishing, metal mining and stone quarrying. Devon's coasts were also a frontier for the import and export of goods, creating another financial stimulus for the foundation and development of towns. Devon's medieval towns could be a combination of market town, commercial centre, port and anchorage and thoroughfare settlement on an important land route. They also provided essential entrepôts for a rural market based on highly dispersed hamlets and farmsteads.

A large number of Devon's towns have been shown to have more than one original urban focus. Indeed, multiple boroughs begin to look like the norm rather than the exception. The formal creation of adjacent boroughs could be the result of a number of factors: the potential for the land and sea to support more than one town; relatively small-scale landholdings, placing lordships close to each other; economic and political competition between adjacent lords; the desire to give legal status to existing suburbs and expansions. There was also a need to keep the prime heartland of an estate free for agricultural production, and so new towns were often established on the edges of landholdings, which often fortuitously coincided with rivers and routeway convergences. Multiple boroughs can be seen at Newton Abbot, which was founded very close to the pre-existing town of Kingsteignton and itself originated as two boroughs, established by adjacent lords. The same can be seen with Kingsbridge and Dodbrooke, Totnes and Bridgetown, Barnstaple, Pilton and Newtown, East and West Teignmouth. Even 'organic' towns such as Exmouth developed from two or more adjoining parish foci. Ecclesiastical lords were as active as secular ones, with Newton Abbot and Pilton established by the church adjacent to the secular establishments of Newton Bushell and Barnstaple. These separate urban developments, which often remained administratively independent of each other until modern times, are still evident in the plan form of many of the Survey towns.

As noted by Carew (below) in his analysis of the topography of Cornwall, the lowest bridging point on rivers and estuaries was particularly attractive for urban development, as these locations benefitted from a range of trade and transport options and also tended to have naturally larger hinterlands. Devon, with its many rivers and estuaries, has a large number of boroughs in these locations, and also a significant number of multiple boroughs. These include Barnstaple (with Pilton and Newtown), Bideford, Newton Abbot (with Newton Bushell) and Kingsteignton, Kingsbridge (with Dodbrooke), Totnes (with Bridgetown). Inland from Devon's estuaries, bridging points on long, wet river valleys were also strategic locations for towns, as at Tiverton, Cullompton, Crediton and Tavistock. Although on a bluff overlooking the River Torridge, Great Torrington can also be said to be sited on the river crossing at a point that was also not far from the tidal head of the river.



Fig. 147: The twin medieval boroughs of Totnes (A) and Bridgetown (C) are sited at the lowest crossing point of the River Dart, where the river remains navigable to this day. Domesday Book records 95 burgesses within the borough of Totnes and 15 outside. Later Medieval and post-medieval expansion tenement plots (B) run at right angles off Fore Street (© Getmapping PLC, 2010)

Upon the left hand from hence, at the top of a creek, Perin towne hath taken up his seat, rather passable, than notable, for wealth, buildings, and Inhabitants; in all which, though neere the havens mouth, it giveth Truro the preeminence: the like whereof I observe, touching divers other townes, of the same situation, in Devon, as Salcomb, and Kings bridge, Dartmouth, and Totnes, Topsham, and Excester: amongst which, those that stand highest up in the Countrey, affoord therethrough, a fitter oportunity of accesse, from all quarters, and so a speedyer and larger vent of their commodities.

Richard Carew, *Survey of Cornwall* (1602)

The 13<sup>th</sup> century was the heyday of town creation, with many of Devon's towns receiving their borough charter in this period. The establishment of a borough might involve the re-ordering of an existing settlement, as at Pilton where land was granted to be divided into plots of standard size. Or it could involve planned expansion adjacent to an existing settlement, as at Crediton where West Town was established on farmland adjacent to the older ecclesiastical centre of East Town. Or the borough could be a completely new establishment away from any previous urban centre, as at Honiton. Although much rarer than it used to be thought, there is still evidence of truly 'organic' growth from village, or villages, to town, as at Exmouth.

Not all new or planned expansion boroughs succeeded and, in the case of multiple boroughs, very often one would ultimately be subsumed by the other later in their combined history. They will usually retain their former parish church, but may no longer

have separate market areas or civic buildings, though traces may still be evident in their plan form and architecture. However, they will often retain a separate sense of identity, if only as distinct suburbs of their dominant neighbours. This can be said of Pilton and Newtown in relation to Barnstaple, Bridgetown in relation to Totnes and Dodbrooke in relation to Kingsbridge.

Many towns retain elements of their early plan-form. In most of the Survey towns it is possible to identify the location of the medieval market or markets. As at Cullompton this may still be visible as a broadening of the main street. Elsewhere, the medieval market place has been filled in by commercial and residential development, but can still be traced in the street plan and through map-regression work. In particular individual properties or burgage plots are evident in the majority of the Survey towns. These long, narrow strips, at right angles to the main streets, vary in detail depending on each town's topography. Where they were laid out of the crest of a broad ridge, they are long and narrow and run down to the flanking stream or river, as at Kingsbridge and central Okehampton. Where constrained by beaches, cliffs or steep river banks as at West Teignmouth, Dartmouth and St. Peter Street in Tiverton they are shorter and narrower. Newly planted towns, and expansions into former arable land, made ready use of existing strip fields as burgage plots, as can be seen in Honiton and Crediton West Town. Originally only the front of most plots was developed as residential and commercial buildings, with workshops and stores behind but also large areas of garden or orchard. This can make burgage plots hard to characterise in the context of Historic Urban Character Type since they are often mixed-use rather than purely residential or commercial. Such plots may be seen as a structural form or a legal type rather than a use type. This needs to be born in mind when considering the mapping that accompanies this project. Most back plots have been infilled by a variety of developments over the centuries. However, in Kingsbridge and Okehampton extensive areas of nursery garden and orchard survived until the later 19<sup>th</sup> and 20<sup>th</sup> centuries. Some orchard trees still survive in Kingsbridge.



Fig. 148: Kingsbridge. The medieval burgage plots on either side of Fore Street are evident. Many of the back-plots retain orchard planting (© Getmapping PLC, 2010)

In addition to influencing urban expansion, as landowners, the Church also had specific local influences on the urban plan form. This is particularly evident in Tavistock, where the plan of the medieval Benedictine abbey has had a lasting influence on the layout of the town centre. There is also a 'family likeness' at Cullompton, South Molton, Great Torrington and Tiverton, where self-contained church precincts sit to one side of the later market and planned urban unit.

The wool trade and textile production underpinned the economy of most of Devon's towns, and there is subtle evidence for this in the plan forms, standing buildings and archaeological record. The cigar-shaped, once extra-urban, street widenings seen at Great Torrington, Cullompton, South Molton, Kingsbridge, Tavistock and elsewhere all seem to be associated with semi-industrial buildings and uses, such as inns, workshops and slaughter houses, with yards and buildings with archways off the street. Although the visible fabric is largely post-medieval, this probably represents late or post-medieval livestock management, with increasing numbers of animals and a requirement or desire to process them at a distance from the traditional market centre. The siting of towns such as Cullompton, Tiverton and South Molton, overlooking broad pasture lands in river valleys and adjacent hills, is also likely to have been linked to access to stock. Leather production was also a significant industry, particularly in the inland towns such as Okehampton and South Molton where cattle markets were also more economically important than in the coastal and estuarine towns.

Fisheries, and associated salt production, were important for the medieval development of Bideford, Exmouth, Seaton and Teignmouth. Associated with the fisheries, maritime trade in raw and processed materials and manufactured goods was becoming important, particularly at Dartmouth, where naval activity was also growing. However, physical evidence of this maritime activity is largely masked by post-medieval quays and buildings. One of the few medieval industries to be archaeologically recorded is the pottery industry that developed on the fringes of the castle precinct in Barnstaple. This was investigated during construction of the Tuly Street library in the 1980s.



Fig. 149: One of many depictions of ships carved on the walls of St. Gregory's Church, Seaton (Cornwall Council, 2016)

Many historic buildings of late or post-medieval date are extant in the Survey towns. This is particularly evident in towns such as Totnes and Dartmouth, but in most towns the evidence is masked behind more recent architectural frontages. Recorded archaeological evidence is generally sparse since most places have seen little or no formal excavation or survey, but the relatively low levels of modern redevelopment of Devon's towns afford a high potential for survival. The identification through characterisation of so much surviving medieval plan form across Devon is particularly important in this context. It highlights the potential for much more built and archaeological evidence from the medieval period to survive.



Fig. 150: Part of a medieval house revealed during the demolition of 25 Wolborough Street, Newton Abbot in 2007 (© Exeter Archaeology/Exeter City Council)

#### 4.5 Post-Medieval Towns

There seems to have been a degree of later medieval urban decline, at least in central Devon rural markets, but the later sixteenth and seventeenth centuries saw not only modest urban growth, but, much more markedly, widespread rebuilding, stimulated by the prosperity of the early post-medieval woollen cloth trade, tin trade and the Newfoundland fisheries. Some developments such as urban edge widened or 'cigar-shaped' streets, for stock processing may date to this period. Devon towns contain some of the best examples of contemporary domestic architecture in England as a whole, Totnes in particular having a large number of well-preserved 16<sup>th</sup> and 17<sup>th</sup> century merchants' houses. A distinctive south-west urban building type emerges, with stone side and rear walls with timber-fronted and jettied facades. This is not unlike urban buildings in Brittany and also Cornwall, where brick takes on the role of timber for frontages in the 17<sup>th</sup> and 18<sup>th</sup> centuries.



Fig. 151: The Elizabethan House Museum and East Gate, upper Fore Street, Totnes (Devon County Council)

The growth of the major towns of Exeter and Plymouth stimulated the development of other markets and ports in both south-west Devon and east Cornwall. The growth of maritime communities in the South West, whether for naval, trading, fishing or colonial and administrative functions, was a major feature of the period. Fishing and the trade in pilchard and cod, provided the South West with one of its principal exports in the 16<sup>th</sup> and 17<sup>th</sup> centuries. In addition to inshore waters, the fishermen of the South West worked Irish and Icelandic waters and pioneered the Newfoundland and New England fisheries. Involvement in the fisheries, ancillary industries (rope and sail production, ship building and repairs, specialist clothing and victualling) were a significant stimulus to the growth of Dartmouth and to a lesser extent Barnstaple, Bideford and Teignmouth. In 1619 the area immediately around Dartmouth and Torbay was home to 42% of the mariners of south Devon. A further 13% lived around the Teign estuary.

