



Devon Historic Coastal and Market Towns Survey

Bideford



Historic Environment Projects

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Report author(s)	Jeanette Ratcliffe
Checked by	Nick Cahill
Approved by	Andrew Young



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Historic Environment, Cornwall Council

Fal Building, County Hall, Treyew Road, Truro, Cornwall, TR1 3AY

tel (01872) 323603 fax (01872) 323811 E-mail hes@cornwall.gov.uk

www.cornwall.gov.uk

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The views and recommendations expressed in this report are those of Historic Environment Projects and are presented in good faith on the basis of professional judgement and on information currently available.

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Looking west across Bideford Bridge

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Abbreviations

DCC	Devon County Council
DHCMT	Devon Historic Coastal and Market Towns Survey
HER	Historic Environment Record
HLC	Historic Landscape Characterisation
HUC	Historic Urban Character
HUCA	Historic Urban Character Area
HUCT	Historic Urban Character Type
OS	Ordnance Survey

1 Summary

Bideford was assessed during 2013/14 as part of the Devon Historic Coastal and Market Towns Survey (DHCMTS). Part of a national programme of Extensive Urban Surveys initiated and supported by English Heritage, DHCMTS aims to increase understanding of 17 medieval towns within the county, prioritised because of their high historical significance and archaeological potential and the immediacy of development pressure.

DHCMTS constitutes a deepening of Devon's Historic Landscape Characterisation (HLC), completed in 2004. Standard, easily available sources are used to identify Historic Urban Character Types (HUCTs), which divide a town up on the basis of land use. Incorporating time depth allows a town's urban extent and uses to be mapped during the different periods of its history.

The HUCTs are then grouped together to define distinct geographical areas – Historic Urban Character Areas (HUCAs) – distinguishable by their specific origins, historical development, plan-form, buildings and degree of survival. HUCAs are the principal tool for describing the character of the historic towns included in the survey. The survey results are held digitally in a GIS database (the main project output) as part of the Devon Historic Environment Record (HER) and presented in a report for each town, together with a project synthesis to be published at the end of the project. Information about the survey and a detailed method statement are presented in a background and method document accessible on the DCC website.

Located in North Devon, on the banks of the River Torridge (Figure 1), Bideford, as a result of its diverse natural topography (Figure 2) 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 (Figures 4-10).

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 (of 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 a suburb on the opposite bank (East-the-Water). 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. Following its decline as a port, Bideford continued in the 19th century to generate wealth from existing and new industries (from pigment mines to lace collar factories) and benefited to some extent from the Victorian tourism generated by Kingsley's novel. During the 20th century, as it has evolved into a service town for tourism and the surrounding area, Bideford's geographical extent has more than trebled in size, with the present HUCTs within the town depicted in Figure 11.

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. Eighteen HUCAs have been identified (Figure 12), most of which are considered to have high above-ground heritage significance and medium-high significance in terms of potential for below-ground remains.

Historic Urban Character Area (HUCA)		Heritage significance	
Number	Name	Above ground	Below ground
	<i>Bideford</i>		
1	St Mary's Church and approaches	High	High
2	High Street to Bridgeland Street commercial core	High	High
3	The Quay and The Pill	High	High
4	Bideford Bridge	High	High
5	Market Place and surrounds	High	High
6	Torrige Hill and New Road	High	Medium
7	Pitt Lane to Lower Gunstone	High	High
8	Old Town	High	Medium
9	Valley bottom reclamation and expansion	Medium	Medium
10	North Down Road to Abbotsham Road	Medium	Medium
11	Riverside	Medium	Medium
12	Orchard Hill and Raleigh villa suburbs	Medium	Medium
13	South-western outskirts	Low	Low
	<i>East The Water</i>		
14	East-the-Water waterfront	High	High
15	Railway line	High	Low
16	Chudleigh villas	High	Medium
17	Torrington Lane terraces	Medium-High	Low
18	East-the-Water expansion	Low-Medium	Low

2 Town context

The study area is comprised of the main settlement of Bideford, together with East-the-Water and the town's historic Long Bridge linking the two. It encompasses the present (Autumn 2013) town extent, with the A39 being taken as the northern limit on the western side of the river, where modern development has made the boundary between Bideford and Northam less distinct (Figure 2).

2.1 Location and setting

Bideford is located in North Devon, within Torrridge District Council local authority area (Figure 1). It is situated on the banks of the River Torrridge, five kilometres upstream (south) of the confluence with the River Taw and six kilometres from where the broad mouth of the Taw-Torrige estuary opens out into Bideford Bay.

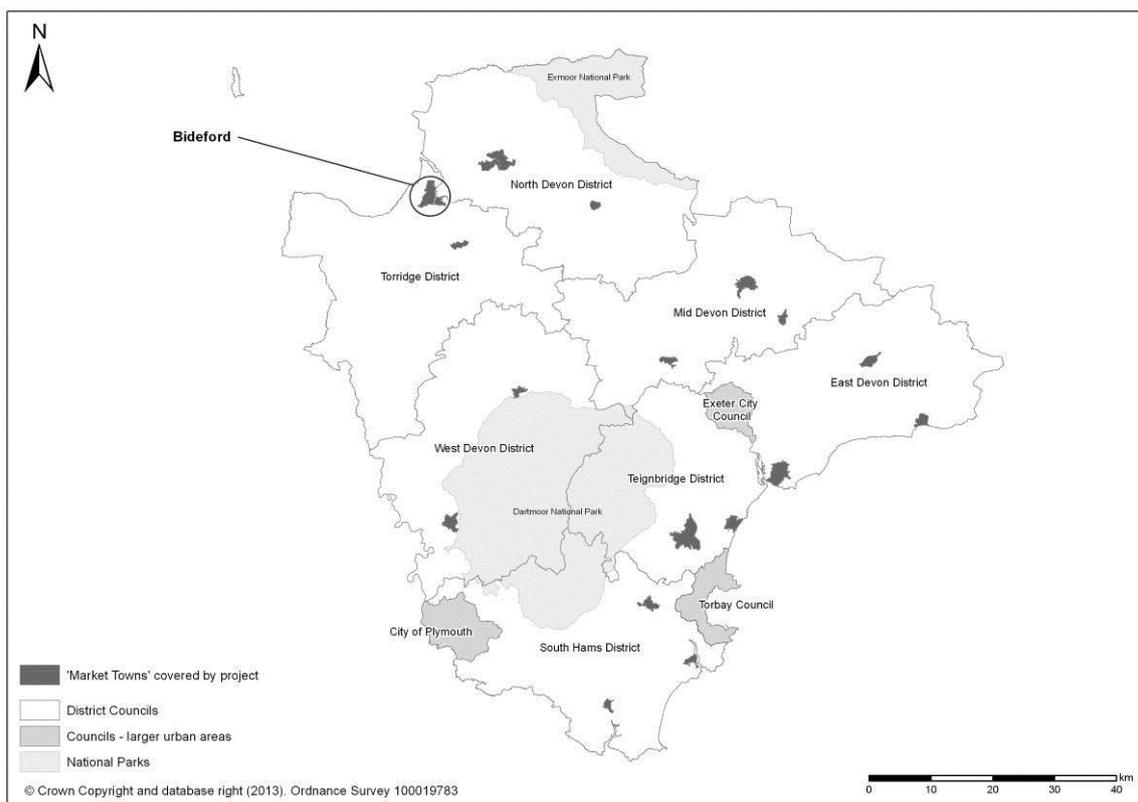


Fig 1 Location map

Coastal cliffs lie five kilometres to the west and the dunes of Northam Burrows a similar distance to the north. Yet, despite its proximity to the coast and general maritime setting, Bideford is a sheltered river port, tucked around the corner from the open sea, encircled by higher ground. The town overlooks the widening, tidal waters and (at low tide) mud and sand flats of the lower reaches of the Torrridge, which extend between and northwards from the town. Back from the river, it has a hinterland of rolling farmland, incised by deep wooded valleys to the south and flatter, marshier ones to the north, with villages and farms linked by a network of ancient lanes.

Bideford lies roughly equidistant between the neighbouring towns of Barnstaple, a rival historic port on the River Taw seven kilometres to the north-east, and the market town of Great Torrington, further up the River Torrridge to the south east. The village of Northam, Victorian seaside resort of Westward Ho! and the fishing/shipbuilding village of Appledore all lie on the broad 'headland' of land to the north, with the first two now forming an almost continuous swathe of development with Bideford. Between East-the-Water and Barnstaple a string of riverside villages (Instow, Yelland, Fremington and Bickington) are located along the B3233.

The branch railway line from Barnstaple having been long closed, the main access to Bideford is by road, although boats still dock at the quay (including the ferry to Lundy) and the old railway line is now a (Tarka Trail) cycle path. Key road connections run direct to Barnstaple, Great Torrington, Holsworthy and Bude, and via those routes to Exeter, Okehampton and Launceston and the main arteries of the M5 and A30. Since 1987, Torridge Bridge, built across the river mouth downstream of Bideford, has provided an important link between the Atlantic Highway to the west (which runs along the north coast of Cornwall and North Devon) and the North Devon link road, which joins the M5 to the east of Tiverton.

2.2 Geology and topography

The underlying geology of Bideford is sedimentary rocks of the Bude Formation - sandstones, shale and siltstones of the Upper Carboniferous age (Westphalian), 310 million years old. Running through these deposits are seams of a culm deposit known as Bideford Black, mined for 200 years for its uses as a strong black pigment.

The main settlement of Bideford lies on a hill-slope on the west bank of the Torridge, between the 50m and 5m contours, with low ground and marshland to the north and a steep-sided valley to the south. On the opposite river bank East-the-Water has similar topography, with streams flowing into the Torridge to its north and south and the land rising sharply to 25m to the east.

Historically, a tidal inlet, known as The Pill, formed the northern edge of the main town, with marshy ground extending up the valley and along the riverside beyond, but this was in-filled and reclaimed during the late 19th / early 20th century.

2.3 Previous work

Around 40 archaeological 'events' are recorded in the Devon HER as having taken place within the study area (some for the same site) or within a large area that includes it (geographically or thematically).

Not surprisingly, most (geographically) large-scale investigations have been associated with development towards or on the present town edge - such as on land associated with proposed extensions to Grenville College (HUCA 10) and the swathe of new housing and superstore development at the north end of Manteo Way (HUCA 18)

A number of archaeological interventions have also taken place on smaller restoration and development sites within Bideford's historic core, including: evaluations on Bridge Street (HUCA 5) and Providence Row car parks (HUCA 2), building recording of a warehouse in King Street (HUCA 2), dendrochronological analysis of house timbers in Bridge Street (HUCA 5); an assessment of the former infirmary site in Meddon Street (HUCA 8), a watching brief at Old Town Cemetery (HUCA 8), excavations in New Street (HUCA 2) and on the site of Stella Maris convent school (HUCA 9), the recording of a plasterwork frieze at 13 The Strand (HUCA 3) and foreshore coring adjacent to New Road (HUCA 6).

Amongst the studies covering a wider area that have included the town are a survey of the historic buildings and structures along the Tarka Trail, a study of limekilns in North Devon and an archaeological appraisal of River Torridge pipeline routes.

3 Historical development

This section summarises the development of the town through time (Figs 4-10), highlighting the key components and influencing factors, as part of the process of identifying its historic urban character. It is not intended as a detailed historical narrative.

While the medieval section is based on original map and topographical analysis, it also draws on the Devon Urban Survey report drafted in 1976 by Simon Timms (Urban Survey Officer, Devon Committee for Rescue Archaeology).

HER ID numbers (prefix MDV) have been included for cross reference with the DCC database of archaeological sites and historic buildings (where site-specific descriptions and bibliographical references can be accessed).

Cross reference is also made to the Historic Urban Character Areas (HUCAs).

3.1 Prehistoric (10,000BC to AD43) and Roman (AD43 – AD409)

There is no direct evidence for Bideford having had a prehistoric or Roman origin, although finds have been recorded within the study area and wider vicinity, indicating that the area was occupied during those periods.

These include: Mesolithic organic material (bone, hazelnuts, wood and peat, MDV28354) discovered under the river bed during the 1985 construction of Bideford Road Bridge, together with a Cornish greenstone axe recovered from the excavation spoil (MDV28355); another Neolithic polished axe found near Godborough Castle (MDV2638); a Bronze Age palstave from Bideford, now in the public library (MDV14590); a flint scatter, recovered in the vicinity of Orchard Hill (MDV20205); and a 3rd century AD Roman coin (MDV11747) found in a garden somewhere in Bideford, exact location unknown.

In addition, two recorded earthworks just west of the study area might have been the remains of defended settlements - Castle Park Enclosure (MDV11735) and Daddon Park Enclosure (MDV19122), perhaps the same 'Roman encampment' said in the 19th century to be discernible beyond the western town limits (Timms 1976, 97). There is also a Castle Park field name recorded in the 1840 Tithe Apportionment survey on the north side of Orchard Hill road, which may indicate the location of a prehistoric enclosure (MDV11739). Hilltop enclosures are also known to the south of the town, near Hallsannery and Tennacott, and at Eastridge, East-the-Water, and scatters of prehistoric stone implements have been recorded at Abbotsham, Northam and along the line of the Industrial Link Road (TDC 2009, 6).

3.2 Bediforda (AD 410-1065)

3.2.1 Early medieval shoreline

Tracing the historical development of Bideford requires an understanding of the character of the riverside along and above which it gradually developed. The following is a best fit model for the (pre-urban) early medieval shoreline (Figure 4), based on the historic maps consulted for this study, archaeological evidence recorded in the HER and the town's present topography.

- **West bank of River Torridge:** the wide mouth of the tributary (Kenwith) valley appears to have stretched from Riverside (on the northern edge of the present town) south to Bideford Bridge, with its main river channel flowing into the Torridge via the (now in-filled) tidal creek known as The Pill, to the north of which was a wide expanse of marshland; to the south (just north of the later bridgehead) was a small inlet (at the bottom of a shallow valley down which High Street now runs); between the inlet and The Pill there was a sub-triangular level area of (probably less marshy) ground, the inland edge of which is now defined by Mill Street (curving around the

bottom of the valley slope), with Queen Street representing the line of the main riverbank to the east; south of the High Street inlet, the river edge ran parallel with the east side of Allhalland Street, continuing along what was originally the lowest part of Lower Meddon Street and then along the west side of New Road to what was originally a small inlet (behind Wooder Wharf, now in-filled); south from there the shoreline appears to have been synonymous with the line of New Road.

- **East bank of River Torridge:** Barnstaple and Torrington streets mark the early river edge, with only a narrow sliver of level land behind initially available for settlement; beyond, the foreshore seems to have been hard up against the bottom of the steep valley slope, curving, to the south, around an inlet (now in-filled and occupied by Nuttaberry industrial estate), and sloping down on the north to marshland at the mouth of a tributary river.

3.2.2 Saxon manor, ford and church

Bideford is first recorded, as *Bediforda*, in the Domesday Survey of 1086. It was one of the forfeited subjects' lands given to Queen Matilda, which before the Conquest had belonged to Brictric. Reverting to the Crown on Matilda's death, it had been granted by c1100 to the Grenville family, who subsequently held it for more than 600 years. At Domesday the manor included thirty villeins, making it one of the larger manors in North Devon, and, in addition, it possessed a fishery from the River Torridge, which was the most valuable fishery in the county. (MDV18918; Reichel, O. J., 1928 - 1938. *The Hundred of Shebbear in Early Times*; Timms 1976, 87).

While the River Torridge divides parishes for virtually its entire length (and Saxon hundreds for a substantial part) Bideford is the sole exception, with roughly half the parish 'east the water' (Exeter Archaeology 1996; MDV18918). This may have had its origin in the need for unified control over both banks at this strategic crossing point during the time of (and perhaps considerably earlier than) the Viking raids (Ibid). Bloody Corner, between Northam and Appledore to the north of the study area, is reputed to be the site of a battle between Danes and Saxons in AD 878 (MDV11743).

As its name suggests, Bideford originated as a place on the Torridge where a bank of pebbles or hard sand made the river shallow enough to cross at low tide. The precise location of 'Byda's Ford' is uncertain, with the lines and terminations points of early roads and trackways suggesting the routes of several ford (and ferry) crossings along this part of the river. It may have been part of the (now indistinct) route which probably descended down from the ridge on the west to the riverside where the medieval Ford Farmhouse now stands. Alternatively, it may have been closer to where Bideford's medieval bridge was later built, since the river narrows considerably at that point and the bridge may have replaced an original ford.

The latter location is overlooked by St Mary's Church, which occupies an elevated, defensible, riverside knoll where a Saxon church almost certainly also stood (Figure 4), remains of an earlier structure having been found when the medieval church was rebuilt in the 19th century (Grant & Christie 1987, 16). Early Christian religious sites and their associated lay settlements were often established in valley bottoms or heads, on estuaries or close to the coast in order to take advantage of natural harbours and converging land routes providing opportunities for trade and communication with parent houses overseas or along the coast.

The Saxon church may have stood alone, or a small, pre-urban settlement may have existed adjacent to it, perhaps also in the vicinity of Ford Farmhouse (possibly an early manorial centre). Another potential early settlement focus on the western side of the river is Old Town, where there appears to have been an agricultural hamlet by at least the medieval period (see section 3.3 below).

The existence and extent of any early medieval settlement at East-the-Water is unknown. Possible locations are the river crossing points at the western ends of

Torrington Lane and Old Barnstaple Road, and the river bank opposite Ford Farmhouse (see Section 3.3, below).

3.2.3 Early medieval routes

Given its possible Saxon, or pre-Saxon, provenance, the key routes (Figure 4) up to and away from St Mary's Church may also date back to the early medieval period, together with those leading to the potential river crossings and down to and along the foreshore to the north of the church, likely to have been the focus for fishing and trading activity.

- Abbotsham Road - Honestone Lane – Tower Street: the key approach from the west to the church and the possible ford in the vicinity of Bideford Bridge.
- New Road – Bull Hill – Lower Meddon Street: a (now interrupted) riverside route from the south, which probably turned inland just south of Ford Farm to pass across a ford or around the head of the (now in-filled) creek behind Wooder Wharf.
- Allhalland Street – Mill Street – North Road: a route running north-west from the church, above the foreshore and curving around the base of the valley slope, behind what would have been marshy ground beside the Torridge and the side creek later known as The Pill; a strong primary feature of the town plan.
- Old Town Street - Higher Gunstone - Cold Harbour: a route running south-west to north-east along the spine of high ground before descending to The Pill.
- Old Barnstaple Road and Gammaton Road/Alverdiscott Road-Torrington Lane: routes leading down to likely ford/ferry crossing points on the east side of the Torridge.

3.3 Medieval borough and bridge (AD 1066-1539)

Bideford is first documented as a town in the early 13th century, when Richard de Grenville (sometime between 1204 and 1217) granted a borough charter, confirmed by his grandson. This was followed in 1271/2 by the granting (possibly re-granting) of permission to hold a market on Mondays and a fair for five days at the Festival of St Margaret. (Beresford and Finberg 1973, 87; Lysons 1822; MDV18918)

The town's position among the leading boroughs in Devon is shown by its inclusion in a list of settlements with individual representation before the King's justices at the Eyre in 1238. However, it had only six jurors, compared to the dozen of Barnstaple, Great Torrington and most other boroughs, and the tax assessment in 1332 (when there were 30 burgesses recorded) also placed Bideford below Barnstaple, South Molton and Great Torrington. (Timms 1976, 86-107; Grant and Christie 1987, 15)

Bideford's early urban growth would, therefore, seem to be limited in comparison with that of other medieval North Devon boroughs. The early supremacy of Barnstaple, arising out of it being a strategic military base from the 9th to the 11th century (which in turn fostered early social and economic growth), restricted Bideford's dependent hinterland to the poorer and sparsely populated areas of North-West Devon, in which the few other towns were situated on the sea-coast. (Timms 1976)

In the absence of a castle, priory, or even a hospital, Bideford appears to have depended on its role as a riverside port, and as a centre of communications, located as it was at the focal point for a number of cross-country route ways. The main medieval route through Bideford ran overland from Barnstaple across the Torridge and on towards Hartland, Clovelly and the dispersed settlements of the plateau land to the west. To the south, Great Torrington was reached by routes on both sides of the river, whilst to the north a route was (from 1439) carried across the marsh of Kenwith Valley by a causeway and ran on to Northam. (Timms 1976; Grant & Christie 1987, 51)

From the late 13th century, Bideford's civic pride lay in its great bridge, spanning the lowest dry crossing point on the Torridge. First constructed in wood, probably at about

the time Bideford received its grant of a market and a fair from the Grenvilles, it was later (1460-1530) rebuilt/clad in stone. Custodians of the bridge are recorded in 1323 and the Bideford Bridge Trust continues to exist. Chapels were situated at each end of the bridge, identified in a papal letter of 1459 as All Saint's (at the west end) and St Mary's (at the east), and a cross and statue of St Mary stood on the middle of the bridge. (Ibid)

The dedication to St Mary derives from Bideford's parish church (the present building dating largely from the 14th or 15th century) overlooking the western bridgehead.

Bideford's medieval maritime history is less well known than that of the post-medieval period, by which time it was a flourishing sea port. In 1420 it was named, together with Barnstaple and Ilfracombe, as one of the three ports on the North Devon coast, with imports from Brittany recorded as coming into the town in 1442. All three towns were part of the Port of Exeter until the late 16th century, with Barnstaple becoming an independent port first and having 12 ships registered in 1572 compared to Bideford's six. (Timms 1976)

Bideford's medieval economy was broad-based, with a shipping industry, although not yet as fully developed or dominant as it later became, active agricultural and water-borne markets and, despite the absence of firm documentary or artefact evidence, it is generally assumed that Bideford was already a centre for pottery manufacture. The occurrence of the surname 'Crokker' in the tax lists of 1332 may reflect the medieval origins of the industry, with potters making jugs, bowls and cooking pots for townsfolk (and perhaps also for export). (Timms 1976; Grant 1983, 1). Much of this activity was concentrated here because, despite being only part way along the tidal estuary, the crossing point here effectively made it the navigable head for sea-going craft - a focal point of routes and inter-change.

The medieval foreshore on the west side of the river appears to have lain between the line of Mill Street and the line of Queen Street-King Street and to the east of Allhalland Street. The foreshore here was probably used as a landing place for shipping long before the construction of any quayside. In addition to the main river front, there was a second mooring point on the now in-filled side creek (The Pill); this may indeed have been Bideford's earliest shipping point. During the post-medieval period, pottery was produced and loaded onto ships here, and this creek-side industrial area to the north of the town may have begun developing during the medieval period (Figure 5). (Timms 1976).

Documentary evidence, including street names (recorded from the early 14th century), together with historic maps and the existing plan-form, indicate the likely extent and layout of the town, itself, (Figure 5), which grew around several different settlement foci during at least two key phases of urban development.

3.3.1 Main town

The main part of the medieval town occupied the slopes leading down to the western river edge, incorporating the possible early medieval settlement around St Mary's Church (HUCA 1-5, 7).

The back-bone of the medieval street layout here was provided by the line of Old Town Street, Higher Gunstone and Cold Harbour, an early route running along the ridge of high ground above the river before descending to The Pill; across this ran Honestone Lane - probably also an ancient route from the west down to the church site.

From the ridge-way spinal route, High Street was laid out as the town's principal street, presumably during the late 12th or early 13th century, around the time of the first borough charter, and before the construction of Bideford's medieval bridge. Running eastwards down a shallow tributary valley ending in a small inlet on the shore of the Torridge, it had burgage plots on either side, behind which were back lanes formed by Lower Gunstone (apparently newly laid out) and the probably pre-existing Honestone Lane.

The latter, although a back lane in terms of the burgage plot layout, also formed (with Abbotsham Road) a western route into the town. Prior to the (post-medieval) construction of Market Place and Bridge Street, the route appears to have continued down Tower Street to St Mary's Church. The street's name is believed to derive from 'Horestone', meaning boundary stone (Christie 2000, 29), perhaps reflecting its location on the south-western edge of the initial medieval town and the fact that both sides of the lane appear to have continued undeveloped until the post-medieval period.

The bottom (eastern end) of High Street splays out, suggesting this was the site of the medieval market place, adjoining and possibly synonymous with Bideford's first quay, which also appears to have been located in this area, between Conduit Lane and King Street. First mentioned in 1609, the quay may date back to the late medieval period, being constructed within an inlet/on foreshore already used for beaching and unloading boats (Timms 1976). The market and quay would together have formed an extensive open area for trading local produce and imported goods. The discovery of a late 15th century house at the south end of Queen Street indicates the likely existence of another (subsidiary) landing place/quay to the north of the main quay, accessed via Cooper Street (perhaps then still only an undeveloped track way).

Although there is no direct evidence, it seems likely that Bideford's medieval fair ground was at the south end of Honestone Lane, on the relatively level edge-of-town area developed into a market square during the post-medieval period (see Section 3.4 below). It may be that this was already a market area during the medieval period, where agricultural produce from the surrounding countryside was traded (while fish and seaborne produce was marketed on and above the quay).

