



Devon Historic Coastal and Market Towns Survey

Exmouth



Historic Environment Projects

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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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Cover illustration

The Beacon looking north. The prime legacy of Exmouth's flourishing status as an aristocratic resort in the early 19th century.

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Contents

1	Summary	1
2	Town context	2
2.1	Location and setting	2
2.2	Geology and topography	4
2.3	Previous work	4
3	Historical development	5
3.1	Prehistoric and Roman	5
3.2	Early medieval	6
3.3	Medieval fishing port and ferry town	7
3.4	Post-Medieval	11
3.5	Eighteenth and nineteenth century resort town	13
3.6	Twentieth century expansion	18
4	Historic Urban Character	20
4.1	A La Ronde and Point in View (HUCA 1)	22
4.1.1	Historic character	22
4.1.2	Heritage significance (above ground)	22
4.1.3	Heritage significance (below ground)	22
4.2	North-western expansion and Halsdon (HUCA 2)	23
4.2.1	Historic character	23
4.2.2	Heritage significance (above ground)	24
4.2.3	Heritage significance (below ground)	24
4.3	Withycombe Raleigh and Marlpool (HUCA 3)	25
4.3.1	Historic character	25
4.3.2	Heritage significance (above ground)	26
4.3.3	Heritage significance (below ground)	27
4.4	Hulham (HUCA 4)	28
4.4.1	Historic character	28
4.4.2	Heritage significance (above ground)	29
4.4.3	Heritage significance (below ground)	29
4.5	Brixington and northern expansion (HUCA 5)	30
4.5.1	Historic character	30
4.5.2	Heritage significance (above ground)	31
4.5.3	Heritage significance (below ground)	31
4.6	Withycombe Barton and Bystock (HUCA 6)	32
4.6.1	Historic character	32
4.6.2	Heritage significance (above ground)	33
4.6.3	Heritage significance (below ground)	33
4.7	Rill/Hill and Exeter Road (HUCA 7)	35
4.7.1	Historic character	35
4.7.2	Heritage significance (above ground)	35
4.7.3	Heritage significance (below ground)	36
4.8	Eastern expansion (HUCA 8)	37
4.8.1	Historic character	37
4.8.2	Heritage significance (above ground)	38
4.8.3	Heritage significance (below ground)	39

4.9	Salterton Road and south-eastern expansion (HUCA 9)	40
4.9.1	Historic character	40
4.9.2	Heritage significance (above ground)	41
4.9.3	Heritage significance (below ground)	42
4.10	Littleham (HUCA 10)	43
4.10.1	Historic character	43
4.10.2	Heritage significance (above ground)	44
4.10.3	Heritage significance (below ground)	45
4.11	Esplanade and beach gardens (HUCA 11)	46
4.11.1	Historic character	46
4.11.2	Heritage significance (above ground)	47
4.11.3	Heritage significance (below ground)	48
4.12	Albion Street (HUCA 12)	49
4.12.1	Historic character	49
4.12.2	Heritage significance (above ground)	50
4.12.3	Heritage significance (below ground)	51
4.13	Fore Street (HUCA 13)	52
4.13.1	Historic character	52
4.13.2	Heritage significance (above ground)	53
4.13.3	Heritage significance (below ground)	54
4.14	The Beacon and Bicton Street (HUCA 14)	55
4.14.1	Historic character	55
4.14.2	Heritage significance (above ground)	56
4.14.3	Heritage significance (below ground)	57
4.15	Imperial Recreation Ground and west shore (HUCA 15)	58
4.15.1	Historic character	58
4.15.2	Heritage significance (above ground)	59
4.15.3	Heritage significance (below ground)	59
4.16	Town core (HUCA 16)	60
4.16.1	Historic character	60
4.16.2	Heritage significance (above ground)	62
4.16.3	Heritage significance (below ground)	65
4.17	Manor House grounds and western town core (HUCA 17)	67
4.17.1	Historic character	67
4.17.2	Heritage significance (above ground)	68
4.17.3	Heritage significance (below ground)	69
4.18	St Andrew's Road (HUCA 18)	70
4.18.1	Historic character	70
4.18.2	Heritage significance (above ground)	71
4.18.3	Heritage significance (below ground)	71
4.19	Docks (HUCA 19)	72
4.19.1	Historic character	72
4.19.2	Heritage significance (above ground)	73
4.19.3	Heritage significance (below ground)	74
4.20	The Point (HUCA 20)	74
4.20.1	Historic character	74
4.20.2	Heritage significance (above ground)	75
4.20.3	Heritage significance (below ground)	76
4.21	The Maer and beach (HUCA 21)	78
4.21.1	Historic character	78
4.21.2	Heritage significance (above ground)	79

4.21.3	Heritage significance (below ground)	79
4.22	Phear Park (HUCA 22)	80
4.22.1	Historic character	80
4.22.2	Heritage significance (above ground)	81
4.22.3	Heritage significance (below ground)	82
5	Suggestions for future research	83
6	Bibliography	84
6.1	Primary sources	84
6.2	Publications	84
6.3	Websites	85

List of Figures

- Fig 1. Location map
- Fig 2 Location and setting
- Fig 3 Roads and streets: north part of town
- Fig 4 Roads and streets: east part of town
- Fig 5 Roads and streets: south-west part of town
- Fig 6 Roads and streets: south part of town
- Fig 7 Roads and streets: town centre
- Fig 8 Historic development (Roman. AD43 - 409)
- Fig 9 Historic development (Medieval. 1066 – 1539)
- Fig 10 Historical development (Post-medieval. 1540 - 1699)
- Fig 11 Historical development (18th century. 1700 - 1799)
- Fig 12 Historical development (Early 19th century. 1800 - 1849)
- Fig 13 Historical development (Late 19th century. 1850 - 1899)
- Fig 14 Historical development (Early 20th century. 1900 - 1949)
- Fig 15 Historical development (Late 20th century. 1950 - 1999)
- Fig 16 Historic Character Types (HUCTs) Present 2014
- Fig 17 Historic Character Areas (HUCAs) 2013
- Fig 18 Map of the Exe estuary 1743
- Fig 19 Benjamin Donn's map of the County of Devon 1765
- Fig 20 Plan of the Hull Estate 1803
- Fig 21 Ordnance Survey, c1809
- Fig 22 Tithe maps for the parishes of Littleham (south) and Withycombe Raleigh (north), c1840
- Fig 23 Ordnance Survey, c1880
- Fig 24 Ordnance Survey, c1904
- Fig 25 Locations of key medieval sites

Abbreviations

CA	Conservation Area
EH	English Heritage
EUS	Extensive Urban Survey
DCC	Devon County Council
HE	Historic Environment, Cornwall Council
HER	Historic Environment Record
HLC	Historic Landscape Characterisation
HUC	Historic Urban Character
HUCA	Historic Urban Character Area
HUCT	Historic Urban Character Type
NGR	National Grid Reference
NRHE	National Record for the Historic Environment
OS	Ordnance Survey

1 Summary

Exmouth was assessed during 2014 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.

Exmouth is located on the eastern side of the mouth of the River Exe (Figs 1 and 2). Its historical development (Figs 8-16) from the establishment of small coastal ports and settlements in the parishes of Littleham and Withycombe Raleigh during the medieval period, through to a post-medieval port and market town, 18th and 19th century coastal resort, port, brick-making and lace-making centre, through to 20th century commuter town and tourist centre, has produced a distinctively varied architectural urban character. Land reclamation from the post-medieval period onwards together with major remodelling undertaken in the 19th and 20th century within the town centre has produced a confused plan-form. However, it does retain dispersed elements of the medieval and post-medieval plan and developments relating to its 19th century expansion remain substantially intact. Major housing schemes undertaken during the 20th and 21st centuries have caused the town to spread so far to the north and east that it has now enveloped two early villages and many more early small settlements, farmsteads and country houses. This mix of old and new which spreads throughout the modern extents of Exmouth results in a varied mix of building types of both high and low architectural merit within 22 different HUCAs (Fig 17).

Historic Urban Character Area (HUCA)		Heritage significance	
Number	Name	Above ground	Below ground
1	A La Ronde and Point in View	High	High
2	North-western expansion and Halsdon	Medium	Low
3	Withycombe Raleigh and Marlpool	High	High
4	Hulham	Medium	High
5	Brixington and northern expansion	Low	Low
6	Withycombe Barton and Bystock	High	High
7	Rill/Hill and Exeter Road	High	Medium
8	Eastern expansion	Low	Low
9	Salterton Road and south-eastern expansion	High	Medium
10	Littleham	High	High
11	Esplanade and beach gardens	High	Medium
12	Albion Street	High	Medium

13	Fore Street	High	High
14	The Beacon and Bickton Street	High	Medium
15	Imperial Recreation Ground and west shore	Low	Low
16	Town core	High	High
17	Manor House grounds and western town core	High	High
18	St Andrew's Road	High	Medium
19	Docks	Medium	Medium
20	The Point	High	Medium
21	The Maer and beach	Medium	Medium
22	Phear Park	High	High

2 Town context

The study area encompasses the present extent of Exmouth, including the now attached villages of Littleham and Withycombe Raleigh (Figs 2-7). It stretches from The Maer in the south up to Bystock and Withycombe Barton in the north, and from The Point in the west to Littleham in the east.

2.1 Location and setting

Exmouth is an historic seaport and market town located within the local authority area of East Devon. It lies approximately 5.5 miles south of Exeter on the east side of the mouth of the River Exe to the east of Dartmoor. The town expanded so much during the 20th century that it now encompasses villages and farming settlements that had previously stood in open countryside. The original town grew up from scattered settlement along the former eastern shoreline of the Exe (stretching from the west end of North Street southwards along Exeter Road then cutting south-westwards across from the northern end of Chapel Street (now Magnolia Walk) to The Strand). From the post-medieval period onwards land to the west has been gradually reclaimed leaving the original coastal medieval town core stranded inland. For centuries Exmouth was an important centre for fishing and shipbuilding and later as a popular seaside resort to which it owes much of its historic growth and prosperity.

The town has historically lain within two parishes; Littleham to the south and Withycombe Raleigh to the north. The parish boundary runs through the town centre from the north end of Imperial Road crossing through the Magnolia Centre and following the line of the former Margaret Street (now an alleyway leading from Magnolia Walk to the Union Street carpark) out to the east (see Fig 25). This parish division caused the town to grow from at least two separate focal points. The medieval town within the parish of Withycombe Raleigh was focused around North Street, Exeter Road to the south of this, and along Chapel Street (now Magnolia Walk) and Margaret Street. The southern half of the town in Littleham parish occupied an area encompassed by an approximate line from the south side of Margaret Street across to Queen Street or The Strand, down to the north end of Beacon Terrace then westwards along High Street and Church Street and back up to meet Margaret Street. The town core now covers a much larger area spanning both parishes, spreading from North Street in the north down to Bickton Place in the south and from Manchester Street in the west to Union Street in the east.

The medieval settlement grew up within a north and west facing bay just inside the mouth of the estuary. This area was sheltered from the sea by a sand bar (now known as The Point) stretching into the estuary to the south-west and it was also protected by higher land to the east and south. This location (see Figs 2, 19 and 21) provided a safe haven for boats brought into the bay via a channel through the tidal mudflats. The settlements grew gradually through the late medieval period and by the post-medieval

period land began to be reclaimed from the estuary to the west. Reclamation of land continued in stages in the late 18th and early 19th century, and its popularity as a watering place (resort town) caused rapid expansion which continued throughout the 19th century and early 20th centuries. The history of Exmouth's development from the medieval period onwards is concerned with continuously encroaching on the foreshore, reclaiming land and developing in the gaps created. The town expansion spread dramatically in the late 20th century. The vast housing developments to the north and east now extend as far as the neighbouring medieval church town of Littleham and have subsumed the medieval settlements of Withycombe Barton and Withycombe Raleigh (formerly Bradham) along with many other smaller settlements, farmsteads and country houses. Exmouth is one of the few towns looked at as part of this survey that shows an organic growth (from small fishing hamlets to market town) rather than a formal planned growth due to market or Borough status.

The original main route into the town was from the east along Long Causeway into Boarden Barn and on into Fore Street and Lower Fore Street (Fig 25). During the 19th century the road layout in the town centre underwent major remodelling and at the same time land to the west was reclaimed and railway lines were also constructed. The centre of town underwent major remodelling again during the 1970s and 1980s when the Magnolia Centre was built, removing much of the medieval town layout.

The setting and context of Exmouth is as much about its connection with the sea and estuary as it is with its inland setting. Historic environment designations within the town extent include many listed buildings, a Registered Park and Garden associated with A La Ronde and a Conservation Area which covers part of the late 18th and early 19th century expansion of the town. There are no Scheduled Monuments within the town extent.

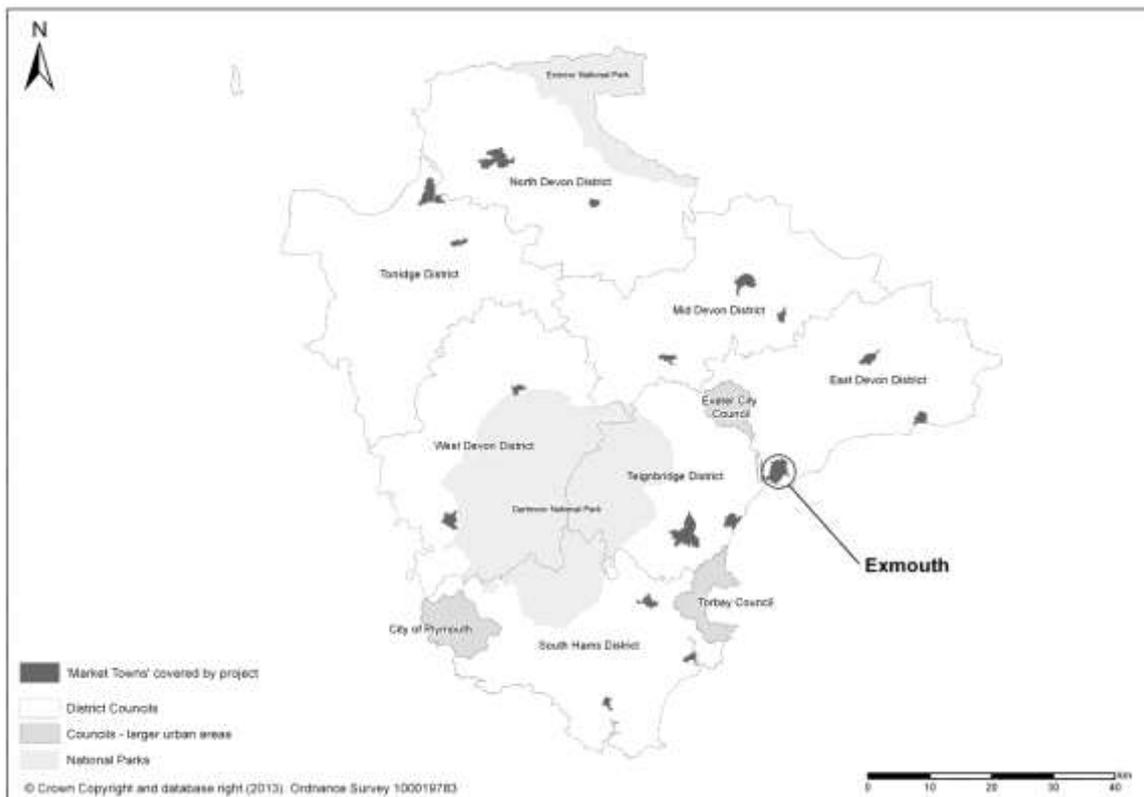


Fig 1. Location map

2.2 Geology and topography

The town lies on the eastern side of the mouth of the River Exe where the shore consists of tidal mudflats. The southern boundary of the town is formed by the open sea and its sandy beach. The extent of development stretches approximately 5km from north to south and 4km from east to west and occupies a series of fairly steep hills and valleys. The hills become gradually higher in the northern part of the town reaching 95m OD at Brixington. The most notable valley is occupied by Withycombe Brook which cuts through to the estuary from east to west and along which the village of Withycombe Raleigh is located. Another brook (Nut Brook) runs from the north of the town southwards through Hulham until it joins the Withycombe Brook, whilst another (Littleham Brook) runs from east to west through the village of Littleham and skirts the southern edge of the town until it reaches the sea at The Maer. The south-westernmost part of the town forms part of a sand bar known as The Point. This protrudes partially across the mouth of the estuary and a narrow channel separates The Point from Dawlish Warren, another sand bar that stretches across the estuary from the western bank of the river. To the north-east of the town lies upland open ground at East Budleigh, Bicton and Woodbury Commons. Elsewhere to the east and north the town is bordered by fertile farmland and woodland set in rolling hills and valleys.

The low hill known as 'The Beacon', running from east to west within the southern part of the town along with much of the rising land on which the town has developed is formed of New Red Sandstone which includes mudstones and sandstones. Along the west and south-west edges of the town land has been reclaimed and development has occurred on former areas of mudflats.

2.3 Previous work

Besides a few minor archaeological interventions scattered within the present area of the town which have been focused on subjects other than the historic development of Exmouth, there have been a few interventions that were undertaken in the heart of the town during major redevelopment works in the late 20th century. These archaeological events have provided much needed insight into the historic origins, growth and development of Exmouth. They include:

- A watching brief and small excavation carried out in 1977 during the construction of the Magnolia Centre. During the excavation 12th and 13th century pottery and the remains of a 14th /15th century house were uncovered in Lower Fore Street (now built over in the area of the Post Office, see Fig 6). Roman artefacts of a domestic nature were also recovered from this site and elsewhere within the watching brief area. Trenching monitored by a watching brief to the west of Chapel Street (now Magnolia Walk running from the east end of The Parade southwards to meet Church Street, see Fig 6) uncovered mainly unstratified 17th and 18th century pottery although there was also evidence of post-medieval occupation. Layers of sand, gravel and mud in this area suggested that the east side of Chapel Street was once an early waterfront (Weddell 1980). A series of timber posts were unearthed along the line of the later Market Street (now overlain by the western part of the Magnolia Centre) indicating a possible location of the medieval foreshore (Devon HER).
- In 1982 further development work in this area of Exmouth led to further targeted excavation undertaken at the 14th /15th century house site in Lower Fore Street (in the area of the present Post Office and carpark) together with the excavation of the remains of St Margaret's Chapel, a 14th century building on the east side of Chapel Street (now Magnolia Walk running from the east end of The Parade southwards to meet Church Street, see Fig 6). Besides the medieval chapel a substantial ditch was uncovered at this site (predating the chapel) which contained a single fragment of Roman tile, and two undated gullies were also identified. It is thought that the large ditch is part of an early parish boundary feature dividing Littleham from Withycombe Raleigh.

- In 1984 a small excavation was undertaken at the north end of Chapel Street (No. 42) and informal watching briefs carried out on Chapel Street at the Volunteer Inn (opposite St Margaret's Chapel) and at Nos. 28-30 on the north side of the former Chapel. The trench excavation at the rear of No.42 revealed a sequence of continuous occupation here from the 13th century onwards including 13th century activity, two 15th century houses, a 17th century house and a late 18th century inn (The London Inn).
- A watching brief was undertaken within a small area at the north end of The Strand. This concluded that the land in this area had been reclaimed, but a date for the reclamation was not established (Steinmetzer 2010).

3 Historical development

This section summarises the development of the town through time (Figs 8-16), 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.

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 and Roman

There has been little documentation of early prehistoric activity in and immediately around Exmouth, but from entries listed in the HER Record and elsewhere it is clear that both Neolithic and Bronze Age activity are represented across the present area of the town. Neolithic finds include a perforated stone axe found near the church of St John in the Wilderness (MDV10627) in Withycombe Barton and a Neolithic flint scatter located in the southern part of the village of Littleham (MDV60682). A possible standing stone was recorded in the 1930s in Maer Road, but cannot now be located (MDV18739) and a single prehistoric flint was found to the north-east of Lower Halsdon Farm (MDV61242) to the west of HUCA 2. Bronze Age finds include an Early Bronze Age arrowhead found in Withycombe Raleigh (exact location not specified) (MDV60618), a flint scraper to the south-east of St John in the Wilderness (MDV10664) in Withycombe Barton and a Bronze Age sword which was recovered from Pole Sands in the estuary and is now in the British Museum (Pascoe 2002). Other Bronze Age activity recorded in the area includes the site of a possible barrow marked on the First Edition OS map of c1880 in the grounds of Cranford Sports Club (MDV55236) in HUCA 9 and two other barrows located in Big Wood immediately north-west of the study area (MDV10618).

There is little evidence for Iron Age activity in the town itself although a large hillfort, 'Woodbury Castle', is located on Woodbury Common just to the north-east of the town on high ground overlooking both the River Exe and the River Otter.

A site of possible Iron Age or Roman origin is a hill to the south of Littleham Road known locally as Donkey Hill but previously known in the 19th century as Slagbury (MDV44886). The 'bury' element of this name suggests that this may have been a prehistoric or Roman fortified site.

Another possible Iron Age or Roman defended site within the study area lies to the south-east of Long Causeway (the medieval main route into Exmouth). This is a flat area of land located on a ridge raised above Long Causeway with views to both the sea and estuary. The area is enclosed by a looped road layout comprising Long Causeway leading into Raddenstile Lane and closed at the north-east end by Claremont Grove. This road layout is depicted on the Tithe map and existed before development of Exmouth had spread this far. The road name 'Long Causeway' in this sense is probably related to a paved way rather than a causeway over wet ground, and interestingly the

main historic road into Tiverton from the north was also called the Long Causeway, and this road is more definitely aligned along the route of a Roman road. Another indicator that this may have been a prehistoric or Roman defended site is the name of a large early 19th century villa immediately to the west (at the junction of Boarden Barn and Raddenstile Lane, see Fig 6) called 'Castle Park House'.

The proximity of a large Roman town at Exeter (formally the capital of the Dumnonii tribe) suggests that the surrounding area (especially along the estuary) would have seen plenty of Roman activity. In Exmouth, Roman activity is clearly present, and is represented by a great enough number of finds to signify settlement of this date in the town although no Roman structures have as yet been identified. Excavation work in the town centre during the 1970s and 1980s was confined to small trenches targeted to investigate important medieval remains and it is possible that Roman features were not identified elsewhere during the redevelopment works. However, Roman finds retrieved from Fore Street and Margaret Street (now a lane leading from Chapel Street (Magnolia Walk) eastwards to the Union Street carpark) during these excavations included roof tile fragments as well as box tile and pila tile fragments used to build under-floor hypocaust systems (Weddell 1986). These finds indicate the possible presence of Roman buildings in the town core.

Roman finds recovered from elsewhere in the town include the following: a 2nd century AD coin found at Littleham (MDV62797), a 2nd century AD coin found at Boarden Barn opposite Castle Park House within the area of the possible defended site mentioned above (MDV10624), a 2nd century AD coin found in the Marlpool Hill area (MDV10670) and a 1st or 2nd century AD bronze Venus figurine found in an allotment to the south of Hamilton Road (MDV10671).

A feature that is likely to be Roman in date is Salterton Road which leads from the Beacon in Exmouth north-eastwards to Budleigh Salterton where there is known to be Roman settlement at the mouth of the Otter estuary and likely also to have been the location of a salt works since salt works are listed at Salterton in the Domesday Book. The route of Salterton Road is generally straight in character and may predate the main medieval route into Exmouth along Long Causeway (although this too may have Roman origins). The medieval route (see Fig 25) follows Salterton Road from the east and is then diverted from it to the north via Claremont Grove and then onto Long Causeway to skirt the site of the possible Iron Age/Roman defended enclosure (mentioned above).

3.2 Early medieval

The place name 'Exmouth' is mentioned at an early date c1025 as 'Exanmutha'. The name at this date, however, is likely to have related to the mouth of the River Exe estuary and not to a settlement beside it. Littleham is likely to have Saxon origins and is first recorded as 'Lytlanhamme' in 1042. Withycombe Barton is also likely to have Saxon origins and is first recorded as 'Widecoma' in the Domesday Book of 1086.

The town of Exmouth, as it exists today, covers a large area which was once farmland and small scattered settlements. The study area lies within the Saxon Hundred of East Budleigh, a sub-division of the county managed by its own court (Bush 1978). The present town area still retains the parish divisions that had been established by the medieval period and is divided from east to west by a boundary separating the parish of Withycombe Raleigh to the north from the parish of Littleham to the south (see Fig 25). A large ditch unearthed during the excavation of St Margaret's chapel on the corner of Margaret Street and Chapel Street in the 1980s is almost certainly an early parish boundary marker (Weddell 1986). A small area to the north-east of the town, isolating the settlement of Bystock, lies within a third parish (Colaton Raleigh).