Urban expansion through the laying out of new tenement plots can be seen in the plan form of Honiton, Great Torrington and Totnes. Infill development unified East and West Teignmouth. The back plots of burgage plots were infilled by industrial activities. Some towns, such as Crediton, Okehampton and South Molton, seem to have evolved largely within the confines of their medieval extent, with building within and reordering of the existing burgage plots. Reclamation of marsh and estuary for commercial and residential development and for new quays can be seen in the plan form and sometimes in the archaeological record at Barnstaple, Bideford, Dartmouth, Exmouth and Kingsbridge. Their medieval seafront 'strands' lie well inland of their

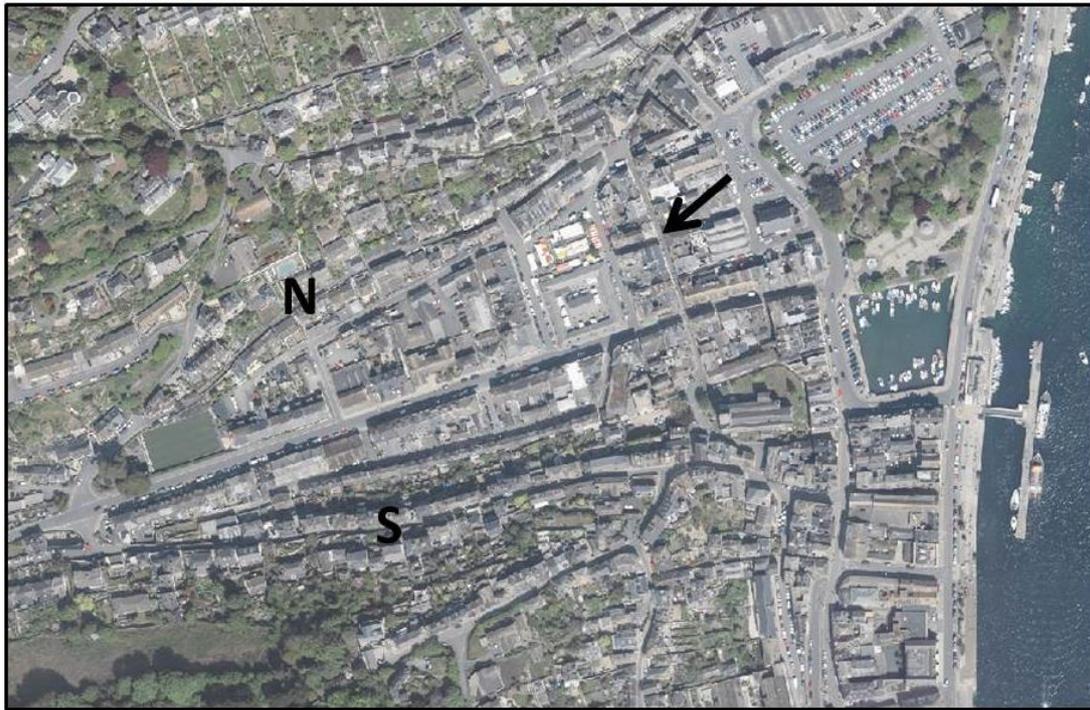


Fig. 152: The reclaimed tidal creek and millpond, Dartmouth. The curving and converging lines of North Ford Road (N) and South Ford Road (S) reflect the former shoreline. Foss Street (arrowed) is on the line of the tide mill dam. The infilled creek/pond, has a planned layout with streets at right angles off the broad Victoria Road (formerly New Street) (© Getmapping PLC, 2010)

present quaysides. A variation of this reclamation, peculiar to the topography of Devon, was the reclamation of tidal creeks. The early cores of towns such as Dartmouth, Bideford and Kingsbridge were on promontories, flanked by creeks which were infilled and developed. In the case of Dartmouth, the creek became a tidal mill pond in the first instance.

Merchant housing of this period can be seen in several of the survey towns, particularly Barnstaple, Bideford, Dartmouth and Totnes. But much evidence is masked behind more recent architectural frontages. Significant and catastrophic fires in the 17<sup>th</sup> and 18<sup>th</sup> centuries in Crediton, Honiton, South Molton, East Teignmouth and Tiverton are also partly responsible for an apparent absence of post-medieval architecture.

The importance of wool production and associated industries such as the production of a range of types of cloth and the development of specialisation, such as glove production, is well documented in the Survey towns. 'Rack' field names, indicating where the textiles were dried, are a regular feature of Tithe and other historical map sources. Alongside continuing industrial usage of the burgage back-plots, industrial quarters developed, particularly alongside the main watercourses that supplied power to the various types of textile preparation mill. Some mill buildings do survive from this period, as do the leats that channelled the power supply. Some of the leats may have served mills in the medieval period as they define the boundary of burgage plots, as at Kingsbridge. Almshouses from this period are a characteristic feature of many Devon towns and they often endowed with the profits from the wool and textile industry to support the growing population employed in these industries. Greenway and Waldron's Almshouses in Tiverton are good examples of this. Almshouses can be a good indicator of the extent of the town at a point in time as they were often, but not exclusively, sited at the then edge of the built-up area, not occupying prime commercial land, but being close enough to be seen as part of the civic facilities. Tanning and leather production continued to be a significant industry in the inland market towns,

and there was also specialised production of leather goods for the maritime industries in Newton Abbot. Boot and shoe manufacture rose to prominence in Okehampton and Crediton. As discussed above, these ancillary industries, along with service industries such as inns, are often located alongside the cigar-shaped urban-edge stock-processing areas. Pottery production, now supplying the colonies in the Caribbean and North America as well as the regional market, continued to be important in Barnstaple and also in Bideford, but shrank to more local importance in the 18<sup>th</sup> century as the Newfoundland fishery declined and trade routes shifted to Bristol and the northern ports. Pottery also continued to be produced in Great Torrington and Bridgetown, Totnes, in the 17<sup>th</sup> and 18<sup>th</sup> centuries.



Fig. 153: Waldrons Almshouses and Chapel, Wellbrook Street, Tiverton. Built in 1579 for John Waldron, a prosperous local merchant, and his wife (Cornwall Council, 2014)



Fig. 154: Tannery buildings south of East Street in South Molton (Cornwall Council, 2013)

#### 4.6 Modern Towns

The 18<sup>th</sup> and 19<sup>th</sup> centuries were characterised by the expansion and increased industrialisation of many of Devon's towns. Some towns came to be dominated by single industries, for example Kingsteignton by ball clay and Tavistock by the wealth generated by the metal mining industry of its district and the ancillary industries such as iron and brass foundries that supplied it. Improved road transport saw a brief flowering of the thoroughfare towns in the 18<sup>th</sup> century, as seen in the growth of road-related service provision in Honiton, Okehampton and South Molton. Some towns, such as Totnes and Newton Abbot, sited on nodal points in the increasingly complex road, water (sea, river/estuary and canal) and rail transport networks, were able to capitalise on their access to raw materials, labour and markets. Other successful market and coastal towns developed a remarkably broad agricultural and industrial base which has only been eroded since about 1950. This can be seen in most of the Survey towns. The stock and agricultural produce markets were often relocated to more capacious settings within or on the edges of the town, and/or new market halls constructed in a dignified style, as at South Molton and Crediton, replacing the old stalls and meat 'shambles' of their medieval and post-medieval predecessors. Alongside this, the traditional wool and cloth industry often diversified into specialist production, such as lace, glove and collar manufacture, and often on an industrial scale, as in Tiverton and Barnstaple. Tanning and leather production expanded and specialist boot and shoe industries developed. Shipbuilding prospered in Teignmouth, Totnes, Exmouth and Dartmouth. This prosperity is often reflected in the extent and quality of rebuilding, often after fires, for example in Tiverton, Honiton and Crediton.

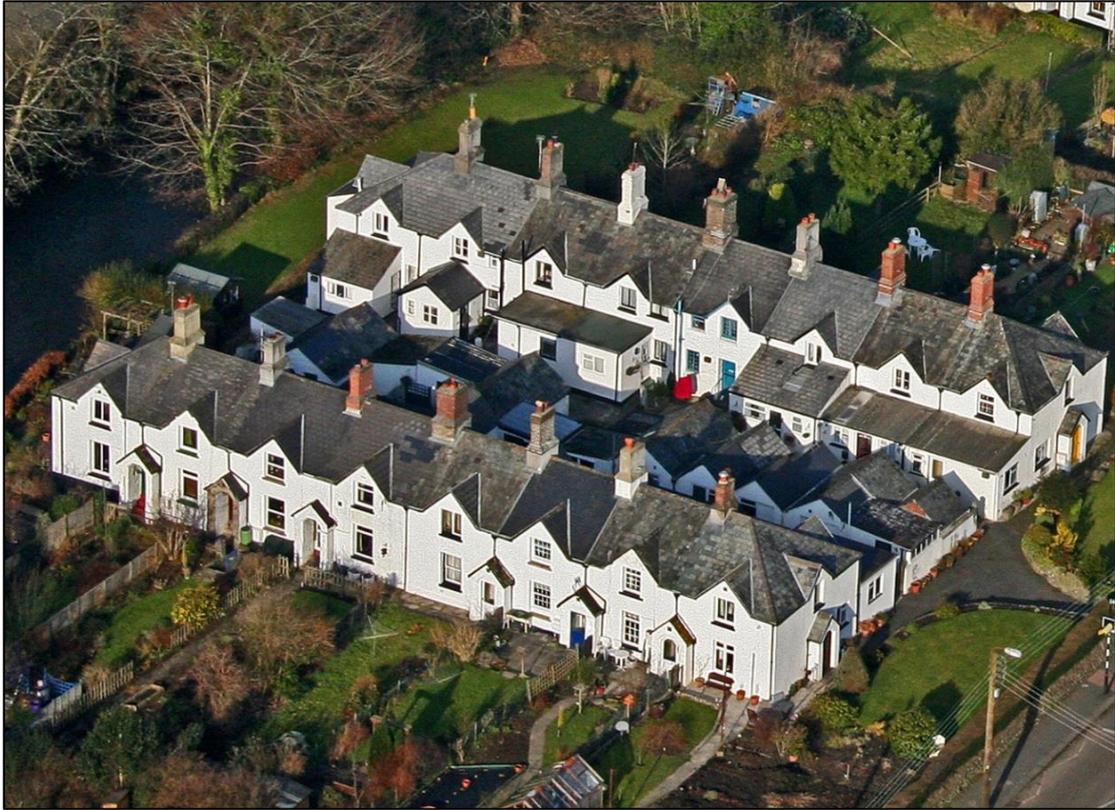


Fig. 155: Westbridge Cottages, Tavistock. Built in 1850, these were one of the Duke of Bedford's housing schemes for the town's rapidly growing industrial workforce (© Barry Gamble)

The popularity of religious non-conformity in Devon, that accompanied a strong merchant class and a growing industrial population, is evident in many of the Survey towns. As well as the parish church, non-conformist chapels are a regular feature of the streetscape. 'Cosmopolitan' trading towns such as Kingsbridge had many such chapels.

The 18<sup>th</sup> and 19<sup>th</sup> centuries also saw urban design being applied. Urban terraces, squares and crescents appeared, particularly in the new seaside resorts such as Teignmouth, Exmouth, to a lesser extent Seaton and also in mercantile centres such as Barnstaple. However, this was not on the scale of the major spa towns. Exmouth for example only has one such grand terrace. However, this provided a focus for further development along feeder streets and back squares that was separate from the commercial centre and sea front. Design is also seen in the planned industrial housing projects of the industrial magnates, for example around the Heathcoat textile factory in Tiverton and the several estates of Bedford cottages in Tavistock. Brick-built terraced housing for the expanding industrial population appears in many towns, particularly Barnstaple and Exmouth. Meanwhile the wealthier class also developed ideas of the picturesque, with suburban villas set in spacious grounds appearing in many towns. The relative dominance of these and the cottage ornee movement over the grand urban terrace may have been a response to the rural Devon setting, or perceptions of it. Villa construction appears to have had a long life in Devon, continuing into the early 20<sup>th</sup> century. It is also a feature of inland towns such as Bideford and Tavistock, not just the coastal resorts. This was also a time of growing municipal power and awareness, resourced in part through the expanding responsibilities of local councils and in part through the munificence of the local industrial and landed magnates. Many of the Survey towns see a re-ordering of their water supplies, new schools and civic

buildings were built, new roads, recreational areas and new power supplies through gas works and then electricity.

In the 20<sup>th</sup> century the application of concepts of planned zoning has had a significant impact on Devon's towns. Larger scale industry has generally moved out of the cramped town centres to new locations on the edges of the towns. This includes most of the traditional cattle markets as well as production industries, such as pottery in Barnstaple. Industrial estates have proliferated. Meanwhile planned housing estates, with the semi-detached house replacing the terrace, has taken in ever more land. Barnstaple is a rare example, in a Devon town context, of planned slum clearance, with areas of terraced housing in the town centre being levelled and the population transferred to new estates such as at Forches, Barnstaple. Urban traffic relief schemes have perhaps had a more noticeable impact on plan-form and through the physical removal of historic building stock, particularly Barnstaple, Newton Abbot and Teignmouth. Each one of the Survey towns has seen a dramatic increase in its size in the 20<sup>th</sup> and early 21<sup>st</sup> centuries in response to the need to accommodate the growing population.