Meddon Street, running parallel to High Street to the south, was a subsequent addition to the main town area, with urban activity (in the form of tenements rather than burgage plots) first being recorded here in the mid-14th century. Presumably influenced by the construction of the bridge (and perhaps also associated with the building of St Mary's Church, from which its name 'Maidenstreete' is derived), it plugged the gap between Old Town and what became Lower Meddon Street, which curves down to the south east corner of the churchyard and was originally the northern end of an early riverside approach from the south.

It seems likely that the area around the church also became incorporated into the medieval town at this time. Here, at the bottom of Lower Meddon Street, an alley now gives access onto New Road (the line of the former foreshore), but the street previously continued along the pedestrian walkway along the east side of the churchyard, where it would have connected with the southern end of Allhalland Street.

Allhalland Street derives its name from All Saints (All Hallows) chapel on the Bridge. From the 13th century this (probably pre-existing) route became the connection between the medieval bridgehead and church and the market place and landing place/quay at the bottom of High Street, the intervening foreshore being still undeveloped. Running along the top of the shore, Allhalland Street had burgage plots along its western side, but remained open to the river on the east.

A document of 1256 contains some description of the disposition of various larger property holdings in and around the town. It has been interpreted as evidence for Allhalland Street being the principal, or High, street (Carter 2012). However, the precision of terms such as 'south' and 'east' in the document is open to interpretation, and there is the significant difficulty that there were said to be large burgage plots on the east side of the street – where there seems to have been little or no physical space for these plots at the time on what would have been a narrow foreshore. The 1256 document could equally be interpreted as evidence for Old Town as being the original urban core (see 3.3.3 below). Crucially, however, it does not negate the model given here of the whole Old Town-High Street sweep of roads (trending generally south-west to north-east) being this principal route or High Street.

Although the alternative interpretation proposed in Carter 2012 is therefore acknowledged as a possibility, the model proposed in this Urban Survey report, with the present High Street as the core of the medieval borough, seems still to be the best fit to the full range of morphological and historical evidence.

Mill Street, a northern continuation of the foreshore route, is first recorded in 1342 (Grant and Christie 1987, 15) and may also originally have had medieval buildings only on its west side (from High Street to perhaps as far as the bottom of Lower Gunstone), while remaining undeveloped on its river side. The streets and property units east and north-east represent post-medieval expansion, apart from the track along the line of Cooper Street leading down to a medieval house and possible landing place/quay.

The name Mill Street indicates the existence of a mill. Given the natural topography, route of the street and an 18th century documentary reference, this was probably a tide mill located at its northern end, at the head of The Pill. A location towards the southern end of the street, in the vicinity of the late medieval quay has previously been suggested (Grant and Christie 1987, 15).

3.3.2 East-the-Water industrial suburb

Bideford Bridge linked the main urban settlement with the suburb of East-the-Water (HUCA 14), which is first documented in the late 15th century, but probably dates from the construction of the first bridge in the 13th century. In the 16th century it was noted to be an active shipbuilding area and it may have originated as an industrial suburb associated with pottery production and maritime trade. (Timms 1976)

Although the topography of East-the-Water is similar to the main urban area, during medieval times there was no direct access from the east end of the bridge, an indication perhaps of its later insertion into a pre-existing road and settlement pattern. The two principal thoroughfares where medieval development would have been focused (Barnstaple Street and Torrington Street) both run parallel to the river, along the top of what was probably the medieval shoreline, before turning through a sharp right-angle inland, to join the early routes to Great Torrington and Barnstaple (Torrington Lane and Old Barnstaple Road). (Ibid)

3.3.3 Old Town - hamlet with town functions

At Old Town (HUCA 8), on the ridge of high ground above and along the south-western approach to the main town, was what appears to have been an agricultural hamlet, which was probably already in existence, but took on a new role after the creation of the borough.

The name 'Old Town' is indicative of an early settlement and though there is no direct documentary evidence for its origin, the plan-form on the 1840 Tithe Map (and to an extent still visible today) and the occurrence of the term 'burgage' in the Tithe Apportionment, suggest medieval urban associations. Old Town Street bulges out at two points, giving it the appearance of an historic market street, and narrow, parallel, rectangular plots extend back from both sides south of the Meddon Street junction, with one of the plots on the east side of the street recorded as 'Browns Burgage' in the Apportionment and another on the west named 'Barn and Burgage'.

The suggestively named Backaborough Lane, runs west off Old Town Street's south end, and Pine's Lane, running parallel to the north appears to be part of the same early layout. Strip fields on both sides form distinctive bundles and Backaborough, Pine's and Love Lane (running south-west off Abbotsham Road) appear to have originated as drove roads providing access to the fields and downland further west.

At its east end, Pine's Lane kinks (before joining Old Town Street) to run around two sides of a rectangular plot, which may have had some significance in terms of the historic settlement (being perhaps an early market place).

The evidence suggests that Old Town was a hamlet absorbed by the functions of the town to become the gardens and access to farmland for Bideford's burgesses

(compensating for the lack of space and direct access from their waterside town plots), and it may also have developed into an additional ('parasitic') market area.

It has been suggested as an alternative that Old Town may have been the earliest medieval urban development (see Timms 1976), and the document of 1256 referred to in section 3.3.1 above could be interpreted as adding some weight to this, but, while this interpretation is acknowledged as a possibility, the model proposed in this Urban Survey report, with the present High Street as the core of the medieval borough, seems still to be the best fit to the full range of morphological and historical evidence.

3.3.4 Key medieval components

The key medieval components within the present town extent are summarised below and shown, with the medieval street plan, in Figure 5.

- **Burgage plots** (High Street and Allhalland Street, HUCA 2, 5 & 7): rectangular blocks of long, parallel strips fossilised by property boundaries extend back from both sides of High Street, stepping up the steep valley slope; 1987 excavations in New Street prior to redevelopment revealed a medieval boundary ditch; the burgage plots along the upper half of High Street have a more sinuous pattern, suggesting secondary expansion into medieval strip fields; recent archaeological investigations within the block south of the road confirmed survival of boundary walls and uncovered a sizeable assemblage of medieval North Devon coarse ware pottery (MDV103987); block of burgage plots extending back from the western side of the southern part of Allhalland Street (largely removed by 1960s clearance).
- **Later medieval tenements** (Meddon Street, HUCA 5): burgage-like plots lining the lower half of Meddon Street are probably late medieval tenements, with a tenement on the south side of Meddon Street being mentioned in a 1347-8 century document (MDV482).
- **Burgesses' garden plots** (Old Town, HUCA 8): the remnants of a burgage-plot-like pattern of gardens cultivated by Bideford's burgesses still traceable in the present plan-form on either side of Old Town Street, south of the Meddon Street junction.
- **Ferry and ford crossings** (pre-dating/co-existing with Bideford Bridge; HUCA 3, 4, 6, 14 & 18): bottom of High Street (site of later medieval quay) and east end of Cooper Street to bottom of Old Barnstaple Road (which continued eastwards to the rival river port); foreshore adjacent to St Mary's Church (and the later bridgehead) across to the later bridge head at East The Water, and to the bottom of Torrington Lane (the main route to Great Torrington) and/or Nutaberry Hill (a paved causeway thought to be part of an old ford having been uncovered during the construction of the 19th century gasworks MDV43293), and perhaps also downstream to the Old Barnstaple Street landing point; Ford Farm to one of the points further down river and/or directly across to the opposite bank where a no longer existing settlement named 'Grange' is shown on the 1802 OS survey drawings.
- **Bideford Long Bridge** (MDV497, HUCA 4): consists of 24 pointed arches of differing widths, believed to result from its timber origins; originally built of oak main supports built up from a timber plate resting on a rough stone foundation in 1280s or earlier (Bishop Quinil of Exeter, 1280-91, is said to have granted indulgences to those contributing to its building); 1396 Bishop Stafford granted an indulgence to all true penitents assisting the extensive repairs that were necessary; in 15th century the bridge was widened and clad in stone (Leland, c1535-43, is the first to describe it as being of stone). A 1745 Book of Plans of Properties owned by the Bridge Trust depicts a toll house at the east end of Bideford Bridge (MDV16847); subsequent bridge widening took place in 1795-1810 (to include footpaths), 1864-66 (to provide double carriageway) and 1925 (parapets and cutwaters rebuilt); owing to increased traffic two arches nearest quay collapsed and

had to be rebuilt in 1968; 1987 new road bridge built to north of town. (Christie 2000, 2-4).

- **Allhallows Chapel, site of** (MDV14254, HUCA 4): site of the Chapel of All Saints at western end of Bideford Bridge; thought to have been built at same time as bridge, c1280; mentioned in a document of 1459; depicted on the Old Bridge Seal, which was in use in 1474, as built in the Early English to Decorated period of Gothic architecture, with a small bell over the centre of the main roof (mentioned in an inventory of church bells made in 1553); demolished sometime after 1835; No visible trace remains; area occupied by modern buildings and roadway.
- **St Mary's Chapel, site of** (MDV14255, HUCA 4): site of chapel at the eastern end of Bideford Bridge; appears on the 1474 Old Bridge Seal, as more ornate than Allhallows and was probably built slightly later; described in documents of 1459 and 1516 as the chapel of St Mary the Virgin; Leland calls it a "fair chapelle of our Lady"; alleged dedications to St Thomas the Martyr and St Anne are apparently the result of a confusion; licensed for divine service for the inhabitants of East-the-Water; 1745 Book of Bridge Plans of Properties shows chapel (with an adjacent Toll House) next to the river; demolished sometime after 1835; no visible trace remains; area is covered by modern buildings and roadway.
- **St Mary's Parish Church** (MDV483, HUCA 1): 14th or 15th century building, of which all but the tower was rebuilt by Edward Ashworth in 1862-5; late Norman font; canopied tomb of Thomas Grenville (who died in 1513); late 16th century carved tower screen; and mural monuments of the 17th and 18th centuries.
- **Late medieval quay, site of** (MDV494, HUCA 3): within/projecting out from an in-filled inlet at the bottom of High Street; may be represented by the block of land to the north of High Street bounded by Mill Street on west and King Street on East; earliest (1609) documentary reference to the quay describes its southern end as level with Conduit Lane; further access was probably provided on its northern side by the small lane running westwards towards Mill Street from Kings Street. (Pye 1992, 17)
- **Secondary landing place/quayside, site of:** on the north side of the junction between the south end of Queen Street and Cooper Street; in front and south of No. 4 Queen Street, which contains a two-bay medieval roof and a back range with smoke-blackened cruck trusses, indicating the building was originally a large house of c1485 (MDV78853); extent of site unknown, but the current lack of evidence for any other medieval buildings suggests a small (private?) quay.
- **Medieval market place** (HUCA 2): at the lower (eastern) end of High Street, where it splayed out (more so historically) to meet the main quay/earlier foreshore; 15th century documents record the town pillory standing in a large open place on the south side of High Street, on the west side of the junction with Allhalland Street, where Lloyds TSB now stands (Christie 2000, 8); the market place probably also extended out along the river front (and then the quay), itself; set into the corner of the bottom of High Street (on its south side) is possibly a 'Tome Stone' (on which merchants laid their money to make agreements legal), referred to in 1587 as a 'Broade Stone standing upon the Kaye of Bydyforde' (Christie 2000, 8).
- **Fair Ground/market area, possible site of** (HUCA 5): between High Street and the bottom of Honestone Lane; a temporary trading place or permanent market area pre-dating and occupying the same general site as the post-medieval market place.
- **Tide mill, site of** (MDV55995, MDV28775; HUCA 9): referred to by William Marshall (1796), as a former tide mill at one end of a low bank across 'a creek of marshland' on the north side of Bideford; the mill's location was misinterpreted by Minchinton and Perkins (1971) as being further north along the coast near the

Cleave Houses (MDV18349); Turton and Weddell (1993) place it behind the riverbank south of Riverside; however, a more likely location for a tide mill is beyond the north end of Mill Street, at the head of The Pill, where the northern half of Chingswell Street may represent the line of the dam/causeway and the football ground and bowling green the site of the mill pond (HUC assessor; Figure 5); 1840 Tithe Apportionment names a plot on the opposite side of Northam Road as 'Millpool Closeland'; the name 'Mill' on the 1802 OS drawings may refer to this tide mill or a watermill located on the stream which flowed through marshland north of The Pill; Christie (2000, 8) believes there was a tide mill at the southern end of Mill Street, suggesting it was under the present National Westminster Bank, which would place it within the inlet later in-filled to form Bideford's first quay.

- **Potteries, site of** (HUCA 2 & 9): some of the potteries located on the south side of The Pill and at East-the-Water during the post-medieval period (see section 3.4) are likely to date back to the medieval period.
- **Old Ford House, possible manor house** (MDV11756, HUCA 6): located on river's edge, south of medieval town; probably a gentleman's house converted to a farmhouse (Ford Farm) in 19th century; late medieval, possibly 14th century with added medieval cross-wing; extended in late 16th century; cross-wing remodelled and further extended in late 17th or very early 18th century; remarkable as a well preserved medieval hall and cross wing house, a type very rare in Devon, particularly at vernacular level; believed to have adjoined an early fording place on the River Torridge and has been suggested as the medieval Manor House of the Grenvilles, or perhaps of the neighbouring landowners, the Botreaux family (Carter 2012).

The remaining land within the study area (present town extent) would have been covered in **strip fields** and other agricultural enclosures, with (in addition to Ford Farm), two **farmsteads** to the south – Caddsdow Farm and The Barton (East-the-Water) - and marshland on the valley floor and riverside to the north. Transecting this landscape were **roads and lanes** leading into the medieval town (North Road, Northam Road, Northdown Road, Abbotsham Road, Clovelly Road, New Road, Torrington Lane, Old Barnstaple Road, Gammaton Road, Alverdiscott Road) and giving access to the foreshore and surrounding farmland (Cold Harbour, Chanters Lane, Orchard Hill, Love Lane, Pynes Lane and Backaborough Lane).

3.4 Post-medieval shipbuilding and trading port (AD 1540-1799)

3.4.1 Economy, population and physical development

The early part of the post-medieval period was a time of significant growth for Bideford, in terms of its economy, population and physical development.

By the late 16th century it had become an active ship-building centre, producing ships of over 100 tons, amongst the largest in the West Country. A 250 ton ship was fitted out for an Exeter merchant in 1566 and, a few decades earlier, Leyland described Bideford as 'a praty quik Streate of Smithes and other Occupiers for Shipcrafte'. (Timms 1976, 86-107)

Increase in Bideford's maritime activity may have been stimulated by the town obtaining a charter of incorporation. Granted by Sir Richard Grenville in 1573 and confirmed during the reign of James I, this made the town a free borough with powers of self-government and (from 1610) the right to have a town seal and make by-laws, meaning that its gentry and merchants effectively controlled the town in their own interests. The existing market and fair were confirmed and two other fairs granted (each to be held for four days) - one in February, later linked to St Valentine and one in November celebrating All Saints Day (Howell 2013).

A contemporary account of Bideford in 1600 highlighted the basic and run-down nature of its poorer houses, which were 'of stout watling plastered with clay', with 'scarcely a

chimney' and clay floors 'strewn with rushes', under which domestic rubbish and animal excrement accumulated. Powers for rebuilding the decayed town, and for the better maintenance of its bridge, were also included under the charter. (Lysons 1822; Timms 1976, 86-107; TDC 2003; Grant 1983, 1-11; Carter 2012, 7).

During the 17th century the town's interest in maritime trade further increased with the result that it became an independent port in 1672 with its own customs house. By the end of the 17th century trade was such that only the ports of London and Topsham exceeded the number of ships leaving Bideford. Its trade benefited greatly from the activities of the Grenville family in the colonisation of North America and these connections led to Bideford becoming the leading port in the tobacco industry as well as an active participant in the Newfoundland fisheries, one of the great drivers of the south-west urban economy in the period, with up to 50 ships employed in importing cod from there. In addition, there was a substantial local fishery exporting herrings from Bideford, with rock-salt imported from Liverpool dissolved with sea-water to create the 'salt upon salt' brine for curing. (Lysons 1822; Timms 1976, 86-107)

By 1717, Bideford had become third only to Plymouth and Exeter in foreign trading in Devon, with contacts in North America, Spain, Holland, France, the Mediterranean, and Ireland, in addition to coastal trade to Bristol. This prominence is partially explained by the temporary slump in Barnstaple's business on account of the silting up of the Taw, but even after Barnstaple recovered its position, Bideford remained very active until the general decline in overseas trade towards the close of the 18th century. (Ibid)

There was a rapid increase in population at the beginning of the post-medieval period, from 800 in 1523 to nearly 2,640 in 1640 (with a two-fold increase between 1560 and 1640). This increase was matched by the growth of a thriving merchant community. There were no wealthy merchants in 1523 to compare with the 30 at Totnes or 60 in Exeter, but by 1675 Bideford was being described as 'a large and flourishing town, well inhabited and frequented, enjoying a good trade, with a well provided market on Tuesdays' (White 2005, 127). Fifteen years later, at the height of the tobacco trade and Bideford's prosperity, the spacious new Bridgeland Street was built to accommodate (in the words of Daniel Defoe) the 'considerable and wealthy merchants who trade to most parts of the world'. (Timms 1976, 86-107; Cherry and Pevsner 1994, 178)

The thriving port created a very favourable environment for its pottery industry, with large amounts of their produce exported in the two way trade with the new colonies in America from the 1500s up until the late 1700s (Howell 2013). Ships left the port bound for Virginia and Carolina heavy laden with pottery and returned with cargoes of tobacco (Ibid). The export of 50 dozens of earthenware to America in 1655 indicates that the industry was well-established by then.

Bideford's potters were by 1600 producing more efficient and attractive earthenware of hard, well-fired fabric, with a clear lead glaze. The decorative quality of local wares was increased by the adoption of 'sgraffito' technique, likely to have been introduced by Huguenot immigrants, with the first named potter in Bideford being Thomas Chope, in 1607, and the Beale family becoming predominant 17th century manufacturers. John Berryman is described as a potter in 1659 and Crockers Old Pottery was established in 1668 or 1688.

These potteries were on the north side of the town, where the prevailing wind would carry smoke and sparks away from the residential district, and close to the tidal inlet (The Pill), which enabled barges to bring in clay and fuel and take out wares to vessels lying in the River Torridge. Other kilns were (presumably for similar reasons) located across the river in East-the-Water, where at least two potters worked in the 17th century, at either end of the settlement that straggled along the river bank. (Timms 1976, 86-107; Grant 1983, 1-11; Christie 2000, 15)

A related industry, which occurred within and around the outskirts of the town on both sides of the river, was the mining of culm (low grade anthracite). Taking place originally in the early 1700s at the top of Pitt Lane and further west and south, seams were

subsequently found beneath the hill above East-the-Water. In addition, lime burning (fuelled by local culm) and rope making were amongst a range of other activities associated with Bideford's role as a port, and collar making developed as part of the North Devon woollen cloth trade. One of the town's early trades was importing wool from Spain and Ireland for the weavers of Devon (RGS-IBG, 2012, 11). Silk weaving was introduced to Bideford in 1650 and in 1685, when it became illegal to be a protestant in France, a number of French Huguenots, who were skilled weavers, settled in the town and developed the silk and cotton trades (Howell 2013).

Wars have played a big part in Bideford's fortunes, with the defeat of the Spanish Armada in 1588 opening up the salt cod trade, the English Civil War and French wars bringing periods of depression in the seventeenth century, before Bideford entered its most prosperous time, which was, in turn, ended by the American War of Independence and the Napoleonic Wars of the late 18th/early 19th century (RGS-IBG, 2012). During the Civil War, the fighting came to the town itself. Although the Lord of the Manor, Sir Bevil Grenville, was a Royalist, most of Bideford took the Parliamentary side, with Chudleigh fort being built (1642) in a commanding position at East-the-Water and, in September 1643, Bideford (and Barnstaple) troops being badly beaten in an attempt to capture Great Torrington (Grant & Christie 1987, 87).

Religious non-conformity took root very early in Bideford, typical of trading and craft-based towns, particularly ports, in Devon, and itself played an important part in the town's socio-economic development. The Independent Congregation, set up in 1648, split in 1694 into the 'Little Meeting', which met in a building in High Street, and the 'Great Meeting', which established itself in Bridgeland Street. French Protestants (Huguenots) also established a church by 1694 (reputedly west of Allhalland Street), and Methodists are recorded in the town from 1744. (Grant & Christie, 97-8; Lysons 1822; RGS-IBG, 2012, 13)

The large increase in population in the late 16th and early 17th century and the prosperity of Bideford as a port throughout the 17th century led to substantial modifications and extensions to the town (Figure 6).

On the west side of the river, this included a purpose-built market place and associated new street layout established (sometime between 1574 and 1671) on a relatively level area on the hill slope above the bridge. Connecting the old medieval streets of High Street and Meddon Street it may represent an urban formalisation of an earlier informal market/fairground area and existing back/side lanes. In contrast with Bideford's earlier, more winding medieval street pattern, the development reflects the renaissance idea of a rectilinear urban plan with a formal vista (up Bridge Street).

The waterfront north of the bridge was reclaimed and consolidated behind a much-extended quay and the town expanded over the low lying ground between the Torridge and The Pill, culminating in the laying out of Bridgeland Street in the 1690s. Beyond the commercial core, the industrial area continued to develop along the south side of The Pill and along North Road (and later up Westcombe Lane), and development extended out to the line formed by Old Town Street, Higher Gunstone and Coldharbour, which marked the western town limit.

To the south, there appears to have been much less expansion, with the town extent still represented by Meddon Street and the riverside south (upstream) of the bridge still undeveloped (the 1804-7 OS survey drawings suggesting no more than a track along the foreshore between Ford Farm and the town). The topography here was steeper, less favourable for development and, of course, the river front was upstream of the bridge, and therefore of little use in extending the town's sea-going quays and trade.

At East-the-Water, by the end of the post-medieval period, houses and inns had been built along both sides of Torrington Street and Barnstaple Street, with the impressive late 17th century mansion of the merchant John Davie (MDV500; HUCA 14) close to the bridgehead and dominating what was essentially an artisan district. Several wharfs are depicted along the foreshore north of the bridge by the mid-18th century (Pye 1992,

118), but no quays are shown south of the bridge, although temporary wooden wharves and slips may have existed (Pye and Simpson 1991, 118). As with the Bideford side, the quays upstream of the bridge would have been for river traffic - of considerably less value compared to those downstream.

By the mid-18th century Bideford was being described as a 'clean, handsome, well-built and prosperous town' (Carter 2012).

3.4.2 Key post-medieval components

The key components of the post-medieval period (shown in Figure 6) are as follows.