There is no physical evidence to suggest that Exmouth existed either as a town or small settlement at this date but we can see from the Domesday Book that settlements associated with the manors of Littleham and Withycombe did exist. Littleham's main settlement was located at the site of the present village of Littleham but it also had a sub-manor of Chickstone which encompassed the southern part of the historic core of

Exmouth and included the Point. The manor was named Chickstone after a rock and ledge which stood in the mouth of the estuary (Chickstone or Cheekstone). It is possible (although not proven) that a small hamlet existed within Chickstone along the sheltered shore of the estuary during the Early Medieval period with a possibility that it had been continuously occupied since the Roman period. The manor of Withycombe's settlement at this date was located at the site of the present Withycombe Barton and not at the present Withycombe Raleigh. Before 1066 the manor of Withycombe was held by a Saxon woman called Alveva and Littleham by the kings of Wessex, until in 1042 Edward the Confessor gave what is now the parish of Littleham (including the sub-manor of Chickstone) to his minister, Ordgar (Davidson 1883). The grant given by Edward the Confessor in 1042 describes the boundaries of the area of land given to Ordgar and the descriptions can be matched well with the present parish boundary of Littleham. The manor of Withycombe was held by Walter de Clavile at the time of the Domesday Book in 1086 (Bush 1978).

3.3 Medieval fishing port and ferry town

By the medieval period further settlements had emerged within the study area and three parishes. In Littleham parish settlements included 'Liteham' (1086), 'Brodeham' (1340), 'Exemuthe' (1346), Maer Farm (1333), Mountain Farm (1326) and 'Wode' (now Woodlands Farm). The sand bar which projects into the mouth of the River Exe, now called The Point appears to have been known at this date as 'Lydewicnaesse'. In Withycombe parish settlements included 'Widcoma' (Withycombe Barton, 1086), 'Bradeham' (the present village of Withycombe Raleigh and Bradham Farm, 1167), Haldeham/Holeham (Hulham, 1219), 'Pratteshithe' (along what is now the southern part of Exeter Road in Exmouth 1250), 'Assch' (Ash Farm at the eastern end of the present Withycombe Raleigh village 1397), 'Lokynton' (Lackington Farm where St John's Road meets Dinan Way, 1330), 'Merpole' (Marlpool - now Phear Park and the western end of Withycombe Raleigh, 1331).

During the medieval period the division of land and its ownership within the study area became complex with several manors being formed within the present parishes of Littleham and Withycombe Raleigh. Littleham contained the manors of Littleham, Chickstone and Wode iuxta Chickstone whilst Withycombe Raleigh contained the manors of Withycombe, Bradham, Hulham and Hille (or Hull, Rull or Rill). The parish of Colaton Raleigh within the northern part of the study area contained the manor of Bystock.

The following complex history of land division has been set out here to help explain the poly-focal origin and development of the town (also see Section 4).

Either in the late 11th or early 12th century the manor of Littleham was given to Horton Abbey in Dorset (Bush 1978) but in 1122 the rights of the manor were transferred to Sherborne Abbey together with the rights of a ferry to Starcross (Pascoe 2002). The manor of Withycombe was granted to Walter de Claville at the time of the conquest but by 1273 the Clavilles had sublet the manor to Sir Hugh Raleigh whose family occupied the estate for at least three centuries. The rectory estate of Withycombe was held along with Bystock by Polsloe Priory. In 1203 the manor of Bradham, whose main settlement was the present Withycombe Raleigh (formerly known as Bradham), was given by King John to St Nicholas Priory in Exeter. However, a small part of this manor, to the west of Marlpool Hill and following the coast down to the parish boundary, was given to the Uphille family (the bailiffs of East Budleigh Hundred) and became the manor of Hille (Bush 1978). The manor of Hulham in the present parish of Withycombe Raleigh in the north-eastern part of the study area belonged throughout the medieval period to the Courtenays, Earls of Devon (Bush 1978). The original settlement of Hulham is shown on the Tithe map to the south-west of Hulham Vale in what is now open ground adjacent to the brook.

During the medieval period Exmouth itself was established as a small fishing town and port located along a former shoreline in the sheltered part of the estuary to the north-

east of The Point. One of the driving forces behind the initial growth of the settlement was the fact that it had become the location of a ferry station. The ferry, operated by an experienced pilot, conveyed people across the treacherous channels of the estuary to Starcross. This service was a great attraction at a time when roads were so few and so poor and the customers that the ferry attracted brought money to the settlement which gradually increased its growth. Other driving forces behind the town's growth included its sheltered position at the mouth of the estuary, which provided safe moorings for ships and a home for pilots who were used by incoming vessels to navigate the estuary up to the ports of Topsham and Exeter. It also seems likely that Exmouth was used to some extent as a victualing port for ships to stock up on provisions before voyages and as a trading port as well.

The town essentially grew from at least two small hamlets which had been established in a bay fronting the estuary in association with their separate parishes. These are likely to have comprised a few small dwellings and fish cellars occupying the shoreline. The settlement associated with Littleham in the sub-manor of Chickstone became known later on during this period as 'Exmouth'. To the north of the parish boundary the settlement associated with Withycombe in the manor of Hille (or Hull or Rill) appeared to have several focal points dotted along the shoreline where roads from inland settlements led to the water. Pratteshide was the name given to the scattered shoreline settlement in the manor of Hille. In the mid 13th century a quayside plot at Pratteshide was purchased by the mayor and citizens of Exeter for use as a ferry station (Pascoe 2002) (Fig 25). One of the areas of coastal settlement in the manor of Hille was at the western end of Withycombe Road where there was probably a quay/landing place utilising the tidal channel of Withycombe Brook (now diverted to the north) serving Bradham and Marlpool. Another area of settlement was along the western half of North Street where there was once likely to have been a quay/landing place on Exeter Road serving the settlement of Rill/Hille further inland. The main settlement area, however, was along the Exeter Road shoreline from Meeting Street southwards to the parish boundary on Margaret Street, and it encompassed Pratteshide quay located to the west and south of what is now Glenorchy Chapel on Exeter Road (Fig 25). The more cohesive area of settlement in the manor of Chickstone grew to the south of the parish boundary on Margaret Street, spreading from Chapel Hill and Queen Street and The Strand on the shoreline to Fore Street (the original route into the town) to the east. The southern extent of the town during this period probably only reached as far as High Street and Church Street. At this time quaysides (or more probably beach landing places) would have been located along the shoreline formed by the south-eastern side of The Strand and continuing along what was once Market Street to the northern part of Chapel Street (see Fig 25).

Development into a town occurred during this period in an organic way rather than developing as a 'simple' planned town. The separated groups of settlement and quaysides/landing places expanded gradually throughout the medieval period until they formed a more continuous settlement, the whole of which eventually became known as Exmouth. Small fishing (cellar) settlements with landing places such as those that originally existed at Exmouth have been identified elsewhere along the Exe estuary and adjoining coasts by Harold Fox (Fox 2001). Even though the small settlements at Exmouth later expanded to form a single town, the two parishes within it were still separately governed by their corresponding parishes (Littleham/Chickstone under the guardianship of Sherborne Abbey and Withycombe/Hille under the guardianship of the Uphille family). A third party who also had rights (to some extent) in the control of the town was the City of Exeter who claimed control of the estuary as far as the rock called Chickstone (formerly Orcheston). And in 1265-6 Sherborne Abbey gave Exeter all rights to the ferry to Starcross, which at this date departed from Littleham/Chickstone rather than the slightly later quay at Prattishide (Bush 1978). The location of the original Littleham ferry station is unknown.

From the estuary both the north and south parts of the town shores were accessible by boat along a channel called Point Lake (formerly Dab Lake). This cut through the sand

banks in the estuary along the northern shore of The Point, continued round to the north of The Strand, then along the line of what is now The Parade (Weddell 1986) and then turned northwards parallel with Exeter Road to its source (the outflow of Withycombe Brook) which originally lay in the vicinity of Withycombe Road (map of the Exe estuary 1743, Fig 18). Another channel that had been created by the outflow of Withycombe Brook headed westwards from its source and was called King's Lake.

The main land route into the town at this time was from the east along Salterton Road, turning north onto Claremont Road, leading eastwards again onto Long Causeway, then Boarden Barn, into Fore Street and then into Lower Fore Street (now mostly built over). This route led directly into the medieval market place of Chickstone at the point where the former Lower Fore Street joined Chapel Street (see Fig 25). This area (now part of the Magnolia Centre) was known as The Cross (named after the market cross that is documented as having once stood here) (Devon HER). The extent of the market place is uncertain, but originally it is likely to have encompassed a much larger area than the small open area that exists today. The market is likely to have stretched north-eastwards to the shoreline which lay along the former Market Street (now built over). No market charters exist for Exmouth but a fish market is recorded at 'Checkston' in 1261 and c1340 (Turton 2009). Prior to this it seems likely that the settlement was too small for a market which was then probably held in the mother village of Littleham.

As the town grew there became a need for places of worship close by since the journeys to the respective parish churches at Withycombe Barton and Littleham were long and hazardous. In 1329 the manor of Hille was allowed a chapel at Prattishide and this is likely to have been St Margaret's chapel, located on the corner of Chapel Street and Margaret Street (now just an alleyway) right next to the parish boundary (Bush 1978) (see Fig 25). It is certain, however, that St Margaret's chapel had been built by 1375. The remains of this chapel were excavated in the 1980s (Weddell 1986). A second chapel dedicated to St Saviour was constructed in Chickstone to serve the southern part of the town in 1348 but the exact site of this chapel is unknown (although Chapel Hill is a likely location). This was superseded by a third chapel, the chapel of the Holy Trinity, built in 1412 on Chapel Hill at the junction of Tower Street, High Street and Beacon Hill (now the site of a roundabout) (see Fig 25). In 1414 St Margaret's chapel was regarded as too small for the community and permission was given for the construction of a fourth chapel with adjoining cemetery within Prattishide (Bush 1978). It is unclear whether this chapel, dedicated to St Anne, was ever built, and if it was the location is unknown, although a road called Ann Street is marked on the c1880 OS map in the location of what is now the Union Street car park.

By the 14th century Exmouth, together with Topsham and other places within the limits of Exeter's port, had become one of the principal ports of Devon and was responsible for sending ten ships and 193 mariners to the siege of Calais (White's Devonshire Directory 1850).

In a description of Exmouth dated 1577, Holinshed made the following statement 'Here was sometime a castle, but now the place has no other defence than a barred haven and the inhabitants' valour' (Delderfield 1948). The location of this castle is unknown. It is possible that Holinshed was referring to a defended prehistoric/Roman site to the south of Long Causeway which may have existed, although there may also have been a castle at Gun Point before the construction of the fort here at the start of the Civil War in 1642.

At the time of the Domesday Survey in 1086 the manor of Littleham had 15 smallholders and 20 cottagers (Bush 1978). Littleham village, centred on its church, had clearly been well established by the time of the survey. The village was established as the main settlement within the parish and was the location for the mother church. To the north-east of the church stood the manor house, which no longer survives, but earthworks in the field where it once stood can still be seen. The economy of the village was probably almost wholly based on agriculture. References to a former market place in Littleham village, probably located to the south-east of the church on Castle Lane,

occur in the 15th century (Bush 1978). The reference to a market place here indicates that Littleham village was the administrative/ecclesiastical and original marketing core and that the growing maritime settlement at The Point was not a market port originally, but a simple fishing settlement dependant on Littleham for its market, church and administration. By 1388 the village had a windmill which continued in use until the 16th century. It probably stood either in fields called 'Windmill' in the corner of West Down and Gore Lanes or near the junction of Sarltdown and Salterton Roads where there was another field of the same name (Bush 1978).

Other settlements in the parish of Littleham that date to the medieval period were smaller farmsteads and included the sites of Spratsshayes (now Prattshayes Farm) and Woodlands Farm and Liverton in the manor of Wode iuxta Chickstone.

The Domesday Survey of 1086 lists Withycombe as having three villagers and six smallholders. The village of Withycombe at this date was actually at Withycombe Barton and not the present Withycombe village. The parish church of Withycombe at Withycombe Barton, mentioned in 1289, was a chapelry dependent on East Budleigh church and was dedicated to St John the Baptist in 1414, although it is now known as St John's in the Wilderness. At Withycombe Barton there was also a manor house. In c1170 Walter Claville granted Withycombe mill to Canonsleigh Priory. It is suggested that this mill stood on the Withycombe Brook to the north-east of Bradham Lane, probably at the site of Westcotts where a tithe barn is marked on the Tithe map of c1840. This mill was probably superseded by two mills in Bradham manor mentioned in the 13th century and located in the area of the later Marlpool mill on the northern edge of what is now Phear Park (Bush 1978).

West of Withycombe Barton lay the manor of Bradham where the village of Bradham (now Withycombe Raleigh village) had probably been established by the 12th century. In 1435 St John the Baptist's church was regarded as too remote from the main settlement areas and so the chapel of St Michael was built in the village of Bradham. St Michael's chapel no longer exists but was located on the site of the present school in Withycombe Raleigh.

By the 13th and 14th centuries the farming settlements of Halsdon and Island had been established to the west of the study area. Other small settlements of medieval date within the manor of Bradham include Marlpool (north of Phear Park), Bapton Farm to the north of Withycombe Raleigh, Ash Farm (now Dene Close) at the eastern end of Withycombe Raleigh and Brixington Farm (now The Farmhouse Inn).

West of Bradham lay the manor of Hille whose settlement was later known as Rill. This lay on the north side of what is now Rill Grove where its manor house was located. Other medieval settlement associated with Rill grew close to the shoreline along the western half of North Street.

Medieval settlements elsewhere within the study area include Hulham to the south-east of Hulham Vale and Lovering to the south of Lovering Close, both in the former manor of Hulham, and Bystock in the parish of Colaton Raleigh.

During the medieval period the growth of the town itself was partially due to its ferry station (as discussed above). The town's economy was clearly based on maritime industries. Experienced pilots were based here so that they could offer their services to ships wanting to sail up the channels of the estuary to Topsham or Exeter. Three customs officers were employed in 1364 to prevent the export of gold, silver and precious stones from Pratteshide (Bush 1978). By 1520 the town was a regular exporter of wool and fish (Pascoe 2002) and shipbuilding had begun to play a part in the town's economy. In 1400 Exmouth was ordered to build a barge for the king (Pascoe 2002). Besides this the most important industries were fishing along with maintaining and harvesting the mussel, oyster and cockle beds located in the estuary (Bush 1978). In the first half of the 16th century, ships were sailing from Exmouth to fish in Newfoundland and returning with their catches to trade and export (Pascoe 2002). The other settlements within the study area, all set within rich farmland, drew

their income from agriculture and their economies were enhanced by their proximity to the port and markets.

3.4 Post-Medieval

As part of the Dissolution of the Monasteries in 1540 the manors and estates within the study area which had previously been governed by religious houses were either sold or redistributed to various noblemen by Henry VIII.

In 1540 Littleham, along with the Hundred of East Budleigh, was sold to Sir Thomas Dennys and the ownership descended through marriage to the Rolle family and eventually on to the Clinton family (Bush 1978). The Clinton Estate still owns many properties in the southern half of Exmouth town core. In 1539 the manor of Bradham was leased to Thomas Dennys' brother Philip, but in 1557 it was sold to John Drake of Ash and passed through the family to the Hulls of Marlpool. Between 1526 and 1528 John Drake also acquired the manor of Hille which also eventually passed to the Hull family. Later, in 1549, the manors of Hulham and Bystock were acquired by the Drakes. The manor of Withycombe passed into the hands of the Raleighs, then to Nicholas Hooper and descended to the Bassett family (Bush 1978).

For the town of Exmouth during the post-medieval period rights and ownership were still split between the north and south halves. The southern part of the town in Littleham/Chickstone manor was owned and governed by the Dennys family and descended to the Rolle family, whilst the northern half of the town in the manor of Hille was owned and governed by the Drake family and descended to the Hull family. The City of Exeter continued to hold the rights to the estuary.

Leland, writing in about 1540, describes the town as follows: 'Exmouth, a Fisschar Tounlet a little withyn the Haven Mouth' (Delderfield 1948).

The town during this period continued to grow gradually as it had in the medieval period. The main expansion during this period occurred in the southern half of the town since it offered better physical opportunities to exploit the increased maritime trade and the shipping industry. The shoreline within Chickstone manor had previously run in a line along the south-eastern edge of The Strand, continuing north-eastwards to meet Exeter Road (the line of which formed the shore heading north). The area to the north and west of this line comprised tidal flats, with Point Lake channel cutting through just off shore. The increase in marine trade and shipping and the increase in the size of ships being built during this period meant that better access along the Point Lake channel was required. This appears to have been the impetus for land reclamation during the 16th and 17th centuries to the west of The Strand. Here houses were built fronting what is now the northern part of Imperial Road, and what was then the Point Lake channel (see Fig 10). A new quay (Manchester Quay) had been established here by at least the mid 18th century but more likely in the 16th or 17th century. A 19th century photograph of an early cottage (possibly 16th or 17th century) on Manchester Quay is shown in *The Book of Exmouth* by Robin Bush. Buildings and houses were constructed in a band along the western edge of The Strand, but it seems that the open area between the new spur of development and the earlier medieval shoreline to the east was left as tidal flats and it is known that Prattishide quay to the east remained in use until the mid 18th century. The reclamation of this spur of land and development of a quay here appears in effect to have created a sheltered harbour area open to the estuary to the north but enclosed on all other sides. Although exact limits are unknown it seems likely that the area between Manchester Street and the former Market Street, including the open area of The Strand square, lay within this post-medieval harbour. Later development to the east of Manchester Street in the late 18th century included the construction of more buildings, beginning to fill the harbour area.

In 1576 a reference is made to a dock area at the mouth of the River Exe (Pascoe 2002) and it seems possible that this is the harbour area described above. During the 17th century, vessels are recorded as discharging goods at Exmouth Strand and on the quay (Pascoe 2002). This is also an indication that The Strand area was utilised as a

harbour during this period. Prattishide quay was accessible to ships of 60 tons or more (Pascoe 2002) whereas Manchester Quay was almost certainly capable of accommodating much larger vessels. In 1577 the Return of Shipping shows that four vessels of over 100 tons were registered to Exmouth (Pascoe 2002).

In order to reclaim land to the west of the Strand some sort of sea defence would have been necessary. Court rolls of 1638 mention a 'dam' being damaged and in 1743 'the dam' is mentioned again in association with being close to the 'great tree' on The Strand (Weddell 1986). Clearly a large sea defence bank was built during this period to protect the western part of the town. It is possible that this is the hatched feature aligned north-south and shown on Donn's map of 1765 (Fig 19).

The first customs house was built in 1629 (Pascoe 2002), likely to have been 'Kings House' once located on The Point close to the present dock. In the late 16th century the Exeter Corporation, who held the rights to shipping and fishing in the estuary, agreed to erect a tower on the Chickstone rock to aid navigation (Pascoe 2002).

In the lower part of the town adjacent to the shore, flooding occurred frequently and in 1545 'bulwarks' (sea defence walls or banks) were constructed at The Point and at The Maer (Pascoe 2002). A feature described as 'The Bank' is shown on the 1743 map of the Exe estuary (Fig 18) leading from east to west across the southern part of The Point and it is likely that this was the 1545 bulwarks.

At the time of the Poor Law Act of 1601 the population of Littleham with Exmouth was estimated at 650 and there were about 80 houses in the southern half of the town (Pascoe 2002). Throughout the post-medieval period development in the town, besides the construction of Manchester Quay, spread gradually to the east along Fore Street, and to the south of Church Street and High Street, as well as along Exeter Road (but no further north than North Street). In 1656 Holy Trinity Chapel was described as being in ruin and decay (Bush 1978).

During the Civil War in the 1640s two forts were built at Exmouth to protect the Royalist stronghold at Exeter (Pascoe 2002). One was located at Gun Point (now public gardens to the south of Trefusis Terrace) but the main fort appears to have been built at the northern tip of Dawlish Warren. The extent of the fort at Gun Point remains unknown.

Across the study area the settlements that had existed during the medieval period remained substantially as they were (see Fig 10). Some growth occurred in the villages of Littleham and Bradham (which became known during this period as Withycombe Raleigh).

In Littleham parish the smaller settlements of Spratshayes (now Prattshayes Farm), Woodlands Farm and Liverton continued in use. It is possible that Cranford was established during this period (now to the east of Cranford View), as well as Brook Farm (formerly on the site of the Sports Ground to the east of Maer Road) and Prospect Farm (at the north-west corner of the cricket ground on The Maer).

In the parish of Withycombe the settlement of Withycombe Barton continued in use but does not appear to have expanded since its church was regarded as too remote from the main area of settlement at Bradham (now Withycombe Raleigh). Smaller settlements surviving from the medieval period included Halsdon and Island to the west of the area, Rill (now Rill Grove), Marlpool (north of Phear Park), Bapton Farm (north of Withycombe Raleigh), Ash Farm (now Dene Close at the eastern end of Withycombe Raleigh) and Brixington Farm (now The Farmhouse Inn), Hulham (to the south-east of Hulham Vale) and Lovering (to the south of Lovering Close).

New settlements that were established during this period included Bassett Farm to the north-east of Bassetts Farm School and Lackington Farm at the junction where St John's Road meets Dinan Way. It is also likely that Marlpool Hall, along with its associated parkland (now Phear Park), were established during the late 17th century as the new seat of the Hull family.

Bystock also continued in use through the post-medieval period in the parish of Colaton Raleigh.

The economy of the town during this period was based, as it had been during the medieval period, on maritime industries. These industries had increased, however, and the town had developed to accommodate them more effectively, with the construction of a new quay and harbour.

By this period the import and export trade (in a variety of goods) had become one of Exmouth's major activities and the town became the home of many wealthy merchants and shipbuilders. In the late 16th and early 17th centuries the trade in cod fishing in Newfoundland expanded, as a result of which emigration to Newfoundland increased. This led to a growing number of fishing boats being based in Exmouth with over 20 being recorded as fishing in Newfoundland and transporting emigrants (Pascoe 2002). Shipbuilding is well recorded as a major industry during this period. The maritime surveys of Devon and Cornwall of 1619 state that Withycombe parish had two shipwrights, six master mariners and 20 seamen (Pascoe 2002). Although not certain, shipbuilding was probably centred in the harbour area (now The Strand). In 1587 the Exeter Corporation employed 12 pilots for ships entering the estuary (Pascoe 2002) and it seems likely that these pilots were based at Exmouth. The ferry to Starcross continued as a healthy business as did the local fishing trade and the harvesting of cockles, mussels and oysters from the estuary.

Elsewhere in the study area within the scattered villages and farmsteads, agriculture continued to be the mainstay of the economy.

3.5 Eighteenth and nineteenth century resort town

During this period the Manors of Bradham and Hille continued to be held by the Hull family of Marlpool Hall and in the mid 18th century they also acquired the manor of Hulham. Littleham manor and the southern part of Exmouth (Chickstone manor) passed by descent into the hands of the Rolle family. In 1801 the manor of Withycombe was sold by the Bassetts to the Divett family. By this time Bystock in Colaton Raleigh had passed from the Drakes and had also become the property of the Divett family. For the first part of this period the town was still governed by the separate manorial lords so that the southern half was governed by the Rolle family and the northern half by the Hull family. However, in 1848 the Local Board of Health was established (Delderfield 1948), which effectively acted as the first town council. Many of the responsibilities of managing the town passed from this date from the lords of the manors to the Local Board of Health. Exmouth Urban District Council was later formed in 1895 (Delderfield 1948) to continue the roll of the Local Board of Health.

The 18th century saw the beginning of major change in Exmouth, associated with a gradual shift in focus from a town dedicated to maritime industries to one that was also becoming a fashionable bathing destination and health resort.

In the first half of the 18th century rich merchants and the gentry of Exeter began to flock to Exmouth to enjoy its sandy beaches and rural setting, and by 1765 the town's reputation had spread beyond Exeter with a newspaper describing it as 'the Bath of the west' (Bush 1978).

Major reorganisation of the town occurred in the mid to late 18th century when marine activities moved from the area of The Strand and medieval quays in the town bay to The Point and to Manchester Quay, fronting what is now the northern part of Imperial Road. This shift in port location freed the former harbour area, to the north-west of the town core around The Strand, for an area of reclamation and further development.

A feature called 'High Bank', which is presumed to have been located along what is now The Parade, was built in 1758 (Pascoe 2002). This happened at roughly the same time that Pratteshide quay fell into disuse (1759) and the ferry station and other maritime operations were relocated to The Point, where a new passage house had been built. Around this date the section of Point Lake channel which led along the route of what is

now The Parade to Pratteshide quay, and then continued north along Exeter Road, was infilled. Once this had been completed the old harbour to the south had effectively been cut off and work began on reclaiming this area as far as the south side of The Strand. Once the Point Lake channel had been filled a raised gravelled walkway was built by Sir John Colleton. This gravel walkway became The Parade. As part of the reclamation of this large area to the south of The Parade, the part of it to the north of the parish boundary and the former Market Street was developed with new housing and shops, leaving an open area to the south of the parish boundary (now known as The Strand) enclosed on all sides by buildings. During the 1770s a bowling green was created on The Strand (Pascoe 2002) and in 1790 an elegant new square was created here by Lord Rolle (Bush 1978) in an attempt to create a new civic and commercial centre for the town. This included the addition of large, grand buildings fronting the square to the north-east along the southern side of the parish boundary and to the west. It is likely that at this time the newly laid out square - 'The Strand' - became the new main market place, replacing the medieval market place at The Cross, although smaller markets may still have been held there. Also in the late 18th century some of the land to the north of the Parade in the manor of Hille was reclaimed as far north as the southern part of New Street. Here grand houses were built with their back gardens facing the tidal mudflats to the north, the shore then being along the line of the present New Street.