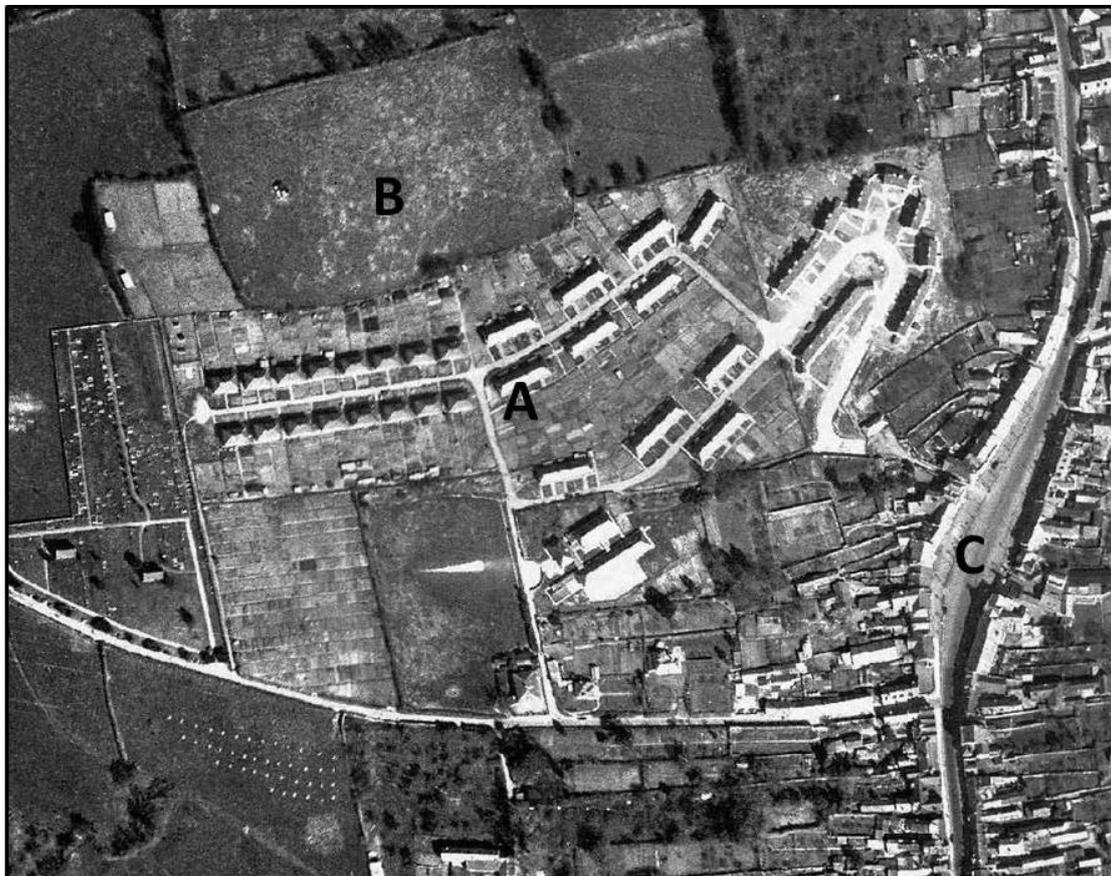


Fig. 156: The St. Andrew's Estate (A) in Cullompton is an example of planned mid-20<sup>th</sup> century social housing provision, including a school. It is sited between the site of a Roman fort (B) and the north end of the medieval town with its late medieval or early post-medieval stock market (C) (Royal Air Force, 1947)

## 5. Themes for Further Research

The individual Survey reports contain a section outlining areas where further research or survey could add significantly to an understanding of the history, archaeology and historic character of that town. While some of these are specific to a town, the majority are themes that are applicable to all or several of the towns.

This research could be achieved through more documentary research, more detailed analysis of plan-form, or through archaeological methods such as geophysical survey, test pitting or trial trenching or wider area excavation. This could be as part of specific themed research projects undertaken by academic or community archaeology, or through more focussed objectives set out in the project designs for development-led archaeology.

These themes have been set out in a table in Appendix 3, where they have been cross-referenced to the research priorities of the South West Archaeological Research Framework (Webster, 2008). The themes can be broadly grouped as:

- **Roman origins**

As Section 4.2 indicates, there is very little firm archaeological evidence for the Roman origin of towns in Devon, other than Exeter. However, there are also finds of artefacts and features of Roman date from within the modern town areas and also of Roman military sites with associated civil settlements on what are now the un-developed edges of the towns. There is therefore potential for archaeology to enhance our understanding of Roman settlement underlying Devon towns or for clearer evidence of how the settlement focus may have shifted over time.

- **Early medieval origins**

While the documentary record strongly suggests that many of the Survey towns have early medieval origins, pre-dating their formal recognition as boroughs, there is rarely any archaeological evidence for this. Archaeological evidence of Saxon occupation is known from Barnstaple and Totnes, but only from very localised excavation on the sites of their Norman castles. The documentary record and plan form of several of the towns indicates the presence of Saxon/early-Norman ecclesiastical precincts, which, with their immediate environs, could be a focus for future investigation. The approaches to known Norman castles also have potential to preserve evidence of proto-urban and pre-borough urban settlement. This also needs to be related to rural and temporary markets and fairs and the pre-urban market economy.

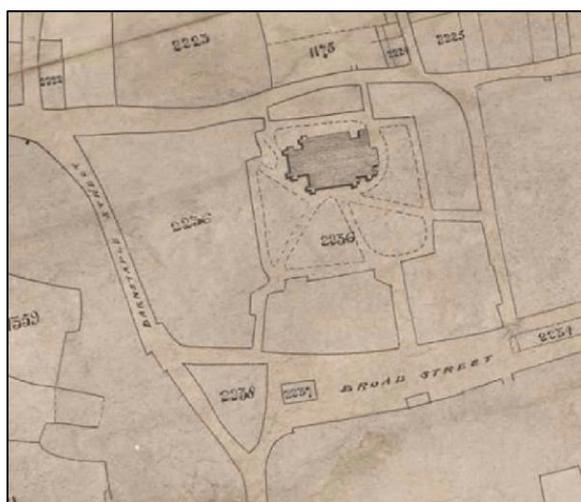


Fig. 157: The possible Saxon minster precinct area at South Molton, reflected in the town plan as recorded on the 1844 Tithe Map.

- **Saxon Burhs**

Totnes and Barnstaple with Pilton have documentary records to say that they were Saxon burhs and have plan-forms that suggest their defensive circuit. Kingsteignton and Kingsbridge may also have had Saxon defences. However, there is as yet no archaeological evidence for these defences and only slight evidence for possibly contemporary urban settlement in Totnes and Barnstaple.

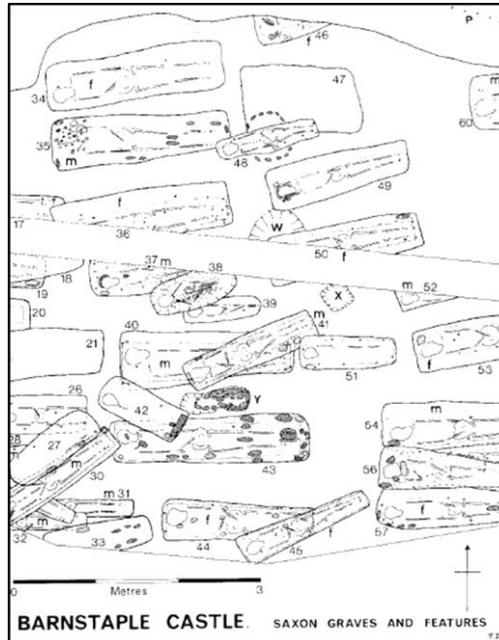


Fig. 158: Excavations within Barnstaple's Norman castle bailey in 1972-75 revealed 105 Graves belonging to a Saxon cemetery (© Devon Archaeological Society)

- **Multi-focal borough foundations**

Given that the co-location of two or more boroughs is such a striking feature of Devon towns, there needs to be much more research on this phenomenon. What impact did it have on the growth and vitality of towns? Are there recognisable chronological limits? What can documentary records and archaeology tell us about failed sites, such as North Ford (Totnes)?

- **Medieval defences**

A few of the towns have visible or documented medieval castles, town walls or other forms of localised fortification. Only Okehampton has seen modern archaeological excavation and recording of its castle. The extent and nature of these highly significant fortifications should be investigated using a range of modern survey and archaeological techniques. Further documentary, plan-form and archaeological investigation should be undertaken to record and interpret how their present urban character has evolved.

- **Phasing, use and ownership of medieval plots**

Many of the Survey towns have very good plan-form evidence for medieval burghage plots, presumably dating from their original foundation as boroughs (either deliberately laid out or adapted from existing agricultural strip fields) and also from later medieval expansion. However, very little documentary or archaeological work has been undertaken to research the origins, development and spatial use of these plots.

- **Differences between medieval and post-medieval tenement strips**

In several of the Survey towns there is evidence of post-medieval expansion, still using tenement plots of similar form but of different dimensions to their medieval precursors. Their post-medieval or earlier origin needs to be tested archaeologically and comparable documentary and archaeological work undertaken to compare with the medieval record.

- **Markets and fairs**

The following three research areas reflect the need for a better understanding of what is medieval and what is later. Are there substantive differences in form, size, placing and uses relating to different phases of and differences in the economic activity of towns. How did this influence the growth and structure patterns of towns?

- **Medieval market places**

Many of the Survey towns have good plan-form evidence for the location and extent of their medieval market(s) and also of their type (linear/street markets, or more open spaces often all or in part filled in by later development). However, very little documentary or archaeological work has been undertaken to test this or to research their origins, development and phasing of shifts in focus.

- **'Extra-urban' cigar-shaped 'market' places**

These need to be researched as a generic type as well as in individual towns. Their dates and functions need to be established. Are they related to animal gathering and did they have any formal status in the medieval or post-medieval periods? They are often referred to as the medieval market place (e.g. Cullompton) but they appear not to have been.

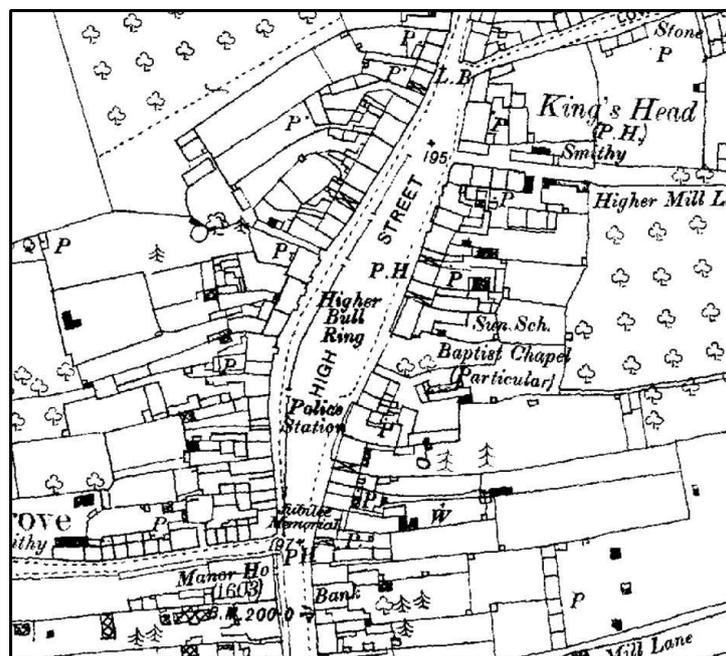


Fig. 159: Higher Bull Ring, Cullompton as depicted on the late-19th century OS 1st Edition 25" map. An example of a cigar-shaped 'market'

- **Fairfields and fair grounds**

These may be a significant factor in urban form but by and large we do not know where they were, how they functioned and what impact they may have had.

- **Roads and routes**

Not just how these are part of the setting of towns, but the inter-relationship of roads and towns and how this has influenced town siting and structure. How changing bridging points re-shaped towns. How roads were realigned to draw traffic in to markets. Also the influence of wider changes to cross-country routes.

- **English Civil War defences**

Several of the towns are known to have been the location of military action during the 17<sup>th</sup> century Civil War. The physical impact on these towns, in terms of plan-form and loss of historic building stock, may well have been dramatic, but remains largely anecdotal.



Fig. 160: Chudleigh Fort (circled), East-the-Water, Bideford. Erected in 1642 by Parliamentary forces commanded by Major-General Chudleigh. The remains were bought by public subscription in 1921 and incorporated into a public park (Frances Griffith © Devon County Council, 1995).

- **Later military activity**

Some of the towns were subject to change as a consequence of later wars. Teignmouth was heavily damaged by the French in the late 17<sup>th</sup> century. Several towns were provided with barracks during the French Revolutionary and Napoleonic Wars of the late 18<sup>th</sup> and early 19<sup>th</sup> century. The First World War brought drill halls and the conversion of some larger properties for use as hospitals and convalescence homes. The Second World War saw the bombing of coastal towns, erection of coastal and inland nodal defences and the establishment of a range of military and naval camps. This remains an under-researched area and a dwindling resource (in terms of historic buildings, documents and living memories).