Commercial core

- **Market Place** (MDV78878, HUCA 5): a sub-square market place laid out between High Street and Meddon Street, on what may originally have been the site of the medieval fair ground; terraced into the hill slope, overlooking and directly accessible from Bideford Bridge, up Bridge Street. Certainly in existence by the early 18th century, when Bideford's first customs house stood in its centre (Timms 1976), it may have been established after the town became an independent port in 1672 or even a century earlier, as a result of the 1573 charter of incorporation. Christie (2000, 28) suggests that the market was moved here during the 17th century as a result of High Street becoming too congested; Howell (2013) gives a date of 1675 for the move; a less likely medieval origin has also been suggested (MDV13842) - with the market at the bottom of High Street not becoming the focus of trade before the construction of the first quay there, but this model does not seem to fit the evidence nor the settlement development history as outlined in this report.
- During post-medieval times the two trading areas co-existed; until the late 19th an open-air market and Shambles (butchers stalls) occupied the square (Christie 2000, 28); Wood's 1842 map shows clearly the former customs house on the east side of an enclosed sub-rectangular area incorporating other buildings (on the south) and parallel lines of what appear to be covered stalls (TDC 2009, Map 4).
- **New/improved street layout around Market Place** (HUCA 5)
 - **Buttgarden Street** (MDV14487) and **Silver Street** - running parallel with each other from the south side of the market to the bottom of Meddon Street, following the contour of the hillside to provide relatively level building land; Buttgarden Street is first mentioned in 1671, when it was newly laid out by the Earl of Bath, who purchased a house and garden in Meddon Street for making a new street and passage between Meddon Street and High Street (Carter 2012, 7); its name may refer to it being on the edge ('butt' end) of the town (Christie 2000, 22); the street is said to have had a warehouse for dry storage of imported tobacco (Grant & Christie 1987, 34); Silver Street (not named amongst streets recorded in 1670 borough documents) appears to have originated as a back lane to Buttgarden Street; the name Silver Street is often found in other towns in the context of a market area.
 - **Grenville Street** (HUCA 2) - leading into the north-east corner of Market Place from half way up High Street; Christie (2000, 29) states it was opened up by a wealthy merchant called Richard Heard during the early years of the 19th century, in response to commercial development spreading up High Street, (Christie 2000, 29), but its depiction on Donn's 1765 map indicates a route was already in existence, at least as a passageway, by that date.
 - **Bridge Street** (HUCA 2) - continuing the straight, east-west line of the bridge up the steep slope to the east side of the market place; recorded on a map of 1717, showing the street leading up to Bideford's first Customs House, within the Market Place; the fact that it is not listed as one of the town's streets in

- borough documents of 1670 (Carter 2012, 7, 21) may indicate it was not yet in existence.
- **Honestone Lane** - this medieval route ran along the south side of the market, still separate from it, but with gaps in its northern frontage giving access into the south-west and south-east corners of the square; it would have gained increased importance as a key approach to the new market place from the west.
 - **Meddon Street** – this medieval street became part of the southern approach to the new market place and it widens towards its eastern end, suggesting that it may have functioned as a secondary market area, perhaps for holding livestock.
 - **Bridgeland Street** (MDV506; HUCA 2): a broad street laid out on Bridge Trust Lands in the 1690s, at right angles to the north end of the extended quay (the two being contemporaneous); designed by Nathaniel Gascoyne, a speculative development of 28 merchant houses for renting to Bideford's wealthiest inhabitants, one of the first consistent uses of brick for urban building in the county (Cherry & Pevsner 1991, 178); according to Worthy (1884), the land was "heretofore filled with ruinous dwellings", indicating that the low ground north-east of Mill Street had previously been at least partially built over (perhaps associated with the pottery industry), with Bridgeland Street completing the urbanisation of that area.
 - **Other new streets:**
 - The northern part of Mill Street (HUCA 2), from the bottom of Lower Gunstone to North Road, with some expansion up Lower Gunstone;
 - Cooper Street (formerly an access track), where barrels for shipping were made, and Conduit Lane connecting through to The Quay;
 - Queen Street and King Street, which probably follow the line of the old foreshore, perhaps initially with only quays and/or landing stages on their eastern sides, now characterised by lofts and warehouses associated with the shipping trade. The more typically residential/mixed-use properties on the west side of the streets are likely to be older in origin and in surviving fabric (HUCA 2/3);
 - New Street (HUCA 2), first recorded in 1618 (Timms 1976), but perhaps a medieval back lane later upgraded to a street - 1987 excavations prior to redevelopment revealed a medieval boundary ditch, as well as three post-medieval wells, one of which contained a fine collection of 17th century pottery (MDV38929);
 - the medieval routes of Lower Meddon Street, Bull Hill and Tower Street/Church Walk (HUCA 1), which may have become developed to become part of the town during this period;
 - The Strand (meaning 'the beach'), Ropewalk, Chingswell Street, Willet Street and North Road were associated with the potteries, rope making and other industrial development on the creek-side/northern edge of the town (HUCA 9), rather than part of the commercial/residential core.
 - **Street frontages, back courts and gardens** (HUCA 2): the post-medieval streets were mainly lined with inns and merchant houses, with long narrow courts behind (containing stables, workers housing and workshops, including smithies and foundries), accessed by alleys passing under the street frontage (some of which developed into side streets, including Hart Street, Union Street and Chapel Street); newly laid out post-medieval tenements also had substantial back gardens, with ornamental paths and orchards, combining to form extensive areas of open ground

(most notable within the block of land enclosed by Bridgeland, Queen, Cooper and Mill streets); redeveloped medieval plots were more densely occupied by buildings, with little open space remaining.

Communications

- **The Quay** (MDV494; HUCA 3): the construction of Bideford's principal town quay in its present extent and setting probably owes more to the post-medieval period rather than to its medieval origins. In 1609 an extension was constructed to the north (encompassing perhaps the area now occupied by King Street and the block of buildings on its east side), with possible further improvements in 1619. In 1663 the Town Corporation built a 428 foot long 'New Quay', from Conduit Lane northwards to the bottom of Cooper Street, encompassing the earlier structures and additional foreshore to the front of them; thirty years later (1693) this had been extended northwards to the east end of Bridgeland Street, to where the Customs House was relocated from Market Place; and by 1717 the foreshore south of Conduit Lane was incorporated, creating a direct link to the west end of Bideford Bridge for the first time. (Pye 1992)

Industrial

- **North Road Potteries, sites of** (HUCA 9): by 1823 Potters Lane (now North Road) was the location of five of the eight potteries in the town, including 'Old Crockers Pottery' (Timms 1976, 86-107); as well as along the north side of North Road, Grant (1983, 1-11) depicts the pottery area as extending along the south side of the creek (Potters Pill) between Bridgeland Street and Rope Path, and on both sides of the bottom of Coldharbour; Christie (2000,15) also locates pottery production, including clay pipe making, in Willet Street; a collection of post-medieval sherds (largely wasters) was retrieved from building trenches on land at rear of Warmington's Garage, Bridgeland Street during the 1970s (MDV20683); archaeological deposits were observed in Victoria Park, in the area of the 17th century potteries, during 1988 sewer works (MDV38936).
- **East-the-Water potteries, sites of** (HUCA 14 & 17): by 1823 there were three potteries - one located near the 'Ship on Launch' pub (Barnstaple Street), one in Torrington Lane, and the third site unknown (Timms 1976, 86-107; Grant 1983, 1-11); Barnstaple Street pottery (MDV19234), in existence in the 17th century, was situated on north side of Ship-on-Launch pub (No 9) and extended across the street to the river bank; Torrington Lane pottery (MDV15270; HUCA 17) was set up after 17th century and the last in Bideford to remain in production, closing in 1916 (kiln and building demolished early 1920s); a field to the south-west is named Pottery Field in the Tithe Apportionment, c1840 (MDV19233; HUCA 17); Torridge Mount and Nuttaberry Hill appear to have originated as tracks giving access to that site, and perhaps also to an associated landing place on the adjacent foreshore (HUCA 14).
- **Culm mines, sites of:** Bideford (HUCA 8, 10 & 13; only in part depicted in Figure 6) - anthracite and paint pigment workings under upper (western) part of town (MDV54865); apparently drained by an adit behind Grenville Nursing Home in Meddon Street; active at various periods in 18th and 19th centuries and possibly earlier; Union Mineral Black Mine (MDV54864) had shafts in the area of the rectory grounds (HUCA 10, Figure 6); nearby Pitt Lane (outside the post-medieval urban area) derived its name from this mining activity.
- **Culm mines, sites of:** East-the-Water (HUCA 18; only in part depicted in Figure 6) - Chapel Park Coal Mine (MDV50850, MDV54324-5) and Westwood Culm Mine (MDV54867) to the east of the post-medieval town; anthracite working during 18th to mid-19th century; subsequently part of Bideford Black Mine, but culm seams not reworked; adits and shafts recorded extending east from the present town edge;

coal was transported to the East-the-Water quayside via a tramway in the Quay Adit; Mines Road is presumed to have originated as an access route to the mines.

- **Saltworks, possible site of** (MDV59250; HUCA 18): 'Salterns' on the Old Barnstaple Road on the north-east of East-the-Water is named on Donn's 1765 map, suggesting a post-medieval works where sea water was evaporated to produce salt.

Maritime

- **Strand ropewalk, site of** (MDV18275; HUCA 9) – this extended from The Quay to The Strand in the 17th century; one of three rope factories in Bideford; closed 1886, but many of the posts around which ropes were stretched remained along The Strand for several years, and the present plan-form and name (Ropewalk) of the narrow street to the east reflects the factory's previous existence.
- **Shipyard(s) on south side of The Pill, site of** (MDV43291; HUCA 2): ships were built on the south side of the creek until the 1840s (Christie 2000, 15); mid-18th century plan of Bideford shows a shipwright's yard at the north end of the quay, between Bridgeland Street and The Pill (Pye & Simpson 1991, Fig 3); a saw mill on the creek side to the west may also have been part of the shipyard.
- **East-the-Water wharves and shipyards, sites of** (MDV18917, MDV43283-6, MDV43290, MDV55377, ; HUCA 14): in mid-16th century shipyards mentioned as lying near the bridge at East-the-Water; 'shipbuilding yard' and three quays marked downstream of the bridge on mid-18th century plan; mid-19th century plans and maps show a number of wharves (including Clarence, Steamer and Queen's) between two ship building yards along the waterfront north of the bridge, some or all of which may have existed during the post-medieval period; a foundry, coal cellars, limekilns and St Peter's Mission Church also shown; five warships built here during the Napoleonic wars; shipbuilding continued until the construction of the railway goods yard in 1872.
- **Upper Cleave Houses shipyard, Riverside, site of** (MDV43292; HUCA 11): larger of two principal shipyards in Bideford (smaller was at Lower Cleave Houses outside study area to north, MDV55996); later known as 'Bank End' and 'Riverside Works'; warships built here during the Napoleonic War, yard continued to thrive in the 1840s and 1850s, small boats continued to be built here until 1924, taken over in 1956 by Blackmore and Sons, sold in 1963 to Bideford Shipyard Limited, closed 1983; original shipyard site may have been in 'v' formed by roads, with extension onto reclaimed land to the east in the late 19th century; 19th century Mission Room (MDV34082), stood on same site. (Pye and Simpson 1991; Turton and Weddell 1993)

Residential

- **Manor House, site of** (MDV18274; HUCA 3): the old 'Place-house' or manor house is believed to have been on the site of the present Town Hall, at the west end of Bideford Long Bridge, on what is now the corner of Bridge Street and New Road.
- **Residential frontage around commercial core** (HUCA 2, 5 & 8): along Meddon Street and upper parts of High Street and Honestone Lane, with poorer workers housing along the streets above The Pill (Coldharbour, Lower Gunstone, Hart Street) and the waterfront at East-the-Water (HUCA 14).
- **Wayside cottages and inn at Old Town** (HUCA 8): including, 114-117 Clovelly Road, opposite the entrance to Pines Lane, at what was formerly the south end of Old Town Street, which are constructed of stone and cob, and possibly 17th century (MDV14199); still a fragmented frontage, including many undeveloped plots, along

the whole length of Old Town Street (the c1840 Tithe Apportionment Survey records mainly orchards and gardens there).

- **Wayside development at Orchard Hill** (HUCA 12): cottages along the south side of the road, towards its western end, which pre-date later villa development along this ridge; perhaps associated with shipbuilding activity on the riverside at the eastern end of the road.
- **Daddon House** (MDV11727; HUCA 13): large house within parkland, built late 17th or early 18th century; rebuilt 1821, as Moreton House, retaining some earlier fabric; further alterations by 1889; now part of Grenville College.

Civic

- **Bideford Free School, site of** (MDV495; HUCA 4): grammar school established as a free school for 10 boys some time before 1657, when it was rebuilt; repaired 1780 and then newly fronted with brick (Lysons 1822); the school moved from the corner of Allhalland and Bridge Street to new rooms in North Down Road in 1877.
- **Bridge Hall, site of** (MDV495; HUCA 4): small room acquired 1720 next to the Grammar School; 1757 Trustees of Bideford Bridge built their first Bridge Hall; "Spacious and ornamental with a commodious covered walk under it", where the town stocks were kept; replaced by the present Bridge Buildings in 1882.
- **Town Hall, site of:** Lysons (1822) records that the town hall was built in 1698; Wood's 1842 Town Plan shows several buildings between the waterfront and the Church, including the old Town Hall (MDV43282); exact location being unclear this has not, therefore, been depicted in Figure 6; Christie (2000, 4) says Town Hall was within the Bridge Hall.
- **Strange's Almshouses, site of** (MDV503; HUCA 5): south side (40-63) Meddon Street; almshouses and gardens with a house and burgage were given to the poor c1646 by John Strange; rebuilt 1870 by John Haycrofts as row of eight small almshouses; removed 1983 when site redeveloped for residential use.
- **Amory Almshouses, site of** (MDV20682; HUCA 8) - probably founded in 17th century, sited in 19th century to west of the Workhouse, on what is now Clovelly Road (exact location unclear, so not depicted in Figure 6).

Military

- **Chudleigh Fort, East-the-Water** (MDV11750; HUCA 16): Civil War fort erected by Parliamentary forces under Major-General Chudleigh in 1642; much rebuilt in 19th century; five-sided platform with stone-rubble retaining wall and parapet, with 14 apertures for cannon; now located within a public park and containing 7 old cannon on wheeled wooden gun-carriages.
- **Civil War fort, alleged site** (MDV11751; HUCA 1; not depicted in Figure 6): alleged remains of a second fort noted in 1953 on the west side of the river, in a field behind Wooder; Christie (2000, 26) identifies Kingsley Terrace as the possible fort site; all documentary records refer to this being at Appledore rather than Bideford.

Religious

- **Great Meeting House, site of** (HUCA 2): a meeting house constructed in 1696 (on site later occupied by Lavington Chapel) as part of the north side Bridgeland Street, at its west end; described by Daniel Defoe in the early 18th as very large, well-built and attended by what seemed like most of the town. (Lysons 1822; Grant & Christie 1987, 97)

3.5 19th century market and industrial town

Figures 7 and 8 show the extent of Bideford by the middle and end of the 19th century, during which time there was considerable expansion beyond the former town limits and rebuilding of its historic core.

The period marked a shift in emphasis for Bideford, away from the previous focus on long-distance foreign economic interests towards more locally based trade and industry. In the years following American Independence, Bideford's trade with Maryland, Virginia and the rest of the continent ceased (Carter 2012, 8). There were some signs of a partial recovery in the Newfoundland fisheries in the early 19th century, during which Bideford began to build up an important new business as an emigration port for travellers to North America (Timms 1976).

Lysons (1822) records the occasional ship still being fitted out for Newfoundland and a few for the Baltic, but there being no foreign trade of any consequence. However, more than 100 vessels were employed in coastal trade, importing limestone, coal and culm, and exporting oak-board to Ireland and Scotland, and oats and malt to Wales. Appledore had recently been 'consolidated with the port of Bideford' and a considerable amount of ship-building was being carried out.

Woollen cloth (flannel and serge) manufacturing, formerly an important part of the town's economy, struggled on until the 1830s, when local hand workers could no longer compete with machine-made goods from the north of England. There was a continuation of lime burning (with five kilns depicted on Wood's 1842 map of the town) and pottery production, with the last pottery (in East-the-Water) closing in 1916. The culm pits were re-opened and the product made into Bideford Black, paint for treating ships' bottoms amongst other uses. A series of depressions in the grounds of Morton House/Grenville College mark the remains of some of the workings (MDV11729). (Lysons 1822; Timms 1976; Grant & Christie 1987, 63-65)

From the mid-18th century tanned skins from locally slaughtered cattle were used for making gloves and the 1851 Census lists 75 glove makers in Bideford (Howell 2013). An important new 19th century industry was lace collar making, with three large factories built on the northern side of the town (HUCA 9), starting with Westcombe in 1871, and 1000 employed in the industry by 1895 (Grant & Christie 1987, 63-65). By 1880, Bideford Collar Works (MDV34051), later Bideford Laundry, stood north of Northdown Road, and in 1896 the Strand Collar & Cuff Works was erected on the site of the disused rope works, having at its peak had around 800 employees and going out of business in 1922 (Howell 2013). The distribution of finished products from these factories was aided by the arrival of the railway in the mid-1800s (see below), which also led to vast expansion of the dairy and beef industry, able for the first time to rapidly get its products (and by-products, such as the leather gloves made by townswomen) to markets further afield (Christie 2000, 28).

By the mid-19th century the Municipal Corporation Act had given civic power to a mayor, four aldermen and twelve councillors. The main weekly produce market had moved to Tuesday (on which day it still takes place), with an additional smaller market on Saturday and fairs on the 14th of February, 19th July, and 14th November 'for horned cattle, &c.' (Lysons 1822). In 1883-4, the market place was upgraded by the replacement of the old buildings and stalls with a new covered pannier market (MDV78883, HUCA 5), Bideford's custom house having already moved to a former merchant's house at the east end of Bridgeland Street. There was redevelopment around the market square and elsewhere within the commercial centre, with remodelling of older fronts and insertion of shop windows, and the erection of some new buildings, including several banks in the lower part of High Street. Other key Late Georgian and Victorian urban improvements included gas lighting (1835) and a new sewerage system (1871), greater provision for the poor, sick and deceased, new religious and educational institutions and a series of impressive public buildings.

Although there was inevitably some infilling within the historic urban area, most of these civic and/or communal improvements were located along the (broadly) north-south access route (Clovelly Road-Old Town-Pitt Lane-Coldharbour) defining its limits, where space was to be had for large scale developments. There was a particular concentration around the junction of Meddon Street/Old Town. Bideford thus has a marked cohesive zone of historic civic facilities, and because expansion, especially housing, continued beyond this area, it remained conveniently placed to serve both the historic town and the wider suburban area.

East-the-Water saw very little of these civic and community improvements, although the town gasworks (MDV16848, HUCA 14) was established in 1835 on its southern edge, on land leased from the Bideford Bridge trustees, with a gas main taken across the bridge, enabling the trustees to light the latter.

Bideford Union Workhouse (MDV504, HUCA 8) was constructed 1837-9 at the top of Meddon Street to house (until the 1920s) up to 200 of Bideford's poor. In 1857 a row of almshouses was built on the opposite side (MDV44171, HUCA 8) and, in 1887, Bideford and District Dispensary and Infirmary opened further down the street (MDV 74114, HUCA 8).

In 1842, owing to severe pressure on burial space at St Mary's graveyard (already extended to incorporate extra land at the bottom of Tower Street in 1803 and closed to burial in 1849), a new cemetery was opened at the north end of Old Town Street (HUCA 8). The site had already been used as a temporary burial ground during an 18th century epidemic and to bury a number of French prisoners during the Napoleonic War (Howell, 2013). Divided by a wall into two parts in order to accommodate both Anglicans and non-conformists, Old Town Cemetery was relatively short-lived, being closed for general use in 1889 when Bideford Higher Cemetery was opened beyond the town to the south-west, in a field on the south side of what is now Buckland Road (HUCA 13).

By the time of the 1855 OS town map, new non-conformist chapels and their Sunday schools had been built in previously undeveloped (back) plots within or around the edge of the town core.

- Plymouth Brethren Chapel, behind the north side of North Road (HUCA 9);
- Baptist Chapel, towards the top of Lower Gunstone, on its north side (HUCA 7);
- Methodist Chapel (with small burial ground) in Chapel Street, off the west side of Allhalland Street (MDV78886; HUCA 2);
- Bible Christian (Zion) Chapel, opened 1844 (closed 1913), behind the west side of Silver Street, with six cottages attached to its school (MDV 2369; HUCA 5);
- Bethel Chapel at the north end of Torrington Street, on its east side (MDV75522; HUCA 14).

St Peter's Mission Church on Clarence Wharf, East-the-Water (HUCA 14) is also depicted in 1855, and by 1904 a Mission Room was associated with maritime activity at Riverside (HUCA 11). St Mary's Parish church was rebuilt during the 1860s, and in 1889, in response to the growth in population at East-the-Water and to counteract the attraction of non-conformism, St Peter's Church, was built as a daughter chapel on Station Hill (MDV80644, HUCA 17). Northgate Church of England Mortuary Chapel and Cemetery had already been established (1880) on the northern edge of East-the-Water (MDV34077, HUCA 16).

At the end of the century, the Sacred Heart Roman Catholic Church was built at the west end of North Road (HUCA 9 - 1892, baptistery and turret added 1907); the last non-conformist chapel was built at the top of High Street (HUCA 2) by the United Methodists in 1913, 'the final flowering of Methodist self-confidence before the First World War' (Cherry and Pevsner 1997, 176).

During the early to mid-19th century, a considerable number of schools were established: Old Town (1823, Bideford's National School, first known as Bell's School, HUCA 18); bottom of Lower Meddon Street (Infant School, next to the church, HUCA 1), top of Honestone Lane (1835, The British School, MDV79113, HUCA 8); south end of Northam Road (Stella Maris Convent, MDV58143, HUCA 9); south side of Higher Gunstone (HUCA 7); north side of North Down Road (Edgehill Bible Christian College, HUCA 10); and west side of Torrington Street (Infant School, MDV43281, HUCA 14). In 1873, Bideford's Grammar School moved from Allhalland Road to newly built premises in Northdown Road (HUCA 10). A municipal technical school associated with Bideford's maritime trades was built at the northern end of the quay in 1896 (MDV97041; HUCA 9), and in 1903 Geneva Place School (MDV76384, HUCA 8) was erected to relieve overcrowding at Old Town School.

'Public Rooms' had been established on the north side of Bridgeland Street (HUCA 2) by 1855, together with a Bath House on the former ropewalk, on the south side of The Pill (HUCA 9). At the western end of Bideford Bridge (HUCA 4), a new Town Hall was built (1850), on the southern corner of Bridge Street (on the site of the Grenville's former manor house), and the Bridge Buildings on the opposite corner were later (1882) rebuilt in grand, mock-Elizabethan style (MDV495). Further south, above former coal cellars on the west side of New Road (HUCA 6), the town police station was built at the very end of the 19th century.

The scale of improvements within and around the town, and the continuous development of new suburban housing areas, was matched by an increasing need to improve the road system. This had begun during the 18th century, with the old Barnstaple to Bideford road becoming a turnpike (with a now-demolished toll house, MDV11757) in 1763. In 1825 a turnpike was constructed from Great Torrington, utilising the existing route along the western river bank before passing up Torridge Hill formerly called Butt Hill), specially built to take it, to arrive at the Market Place. Subsequent pressure from townspeople for a level route along the waterside led to New Road (MDV58453) being constructed from the bottom of Torridge Hill to the Quay. A turnpike cottage was built in the angle of New Road and Torridge Hill and toll gates barred both roads until 1876. By 1828, the road running from the east side of Bideford Bridge, through Weare Giffard and Huntshaw to Great Torrington was being operated by the Barnstaple Turnpike Trust (MDV16474), and during the 1830s a turnpike road built along the riverside northwards from East-the-Water, via Instow, became the new main route between Bideford and Barnstaple. (Grant & Christie 1987, 51-2; Christie 2000, 23).

As part of this general improvement in communications, Bideford Bridge was itself widened in 1810 and again in 1865, but perhaps most significantly in terms of the appearance, shape and function of the town, the Quay was widened and straightened during the 1840s and more substantially 1889-90, when it was nearly doubled in width (Pye 1992). This formed a continuous line of quayside along the river, in contrast to its origins as a gradually coalescing line of discrete stand-alone quays. The need for these improvements perhaps reflected the changing nature of shipping in the estuary - the first paddle-steamer passenger service between Bideford and Bristol was established in 1835.

In 1856 the North Devon railway was extended from Barnstaple to East-the-Water and then (1872) on to Great Torrington (Carter 2012, 8-9). Entering and leaving the town along the river's edge, with sidings and a goods yard on the northern (newly reclaimed?) part of the wharf side, the railway line was constructed (via cuttings and embankments) into the hillside along the back of Barnstaple and Torrington Streets, with the elevated station on top of a levelled rock outcrop overlooking the east end of the bridge (MDV18635; HUCA 15). The line then dropped gradually back down to the shore (along the east side of Gas Lane), to pass along an embankment across the mouth of the creek on the southern side of East-the-Water and continue on along the riverside to Great Torrington.

On the opposite side of the river, at the end of the 19th century, the 'Bideford, Westward Ho! and Appledore Railway' was routed down the Kenwith Valley and Pill creek (which had been in-filled), to terminate on the quay north of the entrance to High Street (MDV481; HUCA 3 & 9). Opening from this quayside station to Northam in 1901 and extended to Appledore in 1908, this line was built to service the tourist industry which had grown since the publication of Charles Kingsley's 1854 novel 'Westward Ho!', which featured 'the little white town' of Bideford. It was short-lived, however, with the track being commandeered by the government during the First World War, and the railway was closed in 1917.

A major aspect of Bideford's 19th century expansion was residential, with the different types of housing development reflecting the varying levels of wealth amongst its greatly increased population, which almost trebled from 3000 to nearly 9000 between 1801 and 1901 (Carter 2012, 8).

- Terraces of workers housing: built to provide homes for shipyard workers, seamen, miners and other artisans; cheek by jowl with many of the 19th century social and educational developments and the town's earliest allotment gardens; built along, off and in back plots behind the roads leading down to/out from the main town core (Old Town Street, Higher Gunstone, Cold Harbour, and the upper parts of Lower Gunstone, High Street, Honestone Lane and Meddon Street, HUCA 7 and 8) and at East-the-Water, up Torrington Lane and along new streets to the south (Sunnyside, Torridge Mount, Clifton Street, HUCA 17).
- Terraces of better class housing: for more highly skilled craft and trade persons and professions - such as master shipbuilders, silversmiths, merchants, doctors and tax inspectors (Christie 2000, 41); laid out in previously undeveloped land on the west side of Pitt Lane, in a series of 'Groves' (with Lime Grove/Belvoir Road becoming a new route connecting the west end of North Road with Abbotsham Road, HUCA 10); and Springfield Terrace, East-the-Water, off Station Hill, a new road running from Torrington Lane passed the railway station to the eastern bridge end (HUCA 16).
- Villa development: dispersed around the northern and western fringes of the main town, on Orchard and Raleigh hills (HUCA 12) and along North, Northdown and Abbotsham roads (HUCA 10), with Wooder (HUCA 6) and Ford House outliers to the south (HUCA 13); and along Chudleigh and Grange roads, newly laid out above East-the-Water (HUCA 16); large detached houses for the very wealthy, taking advantage of the creek/riverside setting and/or sweeping views over the River Torridge, Kenwith Valley and surrounding countryside (with lesser views down into Westcombe Valley enjoyed by smaller and terraced villas on the south side of Northdown Road).

Land reclamation was carried out to allow for more urban expansion. The low-lying tidal marsh to the north of The Pill was gradually drained and filled with rubbish, making the riverfront here available as a recreational area, influenced, no doubt, by the Bideford to Westward Ho! Railway being routed along the in-filled creek and the subsequent rise in visitors to the town.