Another 18th century development in the northern part of the town was the construction of Union Street running northwards from Fore Street into former fields. Here a corn mill was built along with some housing.

The shift in port location from The Strand area meant that land on The Point began to be developed in response to the need for boat building and maintenance yards. It was also now home to the new ferry station and customs house. Development at The Point occurred in two areas. One was along the more sheltered northern half of the bar fronting the Point Lake channel where industrial activities took place, such as boat building, sail and net making etc. and where boats were kept. This is still an area where boats are kept and maintained although the channel has long since silted up and is now an area of mudflats. A Privateer called the Dolphin and a cutter called the Friends Goodwill were both built at The Point in 1793 and 1794 respectively. A windmill was also constructed on The Point somewhere in the vicinity of Camperdown and Point Terraces in 1797 (Minchinton 1968-70). The other area of development was on the south-eastern part of The Point to the east of the present dock and was where the new ferry station (Passage House) and customs house, built in 1740, were located. A road called Lobster Hole Lane (now St Andrews Road) was constructed to link the town and Manchester Quay with the ferry station and customs house. Another lane, turning off Lobster Lane to the west and leading into what is now Camperdown Terrace, also linked the town and Manchester Quay with the new boatyards.

By the mid 18th century there was a lime kiln operating on The Maer, located just to the west of Maer Road (Abell 1932-3), and during the Napoleonic Wars fortifications were again added to the Gun Cliff (Pascoe 2002) following the destruction of the Civil War fort there. Between 1770 and 1790 new Turnpike roads were also built, including the present Exeter Road which had previously existed as a track along the waterfront (Pascoe 2002).

A major development began in 1791 with the construction of Beacon Terrace on former fields to south of the town (Bush 1978). These grand houses overlooking the estuary were built for the wealthy new visitors, and their construction created a flurry of further development in the southern half of the town (mainly funded and instigated by Lord Rolle) associated with the new tourism industry.

In the early 19th century, developments in the southern half of the town included the following:

- In 1810 a warehouse and coal yard were constructed on The Point as part of a boat building yard (Bush 1978). They both remain *in situ* on Camperdown Terrace. By 1840 there was also a ropewalk.
- In 1822 Louisa Terrace was constructed after the demolition of Sacheverell House (an early 18th century mansion). It was funded by Lord Rolle (Tregarthen Gibson 2003).
- In 1824 Holy Trinity church was built to the east of Beacon Terrace. This was also funded by Lord Rolle (Devon HER). In the same year houses for Preventive Officers were built on the east side of Queen's Drive close to the present boating lake. These later became Coastguard houses.
- At a slightly earlier date Bicton Street and Bicton Place were built adjoining the southern side of the town, and some houses fronting the churchyard on what later became Rolle Street are probably of similar date to the church. These were also part of Lord Rolle's new development.
- The Blue Anchor public house and adjoining malt house were established at some point before 1825 (Delderfield 1948). The malt house, on the corner of Pound Street and South Street, still survives.
- Houses were also built at the northern end of Gussiford Lane and either side of Boarden Barn Lane, extending the town to the east.
- In 1830 a new market house was built by Lord Rolle on the western side of the Strand.
- Between the 1830s and 1840s Trefusis, Adelaide and Claremont Terraces were built along with a few villas in the areas to the south-east of the town (Tregarthen Gibson 2003).
- In 1838 the Plantation Walk was created below Beacon Terrace (Tregarthen Gibson 2003).
- In 1841 the sea wall was built along the western end of the Esplanade (Tregarthen Gibson 2003).
- In 1845 public baths were built on Bath Road fronting the Esplanade (now Deer leap) (Tregarthen Gibson 2003).

In the early 19th century in the northern part of the town in the manor of Hille, development was concentrated on further land reclamation. Here in 1811 Lord Hull was responsible for the construction of a sea defence bank (Delderfield 1948) leading from what is now the railway station at the western end of New Street, along Marine Way and continuing northwards to the west of the football ground to meet Mudbank Lane. The area to the east of this bank, up to the line of Exeter Road, had previously been tidal mud flats. However, after the construction of the bank the reclaimed land was drained and, for a considerable amount of time until the late 19th century, was kept as marshland. In 1828 the construction of a new road cutting through earlier buildings to meet The Parade and give wide access to the town from the east was begun. This was Albion Street which led eastwards to meet Marlpool Hill.

Other developments in the first half of the 19th century in the northern part of the town included the following:

- In 1842 a gas works was established in the town on fields just north of Fore Street and east of Union Road.
- In 1847 the first waterworks were built in Brunswick Square. This is now the site of the Police Station at Windsor Square.

In 1848 the Local Board of Health was established (Delderfield 1948). Many of the responsibilities of managing the town passed from this date from Lord Rolle who owned the southern part of the town and Lord Hull who owned the northern part to the Local

Board of Health. Exmouth Urban District Council was later formed in 1895 (Delderfield 1948).

However, both Lords continued to fund developments and in the mid 19th century in the northern part of the town, rows of elegant houses were built, probably in response to the terraces created by Lord Rolle to the south. These adjoined the eastern side of the town in former fields, and included Montpellier Road, Claremont Road, George Street, Windsor Terrace and the eastern part of North Street (formerly Brunswick Square).

In the second half of the 19th century the town continued to spread as a result of its popularity as a bathing resort and also in response to its established maritime industry. In 1861 the Exmouth branch of the London and South Western Railway was opened with its new railway station fronting the west end of The Parade and its line heading northwards along the line of Lord Hull's sea defence bank. By 1868, following the opening of the railway in 1861, a new deep water dock (the present dock), along with an adjoining dry dock, had been constructed on the southern side of The Point (Bush 1978). Two timber yards were established at the dock by 1883 and 1893 and further industrial buildings and structures followed, including lime kilns, boathouses and a stone mill. A tramway was also constructed linking the dock to the railway station.

The area on The Point to the east of the dock, reaching as far as the south-western edge of the town, was developed for housing, including new terraces for both holiday houses and workers' housing. Large detached villas continued to be built to the south-east of the town stretching along Salterton Road and Long Causeway, and in the northern part of the town housing expanded northwards along Exeter Road as far as Withycombe Road.

In the southern part of the town centre clearance of old buildings, including many medieval and post-medieval courts and streets, started in 1855 in order to make way for Rolle Street. This was a new wide road which cut through from Carlton Road to the south-east of the town through former fields, then through the town to join the northern part of The Strand. This new street was designed essentially to allow easy access from the wealthy new properties in the area of The Beacon and south-eastern part of the town to the new market place on The Strand. Rolle Street (completed in 1875 (Delderfield 1948)) was a wide avenue with grand new buildings lining either side within the town, and was designed mainly as a commercial street. The development also involved the demolition of the Globe Inn, a 17th or early 18th century inn which had fronted The Strand probably at a time when this area was part of the harbour.

Other developments in the second half of the 19th century included the following:

- A lifeboat house was built on Queen's drive in 1859 (remains *in situ*)
- In 1867 The Exmouth Waterworks were established on Salterton Road supplying water to the town.
- In 1889 the Sailor's Rest was built at The Point at the end of Camperdown Terrace.
- In 1862 a new battery adjacent to the coastguard station (former Preventives houses) was built.
- In 1886-7 the Public Hall was built fronting The Strand.
- Rill Park Brick Works had been constructed before 1887 and another brick works had also been established in Withycombe Raleigh (Devon HER).

The settlements that had existed during the post-medieval period remained substantially as they were. Some minor growth occurred in the villages of Littleham and Withycombe Raleigh.

In Littleham parish the smaller settlements of Spratshayes (now Prattshayes Farm), Woodlands Farm and Liverton continued, as well as Cranford (now to the east of Cranford View), Brook Farm (formerly on the site of the Sports Ground to the east of

Maer Road) and Prospect Farm (at the north-west corner of the cricket ground on The Maer). Broadway farm dates to the 18th century but may have earlier origins (Devon HER) and Staffords Farm (now the site of Dinan Way trading estate) may also have been 18th century or earlier. In Littleham village minor expansion occurred but by 1861 it had its own National School.

In the parish of Withycombe the settlement of Withycombe Barton continued in use but did not expand since its church was too remote from the main area of settlement at Withycombe Raleigh. During this period Withycombe Raleigh village saw the establishment of a brick and tile works which was founded in 1775 and continued in use into the 20th century. It also saw the construction of the church of St John the Evangelist in 1862-4, the demolition of St Michael's Chapel and the establishment of a National School by 1860 (Bush 1978).

Smaller settlements surviving from the medieval period included Halsdon and Island to the west of the study area, Rill (now Rill Grove), Marlpool (north of Phear Park), Bapton Farm (north of Withycombe Raleigh), Ash Farm (now Dene Close at the eastern end of Withycombe Raleigh) and Brixington Farm (now The Farmhouse Inn), Hulham (to the south-east of Hulham Vale) and Lovering (to the south of Lovering Close).

Smaller settlements surviving from the post-medieval period included Bassett Farm (to the north-east of Bassetts Farm School) and Lackington Farm (at the junction where St John's Road meets Dinan Way).

Linked with Exmouth's draw as a watering place for the wealthy, A La Ronde was built in 1798 in the far north-west of the area followed by its own non-conformist chapel, The Point in View, which was built in 1811. This was followed in the 19th century by the construction of several new large detached houses, built for wealthy visitors, in the farmland to the north and south of Withycombe Raleigh village. Also during the 19th century Exmouth Brick and Tile works (later East Devon Brick and Tile Works) were constructed adjacent to the railway on Mudbank Lane (now Warren View Sports Ground).

Bystock also continued in use in the parish of Colaton Raleigh.

During the 18th and 19th centuries, as the population grew and as a result of Exmouth becoming a fully-fledged resort town, many new places of worship were constructed both in the town and in the surrounding settlements. It was also a period which saw the updating or rebuilding of the existing churches and chapels. In 1724 St Margaret's Chapel on Chapel Street was converted into a house following the rebuilding of St Michael's Chapel in Withycombe Raleigh in 1722 (Bush 1978). In the southern half of the town Holy Trinity Chapel was viewed as being too small and was rebuilt on the same spot on Chapel Hill in 1779 to accommodate more people. Because of expansion in the town, by 1818 the comparatively newly built Holy Trinity Chapel again became too small for its congregation. This prompted the construction of a new large church funded by Lord Rolle, and also named Holy Trinity, which was erected on Beacon Place in 1824 and remains *in situ*. The old Holy Trinity Chapel on Chapel Hill was then demolished in 1827 and a vicarage built on the same spot. In 1898 All Saints' Church on Exeter Road was constructed (Bush 1978). In 1788 the south aisle and chancel of St John the Baptist's church in Withycombe Barton was demolished and in Withycombe Raleigh the church of St John the Evangelist was built in 1862-4 to replace St Michael's Chapel, which was demolished in 1866. A school now occupies the former site of the chapel.

The first non-conformist chapel to be built in the town was Glenorchy Chapel on Exeter road which was founded in 1777 by Viscountess Glenorchy (Tregarthen Gibson 2003). This chapel was rebuilt in 1866 (Bush 1978). Later non-conformist chapels to be built included the following:

- In 1810 Ebenezer Chapel was built in Bicton Place

- In 1843-4 a Wesleyan Methodist chapel was built on The Parade, followed by one in Brunswick Square (now North Street) in 1872, another in Tower Street in 1895 and another in Withycombe Raleigh in 1884 (Bush 1978).
- In the mid 19th century the Plymouth Brethren built Zion Chapel in Margaret Street. This was followed by the construction of Gospel Hall in Exeter Road in 1872 (Bush 1978).

During the 18th century importing and exporting was still a thriving trade. The imports included wine, fruit, olive oil, salt, iron, dyestuffs, gold, silver, tobacco and sugar, whilst the exports abroad included fish and grain. The manufacture of wool serges in Devon reached its peak in 1710 at a time when they were being exported to Holland, Germany, Spain and Portugal. However, by 1720 the serge trade was declining in Devon and most of this trade passed to Norwich. By 1718 the Newfoundland fishing trade had also declined (Pascoe 2002). However, boatyards and shipbuilders, which had been relocated from the former harbour at The Strand to north side of The Point during this period, appear to have thrived. The opening of the Exmouth branch of the London and South Western Railway in 1861, followed by the completion of a new dock on the south side of The Point in 1868, enabled an increase in marine industries and trades and created far better transport links. During this period the fishing and shipbuilding industries steadily increased and by 1883 the fishing industry employed 369 men (Pascoe 2002).

In the mid 18th century smuggling had become a trade for some people in the town. The most common items to be smuggled were tea, brandy, muslins, silk and tobacco (Pascoe 2002). The 18th century also saw the beginning of a lime burning business located on The Maer and a windmill (grinding corn) on The Point. This was also a time when many inns appeared in response to the growing tourist trade. The inns were supplemented by hotels that began to appear in the 19th century, such as the Imperial, built in 1869. As a result many people in the town during the late 18th century and throughout the 19th century were employed in domestic service and shop and office work.

Also by the mid 18th century the manufacture and trading of lace had become a substantial industry in both the town and the surrounding villages, employing many women and girls. In 1818 there were at least 26 lace schools in the town (Bush 1978) and in 1850 at least 300 workers in the town are recorded as being employed in lace making. At this time Exmouth was one of the chief centres of the Honiton Lace Works (Delderfield 1948). A comparable industry of this period was straw hat making and in the mid 19th century there were 14 straw hat makers listed in the town (Delderfield 1948).

During this period brick making had been established as a major local industry. Brick works included Rill Park Brick and Tile Works on the site of Madeira villas in Rill, Exmouth Brick and Tile Works on Mudbank Lane and a brick and tile works established in 1775 in Withycombe Raleigh village (Bush 1978), sited where there is now a trading estate to the west of Pound Lane.

3.6 Twentieth century expansion

During the 20th century Exmouth Urban District Council, which had been established in 1895, managed the town until 1974 when East Devon District Council was formed. This was followed by the creation of a Town Council. Much of the ownership of land in the southern half of the town (in Littleham parish) passed through marriage from the Rolle's to the Clinton's, and in the northern half of the town ownership continued within the Hull family until 1942 when Samuel Hull died (Delderfield 1948) and the estate was split up. Throughout the 20th century more and more areas within the town were gradually purchased by Exmouth Urban District Council, East Devon District Council and finally the Town Council.

During the 20th century Exmouth expanded dramatically and the population increased massively. The expansion began quickly during the first half of the century and continued at the same pace during the second half and into the 21st century, until the town had subsumed both Littleham and Withycombe Raleigh villages and many smaller settlements within the two parishes.

A contribution to the expansion of the town at the beginning of this period was the construction of the Exmouth to Budleigh Salterton branch line of the London and South Western Railway, which opened in 1903. This involved the creation of a station at Littleham linking the village more directly with the town and Exeter beyond. Following this development, the first half of the 20th century saw the creation of new housing estates spreading eastwards from Exmouth and flanking the new branch line as far as Littleham village. Other new housing estates in the first half of the 20th century started to spread along Exeter Road northwards along the western side of the study area as far as A La Ronde. Bassett's estate was also created to the east of Withycombe Raleigh and in the wealthier, south-eastern part of the town, more large villas were built, spreading eastwards from those that already existed until they reached Littleham Station.

In 1910 a new drainage system was laid out in the town; this was followed by the creation of the beach gardens and the construction of Queen's Drive. In 1935 an area of mudflats to the north of The Point was reclaimed and the King George V Pleasure Grounds were created (now the Imperial Recreation Ground) along with the area now occupied by the Bus Station and car parks. A large Drill Hall was built on St Andrew's Road in the early 20th century before or during WWI; it then became the Manor theatre and was later used as a cinema and ballroom in the 1950s (now a sports bar 'No. 9').

During the Second World War Exmouth was targeted by German bombing raids. The main areas that were affected and where buildings were destroyed include the area around The Cross and Chapel Street, The Strand - where a row of shops was destroyed, the St Andrew's and Victoria Road area, Woodville Road and Cranford Avenue (www.devonheritage.org). During the 1970s, in an effort to regenerate the area around The Cross and Chapel Street, the Magnolia Centre was created in the heart of the medieval part of the town. Parts of the north side of The Parade were also redeveloped during the second half of the 20th century and a new Railway Station and Bus Station were built along with the construction of Marine Way. The Exmouth to Budleigh Salterton branch line of the London and South Western Railway closed in 1967 and part of the line became a cycle way (Devon HER).

During the second half of the 20th century further development of the town extended mainly north-eastwards, filling a large swathe of former farmland and enveloping small settlements from Withycombe Raleigh village as far as Bystock and Withycombe Barton. Development in this area mainly consisted of housing estates. Expansion also occurred along Salterton Road at its junction with the newly built Dinan Way bypass, where industrial and trading estates were established along with new premises for emergency services. At the beginning of the 21st century the area of former yards surrounding the dock was entirely redeveloped for new housing.

As the town grew throughout the 20th century it enveloped many small farmsteads and country houses as well as the villages of Withycombe Raleigh and Littleham and smaller settlements of Hulham and Withycombe Barton. Some historic properties have survived, now surrounded by modern housing estates, but others have been demolished in the process. Withycombe Raleigh, Littleham, Withycombe Barton, Bystock and Littleham Station all retain their historic cores, whereas most of Hulham has now been lost. Historic farmhouses, houses and small settlements that survive or partially survive include Rill, Brixington farmhouse (now a public house), Bassett Farm (now cottages), Withycombe House (now Hill Crest School), Ash Farm on St John's Road, Westcotts on Holland Road, Bapton Farm on Bapton Lane, Higher Halsdown Farm (now Barn End), Marlpool Farm in Phear Park, Redgate on Salterton Road, Cranford and Cranford Farm on Salterton Road.

In 1907 Bystock House was rebuilt and in the second half of the 20th century Marlpool House in Phear Park was demolished. In Withycombe Raleigh the Pound Lane estate was built in 1938 by the Council and the Branksome Estate followed soon after.

During the first half of the 20th century Exmouth's tourist industry continued to thrive, assisted by the railway links, and many people were employed in the trade. As a result accommodation and hospitality facilities grew. The fishing industry along with the import and export industry also continued to thrive. Boats and ships were built and repaired in and around the dock and a foundry had been built here for this purpose (Pascoe 2002). The ferry to Starcross also continued its business and several pleasure steamers had set up in trade. Many brick and tile manufacturers continued to run their businesses until the second half of the 20th century when lack of demand saw the closure and demolition of the brickworks.

Gradually throughout the 20th century Exmouth's traditional marine industries declined. In the late 20th century fishing and boat/ship building gradually became less important as Exmouth became more of a residential and retirement centre. However, the tourist trade still thrives and people are now drawn to the town for its leisure industries, particularly water sports such as sailing, jet-skiing, and windsurfing, as well as other outdoor activities (en.wikipedia.org). Exmouth has now substantially become a commuter town for people working in Exeter. Small scale businesses appeared in the late 20th century mainly based on the trading and industrial estates in the eastern part of the town. Employment in the town is now centred on the tourist trade, service industries, retail business and public services.

4 Historic Urban Character

(See Fig 17 for HUCA locations)

Exmouth has a varied historic urban character which derives from its history as small medieval fishing settlements, medieval and post-medieval coastal port and town, wealthy 18th and 19th century expansion to become a coastal resort and extensive 19th and 20th century residential and industrial expansion. The 20th century urban expansion has grown to envelop the surrounding landscape so that the town now includes historic rural villages, farming settlements and country houses. The two largest settlements to have been enveloped by urban expansion are Withycombe Raleigh and Littleham, both of which retain their historic village characters. Other historic settlements, farmsteads and country houses which have now become part of the town include Withycombe Barton and Bystock.

The development of the town centre (HUCAs 13, 16 and 17) from the medieval period through to the mid 20th century has been dictated by its division between two parishes each governed by separate parties. This has meant that the north and south halves of the town developed as separate entities but were physically joined as a single settlement from an early date. The southern part of the town within the parish of Littleham appears to have held the dominant role during the initial establishment of the settlement. It is in this parish that the original main route into town lies, along with the original market place and the earliest ferry station. Besides this, Littleham parish has always been the location for Exmouth's port. By the 13th century the northern part of the town in the parish of Withycombe Raleigh rose in importance when it became the location of the new Starcross ferry station. From this point onwards the town appears to have developed within the two separate parishes as a unified whole. The historic town centre has been much altered through centuries of land reclamation and redevelopment, leaving inland islands of the once coastal medieval and post-medieval town now overlain by large areas of 19th and 20th century redevelopment.

During the late 18th and early 19th century the town began to expand in response to its new found wealth as a coastal resort. This period saw the construction of new housing and accommodation both in the town centre and spreading southwards into the areas

defined here as HUCAs 14, 11 and 9 and it also saw the growth of maritime industries located on the northern shore of The Point in HUCA 20. This growth trend continued in the late 19th century with massive expansion in the areas immediately surrounding the historic core - HUCAs 7, 9 and 18, whilst the industrial element of the town also grew with the introduction of the railway and creation of a dock in HUCA 19. A large percentage of the development associated with the late 18th and 19th century expansion of the town survives with historic character intact. Exmouth during this period was a town of three aspects, with its working dock and quays facing the estuary, its tourist and residential splendour facing the open sea, and its working class residential and other industrial areas set further inland.

The 20th and 21st century estate housing, together with associated civic (educational, health, recreational) facilities, defines the character of later expansion to the north and east. These later developments now surround pockets of surviving earlier rural settlements giving a mixed historic character throughout.

Flowing through the present extent of Exmouth is a series of water courses (brooks, mill leats and culverts) fundamentally important to the area's historic development; influencing settlement location, supplying water to inhabitants and powering industries. The three main brooks are Withycombe Brook, Nut Brook and Littleham Brook, all of which are part of the historic character of the area.

Because Exmouth developed into a town from two separately governed small coastal settlements rather than growing and expanding as a single purposely planned town, the layout of the historic core is unusual when compared to that of a planned market town. In Exmouth the usual central focal points you would expect to find as permanent fixtures at the heart of a town, such as the church, market place and civic centre, appear in different locations scattered across the historic core during different periods. The main church (Holy Trinity) is unusually located on the edge of the core rather than at the centre. The medieval core, early market place and associated shoreline have now been partially overlain by the 20th century Magnolia Centre and what remains of the medieval layout is now completely detached from the sea. The docks, located on The Point, are detached from the main core of the town and the cliff-front facing the sea on which The Beacon is located appears as a completely separate part of the town. The nature of this historic development has caused the town centre to appear scattered with no truly sustained central focus. The scattered nature of the core is also due to shifts in ways of living, since Exmouth has never had a single focus and has relied on many different factors, industry and commerce to support its economy. Equally the character of the extensive suburbs is very variable, with wealthy areas such as HUCA 9 containing large detached houses with green spaces and wide leafy avenues, and poorer areas, such as HUCA 8, containing housing estates which largely comprise terraced, detached or semi-detached brick-built or rendered houses and bungalows.

Exmouth is now a residential town rather than a resort town, although there is clearly still a tourist industry. Its vast expansion during the late 20th and early 21st centuries appears to have been caused by several different factors, including becoming a commuter town for Exeter, a retirement destination and a university town.

The 22 Historic Urban Character Areas (HUCAs) are described below, together with a statement of their (Low, Medium or High) above and below ground heritage significance, 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 A La Ronde and Point in View (HUCA 1)

4.1.1 Historic character

HUCA 1 lies at the north-western edge of the town. It encompasses A La Ronde (MDV16282), its associated grounds (MDV32460) and chapel (The Point in View MDV16283) which are now joined to Exmouth by 20th century development.

The late 18th and early 19th century buildings and ornamental grounds are sited on former medieval farmland and the grounds are adjoined to the north and east by Summer Lane and Hulham Road, both of which are likely to have early origins.

A La Ronde is a circular cottage ornee which was built by the Misses Parminter in 1798. The Point in View was also built by the Misses Parminter in 1811 as a small non-conformist chapel surrounded by single storey alms houses for four spinsters. The Manse was added in 1829 to help female Jewish converts to Christianity (Devon HER).

HUCA 1 has retained its late 18th and early 19th century historic character intact. A La Ronde forms part of a designed landscape that includes Point in View and the Manse to the east, but the original inception of the picturesque landscape has been eroded by the urban sprawl of Exmouth. However, the magnificent setting of A La Ronde with its views over Lower Halsdon Farm the Exe Estuary and the Haldon Hills beyond has helped to minimise this impact (Forum Heritage Services 2003).

4.1.2 Heritage significance (above ground)

High - Located on early routes and containing historically important and intact late 18th and early 19th century buildings set within an historic designed landscape, HUCA 1 is of high heritage significance.

The area has two focal points; A La Ronde with its associated buildings and grounds to the west (MDV16282 and (MDV32460), and The Point in View and the Manse (MDV16283 and MDV23579) and their associated grounds to the east. A La Ronde, The Point in View and the Manse are all Grade I listed buildings set within a Grade II Registered Park and Garden.