- **Detailed building survey of historic core**

Only Totnes has seen systematic (but still limited) study of its historic buildings. On the whole such records are very localised and often limited to recent demolitions or alterations where planning or Listed Building Consent conditions have been applied. The individual town reports indicate that many of the towns contain a significant resource of historic buildings from a range of dates. Often historic fabric is concealed behind modern frontages. Listed Building records very often refer only to the exterior

of a building. This is one of the largest gaps in the historic and architectural record for Devon's towns.

- **Survey of boundary walls, paving, street furniture**

These aspects of Devon's townscapes are generally fundamental to a place's character, but are often overlooked and are perhaps the most vulnerable to casual change. Without an understanding of and a record of these features, the management of change and the protection of these important aspects of the townscape will not be possible.



Fig. 161: Pilton, St. Mary. A unique example of flat-topped and slightly domed Carboniferous sandstone cobbles used side-by-side. Presumably two different phases of pavement (© Keystone Historic Buildings Consultants)

- **Detailed study of ecclesiastical sites and buildings**

From Saxon minsters and medieval abbeys and priories, to parish churches and non-conformist chapels, these sites are often very significant for understanding the early origins of towns and continue to have a strong influence on plan-form. Churches, churchyards and the many non-conformist chapels and burial grounds also make an important contribution to the present character of towns. However, archaeologically and historically they remain an under-researched area.

- **Buildings and social history**

Although there have been localised studies of 'social' housing, such as the 16<sup>th</sup> century Greenway's Almshouses in Tiverton, there has been little work on the design and socio-economic context of a range of planned residential development. There is a rich and diverse resource of almshouses, 19<sup>th</sup> century industrial housing and artisan terraces; 20<sup>th</sup> century council and commercial estates.

- **Water management**

Devon has always had an abundance of water. The Survey has shown how water management features for power supplies, industrial, household and later recreational use are a recurring feature from the medieval period to the modern era.

- **Orchards and horticulture**

Research has tended to focus on the expansion of residential and industrial use of the backplots of medieval and post-medieval burgage plots. The Survey has highlighted the fact that in several towns these plots retained a more rural character and function well into the 19<sup>th</sup> century and in some cases into the 20<sup>th</sup> century.

- **The role of post-medieval landowners**

Following on from the medieval ecclesiastical and secular lords that founded many of Devon's towns, it is clear that post-medieval and modern 'elites' continued to have a major influence on their development. This was often the major local landowner, such as the Courtenay Earls of Devon, the Rolle family or the Grenvilles of Bideford. But it could also be industrial magnates such as the Heathcoats in Tiverton.

- **Investigation of landscape context**

How the previous rural landscape has influenced the siting and plan-form of medieval to modern towns. For example to what extent were medieval strip fields adopted and/or adapted for use as urban burgage plots? How, if at all, have modern housing estates reflected the previous grain of the landscape. Also, how did medieval and post-medieval towns relate to the farmed landscape around them and did that landscape adapt to specialised production as a consequence of proximity to the town? Landscape character adjacent to a town may still have a particular value as the setting of that town, as well as having intrinsic value.



Fig. 162: The layout of recent housing development on the north-east edge of South Molton is partly influenced by the former enclosed medieval strip-field system. Some of the surviving strip fields still have linhays (livestock and fodder buildings) standing by their roadside corner entrances (© Getmapping PLC, 2010).

- **The textile industry**

Wool and cloth production underpinned the medieval and post-medieval economy of most of Devon's inland market towns and also provided a significant export from the coastal towns. The economic, documentary, archaeological, built and plan-form evidence for this most important industry has seldom been investigated in detail. In some towns the industry declined and disappeared and in others it evolved into

specialist production, sometimes on an industrial scale. The association of textile production with 'social' housing schemes of various scales and dates also warrants further study.

- **The leather and shoe industry**

Similarly, many towns had a strong tanning and leather-based industry, ancillary to their role as cattle markets. From medieval origins this sometimes developed into specialist and large scale production in the modern era. The economic, documentary, archaeological, built and plan-form evidence for this most important industry has seldom been investigated in detail. Is there a relationship between the industry and the location of the cigar-shaped urban edge 'market places'? Specialist production for specific markets warrants further study, such as the relationship between Okehampton's boot industry and the military use of Dartmoor, and Newton Abbot leather production for Teignmouth's Newfoundland fishing fleet.

- **Pottery production and clay extraction**

Several of the Survey towns had pottery industries in the medieval and post-medieval periods, supplying local, regional and sometimes international markets. Production in Barnstaple continues. While much work has been done on developing type-series for the products of various periods and on their local and wider distribution, relatively little work has been done on the nature, location and extent of the production sites themselves. Where there have been excavations, particularly in Barnstaple, the results have yet to be synthesised and published. The ball clay industry of Kingsteignton is of national importance. It, and its canal, rail and ship transport links, have been the subject of numerous local history publications, but it has not been the subject of integrated landscape, archaeological and documentary study.



Fig. 163: A 17<sup>th</sup> century pottery kiln excavated in 1985 at Tuly Street, Barnstaple. A reconstruction of the kiln is on display in the Museum of Barnstaple and North Devon (North Devon Rescue Archaeology Unit © Museum of Barnstaple & North Devon).

- **Mining and quarrying**

The economies of several of the Survey towns were closely related to mineral and metal mining. In some cases this is reasonably well known, as with Tavistock and its

relationship with tin and copper mining in the medieval and modern eras. However, the location and extent of mining within what is now the built up town is perhaps less well known. The extent of pigment mining in and around Bideford is also little studied. Stone quarrying was also locally significant, for example slate from Kingsbridge.

- **Thoroughfares, inns and taverns**

The relationship between urban development and the developing post-medieval road network is identified but has not been studied in detail. The built environment of thoroughfare towns, such as Honiton and Okehampton, has great potential for the study of the architecture of coaching inns, taverns and eating houses. This is also linked to the wider study of the influence of roads on town siting and structure.

- **Fishing industry (and salt)**

This was crucial to the economy of many of Devon's coastal towns. Historical aspects have often been studied, either locally or more widely, such as Devon's role in the Newfoundland fishery. However, there has been very little study of the archaeology of the industry, such as fish bones from production and consumption sites and of fishing quays. Nor has there been study of the surviving built environment evidence – residential or commercial.

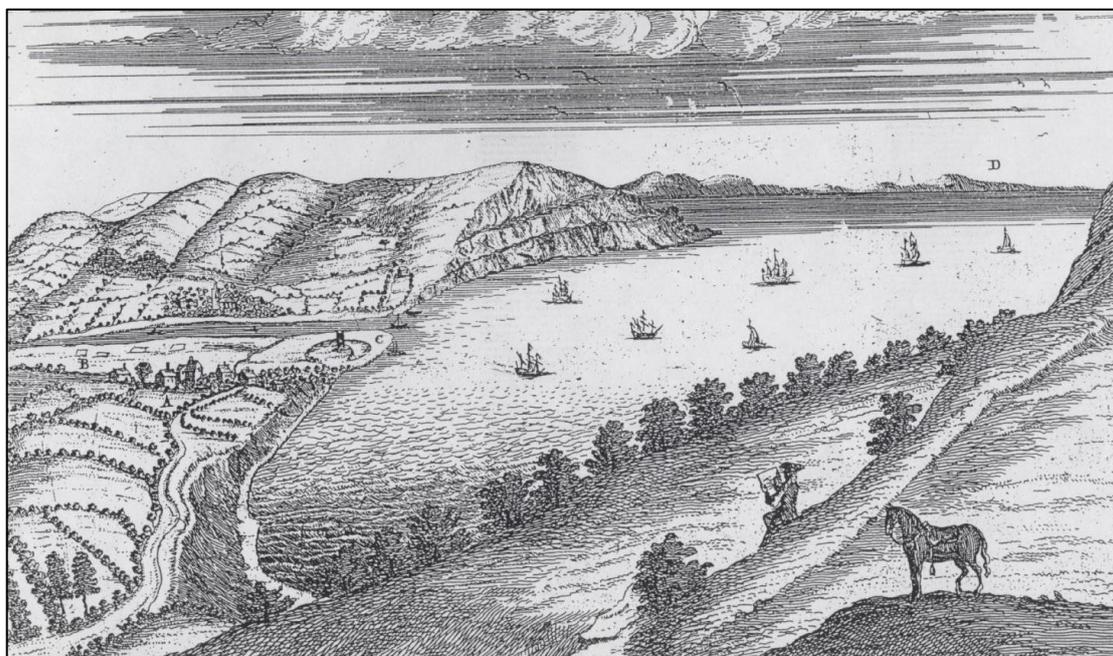


Fig. 164: A busy scene captured by William Stukeley in 1723, with trading and fishing vessels in Axe Haven off Seaton. The drawing records the salt pans (marked B) in the estuary. There were 11 salt-houses in the manor of Seaton at the time of the Domesday Book, but depicted are probably the Lower Saltworks of the early 18<sup>th</sup> century

- **Quays**

These were fundamental to the economic prosperity of Devon's coastal and riverine towns. However very few have been the subject of integrated documentary, plan-form and archaeological study. As has been shown in Dartmouth, historical quays, often now some distance inland of the present waterfront, have great potential to contain very well preserved archaeological evidence. But few such excavations have taken place outside of Exeter and Plymouth. Those that have, such as Dartmouth, are not yet published.

- **Shorelines**

As with former quays, the coastal towns often have former shorelines preserved below ground inland of the present waterfront. These may have been covered by natural deposition processes or by specific acts of reclamation. These shorelines have great potential to inform studies of the town's historic development and also preserve evidence for past intertidal, riverine, estuarine and marine environments and human impacts on them. For example excavations beside the River Dart in Totnes have revealed gravel deposits resulting from medieval or post-medieval tin-streaming up-river.

- **Community engagement with research**

This is a broadly applicable objective. Involving local communities, householders and landowners in the investigation of their locality or property is highly desirable. This could be local projects of documentary research, archaeologically test-pitting urban back-plots, surveying historic street furniture or local paving/cobbling or more detailed surveys of individual buildings.



Fig. 165: Appreciate Your Assets! An initiative by Newton Abbot Town Council in 2016 to engage the local community in identifying historic sites and buildings of value to them. The event also included presentation of the results of the Devon Historic Market & Coastal Towns Survey for Newton Abbot & Kingsteignton (Devon County Council)

- **Excavation and survey backlogs**

As has been highlighted in some of the themes above, there are several instances where significant archaeological work in Devon's towns has yet to be published or otherwise made available to the public or for academic research. This is particularly the case in Barnstaple, where there is a sizeable backlog of excavation reports from the 1980s. There is a smaller backlog, but still significant work, from Totnes and

Dartmouth. Across all the Survey towns there are also many archaeological and historic architectural reports and surveys arising from planning and Listed Building Consent applications and some urban enhancement schemes, that have yet to be published or more widely disseminated. Barnstaple and Totnes probably have the largest number of these 'grey literature' reports. A very useful part of the current Survey has been to put some of the backlog onto the HER, but this is an ongoing task.

## **6. Using the Devon Historic Coastal & Market Towns Survey**

### **6.1 Local & Neighbourhood Plans**

An important objective of the National Planning Policy Framework (NPPF) is the delivery of sustainable development through Local Plans. One of the core principles of sustainable development is the conservation and enhancement of the historic environment. In order to do this Local Plans need to be informed by up to date and relevant evidence about the environmental characteristics of the area (NPPF, 158). The Devon Historic Coastal and Market Towns Survey reports will contribute significantly to this evidence base by describing the character of the towns, providing an assessment of the significance of heritage assets and identifying potential sites of archaeological or historical interest. The reports pull together a strong evidential model for the historic development and character of a whole town. In many cases this is the first time that such a model and overall framework for potential has been presented. The reports set individual sites, buildings and character areas within a wider integrated context, which can in turn be related to County and regional historic landscape characterisation.