At the other end of the town, the western waterfront south of the bridge was extended (HUCA 6). By the early 1800s there was a small quay at Wooder Wharf, associated with a saw mill sited in the (by now largely in-filled) creek behind. After the construction of New Road in the 1820s, the wharf side was extended southwards as far as Ford Farm and mixed industrial, residential and civic development occurred along the west side of New Road.

The waterfront upstream of the bridge at East-the-Water was also extended (HUCA 14). By the mid-19th century properties along Torrington Street had expanded out onto the foreshore, with most of the river frontage (except Half Penny Wharf, MDV43277) consisting of their back walls. Further encroachment and infilling occurred during the later 1800s, when industrial and residential development expanded further south, along

the foreshore on the west side of Gas Road. By the end of the 19th century the waterfront extended as far as the bottom of Nuttaberry Hill, to the south of which the gas works and a limekiln and timber yard formed the town's south eastern edge.

3.6 20th/21st century service centre

The 20th century saw a gradual shift away from locally-derived industry and maritime trade towards Bideford becoming a service town within an attractive riverside setting - a good place to live, work, retire and visit.

After the decline in large scale emigration, some coastal trade survived (Timms 1976), shipbuilding continued on a small scale in Bideford until 1983 but now only takes place downstream (at Appledore); the town has lost its historic potteries, breweries, saw mills and trades associated with the sea (TDC 2009), and the last Bideford Black mine closed in 1969 (Howell 2013).

Although there is now much less maritime activity, Bideford is still a working port where cargo ships are loaded with locally sourced ball clay (destined for Spain or Finland) and others trade in spruce logs with Germany (RGS-IBG, 2012, 11). The Quay is also used by local fishing boats and the Oldenburg, the supply ship for Lundy, which regularly carries visitors and tourists to the Island (TDC 2002).

The town's Victorian tourist industry gradually declined, although Bideford still acts as a local shopping centre for visitors to coastal resorts such as Westward Ho!, and has service industries associated with local tourism. Within the commercial core there is a good selection of banks, shops, cafes and restaurants, pubic houses and gift shops.

Bideford's population has doubled to c18,000 (2011) since the beginning of the 20th century and the town has expanded to cover an overall urban area 3-4 times its previous extent (Figures 9-11).

Apart from the areas to the north of the main town, this expansion has largely taken place inland (west and east) of the existing waterfronts, up over the surrounding hills and valley sides. It extended out along the historic approaches (Clovelly, Abbotsham, North Down, Northam, Gammaton, Alverdiscott, Mines and Old Barnstaple roads, and Torrington Lane), with the areas of undeveloped land in between progressively disappearing as several new connecting routes (Belvoir, Pynes, Moreton Park, Glenfield, Broadlands) and numerous access roads were laid out.

On the north, urban development also spread from the in-filled Pill across the lower reaches and mouth of the Kenwith River. It extended over the wide, flat, reclaimed valley bottom and the slopes on the other side, bridging the gap between the main town area and the formerly outlying developments at Orchard Hill, Raleigh and Riverside. In 1927 Kingsley Road replaced the 500 year old causeway (Northam Road) as the main route northwards (Grant and Christie 1987, 52). Built along the southern part of the disused Bideford-Westward Ho! Railway line, this new road opened up the Kenwith Valley to further development (although its upper part remained an open area now protected as a nature reserve).

The key components of Bideford's 20th century expansion are residential, civic, recreational, industrial and commercial, and are generally distinguishable from earlier urban development by their individual and collective larger scale (Figures 9 and 10).

There were some additions (mainly during the early 1900s) to the town's terraced streets, for example, off either side of Kingsley Road and along Park Lane/Avenue, laid out from Chanter's Road to the north side of The Pill, (HUCA 9) and further up both sides of Torrington Lane (HUCA 16/17). Swathes of detached and semi-detached private houses and bungalows joined the earlier villas to take advantage of the views from the slopes of Raleigh and Orchard Hills (HUCA 12) and from Grange Road and the bottom of Old Barnstaple Road (HUCA 16). The majority of 20th century residential development, however, was in the form of post-war housing estates. From the 1950s

large areas of social housing (and some private estates) progressively colonised an extensive area of agricultural land to the west and on the southern edge of the main town (HUCA 13) and south east of East-the-Water (HUCA 18). In more recent years, estates of mixed private housing have been (and continue to be) built on the north-eastern edge of East-the-Water, on either side of a new ring road, Manteo Way (HUCA 18), and on the very northern and western edges of the main town (HUCA 12 and 13).

Interspersed amongst the housing are 20th century civic developments. These include several educational institutions: Bideford College, originally (1935) an additional site for Bideford Grammar School, Abbotsham Road (HUCA 13); Pynes Infants School (1955) and West Croft Primary School (1958), Coronation Road, Old Town (HUCA 13); St Mary's Church of England Primary School (1975), Chanters Road (HUCA 12); East-The-Water Community Primary School, Mines Road (HUCA 18); and an extensive, private institution - Kingsley School, incorporating the earlier Grenville and Edgehill Bible Christian colleges. The site includes 19th century villas, on Northdown and Belvoir roads (HUCA 10), and Moreton House and parkland on the western edge of the town (MDV11727, HUCA 13). A centre (formerly a school) run by the National Autistic Society stands on the very eastern edge of East-the-Water (HUCA 18).

By the middle of the 20th century, an ambulance station had been built on the southern edge of the parkland to the west of the town, on the north side of Clovelly Road (HUCA 13), and a fire station was established on the site of Old Town School (HUCA 8). Bideford Community Hospital was established in 1924 on the north side of Abbotsham Road (HUCA 13) and the workhouse at the top of Meddon Street became Torridge Hospital (HUCA 8, now converted to residential use). Additional larger scale civic components are the offices of Devon County Council (on a 19th century villa site south of North Road, HUCA 7) and those of Torridge District Council, at Riverside (HUCA 9), next to a day centre and car park. Other public car parks have been created, following late 20th century demolition of historic buildings, along the north side of Bridge Street (HUCA 2), between Honestone Lane and the top of High Street (HUCA 2) and on Clarence Wharf, East-the-Water (HUCA 14).

Allotment gardens, encroached on by subsequent housing, were established from the turn of the 20th century on the west of the main town (HUCA 8 and 13) and southern side of East-the-Water (HUCA 17 and 18). From the early 1900s, recreational facilities were laid out on the wide, flat, reclaimed valley bottom north and around the head of the in-filled Pill, including Victoria Park, King George V Playing Fields, a shore-side walkway, tennis court, bowling green, football ground and Burton Art Gallery and Museum, established in 1951 (HUCA 9). Across the water, in 1921 the remains of Chudleigh Fort were bought by public subscription and presented to the town as a memorial to the people killed in the Great War, 1914-18, and became incorporated into a public park with spectacular views over the Torridge (HUCA 16; Howell 2013).

In more recent times, the northern part of Old Town cemetery has been converted to a children's playground (HUCA 8) and the western section of the track bed of the Bideford to Westward Ho! Railway has become a footpath through Kenwith Valley nature reserve (HUCA 9). At East-the-Water passenger rail services ceased in 1965 and ball clay traffic in 1982 and the line is now a cycle path, part of the Tarka Trail (HUCA 15). On the edge of the housing development south of Torrington Lane are playing fields dating back to the mid-20th century (Pollyfield, HUCA 17).

Twentieth century commercial and industrial development has in part been located within or close to already established areas, such as at Riverside (to which the town's cattle market was relocated and a small industrial area established). In Kingsley Road a supermarket occupies the site of an earlier depot (HUCA 9) and a light industrial area has grown up around the former gas works at East-the-Water, including the now in-filled creek to the south (HUCA 14). Named after Kynochs explosive factory, an important supplier of artillery shells during WWI, this area continues to have an engineering focus. Additional, larger-scale, late 20th and early 21st centuries expansion (in the form of superstores, industrial estates and individual factories) has occurred on

edge-of-town, green-field land, along Clovelly Road (HUCA 13), Gammaton and Alverdiscott roads and Manteo Way (HUCA 18).

In addition to expansion well beyond the previous town limit, there has also been a degree of infill and redevelopment within the pre-existing town, although by and large its historic urban character remains intact.

4 Historic Urban Character

Bideford has a distinct topographical structure, with a series of near parallel roads dropping down relatively steep slopes to the riverside from a spinal north-south access route (Clovelly Road-Old Town-Pitt Lane). Each road down to the river marks a distinct phase of development, as much as the ever-lengthening and widening quays themselves – and each still has a distinct character, built environment and uses. Connections between these roads are by very much secondary lanes. Not until the mid-19th century did the town spread west (inland) of the Old Town road, beyond an area marked by typical early 19th century edge-of-town educational and civic uses.

While this structure is not unique for an estuary-side town, what in many ways distinguishes Bideford (and also, in perhaps a unique relationship, its great rival Barnstaple) is the early prominence of its Bridge, and the creation of a (largely industrial) bridgehead suburb at East-the-Water.

Some key unifying characteristics for the town are the steep riverside topography, spreading suburbs over inland valleys, often with still-extensive green or wooded areas in the valley bottoms, some exceptional post-medieval buildings and good 19th century civic buildings. The Bridge Trust style applied to many of their developments in the 19th century gives a distinct local identity and unique stamp to much of town. Some unfortunate 20th century interventions have led not so much to effective or interesting redevelopment (as has happened in other Devon towns, such as Totnes), as unresolved holes in the urban fabric. For the most part, however, Bideford remains a cohesive historic town.

The different character areas of Bideford are identified here as 18 Historic Urban Character Areas (HUCAs), mapped in Figure 12 and described below, together with a statement of their above and below ground heritage significance (Low, Medium or High), and photographs to illustrate general character. Relevant Historic Environment Record numbers (prefix MDV) have been included for cross reference with Devon County Council's Historic Environment Record (database of archaeological sites and historic buildings).

4.1 St Mary's Church and approaches (HUCA 1)



St Mary's Church, from north



Looking east down Tower Street



Looking south-west up Lower Meddon Street



Bull Hill, looking south

4.1.1 Historic character

HUCA 1 is located on the lower valley slope just above the western river side and encompasses St Mary's Church and walled graveyard, together with the historic routes leading up to and around this primary site - Bull Hill, Lower Meddon Street, Tower Street and Church Walk.

Occupying the top of a small knoll / raised spur, the parish church (MDV483) is 'large and wide, entirely in traditional Devon forms' (Cherry and Pevsner 1992, 174). Diagonally set within the sub-rectangular graveyard, it appears to overfill the space. The trees on its south side, the narrow walkway (Church Walk) around the outside of the churchyard and surrounding buildings hard up against that, all add to the sense of tight enclosure, giving the area around the church the character of a religious precinct.

This sense of enclosure is experienced also on the steeply sloping land west and south of the church, where the narrow, winding pre-urban approach routes are fossilised in the present town plan. Probably incorporated into the town from the later medieval period (in the form of only partially developed lanes), by the end of the post-medieval period they had assumed a mainly residential character, interspersed with a few other types of development (such as a public house and limekiln on and behind the junction of Bull Street and Lower Meddon Street).

Today, a cluster of delightful streets and passages (and short cul-de-sacs) are lined mainly with terraces of small white-walled houses with minimal classical detail of the 18th to early 19th century, including door cases with brackets and painted raised bands around windows, of which there are good examples in Church Walk, with some grander, three storey houses in Lower Meddon Street, and late 1970s replacements in the same spirit, at the end of Bull Street (Ibid, 177). Roof crucks recorded during this rebuilding (of Nos. 15-21 Bull Street) may represent evidence for medieval structures (MDV22233). The area also includes some late 18th century brick houses (Tower Street) and terraces added in the late 19th century/early 20th century (off the south end of Bull Street). Church Walk and the other pedestrian paths which dissect the area retain their historic cobbled and flag-stone surfaces.

To the south of the church, the granite-built mass of the former early 19th century infant school dominates the northern side of Lower Meddon Street, paired with St Mary's it presents a stark contrast in both function and form to the mainly rendered residential facades of the rest of the area.

The church's elevated position and bulk make it a focal point for views from across the river, despite subsequent development on the foreshore in front (HUCA 4 and 6). Key closer views of the church are that from the junction of Allhalland and Bridge streets up the rise through the main churchyard gate and the narrow view down Tower Street, which (as its name suggests) almost perfectly frames the church's 15th century west tower. Views elsewhere in the character area are generally intimately short and narrow, blinkered by bordering buildings and walls and truncated by a curve in the road or a cul-de-sac. The exception is the view from the southern edge of HUCA 1, over the wharf side (HUCA 6) and across to East-the-Water.

The eastern edge of HUCA 1 is formed by the backs of the large public and commercial buildings that front on to New Road (HUCA 4 and 6), screening it from the open expanse of the River Torridge, with the narrow passage at the bottom of Lower Meddon Street providing the only direct access to the riverside. This makes it difficult now to appreciate what, for most of its history, would have been a direct and dominating relationship between the church and the river.

Equally, there is a strong sense of detachment from the rest of the town, with the entrances into this area from the surrounding character areas being generally constricted and, in two cases (top of Tower Street and south end of Bull Street) now reduced to pedestrian steps.

Overall, HUCA 1 has a private, set apart feel, appropriately enough as of cloisters or an ecclesiastical precinct, an area that you wind and pick your way through, mainly on foot, largely unaware of other parts of the town – in this respect perhaps obscuring its original role as a focal point to settlement and, later, civic activity.

4.1.2 Heritage significance (above ground)

High – HUCA 1 has a distinct history as the probable site of an early church and possible associated settlement (the original Bideford), predating and, for long, remaining outside of the medieval town and which, even after being incorporated into the urban area, has retained a strong sense of separateness.

Evidence of the area's pre-urban origins are preserved within its plan-form, with the original historic focal point of church and graveyard surviving, and the line of the early medieval approach routes fossilised by present streets. The size and architectural history and detail of St Mary's make it of high significance both in its own right and as a reflection of the changing fortunes of the church and town since the medieval period. The historic street pattern of the town was in part defined by the need to maintain access (via Allhalland Street/Meddon street/Honestone) to this key civic and community focal point as much as to gain access to the Bridge. The other buildings within HUCA 1 reflect and retain the area's development, from the late 18th century, as an attractive residential enclave (itself reflecting the fact that this was at one remove from the commercial core of the town), with good survival of historic fabric and limited and generally sympathetic modern development.

4.1.3 Heritage significance (below ground)

High – Despite near-continuous development along the street fronts and path sides, a significant proportion of HUCA 1 remains undeveloped land (including the graveyard and back gardens), and there is potential for archaeological remains of the early church (and any associated graveyard, precinct and settlement) to be uncovered during any (re)development, together with medieval and later religious and urban activity. Given the antiquity of the street layout, there is a high possibility that evidence for earlier structures may survive within the fabric and/or foundations of the existing buildings. Earlier road surfaces and artefacts dropped along the approach routes to the church / early settlement may also await discovery.

4.2 High Street to Bridgeland Street commercial core (HUCA 2)



Looking east down Lower end of High Street



Looking west up upper part of High Street



Allhalland Street, looking north



Mill street, looking south



Looking north along New Street



Looking east down Cooper Street



Bridgeland Street, looking east



Lavington Chapel, west end of Bridgeland Street

4.2.1 Historic character

HUCA 2 comprises Bideford's commercial core. High Street, the town's earliest deliberately laid out street, descends the steep western riverside in a shallow tributary valley to meet, curving along the base of the slope, a pre-urban shore-side route incorporated into the town as Allhalland and Mill streets. New Street (inserted 1618) runs along the level, between High Street and the bottom of Lower Gunstone, west of and parallel with Mill Street. Running eastwards off the middle of the latter is Cooper Street (probably originally a track to a medieval river landing). On the northern edge of HUCA 2, the planned late 17th century development of Bridgeland Street connects the ends of Mill Street and The Quay across level former foreshore.

While the width of High Street, and even more so Bridgeland Street, are indicative of their purpose-built origins, the pre-urban tracks have become consolidated into the town as narrow lanes, lending decipherable variety to the layout and feel of HUCA 2, with constricted access and lines of sight alternating with greater spaciousness and longer and more open views.

High Street's origin as a medieval street is reflected in the splayed market area at its lower, eastern end (where it joins the quay), the burgage plots still evident (in plan-form and as surviving boundary walls), on both sides of the street, and the archaeological evidence of medieval pottery and other material uncovered by previous investigations (MDV103987). High Street bears evidence in the present street frontage of successive phases of remodelling as Bideford's principle commercial street. Sixteenth and 17th century cottage pairs and altered merchants' houses are interspersed amongst a medley of good 18th century buildings (such as No. 65, of red brick with two canted bays), with 19th and 20th century inserted display windows and newly built houses with shops, including some brash late 19th century commercial offerings (such as the 1886 Co-op, 'with jolly terracotta trimmings'). The large Methodist church (free-standing, gabled-fronted, with octagonal corner turrets, MDV97023) stands at the top of the street, while at the bottom, at the corner with Allhalland Street, Lloyds Bank (1892, MDV79106) has 'cheerful free Jacobethan detail in contrast to the sober classical banks opposite', of which National Westminster Bank (MDV36858, HUCA 3) is the grandest. (Cherry and Pevsner 1992, 176)

The plan-form and surviving fabric of Allhalland Street also reveals its early credentials and lengthy evolution. Its west side was originally formed by two blocks of medieval burgage plots, laid out at right angles to each other. In the northern part of the street, the lowest burgage plot extends back from the south side of High Street; in the

southern part, long narrow plots originally ran back from Allhalland street, itself (a pattern now hard to decipher owing to 1960s back-plot demolition and clearance).

Allhalland Street's present frontage is formed by a sequence of 16th or 17th century merchant houses, remodelled in the 18th century (with details including first-floor Venetian windows and a Doric door case, *Ibid*) and shops added in the 19th and 20th century. The pre-18th century buildings are along the west of the street, suggesting either that this may have been a single sided street facing the open river frontage in its earliest stages, or that the east side of the street was lined with more utilitarian and more ephemeral working buildings. A building on the east (Nos. 15-17, MDV44179) may have originated as a 17th century cross passage house. Its location, on the south side of Conduit Lane (a narrow alley or 'drang' marking the southern edge of Bideford's initial quay) and the presence of a cellar, indicates that this building was originally on the shoreline, before the latter became incorporated into the 1717 quay extension.

The first three properties on the west side of the southern end of Mill Street similarly have cellars (Nos. 1-3, MDV102380), suggesting they originated close to the medieval foreshore before the late medieval/early post-medieval quay was built out from the bottom of the high street market/foreshore area into the river. It has been suggested that this, rather than either Old Ford House or the now-demolished Place House near the bridge-head foreshore (traditionally thought of as the Grenville's main residence) was actually the site of the Grenville town house/manor house (Carter 2012).

There is otherwise no direct evidence for medieval development along Mill Street, with the earliest standing buildings on both sides of the street being early 18th century, and a substantial amount of 19th century (and later) remodelling and additions (in the form of inns and houses with a plethora of small shops). A small stretch of Mill Street's west side has been breached to create an entrance way (lined with shops) to a Baptist Church (rebuilt 1960s) in a former back (garden) plot, but the street frontage is otherwise still intact. This continuous enclosure, coupled with its narrowness and curving route emphasises Mill Street's origin as an early track way, probably not fully built up as a street until the middle to late post-medieval period, initially from the southern end, moving out from the medieval core, but, after the building of Bridgeland Street, with a second impetus for development coming from its north end.

New Street was originally a narrow lane cut through or along the side of medieval burgage plot(s) on the north side of High Street in order to create additional street frontage. Archaeological excavation on the west side revealed a medieval boundary ditch and three post-medieval wells, one of which contained a fine collection of 17th century pottery (MDV38929). From map evidence, New Street appears to have originally been lined with small terraced (probably artisan) housing. Subsequent demolition and redevelopment has removed its post-medieval fabric and proportions, with replacement 1980s housing on the west and, on its east side, car parking areas and the exposed backs of properties fronting onto Mill Street. Only at the High Street entrance is any sense of its earlier character retained.

The origins of Cooper Street as an undeveloped track leading to a medieval house and landing place at the south end of Queen Street are still reflected in its curving route, almost passage-like narrowness and the way it drops gently down to the former river edge at the back of the present quay (HUCA 3). Amongst the mainly 19th century buildings forming its present frontage, a 17th century or earlier former warehouse (on its south side) reflects the street's phased transformation into a busy street, with buildings, over time, serving a variety of purposes. Number 4, on the north side, for example, has over the past 160 years been a small inn, the private house of a master mariner, a shoemaker's, a boarding house, a millenary shop, a needlework school and is now a restaurant (Howell 2013).

One of the first consistent uses of brick for urban building in the county, Bridgeland Street has been described as 'the best street in Bideford' (Cherry and Pevsner 1992, 178-9). Designed for the town's thriving merchant class, its high status is still very

obvious. The varied designs of the broad-fronted two-storeyed-and-attic brick houses erected along both its sides during the 1690s are still recognisable despite some later heightening, altered ground floors (with many inserted shop fronts) and added stucco and bay-windows; No. 28 on the south side is the least altered exterior. There have been only a few total rebuilds, most notably near the top of the street, where the tall gabled front (with twin corner towers and spires) of Lavington Chapel (1856) replaced the 1696 'Great Meeting House', and further down the north side, where the a late 20th century furniture showroom of concrete and glass now occupies the site of former 'public rooms'.

A distinctive feature of HUCA 2 is the sizeable, sub-triangular block that lay between the developing frontages along Mill street, the new quays to the east, and Bridgeland Street to the north. The density of development in this area is greatest adjacent to High Street (where plots are now almost totally built over), while to the north of Cooper Street the majority of the area behind the street fronts remains open ground, retaining a degree of its post-medieval character as back yards and gardens.

There has been some loss of character within HUCA 2, with some inappropriate modern shop fronts (most notably in Mill Street) and demolition and creation of car parking within back plots (such as on the south side of High Street, west of Allhalland Street and along New Street). Overall, however, survival of historic pattern and fabric is very good.

4.2.2 Heritage significance (above ground)

High – HUCA 2 encompasses the heart of the medieval town (the principal street and market area of High Street) and one of the strongest testimonies to its flourishing as a post-medieval port (Bridgeland Street). Early pre-urban routes are preserved within the present plan-form, along with the layout of the planned medieval town and the accretive expansion across former foreshore.

There is generally very good survival of historic fabric (buildings and boundary walls), with, in most streets, detectable remodelling providing evidence of the different phases and types of (re)development that have taken place. Conversely, Bridgeland Street retains the character of its single-phased construction, a rare example of an almost intact late 17th century street, the variety in architectural detail and early use of brick to build the merchants' houses that line the street further increasing significance.

Despite some loss of historic plots and fabric, HUCA 2 continues to strongly reflect the rich and varied character of 800 years of accumulative development of Bideford's commercial core, and indeed its core medieval settlement area.

4.2.3 Heritage significance (below ground)

High – There is a strong likelihood that any new development within HUCA 2 will expose buried archaeological remains dating back to the medieval period or earlier, which, as well as adding to understanding of how the core area of the town has developed through time (and the nature of any pre-urban activity), could also provide further information about the foreshore now subsumed within the built area, and the techniques used to reclaim it.

4.3 The Quay and The Pill (HUCA 3)



The Quay, from Bideford Bridge



Bottom of High Street, the location of the medieval quay



Queen Street, looking south



Entrance into King Street from the south



Former warehouses in King Street



Former Collar Factory, Rope Walk



Looking toward the west end of The Strand



Looking south east down Kingsley Road and Pill Road

4.3.1 Historic character

HUCA 3 encompasses The Quay, including the present quayside and the narrow lanes to its rear (King Street and Queen Street) reflecting the original shoreline, and the area of the former side creek known as The Pill. This includes Pill Road and the lower part of Kingsley Road on top of the now in-filled creek, and The Strand and Ropewalk running along its southern shore.

The two parts of HUCA 3 have a shared general history, as primary and secondary shipping points that became the focus of industry and maritime and, later, recreational activity (including the starting point for the Bideford to Westward Ho! Railway). The Quay and The Pill also have a generally similar present day character – a wide, open area of reclaimed river and creek side, dominated now more by the car than maritime traffic, backed by narrow, tightly-enclosed lanes retaining evidence of their past commercial and industrial use.

The present quay edge is 50-80 metres beyond the likely pre-urban shoreline and is the culmination of at least seven key phases of foreshore reclamation and quay construction, from the medieval period to the late 19th century. The greatest change occurred at the bottom of High Street, where a natural inlet was initially in-filled to create Bideford's earliest quay. Against a background of increasing maritime trade, there was continuous encroachment of buildings onto the quay, along and out from its back and, by the 18th century, taking the form of 3-4 detached blocks of development to the east of King and Queen Street, transforming the latter into narrow back lanes.

The medieval quay area is now built over apart from the splayed eastern end of High Street, and here the surface of the quay may have been raised above its original level. Subsequent extensions into the river and north and south of the original structure have become subsumed within the present quay, which was completed in 1889-90, apart from modern refurbishment (including the flood defences, large fountains and public toilets installed in 2006). A large part of the quay is now occupied by car parking and the busy road (A386) that runs along its length, but lines of trees soften the impact and the quayside is a pedestrian promenade and still a mooring and embarkation point for a number of commercial and leisure vessels (including the ferry to Lundy).