A La Ronde is a 16-sided stone-built cottage ornee. It has a central octagon which is thought to have been modelled on the basilica of San Vitale in Ravenna but it also takes references from other buildings known and visited by the Parminters during their Grand Tour of Europe in the late 18th century. The unusual design of the house is attributed to architect John Lowder, a friend of the family. A La Ronde forms part of a designed landscape that includes The Point in View and the Manse to the east. The value of A La Ronde lies in the survival of its historic fabric which still provides a strong and unique identity for the house (Forum Heritage Services 2003). The Point in View and the Manse are of equal architectural merit.

In 1811 the garden was described as 'full of bowers, arbours, three obelisks, fountains, glass-houses and rare tropical plants, orangeries with cows and sheep grazing. A ha-ha extends round three sides of a square, running c50 metres to north, west and south of A La Ronde. On the outer side of the ha-ha was a 'wild walk' which has now gone and has been returned to pasture. Woodland and orchards to the north-west survive from a former 'bee garden' (Register of Parks and Gardens in England 1987).

The area as a whole retains its late 18th and early 19th century character with plenty of green spaces linking it to the countryside beyond to the north.

4.1.3 Heritage significance (below ground)

High - Because of its 18th and 19th century designed landscape and the potential for undiscovered features relating to it, and because of a potentially high percentage of undisturbed ground where earlier archaeological features may survive. The following types of buried remains may survive in the area:

- Prehistoric/Roman remains and artefacts

- Early Medieval, medieval and post-medieval – tracks, boundaries, structures and artefacts
- 18th and 19th century structural remains and garden features



Grounds of A La Ronde looking south-west



A La Ronde looking south



Point in View looking south- the chapel

4.2 North-western expansion and Halsdon (HUCA 2)

4.2.1 Historic character

This area lies to the south of HUCA 1 and north-west of Withycombe Raleigh village (HUCA 3). It contains two early historic roads (Exeter Road and Hulham Road) which are both aligned north-south. It also contains the medieval settlement of Higher Halsdon to the west (MDV44891) and a post-medieval cottage (Crowder's Hill Cottage MDV10650). Later structures of note within the area include Pearson's Garage (MDV83997) which is actually late 18th or early 19th century and probably built as a lodge for A La Ronde, the early 19th century Courtland Cross toll house (MDV10658), the 19th century Exmouth Brick and Tile Works (MDV55230) on the site of Warren View Sports Ground, and the 20th century Littlemead Methodist Chapel (MDV10674). Along the southern half of Exeter Road within the area there are a few mid to late 19th century villas. These are named as Cauleston, Keverel, Westcroft, Newcote, Highbury, Crossingfield House and Halsdon House on the c1904 OS map and there is also a row of detached villas to the north of the junction of Exeter Road and Hulham Road.

HUCA 2 is mainly, however, an area of mid to late 20th urban expansion filling the former fields which once lay between the town (to the south) and A La Ronde (to the north). The area occupies a south and south-west facing slope. Key views are over the estuary and 20th century development with some 19th century housing along Exeter Road.

During the medieval period the majority of HUCA 2 was farmland. A series of strip fields are shown across the area on the Tithe map of c1840. There was, however, a settlement on its western edge (Higher Halsdon MDV44891) accessed from Featherbed Lane leading west from Exeter Road, and also the western half of the settlement of Bapton at the junction of Bapton Lane and Springfield Road on the eastern side of the area.

During the post-medieval period a cottage was built in 1625 on waste land at the junction of Hulham Road and a small lane which led into the northern part of Hulham (Devon HER). This was Crowder's Hill Cottage (MDV10650). The rest of the area besides the settlements of Higher Halsdon and Bapton remained as farmland during this period.

During the late 18th and early 19th century Pearson's Garage and Courtlands Cross toll house were built to the west of A La Ronde on Exeter Road. Later in the 19th century Exmouth Brick and Tile Works were constructed on Mudbank Lane and large villas began to appear in the southern part of the area along Exeter Road. This was followed in the mid and late 20th century by the gradual spread from the south of extensive housing developments which infilled all of the remaining open areas between the former edge of the town and A La Ronde. The brick works were demolished in the late 20th century and replaced with Warren View Sports Ground.

Little of the developed land within this area has been laid out with respect to the former medieval strip field boundaries.

4.2.2 Heritage significance (above ground)

Medium - HUCA 2 is an area of mainly early and late 20th century development, but with important historic elements contained within it. The area has historical time depth and surviving medieval, post-medieval and 19th century buildings. The housing estates largely comprise detached or semi-detached houses and bungalows with reasonable sized gardens. Throughout standard housing types and designs are used and there are few open green spaces. The 20th century layout of the housing estates has entirely removed the plan of former medieval fields and completely removed the rural settlement character of the setting of Bapton, Crowder's Hill Cottage and the former lodge for A La Ronde (Pearson's Garage). The 20th century development has not, however, detracted from the large, impressive 19th century villas, the majority of which remain *in situ* along the southern part of Exeter Road. Many of these stand in large green plots, shielded from the estates and road by dense trees and shrubs. The historic settlement character of Higher Halsdon on the western edge of the area has remained in large part, as it still overlooks its original farmland to the south and west. The area can be classed as having medium overall heritage significance but it contains within a wider expanse of modern estate development, scattered historic buildings of note which individually have **high** heritage value. These include Pearson's Garage (MDV83997), Courtland Cross toll house (MDV10658), Littlemead Methodist Chapel (MDV10674), Higher Halsdon (now Barn End MDV44891), the 19th century villas located in the southern part of Exeter Road, the 19th century cottages on Mudbank Lane and the early to mid 20th century houses that exist piecemeal along Exeter Road.

4.2.3 Heritage significance (below ground)

Low - HUCA 2 has low overall archaeological potential since the whole area has been built on during the 20th century. However there are certain pockets where archaeological potential is **high**. These include the area around Higher Halsdon (now Barn End) where medieval remains may survive, the site of the former brick works in the area of Warren View Sports Ground where 19th century industrial remains may survive, the area around Pearsons Garage where features associated with A La Ronde may survive and the area of former buildings at Bapton on Springfield Road.

The following types of buried remains may survive in pockets of undisturbed ground across the whole area.

- Prehistoric/Roman remains – possible settlement activity
- Medieval and post-medieval – field boundaries, field barns and buildings
- 18th and 19th century structural remains and garden features
- 19th century industrial features



Junction of Rivermead Avenue and Exeter Road showing 20th century housing



Looking south along Exeter Road at large brick villas



19th century cottages on Mudbank Lane

4.3 Withycombe Raleigh and Marlpool (HUCA 3)

4.3.1 Historic character

HUCA 3 lies just to the north of the centre of the area to the north-east of the town core. It encompasses a swathe of surviving historic settlement; the village of Withycombe Raleigh (formerly Bradham), part of the former settlement of Marlpool and the settlements of Ash (now Dene Close), Bassett Farm (at the eastern end of the area) and Westcotts (on the north side of Holland Road). These settlements grew up along the course of the Withycombe Brook and Withycombe Road leading into St John's Road and became surrounded by the expansion of Exmouth during the mid to late 20th century. Both the brook and the roads are aligned north-east to south-west and slope gently down the Withycombe valley on a south-west facing slope.

Four of the five former settlements (Marlpool, Withycombe Raleigh, Ash and Westcotts) within HUCA 3 have medieval origins. The area includes the site of St Michael's chapel (MDV10625) which was built in the 15th century in Bradham (Withycombe Raleigh). It also includes the north-east to south-west route along Withycombe Road and St John's Road which is also likely to be medieval in date. In c1170 Walter Claville granted Withycombe mill to Canonsleigh Priory. It is suggested that this mill stood on the Withycombe Brook to the north-east of Bradham Lane, probably at the site of a group of buildings marked as 'Westcotts' on the c1880 OS map on Holland Road, and where a

tithe barn is marked on the Tithe map of c1840. This mill was probably superseded by two mills in Bradham manor mentioned in the 13th century and located in the area of the later Marlpool mill (MDV10645) on the northern edge of what is now Phear Park (Bush 1978). The settlement of Bradham (Withycombe Raleigh) grew during the medieval period around St Michael's chapel (MDV10625) on Withycombe Road. Marlpool with its mills was located towards the western end of the area around the site of the modern footbridge crossing Withycombe Road, and the small settlement of Ash was located on the south side of St John's Road on the site of what is now Dene Close. For all these settlements Withycombe Brook provided water and power to drive the mills.

Bassett Farm was established during the post-medieval period and an 18th century farmhouse still survives here (MDV23604). In Withycombe Raleigh Porch Cottages (MDV23618), towards the western end of the village, are probably 17th century in date. There are other buildings within the area which appear to be either 18th or 19th century in date although earlier fabric may survive within some of them. The buildings have a mixture of domestic, commercial, religious, civic and industrial use. Some 19th century buildings and areas of note include the Church of St John the Evangelist (MDV21731), the Old Vicarage (MDV23621), the site of a brickworks (MDV55226) established in 1775 (Bush 1978) and sited where there is now a trading estate to the west of Pound Lane, the Plymouth Brethren burial ground (MDV14237), a grid-like crop mark of unknown origin (MDV65382) to the west of Hill Crest School, Withycombe House (MDV23603) which is now Hill Crest School, the site of a WWI anti-aircraft battery (MDV71899) on Pound Lane, and Withycombe Raleigh Primary School on School Lane. Growth of the four medieval settlements was fairly minimal throughout the post-medieval period. During the 19th century, however, Withycombe Raleigh began to spread along Withycombe Road to the east and west. This was followed in the early and mid 20th century by the addition of groups of terraces and detached houses being erected along Withycombe Road and St John's Road. In the mid and late 20th century housing estates were constructed, along with a trading estate and schools, so that the separation between the original settlements is now difficult to detect. This history of development has led to a mixed character and variety of very different building types, dates and styles scattered throughout the area along Withycombe Road and St John's Road. Building types in HUCA 3 include early thatched and rendered cottages, 19th century brick terraces, detached buildings and shops and late 20th century bungalows and large industrial, commercial and civic buildings.

Early to mid 20th century housing developments exist along Broad Park Road, Forton Road, Marcus Road, Burnside, and there is also housing of this date along Withycombe Road. Late 20th century housing exists in pockets throughout the area and there is now a late 20th century trading estate to the west of Pound Lane and a Leisure Centre to the west of the church of St John the Evangelist. Other 20th century developments include the Exmouth Community College at the western end of the area, the extension of Withycombe Raleigh Primary School and Bassett's Farm School.

The village of Withycombe Raleigh maintains the character of a rural village even though 20th century development surrounds it. The village retains its historic character and medieval plan and has views along the streets within it and along Withycombe Brook. However, the sense of its existing as an isolated rural settlement has been lost and later infill between Marlpool, Withycombe Raleigh, Ash and Bassett Farm has resulted in the loss of the original individual areas of settlement.

4.3.2 Heritage significance (above ground)

High - Located along a medieval route, containing four medieval settlements including the village of Withycombe Raleigh as well as a post-medieval farmstead, and with relatively intact post-medieval and later historic fabric and intact village character, HUCA 3 is of high heritage significance.

The area as a whole maintains its village character but has lost its rural setting and is now surrounded on all sides by 20th century development. There are very few green spaces except Phear Park (HUCA 22) which lies to the south-west. The 19th century church of St John the Evangelist (MDV21731) is a major monument and stands at the western end of the village where there is also a vicarage (MDV23621) and Methodist Church. The core of Withycombe Raleigh village lies to the east of this and is characterised by mainly 19th century houses with a few that are earlier. There are also shops, a public house and a school. To the east of this there is a late 20th century trading estate which has detracted from the historic village character. However, further east the village character is regained around the Withycombe and Bradham Road crossroads leading eastwards to the end of the area. At the eastern end, however, the two schools have provided much more green space.

4.3.3 Heritage significance (below ground)

High - The four medieval settlements and one post-medieval settlement provide plenty of potential for the survival of early remains. The former 18th century brick works on the site of the trading estate has potential for surviving industrial features and the Withycombe Brook provides potential for industrial and other features of all periods. The following key types of remains may be detected above ground and/or uncovered during ground works.

- Prehistoric/Roman remains.
- Early medieval – tracks, field boundaries, artefacts.
- Medieval – structures, plot boundaries, tracks, buildings and artefacts.
- Post-medieval and later – plot boundaries, buildings, structures and artefacts.



Bassets Farmhouse on St John's Road looking east



Looking south along St John's Road to Withycombe Raleigh village



Crossroad at Pound Lane and Withycombe Village Road with rural village character intact



Withycombe village 17th century cottages looking west



Site of St Michael's Chapel and Holly Tree public house in Withycombe village

4.4 Hulham (HUCA 4)

4.4.1 Historic character

HUCA 4 lies at the north-western part of the town. It originally encompassed the main medieval manor settlement of Hulham with its farm (MDV102910), along with three other medieval and post-medieval farmsteads; Bapton Farm, Symonds's Farm and Lovering Farm (MDV10655). The area has now become part of the town and is surrounded and partially overlain by 20th century housing developments and a garden centre, although much of the area remains as undeveloped open land. The four farmsteads grew up along the course of a brook (Nut Brook) flowing from the north to join Withycombe Brook to the south of the area. The area, a long narrow strip within the suburban spread of Exmouth, occupies the valley bottom of the brook which lies on a south facing slope.

Unfortunately Hulham Farm (MDV102910), Symonds's Farm and Lovering Farm (except the farmhouse MDV10655) were demolished in the late 20th century and have been replaced with new housing developments. During these works the brook in this northern part of this area was covered over, but the early lanes (Marley Road and Crowder's Hill) were left intact. In Hulham a single 18th century thatched house survives ('Parrys' MDV23585) on Marley Road and at the site of the late 19th century Hulham Farm a single brick farm building survives (now converted to a dwelling). The earlier Hulham Farm lay to the south-west of this but was demolished after the construction of the new farm in the late 19th century. At Bapton two brick-built houses (once associated with the farm) survive along with Bapton Lane but are now closely

neighbouring by a late 20th century garden centre to the north and late 20th century housing on all other sides.

HUCA 4 has retained its medieval plan but its historic character has been mostly lost amongst encroaching 20th century housing schemes. It has views along the streets and brook within it and views over surrounding 20th century development.

4.4.2 Heritage significance (above ground)

Medium - HUCA 4 is an area of mainly late 20th and early 21st century development with an element of surviving farmland set along either side of a brook. It also has important historic elements contained within it. The area has historical time depth and one or two surviving 18th and 19th century buildings. The housing estates largely comprise detached or semi-detached brick-built houses with reasonable sized gardens. Standard housing types and designs are used throughout. The remaining farmland provides plenty of green open spaces and early lanes have been preserved. The 20th and 21st century housing which replaces historic farmsteads has almost entirely removed the historic built character of the area, although its original rural character is to some extent retained by the surrounding former farmland, the brook, the lanes and the few historic buildings that survive. The 20th century development has not, however, detracted from the 18th century thatched and rendered house (Parrys) that survives alongside the brook on the corner of Marley Road and Spider Lane, adjacent to an area of farmland. The area can be classed as having medium overall heritage significance since it contains scattered historic buildings and farmland of note within a wider expanse of modern estate development. The historic buildings can be classed as having **high** heritage value and include Parrys (MDV23585), Lovering Farm farmhouse on Crowder's Hill, a late 19th century farm building on the corner of Marley Road and Hulham Vale and two former farm cottages at the east end of Bapton Lane.

4.4.3 Heritage significance (below ground)

High - The medieval and post-medieval farming settlements provide potential for the survival of early remains. The open undisturbed farmland either side of the brook has potential for surviving medieval and post-medieval settlement remains and the brook provides potential for industrial (mills) and other features of all periods. The following key types of remains may be detected above ground and/or uncovered during ground works.

- Prehistoric/Roman remains.
- Early medieval – tracks, field boundaries, artefacts.
- Medieval – structures, plot boundaries, tracks, buildings and artefacts.
- Post-medieval and later – plot boundaries, buildings, structures and artefacts.



Bapton Farm on Bapton Lane. Late 19th century farmhouse survives surrounded by modern estates



Former location of Lovering Farm in Hulham on Marley Road



Part of Hulham farm surviving on Marley Road surrounded by modern housing



Nut Brook running alongside Bankside and Marley Road



18th century house (Parry's) on corner of Spiders Lane and Marley Rd

4.5 Brixington and northern expansion (HUCA 5)

4.5.1 Historic character

HUCA 5 is an area now dominated by late 20th century residential expansion. It occupies a large portion of the north-east part of the town and lies immediately north of Withycombe Raleigh mainly on a south-west facing slope. Key views are over the estuary and across the southern part of the town.

Until the late 20th century this area was mainly farmland although it also contained a scattering of historic buildings. These included a single farmstead of medieval origin (Brixington Farm), a late 19th century country house (on Stoke Lyne but now Cherswood Avenue) and a late 19th century lodge house for Withycombe House (now Hill Crest School). Only one of these historic buildings survives and that is the eastern half of Brixington farm including the farmhouse and adjoining farm buildings. This has now become a public house (The Farmhouse) on Churchill Road. The area also contained sections of ornamental landscapes including part of the grounds of an 18th century country house (Marley House) on Higher Marley Road, and the southern part of the grounds of Bystock Court. Historic roads within the area include Brixington Lane, Gorse Lane, Spiders Lane, Marley Road and St John's Road.

In the early to mid 20th century Bassett's Estate was constructed on the north side of St John's Road, Knappe Cross (a country house but now a care home) was built on former farmland to the north of Brixington Farm and a few detached and semi-detached

houses were built along Higher Marley Road, some on the site of the grounds of Marley House. This was followed in the late 20th and early 21st century by the infilling of the rest of the area with housing estates, two schools a hospital and a recreation ground. As part of the late 20th and early 21st century development most of the historic character of the area was removed; Stoke Lyne and the lodge house for Withycombe House were demolished and the grounds of Bystock Court and Marley House were developed for housing. Many of the former field boundaries were lost during development work although a few do survive.

4.5.2 Heritage significance (above ground)

Low - HUCA 5 is an area of mainly 20th and 21st century development, with a largely modern plan-form, but has some historical time depth retaining its historic road layout and remnants of its earlier rural farming use.

The modern housing estates largely comprise detached or semi-detached brick-built houses and bungalows, although there are also a few brick-built terraces. They generally have reasonable sized gardens and there are a few open green spaces. Standard housing types and designs are used throughout. The area around the historic settlement of Brixington has essentially lost its historic character although part of the farm complex remains *in situ*. Brixington's character is now that of its late 20th century commercial surroundings which include a petrol station, a parade of shops a modern church and brick-built housing. The early 20th century country house (Knappe Cross) has retained its historic character through the retention of its grounds and associated lodge house, and remains as a large, green, tree-filled area alongside the house surrounded by later housing estates. The late 20th century development has not, however, detracted from the rural character of Knappe Cross. The character of the former ornamental grounds associated with both Marley House and Bystock Court has changed after the removal of these features, and these areas are now occupied by modern brick-built detached houses. Many former field boundaries were lost during development work across the whole area although a few boundaries do survive. The 20th and 21st century housing which replaces Stoke Lyne and the lodge house for Withycombe House has entirely altered the 19th century historic built character of that area. The original rural character of the area as a whole has been lost and it can be classed as having low overall heritage significance. The Farmhouse at Brixington and Knappe Cross, however, can be classed as having **high** heritage value.

4.5.3 Heritage significance (below ground)

Low - The whole area has been built on during the 20th and 21st centuries. However there is one area where archaeological potential is **high**. This is the area around Brixington Farm where medieval and later historic remains may survive. There is also the potential for other buried remains surviving in pockets of undisturbed ground across the whole area. These remains may include the following:

- Prehistoric/Roman remains.
- Early medieval – tracks, field boundaries, artefacts.
- Medieval – structures, plot boundaries, tracks, buildings and artefacts.
- Post-medieval and later – ornamental grounds, plot boundaries, buildings, structures and artefacts.



The former Brixington Farm farmhouse on Churchill Road surrounded by 20th century development



Lime Grove looking west showing standard 20th century estate housing



Parkside Drive looking east showing modern bungalow development



Pine Road looking north showing standard 20th century estate housing

4.6 Withycombe Barton and Bystock (HUCA 6)

4.6.1 Historic character

HUCA 6 lies at the north-eastern edge of the town. It encompasses the medieval settlements of Withycombe Barton (MDV15524) and Bystock (MDV78464) and the former medieval farmstead of Lackington (located to the south of the junction of St John's Road and Dinan Way). All three of these settlements now lie on the outskirts of Exmouth's modern expansion. The site of an early medieval ford and track also lie within the area, to the north of Liverton Copse. The eastern part of the area is located along the lines of two stream valleys which run from north to south either side of Withycombe Barton to join the Withycombe Brook further south. The western part of the area, occupied by Bystock, lies on a south-facing slope.

The area includes Bystock Court (MDV78464) with its associated buildings, ornamental grounds and lodge houses (MDV23601) and the Domesday settlement of Withycombe Barton (MDV15524) with its grand house (MDV23578) and church (St John in the Wilderness MDV10661), which may have Saxon origins. It also includes the early medieval sites of Auanford (MDV16632) and The Green Way (MDV16631), a place and track mentioned in a boundary charter of 1042 (Devon HER) located to the north of Liverton Copse alongside Withycombe Brook. Other historic sites within the area include Liverton Copse (19th century or earlier) and Lower Veiges Plantation (late 19th century) as well as some historic gardens and former farmland with associated boundaries, and the route of St John's Road which is likely to be medieval or earlier in date. One historic

feature which does not survive is St John's House, a large country house with associated grounds which once stood between Withycombe Barton and Bystock and is shown on the c1840 Tithe Map.

HUCA 6 has retained much of its medieval and post-medieval layout and retains its historic character. In this way it contests with neighbouring HUCA 5. Bystock retains its character as a mansion set in an ornamental landscape whilst elsewhere the area retains a character of historic rural settlements, farmland and woodland even though it is now bordered to the south-west by modern housing estates and a new road (Dinan Way). The area has views along the roads and brooks within it and views over modern housing estates to the south and west.

4.6.2 Heritage significance (above ground)

High - Located along a probable medieval route (St John's Road), and containing the Domesday settlement of Withycombe Barton, the medieval and later settlement and mansion of Bystock, the medieval farmstead of Lackington and early medieval sites of Auanford and The Green Way, and with intact medieval and later historic fabric and intact historic character.

The area has three surviving historic focal points of development. One is the settlement of Withycombe Barton in the vicinity of the medieval church of St John in the Wilderness (MDV10661). The present church is 15th century, has a crenellated tower and stands in an extensive graveyard. The settlement which lies to the west of the church comprises mainly brick buildings (house and farm buildings) of 19th century date which have replaced earlier buildings and there are one or two modern houses. Another focal point of the area is Bystock, with its mansion (MDV78464) and associated service buildings to the east. The present Bystock Court, a grand Edwardian mansion, was constructed in 1907 after a fire had destroyed the previous house. It is set in ornamental grounds with mainly brick-built 19th century service buildings standing in a group to the east of it. The junction of St John's Road and Dinan Way to the south of Withycombe Barton forms the third historic focal point. This is the location of the former medieval farmstead of Lackington set at a junction of narrow country lanes, where there is now a small group of assorted buildings. One is a 19th century stone-built lodge associated with St John's House opposite, which is an early 20th century house; the remaining detached houses are mid to late 20th century in date. These historic focal points have undergone very little growth over the centuries, leaving the narrow lanes and surrounding rural landscape and brooks for the most part untouched. In the rest of the area there are large green open spaces to the north although this now includes a caravan and camping site to the south of Withycombe Barton, and there are historic wooded areas in the southern part of the area, including Liverton Copse and Lower Veiges Plantation.

The area as a whole has maintained its rural character and setting but has seen encroachment from new housing into the grounds of Bystock Court in recent years. The settlements within HUCA 6 have also retained their historic character and much of their historic fabric.

4.6.3 Heritage significance (below ground)

High - The early medieval, medieval and post-medieval settlements provide potential for the survival of early archaeological features. The open undisturbed former farmland and gardens either side of the brook have potential for surviving prehistoric/Roman, early medieval, medieval and post-medieval settlement and other remains, and the brooks provide potential for industrial (mills) and other features of all periods. The following key types of remains may be detected above ground and/or uncovered during ground works.

- Prehistoric/Roman remains.
- Early medieval – settlement, tracks, field boundaries, artefacts.
- Medieval – structures, plot boundaries, tracks, buildings and artefacts.

- Post-medieval and later – ornamental garden features, plot boundaries, buildings, structures and artefacts.



Bystock House (now Bystock Court) looking north-west



Bystock settlement looking north-east



Crossroads at St John's Road and Dinan Way looking north-east retaining its rural character



The church of St John in the Wilderness in Withycombe Barton



Graveyard at St John in the Wilderness in Withycombe Barton



Settlement of Withycombe Barton looking north-west which retains historic small settlement character

4.7 Rill/Hill and Exeter Road (HUCA 7)

4.7.1 Historic character

HUCA 7 lies to the north of the town core on the western side of the study area. The overwhelming character of the area now is that of late 19th and early 20th century terraced housing. The western half of the HUCA is land that was reclaimed from the estuary in the early 19th century. To the east of this, the shore of the estuary originally ran along the line of Exeter Road. Withycombe Brook (now canalised) runs along the northern edge of the HUCA along Mudbank Lane and to the south of Lyndhurst Road.