The reports can also be used to inform positive strategies for the conservation, enhancement and enjoyment of the towns, by highlighting areas of particular historic interest or aesthetic quality, or areas in need of positive conservation action. The reports will be a valuable resource for a community seeking to produce a Neighbourhood Plan. The reports can be used by communities to inform their own priorities and strategies; this could include:

- Recognising the contribution that urban historic character has made to the form and appearance of the town.
- The identification of heritage assets including buildings, monuments, open spaces and lanes and the contribution they make to local character.
- Recognising areas of archaeological interest.
- Opportunities to repair, conserve or bring heritage assets back into use, especially those at risk.
- Policies to manage the settings of heritage assets.
- Policies to promote locally distinctive development in terms of building materials, scale and massing.
- Opportunities for investment in the historic environment alongside the delivery of new development, e.g. Community Infrastructure Levy (CIL), section 106 and other sources of funding.
- The plan could also identify areas or features worthy of protection, perhaps through Listing, Scheduling, green space designation or as part of a Conservation Area.

Local communities may also identify new information or issues not mentioned in the reports. These may have a special interest to them because of particular historic

associations or communal value that were previously not understood. New information should be fed back to the HER.

The reports and GIS data provided by the Survey will also be available through the HER and ADS to local communities and planners and will enable them to monitor the impact of present and future Plans.

To date, the Survey report for Newton Abbot and Kingsteignton has been provided to the local partnership working on a Neighbourhood Plan for Newton Abbot.

## **6.2 Conservation Area Appraisals**

The Devon Historic Coastal and Market Towns Survey reports will be available to inform the review of relevant Conservation Area designations and to inform Conservation Area Appraisals. Links to the on-line reports have been provided to the Conservation Officers of Devon's district and borough councils. In addition to the traditionally designated historic cores, the Survey reports and data provide a wealth of information on the archaeology and historical characterisation of the wider townscape. They will therefore help to define appropriate boundaries for the Conservation Areas and may highlight key features and characteristics of the Conservation Area and its setting.

## **6.3 Development Management**

The Devon Historic Coastal and Market Towns Survey will be used to help inform development management decisions. The reports and GIS data will be available as a baseline resource to be used by the DCC Historic Environment Team in providing specialist advice to the local county, district and borough planning authorities and are also available to the Conservation Officers in those authorities. They will help planners, developers and councillors understand the historic character of a place thereby informing their decisions and helping them to identify appropriate opportunities for change and enhancement. This will include providing guidance on the location, form and appearance of new development.

## **6.4 Informing Management of the Historic Environment**

The Devon Historic Coastal and Market Towns Survey interprets historic maps, documents and previous archaeological investigations to help predict where important archaeological remains are likely to survive. An assessment of this potential is provided for each HUCA. The reports will guide advice to local planning authorities on the need for development proposals to be subject to archaeological assessment, and for determining the significance of archaeological remains. The presence of significant archaeological deposits may result in the preservation of particularly important remains *in situ* or in further archaeological investigation.

The significance of the above ground, built historic environment is also assessed for each HUCA. This will also guide advice on the need for further assessment of historic character and fabric, inform Heritage Statements and Design and Access Statements for developments affecting Listed Buildings and their settings and Conservation Areas.

The archaeological and built environmental significance and other information provided by the Survey will also be of potential value for informing a number of management plans not directly related to planning. Devon contains all or part of six Areas of Outstanding Natural Beauty (AONBs). Each of these produces a management plan for the enhancement, understanding and enjoyment of these designated landscapes. Although urban areas are excluded from the AONBs they are

often close and the town and AONB are each part of the setting of the other. The towns of Seaton and Exmouth are adjacent to the East Devon AONB. Honiton sits between the East Devon and the Blackdown Hills AONBs. Barnstaple and Bideford are adjacent to the North Devon AONB. Tavistock is adjacent to the Tamar Valley AONB. Dartmouth and Kingsbridge are adjacent to the South Devon AONB. The South Devon AONB is also producing a South Devon Estuaries Plan, for which the Survey reports for Dartmouth, Kingsbridge and Totnes will be relevant. Management plans are also produced for the conservation of World Heritage Sites. Tavistock is within and its archaeology and built heritage of direct relevance to the Cornwall and West Devon Mining Landscape WHS, and Exmouth and Seaton are adjacent to the Jurassic Coast WHS. The Exmouth report will also be relevant to the Exe Estuary management plan. Alongside the current programmes of Rapid Coastal Zone Assessments of the north and south Devon coasts, the Survey reports for the coastal towns will be relevant to future iterations of Shoreline Management Plans.

The reports will also be of use in guiding future Townscape Heritage grant programmes funded by the Heritage Lottery Fund. This programme helps communities to regenerate deprived towns by improving their built historic environment. A Townscape Heritage Initiative (THI) for Tavistock was getting underway at the time the Survey was taking place and THI bid documents were made use of by the survey. A grant application is currently being considered by the community in Cullompton and a copy of the Survey report has been provided to them.

The Devon Historic Coastal and Market Towns Survey reports address or highlight a range of urban themes relevant to the South West Archaeological Research Framework. These are discussed in Section 5 above and set out in Appendix 3.

## **6.5 Local awareness**

Devon's historic environment is a social and economic asset. Together with the county's natural environment and landscapes it is an important factor in why Devon is such a special place to live. Visitor studies repeatedly show how important Devon's towns are for attracting holidaymakers, who make a significant contribution to employment and the economy. The historic environment is also a cultural resource for learning and enjoyment. The county has a strong network of community groups and societies that play an active role in conserving and promoting the historic environment.

The Devon Historic Coastal and Market Towns Survey has on the one hand been informed by feedback from interested local groups and individuals and on the other the published reports will help communities raise public awareness of the quality and significance of their locality.

The survey reports also provide a framework for further research through local projects and the application of similar characterisation approaches both to the study of the many other market and coastal towns in Devon that were beyond the scope of this project and also to the study of smaller settlements.

To date the Kingsteignton and Newton Abbot survey has been presented to the public at an 'Appreciate Your Assets!' event to promote a Local List and the Barnstaple Survey has been used for several presentations to interested local groups. A presentation on the overall project was given at the 2016 annual 'Archaeology in Devon' Day School of the Devon Archaeological Society.



Fig. 166: Excavation of the walls of medieval and post-medieval buildings at 22-26 Wolborough Street, Newton Abbot, in 2016 (© Cotswold Archaeology)



Fig. 167: Excavation open day at Wolborough Street, Newton Abbot, 2016 (© Cotswold Archaeology)

## 7. Further Information

- **Devon County Council**

The Devon Historic Coastal and Market Towns Survey reports and further supporting data are available to the public through the Devon County Historic Environment Record (HER) at Devon County Council. Digital copies of the reports are available to download at:

<https://new.devon.gov.uk/historicenvironment/the-devon-historic-environment-record/the-devon-historic-market-coastal-towns-survey/>

For further information on the Devon Historic Coastal and Market Towns Survey please contact:

Devon County Council  
Historic Environment Team, Environment Group  
Lucombe House  
County Hall  
Exeter  
Devon, EX2 4QD  
01392 382246  
[archaeol@devon.gov.uk](mailto:archaeol@devon.gov.uk)  
<https://new.devon.gov.uk/historicenvironment/>

- **Historic England**

Further information on the national programme of projects investigating historic towns can be found on the Historic England website:

<https://historicengland.org.uk/research/approaches/research-methods/characterisation-2/urban-characterisation/>

- **Devon Heritage Centre (South West Heritage Trust)**

For archive collections: historic maps, primary sources - parish records and books on local history:

Great Moor House  
Bittern Road  
Exeter  
Devon, EX2 7NL  
01392 384253  
[devonarchives@swheritage.org.uk](mailto:devonarchives@swheritage.org.uk)  
[http://www.devon.gov.uk/information\\_dalss](http://www.devon.gov.uk/information_dalss)

- **Archaeology Data Service**

Information on completed and archived Extensive Urban Surveys can be found on the ADS website:

<http://archaeologydataservice.ac.uk/archives/view/EUS/>

- **Heritage Lottery Fund**

Townscape Heritage Grant Programme:

<https://www.hlf.org.uk/looking-funding/our-grant-programmes/townscape-heritage>

- **Heritage Gateway**

An online resource, allowing the user to cross-search heritage records. There are over 60 separate resources and information from 56 HERs, including records for Devon County Council and Dartmoor National Park Authority, the Exeter City Urban Archaeological Database, Exmoor National Park Authority. National datasets include the National Heritage List for England (NHLE), the National Record of the Historic Environment (NRHE), Parks and Gardens UK, the Church Heritage Record, the National Trust HBSMR and Images of England.

<http://www.heritagegateway.org.uk/gateway/>

- **HELM (Historic Environment Local Management)**

Provides accessible information, training and guidance to decision makers in local authorities, regional agencies and national organisations whose actions affect the historic environment. The HELM programme was set up by English Heritage in 2004 with the aim of working with key partners to provide the tools to manage change in the historic environment with increased skill and confidence.

<http://www.helm.org.uk/about-us/>

- **Images of England**

A photographic library containing over 300,000 images of England's listed buildings and built heritage. The collection was recorded at the beginning of the 21st century.

<http://www.imagesofengland.org.uk/>

- **Britain from Above**

Historic Aerial photographs in the Aerofilms collection, dating from 1919 to 1953.

<http://www.britainfromabove.org.uk/>

## 8. Glossary

**Brownfield Land:** a term used in planning to describe land that has previously been used, often for industrial or commercial purposes, but is no longer in that use and is available for redevelopment.

**Burgage Plots:** are tracts of land within a medieval town which were allocated to burgesses (freemen who were entitled to practise a trade and to elect members of the town's ruling council) Plots were usually congregated around the marketplace and main streets, so space at the front was at a premium. Burgage plots are therefore characteristically long and narrow, with a row of outbuildings stretching to the rear of the house and shop.

**Characterisation:** <https://historicensland.org.uk/research/approaches/research-methods/characterisation-2/urban-characterisation/>

**Community Infrastructure Levy (CIL):** A levy that local authorities can choose to charge on new developments in their area. The money can be used to support development by funding infrastructure that councils, local communities and neighbourhoods want.

**Conservation Areas:** An area (usually historic town and villages) designated by a local authority because of its special architectural or historic interest, the character and appearance of which it is desirable to preserve or enhance. Designation of a conservation area gives broader protection than the listing of individual buildings. All the features, listed or otherwise, within the area, are recognised as part of its character (<https://historicensland.org.uk/listing/what-is-designation/local/conservation-areas/>)

**Conservation Principles:** <https://content.historicensland.org.uk/images-books/publications/conservation-principles-sustainable-management-historic-environment/conservationprinciplespoliciesguidanceapr08web.pdf/>

**Designated Wreck:** A restricted area around a nationally important historic maritime wreck to prevent uncontrolled interference. Designated under the Protection of Wrecks Act 1973 (<https://historicensland.org.uk/listing/what-is-designation/protected-wreck-sites/>).

**Designation:** The act of setting aside something, or devoting it to a particular purpose. In the legal planning context, it is also "the action of choosing a place for a special purpose or giving it a special status". The process of designation confers a legal status on a property by a specific law and provides a degree of legal protection. The term 'designation' is used when referring to the formal protection by legal statute for a wide range of heritage features, including Listed Buildings and Scheduled Monuments.

**European Landscape Convention:** The first international convention to focus specifically on landscape. It is dedicated exclusively to the protection, management and planning of all landscapes in Europe. The UK joined in 2006 ([http://www.coe.int/t/dg4/cultureheritage/heritage/Landscape/default\\_en.asp](http://www.coe.int/t/dg4/cultureheritage/heritage/Landscape/default_en.asp)).

**Extensive Urban Survey (EUS):** A national programme of surveys of the archaeology, topography and historic buildings of England's historic towns and cities, supported by English Heritage/Historic England. The programme was launched in 1992. <https://historicensland.org.uk/research/methods/characterisation-2/urban-characterisation/>

**Geographical Information Systems (GIS):** Computer software designed to capture, store, manipulate, analyse, manage, and present all types of geographical data.

**Historic Environment Record (HER):** A record of all known archaeological finds and features and historic buildings in an area, relating to all periods from the earliest human activity to the present day.

**Historic Landscape Characterisation (HLC):** A GIS map showing a generalised understanding of how places and landscapes have evolved and how their historic character might be appreciated. It is used to assist with managing change to the historic environment and spatial planning.