South from the possible 'Tome Stone' set into the southern corner of the bottom of High Street (on which merchants laid their money to make agreements legal), earlier phases of the quay-lines are still discernible in the building lines. Buildings line the back of the 1663 quay extension, which itself marked the river edge of the medieval quay and then beyond is the extension of 1676-1717, which created the connection to the bridge. This river-facing, quayside frontage is comprised of 17th century merchants' houses remodelled or rebuilt as 18th century inns, 19th century houses with shops (stuccoed fronted with pilasters) and 20th century shops and offices, retaining some 1930s art

deco detail. The Rose of Torridge, south of Conduit Lane, has been described as originally a 16th century jettied timber-framed building (Cherry and Pevsner 1992, 177), suggesting that either the medieval quay extended further south than has previously been thought, or there were buildings along the shoreline prior to its reclamation for the late 17th century quay extension.

The dog-legged route of King Street is lined with late 18th houses (Kingsley House, formerly a hotel, with a Doric door case, *Ibid*) and mid-late 19th houses and stone rubble warehouse, buildings which are now in use as a bank, pub/club, shops, offices and flats. A number of the buildings on the seaward side still have sail lofts on their top floors which would have been used for cleaning, repairing and storing the canvas sails whilst the lower floors would have been warehouses for general goods (Howell 2013). The southern part of the street is thought to mark the edge of the medieval quay area to the north of High Street and, beyond that, the line of the shoreline, which continued northwards as Queen Street.

Previously known as Little Lane, Queen Street (MDV78855) appears to have originally been developed during the late medieval period, along its western, river-facing side, where the remains of a very grand late 15th century house still survive within No. 4 (MDV78853) and perhaps also the adjoining property (No. 5, MDV63394). The siting of this house, just above the contemporary shoreline, suggests a medieval landing place here, perhaps even a quay structure (additional to the main medieval quay at the bottom of High Street). The extent of any quay or any further medieval development is as yet unclear, as is whether the route of Queen Street originated as a medieval track along the top of the shore or represents the early shoreline itself. Historic map evidence shows that by the early 1700s, following the 1676-93 quay extension, it had become a built-up street developed on both sides (Pye 1992, plate 1).

Although historically depicted as if both sides of development faced into the street, today the eastern side of the street is formed by the backs of properties fronting onto The Quay – it is unclear if that was always the case, or is a change brought about by the extension of the quaysides. The western street frontage mainly reflects subsequent remodelling (White Hart pub and early 19th century houses, with late 19th century and 20th century shop fronts), but there are 18th century survivors - a converted stone warehouse (Hart Cellars) at the north end and a three-storey house, the ground floor of which is now Heard's Garage (behind which there was previously a smithy). The eastern frontage, opening onto the quay, includes a late 17th /early 18th century merchant's house (now a range of shops named Prospect Place), amongst later redevelopments - early 19th century houses with some 1920s/30s detail, a near continuous run of Victorian and later shop fronts and a number of 20th century bank and office blocks.

Forming the northern end of the buildings on The Quay is the distinctive red brick structure of Bideford Arts Centre (a good and largely complete example of an 1890s technical school), its scale matched by the late 20th century post office to its south. On the site of a ship building yard at the mouth of the side creek, this block marks the transition point from quay to pill and frames the curving entrance into the Ropewalk, together with the old Custom House at the eastern end of Bridgeland Street (originally a merchant house, now a pub).

The Ropewalk starts as a narrow lane, dominated by the tall, gothic yellow and red brick factory of the late 19th century Strand Collar & Cuff Works (subsequently Blackmore's furniture depository, now workshops, shops and keep-fit studio), and, towards its west end, widens out to become The Strand. The whole route was the site of a 17th century hemp-rope-making factory extending along the southern shore of The Pill, which for over 200 years supplied Bideford's port and shipyards,

While the buildings on and behind The Quay were historically (and are to this day) mainly in commercial use, the southern shore of the now in-filled Pill has a more mixed history and present-day character, with both industrial, residential and recreational development taking advantage of what must originally have been an attractive creek-

side setting (with views over low lying marshland to the main river). During the 19th century, a bath house stood cheek by jowl with the rope (and later collar) factory, shipyard and sawmill, and today there is a youth centre and rowing club amongst businesses housed in industrial sheds opening onto the former creek edge (Pill Road).

Further west, the south side of The Strand is lined with attractive early-mid 19th century residences, from Strand House on the east to the large mansion with 4-storey Italianate tower (now offices) on the west, and in between paired and terraced houses. While Nos 15 and 16, originating as a single, early-mid 17th house, and Strand House, with a curtilage wall possibly retaining some 17th century fabric, are contemporary with the ropewalk and other early industry on The Pill, the majority of the houses along The Strand reflect a late Georgian and Victorian attempt to create a desirable residential esplanade, with some of the character of a seaside resort development. Despite alterations and additions, including a detached villa on the corner with Chingswell Street being replaced by early 20th century terraces, this built character has largely been maintained, although the views have been radically altered and blocked by subsequent development.

The actual area of The Pill is now occupied by an expanse of parallel roadways (with islands of car parking) - Pill Road and Kingsley Road, looping along the former route of the 1917 Bideford to Westward Ho! Railway, which prompted the in-filling of the creek (to create a level track bed for the line as it approached The Quay), marking the final demise of this previously important waterway.

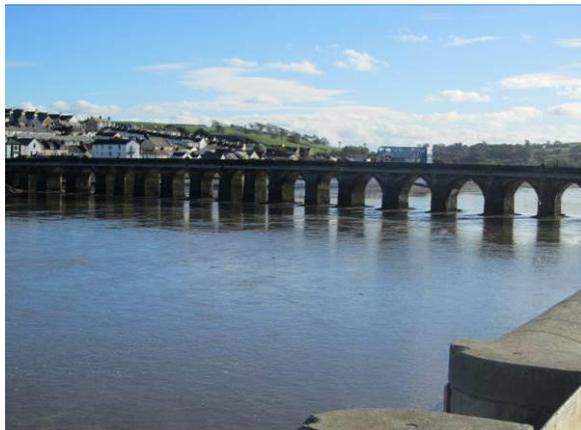
4.3.2 Heritage significance (above ground)

High – HUCA 3 encapsulates Bideford's maritime history from the port's medieval origins to the present day, including the phased reclamation of the foreshore as quayside and urban expansion eastwards onto former quay areas. Evidence for all the main stages of quay construction and associated/subsequent development are identifiable from historic map evidence and/or detectable in the layout of present streets and plots. There is also very good survival of historic fabric, with, in addition to the quay (which has remained largely unaltered since the 1890s), standing buildings reflecting a considerable time depth (from the 15th century to the present) and range of usages (merchants' houses, warehouses, factory, inns, shop fronts, terraced housing). This all adds up to a very distinct character area, encompassing the town's primary and secondary historic shipping points. Today the broad open spaces of the quays, car-parks, wide pavements and roads have a spacious open character, and are more in the nature of recreational boulevards, the focus of tourist and leisure activity in the town, extending into the adjoining parkland and riverside-walk to the north.

4.3.3 Heritage significance (below ground)

High – There is high potential for ground works within HUCA 3 to expose remains of the present and earlier quays, refining understanding of the date, extent and construction method of the different phases of foreshore reclamation. There may also be topographical and palaeoenvironmental evidence relating to the character of different parts of the foreshore (including The Pill) prior to reclamation (such as the location of the shoreline, the beach profile, vegetation cover and presence of marshland). Traces of pre-urban human use of the foreshore may also be found, as well as the remains of medieval and later buildings previously located on the shoreline.

4.4 Bideford Bridge (HUCA 4)



Bideford Bridge, from North



Bideford Bridge, from South



Western bridge head, from East



Eastern bridge head, from West

4.4.1 Historic character

HUCA 4 is a very discrete and distinctive character area formed by Bideford's medieval bridge and the bridgeheads at either end. This HUCA reflects successive change while retaining the sense of having remained essentially unaltered, being still, after over 700 years, the 'Long Bridge' (MDV497) over the River Torridge that links the main town with its suburb on the opposite bank.

Built originally of oak in the 13th century, the differing widths of the bridge's 24 stone arches fossilises the piecemeal rebuilding, and perhaps some of the variable bay lengths of the original wooden structure, which was clad in stone in the 15th century. With the addition of walkways either side at the turn of the 19th century and a second carriageway in the 1860s, the bridge is substantially wider now than in the medieval period. Its length, however, has been foreshortened by foreshore reclamation. The western bridge end was originally further towards (perhaps beyond) the entrance into Bridge Street, possibly even as far west as Allhalland Street. On the east bank, the bridge originally extended up to Barnstaple/Torrington streets, which mark the medieval shoreline. Nineteenth century (and later) demolition and redevelopment has removed the medieval chapels (Allhallows and St Mary's) located at the bridge ends as well as other important post-medieval buildings - Place House (the Grenville family's manor house) and the 17th century grammar school and Bridge Hall at the west end; and a toll house at the east.

Today, the western bridge end is dominated by a 'pretty group of Victorian and Edwardian public buildings' facing the bridge - a trio of civic buildings comprising (on the left of the Bridge Street entrance) Town Hall and Library 'in quite playful free Tudor, red brick with stone dressings' and, on the right, the Bridge Buildings, 'tall, of stone, a

little French in its details', built as a Library and School of Science and Art, now Torridge District Council offices (Cherry & Pevsner 1991, 174). They form an impressive façade, especially when approached from across the river along the bridge, appearing as a dramatic gateway into the main town.

The Royal Hotel (a large, well preserved 17th century former merchant's house) performs a similar welcoming role for East-the-Water, enhanced by the splay of matching stone walls with stone-pillared iron gates enclosing gardens on either side of the bridge head. However, the gap caused by demolition of the frontage on the opposite corner of Station Road (now a car park) and adjacent busy road junction detracts from the historic visual character of this end of the bridge.

The number of vehicles using the bridge itself has also had an impact, with parapets and cutwaters having to be rebuilt in 1925, the two western arches collapsing and having to be rebuilt in 1968 and the still-high volume of traffic (despite the new road bridge built further downstream in 1987) being a key aspect of HUCA 4 today.

The bridge affords long, uninterrupted views up and down the river and over Bideford's quay and wharf sides and the developed valley slopes above, and its historic character is also best appreciated from afar (rather than on the bridge itself). Its distinct linear form (a long string of archways rising above the water or tidal mudflats) dominates riverside views from within the town and from further afar.

4.4.2 Heritage significance (above ground)

High – this is a well-preserved example of a medieval bridge which retains the essence of its original character, alongside evidence for its successive modification and rebuilding. In addition to the bridge itself, there is generally good preservation of historic fabric within HUCA 4, with large, impressive 17th-19th century commercial and civic buildings at both ends. Bideford's Long Bridge is the town's defining historic feature, for which it is still renowned, making HUCA 4 one of the most distinctively significant character areas.

4.4.3 Heritage significance (below ground)

High – The medieval bridge structure is encased within the existing stone bridge and has been periodically revealed by rebuilding works. Similarly, remains of the original bridge ends and adjacent medieval chapels and post-medieval buildings probably survive below the existing quay, roadway and buildings. Foundations dug for the present Town Hall revealed skeletons believed to be the remains of French prisoners from the Napoleonic Wars imprisoned in underground cells (Howell 2013).

4.5 Market Place and surrounds (HUCA 5)



Market House, from north-east corner of Market Place



Market House and Place from south-west corner



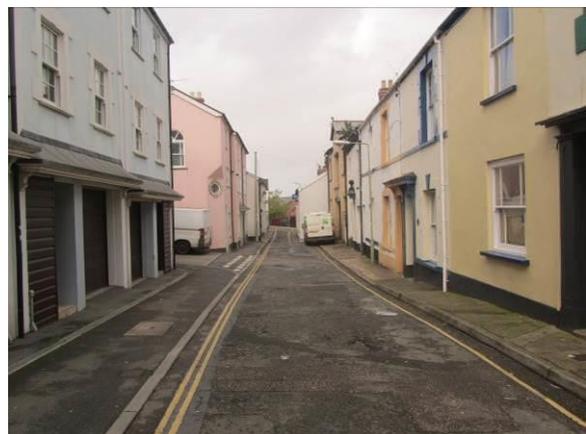
Honestone Lane as it enters the Market Place



Looking south up Grenville Street to Market Place



Looking South along Buttgarden Street



Silver Street, looking North to Market Place



Looking West up Lower end of Meddon Street



Looking East down Bridge Street

4.5.1 Historic character

HUCA 5 encompasses Bideford's second commercial focal point - the Market Place and surrounding streets and access routes, including Buttgarden, Silver, Grenville and Bridge streets and the lower parts of Honestone Lane and Meddon Street.

The latter two originated as medieval routes down the valley side towards St Mary's Church (HUCA 1), while the other streets (running across the slope and up the steep incline from the bridge) are post-medieval creations cutting through burgage/tenement plots. Lining Meddon Street and extending back into HUCA 5 from the south side of High Street and west side of Allhalland Street (HUCA 2), these blocks of long narrow

parallel plots are still clearly detectable in the plan-form (apart from on the north side of Bridge Street), with some good survival of their strongly defining stone boundary walls.

The large, sloping, sub-square Market Place (MDV 78883) may, itself, be medieval in origin, being a likely location for the annual fair (and perhaps also a secondary produce market, concurrent with shoreline/quayside trade at the bottom of High Street). Overlooking the church and bridge, beyond the blocks of burgage plots, this open edge-of-town area would have been relatively easy to access from the agricultural hinterland to the west. Formalised into the town plan by the 17th century, the centre of the square is now filled by the extensive, stone and brick Victorian pannier market that in 1884 replaced earlier market structures and Bideford's first custom house.

The bulk of the pannier market obscures views across the centre of the Market Place, restricting lines of sight largely to the road ways around its four sides, reducing the sense of being within an originally open square. The outer edges of this space are mainly lined with 19th century inns and houses with both integral and inserted shops, and with outbuildings and extensions behind (including function rooms, workshops, stables, an engine room and previously a Salvation Army Hall). The frontage around the north and east sides includes the remains of earlier (17th and 18th century) merchants' houses and other structures. On the west is the 'restrained' early 19th century Victoria Terrace, above a raised pavement still boasting its attractive, original, honeysuckle-pattern railings (Cherry & Pevsner 1991, 177; Howell 2013). Greatest change has occurred on the south, where the enclosing frontage was probably always less continuous, but has been almost completely removed by late 20th century demolition, removing the intervening buildings between the market and Honestone Lane, traffic from which snakes passed a pedestrian seating area and around the south east corner of the square into the top of Bridge Street, a busy route down to the bridge.

The north side of Honestone Lane, before it enters the Market Place, is characterised by terraced housing forming, with its enclosed back yards and gardens, distinct sub-rectangular blocks (even more so before demolition to create the entrance to Providence Row car park). These appear to be the original development (perhaps from as late as the 18th century onwards) taken directly out of what were still fields, indicating the extent to which this side of Honestone Lane remained undeveloped during the medieval and perhaps early post-medieval period. The southern side of Honestone Lane, entering and facing onto Market Place, has a similar mix to the latter of 19th century inns (and former inns) and houses with shops. West of the square, long alley ways and back plots stretching through to Meddon Street are occupied by 19th and 20th century terraced housing developments, most notably Hyfield Place - like a number of Bideford's minor streets, approached through an archway - as well as large-scale commercial development. This was previously the location of the town's slaughter houses and (as shown on the 1904 OS map) the site of the cattle market before it moved north of the town to Riverside (HUCA 9).

The way in which the lower half of Meddon Street widens out suggests that this was a street along which livestock was driven and (prior to the existence of a separate cattle market) held in pens on market days. The period in which this secondary market area developed may be reflected by the group of 17th century houses surviving on the lower south side of the street. Further up the street Nos 46-9 are on the site of 17th century Almshouses (rebuilt 19th century, and replaced with housing late 20th century); as with many other such foundations, they were probably on the outer edge of urban development when built - a useful indicator of its then extent. The street character is now predominantly 19th century, mainly houses, with some architectural and streetscape display - such as the iron-railed raised pavement along part of the north side), with a small number of shop fronts and a couple of former inns, including The Torridge, which forms an impressive end stop on the corner between Torridge Hill and the narrow entrance into Lower Meddon Street. Development of the backs of the wide

medieval tenement plots on the south side of Meddon Street has been inhibited by the steep drop down into the side valley behind Wooder Wharf, which with odd exceptions (such as behind No 73 and adjacent to Torridge Hill) has thus retained its wooded/garden character.

The level straight route of Buttgarden Street, with its parallel back lane (now Silver Street) represents a deliberate development associated with the formalisation of the market area, connecting the bottom of Meddon Street to the Market Place since the 1670s. Buttgarden Street is distinguished by the high survival of historic fabric – houses dating from the late 17th century, a number apparently built as tobacco warehouses (Howell 2013), remodelled and interspersed with mid-19th to early 20th century shops and other businesses, including premises for a veterinary surgery and a saddler's/harness maker, testifying to the street's strong connection to the market. The earliest buildings line the west side of the street, while the more limited availability of level ground and the steep drop down to the church on the east side meant it was much less built up until the development of 19th century and later housing (including the late 20th century block of St Mary's flats). Behind the older frontage on the west side, narrow back courts with post-medieval and later outbuildings and extensions run across the original north-south medieval plots of Meddon Street, as does Silver Street.

Silver Street itself is lined mainly with 19th artisan houses (including some with window and door openings dressed in the trademark Bridge Trust style), demonstrating the street's later date and lower status. At either end, its original alley-like narrowness can still be experienced. A gap half way along its western frontage leads to the site of Silver Street Bible Christian Chapel and Sunday School (1844; MDV2639), now occupied by modern terraced housing.

Grenville Street apparently also originated as an alleyway, a relatively steep cut through from High Street to the Market Place, which was transformed from the early 19th century into a built up street, initially on its western side. The latter comprises a well-preserved row of early-mid 19th century houses with good late 19th/early 20th century shop fronts, and, on the Market Place corner, a rare art deco frontage, created for a building society, with original jazzy glazing (Cherry & Pevsner 1991, 177). The eastern frontage is lower and generally less grand, with a pair of Marland brick buildings, with intact double shop fronts, framed by almost shed-like structures.

Rising steeply up to the Market Place, Bridge Street appears to have been laid out around 1700 to create a direct route from the bridge. The previous character of the street is indicated by the buildings forming its south side – cottage rows and houses, with some 19th century shop fronts and, at the bottom of the street, an early 17th century public house (with later modifications), which originally fronted onto Church Walk. The frontage on the north side was demolished in 1965, along with historic development within the former burgage plots behind, with the sole exception of a late 18th or early 19th century house with mid-late 19th century shop front and rear workshop at the top of the street. The destruction included the Methodist Chapel (MDV78886) at the end of Chapel Lane (a passageway reputed to have originally led to a French Huguenot chapel) and most of the other cobbled post-medieval passages that ran back from Allhalland Street, and the removal of densely packed terraces of workers housing that ran along their lengths. Now a gaping car park, this area has largely lost its historic plan form and Bridge Street itself has lost proper definition on this side.

Although the different streets have their own particular history and character, HUCA 5 holds together as a once marginal edge-of-town area that came into its own as a major focus for trade from the 17th century and which has, in more recently, slipped back into being a more subsidiary shopping area. Despite the pannier market and many of the properties lining the square still being in commercial use, other parts of the HUCA (Meddon, Buttgarden and Silver streets) are now solidly residential.

4.5.2 Heritage significance (above ground)

High – More than any other part of the town, HUCA 5 reflects Bideford’s dual role during the post-medieval period as both a market town serving a relatively remote rural hinterland and a nationally important maritime port with strong links to the New World. Although to some extent formalising a medieval pattern and not a well-documented, single-phased build like Bridgeland Street (HUCA 2), the Market Place and its associated streets form a distinctive block of 17th-19th century urban (re)development, both in terms of layout and surviving historic fabric, with individual buildings and frontages, including shop fronts, and lengths of streetscape of outstanding individual character, despite the dissipation of much of the urban form of the area by mid-late 20th century demolition.

4.5.3 Heritage significance (below ground)

High – HUCA 5 incorporates early medieval/medieval lanes, medieval burgage and tenement plots and the probable site of Bideford’s original fair ground, and there is high potential for buried archaeological remains associated with these to survive beneath existing buildings and street surface, along with more recent structural remnants and artefacts; evidence of the dating and phasing of this planned post-medieval extension to the town may be of particular significance.

4.6 Torridge Hill and New Road (HUCA 6)



North end of New Road, looking south-west



Looking north along New Road from Wooder Wharf



View over saw mill/in-filled creek site, from north-west



Looking north-west up Torridge Hill



Old Ford Farmhouse, from east



Redeveloped wharfside from south-east

4.6.1 Historic character

HUCA 6 consists of the western river front south of Bideford Bridge, along the level route of New Road and the A386 (to the southern edge of the town) and up the steep incline of Torr ridge Hill. This strip of 19th century urban expansion has a mixed character. Although predominantly a waterside industrial/maritime area, it incorporates residential, recreational, commercial and civic elements, as well as retaining a flavour of its earlier edge-of/beyond-the-town character. Owing to its riverside location and topography, this area is generally very open to long and wide views across and out from it.

Much of the low lying ground is former foreshore, once including a tidal creek (behind Wooder Wharf), around the head of which passed an early route to St Mary's Church, fossilised by the line of Bull Hill and Lower Meddon Street, lining up with the A386 (to the south). The riverside within HUCA 6 remained almost totally undeveloped until the early 19th century, with the shore north of the creek apparently having only a track along it and, to the south, Old Ford Farmhouse (MDV11756) probably the only substantial building. Well beyond the medieval town and only just within its present southern limit, this 14th century residence (possibly the Grenvilles' original manor house or that of an adjoining landholding family, the Botreaux) is located on the waterfront, adjacent to a fording point, from which Bideford's name may derive. An early landing place may also have existed further north, where a quay appears to be depicted on the 1802 OS survey drawings, at the mouth of Wooder Creek (perhaps already partially in-filled by then).

The formative development in this area, however, was the establishment of the 1825 turnpike from Great Torrington, involving upgrading of the existing riverside route and substantial engineering creating two new roads into the town, controlled by a turnpike cottage and gates at the point where they fork. A deep rock cutting up the south side of Wooder Creek created a new connection to the Market Place - Torr ridge Hill, snaking up the still-steep valley slope, where it carved through late medieval tenement plots to the bottom of Meddon Street. The construction of New Road (MDV58453) extended the riverside route across the mouth of the former creek to the western bridge head and Quay.

New Road remains open to the river along its eastern side, although it has been more than doubled in width as a result of riverward extension during the 20th century, including the addition of a paved, tree-lined promenade with seating and railings, which gives a seaside resort feel. The northern part of the roadside has a connection to the adjoining commercial and civic elements around the church/Bridgehead areas, with large 19th buildings forming an impressive, brick, stone and rendered façade - a large hotel, incorporating a terrace of 3-storey houses (sadly in a poor state at the moment), and the town's late Victorian police station, perched on top of former coal cellars.

In contrast, an industrial/maritime and residential mix is reflected by the 19th century and more recent development within the rest of HUCA 6 - at the southern end of New Road, up Torridge Hill and along the extensive wharf side to its south. On and around the site of the saw mill within the in-filled creek, were the Torridge Carriage Works (with associated iron and brass foundry). Along Wooder, Commercial and Ford wharves, stand original, converted and replacement warehouse, workshop and other industrial buildings, cheek-by-jowl with terraced, paired and detached houses. These were the residences of those who owned and ran the various businesses, one with a folly perched on the spur above Wooder Wharf. Towards the southern edge of this HUCA (and the town), part of the wharf area was previously occupied by Ford Timber Yard, and then a small shipyard producing wooden minesweepers and patrol boats during World War II, and later by an agricultural implements depot. This has been developed into a 5-storey high block of modern flats, which dwarfs even the substantial historic mill buildings surviving to its north.

On the other side of the A386, opposite a still open expanse of wharf, a light industrial site of sheds, with now-overgrown waste land, was established in the early 20th century as North Devon Farmers Depot, replacing the cottage and garden which were previously part of the setting of Old Ford Farmhouse. With modern housing on two of its other sides, the latter, while still an intact historic (14th-18th century) structure with some remnant outbuildings and yard area, now has the appearance of being both hemmed in and adrift in a sea of later development. A hint of the pre-19th century rural character of the area is provided by the wooded valley slopes behind Wooder Wharf, down through which a walk way now zigzags.

4.6.2 Heritage significance (above ground)

High – HUCA 6 is significant as an area which strongly reflects Bideford's 19th century expansion and transition from an international trading port to an industrial town making use of its waterside location. A good proportion of the 19th century plan form and fabric survives and modern development has continued the area's predominantly industrial and residential character. HUCA 6 also contains one of the town's oldest surviving buildings (Old Ford Farmhouse), which, in addition to its structural intactness, has historical importance as the possible medieval residence of the Lord of the Manor.