During the medieval period on land to the east of Exeter Road lay the medieval manor settlement of Hille (later Rill), which was located to the north of the sharp bend on Ryll Grove (Hull Estate map 1803). By the post-medieval period a small settlement had been established at the western end of Withycombe Road (in the area of The Park public house) fronting the shoreline on Exeter Road. It seems likely that a quay was established here giving direct access for Marlpool and Withycombe via what is now Withycombe Road. During the second half of the 18th century land to the north of the Parade in HUCA 16 was reclaimed as far north as New Street where the back plots and service buildings of houses fronting the Parade stood overlooking the estuary to the north. During the early 19th century a sea defence bank was built along what is now Marine Way and the area from New Street northwards was reclaimed and drained to be used as marshes (MDV69784), probably for salt marsh grazing. Also in the early 19th century two houses were built immediately north-east of the junction of Ryll Grove and Windsor Square, both of which remain *in situ*.

This once rural area changed dramatically in the late 19th and early 20th century as terraced housing was gradually built from New Street and Danby Terrace northwards until it filled all the remaining land and marshes within the HUCA except for a section of marshland to the north-west. In 1861 the Exmouth branch line of the London and South Western railway (MDV22470) was built along the line of what is now Marine Way on the western edge of the area. Later, in 1903, this was followed by the construction of the Exmouth to Budleigh Salterton branch line (MDV22498) which ran along the arc in Marine Way in the northern part of the area, following eastwards along the line of Bridge Road and then on to cut through Phear Park (formerly the grounds of Marlpool House).

Another change to the area during this period came with the construction of the Rill Park Brick and Tile Works (MDV55233) which were sited to the north of Ryll Grove close to the medieval settlement of Hille/Rill. In the mid 20th century a football ground and King George's Field were created on the remaining undeveloped marshland to the north-west. In the late 19th century the Exmouth to Budleigh Salterton branch line was dismantled and the Rill Park Brick and Tile Works were demolished to make way for new housing.

Although the historic character of HUCA 7 is now that of 19th and 20th century workers' housing with grander houses and shops on Exeter Road, a few earlier features are retained within it. These features include the probable medieval routes of North Street, Ryll Grove, Exeter Road, Withycombe Road, Mudbank Lane, Gypsy Lane and Marine Way from its junction with Exeter Road northwards. Other earlier features include two early 19th century houses to the north-east of the junction of Ryll Grove and Windsor Square, and possibly The Park public house at the junction of Withycombe and Exeter Roads which may contain earlier fabric. HUCA 7 has views along the streets and brook within it.

4.7.2 Heritage significance (above ground)

High - HUCA 7 is an area of mainly late 19th and 20th century residential development. It does have historic time depth retaining its early routes (North Street, Ryll Grove, Exeter Road, Withycombe Road, Mudbank Lane, Gypsy Lane and Marine Way from its

junction with Exeter Road northwards), some earlier buildings in the settlement of Hille/Rill and the majority of its late 19th and early 20th century buildings.

The area at the eastern end of North Street leading into Ryll Grove and the area at the junction of Withycombe Road and Exeter Road have the greatest historic time depth. In both areas the layout of earlier settlement is still clearly visible. There are two houses immediately north-east of the junction of Ryll Grove and Windsor Square which are early 19th century and architectural merit. To the west of these on North Street there are three large, rendered, mid 19th century villas and a late 19th century stone-built Wesleyan chapel (now Christ Church) which are also of architectural merit. At the junction of Withycombe Road and Exeter Road The Park public house is likely to be early 19th century in date and is clearly set on a different earlier alignment.

The area along Exeter Road contains many large 19th and early 20th century villas of architectural merit (both rendered and brick-built) fronting the eastern side of the road. These were built at a time when Exeter Road became a new main route into the town and display clear evidence of urban planning. In the southern half of the area many of the villas have large gardens fronting the road. Along the western side of the road the houses are less substantial and slightly later in date. They are generally brick-built with bay windows and are interspersed with shops of similar build. The late 19th century All Saints' Church (MDV41862) is also located along this stretch. It is a large imposing stone-built structure occupying a large open space. The Exeter Road Primary School (formerly two separate buildings for boys and girls) to the south of the church is a good example of late 19th century school buildings.

The rows of late 19th and early 20th century terraces which cover the majority of the area are all part of a well thought out building scheme. They are brick-built (although some have been rendered) with the buildings in the eastern half of the area being slightly grander with bay windows.

In the northern part of the area modern brick housing has been introduced to the area once occupied by the Exmouth to Budleigh Salterton branch line, and the buildings become less dense with larger open spaces including King George's Field football ground.

Located on medieval routes, containing small medieval and post-medieval settlement areas and with good survival of its 19th and early 20th century development, HUCA 7 is of high heritage significance.

4.7.3 Heritage significance (below ground)

Medium - The whole area has been built on during the 19th and 20th centuries. However there are certain areas where archaeological potential is **high**. These include the area at the eastern end of North Street leading into Ryll Grove and the area at the junction of Withycombe Road and Exeter Road, where medieval or post-medieval remains may survive. The site of the former brick works to the north of Ryll Grove has now been built on but there may be 19th century industrial remains, and the area covered by the two former branch lines (also mostly redeveloped) may produce features associated with the railway.

The following types of buried remains may survive in pockets of undisturbed ground across the whole area.

- Prehistoric/Roman remains – possible maritime structures- along Exeter Road and to the east of it
- Medieval and post-medieval – buildings and field boundaries to the east of Exeter Road and possible maritime structures along Exeter Road
- 18th and 19th century structural remains and garden features
- 19th century industrial and railway features



Exeter Road lined with large villas looking north



North Street looking north showing Wesleyan chapel



Salisbury Road looking north showing typical 19th century terraces



Withycombe Brook (now canalised) and Carter Avenue looking west



Withycombe Road looking east showing 19th century terrace



Hartopp Road looking west

4.8 Eastern expansion (HUCA 8)

4.8.1 Historic character

HUCA 8 is an area now dominated by 20th century residential and commercial expansion located in the central and eastern part of the study area. It occupies a ridge of high ground running along the line of Salterton Road which follows the parish boundary. The land from here slopes down to the north-west and Withycombe Brook

valley. It includes early routes such as North Street, Ryll Grove, Long Causeway, Marlpool Hill, Claremont Grove, Hamilton Lane, Salterton Road, Bradham Lane, Littleham Road, Capel Lane and St John's Lane. Key views are over Exmouth to the north-west, over the estuary in the western part of the area and along the streets within the HUCA.

Until the 20th century the majority of this area was farmland although a few earlier scattered farm settlements, houses and industrial sites did exist within it. The earlier buildings and complexes that still survive include a row of mid 19th century villas on Windsor Square, the late 19th century cottage hospital on Claremont Grove, Redgate (a mid to late 19th century country house) on Salterton Road, and part of Marlpool Farm (a 19th century house on the site of an earlier farmhouse MDV15764) on Green Close.

This area has seen a remarkably large loss of historic buildings which is relatively unusually intense. Pre-20th century buildings, structures and complexes that have now been removed and replaced with 20th century development include Broadway farm (now Davey Court on Buckingham Road) which dated to the 18th century but may have had earlier origins (Devon HER), Staffords Farm (now part of the site of Dinan Way trading estate) which may also have been 18th century or earlier, Bradham Farm (early 19th century or earlier) towards the southern end of Bradham Lane, two large late 19th century villas (Ryll Court and Llandovery on Albion Hill, Mountain Cottages (MDV51058 early 19th century) on the site of Liverton Business Park, the late 19th century St Peter's School on Long Causeway, Salterton Road Brick Works (late 19th century) on the site of a factory to the north-west of the junction of Salterton Road and Dinan Way, another probable early 19th century brick works on Sturges Road, a mid 19th century waterworks (now the site of the Police Station at Windsor Square), the Exmouth Waterworks (late 19th century MDV55231) to the west of the Hamilton Road and Salterton Road junction, the Exmouth to Budleigh Salterton railway line (MDV22498 now used as a cycle track), and Littleham Station (now Jarvis Close).

There is evidence in the area for prehistoric and Roman activity with finds including a Bronze Age flint arrowhead found at Green Close (MDV21108), worked flint on Masey Road (MDV10651) and a Roman bronze Venus figurine on the allotments to the south of Hamilton Lane. From the post-medieval period, besides the scattered farms, 19th century villas and industrial sites, this area had been used for small scale quarrying of marl (for brick-making) and stone and several old pits are shown on the 19th century maps.

The first half of the 20th century saw the first developments within the area. Mostly housing, these occurred to the east of the town core, including areas for allotments, to the east of Phear Park including new schools, and to the north-west of Littleham. They were followed in the late 20th and early 21st centuries by more housing estates filling open land in the north-east of the area, along with industrial and trading estates located on the northern side of Salterton Road on the east side of the town.

Many of the former field boundaries were lost during development work although some may survive.

4.8.2 Heritage significance (above ground)

Low - HUCA 8 is an area of mainly 20th and 21st century development, with a largely modern plan-form, but has some historical time depth, retaining its historic road layout and remnants of its earlier rural farming use and 19th century villas.

The 20th and 21st century housing estates largely comprise terraced, detached or semi-detached brick-built or rendered houses and bungalows. They generally have good sized gardens and there are plenty of open green spaces. Standard housing types and designs are used throughout. The modern housing developments, together with the modern industrial trading estates along the eastern end of Salterton Road, have removed the former character of the area although a few historic features remain. At the western end of the area a row of large mid 19th century stucco villas remain on the

eastern side of Windsor Square although they are now surrounded by 20th century development. The late 19th century cottage hospital on Claremont Grove still survives although has been greatly extended in the late 20th century. Redgate (a mid to late 19th century country house) on Salterton Road still survives within its grounds, although this is now sandwiched between a supermarket and trading estate. The farmhouse of Marlpool Farm (MDV15764) on the sharp bend in Green Close still survives although has now become part of a modern housing estate. Many former field boundaries were lost during development work across the whole area although a few boundaries do survive. The 20th and 21st century housing which replaces many historic farms, farmland, villas, schools, brick works, quarries and water works, has entirely removed the 19th century historic built character of those areas. The original rural character of the area as a whole has been lost although there is some evidence of earlier field systems. It has been replaced by non-descript housing estates lacking any coherent plan or focus but designed in a generous low-density setting. The area now has low overall heritage significance. However, the villas on Windsor Square, the cottage hospital on Claremont Grove, Redgate on Salterton Road and the former farmhouse of Marlpool Farm on Green Close can be classed as having **high** heritage value.

4.8.3 Heritage significance (below ground)

Low - The 20th and 21st century development has been extensive and destroyed the majority of earlier evidence. However there is an area where archaeological potential is **high**. This is the area of the allotments on Hamilton Road where undisturbed land may retain surviving deposits and where there are indications of Roman remains. There is also the potential other buried remains surviving in pockets of undisturbed ground across the whole area particularly at the historic sites mentioned above (Section 4.8.1). These remains may include the following:

- Prehistoric/Roman remains.
- Early medieval –tracks, field boundaries, artefacts.
- Medieval – structures, plot boundaries, tracks, buildings and artefacts.
- Post-medieval and later – plot boundaries, buildings, structures and artefacts.
- 19th century industrial and railway remains



Green Close looking north



Marlpool farmhouse on Green Close looking west, now surrounded by late 20th century housing



Looking down Masey Road across HUCAs 8, 3 and 5



Midway looking east



North end of Bradham Lane looking north at high density Victorian Terraces



Prince of Wales Drive looking east showing low density modern housing

4.9 Salterton Road and south-eastern expansion (HUCA 9)

4.9.1 Historic character

HUCA 9 occupies the south-eastern part of the town. Covering an area known as The Avenues, it stretches from the south side of the town core in the west to the area to the north of what was once Littleham Station in the east. The overwhelming character of the area is that of 19th and early 20th century detached grand housing relating to the town's expansion as a popular seaside resort. The area is dominated by large detached villas set in large gardens along wide boulevards and avenues.

It is possible that there is an Iron Age or Roman defended site within the area. This site lies to the south-east of Long Causeway (the medieval route into Exmouth and possibly an earlier Roman route). Here there is a flat area of land located on a ridge raised above Long Causeway with views to both the sea and estuary. The area is enclosed by a looped road layout comprising Long Causeway leading into Raddenstile Lane and closed at the north-east end by Claremont Grove. This road layout is depicted on the Tithe map and existed before the expansion of the town had spread this far eastward. Other indicators that this may have been a prehistoric or Roman defended site include the name of a large early 19th century villa immediately to the west called 'Castle Park House' and the discovery of Roman and prehistoric finds in the vicinity, including a Roman coin found on Boarden Barn. There may be other prehistoric or Roman sites within the area with one possibility being the grounds of Cranford Sports Club, where a mound (possibly a Bronze Age barrow) is depicted on the c1880 OS map.

During the medieval period it appears that this whole area was farmland and no settlements are recorded here. By the post-medieval period a small farming settlement (Brook Farm) had been established to the south of 26 Douglas Avenue on the site of a late 20th century playing field, but the rest of the area appears to have remained as farmland. In the early 18th century Sacheverell House (a large mansion) was built on the Beacon in the vicinity of what are now Trefusis Terrace and Trefusis Place but little other development took place in the 18th century. However, during the first half of the 19th century, as Exmouth reached new heights of tourism, the town began to expand to the south and east. During this period large villas and terraces for the new visitors to the town began to be built, including Louisa Terrace in 1822, Trefusis, Adelaide and Claremont Terraces and Trefusis Place between the 1830s and 1840s, villas along Carlton Hill and the southern end of Salterton Road, villas at the north end of Gussiford Lane and on Boarden Barn Lane and, away from the town, to the east at Cranford on Salterton Road (now on Cranford View). This same trend of constructing villas and hotels in the area continued throughout the second half of the 19th century and into the first half of the 20th century until all the former farmland had been developed. This culminated architecturally in The Barn (a key Arts and Crafts house of national significance by E. S. Prior) on Foxholes Hill.

Also established in the late 19th century was Fairfield School (now the former Rolle College site of Plymouth University on Douglas Road) and an archery ground (on the site of what is now Oldfields). In the early 20th century the Exmouth to Budleigh Salterton branch line was completed and Littleham Station was built (on the site of what is now Jarvis Close) a Convent school was built on Boarden Barn, Holy Ghost Church on Raddenstile Lane and a football club and grounds to the west of Cranford. During the late 20th and early 21st centuries development in the area was confined to filling in any spare small plots of land that had not yet been developed. Large modern hotels and blocks of flats were added along Douglas Avenue and Cranford Avenue and a new housing estate was built in the area of the former archery and football ground to the west of Cranford. Area 9 contrasts with Area 8 to the north in that it has a far greater time depth, retaining many important historic buildings (the majority of much higher status than those in Area 8) along with the provision of leisure and education facilities.

Although some modern development has taken place in this area, the 19th and early 20th century grand villas dominate the historic character of HUCA 9. A few earlier features are also retained within it. These features include the possible Roman route of Salterton Road and medieval routes of Boarden Barn, Long Causeway (possibly Roman), Claremont Grove, Raddenstile Lane, Long Lane, Littleham Road and Bradham Lane. Some of the early field boundaries may also survive. HUCA 9 has views across the sea and estuary, farmland and along the streets within it.

4.9.2 Heritage significance (above ground)

High - Located on early routes and containing historically important and intact 19th and early 20th century buildings relating to the town's expansion as a popular seaside resort, HUCA 9 is of high heritage significance. The area is dominated by large detached villas set in large gardens along wide tree-lined boulevards and avenues.

The area has two focal points of growth; the large expanse of villas occupying the majority of the area, and an area to the east around Littleham Station. The villas in HUCA 9 span a date range of approximately 150 years. The earlier of these buildings generally lie in the western half of the HUCA, becoming later in date towards the east as the town spread. The villas are generally large, grand, detached houses with servants' quarters, set in spacious grounds along wide leafy avenues. Many of the gardens contain large and mature trees and shrubs which add to the grandeur. The villas have a variety of different ornate styles and building materials. Many are rendered, others red-brick and others decorative red and cream brick. These buildings are now interspersed throughout the area with a variety of modern buildings, including detached houses, bungalows, blocks of flats/apartment blocks and hotels which are

dispersed enough not to detract from the grand villas. Within the HUCA the buildings overlooking the sea on the cliff frontage are large scale and high quality. This area was designed to capture views and prospects out to sea and create leafy ornamental roads and drives inland. The Barn on Foxholes Hill is architecturally significant enough to bring specialist visitors to Exmouth on its own account.

The area at the western end of Littleham Road adjacent to the site of Littleham Station on Jarvis Close is commercial in character and supports some early 20th century shops and a Post Office. The development in this part of the HUCA is generally 20th century in date and, as with the rest of the area, grand villas are intermixed with modern assorted housing (mainly brick-built). However, the green spaces in this area are far less and the grandeur is lessened to a degree.

4.9.3 Heritage significance (below ground)

Medium - The whole area has been built on during the 19th and 20th centuries, but at low enough density to leave many potentially undisturbed areas, and still retains its historic structural framework of roads and some fields. There are certain areas within the HUCA where archaeological potential is **high**. These include the area enclosed by a looped road layout comprising Long Causeway, Raddenstile Lane and Claremont Grove, where there is potential for prehistoric and/or Roman remains, the grounds of Cranford Sports Club where a mound (possible Bronze Age barrow) is depicted on the c1880 OS map, the area of Trefusis Terrace and Trefusis Place where Sacheverell House (a large early 18th century mansion) once stood, and the area to the south of 26 Douglas Avenue on the site of a late 20th century playing field where a post-medieval farmstead (Brook Farm) was located.

The following types of buried remains may survive in pockets of undisturbed ground across the whole area.

- Prehistoric/Roman remains – possible Bronze Age barrow, Roman roads, Roman settlement and possible hillfort/settlement enclosure to the south of Long Causeway
- Medieval and post-medieval – farm buildings and field boundaries
- 18th and 19th century structural remains and garden features
- 19th century railway features



Boarden Barn the main medieval route into the town set in a hollow way looking west



East end of Raddenstile Lane looking west



Area of shops associated with former Littleham Station at the top of Littleham Road



Douglas Avenue looking west



The Barn on Foxholes Hill looking south-east



Raleigh Road looking west



Louisa Terrace looking north-west



Trefusis Terrace looking east

4.10 Littleham (HUCA 10)

4.10.1 Historic character

HUCA 10 lies at the south-eastern edge of the town. It encompasses the Domesday settlement of Littleham which was once surrounded by farmland but has now been reached on its northern side by Exmouth's modern expansion. Littleham Brook flows through the village centre running from north-east to south-west and the ground rises gently to the north-west and south-east of this.

Prehistoric activity in this HUCA is represented by the discovery of a Neolithic flint scatter (MDV60682) located in the southern part of Littleham, to the south of Mundy's Farm. Littleham is likely to have Saxon origins and is first recorded as 'Lytlanhamme' in 1042. The village had clearly been well established by the time of the Domesday Survey and at this date was presumably centred on its church. The present parish church (St Margaret and St Andrew's MDV10628) is mostly 15th century in date although it retains some earlier fabric.

To the north and north-east of the church, partly in the present graveyard and partly in the adjoining field, stood the manor house; earthworks in the field where it partly stood can still be seen. References to a former market place in Littleham occur in the 15th century (Bush 1978). This was probably located to the south-east of the church on Castle Lane, although there is the possibility that this was a reference to the market place at The Cross in Exmouth. The windmill referred to in the 16th century probably stood either in fields called 'Windmill' in the corner of West Down and Gore Lanes or near the junction of Sarltdown and Salterton Roads where there was another field of the same name (Bush 1978). During the post-medieval period minor expansion occurred and buildings were distributed around the church and central crossroads. The settlement reached up to the south end of Capel Lane to the north, to Mundy's Farm to the south, to Brook Villa to the east and a little way along Maer Lane to the west. Early roads within the area include Littleham Road, Castle Lane, Maer Lane and West Down Lane. Some early buildings of importance in the village that still survive include Ye Olde Tythe Cottage (MDV23615), Old Country House and Mundy's Farm (MDV23616). In the mid 19th century a National School was established at the junction of Littleham Road and Castle Lane, along with a smithy located adjacent to the brook on West Down Lane. In the mid 20th century the village began to expand following the construction of Littleham Station on the Exmouth to Budleigh Salterton branch line. This period saw the construction of housing on the west side of Littleham Road (together with a new school), on the south side of Castle Lane and West Down Lane, and along Maer Lane. The graveyard was also extended massively to the north at this time in order to accommodate the vastly expanding population of Exmouth. During the late 20th and early 21st centuries the village has expanded with new housing estates to the south-east (St Margaret's View and Rodney Close) and a new school has also been built on Littledown Close.

HUCA 10 has retained much of its medieval layout and some of its medieval, post-medieval and other historic buildings and because of this retains its historic character as an expanded rural village, even though it has been surrounded and infilled with a large amount of 20th century housing. The area has views along the roads and brooks within it and views over open fields to the south, east and west.

4.10.2 Heritage significance (above ground)

High - Located along medieval or earlier routes, and containing the Domesday settlement of Littleham, with some intact medieval, post-medieval and later historic fabric and fairly intact village character, HUCA 10 is of high heritage significance.

The village is centred on its parish church (St Margaret and St Andrew's MDV10628) and crossroads where Littleham Road, Castle Lane, West Down Lane and Maer Lane meet, and where Littleham Brook flows through the village. The church has a crenellated tower and now stands in an extensive graveyard. The core of the village surrounding the church has lost its medieval and post-medieval buildings which have been replaced by mainly 20th century rendered and brick houses, although one or two 19th century buildings survive here. There is a 19th century brick-built school and a 19th century detached, rendered villa (Brook House). Along Littleham Road the dominant character is of mid and late 20th century detached and semi-detached housing although a row of what was once three stone and brick-built 19th century cottages survives on the eastern side of the road. At the southern end of the village two buildings which are likely to have post-medieval or earlier origins survive and enhance the early historic character of the area. These are Ye Olde Tythe Cottage (MDV23615) a large thatched

building which has been substantially reduced in length and may have originated as a tithe barn), and Old Country House and Mundy's Farm (MDV23616 two attached, rendered and thatched cottages). These two buildings lie at the southern edge of the village adjoining open farmland to the south, but to the north they are neighboured by early to mid 20th century housing (both terraced and semi-detached) as well as a public house. A late 20th century housing estate was added to the south-east side of the village (St Margaret's View and Rodney Close) where the buildings are mainly detached, brick-built houses and bungalows of standard design. On the north-west side of the village Littleham Primary School was built in the late 20th century and a small housing estate (Elm Lane) was added to the south of it in recent years, giving this area a wholly modern character.

The area as a whole maintains its village character and rural setting even though there is much 20th century infill. The village has expanded in its own right although it is now joined to the north by 20th century town expansion. There are plenty of green spaces including a large recreation ground at the southern end of the village, adjoining the village hall and the graveyard. The medieval church of St Margaret and St Andrew's is a major monument and stands at heart of the village.

4.10.3 Heritage significance (below ground)

High - The early medieval, medieval and post-medieval settlement provides potential for the survival of early archaeological features. Below-ground remains of the manor house may survive in the churchyard and adjacent field to the east. The open undisturbed areas within the settlement have potential for surviving prehistoric, Roman, early medieval, medieval and post-medieval settlement and other remains and the brook provides potential for industrial (mills) and other features of all periods. The following key types of remains may be detected above ground and/or uncovered during groundworks.

- Prehistoric/Roman remains.
- Early medieval – settlement, tracks, field boundaries, artefacts.
- Medieval – structures, plot boundaries, tracks, buildings and artefacts.
- Post-medieval and later – structures, plot boundaries, tracks, buildings and artefacts.



St Margaret and St Andrew's Church in Littleham



St Margaret and St Andrew's graveyard looking south-west



Littleham Village to south of church looking north-east along Castle Lane



Early 20th century terrace in Littleham Village to south of church on Castle Lane



Ye Olde Tythe Cottage on West Down Lane looking north



Old Country House and Mundy's Farm on West Down Lane looking south

4.11 Esplanade and beach gardens (HUCA 11)

4.11.1 Historic character

HUCA 11 encompasses the south of the town core on the western side of the study area, stretching along the seafront Esplanade and inland cliffs of Beacon Hill. The overwhelming character of the area is that of 19th and 20th century parks, gardens and commercial seafront entertainment.

Little is known about this area in the medieval period although a castle may have existed at Gun Point before the construction of the fort here at the start of the Civil War in 1642. During the Civil War two forts were built at Exmouth to protect the Royalist stronghold at Exeter (Pascoe 2002). One was located at Gun Point (now public gardens to the south-west of Trefusis Terrace) and the other at Dawlish Warren. The extent of the fort at Gun Point remains unknown. It seems likely that the majority of the area comprised a large beach reaching up to the cliffs of Beacon Hill until the early 19th century, when this area began to be developed in response to the town's new role as a seaside resort.