**Listed Buildings:** A listed building is a designated building or structure which is protected by law as it is considered to be of 'special architectural or historic interest.' This includes a wide variety of structures including houses, churches, bridges and war memorials (<https://historicengland.org.uk/listing/what-is-designation/listed-buildings/>).

**Minster church:** An ancient foundation of church dating back to the Saxon period, served by communities of priests before the medieval system of parishes was created. Some minsters were regarded as 'mother churches' to which people over a large district paid dues. Their parishes remained significantly larger than neighbouring parishes, which had been carved from them.

**National Planning Policy Framework, 2012 (NPPF):** Outlines the government's planning policies for England. The NPPF provides a framework within which local people and councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities (<https://www.gov.uk/government/publications/national-planning-policy-framework--2>).

**Registered Historic Park & Garden:** Nationally significant gardens, grounds and other planned open spaces that are included on the Historic England Register of Historic Parks and Gardens of special historic interest in England' (<https://historicengland.org.uk/listing/what-is-designation/scheduled-monuments/>)

**Scheduled Monuments:** 'Nationally important' archaeological sites or historic buildings, given protection against unauthorised change. The various pieces of legislation used for legally protecting heritage assets from damage and destruction are grouped under the term 'designation'. Protection is given to scheduled monuments under the Ancient Monuments and Archaeological Areas Act 1979 (<https://historicengland.org.uk/listing/what-is-designation/scheduled-monuments/>).

**Tenement Plots:** Urban plots that may be broadly similar in form to burgage plots (above) but not necessarily of the same dimensions, date, function or legal status. They are therefore a good indicator of town growth and change.

## 9. References

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Planning (Listed Buildings and Conservation Areas) Act 1990.

<http://www.legislation.gov.uk/ukpga/1990/9/contents>

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## Appendix 1. List of Historic Urban Character Types

- **Broad Types**

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1.	Civic
2.	Commercial
3.	Industrial
4.	Religious
5.	Residential
6.	Utilities
7.	Recreation
8.	Military
9.	Communications
10.	Open space
11.	Maritime

- **Types**

### 1. Civic

Education	schools & colleges
Health	hospitals, health centres, large GP surgeries etc.
Legal	courts, police stations, goals etc.
Civic	town hall, community centre, library, tourist information centre, local government offices/buildings, public car park etc.
Burial	public cemetery
Safety	fire station, other non-medical emergency centre
Social	workhouse, care home, almshouses, Masonic hall etc.

### 2. Commercial

Market	open market place, covered market, market house, guildhall, cattle market
Fair ground	site where medieval and later fairs held
Shopping centre/parade	large in town retail centre
Commercial core	shops, pubs, inns, hotels, workshops etc.
Commercial frontage	shops, pubs, inns, hotels, workshops etc., fronting earlier urban plots
Commercial ribbon development	linear development of shops, pubs, inns, hotels, workshops along roadside
Retail park/outlet	retail park, supermarket, agricultural & builder's merchants etc.
Office complex / business park	Edge of town complex
Horticulture	e.g. garden centre, nursery
Garage	including petrol stations
Mixed commercial/residential	shop fronts / inns amongst housing
Other	e.g. showroom

### 3. Industrial

Food production	Corn – milling, malting etc.; Dairy; Brewing – malting, brewery; bakery etc.
Textile production	include rackfield etc.
Leather production	include tannery
Pottery production	
Paper production	
Furniture production	
Lime production	
Brick production	
Factory (other)	e.g. glass
Mill	including leat/millpond/ mill race etc.
Clay industry	
Extractive	
Industrial estate	
Metal working	
Agricultural	e.g. cattle breeding centre
Mechanical	
Other	large warehouses of unknown use, unspecified light industry, non-maritime ropeworks etc.

### 4. Religious

Church	e.g. mission church, catholic church etc.
Parish church	including churchyard, vicarage, church hall
Chapel	e.g. associated with castle or manor/mansion house
Non-conformist chapel	Sunday schools; burial grounds; meeting halls; reading rooms; temperance hall
Cemetery	religious ones only
Religious house	abbey, monastery, minster, hospital etc.
Non-Christian place of worship	

### 5. Residential

Proto-urban	Pre-1536
Burh	Anglo-Saxon town
Manor	medieval
Mansion	post-medieval, including associated service buildings
Farmstead	farmhouse/farm buildings now subsumed into town
Burgage plots	medieval
Irregular plots	medieval
Expansion burgage plots	late medieval/early post-medieval expansion into former strip fields
Tenement plots	medieval plot in non-borough towns (similar in form to burgage plots)
Expansion tenement plots	late medieval/early post-medieval expansion into former strip fields
Merchant housing	
Estate housing	
Housing estate	
Housing (terraced)	
Housing (detached)	includes smaller villas
Housing (semi-detached)	
Large villa	large villas/ residences
Housing (mixed)	
Park homes	static caravans etc.
Residential frontage	Post medieval & later housing fronting earlier urban plots
Residential ribbon development	linear development of housing along roadside
Village core	
Wayside cottages	roadside cottages later subsumed into town
Garden plot	large detached garden plot
Service buildings	Coach houses, stables etc., which have become dissociated from their original house

## 6. Utilities

Sewerage/water	
Gas	
Electricity	
Reservoir	

## 7. Recreation

Sport	tennis courts, football & rugby pitches, swimming pool etc.
Leisure	golf course, large cinema, bowling green, cycle path etc.
Park/garden	
Play ground	
Allotments	
Holiday Camp	
Caravan park	e.g. seaside ones
Seaside resort infrastructure	promenade, amusement arcade, pier, crazy golf, bath house etc.

## 8. Military

Castle	
Town defences	
Fortification	
Barracks	
Military training/college	
Military housing	
Military industrial	

## 9. Communications

Canal	including associated infrastructure
Railway	including line, station, works, sidings, viaducts etc.
Road	e.g. Roman, Turnpike, and roads on Tithe map
River crossing	Bridge, causeway, ford
Quay	

## 10. Open space

Green	
Common	
Orchard	
Woodland	
Enclosures	
Enclosures (strips)	
Rough ground	
River	
Marsh	
Saltmarsh	
Tidal mudflats	
Beach	
Outcrop/scree/cliff	
Waste ground	Previously developed, now open space
Meadow	
Ornamental grounds	

## 11. Maritime

Maritime industrial	ropewalks, saltworks etc.
Maritime commercial	warehouse, yard, fish cellar etc.
Maritime infrastructure	harbour, quay, dock
Shipyard	

## Appendix 2: Emerging Urban Themes

Theme	Barnstaple	Bideford	Crediton	Cullompton	Dartmouth	Exmouth
<b>Pre-medieval origins</b>	Limited evidence for prehistoric.	No	Post-Roman estate. Roman tile found at Old Vicarage.	Limited prehistoric evidence. Proto-urban Roman military, but subsequent abandonment. Then Saxon royal estate.	No	Limited prehistoric evidence. Putative Roman buildings in core. Salterton Road likely Roman.
<b>Multiple foci</b>	Saxon burh plus Pilton (by 1086) and Newport (1294 borough charter)	No	8 <sup>th</sup> century East Town and 13 <sup>th</sup> century (1230s) West Town.	No	Clifton, Dartmouth and Hardness (by 1210, 1192 and 1243 respectively). The town was officially referred to as "Clifton, Dartmouth and Hardness" by the early 14 <sup>th</sup> century.	Littleham (recorded AD 1042) and Withycombe Raleigh (1086). Separate ecclesiastical parishes and secular manorial lords.
<b>Ecclesiastical centre</b>	12C Cluniac Priory (Barnstaple) and 12C Benedictine Priory (Pilton).	No	Saxon minster	Possible pre-Conquest minster.	No	No
<b>Significant ecclesiastical influence on plan</b>	No (Barnstaple). Layout of Pilton Street (Pilton) may reflect its having been regarded by Abbot of Malmesbury as a borough.	No	Church and East Town in sub-rectangular enclosure – typical of minster churches elsewhere.	Churchyard and surroundings have appearance of a minster precinct.	No	Town origins as separate ecclesiastical parishes.
<b>Saxon burh</b>	Yes (and mint)	No	No	No	No	No
<b>Functional origin</b>	Strategic military (9 <sup>th</sup> century)	Strategic communications	Ecclesiastical	Strategic military (proto-urban Roman military, but subsequent abandonment and re-emergence as early medieval royal estate/minster - ecclesiastical)	Strategic communications	Trade
<b>Episodes resulting in (re)builds</b>	Civil War – Bear Street said to be demolished for line of fire.	17 <sup>th</sup> century new/improved layout around Market Place and Bridgeland Street, extension to Quay – all associated with mercantile wealth.	Fires 1743, 1766, 1769	Industrial/commercial development - Between 1633 and 1765 - a planned single-phase development (New Street) associated with expanding woollen industry.	Industrial/commercial 16 <sup>th</sup> -17 <sup>th</sup> century quayside development. Bombed WWII.	Industrial/commercial development - Major reorganisation in late-18 <sup>th</sup> century, associated with tourist industry (e.g. Beacon Terrace). 19 <sup>th</sup> century clearance of medieval and post-medieval for Rolle Street. WWII bombing.
<b>18/19C civic improvements</b>	18 <sup>th</sup> century (water supply, The Square, Market House), then major 19 <sup>th</sup> century leaving Georgian/Victorian appearance. Turnpike to Braunton. Railway 1854 and 1843.	Upgrade of marketplace to pannier, redevelopment around market square, sewerage system, public buildings. Railway 1856.	19 <sup>th</sup> century road link between East and West Towns (Union Road), relocation of market to new Market Street, gasworks, People's Park. Railway 1830s-50s.	1813 Turnpike, 1843 Railway – leading to (superficial?) remodelling of commercial centre, gasworks.	No (?)	18 <sup>th</sup> century land reclamation, The Parade, development north of Market Street, The Strand. 19 <sup>th</sup> century land reclamation, sea defence, gas- and waterworks. 1861 railway. Dry dock.
<b>20C impact on core</b>	1959 slum clearance. Centre redevelopment (Green Lane). Civic Centre 1970. Traffic management.	No	No	No	No	Magnolia Centre in medieval core. Redevelopment of dock.
<b>Development of tourism</b>	No	Prompted by 1854 'Westward Ho!', then gradual decline	No	No	Mid-18 <sup>th</sup> century rise, then major shift in 20 <sup>th</sup> century.	Mid-18 <sup>th</sup> century rise, then major shift in 20 <sup>th</sup> century.
<b>Significant architects</b>	Thomas Lee, Bruce Oliver, R.D.Gould, W.Oliver, F.W. Petter	Nathaniel Gascoyne	No	No	No	No
<b>Significant new discoveries</b>	Merchant's house at 62 The Bank, with 1620 plaster ceiling.		Early marketplace at St. Lawrence Green. Possible focus of medieval settlement to the east of the church in the Tolleys and Mill Street area.	Proto-urban settlement developed on the west part of the site later occupied by the medieval town. May have evolved in response to the establishment of the fort on St Andrew's Hill. Shift in settlement focus from Roman to medieval.		Roman to early medieval settlement at Chickstone? Manchester Street/Market Street/Strand area may have been post-medieval harbour.
<b>Economic activity</b>	Wool 14 <sup>th</sup> century. Pottery 13 <sup>th</sup> – 16 <sup>th</sup> century, declining after 17 <sup>th</sup> century. Maritime 16 <sup>th</sup> -17 <sup>th</sup> century, declining late 18 <sup>th</sup> century. Shipbuilding mid-18 <sup>th</sup> century-mid 19 <sup>th</sup> century. Lace 19 <sup>th</sup> century. (Barnstaple). Textile 15 <sup>th</sup> century (Pilton).	Shipping medieval (major by late 16 <sup>th</sup> century), pottery by 14 <sup>th</sup> century. Tobacco mid-16 <sup>th</sup> century. Foreign trade gives way to local in 19C. Mid-19 <sup>th</sup> century tanning/gloving. Post-medieval wool declines 1830s. 19 <sup>th</sup> century lace collar. [Newfoundland emigration??]	Wool 13 <sup>th</sup> century to late 18 <sup>th</sup> century. Tanning (from 16 <sup>th</sup> century), cobbling (from 14 <sup>th</sup> century) increasing through 19 <sup>th</sup> century. 19 <sup>th</sup> century coughdrops.	Wool into 19 <sup>th</sup> century. Post-medieval posting town. 1746 bell foundry. Leather + paper 19 <sup>th</sup> century.	Shipbuilding from 13 <sup>th</sup> century prospered into 18 <sup>th</sup> century then declined 1970s. Post-medieval Newfoundland fishing (from 1570) and cloth to 18C failure and collapse. Decline in port trade by mid-18 <sup>th</sup> century exacerbated by lack of railway.	Port and fishing and ferry (medieval), market (Post-medieval), brick and lace (19 <sup>th</sup> century). Lace substantial by mid-18 <sup>th</sup> century. Shipbuilding by 1400 - major by 1520. Late 16 <sup>th</sup> -early 17 <sup>th</sup> century Newfoundland fishing (1718 decline) and shipbuilding major. Wool peaked 1710, 1720 decline. Emigration associated with Newfoundland. Fishing and shipbuilding increased after 1861 railway opened.