4.6.3 Heritage significance (below ground)

Medium – The predominantly single-phase origin of HUCA 6 means that, although ground works may add to understanding of 19th century (and later) activity (such as road/wharf construction and phasing details and the nature of any sub-surface industrial processes/features), potential for discovery of earlier remains is limited. Foreshore coring has previously indicated the likely presence of a submerged Neolithic forest in the vicinity (MDV103587), which may have implications for redevelopment of reclaimed land, and medieval and post-medieval deposits and features may be revealed around Old Ford Farmhouse and within the former area of late medieval tenement plots on the north-western edge of HUCA 6.

4.7 Pitt Lane to Lower Gunstone (HUCA 7)



Top of Pitt Lane, from south-west



Junction of Cold Harbour and Lower Gunstone



Looking north-east down Cold Harbour



Looking east down Lower Gunstone



Former school, top of Higher Gunstone



Looking south-west along Hart Street

4.7.1 Historic character

HUCA 7 comprises a fan-shaped area of steeply sloping land bordered and traversed by the splayed routes of Higher and Lower Gunstone, Cold Harbour and Pitt Lane (the land to the east of which is included in this HUCA).

Higher Gunstone and Cold Harbour were part of the early medieval route (including Old Town), off which all the principal medieval routes ran down to the riverside - at this point running down to The Pill. This was the edge of the medieval/post-medieval built-up area until mid-20th century expansion, and still retains much of this edge of town character.

Lower Gunstone formed the north edge of the medieval town - the back lane to High Street. The burgage plots that extended back to the south side of Lower Gunstone are still to some extent detectable in plan form and as surviving stone boundary walls.

Pitt Lane probably originated during the later post-medieval period, apparently as an access track (beyond the town edge) to the anthracite and paint pigment mine (MDV54865) located west of the Old Town Street/High Street/Higher Gunstone junction (also perhaps functioning as a direct route to Northam Road without having to go through the town itself). Around the same time worker's housing began to colonise this junction, together with the Gunstones and Cold Harbour. From the 19th century this increased to form a more continuous frontage, with terraced housing also being constructed at right angles to the street, along alleys such as New Row and Hart Street and within other back plots - much of this was development by the Bideford Bridge Trustees. Also added were a Baptist Chapel on the north side of Lower Gunstone (no longer in existence) and a school towards the top of the south side of Higher Gunstone (still in educational use). A 3-storey property still standing on the south side of Lower Gunstone (No. 8, MDV78890) was a bonded store, an early to mid-19th century warehouse and cottage for storing valuable, heavily taxed goods imported through the port, such as tobacco (Howell 2013). Many of the properties towards the lower end of the street have covered cart ways giving access to back yards, indicating that storage, processing and crafts supporting the port and commercial centre were carried out here.

In contrast to the artisan housing, two large villas (set in spacious gardens enclosed by high stone walls) were built eastward of Pitt Lane and a new Church of England Rectory built on the site of the mine when that eventually went out of use. While the rectory and one of the other villas are still in residential use, Devon County Council Offices have been established within the house and grounds of the third and the insertion of terraced housing has removed part of the tall boundary wall on Pitt Lane. The surviving trees and other greenery within this block of land, however, still hark back to its having been carved out of open countryside during relatively recent times.

Substantial 20th century back-plot development (most notably the replacement Baptist Church) has also taken place within the long back gardens which previously extended into HUCA 7 from the west side of Mill Street (HUCA 2), but which are now difficult to detect in the area's plan form.

The steep gradient of the roads within HUCA 7, together with their narrow, winding character (reflecting their origin as lanes rather than formally laid out streets) is a distinctive feature of this part of the town. The tight enclosure, with short lines of sight, particularly within Coldharbour and Lower and Higher Gunstone, creates the claustrophobically cramped feel that might be expected within an area of predominantly industrial workers' housing. This is counteracted, however, by the frontage being 'delightful except for some poor 20th century infilling which ignores the street-line' (Cherry and Pevsner 1991, 179).

Many of the 19th century houses are decorated in the Bridge Trust style, the different colours of the raised render around their doors and windows alleviating the architectural uniformity. There is some additional variety in the residential rows and

terraces, with modest 18th century (or earlier) cottages at one end of the scale and more substantial bay-windowed early 20th century houses.

4.7.2 Heritage significance (above ground)

High – HUCA 7 is significant in representing a distinctive aspect of Bideford’s urban development during a specific phase of its history, which is generally very legible from the surviving historic fabric and plan form (despite some modern alterations and additions). This area strongly represents back-lane, edge-of-town artisan (and some high status) residential development associated with commercial and industrial activity during the later post-medieval/19th century. HUCA 7 continues to be a largely residential area, which still retains hints of its rural origins.

4.7.3 Heritage significance (below ground)

High – There is high potential for ground works associated with new and replacement development to uncover a range of archaeological evidence, relating, for example, to: early medieval (and later) use of the pre-urban routes down to the foreshore (including any temporary structures that may have existed along them; medieval use of the burgage plots backing onto Lower Gunstone (and the lane itself); post-medieval and later occupation of this area of town (similar to the wells and 17th century pottery assemblage found in New Street, MDV38929).

4.8 Old Town (HUCA 8)



Former school, top of Honestone Lane



Geneva College, west end of Geneva Terrace



Former Bideford Union Workhouse



Old Town, looking north from Meddon Rd junction



Geneva Place, looking west



Clovelly Road, looking south-west from top Meddon St

4.8.1 Historic character

HUCA 8 is focused on Old Town Street (the southern part of which is now called Clovelly Road) and the tops of Honestone Lane and Meddon Street. It represents an area of mainly 19th century urban expansion up to and out along the south-western town approach, absorbing, in the process, a pre-existing agricultural hamlet. Clovelly Road/Old Town Street (part of an early medieval route heading for The Pill) runs down a moderately sloping hillcrest onto a level saddle, where Honestone Lane and Meddon Street branch off down towards the river; both have probable pre-urban origins.

Although it has been suggested by past studies (e.g. Timms 1976) that Old Town was the original early medieval urban focus, the available evidence and topographical form suggest rather that it was actually a rural settlement that came to be attached to the town, providing Bideford's medieval burgesses with gardens (in the form of burgage-like plots, still partially discernible in plan form – a feature known from other constrained medieval towns, such as East Looe in Cornwall), as well as access to farm and down land (via Backaborough and Pines lanes). It may also already have developed into an additional market area (perhaps for holding livestock) reflected by the bowing of its main street, which from the post-medieval period formed part of the approach to the main Market Place. The cottages (possibly 17th century, MDV14199) at the entrance to Pines Lane represent the southern remnants of a straggling settlement shown extending along Old Town Street on the 1802 OS survey drawings. While the frontage along the top half of Honestone Lane was already more continuous, that along the upper part of Meddon Street was still equally intermittent.

From the early 19th century this began to change, with vacant plots and medieval fields on and back from the main streets becoming progressively in-filled by large-scale civic developments and swathes of terraced housing for Bideford's industrial workers. Most elements of this expansion survive today, and the more recent modifications, replacements and additions that have occurred have not significantly diminished the character of HUCA 8, although the range of its civic functions has diminished.

The school at the top of Honestone Lane is being reused (by the local angling club), its unaltered 19th century architecture matched by a pair of stone-built houses facing it across the street (perhaps originally teachers' accommodation). The large, red-brick 1903 Geneva Place School (MDV76384), although now disused, still forms an imposing end to the residential side street from which it derived its name. In contrast, the site of Bideford's 1823 National School, on the east side of Old Town Street is now occupied by a late 20th century fire station (with an associated earlier building on the opposite side of the road). The cemetery laid out around the back and sides of the school in 1842 (MDV74223) is still an open green space enclosed by stone walling and railings, now part disused burial ground maintained as a nature sanctuary and part public gardens with children's playground.

Along the top half of Meddon Street, the row of stone almshouses (Moreton Cottages, MDV44171) built on the north side in 1857 are still standing (though now in private ownership), as is Bideford Union Workhouse (1837-9, MDV504, MDV74117-9) on the south, which became Bideford and Torridge Hospital in the early 20th century and is now converted and extended to form private housing. With its front wall and railings, entrance block and central range intact, this large rendered building still dominates the eastern end of Meddon Street with its Victorian institution appearance. Further down the south side, however, the former Bideford and District Dispensary and Infirmary (MDV 74114) has been demolished to make way for new housing. Opened in 1887 and later a private maternity and nursing home, the infirmary is reputed to have been built on the site of a mineral black mine.

The residential development within HUCA 8 ranges from cottage pairs and rows (including some earlier examples) to uniformly built terraces dating from the early 19th century to early 20th century, some with characteristic Bridge Trust detail, lining stretches of the main routes and the series of purpose-built side streets (Milton, Geneva and Montague Place, Coronation Terrace, Marland Road, Victoria Grove). The short straight lines of the 19th century streets contrast sharply with the long sinuous (pre-urban) route of Old Town Street/Clovelly Road.

A scatter of earlier and later shop fronts creates a minor commercial focus within HUCA 8, which harks back to Old Town's origins as a separate hamlet. Views through the area are mainly linear rather than sweeping, with the predominant lines of site being along the individual routes and side streets, adding to the self-contained, set-apart/added on feel. Pre-1904 allotment gardens, still surviving on the south-western edge of HUCA 8, add to the continuing sense that it is on the edge of town, despite the fact that it is surrounded by the later development in HUCA 13.

4.8.2 Heritage significance (above ground)

High – HUCA 8 is significant as the site of a medieval satellite settlement, perhaps with some later subsidiary market functions, which became the focus for a distinctive piece of 19th century town expansion, with both its pre-urban origins and urban history still clearly recognisable in its present character, both in terms of layout and standing fabric.

4.8.3 Heritage significance (below ground)

Medium – There is some scope for new development to uncover archaeological evidence for the early and later use of the routeways through HUCA 8, together with the remains of buildings, plot boundaries and occupation deposits associated with the medieval hamlet at Old Town and subsequent wayside development. Potential is to some extent diminished by the fact that most of the area was covered in fields until the 19th century (reducing the likelihood of occupation material) and has since then been quite intensively developed.

4.9 Kenwith Valley bottom reclamation and expansion (HUCA 9)



Westcombe Lane industrial site, from north



20th century housing on Kenwith Valley bottom



Looking south down Kingsley Road



King George V Playing Fields, looking south-west

4.9.1 Historic character

HUCA 9 covers an area of mixed, valley-bottom expansion on the northern side of the town, which relates to the 19th and 20th century reclamation of the lower part of the Kenwith Valley and also includes the undeveloped upper reaches of the latter (a wetland nature reserve traversed by the disused railway line and bordered by fields) and a strip of development along North Road and the floor of the narrow steep-sided tributary valley to the west (Westcombe).

The Kenwith Valley was previously a wide expanse of marshland, traversed from the 15th century by the causewayed route of Northam Road, which curves across the entrance to Westcombe before snaking its way over the main valley bottom. Connecting the southern end of Northam Road to Mill Street, North Road probably also dates from this time. By the 17th century it had become an edge of town area that was (together with Willet Street and the creek side further east) a focus for Bideford's thriving pottery industry. A Plymouth Brethren Chapel had been built by the mid-19th century on the north of the street, next to 'Crocker's Old Pottery'. Modified versions of both buildings still stand within and behind a frontage formed by post-medieval cottages and later terraced housing.

As it curves into Northam Road this modest frontage gives way to large early 19th century houses positioned to take advantage of their location, with their backs to the road and fronts to the valley bottom, stretching northwards onto which are a series of contemporary detached villas. On the North Road/Northam Road corner stands the ornate, stone and brick built Roman Catholic Church, built at the turn of the 20th

century when Stella Maris convent school was established in adjacent villas and their grounds, which have recently been in-filled with modern housing.

In sharp contrast, on the opposite side of Northam Road, are the remains of a tannery and collar works that helped to generate the wealth for Bideford's villa building. Occupying the restricted valley bottom, along Westcombe Lane, the complex of large stone, brick and rendered factory buildings, with associated yards and terraced housing, is still mainly in light industrial use (e.g. as a recycling depot) and retains much of its 19th century industrial character.

By comparison, the development covering the wide expanse of the lower Kenwith Valley, although commenced during the late 1800s, is predominantly 20th century and an intermix of uses and building types. Residential terraces extend along and off Northam Road, the northern part of Kingsley Road (previously the route of the short-lived Bideford, Westward Ho! and Appledore Railway) and Park Lane/Avenue (laid out in the early 1900s). A superstore and sports facilities (football ground and bowling club, possibly on the site of the suggested tide-mill pond) line the lower reaches of Kingsley Road, and a recreational swathe (Victoria Park, King George V Playing fields and rugby ground) extends northwards across the valley mouth. Tying the whole together is the riverside walk way to the site of the town's now disused 20th century cattle market and Torrridge District Council Offices, a modern block fronting onto the river, at the southern end of a former shipyard site.

4.9.2 Heritage significance (above ground)

Medium – The area of intact 19th century edge-of-town development focused around the southern end of Northam Road (including Westcombe Lane and North Road) survives well and is of moderate significance, and there are individual buildings of interest (such as the museum). There is also some historic value to this area as a piece of systematic, large-scale land reclamation and town planning begun during the late 19th century, with earlier historic landscape elements fossilised in the existing plan form (such as the medieval Northam Road and early 1900s railway line). Much of HUCA 9, however, has only low significance in terms of its standing fabric, which by and large is of unexceptional 20th century form and design.

4.9.3 Heritage significance (below ground)

Medium – There is some potential for buried remains associated with Bideford's potteries (and other medieval/post-medieval beyond-the-town activity) to be uncovered in North Road, and along the early route of Northam Road, together with the remains of a possible tide mill in the vicinity of the Kingsley Road sports ground (or the former cattle market). Palaeoenvironmental sampling in the upper reaches of the Kenwith Valley, and perhaps also from beneath its developed lower part, may provide evidence for vegetation and sea level change and early human activity within (and beyond) HUCA 9.

4.10 Northdown Road to Abbotsham Road (HUCA 10)



Looking north down Northdown Drive



South View Terrace, Northdown Road



Kingsley School, North Down Road



Looking west along Abbotsham Road



Abbotsham Road semi-detached villas



Community Hospital, Abbotsham Road

4.10.1 Historic character

HUCA 10 is an area of 19th and 20th century expansion along and between Northdown and Abbotsham roads (western approach routes of at least medieval origin), and curving south-west to the end of Clovelly Road. It covers high undulating ground on the west side of the town, overlooking the Kenwith Valley and dissected by two of its

tributaries, including that ending in Westcombe. The development focus here historically, and largely still, is wealthier housing interspersed with private schools.

Daddon House was established in parkland on the western edge of the HUCA in the late 17th/early 18th century (later rebuilt as Moreton House, now part of Grenville College), but most of the area continued as mainly fields and down-land. In the early 19th century, however, detached, semi-detached and terraced villas began colonising the eastern half of HUCA 10; Edgehill Bible Christian College (now part of Kingsley School) was built at the west end of Northdown Road and, later (1873), a small grammar school was set up in the area (MDV72760 - now converted to semi-detached houses). Bideford Collar works (MDV34051, now replaced by housing) was built to the north. By the early 1900s South View Terrace (still impressively perched on the valley crest) overlooked the factories down on Westcombe Lane (HUCA 9). On the other (southern) side of the valley, three parallel Groves (Lime, Elm and Myrtle) laid out to the west of Pitt Lane still forming a distinctive development block of what was at the time better quality terraced and later paired housing, and the villa-lined Belvoir Road curves on from Lime Grove to meet Abbotsham Road.

Since the early 20th century the villas have been joined by more modern institutional buildings associated with the establishment of Bideford's Community Hospital and the multi-sited Kingsley School. The western half of HUCA 10 continued to retain its largely rural character until the later 20th century, when the now-extensive housing estates began to be built. Even now, the predominance of school playing fields, together with remnants of farm and parkland, including pockets of woodland, means that there are still sizeable green swathes within HUCA 10.

4.10.2 Heritage significance (above ground)

Medium – Although a considerable amount of more recent development has occurred within HUCA 10, the original (19th century) components of this relatively wealthy area of town expansion still stand out and make a significant contribution to its overall character; many of the Victorian buildings here are ornately decorated, with much use of terracotta, ornamental brick and iron work and interesting architectural form – further research into the builders and architects would be of interest. In addition, the area is distinguishable for the way in which it retains a hint of its not-so-distant rural past.

4.10.3 Heritage significance (below ground)

Medium – Owing to the lack of time depth, there is little possibility for buried urban remains to be uncovered within HUCA 10 and any that are will not pre-date the 19th century. There is more potential for any further development within the surviving medieval fields and post-medieval gardens and parkland associated with Moreton House to reveal evidence for pre-urban activity.

4.11 Riverside (HUCA 11)



River frontage, looking south



Riverbank Cottages, looking north



Rear of old cottages, Riverside



Modern housing, Riverside

4.11.1 Historic character

HUCA 11 is a small area of riverside at the present northern limit of the main town, on the north edge of the wide, formerly marshy, mouth of the Kenwith Valley. It lies below the east end of Orchard Hill, along the ridge of which it was historically accessed from Northam Road; Chanter's Lane, the more southerly, low lying route and now the principal access to the area, was historically probably only a marsh-side track.

Known development dates back to the late 18th century, when Upper Cleave Houses shipyard (later known as 'Bank End' and 'Riverside Works', MDV43292) built warships for the Napoleonic War and thrived in the mid-1800s. Originally the river's edge was further inland than at present, perhaps in the 'v' formed by existing roads; by the later 19th century the shipyard had been extended out onto reclaimed foreshore. It is shown on the 1904 OS mapping as a quayside with slip ways and various buildings, including sheds, a chimney and 'Mission Rooms' (MDV34082), landward of which are cottages and terraced houses, presumably occupied by those employed in the yard. Small boats continued to be built here into the 20th century, when the quay area was further extended and more terraced housing added. Since 1983, the shipyard has been replaced with housing, which, apart from preserving the basic line of the quay side, bears no reference to its history – the dense terraced scale and form which takes its cue from the terraces further inland is perhaps not as appropriate on this site. Earlier buildings survive, continuing to lend some historic character, but this has been diluted

by the amount of new build and changes to the road and plot layout and the blocking of views out to the river, which are now very limited.

4.11.2 Heritage significance (above ground)

Medium – Although an important area in terms of Bideford’s maritime history, being the larger of two principal shipyards on the western bank, the present character of HUCA 11 has been sterilised by modern development, particularly on the site of the former shipyard, and feels detached from the area’s original focus - although the more inland parts of the area preserve well much of the sense of a detached industrial hamlet.

4.11.3 Heritage significance (below ground)

Medium – The quayside and other parts of HUCA 11 have already been intensively developed, but it may be that shipyard features, such as slipways and earlier quay walls, survive beneath the later extensions and in-filling, and there is also potential for palaeoenvironmental deposits to be sealed beneath the reclaimed land.

4.12 Orchard Hill and Raleigh villa suburbs (HUCA 12)



Orchard Hill villas, viewed from east river bank



Detached villa on Orchard Hill



Northam Road/Kingsley Road junction, from south



Marsh Farm, Northam Road, looking south



Looking north-west to Raleigh, from nature reserve



First Raleigh; detached housing

4.12.1 Historic character

HUCA 12 encompasses Orchard and Raleigh hills, which form a ridge of high ground along the present northern edge of the main town, overlooking and sloping steeply down to the Kenwith Valley and River Torridge.

The medieval route to Northam passed up over the saddle between the two hills, now merging with the 20th century Kingsley Road to continue northwards as the busy Heywood Road. Other roads traversing HUCA 12 probably originated as medieval lanes and tracks accessing farmland and the river shore (Raleigh Hill, Orchard Hill and Chanters Road). The still-undeveloped fields to the west of Heywood Road and disused buildings of Marsh Farm, at the top of Northam Road, are reminders that this was predominantly farm and down land before it began developing into a villa suburb in the 19th century.

Large detached and semi-detached houses in walled gardens and, in some cases set in more extensive grounds, with ranges of outbuildings, were sited to take advantage of attractive settings and sweeping views. Initially focused on Orchard Hill (where by the end of the 18th century there was already some wayside development towards Northam Road), by the early 1900s villa development had also colonised both the crest and slopes of Raleigh Hill, within and beside the quarry pits from which building stone was derived, as well as a plantation extending down to the Kenwith Valley floor. Since then, both hills have become criss-crossed by numerous new 'roads', 'avenues', 'crescents', 'gardens' and 'parks' lined with generally more modest detached, semi-detached and terraced suburban housing and, at the eastern end of Chanters Lane, a late 20th century Church of England primary school. Despite the density of this more recent development, there is still good survival of the original villas and the preponderance of trees ensures that the area's character is still that of a leafy, edge of town suburb.

4.12.2 Heritage significance (above ground)

Medium – HUCA 12 has significance for the scale, quality and setting of its villas, which reflects the wealth of Bideford's 19th century industrialists and entrepreneurs. While modern development has crowded in and blurred the pattern of the original suburb, it is possible to still discern its general character. The quality not only of the main buildings, but of the ancillary features - garden walls and gateways, outbuildings, mature-planted spacious gardens, help set the character, as do the important surviving groups of pre-19th century cottages, houses, farm- and out-buildings which tend to lie on the older roads, forming little clusters adding a distinctive note to the setting and streetscape.

4.12.3 Heritage significance (below ground)

Medium– Although any buried features uncovered in HUCA 12 will largely be 19th century or later, there is potential for future development within surviving medieval

fields to reveal evidence for earlier, pre-urban activity. The areas immediately adjoining the few earlier farms and hamlets scattered amongst the villas may be of particular interest.

4.13 South-western outskirts (HUCA 13)



Housing & West Croft School, above Ford



Marland Allotments



Estate housing on Pynes Lane



Factory, west end of Clovelly Road

4.13.1 Historic character

HUCA 13 defines an area of mainly 20th/21st century development on the south-western side of the town, continuing the 19th century expansion out along Clovelly Road over an undulating ridge of high ground, which slopes down towards Abbotsham Road and over a spur above the Torridge.

This was still a rural landscape when the out-of-town Bideford Higher Cemetery was established (in what is now Buckland Road) during the final years of the 19th century – set alongside Caddadown Farm and the villa and wooded grounds of Ford House on the southern edge of an area of medieval field systems accessed by Love, Pines and Backaborough lanes. Between here and the town edge there were only the wayside cottages (associated with the turnpike) at Handy Cross. These have become absorbed into the 20th century terraces and estates (mainly social housing) which transformed the area, together with allotment gardens, now mainly encroached on by subsequent housing, the extensive sites of two state-funded schools (West Croft Primary School and Bideford Grammar School, now College), an ambulance station and large-scale commercial and industrial development still expanding along the western part of Clovelly Road, on the edge of the study area.

Although Clovelly Road is still a dominant element, the other early routes within HUCA 13 are now less easy to detect, having been truncated, extended and absorbed within a 20th century plan-form that bears little trace of the medieval farmland that it replaced.

4.13.2 Heritage significance (above ground)

Low – HUCA 13 is an area of 20th century development with generally little architectural merit, although some of the post-war housing development is of some interest in terms of its design and layout reflecting its social ambitions.

4.13.3 Heritage significance (below ground)

Low – HUCA 13 has been almost completely built over, and the intensity of modern development means there is little potential for the survival of buried archaeological remains, although any expansion beyond the existing town limit will impact on medieval fields beneath which pre-urban activity may be preserved.

4.14 East-the-Water waterfront (HUCA 14)



Northern waterfront, viewed from the Bridge



Looking north along Barnstaple Street



Part of waterfront south of the Bridge



Northern half of Torrington Street, from the south



Nuttaberry, from south end of Torrington Street



Nuttaberry industrial estate

4.14.1 Historic character

HUCA 14 comprises the whole of the level waterfront at East-the-Water, both north and south of the bridge (but excluding the bridgehead), together with the former side creek at the southern end of the area, now occupied by Nuttaberry industrial estate.

Originating as riverside tracks leading from earlier fording/ferry points to the medieval bridgehead, Barnstaple and Torrington Streets were probably originally only developed along their (inland) eastern side, and only later on their west side, as stretches of the foreshore were gradually reclaimed. This occurred earlier to the north of the bridge (quays having existed there since at least the 18th century); while on the south side permanent stone structures may not have been built until the 19th century.

Today, the east side of Barnstaple Street consists of a mixture of houses dating back to the 17th/18th and even late 16th century, interspersed with, and in some cases masked by, 19th century houses and shops, and a few other commercial/industrial premises. In contrast, the west side of the street is dominated either by the remnants of large warehouses and smaller sheds, wide areas open to the river where historic waterside buildings have been demolished and the wharfside is now mainly used for car parking, or (at the northern end of the area) riverside suburbia, recently developed on the site of the former railway goods yard.

The east side of Torrington Street has a similar mix of earlier houses and 19th century commercial, house and shop front insertions, with the addition of the Blacksmith's Arms (1741 date stone, possible earlier origin) and a late 19th Bethel Free Church with associated house. To the west, the street has more of a mix of industrial, civic (a former primary school) and housing development on a narrow strip of reclaimed foreshore.

More recent development at the southern end of the street gives way to the impressively surviving stone buildings of the 19th century gasworks, which forms a gateway to the more recent industrial buildings which have replaced former limekilns and timber yard.