During the early 19th century the Plantation Walk was created below Beacon Terrace, a reproduction of the Temple of Theseus at Athens (MDV23749, still *in situ*) was built as a summerhouse on Alexandra Terrace, a bath house (MDV54960, now a restaurant and bar) was built in the northern half of the area fronting the Esplanade, and Preventive Houses (MDV55240, later used as coastguard houses) were constructed to the north of what is now a boating lake to the east of the lifeboat house. By 1842 a sea wall

(MDV66961) had been constructed along the Esplanade in the northern part of the area and the beach to the north-east of it reclaimed.

Development of the seafront continued throughout the second half of the 19th century: the Imperial Hotel was constructed at the northern end of the area, the Jubilee Clock (MDV23753) was installed on the Esplanade, archery and tennis grounds and a row of Pavilions (MDV102913, no longer extant) were built around the area of the present Pavilion (MDV51050), the lifeboat house was built (MDV51051), a yacht clubhouse (MDV104600, now Harbour View Café opposite the lifeboat house) was built, a fort (MDV55242, no longer extant) was constructed to the south-east of the Preventive Houses (later coastguard houses) a football ground (MDV55241, now a grassed area and crazy golf course to the east of the model railway museum) was established and a pleasure ground (MDV55239) was created to the north of this.

In the early 20th century the present Pavilion was built, replacing the former small pavilions, the beach gardens were laid out, Queen's Drive was constructed and a clubhouse associated with the football ground was erected. During WWII a drill hall was built (now part of the model railway museum). In the late 20th and early 21st century further seafront amusements and infrastructure have been added, including the construction of a large bowling alley immediately south of the castle site, a boating lake, a model railway museum, a crazy golf course and large carpark.

The historic character of HUCA 11 is that of 19th and 20th century seafront infrastructure and entertainment. Earlier historic character has been removed and there are now no above-ground signs of the post-medieval or earlier castle. HUCA 11 has views out to sea and along the coast as well as the streets within it. The area is backed by wooded cliffs and architecturally impressive hilltop buildings with views onto, and glimpses through, designed planted areas. The 19th century development of the beach front is piecemeal but the attempts to create a designed seafront with gardens and promenades have been retained

4.11.2 Heritage significance (above ground)

High - Containing historically important and intact 19th and early 20th century buildings relating to the town's expansion as a popular seaside resort and its maritime history, HUCA 11 is of high heritage significance. The area commands the foreshore and is dominated by large open gardens and commercial and maritime buildings set along the seafront Esplanade.

This HUCA retains its 19th and early 20th century layout and design and also retains its commercial, recreational and, to some extent, its maritime function. The buildings and planned open gardens and recreation spaces within the area range in date from the early 19th century through to the early 21st century. The buildings and grounds of note within the area are of mixed type and function. At the northern end of the area lies the large and grand Imperial Hotel set in spacious open grounds, along with the early 19th century reproduction of the Temple of Theseus. To the east of this lies the Plantation Walk, a wooded area with planned footpaths. South of this there are several large, impressive, white, rendered buildings which include the Bath House, two adjoining large villas (now the Channel View Café) and the Pavilion. The Pavilion has large adjoining gardens and overlooks the Beach Gardens (now with central carpark). Unfortunately the Elizabeth Hall (a small 19th century public hall with ornate portico and veranda) which until recently stood to the north-east of the Bath House has now been demolished. To the south of Carlton Hill the buildings are more mixed. A recently built, timber clad, very large bowling complex (Ocean Blue) now dominates the area and has obscured the historic planned views from the gardens and castle site at Gun Point immediately to the rear of it. To the south of this lie a cluster of maritime buildings including the stone-built lifeboat house and brick-built former Yacht Club house opposite it. To the south of this the area's function is recreational and mainly modern in character with plenty of open spaces, although a few historic structures and planned areas survive, including the white, rendered WWII drill hall (now part of the model

railway museum), a small clubhouse building and some of the football and pleasure grounds.

4.11.3 Heritage significance (below ground)

Medium - The majority of the area is likely to have existed as undeveloped beach before the 19th century. Although development has taken place during the 19th and 20th centuries much of the area remains as large open spaces which are likely to have seen little ground disturbance. In these areas there is potential for good survival of any archaeological features. There is one area where archaeological potential is **high**. This is at Gun Point, now an area of terraced gardens to the rear of the new bowling alley (Ocean Blue) and south of Carlton Hill and Trefusis Terrace. A fort is known to have been built here during the Civil War and there is a suggestion that a medieval castle may also have existed on this site. There is also some potential for the below-ground survival of 19th century buildings such as parts of the Preventive Houses on the site of the present boating lake area, the former small Pavilions around the present Pavilion, and the site of the fort/battery to the south-west of the model railway museum.

The following types of buried remains may survive in undisturbed ground across the whole area.

- Prehistoric/Roman remains
- Medieval and post-medieval – castle, structures, roads/tracks, maritime features
- 19th century buildings, structures, garden features, maritime features and military remains



The Clock Tower on the Esplanade



Gun Point: site of former castle on Carlton Hill looking north



Former lifeboat house on the Esplanade



Boating Lake on the site of the Preventive Houses



Ocean Blue bowling alley and Yacht Club house



The Bath House on the Esplanade looking south-east

4.12 Albion Street (HUCA 12)

4.12.1 Historic character

HUCA 12 defines an area on the eastern side of the town core stretching along Montpellier Road in the south and reaching up to North Street in the north. The overwhelming character of the area is that of mid 19th century tightly packed housing relating to the town's expansion as a popular seaside resort. The area is dominated by rows of both working class housing and middle class town houses.

During the medieval period it is likely that this area comprised strip fields, although the western edge of it may have contained parts of the rear plots of buildings fronting Exeter Road and Chapel Street. North Street had also been established during this period as the main inland route to the northern part of the town (Pratteshide). In the post-medieval period the gradual process of merging the disparate medieval cores took place in this area. During the 18th century or possibly earlier, a scattering of buildings and narrow lanes appeared in the northern part of the area. Here Rull House was built immediately north of what is now Charles Street, stretching between Meeting Street and Meadow Street. Its grounds, along with a formal garden, were located to the west and south-west as far as Perriman's Row. Meadow Street connected the house to the

seafront on Exeter Road, and the northern part of George Street connected it to North Street.

During the mid 19th century Rull House was reused as a malt house with an adjoining public house and parts of the stone rubble building survive on Meeting Street (just north-east of Charles Street) and Meadow Street. Other houses of this date in the northern part of the area include two which lay to the west of Rull House on the north side of Meadow Street (no longer extant although traces may survive).

In the south-western part of the area Union Road was built (with buildings on its eastern side), linking the two parishes by leading into Lower Fore Street to the south. However, during the mid 19th century the town began to expand eastwards. In 1828 the construction of Albion Street started. This new road cut through earlier buildings to meet The Parade and gave wide access to the town from the east and Marlpool Hill. Through the mid 19th and into the late 19th century, new streets lined with new housing appeared in the area including Clarence Road, Henrietta Road, the eastern half of Meeting Street, George Street, Albert Place, Helena Place, the eastern half of Perriman's Row, the eastern half of Albion Place, and Montpellier Road. By 1880 the area had been completely developed with densely packed housing, Rull House had been converted to a malt house with an adjoining public house, and a corn mill had been established on Union Street. During the 20th and 21st centuries only one or two new developments have taken place in the area. A modern block of flats has replaced the earlier corn mill and some of the earlier housing on Union Street.

Although limited modern development has taken place in this area, the 19th century rows of housing dominate the historic character of HUCA 12. A few earlier features are also retained within it. These features include the medieval and post-medieval routes of North Street, Meadow Street, Union Street, the western ends of Meeting Street and Albion Place, stone-built remains of Rull House and other stone-built remnants of earlier structures. HUCA 12 has views along the streets within it.

4.12.2 Heritage significance (above ground)

High - HUCA 12 is an area dominated by mid 19th century residential development. It is located on medieval, post-medieval and 19th century roads, it contains remnants of post-medieval buildings and there is excellent survival of its mid 19th century housing development. The area has some historic time depth, retaining its early routes (North Street, Meadow Street, Union Street, the western ends of Meeting Street, Perriman's Row and Albion Place) and retaining stone-built remains of Rull House and other remnants of earlier stone-built structures.

To the north of Albion Street the mid 19th century terraces have been laid out in north-south aligned rows, with the working class housing to the west (on George Street), a slightly higher class of housing in the centre (on Charles Street and the south-west side of Henrietta Road) and middle class housing to the east (on Clarence Road and the north-east side of Henrietta Road), fronting what was once Brunswick Square (now the site of the police station). This planned development, most likely built for visitors to the resort, with associated housing for workers, appears to have occurred in response to the new resort housing that had been springing up in the southern part of the town in Littleham parish.

Three narrow lanes (Meadow Street, Meeting Street and Perriman's Row) cross these terraced streets at right-angles. On all three of these streets remnants of stone buildings predating the mid 19th century development are visible. In George Street the working class housing appears as tightly packed, brick or rendered narrow terraced houses with small backyards. On Charles Street the terraced housing is more mixed, with some single fronted and some double fronted rendered houses, and on Clarence Road the houses are clearly much grander rendered buildings. Here the houses are mostly terraced three-storey buildings with porticoes, although there are a few which are detached at the northern end of the road. Henrietta Road has large three-storey rendered town houses to the north and east and more mixed housing to the south and

west. Albion Street is lined with large three-story brick and rendered, terraced town houses leading from the east as far west as Charles Street, at which point there are shop fronts leading down into the town core.

To the south of Albion Street, Montpellier Road has similar design and scale of housing to that on Clarence Road and there are a few detached houses at its northern end. There is also a terrace of five double fronted, unusual buildings of particular architectural merit with two storey porches. Workers' housing to the south of Albion Street is located on Albert Place and Victoria Place. Here there are terraces of small brick and rendered houses. On Union Road a terrace of brick-built late 19th century workers' housing survives at the southern end, which is now neighboured to the north by modern brick-built block of flats.

4.12.3 Heritage significance (below ground)

Medium - The whole area has been tightly built on during the 19th century. However there are certain areas where archaeological potential is **high**. These include the northern part of the area where stone walls associated with Rull House (a later malt house) and other pre-19th century structures are visible, and also the western part of the area, where sections of remnant stone walls indicate the survival of earlier fabric.

The following types of buried remains may survive in pockets of undisturbed ground across the area.

- Medieval and post-medieval – farm buildings and field boundaries
- 18th century and post-medieval structural remains and garden features
- 19th century structural remains and garden features



Clarence Road looking north



Meeting Street looking west



George Street looking north



East end of Meadow Street looking west



Montpellier Road looking south



Albion Street looking west

4.13 Fore Street (HUCA 13)

4.13.1 Historic character

HUCA 13 lies on the eastern side of the town core either side of Fore Street and to the south of Church Street. The present character of the area is mixed, containing remnants of 18th century or earlier buildings and structures, 19th century workers' housing, industrial and commercial buildings as well as modern commercial and residential buildings. It is dominated by red brick buildings.

During the medieval period it is likely that the whole of this area was farmland adjoining the eastern side of the town. Fore Street had also been established by this period as the main inland route into the southern part of the town (Chickstone) and led directly to the medieval market place at The Cross. During the post-medieval period and the 18th century, as the town expanded eastwards along its main entrance route (Fore Street), this area began to be developed. A 17th century coaching inn (The First and Last MDV18265) was located at the point where Church Street (then Back Street) meets Fore Street on the south side of the road (not at the location of the present First and Last Inn). Housing of this period is likely to have stretched along both sides of Fore Street to its junction with Boarden Barn to the east. Church Street (formerly Back Street) and South Street also began to be developed during this period.

By the early 19th century the whole area had been established as a mixed residential, commercial and industrial zone in contrast to the more purely residential expansion in HUCA 12. A malt house (of probable earlier origin) was in use by this date in an area on the corner of Pound Street and South Street and many of the original stone and cob buildings associated with it still survive. Other stone buildings and structures of this or

earlier date survive to the east of King Street beyond the row of brick terraces, and a few rendered cottages fronting Fore Street to the east of King Street may also have early origins. In 1842 a gas works was established on fields just north of the houses on Fore Street, immediately north of the parish boundary. Although this site is now occupied by Jewson's, some of the original brick-built gas works buildings remain *in situ* along the northern edge of the area. By at least the early 19th century King Street had also been constructed. In the late 19th century much of the southern part of the area was remodelled with rows of brick terraces and a mission church on the corner of Church Street and South Street (which had been diverted eastwards from its original route). Also at this time the gas works expanded with the addition of new buildings. During the early 20th century a section of former housing along the northern side of Fore Street was demolished to build offices associated with the gas works, and on the southern side of Fore Street the 17th century First and Last Inn was demolished. During the late 20th century the gas works were abandoned and the site was acquired and reused by Jewson's. There are one or two other modern buildings in the area.

Although limited modern development has taken place in this area, the 19th century terraces and commercial and industrial buildings dominate the historic character of southern half of HUCA 12. To the north, 19th century industrial and residential buildings survive but are now overwhelmed by the Jewson's site. A few earlier features are retained within the area as a whole. These features include the important medieval route of Fore Street (leading into Lower Fore Street) along with its back lane (now Church Street) and the 18th century or earlier streets, which include South Street, Pound Street, Union Street and King Street. The surviving buildings associated with the former malt house complex on the corner of Pound Lane and South Street retain elements of stone and cob construction and are likely to date to the 18th century or earlier. Other earlier buildings and structures survive to the east of King Street. This HUCA has views mainly along the streets within it.

4.13.2 Heritage significance (above ground)

High - HUCA 13 is an area dominated by 19th century residential, commercial and industrial development. Located on the main medieval route into town, with post-medieval and 19th century roads and remnants of 18th century or earlier buildings and with survival of its 19th century residential, commercial and industrial buildings and layout, this HUCA is of high heritage significance. The area has historic time depth retaining its early routes (Fore Street (leading into Lower Fore Street), Church Street, South Street, Pound Street, Union Street and King Street), retaining stone and cob buildings associated the former malt house on the corner of Pound Street and South Street and also retaining some earlier stone buildings and structures to the east of King Street.

The area to the north-east of the junction of Pound Street and South Street and the area to the east of King Street have the greatest historic time depth. In both areas earlier stone and cob buildings are clearly still extant.

In the north of the area, on the former gasworks site, single storey brick buildings associated with the gasworks survive along the northern boundary. The rest of the site now contains modern buildings associated with Jewson's. These include a large brick-built shop, a large warehouse and open yards. To the west of the Jewson's site there are two former brick-built office buildings of mid 20th century date fronting Fore Street. These are likely to have been built to serve the gas works. This area has entirely lost its post-medieval residential character, but remnants of its 19th century industrial character are still evident, although now overwhelmed by its modern commercial use.

The area to the south of Fore Street and Church Street is mainly filled with closely packed brick and rendered terraced, workers' housing mixed with occasional shops and workshops. It also contains a public house and modern church. The majority of the buildings are of 19th century date including late 19th century twin brick terraces on Upper Church Street (MDV79983) which are unusual and of architectural merit.

However, combined with the 19th century terraces there are scattered remnants of earlier buildings. These earlier buildings are rare in Exmouth and of high importance. They include stone and cob-built buildings of a malt house complex and other surrounding buildings on the corner of Pound Street and South Street, and buildings and structures of stone and probably cob construction to the east of King Street beyond the row of brick terraces. A few rendered cottages fronting Fore Street to the east of King Street may also have early origins. Another building which has potential to be early in date is a white, rendered house on the western corner of King Street where it meets Pound Street. On the west side of South Street there is a row of early 19th century brick houses.

4.13.3 Heritage significance (below ground)

High - The post-medieval and 18th century town expansion in this area provides potential for the survival of early archaeological features in areas of open ground (such as the northern side of Fore Street and Lower Fore Street in Jewson's yard where buildings once fronted the road) and in areas where buildings of this date survive above ground. Besides potential for post-medieval remains there is also potential for the survival of industrial remains associated with the 19th century gas works located in Jewson's yard. The following key types of remains may be detected above ground and/or uncovered during ground works.

- Medieval- farm buildings and field boundaries
- 18th century and post-medieval structural remains, garden features and industrial features
- 19th century structural industrial remains



Church Street looking east



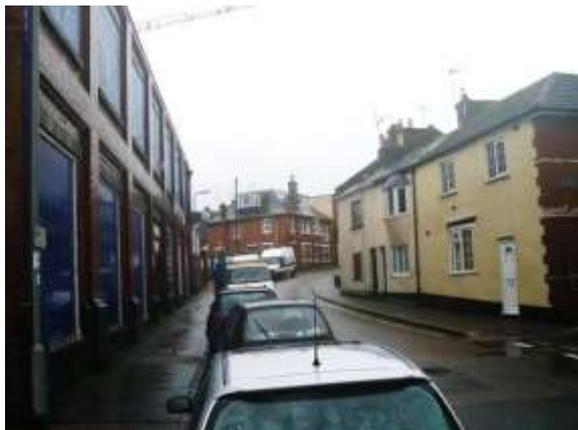
Malthouse complex at the corner of Pound Street and South Street



Upper Church Street looking north



East end of Fore Street looking east



Centre of Fore Street looking east



Fore Street leading into Lower Fore Street

4.14 The Beacon and Bickton Street (HUCA 14)

4.14.1 Historic character

HUCA 14 lies on the southern side of the town core, stretching from The Beacon in the west and reaching along Bickton Place and Bickton Street to the junction of Fore Street and Boarden Barn in the east. The overwhelming character of the area is that of late 18th and early 19th century grand housing relating to the town's expansion as a popular seaside resort. The area includes The Beacon, which is one of the most impressive groups of buildings in Exmouth, and it also includes the large and impressive Holy Trinity Church.

During the medieval period it is likely that the majority of this area comprised strip fields although the northern end of Beacon Terrace and Beacon Place, and possibly the area at the junction of Fore Street and Boarden Barn, probably lay within the medieval town extents. At this junction, fronting the south side of Fore Street, there is a length of stone and possibly cob wall (MDV79856) containing pointed arch door openings. This wall does not appear to relate to a detached house shown here on the c1840 Tithe map and its openings and construction indicate that it may be the remains of the front walls of two houses of medieval or post-medieval origin. During the 18th century or possibly earlier, South Street and Pound Street were constructed and a house of this date, built of stone and cob with a pantile roof, still survives on Pound Street (just to the east of the junction with Upper Church Street), along with other possible stone-built structures along the south side of the road in the backyards of the houses fronting Bickton Street. Other stone walls and structures survive on the west side of the southern part of South Street which may have 18th century origins.

A major development began in 1791 with the construction of Beacon Terrace (Bush 1978). The construction of houses along with two hotels here continued through the first half of the 19th century. These large, grand buildings overlooking the sea were built as holiday homes for wealthy families as the town became a popular resort. Within the same time frame terraces were built on the newly constructed Bickton Place and Bickton Street, as well as a large detached house at the eastern end of Bickton Street, and a stone-built terrace on the northern side of the eastern end of Fore Street. In 1824 Holy Trinity Church (MDV19353) was built on former fields to the south of Bickton Place and four large, detached villas were erected to the north-east of it overlooking the churchyard.

During the second half of the 19th century a few changes occurred in the area. Rolle Street was built, cutting through garden plots of the detached villas fronting the churchyard. The detached house at the east end of Bickton Street was converted for use as Maud Hospital, The Beacon School was built and a Congregationalist Chapel erected opposite the school on Little Bickton Place. During the late 20th and 21st centuries a few

houses have been added along the west side of South Street in former garden plots and one or two other modern building added in the area.

Although a small amount of modern development has taken place in this area, the 19th century housing dominates the historic character of HUCA 14. A few earlier features are also retained within it. These features include the post-medieval routes of South Street and Pound Street, a stone wall of possible medieval or post-medieval date (MDV79856), a stone and cob house of probable 18th century date on Pound Street, along with other possible stone-built structures along the south side of the Road and other stone-built remnants of earlier structures. HUCA 14 has views along the streets and areas within it.

4.14.2 Heritage significance (above ground)

High - HUCA 14 is an area dominated by early to mid 19th century residential development. Located on post-medieval and 19th century roads, containing remnants of post-medieval and 18th century buildings and with excellent survival of its grand early 19th century housing and amenities, this HUCA is of high heritage significance. The area has some historic time depth, retaining its post-medieval routes (South Street and Pound Street) and retaining a stone wall of possible medieval or post-medieval date (MDV79856), a stone and cob house of probable 18th century date and other stone-built structures.

The Beacon presents the most impressive range of buildings in Exmouth and possibly in Devon. Built for its views over the sea it was constructed during the late 18th and early 19th centuries as accommodation for the wealthy. Built along a raised spur of land overlooking the mouth of the estuary, the open sea and vistas of the receding coastline, it is not a true terrace in the sense of being a single architectural design, but a row of substantial houses of generally three or four storeys with additional basements. They are mainly brick-built, carefully proportioned and well detailed with a wealth of ornamental detail, notably door surrounds, cornices and shutters etc. Some have stucco frontages. To the rear of The Beacon lies Holy Trinity Church set within a large green plot and surrounded by mature trees. The church is an impressively large stone-built structure built in the 1824 and remodelled in 1905-7 by GH Fellowes Prynne. The church not only dominates the space around it, but, because of its position on a high slope, and despite apparently being tucked behind the grand fronts of The Beacon, it dominates the whole town and the tower is a landmark from everywhere within the town.

Around the church is a partly-formed attempt to create a large, formal square. To the north, and designed to face the open plot in which Holy Trinity stands, lies Bicton Place, a terrace of elegant early 19th century houses built on a smaller scale to those occupying The Beacon. Bicton Place comprises two or three storey buildings with both brick and stucco frontages and porticoes. To the west of the square the rear elevation of The Beacon properties evidence that they were in a sense double fronted, with bays facing over the views inland, and over the church and church square. To the east of the churchyard three 19th century detached villas on Rolle Road survive and two have been replaced with equally affluent early to mid 20th century detached, brick-built houses. To the east of this lies Bicton Street, a narrow street which survives with its early 19th century terrace character intact from its junction with South Street eastwards. Here the buildings are similar in size and construction to those on Bicton Place and were clearly built as homes for the middle classes. An earlier building survives at the rear of the Bicton Street house plots along with other surviving remnants of earlier structures fronting Pound Street. The earlier house on Pound Street is built from stone and cob and has a pantile roof. At the eastern end of Bicton Street there is a row of small early to mid 20th century brick-built cottages. To the north of Bicton Place lies Little Bicton Place where there is a late 19th century school and chapel. Also within this HUCA at the eastern end of Fore Street there is a terrace of stone-built cottages of early 19th century date, set along a raised walkway. Opposite this on the south side of the road is

a stone and cob wall with arched openings of possible medieval or post-medieval date (MDV79856).

4.14.3 Heritage significance (below ground)

Medium - The majority of the area has been tightly built on during the 19th century. However, there are certain areas where archaeological potential is **high**. These include the rear plots of the houses on the north side of Bicton Street where earlier structures are visible, the eastern end of Fore Street to the south of the stone and cob wall, the plot of open ground surrounding Holy Trinity Church and also the cliff-top gardens associated with The Beacon.

The following types of buried remains may survive in pockets of undisturbed ground across the area.

- Medieval and post-medieval – farm buildings and field boundaries
- 18th century, post-medieval and medieval structural remains, beacon and garden features
- 19th century structural remains and garden features



East end of Fore Street looking south-east showing walling with arched openings of medieval or post-medieval origin



Bicton Place looking north-east, an informal but high quality architectural setting to the church



Bicton Place looking south-west



Bicton Street looking west



Holy Trinity Church looking south



Rear plots of The Beacon looking north to Holy Trinity Church and showing its dominance over the town

4.15 Imperial Recreation Ground and west shore (HUCA 15)

4.15.1 Historic character

HUCA 15 lies to the north-west of the town core on the western side of the study area. The overwhelming character of the area is that of open spaces connecting with the shore and estuary, with additional 20th century leisure and transport facilities. The northern part of the area was reclaimed from the estuary in the late 19th century when the Exmouth Branch Line was built. And the southern part of the area (now containing the Imperial Recreation Ground and the Bus Station) was reclaimed from Cockle Sand in the mid 20th century.

During the medieval period through to the mid 19th century this area existed as mud flats associated with the estuary. However, the southern half of the area also contained The Point Lake channel which once flowed from the approximate area of The Parade westwards, skirting the northern shore of The Point along Camperdown Creek. During the early 19th century a sea defence bank was built along what is now Marine Way. This was followed in 1861 by the construction of the Exmouth Branch Line (MDV22470) which reclaimed a further narrow strip of land to the west of the bank. Also in the second half of the 19th century a timber yard was established on the mud flats in the far south of the area. In the late 1930s the southern part of the area was reclaimed to create King George's Field, which later became the Imperial Recreation Ground with a playing field and car parks. In the mid 20th century a goods yard was added on reclaimed land to the west of the original railway station at the end of The Parade. A pillbox (MDV55037) stood in the far south of the area to the north of Langerwehe Way during WWII but is no longer extant. A Nissen hut was moved to a location to the west of the present station around 1960 to serve as the social club for Great Western Railway staff. During the late 20th century the goods yard became the site of the new railway station and bus depot with adjoining car park and King George's Field became the Imperial Recreation Ground.