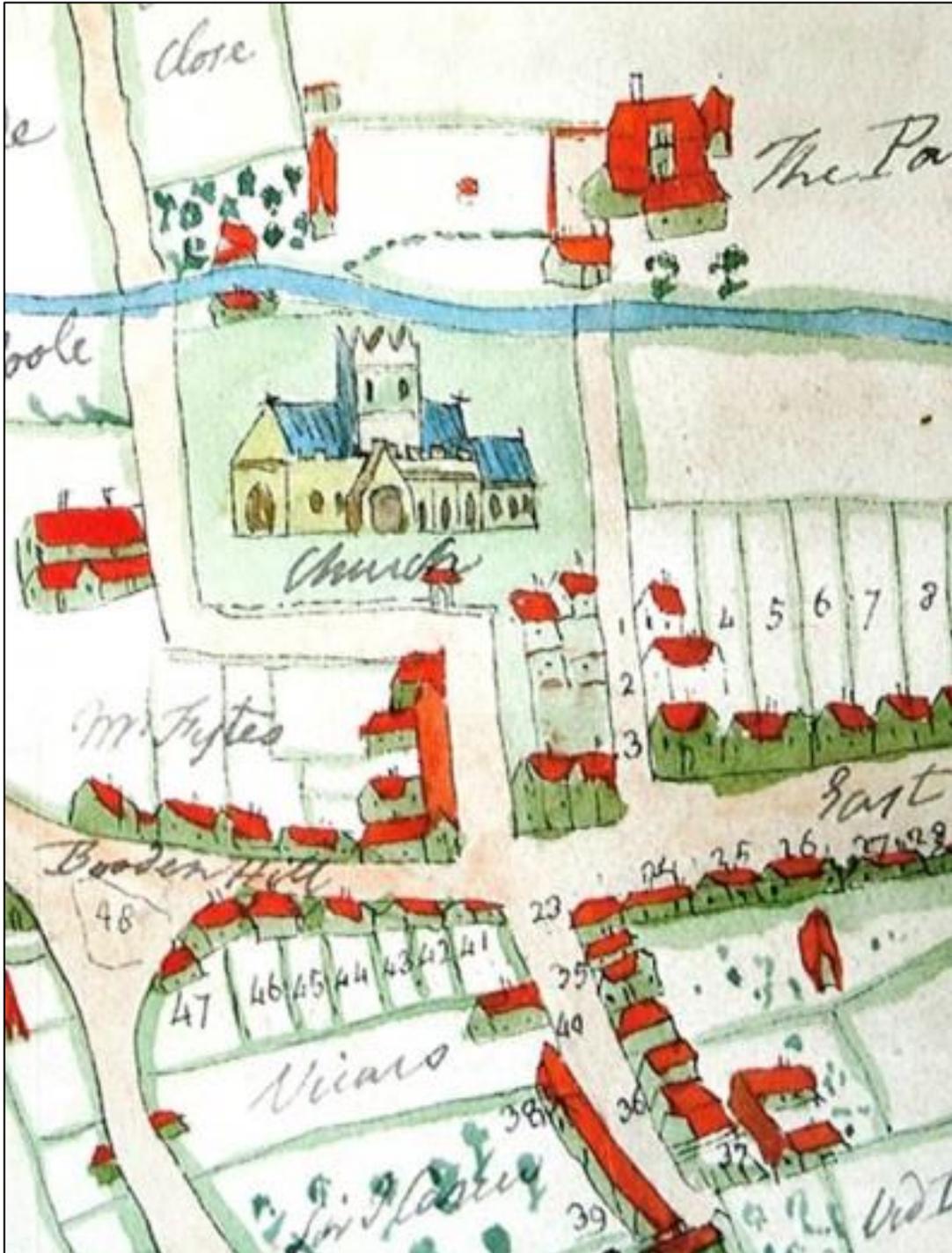
Theme	Great Torrington	Honiton	Kingsbridge	Newton Abbot	Okehampton	Seaton
<b>Multiple foci</b>	No	No	Kingsbridge and Dodbrooke, both early 13 <sup>th</sup> century.	Newton Abbot (13 <sup>th</sup> century ecclesiastical foundation) and Newton Bushel (13 <sup>th</sup> century secular foundation).	May have developed from two foci: a pre-Conquest settlement on High Street and a Norman town to the east	No
<b>Ecclesiastical centre</b>	No	No	Its acquisition by Buckfast Abbey is identified as possibly being the stimulus for the establishment of the settlement.	Newton Abbot founded 13 <sup>th</sup> century by an abbot. Suggestion that Kingsteignton church may have had a pre-Conquest relationship with Sherborne Abbey/Salisbury Cathedral.	No	No
<b>Significant ecclesiastical influence on plan</b>	No	No	No	Dependent chapels at Highweek and Newton Bushell may be echo of minster organisation.	No	No
<b>Saxon burh</b>	No	No	No	Yes? (Kingsteignton)		No
<b>Pre-medieval origins</b>	Limited prehistoric evidence.	Limited prehistoric evidence. On Roman road. Roman fort and civil settlement to west of town.	No	Limited prehistoric evidence and some evidence of Roman presence in Kingsteignton. Probably a pre-Conquest admin/ecclesiastical centre.	Possible Roman origin	Probable military presence and mansio. Putative ramparted site (see above).
<b>Functional origin</b>	Trade	Strategic communications	Trade	Strategic communications	Strategic communications (though possibly Roman military)	Strategic communications
<b>Episodes resulting in (re)builds</b>	War - Destruction of church, probable destruction/demolitions during Battle of Torrington (1646).	Fires 1672, 1747, 1754, 1765	No	Victorian town planning accompanied dramatic growth.	No	No
<b>18/19C civic improvements</b>	Rolle Canal, Turnpike, 1842 Market House, 1861 Town Hall. Railway 1872.	Turnpike. Railway 1860. Waterworks.	18 <sup>th</sup> century "Spirited improvements" including shambles, ?widening of Fore Street, infill of former marketplace, expansion of quays 19 <sup>th</sup> century ballroom, Fore Street frontage moved forward, promenade, public park, quays expanded, Turnpike. Railway 1893.	19 <sup>th</sup> century market building on new site. 1842 road linking N Abbot and Kingsteignton. Railway 1846 + 1866.	18 <sup>th</sup> century patronage by those seeking to exploit "rotten borough" status likely to have had an effect. Early 19C alterations within medieval urban framework (Savile – rotten borough again). Turnpike 1823. 1826 market replaced shambles, new Market Street, clearance of 'island' in Fore Street, Middle Row demolished 1841-85. 1858 gasworks, 1871 railway. Shopping arcade 1900.	1868 railway. Esplanade. Rebuilding of Queen and Fore Streets. Civic and religious buildings on Fore Street.
<b>20<sup>th</sup> century impact on urban core</b>	No	No	No	HE obliteration through traffic management schemes.	Rebuilding of street frontages, significant widening of roadways with removal of late- and post-medieval features. Rosemary Row ('island' in Fore Street) removed. Mansion House (late- or post-medieval) demolished.	No
<b>Development of tourism</b>	Saw a rise in 20 <sup>th</sup> century, driven by interest in heritage (Civil War, castles) and leisure/shopping (Dartington Crystal, RHS Rosemoor.)	No	Saw a limited rise in mid- 18 <sup>th</sup> century (hampered by remoteness from coast and transport). Late 19 <sup>th</sup> century increase, then 20 <sup>th</sup> century growth.	No	Saw a limited 18 <sup>th</sup> century rise, focused on the picturesque castle and Dartmoor.	Early 19 <sup>th</sup> century rise. Major seafront expansions 19 <sup>th</sup> and 20 <sup>th</sup> century.
<b>Significant architects</b>	No	No	No	Humphrey Abberley, <b>Joseph Rowell</b>	John Hayward	Benjamin Woodward, Charles Edwards, Henry Clutton
<b>Significant new discoveries</b>	Proto-urban settlement along Castle Street.		Early bridge. Correction to HER's location of serge mill (Town report p36).	Marketplaces. Keyberry Bridge. Gliberds Almshouses may perpetuate lazar house. Possible fishery at Hackney.	Church on site of Roman fortlet. Saxon origin for High Street settlement, with Norman town further east. Tory Club is a WWI drill hall.	Putative ramparted settlement under Sidmouth Street may represent Roman settlement and Saxon Fleet. Possible early castle (Castle Close Orchard). Possible marketplace in HUCA 2.
<b>Economic activity</b>	Wool major by 1538. Gloves more important by 1700s. Pottery 17 <sup>th</sup> and 18 <sup>th</sup> century	Wool and pottery by 14 <sup>th</sup> century. Wool flourish by 17/18 <sup>th</sup> century, declined by 1822. Lace late 16 <sup>th</sup> century and flourishing in 17 <sup>th</sup> century. 19 <sup>th</sup> century boom. Local pottery by mid-17 <sup>th</sup> century.	Agricultural market. 17 <sup>th</sup> century slate export. Wool and hemp 18 <sup>th</sup> century. Tannery 19 <sup>th</sup> century.	Markets. Wool 14 <sup>th</sup> into 18 <sup>th</sup> century. Leather by 1790 into 19 <sup>th</sup> century. Railway (NA) + clay (Kingsbridge) 20C	Market medieval to late 20 <sup>th</sup> century. Wool 14 <sup>th</sup> century into 18 <sup>th</sup> century. Leather by 17 <sup>th</sup> century, possibly into 19 <sup>th</sup> century. Posting.	Medieval fishing, port, salterns. (Salterns wane, return post-medieval). Post-medieval fishing (to later 19 <sup>th</sup> century), port. Lace particularly important by 1699. 18 <sup>th</sup> and 19 <sup>th</sup> century cider.