4.14.2 Heritage significance (above ground)

High – HUCA 14 encompasses the historic waterside of East-the-Water, which, despite considerable demolition, replacement and successive modification, still retains a large proportion of its historic character. It holds key aspects of the evidence vital for understanding Bideford's evolving relationship with the river and role as a port.

4.14.3 Heritage significance (below ground)

High – There is high potential for ground works within HUCA 14 to expose remains of present and earlier quays and wharf, refining understanding of the date, extent and construction method of the different phases of foreshore reclamation. There may also

be topographical and palaeoenvironmental evidence relating to the character of different parts of the foreshore prior to reclamation (such as the location of the shoreline, the beach profile, vegetation cover and presence of marshland). Traces of pre-urban human use of the foreshore may also be found, as well as the remains of medieval and later buildings previously located on the shoreline, and evidence for a paved causeway thought to have been part of an old ford said to have been found near the gas works site in the 18th or 19th century.

4.15 Railway line (HUCA 15)



Former Bideford Station, from the south



Looking north from station up former railway line/cycle path



Station Hill railway bridge, from the east



Former railway line, north of the station, looking south

4.15.1 Historic character

HUCA 15 is based on the route of the former North Devon railway (MDV18635), passing along the base of the hillslope behind Barnstaple and Torrington Streets, and dropping down at its north and south ends to continue along the river's edge.

Now a public cycle and foot path, this area is very accessible. From within, its character is a mixture of tight enclosure and restricted lines of site (up and down the vegetation-lined cuttings), opening out with glimpses over the adjacent town when passing over the road bridges and onto the elevated station, and an unlimited sense of space and wide views when travelling along the riverside embankments.

With a surviving station, including platform, buildings and some lengths of track, and the line (although without its track) essentially intact, HUCA 15 retains a strong sense of its original 19th century character.

4.15.2 Heritage significance (above ground)

High – HUCA 15 is a rare example of a well preserved 19th century railway line under appropriate adaptive re-use; with its restored and re-used buildings, platforms, bridges etc., it has a relatively rich ensemble of heritage assets for such a disused line, forming an integrated whole, and providing connectivity and access to various parts of the modern town.

4.15.3 Heritage significance (below ground)

Low – There is some potential for features associated with the original use of the railway to be preserved below ground, but, owing to the engineering involved in creating the route, little or no potential for earlier buried remains to survive within HUCA 15.

4.16 Chudleigh villas (HUCA 16)



Chudleigh Fort; south-east corner of Memorial Park



Grange Road Villas, from Chudleigh Fort



Villas viewed from opposite river bank



Looking north-east up Chudleigh Avenue

4.16.1 Historic character

HUCA 16 covers an area of 19th century villa development on a strip of high ground above the eastern riverside, which slopes steeply down to the railway line and A386, with sweeping views over the Torridge and across to the main town. Accessed from Station Hill up the climb of Chudleigh Hill, Grange Road runs south-north along the slope, not quite reaching Old Barnstaple Road, which passes east-west through a lower lying saddle to make a T-junction with the A386/Barnstaple Street.

In 1642 during the Civil War the crest of the southern spur became the site of a fort (MDV11750). Named after the commanding officer of the Parliamentary forces who erected it, Chudleigh Fort (much rebuilt in the 19th century) has since the 1920s stood within a memorial park. The area was originally downland, part of which was worked as

a pigment mine, delaying to some degree its development from the early 19th century into a spectacularly sited, wealthy residential area (East-the-Water's equivalent of HUCA 12).

As well as the very large detached villas spaced along the private Grange Road, which are dominant in views of the hillside from the western river bank, there are fine terraces, like Springfield Terrace, built above the railway line in the late 1850s as a speculative investment by the mine owners (Howell 2013). Large detached housing, together with some additional terraces (such as Chudleigh Terrace facing the park) continued to colonise the area during the 20th century, when development spread along the sides of Old Barnstaple Road (still open fields in the early 1900s), extending over the hill to East-the-Water's 1880 cemetery, which defines the northern edge of HUCA 16.

The general character of this HUCA is one of opulent architecture within generously spacious walled and hedged plots, populated with mature trees. Very visible from a distance, it is much more secluded up close, owing to the degree of private access and restricted views.

4.16.2 Heritage significance (above ground)

High – As a 19th and early 20th century villa suburb, HUCA 16 is significant both for its distinctive contribution to the character of East-the-Water and for its connection with the matching suburb on Orchard and Raleigh Hills facing it across the river, and the joint impact the two areas have on the overall character of the town. Despite subsequent infill and expansion HUCA 16 has retained its essential original character, both owing to the intact survival of original buildings and because more recent development has been largely in the same vein.

4.16.3 Heritage significance (below ground)

Medium – Although there is relatively little time depth within the development of HUCA 16, the generosity of its undeveloped garden areas means there is potential for previous activity to be uncovered, such as mining, and the area around and within the fort site is a clear focus for potential evidence of Civil War activity.

4.17 Torrington Lane terraces (HUCA 17)



Looking east up to Clifton Street



Sunnyside, looking east



Former St Peter's Church, from the south-west



Engineering works, Torrington Lane

4.17.1 Historic character

HUCA 17 is a distinctive block of 19th and early 20th century urban expansion up the steeply sloping western end of Torrington Lane, an early medieval route dropping down the middle of a small valley to a probable ford/ferry crossing over the Torridge.

Previously an area of fields and downland beyond the town, during the post-medieval period part of HUCA 17 was a focus for Bideford's pottery industry. There was a pottery works on the south side of Torrington Lane (MDV15270), in operation until 1916 and, on the north side of Nuttaberry Hill, a 'pottery field' (MDV19233, subsequently allotments); both sites are now covered by housing. Torridge Mount and Nuttaberry Hill were perhaps associated access tracks to these pottery sites.

By the mid-19th century houses had been built fronting on to the bottom of Torrington Lane, along the north side of a newly laid out parallel street (Sunnyside), along a connecting lane (removed by the insertion of modern housing) and the west side of Torridge Hill. Bearing to a large extent the characteristic Bridge Trust render detail, this is a relatively well-surviving block of purpose-built workers housing. Uphill of this area was added (during the later 19th and early 20th century) the larger-scale, mainly brick-built terraces (and a few single and paired houses) lining the east side of Torridge, Brookfields, Clifton Street and Avon Road and further up Torridge Lane, and down into the top of Station Hill. The former St Peter's Church was shoehorned into a sliver of undeveloped roadside here in 1889, and, further east up Torrington Lane, on its south side, an engineering works continues to utilise early 20th century industrial buildings.

The southern side of HUCA 17 is formed by a swathe of recreational land, known as Pollyfield. Bordering on open countryside, it includes a community centre, playing field and allotment gardens.

4.17.2 Heritage significance (above ground)

Medium to High – HUCA 17 is a distinctive piece of urban expansion reflecting the increase in the population of East-the-Water as a result of 19th century-early 20th century industrial activity. Despite some demolition and modern insertion/replacement the area retains most of its historic layout and fabric, with well-preserved elements of the different phases/types of development.

4.17.3 Heritage significance (below ground)

Low – Within the developed northern part of HUCA 17, the likelihood of buried archaeological remains surviving is very low, owing to limited time depth and fact that the area has already been largely built over. Any future development of the Pollyfield area or expansion into adjoining fields currently beyond the existing town limit, however, has potential to reveal buried remains relating to pre-urban activity.

4.18 East-the-Water expansion (HUCA 18)



Barton Tors housing estate, looking west



Industrial development on Manteo Way



New housing at north end of Manteo Way



Broomhayes School, Alverdiscott Road

4.18.1 Historic character

HUCA 18 is a swathe of 20th/21st century western expansion, along and between medieval approach routes (Torrington Lane, Gammaton, Alverdiscott and Old Barnstaple roads), a former mine track (Mines Road) and a new ring road (Manteo Way). Extending up to 2 km inland, over undulating high ground and down towards the marshy valley to the north of the town, it has trebled the size of East-the-Water.

Until the 1950s HUCA 18 was covered in fields and rough land (peppered with some small quarries and mine workings) and populated only by a handful of wayside cottages, a farmstead on the south of the area (The Barton, probably medieval, no longer in existence), a salt-making site on the north (remnants of which survive) and, on the far west, a small 19th century hospital for infectious disease (now the site of a National Autistic Society School).

Since the mid-20th century, social housing estates have been laid out, interspersed with several factories, initially above earlier workers' terraces on the south side of Torrington Lane and later along Gammaton Road. Further north, there is an array of mixed private housing (detached, paired, terraced and, most recently, blocks of flats), which has replaced early 20th century allotment gardens and the short-lived Eastridge Farm on the hill crest above Chudleigh Fort. It surrounds East-the-Water Community Primary School at the west end of Mines Road and a superstore at the south end of Manteo Road. At the other end of the ring road, the Manteo/Alverdiscott crossroads is an expanding industrial estate and business park, and recent retail development on the A386 has pushed the northern edge of East-the-Water closer to the valley floor. While there are still some fields within HUCA 18, the design and layout of 20th/21st century buildings and access roads bears no reference to its previous rural character.

4.18.2 Heritage significance (above ground)

Low-medium – HUCA 18 is an area of 20th century expansion with generally little architectural merit, although some of the post-war housing development is of some interest in terms of its design and layout reflecting its social ambitions, and the main block of Broomhayes School is an ambitious and eclectic mid 20th century neo-classical design with both presence and well-proportioned balance, and some sophisticated detailing.

4.18.3 Heritage significance (below ground)

Low – HUCA 18 has already been largely built over, although any development of surviving fields or expansion beyond the existing town limit has potential to reveal buried remains relating to pre-urban activity.

5 Suggestions for future research

- A detailed forensic analysis of all available evidence for the evolution of the quay and wharf sides on both sides of the river, in order to identify more exactly the location of earlier structures, ferry points and the original line of the foreshore, and location of mills/tidal ponds etc.
- Research into early origins - the role of the church site, ancient routes, and origins and history of Old Town.
- More detailed plan-form analysis and historical research relating to the Market Place/Bridge Street area, in order to determine more exactly its origin and evolution.
- Mapping more exactly the extent of the different culm and Bideford Black pigment mine workings within the present town.
- Identifying the extents and dates of historic land ownership within the town.
- More detailed research of the historic use of individual plots and buildings – using Bideford Bridge Trust documents, Tithe Map and Apportionment, and 19th century OS and other town maps.
- Detailed historic buildings study within the historic core of the town – using large scale historic maps, documentary sources and field work.
- Inventory and photographic record of architectural styles, details and materials (adding to the Conservation Area Appraisal information) – including analysis of the architectural details and history associated with the Bridge Trust developments.
- Detailed recording of other elements of the historic fabric – e.g. boundary walls, pavements, lamp posts, wells, leats, drains, railings.
- A study of the style and socio-economic context of the different 20th century housing estates within the town.

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6.3 Information leaflets

RGS-IBG, 2012. *Westward Ho! A free self-guided walk in Bideford* (part of Walk the World, The Royal Geographical Society with the Institute of British Geographers, London)

Howell, D., 2013. *Bideford Heritage Trails*. (Kindle Edition)

6.4 Websites (accessed April-August 2014)

<http://www.bideford-tc.gov.uk/your-history-and-our-friends>

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

<http://files.devon.gov.uk/tithe/tithemapsapp/bideford.pdf> (transcription)

<http://files.devon.gov.uk/tithe/bideford.pdf> (scanned original)

http://www.visionofbritain.org.uk/unit/10017660/cube/TOT_POP (Census figures)

<http://en.wikipedia.org/wiki/Bideford>

<http://genuki.cs.ncl.ac.uk/DEV/Bideford/>

<http://www.workhouses.org.uk/Bideford/>

<http://www.devon.gov.uk/historicbideford>

<http://www.bl.uk/onlinegallery/onlineex/ordsurvdraw/b/zoomify82448.html> OS survey drawings

<http://bidefordblack.blogspot.co.uk/p/geology.html>



Fig 2 Location and setting

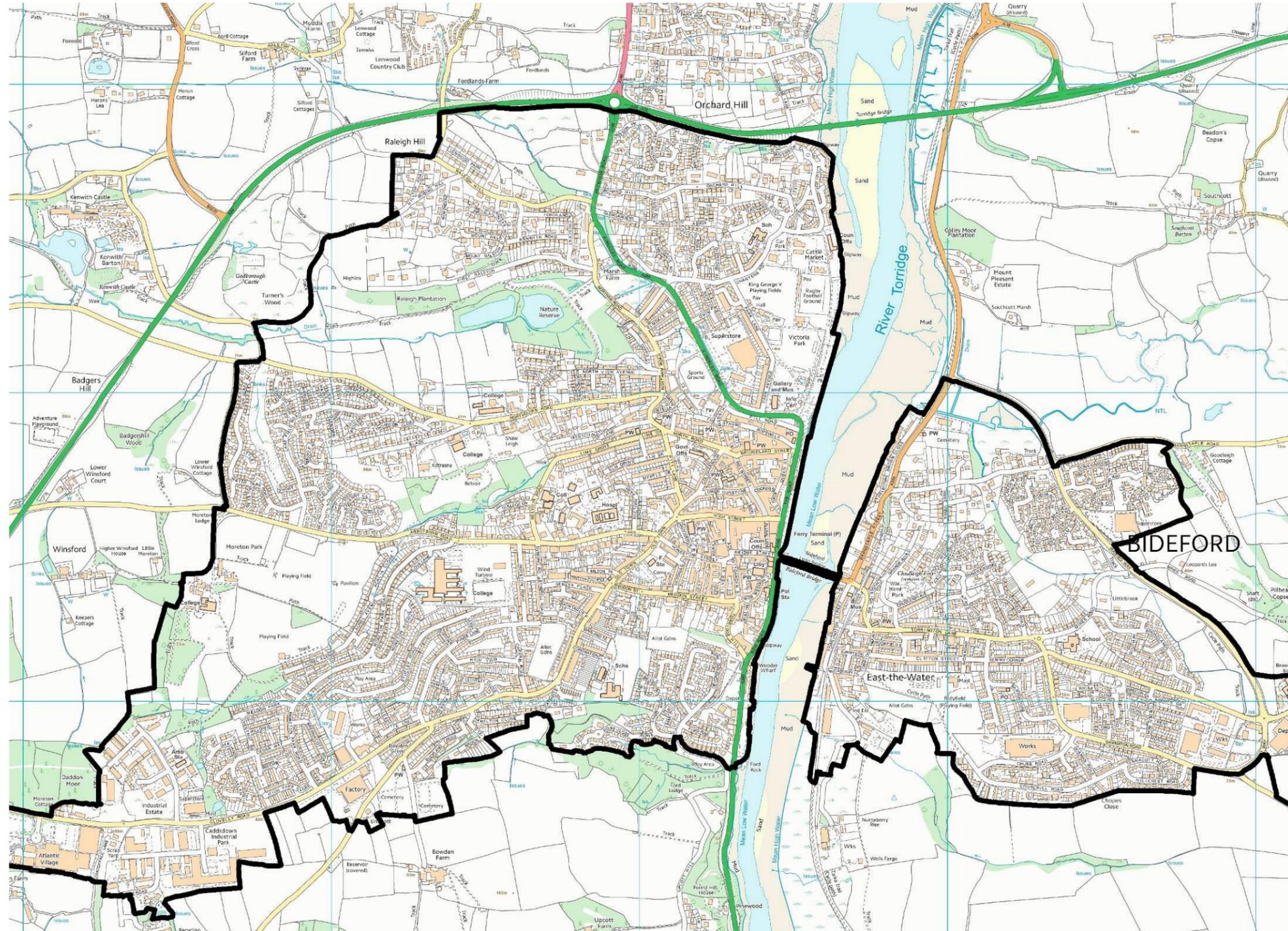


Fig 3 Roads and streets

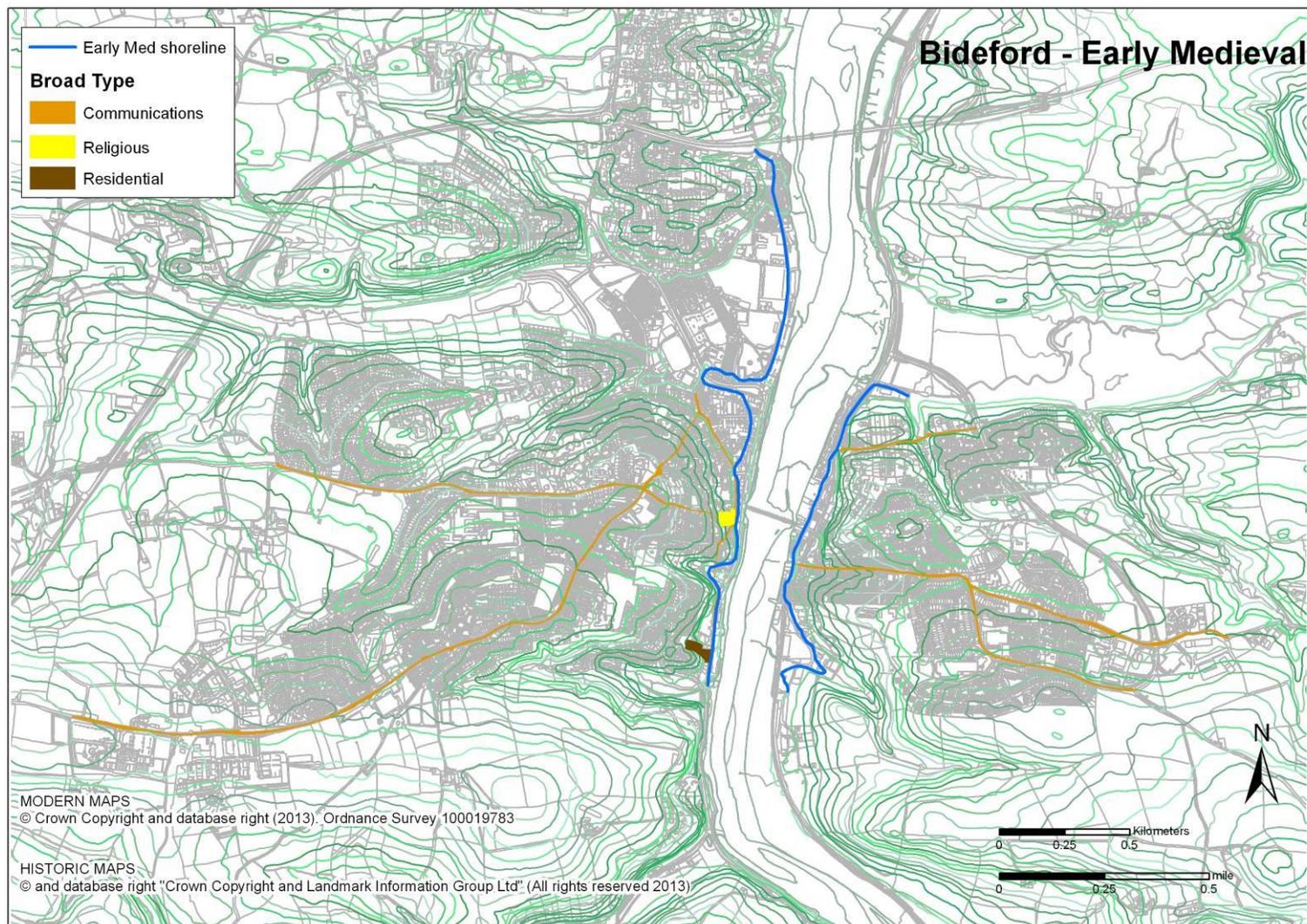


Fig 4 Historic development (Early medieval. 410 - 1065)

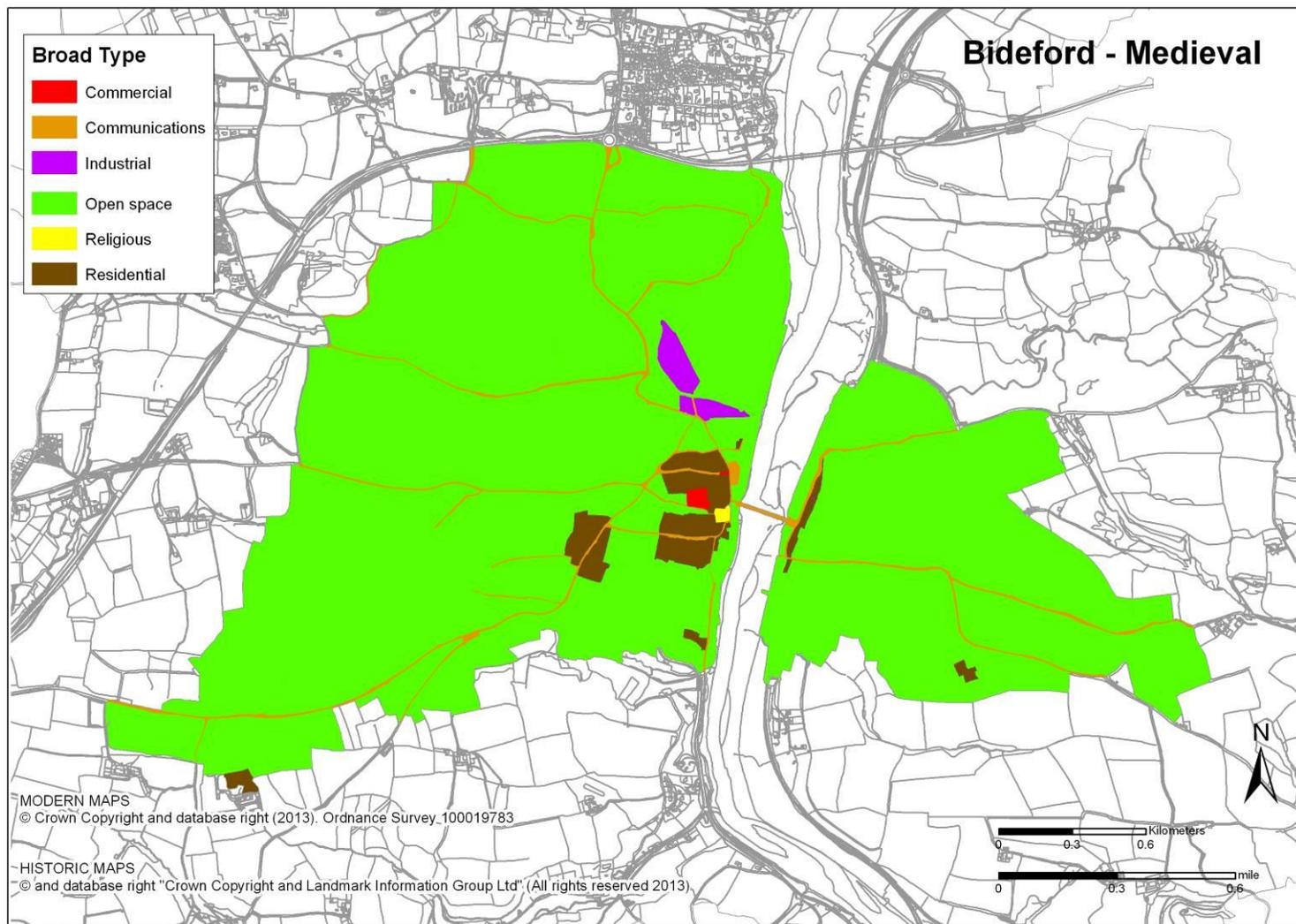


Fig 5 Historic development (Medieval. 1066 – 1539)