The character of HUCA 15 has, for the most part, been maintained as it was when the land was first reclaimed in the late 19th century and 1930s. The area is still dedicated to communications and leisure facilities with large open spaces in the form of playing fields and car parks along with the later 20th century buildings associated with the railway station and bus depot. To the north the course of the railway track is still the same as when it was first constructed in 1861 and a Nissen hut survives to the west of the station. HUCA 15 has views across the estuary to the west and into the town to the east.

4.15.2 Heritage significance (above ground)

Low - HUCA 15 is an area of mainly 20th century development, with a largely modern plan-form, but has some historical time depth, retaining its 19th century railway route and a WWII Nissen hut (albeit not in its original location).

The southern end of the area comprises a green open park space overlooking the estuary with enclosed rugby pitches to the south-east, and a few single storey concrete-built, mid 20th century industrial or military buildings along with a modern car park in the far south corner. To the north-east of the rugby pitches lies another modern car park and beyond this the bus depot and railway station, containing a mix of mid and late 20th century brick and concrete buildings of varying sizes and designs. Amongst these buildings on the western side of the complex is a WWII Nissen hut. To the north of the station and depot complex lies an extensive modern car park alongside the estuary, and the railway line follows the eastern edge of the area northwards.

The late 20th century development of the area has removed the majority of the late 19th and early 20th century structures although a few mid 20th century buildings do remain *in situ*. This is an area that never had much time depth or defined character since it only began to be reclaimed from mudflats in the late 19th century. Its character is still much the same as it was when it was first reclaimed although, with the loss of some 19th and early 20th century structures, it can be classed as having low overall heritage significance. However, the group of mid 20th century buildings in the far south of the area, the Nissen hut and possibly other buildings in the area may have **high** heritage value if found to be associated with WWII.

4.15.3 Heritage significance (below ground)

Low - The whole area was reclaimed from the estuary at a late date in the history of the town. However, structures associated with the 19th century railway line and land reclamation may survive below ground as well as structures associated with WWII. There is also potential for the survival of buried remains associated with the earlier shoreline and Manchester Quay along the south-eastern edge of the area.



Imperial Recreation Ground looking south-east



Imperial Recreation Ground looking south-west



Imperial Recreation Ground looking west



Nissen hut to the west of the station complex

4.16 Town core (HUCA 16)

4.16.1 Historic character

HUCA 16 encompasses the historic town core and lies in the south-western part of the present town extents. The core is divided between the parish of Withycombe Raleigh to the north and the parish of Littleham to the south, with the boundary between the two running from the north end of Manchester Street eastwards to run along Margaret Street (now an alleyway and road to the south of the Union Street car park). The area lies on fairly flat ground which begins to rise gently to the south and east. Much of the land within the historic core to the north and west has been reclaimed from the estuary at various periods throughout history.

A date for the start of settlement here is unknown although a great enough number of Roman finds including roof tiles and flue tiles found at Lower Fore Street and Margaret Street suggest that some kind of Roman settlement existed in the area of the later medieval town core by this date. This does not, however, necessarily suggest that there was any continuity of settlement from the Roman period onwards.

The parish boundary separating Littleham from Withycombe Raleigh was established during the Saxon period. Within Littleham parish the southern half of the area lay within the manor of Chickstone, where a small hamlet may have existed during the Early Medieval period. To the north of the parish boundary another small hamlet (later known as Pratteshide) may have existed at this date within the parish of Withycombe.

During the medieval period the town grew from the two small hamlets of Chickstone and Pratteshide fronting the shoreline of a natural bay in the estuary. The shoreline at this date ran approximately from the north of the area along the line of Exeter Road leading into Chapel Street, then south-westwards along the line of what was formerly Market Street, and on along the south-east side of The Strand to meet a sand bar (later known as The Point). All the land to the north-west of this line was part of the estuary during this period. In the northern part of the HUCA there was a separate area of settlement along the western half of North Street, where there was once likely to have been a quay/landing place on Exeter Road serving the settlement of Rill/Hille further inland. Medieval settlement in the town extended along Exeter Road and Chapel Street (from Meeting Street in the north, southwards as far as Church Street), and from Chapel Hill, Queen Street and The Strand on the south-western shore as far as Fore Street (the original route into the town) to the east.

At this time quaysides would have been located along the shoreline formed by the south-eastern side of The Strand and continuing along what was once Market Street to the northern part of Chapel Street and along Exeter Road. Access for boats was provided by the Point Lake Channel which cut through the mud flats just off the

northern side of The Point, swinging north-eastwards along the approximate area of Imperial Road, and continuing north-eastwards to meet Withycombe Brook. A separate channel linked to the main channel, giving access to the town quays, existed roughly along the line of what is now The Parade. The medieval market place was located at the point where the former Lower Fore Street joined Chapel Street (see Fig 25). This area was known as The Cross and is now represented by a triangular open area on Magnolia Walk, although the medieval market place would have been more extensive. Medieval chapels existed at the junction of Margaret Street and Chapel Street (St Margaret's Chapel), on Chapel Hill at the junction of Tower Street, High Street and Beacon Hill (Chapel of The Holy Trinity). Two other chapels existed although their locations are unknown (St Saviour's Chapel in Chickstone and St Anne's Chapel in Pratteshide).

During the post-medieval period a strip of land was reclaimed to the west of The Strand. Here houses were built fronting what is now the northern part of Imperial Road, and what was then the Point Lake channel. A new quay (Manchester Quay) was established here by at least the mid 18th century. The area between the new spur of development and the earlier medieval shoreline to the east was left as tidal flats, creating a sheltered harbour area open to the estuary to the north but enclosed on all other sides. Although exact limits are unknown it seems likely that the area between Manchester Street and the former Market Street, including the open area of The Strand, lay within this post-medieval harbour. Throughout this period development in the town spread gradually to the east along Fore Street, and to the south of Church Street and High Street as well as along Exeter Road (but no further north than North Street).

Major reorganisation of the town occurred in the mid to late 18th century when marine activities moved from the area of the post-medieval harbour (The Strand and surrounding area) and medieval quays in the town bay to The Point and to Manchester Quay, fronting what is now the northern part of Imperial Road. This shift in port location freed the former harbour area to the north-west of the town for reclamation and further development.

A feature called 'High Bank' was built in 1758 and is presumed to have been located along what is now The Parade (Pascoe 2002). This happened at roughly the same time that Pratteshide quay on Exeter Road fell into disuse (1759). Around this date the section of Point Lake channel which had previously led to Pratteshide quay from the north side of The Strand, then headed northwards parallel with Exeter Road, was infilled and work began on reclaiming the land from the south side of The Strand northwards, initially as far as The Parade. Once the Point Lake channel had been filled a raised gravelled walkway was built. This gravel walkway became The Parade. As part of the reclamation of the large area to the south of The Parade, the area within it to the north of the parish boundary and north of the former Market Street was developed with new housing and shops, leaving an open area (now known as The Strand) enclosed on all sides by buildings to the south of the parish boundary. During the 1770s a bowling green was created on The Strand (Pascoe 2002) and in 1790 an elegant new square was created here by Lord Rolle (Bush 1978). This included the addition of large, grand buildings fronting the square to the north-east, along the southern side of the parish boundary, and the construction of more buildings to the east of Manchester Street which began to fill the former harbour area. It is likely that at this time the newly laid out square 'The Strand' became the new main market place, replacing the medieval market place at The Cross, although smaller markets may still have been held here. Also in the late 18th century some of the land to the north of the Parade was reclaimed as far north as the southern part of New Street. Here grand houses were built with their back gardens facing what were then tidal mudflats to the north. Glenorchy Chapel on Exeter road was founded in 1777 (Tregarthen Gibson 2003) adjacent to the site of the former Pratteshide quay. This chapel was later rebuilt in 1866 (Bush 1978). In the southern half of the town in 1779, Holy Trinity Chapel was rebuilt on the same spot on Chapel Hill (now the site of a roundabout). This chapel was replaced by Holy Trinity Church, built at Beacon Place in 1824, and the old Holy Trinity Chapel on Chapel Hill

was demolished in 1827 and a vicarage built on the same spot. A new market house was built on The Strand in 1830.

Continuing change in the 19th century was marked as much by intrusion into existing fabric as creation of intake land and expansion. In 1861 the Exmouth branch of the London and South Western Railway was opened, with its new railway station fronting the west end of The Parade. In the southern part of the area clearance of old buildings, including many medieval and post-medieval courts and streets, started in 1855 in order to make way for Rolle Street, a new wide road which cut through from Carlton Road to the south-east of the town through to join the northern part of The Strand. Rolle Street (completed in 1875 (Delderfield 1948)) was a wide avenue with grand new buildings lining either side, and was designed mainly as a commercial street. The development also involved the demolition of the Globe Inn, a 17th or early 18th century inn which had fronted The Strand when this area was part of the harbour. In 1886-7 the Public Hall was built fronting The Strand.

During WWII Exmouth was targeted by German bombing raids. The main areas within the town centre where buildings were destroyed included the area around The Cross, Chapel Street and The Strand, where a row of shops was destroyed. During the 1970s, in an effort to rebuild the area around The Cross and Chapel Street, the Magnolia Centre was created in the heart of the medieval part of the town. This development showed little regard for the medieval plan and character of the town, with its removal of Lower Fore Street (the main medieval and post-medieval route into the town), the removal of Margaret Street (an important medieval street running along the line of the parish boundary), the removal of Market Street (a street which ran along a former shoreline from the eastern corner of The Strand to Chapel Street and then on inland to meet Albion Place) and the removal of many historic buildings in an area stretching from Rolle Street in the west to Union Street in the east. Parts of the north side of The Parade were also redeveloped during the second half of the 20th century. Late 20th century buildings exist in pockets throughout the rest of the area.

The areas within the HUCA unaffected by the large scale late 20th century redevelopment survive with their late 18th and 19th century character intact. These areas include North Street, Exeter Road, The Parade, The Strand, Queen Street, Tower Street, Chapel Hill and High Street. Rolle Street and Albion Street also survive with their 19th century character intact.

4.16.2 Heritage significance (above ground)

High - This HUCA contains within it the full extent of the medieval town and the majority of the post-medieval town. Although large scale redevelopment to create the Magnolia Centre occurred during the late 20th century, the rest of the area survives with mostly 18th and 19th century fabric intact although earlier structures do exist.

Due to sequential development throughout history and the reclamation of land from the estuary, the town core has changed dramatically in both layout and extent. It no longer appears as a cohesive group of streets and buildings, but as separate elements of development with much of the early layout now lost.

To the east and south of a line drawn along Exeter Road into Chapel Street, then cutting across the former Market Street and along the south-east side of The Strand, lies the extent of the medieval town. Within this area the medieval roads that survive or partially survive include Lower Fore Street, Church Street, Chapel Street, Margaret Street (much altered), Queen Street, Tower Street, Chapel Hill, High Street (although altered and widened in the 19th century), Exeter Road, Perriman's Row, Meadow Street and North Street. Generally within these streets the building styles and sizes are more mixed and display signs of having been developed gradually over time. The majority of buildings here appear to date to the 19th century, although in some streets buildings of 18th century or earlier date survive. In North Street (once one of the main routes into the town), which retains its historic built character, there is a mix of two and three storey buildings (mainly residential), some brick-built and some rendered, dating from

the 17th century through to the 19th century. Along the east side of Exeter Road at the northern end of the area there is a row of single storey 20th century shops. Further south the road is mainly lined with 19th and 20th century shops (both brick and rendered) although Glenorchy Chapel (stone-built), originally constructed in the 18th century but rebuilt in the 19th century, survives, standing back from the road at its junction with Meeting Street.

Meadow Street, Meeting Street and Perriman's Row are all former opes or alleyways running back from Exeter Road. They all share similar characteristics in that they are narrow passages containing rows of small compact workers' cottages (some rendered and some brick of various dates). Along these streets are traces of earlier stone-built structures and buildings which contribute to their intact historic character.

To the south of Perriman's Row lies Albion Street which is an early 19th century insertion. This new road cut through earlier buildings to meet The Parade and gave wide access to the town from the east and Marpool Hill. The western end of Albion Street is lined with a mix of brick and rendered shops of early to late 19th century date. On the north side of the street the buildings are generally two-storey whilst to the south there are both two and three-storey buildings. The buildings retain many original features leaving its historic 19th century character intact.

In the second half of the 18th century land to the north of Market Street and The Strand and to the west of Exeter Road was reclaimed from the estuary as far north as New Street. The Parade was then built on the reclaimed land. On the north side of The Parade grand houses were built with their back gardens facing the tidal mudflats to the north. Some of these grand houses remain *in situ* towards the eastern end of the road, although their frontages are now covered by the insertion of 19th and 20th century shops. Further west, on the north side of the road, there is a mix of two and three-storey commercial buildings which appear to be 19th century in date although some may have earlier origins. On the south side of The Parade the eastern end was redeveloped as part of the Magnolia Centre in the late 20th century and now comprises modern brick-built shops. Further west the commercial buildings are of mixed 19th and 20th century date, some rendered and some brick. At the junction with Rolle Street some 18th century buildings of greater architectural merit survive, including a public house (The Powder Monkey).

In a line continuing southwards from Exeter Road lies Chapel Street. This street is now characterised by a 1970s brick-built shopping centre comprising generally two-storey shops set along either side of the street. Its character as a medieval street has been entirely lost but a handful of what appear to be 19th century brick and rendered buildings do survive on the east side, just to the north of the former medieval market place (The Cross) and what was once the junction with Lower Fore Street. The southern end of Chapel Street once swept around to the west to continue into High Street, but its route was altered in the late 19th century, when Rolle Street was built, to continue directly south to meet Church Street. The wide area at the junction of Chapel Street and Church Street is now also surrounded by 19th and 20th century brick-built shops and the area between Rolle Street and Chapel Street (once a warren of small lanes packed with buildings) has now been replaced with large late 20th century shops.

Access into the town during the medieval and post-medieval periods was from the east via Fore Street leading into Lower Fore Street, which originally led directly into the market place at The Cross on Chapel Street. Due to the major redevelopment of this area in the 1970s the western half of Lower Fore Street was built over, which has caused the loss of this important historic route and has added to the disconnected elements of the town core. The short section of Lower Fore Street that does survive to the east contains both housing and workshops (brick and rendered) of late 19th century date.

Margaret Street, another important medieval street, once ran parallel with Lower Fore Street but to the north of it, following the line of the boundary between the two

parishes. It led from Market Street in the west, crossing Chapel Street and on to the site of the gasworks in the east (now Jewson's yard). During the 1970s redevelopment, Margaret Street was almost entirely removed. To the west of Chapel Street it was built over and to the east the majority of it was redeveloped, although an alleyway was maintained through the new brick buildings fronting Chapel Street. Only a short section of the original street survives where it meets Union Street. Here there is a 19th century rendered public house (The Famous Old Barrel) and the rear yards of the 19th century row of houses fronting Lower Fore Street.

To the south of Lower Fore Street lies Church Street (formerly Back Street). This street represents the former back lane of the medieval plots fronting Lower Fore Street and defines the southern limit of the medieval town. The western end of this street was realigned in the late 19th century during the construction of Rolle Street and a new market hall, which also involved the removal of several other small streets in this area. During the late 20th century much of this street was redeveloped, again involving the demolition of buildings on both the north and south sides of the street, along with much of the 19th century market hall and police station. The parts of the street that lie within this HUCA are now characterised by 20th century brick-built shops and a Post Office with adjoining car park.

At the west end of Church Street lies Rolle Street, a wide shopping street which was cut through the heart of the medieval town in the late 19th century to give access from the south of the town into The Strand (which had by that date become a large public square and the new market place). Rolle Street has little in common with the earlier streets in the town centre. It was designed specifically as a grand shopping street and is lined with large, three-storey brick-built shops. Rolle Street continues along the north-east side of The Strand public square, where the grand three-storey 19th century public hall still survives (now shops and the Savoy Cinema). Rolle Street's historic character as a grand 19th century shopping street remains intact and The Strand maintains its remodelled 19th century character as a public commercial square.

Buildings set along the north-west side of The Strand are similar in character to those on Rolle Street and appear to be part of the same development. However, the buildings fronting The Strand to the south-west (south of Victoria Road) and south-east (north of Queen Street) are clearly of earlier origin and pre-date the Rolle Street development. Here there is a mix of 18th and 19th century buildings which are mainly three-storey with either brick or rendered frontages which maintain the earlier historic character of the area.

To the south-east of The Strand, Queen Street, Queen's Court and Tower Street retain their medieval/post-medieval plan as narrow, built-up lanes. They are packed with buildings (both brick and rendered) of 18th and 19th century date, some small two-storey cottages and shops and other larger three-storey buildings. There are also remnants of earlier stone buildings of historic importance surviving between Queen Street and Tower Street. The late 19th century Methodist church on Tower Street is a large, impressive, Gothic style stone building.

At the south end of Tower Street lies Chapel Hill, which is where the medieval Chapel of Holy Trinity once stood. This spot, located at the north end of the inland cliff on which The Beacon is situated, is now a wide area containing a roundabout where Chapel Street meets Tower Street, High Street, The Beacon and Beacon Place. During the medieval and post-medieval periods the chapel overlooked the sheltered landing place to north and foreshore to the east. The historic importance of this area as the site of Chickstone's chapel has been entirely removed and it is now the site of a busy junction. However, many of the historic buildings surrounding the site are of architectural merit. These are a mix of large-scale 18th, 19th and early 20th century commercial buildings with brick or rendered frontages and generally of three-storeys.

During the late 19th century High Street (originally a continuation of Chapel Street) was widened and the alignment of its eastern end altered as part of the new Rolle Street

development. The earlier buildings were swept away and replaced by brick-built shops. The buildings on this road retain many original details and retain the street's character as a late 19th century commercial street.

The area as a whole maintains important elements of its historic character, although now fragmented and difficult to understand as a town core. Reclamation of land in the late 18th century caused the loss of the medieval shoreline and later post-medieval harbour area. The insertion of new roads such as Rolle Street and Albion Street and alterations of other roads during the 19th century, in order to improve access and circulation, changed the earlier layout of the town. The late 20th century redevelopment of a large area stretching from Rolle Street to Union Street has completely fragmented the historic town core and destroyed much of the medieval town plan. These developments, along with the organic way in which the town has grown, have led to a lack of cohesion and also the lack of a defined civic centre. However, the fragmented pieces of the historic town core that survive retain their character and are of great importance to understanding the development of the town.

4.16.3 Heritage significance (below ground)

High - The entire extent of the medieval town lies within this HUCA, as does the majority of the post-medieval town. Small scale excavation undertaken during the 1970s and 80s has shown that archaeological features, such as medieval buildings and earlier ditches, do survive in built up areas of the town. The excavations at Lower Fore Street, Margaret Street and Chapel Street have also highlighted the potential for Roman settlement existing in the area. Up until the 18th century, land to the west of Exeter Road and north-west of Market Street and the south side of The Strand was part of the estuary. Within this area to the south of The Parade lay the post-medieval harbour area where there is potential for the survival of structures and artefacts relating to maritime infrastructure, such as quays, jetties etc. The following key types of remains may be detected above ground and/or uncovered during ground works.

- Prehistoric/Roman - remains/settlement.
- Early medieval – settlement, boundaries, artefacts.
- Medieval – buildings, structures, plot boundaries, roads and artefacts.
- Post-medieval and later – plot boundaries, buildings, structures and artefacts.



Chapel Hill looking south-east to site of the medieval Chapel of Holy Trinity



Chapel Street looking north. 'Bites' is on the site of St Margaret's Chapel



Exeter Road looking north



High Street looking south-west



Imperial Road at the junction with the Strand looking east



Lower Fore Street looking east



North St looking west



Remains of stone structures on south side of Queen Street



Perriman's Row looking east



Queen Street looking north-east



Rolle Street looking north-west



Strand Gardens showing the former town hall to the east (right)

4.17 Manor House grounds and western town core (HUCA 17)

4.17.1 Historic character

HUCA 17 lies on the western side of the town core between Imperial Road and Chapel Hill. The present character of the area is mixed, containing mainly 19th and 20th century buildings, some civic, some residential, some commercial and some religious. The northern part of the area is built up but the southern part is occupied by public gardens (the Manor Gardens).

During the medieval period the majority of this HUCA was occupied by tidal mud flats. It seems likely that the area once occupied by the manor house (immediately west of the medieval chapel on Chapel Hill) and some of the area of the Manor Gardens were part of the town at this date, or at least on dry land.

During the 16th and 17th centuries a spur of land was reclaimed from the estuary to the north of the Manor Gardens, reaching up to the northern end of Imperial Road, and sandwiched between a line running north from Cleveland Place into Imperial Road on the west side and a line along Manchester Street continuing southwards to meet Chapel Hill on the east side. Here houses were built on a spur of land/sand bar fronting what is now the northern part of Imperial Road, and what was then the Point Lake channel. A new quay (Manchester Quay MDV41891) had been established here by at least the mid 18th century. A 19th century photograph of an early cottage (possibly 16th or 17th century) on Manchester Quay is shown in *The Book of Exmouth* by Robin Bush. The area between this reclaimed spur of land and the earlier medieval shoreline to the east in HUCA 16 was left as tidal flats, creating a sheltered harbour area open to the estuary

to the north but enclosed on all other sides. It is likely that the manor house with its gardens was also constructed during the post-medieval period. The manor house (MDV54962) was located on the site of the present public toilets on the east side of the Manor Gardens but was demolished at the end of the 19th century. The Manor Cottage (MDV23575) located on St Andrew's Road dates to the 18th or early 19th century and is probably the earliest building to survive within HUCA 17. During the late 19th century many of the earlier buildings within the area were replaced with new commercial and residential buildings along with a Baptist chapel on Victoria Road, and more land to the west was reclaimed to construct Imperial Road and Victoria Road. In the early to mid 20th century the newly reclaimed north-western part of the HUCA was developed with housing to the north and civic buildings to the south, including a Seamen's Mission and Sailor's Rest, a barrack block and YMCA. To the north-west of the Manor Gardens earlier buildings probably associated with the manor house were demolished and a large drill hall was built before or during WWI. This later became the Manor theatre and by the 1950s was used as a cinema and ballroom.

Although some modern development has taken place in this area, the 19th and early to mid 20th century houses and commercial and civic buildings dominate the historic character of the majority of HUCA 17, although the southern part of the area retains its earlier historic character as gardens associated with the former manor house. A few early features are retained within the area as a whole. These features include the medieval route of Chapel Hill, the post-medieval manor gardens and 18th or 19th century Manor Cottage. This HUCA has views mainly along the streets within it and into the surrounding HUCAs.

4.17.2 Heritage significance (above ground)

High - HUCA 17 is an area dominated by public gardens to the south and by late 19th and early to mid 20th century residential, commercial and civic buildings to the north. Located on part of the medieval town and post-medieval town extension with medieval, post-medieval and 19th century roads, and containing important 18th, 19th and 20th century buildings, this HUCA is of high heritage significance. The area has historic time depth, retaining some early routes, the Manor Gardens and Manor Cottage as well as important 19th and early 20th century buildings. The area along the southern half of Imperial Road appears to have become a new civic centre during the early 20th century. This area appears as a designed townscape with straight roads, architectural characteristics running through all of the buildings and, in places, with matching buildings on either side.

The southern part of the area has the greatest historic time depth. Here the Manor Gardens have been retained as formal public gardens providing an open green area with mature trees. A rendered 18th or early 19th century house (Manor Cottage) remains *in situ* on the south side of St Andrew's Road alongside two detached late 19th century villas, one of brick and the other of stone. This latter has been converted to become Exmouth Town Council offices, showing continuity of civic use in this area. Immediately west of Manor Cottage lies a large, imposing, WWI brick-built drill hall (now converted as a bar and venue, No. 9 and Samantha's).

To the north of St Andrew's Road the built-up area is very mixed in regard to function and date. On the north side of St Andrew's Road there is a terrace of late 19th century ornate brick-built houses and the early 20th century brick-built Seamen's Mission building, which lies at the junction with Imperial Road. Along Cleveland Place two semi-detached, three-storey, rendered villas of early 19th century date survive. On Imperial Road the southern end is dominated by large brick-built, 20th century civic buildings such as the Seamen's Mission, the YWCA and a block of what appear to be barracks at the junction with Victoria Road. Victoria Road is a mix of residential, commercial, civic and religious buildings which are all brick-built, apart from the 19th century stone-built chapel. To the north of Victoria Road, along Imperial Road, there are terraces of early to mid 20th century houses as far as Manchester Road. To the north of this, on Imperial Road, there are large four-storey, late 19th century rendered houses which originally

directly overlooked the estuary, as well as early 19th century building now hidden behind 20th century shop fronts. To the south of these on Manchester Street leading into Manchester Road the earlier buildings have been replaced with a modern brick-built apartment block, and south of this on Manchester Road there is a terrace of mid 20th century houses. On Manchester Street a large mid to late 20th century rendered building has now been converted as a nightclub. On Elm Grove there is a brick-built extension to the rear of the Baptist Chapel and opposite it an early 20th century St John's Ambulance Station. This area has entirely lost its post-medieval residential and quayside character but retains much of its 19th and early 20th century residential, commercial and civic character.