Theme	South Molton	Tavistock	Teignmouth	Tiverton	Totnes
<b>Multiple urban foci</b>	No	No	East Teignmouth and West Teignmouth, both documented 13 <sup>th</sup> century	No	No
<b>Ecclesiastical centre</b>	Saxon minster (8 <sup>th</sup> century reference)	AD 974-981 Benedictine abbey (though a probably proto-urban pre-abbey settlement is postulated)	No	Probably 8C minster	Minster by 10 <sup>th</sup> century, re-founded 11 <sup>th</sup> century as Benedictine Priory
<b>Significant ecclesiastical influence on plan</b>	Church + surrounds suggest collegiate arrangement	No	No	No	No
<b>Saxon burh</b>	No	No	No	No	Yes (and mint)
<b>Pre-medieval origins</b>	Evidence of prehistoric/Roman activity immediately to south	Limited prehistoric activity	Prehistoric and Roman evidence at western edge	Limited evidence for Roman roadside settlement in core.	Limited evidence for prehistoric activity, some evidence for Roman settlement.
<b>Functional origin</b>	Strategic communications	Strategic communications	Trade	Strategic communications	Strategic military
<b>Episodes resulting in (re)builds</b>	Fires – 19 <sup>th</sup> century (particularly 1841)	Industrial/commercial development – 13 <sup>th</sup> century (as a result of borough status and market charter), 1540 Act for rebuilding 'decayed houses', Bedford redevelopments in 1660s and 19C.	War - East Teignmouth burned by French in 1690, bombed WWII.	Fires - 1589, 1612, then two devastating 18 <sup>th</sup> century fires coinciding with the new fashion for brick buildings. Destructive flood in 1625. War - Civil War demolitions for line of fire. Industrial/commercial development - Early 19 <sup>th</sup> century Heathcoat developments	Industrial/commercial development – 16 <sup>th</sup> -17 <sup>th</sup> century merchants' housing resulting from upswing in trade
<b>18<sup>th</sup>/19<sup>th</sup> century civic improvements</b>	Post town 1723 – coaching inns on East-, Broad and South Streets. Improvements to Broad and East Streets (replacing stalls with shops), including Guildhall and market house. Turnpike. Gasworks, sewage works. Railway 1854 and 1873.	Early 19 <sup>th</sup> century Turnpikes. Major remodelling of core in 1850s-60s swept away much of earlier layout. Railway 1859 and 1890.	New Quay 1821. Marketplace 1820s. Teign Street. Reclamation – The Den. Regency terraces. Railway 1846.	Brickworks and 18C rebuilding in brick following fires. Fire-using trades relocated away from core. Turnpike. Street widening after 1731 fire. 19 <sup>th</sup> century Heathcote benefactions (schools, churches, artisan housing, St Paul's Square). Gasworks. 1825 removal of street markets to marketplace. Civic buildings, continued modification of roads.	18 <sup>th</sup> century modification and improvement of post-medieval buildings, rather than new buildings. Market stalls removed from main street. 19 <sup>th</sup> century philanthropic development – schools. Wharves and quays. Turnpike and other road improvements. Railway 1848.
<b>20<sup>th</sup> century impact on core</b>	No	No	Unsympathetic post-WWII redevelopment. Relief road.	1950s demolitions for new housing. Alterations and demolitions in core. 1956 demolitions for traffic management.	Coronation Road. 1950s ring road dissects historic Barracks Hill. 1950s Civic Hall on site of medieval shambles.
<b>Development of tourism</b>	Saw a rise in 1873 (coming of railway), with a significant rise in 1920s.	Saw a rise in 20 <sup>th</sup> century, driven by interest in heritage (Tavistock abbey)	Mid-18 <sup>th</sup> century rise. Remained fashionable until after 1846	No	Saw a rise in 20 <sup>th</sup> century, driven by interest in heritage ('alternative' lifestyle shops in Totnes)
<b>Significant architects</b>	No	No	No	Gilbert Scott, William Moffat	No
<b>Significant new discoveries</b>	Saxon minster.	Hurdwick was probably Tavistock's early medieval mother-village. St. Matthew's chapel possibly site of Saxon settlement. Lazar house at Fitford. 13 <sup>th</sup> century 'Great Bridge'.		Possible Roman roadside settlement close to the confluence of. Slight evidence for a higher status Roman settlement in the vicinity of St Peter Street and present Cattle Market. Two alternative Roman routes through town proposed. Site of 'Tree at Butt' - medieval archery butts. Early marketplaces in Castle and Newport Streets.	Some indication for a high status Roman settlement. Early medieval (or earlier) settlement at Cherry Cross. Harper's Hill possibly a Harepath. Location of Malt Mill suggested to be junction of Castle Street and Collins Road.
<b>Economic activity</b>	Wool from medieval to later 19 <sup>th</sup> century. Tanning from 16 <sup>th</sup> century. Lace 19 <sup>th</sup> century. Post from 1723.	Early 12 <sup>th</sup> century market. Early 14 <sup>th</sup> century stannary. Medieval wool massive, peaking c.1500, late 18 <sup>th</sup> century decline, mid-19 <sup>th</sup> century moribund. Post-medieval to 19 <sup>th</sup> century mining and cloth. Early 19 <sup>th</sup> century mining boom (collapsed 1860s) and iron founding.	Medieval fishing and salt (to c.1602). Market to 19 <sup>th</sup> century (East Teignmouth). Port by early 14 <sup>th</sup> century. Newfoundland fishing. From early 18 <sup>th</sup> century export of clay and granite. Shipbuilding 17 <sup>th</sup> century onwards.	Medieval market, cloth into 17 <sup>th</sup> century then 18 <sup>th</sup> century decline and collapse. Early 19 <sup>th</sup> century lace.	Market from 14 <sup>th</sup> century. 15 <sup>th</sup> -17 <sup>th</sup> century strong textile industry declined 18 <sup>th</sup> century. Late-med to PM mining (?export of material?). 13 <sup>th</sup> century shipbuilding. River trade continued into 18 <sup>th</sup> century.

## Appendix 3: Themes for Further Research

Theme	Towns	South West Archaeological Research Framework
Roman origins	Crediton; Cullompton; Exmouth; Kingsteignton; Okehampton; Seaton; Tiverton; Totnes	29: Improve understanding of non-villa Roman rural settlement. 35: Improve understanding of early Roman urban settlement. 50: Improve understanding of the effects of the Roman army on the local population. 46: Assess the information for Roman ports.
Early medieval origins	Barnstaple; Crediton; Dartmouth; Exmouth; Kingsbridge; Kingsteignton; Okehampton; Seaton; South Molton; Totnes (e.g. North Ford); Tavistock; Tiverton; Kingsbridge	32: Investigate and identify the locations of early medieval religious buildings, monuments and landscapes. 34: Develop understanding of early medieval urban settlement. 36: Improve understanding of medieval and later urbanism. 59: Utilise the potential for good evidence from early medieval burials to address research questions.
Saxon burhs	Barnstaple; Kingsteignton; Totnes; Kingsbridge	34: Develop understanding of early medieval urban settlement. 62: Examine the evidence for early medieval defence and conflict sites across the region.
Roads and routes	Cullompton; Honiton; Okehampton; South Molton; Tiverton.	36: Improve understanding of medieval and later urbanism. 48: Widen understanding of Post-Medieval and modern transport and communications.
Multi-focal borough foundations	Barnstaple; Crediton; Kingsbridge; Newton Abbot; Totnes.	36: Improve understanding of medieval and later urbanism.
Phasing, use and ownership of medieval plots	Barnstaple; Bideford; Cullompton; Crediton; Dartmouth; Honiton; Newton Abbot; Okehampton; South Molton; Teignmouth; Totnes; Great Torrington; Kingsbridge	36: Improve understanding of medieval and later urbanism. 47: Assess the archaeological potential for studying medieval economy, trade, technology and production.
Medieval market places; 'Extra-urban' cigar-shaped 'market places'.	Bideford; Crediton; Cullompton; Okehampton; Great Torrington; Kingsbridge; Tavistock.	36: Improve understanding of medieval and later urbanism. 47: Assess the archaeological potential for studying medieval economy, trade, technology and production.
Differences between medieval and post-medieval tenement strips	Honiton; Okehampton; Teignmouth; Great Torrington; Kingsbridge; Tiverton	36: Improve understanding of medieval and later urbanism.
Medieval defences	Barnstaple; Dartmouth; Exmouth; Newton Abbot; Okehampton; Tiverton; Great Torrington; Totnes	63: Deepen understanding of medieval and later defence and conflict sites.
English Civil War defences	Barnstaple; Dartmouth; Exmouth; Okehampton; Tiverton; Great Torrington	63: Deepen understanding of medieval and later defence and conflict sites.
Later military activity	Exmouth; Kingsbridge; Newton Abbot; Okehampton; Tiverton; Teignmouth	63: Deepen understanding of medieval and later defence and conflict sites.
Detailed building survey of historic core.	Barnstaple; Bideford; Crediton; Cullompton; Honiton; Newton Abbot; Okehampton; Seaton; South Molton; Teignmouth; Tiverton; Totnes; Torrington; Kingsbridge;	7. Increase and develop recording of the built environment. 8. Utilise the survival of medieval and later artefacts and buildings to their full extent. 16g: Dendro-chronological dating of medieval buildings.
Survey of boundary walls, paving, street furniture	Bideford; Crediton; Cullompton; Honiton; Seaton; Tiverton; Totnes; Torrington; Kingsbridge;	7. Increase and develop recording of the built environment. 8. Utilise the survival of medieval and later artefacts and buildings to their full extent.
Detailed study of ecclesiastical sites and buildings	Barnstaple; Crediton; Cullompton; Kingsbridge; Okehampton; Seaton; South Molton; Totnes; Great Torrington (Taddipport); Tavistock;	8. Utilise the survival of medieval and later artefacts and buildings to their full extent. 56: Utilise surviving buildings and records to understand liturgical and social change in post-medieval to modern places of worship and cemeteries.
Buildings and social history	Seaton; Kingsteignton; Newton Abbot; Okehampton; Tavistock; Teignmouth; Tiverton; Great Torrington	9. Prioritise a recording strategy for buildings related to post-medieval and modern social provision.

<b>Theme</b>	<b>Towns</b>	<b>South West Archaeological Research Framework</b>
Water management	Dartmouth; Honiton; Kingsbridge; Tavistock; Totnes;	7. Increase and develop recording of the built environment.
Orchards and horticulture	Kingsbridge; Okehampton; South Molton	36: Improve understanding of medieval and later urbanism. 42: Improve understanding of medieval farming. 43: Address the lack of knowledge of post-medieval to modern food production. 47: Assess the archaeological potential for studying medieval economy, trade, technology and production.
Role of post-medieval landowners	Bideford; Great Torrington; Okehampton; Seaton; Kingsbridge; Tavistock; Teignmouth	36: Improve understanding of medieval and later urbanism.
Investigation of landscape context	Crediton; Honiton; Okehampton; Seaton; South Molton; (All – in 20 <sup>th</sup> century context)	36: Improve understanding of medieval and later urbanism. 42: Improve understanding of medieval farming.
Textile industry (wool to lace, gloves, etc.)	Barnstaple; Bideford; Crediton; Cullompton; Kingsbridge (late); Okehampton; Tavistock; Tiverton (incl late)	45: Broaden understanding of post-medieval to modern technology and production. 47: Assess the archaeological potential for studying medieval economy, trade, technology and production.
Leather and shoe industry	Crediton; Newton Abbot; Okehampton; Kingsbridge;	45: Broaden understanding of post-medieval to modern technology and production. 47: Assess the archaeological potential for studying medieval economy, trade, technology and production.
Pottery production and clay extraction	Barnstaple; Bideford; Great Torrington; Newton Abbot & Kingsteignton (clay); Totnes (Bridgetown)	13: Identify and bring to publication key unpublished excavations. 51b: Petrology and pottery studies. 45: Broaden understanding of post-medieval to modern technology and production. 47: Assess the archaeological potential for studying medieval economy, trade, technology and production.
Mining and quarrying	Bideford; Kingsbridge; South Molton; Tavistock	45: Broaden understanding of post-medieval to modern technology and production. 47: Assess the archaeological potential for studying medieval economy, trade, technology and production.
Throughfares, Inns and Taverns	Cullompton; Honiton; Okehampton; South Molton	7. Increase and develop recording of the built environment. 8. Utilise the survival of medieval and later artefacts and buildings to their full extent. 48: Widen understanding of Post-Medieval and modern transport and communications.
Fishing industry (and Salt)	Barnstaple; Bideford; Dartmouth; Kingsteignton; Seaton; Teignmouth	19b: Identifying changes in medieval fishing. 47: Assess the archaeological potential for studying medieval economy, trade, technology and production.
Quays	Barnstaple; Bideford; Dartmouth; Exmouth; Teignmouth; Totnes; Kingsbridge;	47: Assess the archaeological potential for studying medieval economy, trade, technology and production. 13: Identify and bring to publication key unpublished excavations.
Shorelines	Dartmouth; Exmouth; Totnes; Seaton; Tiverton	18d: Analysis of colluvial and alluvial sequences
Community engagement with research	All	4: Encourage wide involvement in archaeological research and present modern accounts of the past to the public.
Excavation backlogs	Barnstaple; Dartmouth; Totnes	12: Improve access to and synthesis of 'Grey Literature'. 13: Identify and bring to publication key unpublished excavations.



Central Crediton. From a c. 1920 copy of 'A terrar and perfect description of the hundred and manor of Crediton alias Kirton' made in 1598 by John Norden (OM B/CRE/1598/NOR). Reproduced with the kind permission of Devon Archives & Local Studies Service



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