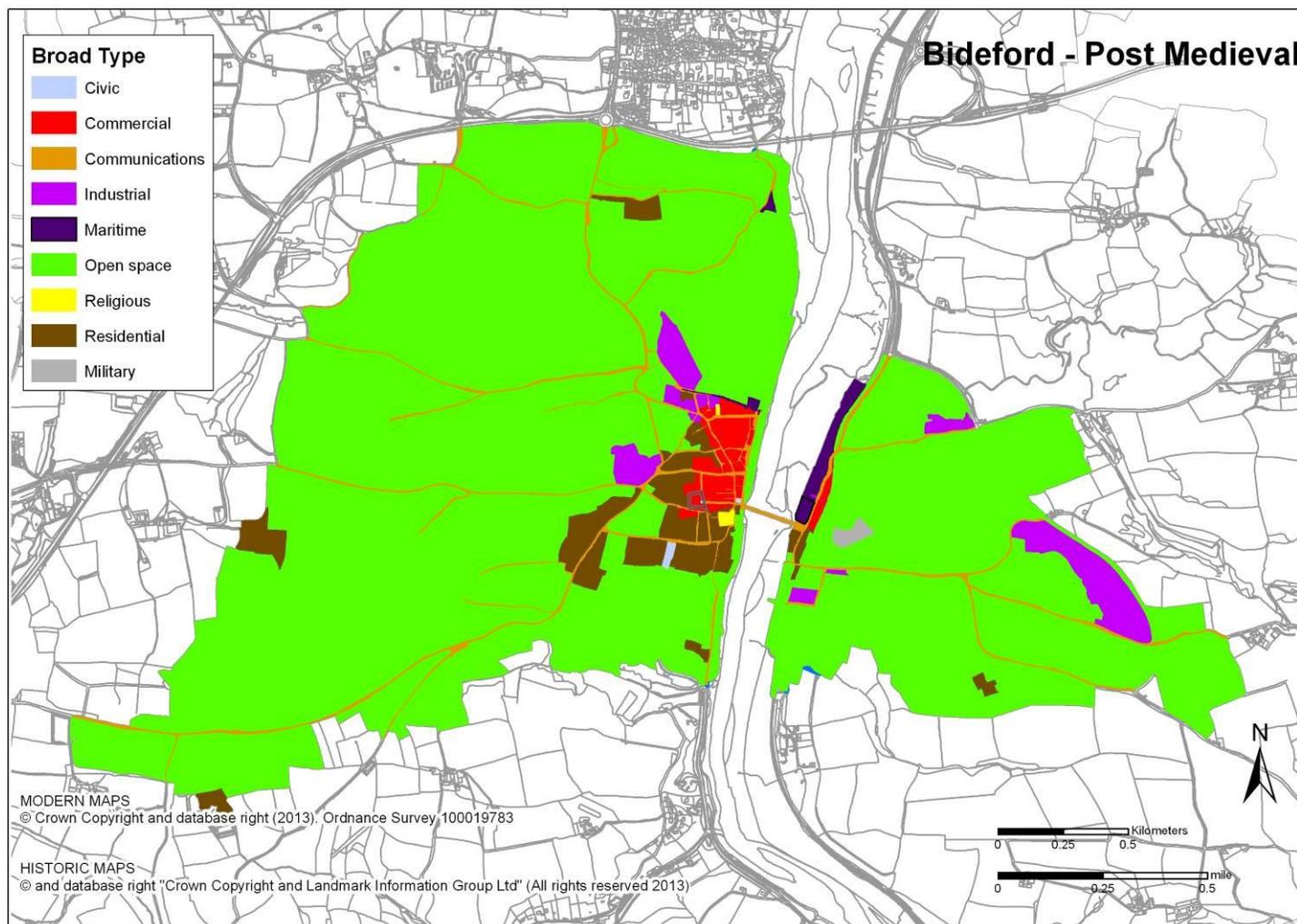


Fig 6 Historical development (Post-medieval. 1540 - 1799)

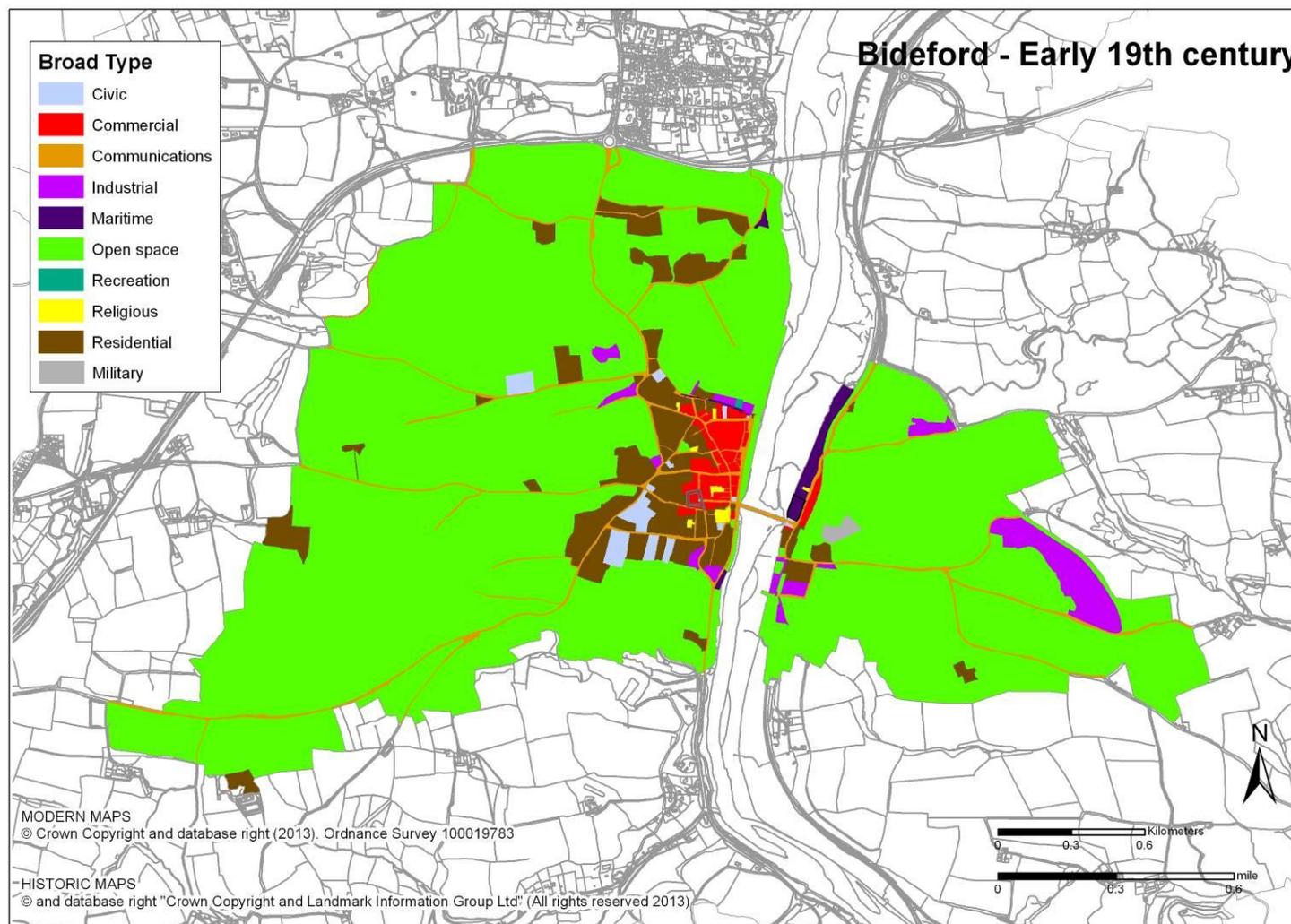


Fig 7 Historical development (early 19th century. 1800 - 1850)

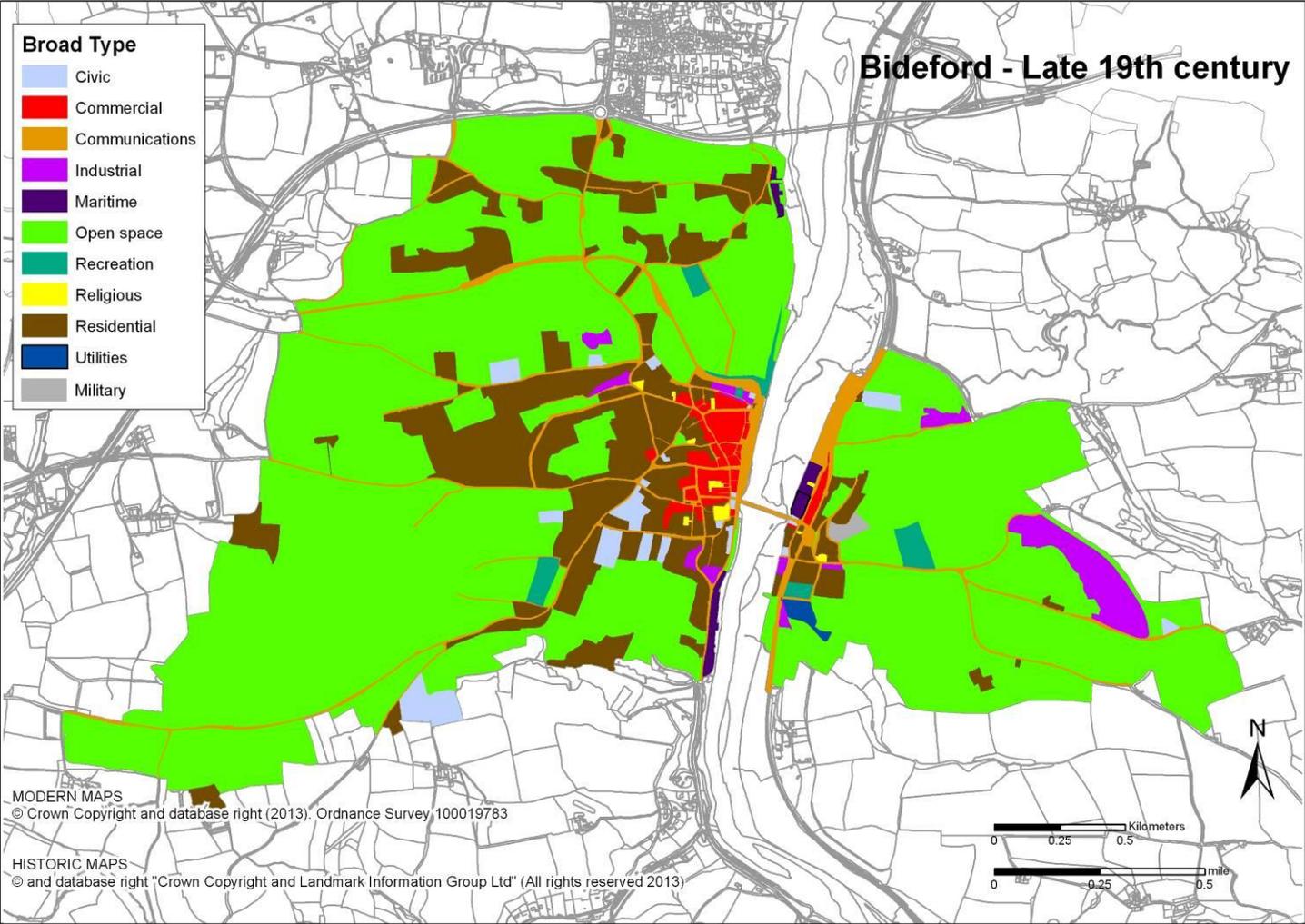


Fig 8 Historical development (Late 19th century. 1850 - 1899)

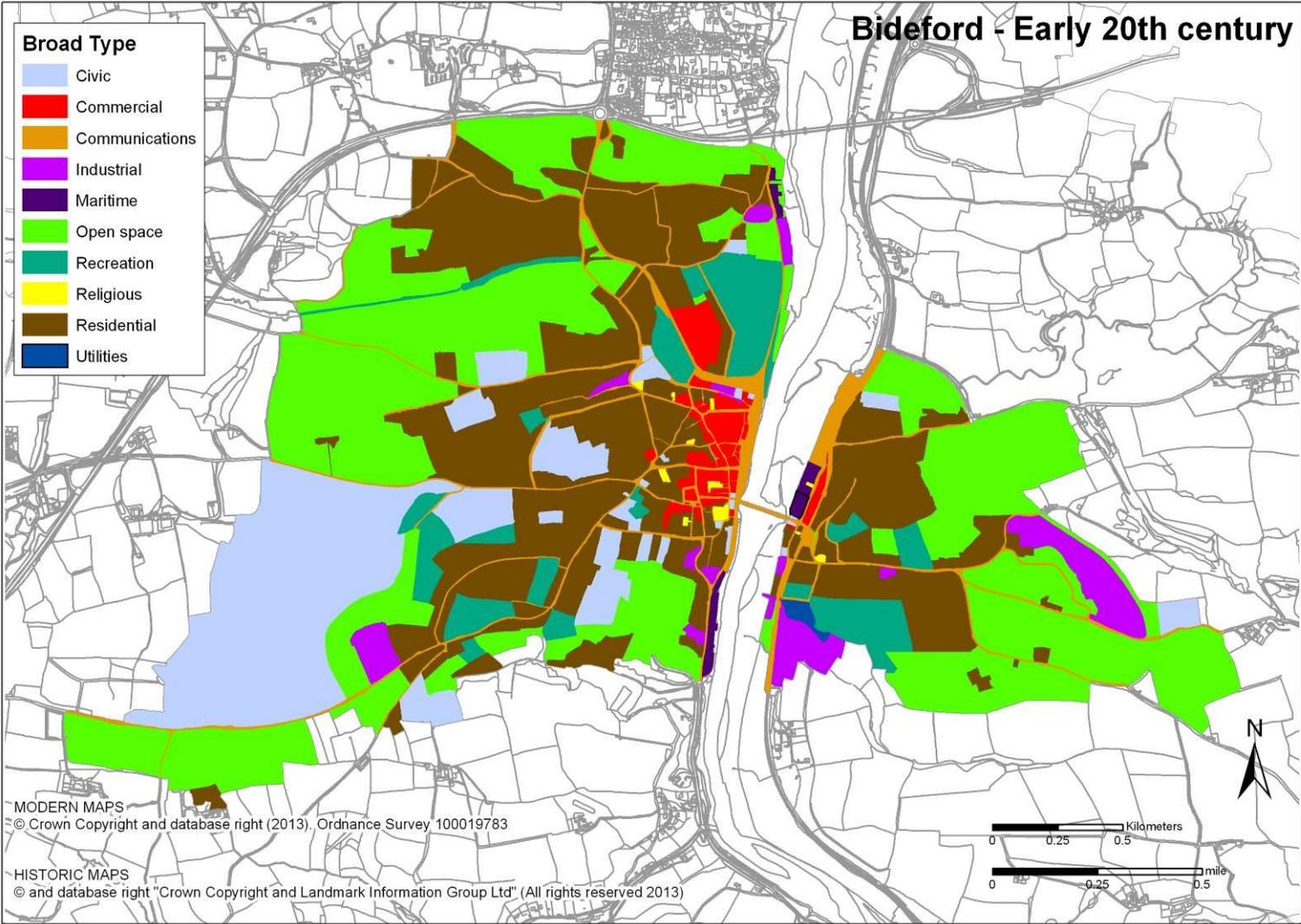


Fig 9 Historical development (Early 20th century. 1900 - 1949)

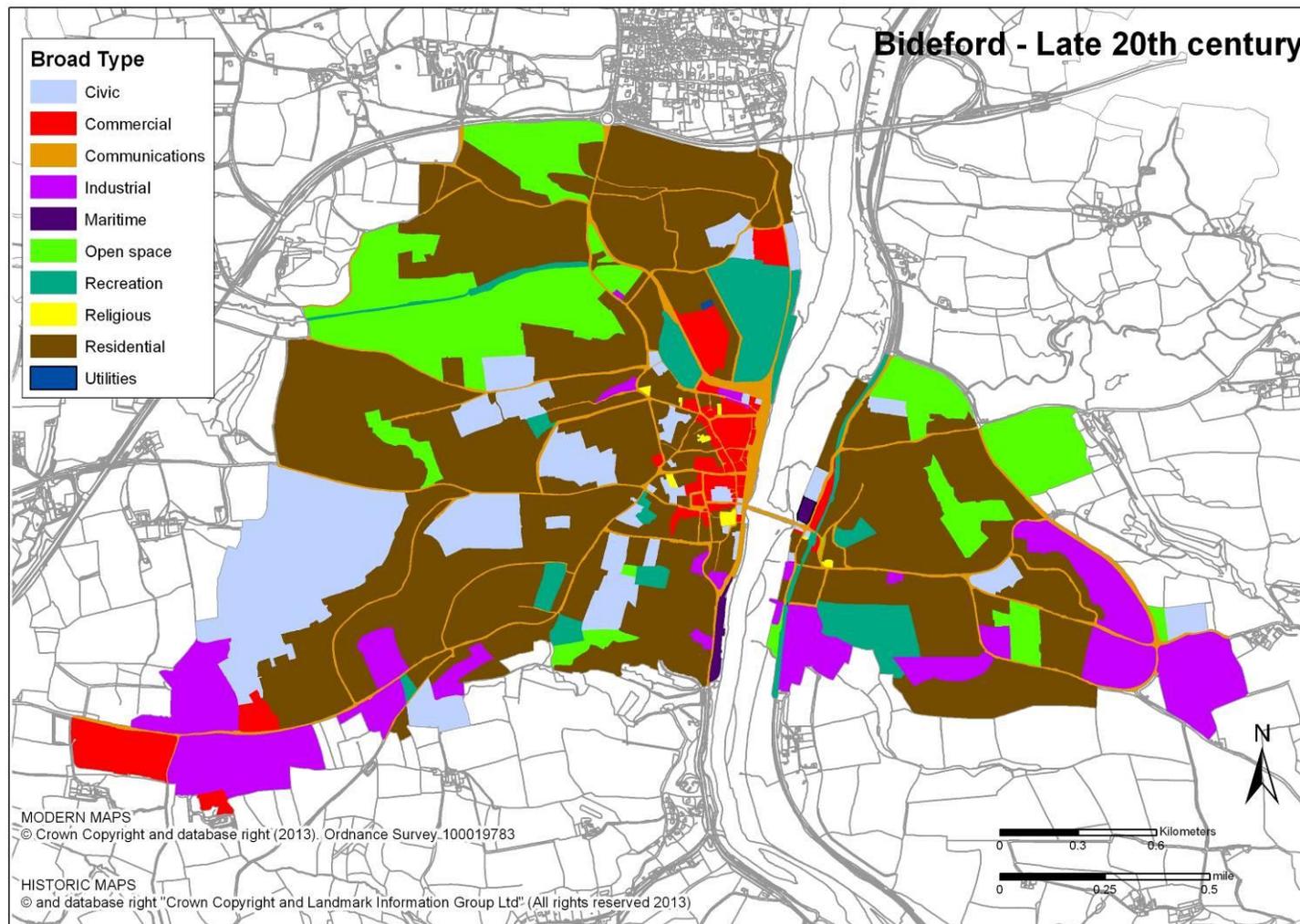


Fig 10 Historical development (Late 20th century. 1950 - 1999)

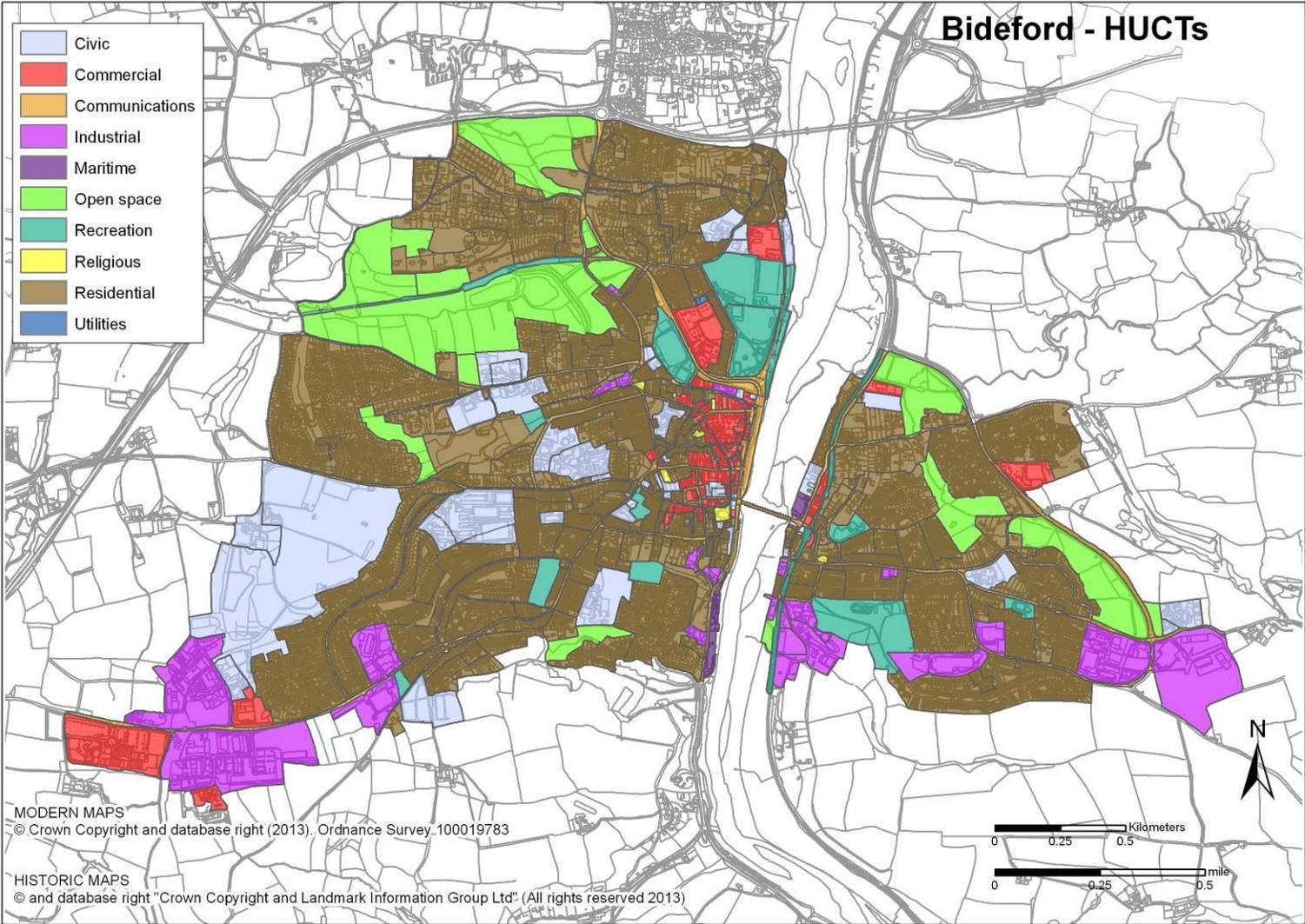


Fig 11 Historic Character Types (HUCTs) 2014

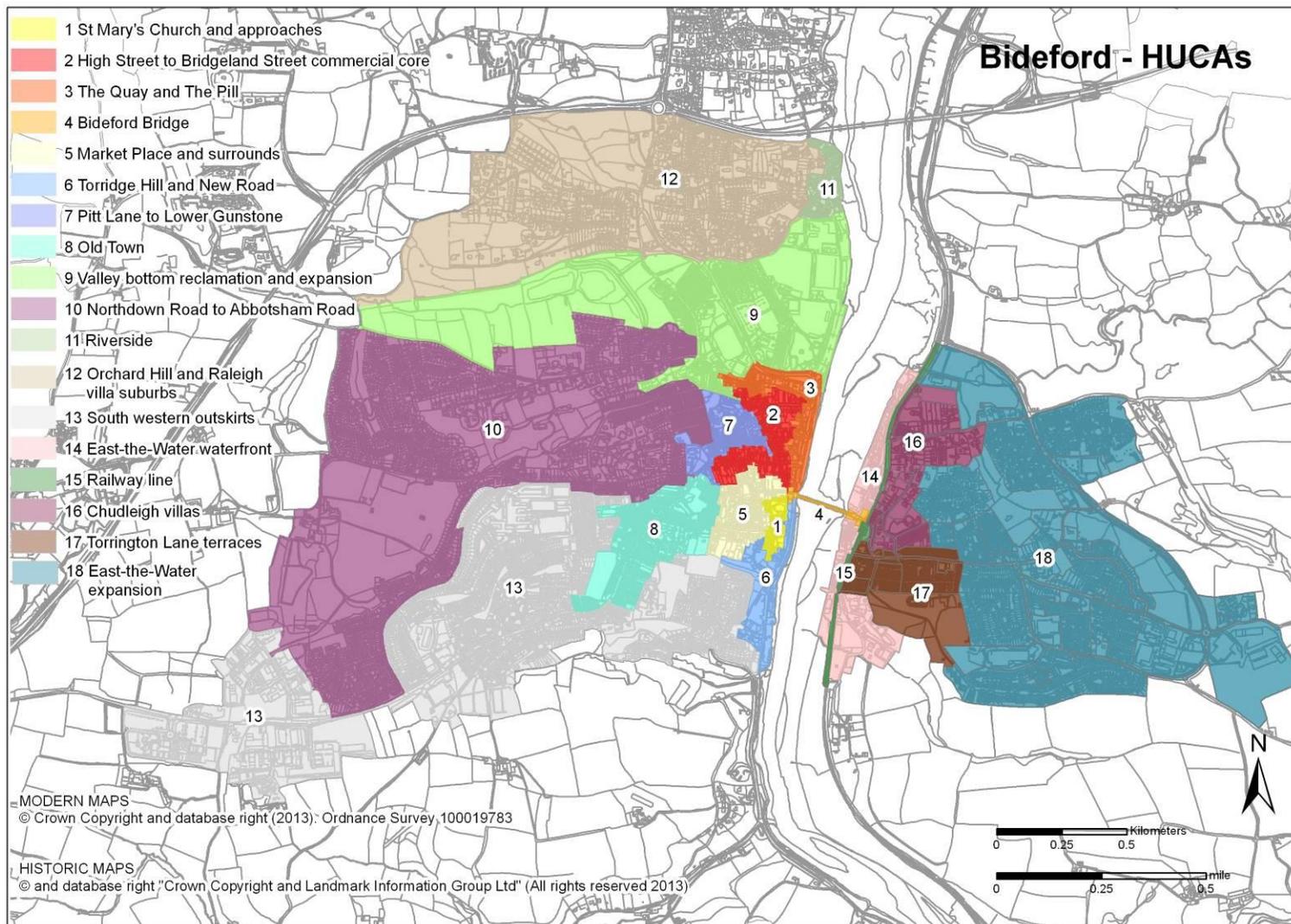


Fig 12 Historic Character Areas (HUCAs) 2014