4.17.3 Heritage significance (below ground)

High - The area around and including Manor Gardens lies within the medieval limits of the town and the remainder of the area to the north was reclaimed and developed as part of the town during the post-medieval period, with a quay having been established here by at least the 18th century. This area provides potential for the survival of early archaeological features throughout. The following key types of remains may be detected above ground and/or uncovered during ground works.

- Medieval- structural remains
- 18th century and post-medieval structural remains, quayside, garden features, industrial features and manor house
- 19th century structural maritime, residential and industrial remains



19th century house on St Andrew's Road



Cottage on St Andrew's Road



Former WWI drill hall on St Andrew's Road



Imperial Road at junction with Elm Grove looking south-west



Manchester Street looking north



Victoria Road looking north-east

4.18 St Andrew's Road (HUCA 18)

4.18.1 Historic character

HUCA 18 lies to the south-west of the town core, occupying the eastern half of a sand bar known as The Point which projects westwards into the mouth of the estuary. The overwhelming character of the area now is that of late 19th century terraced housing combining some streets of workers' housing and other streets of higher status housing and accommodation for visitors to the resort. Morton Crescent and Alexandra Terrace overlooking the estuary are built on a very grand scale, emulating the style of The Beacon.

During the medieval period this HUCA lay outside the town limits. It formed the eastern part of a sand bar that had already formed within the mouth of the estuary by this date. The sand bar appears to have been known during the medieval period as 'Lydewicnaesse' (now The Point).

The first records of any buildings and structures in this area date to the mid 18th century and it is unclear to what extent (if any) this area of land had been used before this date. The first customs house for Exmouth was built in 1629 (Pascoe 2002) and may have been a building marked 'Kings House' (MDV42073) at the junction of Morton Crescent and Alexandra Terrace (Fig 5) on the 1743 chart of the Exe estuary (Fig 18). In the mid to late 18th century marine activities moved from the area of The Strand and medieval quays in the town bay to The Point and to Manchester Quay. By 1759 Pratteshide quay had been abandoned and the ferry station had been moved to The Point, where a new passage house was built at the junction of what is now Victoria Road and Pier Head (see Figs 5, 21 and 22). A road called Lobster Hole Lane (now St Andrew's Road but formerly Ferry Road) was also constructed to link the town and Manchester Quay with the ferry station and customs house on The Point. Another lane, turning off Lobster Hole Lane to the west and leading into what is now Camperdown Terrace, also linked the town and Manchester Quay with the new boatyards.

By the early 19th century a scattering of other buildings also existed within this area. There were a few houses at the junction of Alexandra Terrace and Esplanade, the Passage House Inn at the junction of St Andrew's Road and Alston Terrace, an animal pound and cottages at the west end of St Andrew's Road (the cottages still survive as Pilot Cottage) and other buildings on the site of St Andrew's Church and at the west end of Morton Crescent (location of 'Cat Castle' MDV54963). Towards the west end of Victoria Road there was also a customs house (MDV54951). Pilot Cottage is the only one of these 18th or early 19th century buildings to survive within the HUCA.

During the mid to late 19th century the area began to be developed in earnest to provide holiday homes, guest houses and hotels for visitors to the resort. New streets

were laid out in the area, including Imperial Road, Morton Road, Morton Crescent, Victoria Road and Victoria Way. Existing roads were widened, including St Andrew's Road, Temple Road and the Esplanade. Very large, grand buildings were erected on Morton Crescent and Alexandra Terrace facing the sea. These were followed by slightly more moderate terraces constructed behind them along St Andrew's Road, Morton Road and Mamhead View. By the start of the 20th century the whole area had been developed with housing. Along Victoria Road middle class terraces were erected along with a terrace of workers' housing close to the dock. St Andrew's Church (MDV84054) on St Andrew's Road was added to the development in 1896.

All of the mid to late 19th century development within HUCA 18 remains *in situ* with the addition of an early to mid 20th century terrace of houses to the west of St Andrew's Church.

The historic character of HUCA 18 is now that of mid to late 19th century seaside terraces. However, a few earlier features are retained within it. These features include the 18th and early 19th century routes of St Andrew's Road (formerly Ferry Road and Lobster Hole Lane), the Esplanade (formerly a lane along the shoreline) and Alexandra Terrace (formerly Temple Road). Besides these earlier routes, a single building of 18th or early 19th century date survives towards the western end of St Andrew's Road (now Pilot Cottage). HUCA 18 has views along the streets within it and across the estuary to the south.

4.18.2 Heritage significance (above ground)

High - HUCA 18 is an area of mainly mid to late 19th century planned development including houses, guest houses, hotels, a church and a single terrace of early to mid 20th century houses. It also has some greater historic time depth, retaining some of its earlier routes (St Andrew's Road, the Esplanade and Alexandra Terrace) and one earlier building (Pilot Cottage).

The buildings overlooking the sea are clearly the grandest and most impressive, with terraces diminishing in grandeur as they head inland towards Victoria Road. Morton Crescent, fronting the estuary, contains large, grand, rendered bay-fronted houses and hotels of both four and six-storeys. Alexandra Terrace has both four and three-storey rendered houses of similar design to those on Morton Crescent. Heading inland along Morton Road there are three-storey, bay-fronted rendered and brick terraces of slightly less grand design. Along St. Andrew's Road the bay-fronted terraces are generally two-storey to the east and three-storey to the west, closer to the sea-front. Also on St Andrew's Road around the junction of Morton Road there are a few shops and St Andrew's Church. St Andrew's Church is a stone-built structure set within a small green space facing the rear yards of the terraces on Morton Road and Morton Crescent. At the west end of St Andrew's Road on the north side, Pilot Cottage survives as the only building in the area to pre-date the mid to late 19th century housing scheme. Originally two or three adjoining cottages, Pilot Cottage is a two-storey rendered building set on a different alignment to the later houses on this road. On Victoria Road the terraces are all two-storey with flat-fronted workers' housing to the west (close to the dock) and slightly grander bay-fronted houses occupying the rest of the road. The terraces on Imperial Road are two-storey and similar to those on Victoria Road.

Containing a near complete mid to late 19th century planned seaside residential development and with some survival of 18th and early 19th century features, HUCA 18 is of high heritage significance.

4.18.3 Heritage significance (below ground)

Medium - The whole area has been built on during the mid to late 19th century. However remnants of scattered earlier buildings may survive below ground.

The following types of buried remains may survive in pockets of undisturbed ground across the whole area.

- Prehistoric/Roman remains

- Medieval and post-medieval – buildings and boundaries
- 18th and 19th century structural remains and garden features



Victoria Road looking south-west



West end of St Andrew's Road looking east



Morton Crescent and Alexander Terrace looking north-west

4.19 Docks (HUCA 19)

4.19.1 Historic character

HUCA 19 lies at the south-west extremity of the town, occupying the south-western part of a sand bar known as The Point which projects westwards into the mouth of the estuary. The overwhelming character of the area now is that of modern residential development surrounding the 19th century dock and ferry terminal.

Up until the mid 19th century the area which now forms the dock was occupied by a shallow bay or inlet on the southern part of The Point. This was known as 'Lobster Hole', 'Shell Pit' or 'Sleeper's Bay' and remained undeveloped until the construction of the dock (MDV41892) in 1868. During the medieval period the remainder of the HUCA to the north and east lay on The Point, outside the town limits, except for the stretch along Victoria Way which was at this date part of the estuary mud flats. The Point appears to have been known during the medieval period as 'Lydewicnaesse'.

The first structure to be recorded within the area is a 'Passage House' (ferry station) shown on the Tithe map of c1840 (Fig 22). In 1740 the Starcross ferry station was moved here from its previous location in the town at Pratteshide quay and a new passage house was built at the junction of what is now Victoria Road and Pier Head. During the 18th and first half of the 19th century this was the only building recorded as existing within the HUCA.

In 1868 a new deep water dock (the present dock (MDV41892)), along with an adjoining dry dock (MDV57536), was constructed on southern side of The Point following the opening of the Exmouth and Exeter railway in 1861 (Bush 1978). Timber yards, coal yards and a stone yard were established on the eastern side of the dock along with a tramway (MDV22631) leading from the southernmost wharf to the goods yard at Exmouth railway station. Other industrial buildings and structures were constructed around the dock, including lime kilns and a stone mill (MDV58114) to the north, and boathouses to the south-west (at the south end of Shelly Road). These were followed at the end of the 19th century by the addition of some chalets (MDV57532) to the west and the creation of swimming baths (MDV57529) to the north-west within the area of the present sailing club.

The dock area was added to and altered throughout the 20th century, including the insertion of Shelly Road and a road to the north called The Docks. The tramway was kept in use until the late 20th century when it was built over and its northern section became Langerwehe Way.

During the early 21st century the area around the docks has undergone complete redevelopment and is now packed with residential apartment blocks, retaining only the dock itself and ferry terminal as part of its former maritime industrial character. All traces of earlier industrial buildings, yards and wharf have been swept away.

The historic character of HUCA 19 is now that of modern residential apartment blocks and houses, although the retained 19th century dock, which is still in use as safe moorings for sailing and fishing boats, is a focal point and retains its 19th century character in its own right. Although not physically separated from the rest of the town, the area as a whole retains an isolated, self-contained character which it must have had as a working dock. A late 19th century public house called The Beach still survives on the site of the former 17th century Passage House at the southern end of Victoria Road and some late 19th century buildings, possibly associated with a former timber yard on the northern side of Victoria Way, also survive at the eastern end of the road.

This area has views along the streets within it. It is also connected directly with the mouth of the estuary and has views across the sea to the south and estuary to the west although many of these views are now blocked by the new large scale residential development.

4.19.2 Heritage significance (above ground)

Medium - HUCA 19 is an area of mainly 21st century residential development. It does have some historic time depth, retaining its 19th century dock, remnants of a 19th century swimming pool and sea wall, a few late 19th century industrial buildings along Victoria Way and a late 19th century house on Camperdown Terrace.

The north-eastern part of the area, sandwiched in a narrow strip between Victoria Way and Langerwehe Way, comprises a row of single storey industrial units (mainly car workshops and garages). These buildings range in date from the late 19th century through to the 21st century. Earlier buildings are a variety of brick and stone-built structures whilst later buildings are of concrete block construction. Late 19th century buildings survive at the eastern end of Victoria Way. On Camperdown Terrace a single late 19th century three-storey rendered house survives.

To the south-west of this the area leading along Shelly Reach and around the dock, including Shelly Road, has been redeveloped in the 21st century. This area has been entirely redesigned and although the 19th century dock structure itself survives, its surrounding infrastructure has been entirely removed and the area now comprises modern, brightly coloured, large, dockside apartments (some of which are four or five storey buildings) as well as more moderate sized modern houses. Unfortunately the inappropriate scale of this development transforms the relationship of Exmouth to its landscape and sea-scape setting and also draws attention away from the historic high-impact sea frontage and cliff-top frontages further east. It has also impacted on the

historic, visual relationship with Dawlish warren and the coast and estuary. To the east of the ferry landing in the entrance to the dock along Pier Head there is a modern row of shops and café. To the east of this, at the southern end of Victoria Road, a late 19th century, three-storey, rendered public house (now called The Beach) survives.

Containing little of its 19th century industrial character due to recent redevelopment as a residential area, but with an intact 19th century dock and one or two other late 19th century buildings, HUCA 19 is of medium heritage significance.

4.19.3 Heritage significance (below ground)

Medium - The majority of the area has been recently redeveloped. However, remnants of earlier buildings and structures may survive below ground.

The following types of buried remains may survive in pockets of undisturbed ground across the whole area.

- Prehistoric/Roman remains
- Medieval and post-medieval – structures and boundaries
- 18th and 19th century structural remains and industrial/maritime features



The dock looking north-west



Dockside buildings looking west



Dockside apartments looking north-east



Dockside houses to the east of the dock looking south

4.20 The Point (HUCA 20)

4.20.1 Historic character

HUCA 20 lies to the south-west of the town, occupying the northern part of a sand bar known as The Point which projects westwards into the mouth of the estuary. The character of the area is that of 19th and early 20th century terraced housing and

maritime industrial buildings centred on the former 18th and 19th century boat and ship building yards.

This area appears to have remained as an undeveloped part of The Point (probably used as rough pasture) up until the 18th century, when a shift in port location from The Strand area meant that the northern part of The Point began to be developed in response to the need for boat building and maintenance yards. At the same time the south-eastern part of The Point became home to a new ferry station and customs house. The sheltered northern part of the bar fronted the Point Lake channel from which vessels had easy access. In this area industrial activities took place, such as boat and ship building, sail and net making etc. and vessels were easily beached here in the shelter of The Point. This is still an area where boats are kept and maintained although the channel has long since silted up so that it is no longer navigable. A Privateer called the Dolphin and a cutter called the Friends Goodwill were both built here in 1793 and 1794 respectively. The first structure to be recorded within the area is a windmill (MDV18259), built in 1797, which was located somewhere in the vicinity of Camperdown and Point Terraces.

The boat building yards continued in use throughout the 19th century although declined in use after the construction of the dock in 1868. By the early 19th century a complex of buildings and structures had been established on the south side of what is now Camperdown Terrace (formerly Trinity Road). The complex included a ropewalk, sail lofts, machine rooms, hemp houses, stores, a warehouse, a goods yard, a coal yard and houses and gardens. A wall of the ropewalk (MDV58113 and MDV54949) still survives along the north side of Shelly Road, and a sail loft/warehouse dated 1810 with associated goods yard survives towards the east end of Camperdown Terrace. To the west of this a group of early 19th century cottages survive on Point Terrace. Another group of early 19th century buildings was located on the north side of Camperdown Terrace at the western end fronting the shoreline. This group comprised boathouses, workshops and yards and one of the boathouses built in 1822 (now Trinity buoy store MDV55199) survives.

During the late 19th century terraces of houses were added to the area, as well as further industrial buildings and structures, including new boathouses (one survives in the north-east of the area) and a sawmill (MDV58120) on the north side of Camperdown Terrace, a timber yard at the east end of Camperdown Terrace, a smithy (MDV55201) on what is now Shelly Road to the south of the ropewalk and two lime kilns (MDV58119) immediately to the west of this. The lime kilns were served by a section of tramway that linked with the main tramline (MDV22631) to Exmouth railway station.

During the mid to late 20th century a few short terraces of housing were added to the area on both Camperdown Terrace and Point Terrace and a road to the south (The Docks or Dock Road) was added. This road was removed as part of the recent redevelopment of the dockyard and replaced with Shelly Road, where there are now modern houses to the south. During WWII an anti-aircraft battery (MDV71902) and pillbox (MDV55036) were positioned in the far north-east of the area.

HUCA 20 has views along the streets within it and across the shoreline and estuary to the north and west.

4.20.2 Heritage significance (above ground)

High - HUCA 20 is an area of mainly 19th century residential development retaining some of its industrial maritime heritage. It does have historic time depth, retaining most of its 19th houses, and a few of its 19th century industrial and maritime buildings as well as 20th century buildings.

The buildings within the area are of mixed dates, styles and functions. At the eastern end of Camperdown Terrace, on the northern side of the road, there is a mid 20th century detached two-storey house. Immediately west of this is a single storey,

concrete-built, mid 20th century industrial or military (WWII) building and to the north-west of it lies a late 19th century boathouse fronting the shoreline. The rest of the northern side of Camperdown Road is filled by late 19th and early 20th century brick-built terraced housing except at the western end, where an early 19th century stone-built boathouse survives (Trinity Buoy Store MDV55199). On the southern side of Camperdown Terrace there are also brick and rendered late 19th and early 20th century terraces as well as two semi-detached late 20th century houses. At the eastern end a large early 19th century three-storey stone-built warehouse and sail loft survives (MDV57539) along with sections of its yard wall to the south and east. On Point Terrace, immediately west of Dock Road, two early 19th century semi-detached stone-built cottages survive, which were originally associated with the late 18th and early 19th century complex of maritime industries here. To the west of these cottages on Trinity Road there is a row of three slightly grander three-storey early 19th century houses originally associated with the same complex. Further to the west on Point Terrace there is a terrace of mid 20th century rendered houses and beyond these, in amongst garages and outbuildings associated with the houses fronting Camperdown Terrace, there is a mid to late 20th century rendered house. On the south side of Point Terrace the central terrace of brick and rendered houses is late 19th century, whilst to the west there is a terrace of early 20th century brick-built houses and to the east two sets of mid 20th century semi-detached houses. At the far eastern end of the road there is a late 20th century brick-built water activities centre. Along the north side of Shelly Road the stone-built wall of an late 18th or early 19th century ropewalk survives; now with brick repairs and some sections rebuilt, it forms the rear garden walls of the houses fronting Point Terrace. On the south side of Shelly Road there are now newly built rendered houses forming part of the new dockside development on the site of the 19th century lime kilns and smithy.

Located on the site of the 18th and 19th century port and boat building yards, and containing important 19th century buildings relating to its use as a centre for maritime industries and associated residential settlement, this HUCA is of high heritage significance.

4.20.3 Heritage significance (below ground)

Medium - The majority of the area has been built over in the 19th and 20th centuries. However, remnants of earlier buildings and structures may survive below ground.

The following types of buried remains may survive in pockets of undisturbed ground across the whole area.

- Prehistoric/Roman remains
- Medieval and post-medieval – structures, boundaries, maritime features including the channel and related features
- 18th and 19th century structural remains, windmill and industrial/maritime features



20th century boathouses on north shore of The Point



19th century boathouse on north shore of The Point



Former channel (Point Lake) to north of The Point



Early 19th century boathouse (Trinity Buoy Store)



Former warehouse and sail loft on Camperdown Terrace looking east



Early 19th century cottages at the east end of Point Terrace



Remains of the ropewalk wall on Shelly Road

Camperdown Terrace looking west

4.21 The Maer and beach (HUCA 21)

4.21.1 Historic character

HUCA 21 lies to the south of the town, stretching along the seafront roads of the Esplanade and Queen's Drive within an area of sand dunes known as The Maer. The overwhelming character of the area is that of open space including a large area of rough ground covered by dunes, an area of landscaped cricket grounds and the sand covered beach.

Little is known about this area in the medieval period. It seems likely that at that time it comprised a large beach with dunes and rough pasture further inland. In the eastern half of the area Littleham Brook meandered its way through the dunes down to the sea.

The first recorded buildings in the area date from the 18th century. In 1761 a lime kiln (MDV18738) was built on the west side of Maer Road immediately south of the last house in HUCA 9. At the beginning of the 19th century a house was added at this site and both are shown on the Tithe map of c1840; both were demolished in the late 19th century. To the south of this site, on Maer Road (formerly Lime Kiln Lane and/or Watery Lane), Maer Bridge (MDV55216) which is shown on the Tithe map, still survives. Other buildings and structures of similar date which once existed in the area and are shown on the Tithe map include a house called Undercliff (but later known as Shell House MDV104606) located in the southern part of what is now the cricket ground and Prospect Farm (MDV54958), and a collection of buildings located in the north-west corner of the cricket ground.

During the late 19th century the whole area was redesigned to be used for outdoor sports activities to cater for visitors during the summer months. A cricket ground (MDV102911), with two pavilions which still survive, was created in the north-west of the area following the demolition of Prospect Farm, and a golf course (MDV55219) was created across The Maer in the eastern half of the area following the demolition of the lime kiln and associated house and the infilling of much of Littleham Brook which was diverted via culvert to the sea.

In the early 20th century Undercliff (or Shelly House) was demolished to allow the cricket ground to be extended southwards. In the late 20th century tennis courts were built to the east of the cricket ground and the golf course was abandoned to preserve The Maer as a nature reserve.

HUCA 21 has wide reaching views across the open sea, the wide sandy beaches and across the flat open ground within it.

4.21.2 Heritage significance (above ground)

Medium - Containing very few surviving historic buildings and structures, HUCA 21 is of medium heritage significance. The area is dominated by the large open spaces of the cricket ground and The Maer nature reserve set along the seafront. The intrinsic historic value of this area is that it retains much of its early, untouched landscape.

This HUCA retains much of its 19th and early 20th century layout and also retains its 19th century recreational function with some earlier boundaries and features retained. The southern part of the area, which forms a sandy beach, remains largely unchanged from at least the post-medieval period apart from the addition of a 21st century lifeboat house and slipway at the eastern end of the area. Queen's Drive, which now separates the beach from The Maer, was first built in the late 19th century but was significantly widened in the early 20th century and now forms a wide boulevard along the seafront. Maer Road (formerly Lime Kiln Lane and/or Watery Lane), running along the eastern edge of the area, is likely to have been constructed as a lane in the 18th century giving access to the limekiln on the Maer. Maer Bridge (MDV55216), which is located along the southern stretch of this road, is shown on the Tithe map of c1840 and still survives as a stone-built, arched structure below its modern parapet walls. To the west of Maer Road the majority of the HUCA is formed by The Maer, a wide open area of sand dunes covered by rough grassland. This is now a nature reserve but remnants of landscaped features relating to its use as a golf course in the late 19th century still survive. Leading from Maer Bridge, the Littleham Brook enters The Maer for a short distance on the eastern side from where it is now diverted by culvert to the sea. On the northern edge of The Maer the boundaries of two earlier fields which are shown on the Tithe map still survive. The former field to the west now contains late 20th century tennis courts but also retains a late 19th century pavilion. To the west of the tennis courts lies the cricket ground, originally laid out in the late 19th century but extended southwards in the early 20th century. The cricket ground also retains a late 19th century pavilion to the north.

4.21.3 Heritage significance (below ground)

Medium - The majority of the area is likely to have existed as undeveloped rough ground before the 18th century. Although some development has taken place during the 19th and 20th centuries, much of the area remains as large open spaces which are likely to have seen little ground disturbance. In these areas there is potential for good survival of any archaeological features although the density of these is likely to be low. There are a few areas where archaeological potential is **high**. These are at the location of the former lime kiln on the western side of Maer Road just to the south of the southernmost house in HUCA 9, at the location of Undercliff (or Shelly House) in the southern part of the cricket ground and in the north-west part of the area at the former location of Prospect Farm.

The following types of buried remains may survive in undisturbed ground across the whole area.

- Prehistoric/Roman remains
- Medieval and post-medieval – structures, boundaries and maritime features
- 18th and 19th century structural remains



The Maer from the east looking west



The Maer looking north-west



Queen's Drive after a storm looking west



Maer Bridge looking south-west



The east end of the beach looking east

4.22 Phear Park (HUCA 22)

4.22.1 Historic character

HUCA 22 lies to the north-east of the town core, encompassing the whole of what is now Phear Park (formerly Marlpool Hall and its grounds). It lies on high ground occupying a north-west facing slope leading down to Withycombe Brook. The overwhelming character of the area is that of a remnant landscape park with scattered mature trees, which is now used as a public open green space with recreational facilities. Withycombe Brook flows from east to west immediately north of the area and

to the south it is delineated by the route of the former Exmouth to Budleigh Salterton railway branch line.

Little is known about this area in the medieval period. It seems likely that at this time it mainly comprised agricultural land in the form of strip fields. However, two mills mentioned in the 13th century in the manor of Bradham were likely to have been located in the area of a later mill (MDV10645 shown on the Tithe map and demolished in the 1960s) just to the north of the area. The millpond and leat for this mill lie within the northern part of the HUCA. It seems likely that there has been at least one mill at this location or in close proximity from the medieval period onwards. The millpond (MDV51071) in the north-west of the area, now reduced in size, may well date from the medieval period, along with a leat (MDV51070) which fed the pond from the east.

In 1695 the manor of Hille/Rill and the manor of Bradham passed by marriage into the hands of the Hull family. It is uncertain but seems probable that Marlpool Hall was built to serve as the family seat at around this time and its extensive grounds laid out. Originally the grounds extended much further to the south into HUCA 8, as far as the parish boundary along Hamilton Lane. This can be seen on the plan of the Hull Estate dated 1803. Also visible on this plan is the main entrance to the house and grounds which was via a tree-lined avenue along Withycombe Road from the west. The mill and millpond are also shown, along with several large marl pits scattered throughout the grounds. The Tithe map of c1840 shows the house in the south-east part of HUCA 22 in the location of the present pavilion and also shows the stable block and walled garden to the east which still survive. It also shows a lodge house adjacent to the west entrance from Withycombe Road. Within the grounds the Tithe Apportionment list the uses of different areas such as orchards, where there are now tennis courts, plantations around the northern, north-western and south-western perimeter, gardens around the house and along a track (still in use) leading north-westwards from the house, and extensive lawns in much of the rest of the area. Marlpool Hall continued to be held by the Hull family until it was sold to the Phear family in the late 19th century.

In 1903 the grounds of the house were cut through by the construction of the Exmouth to Budleigh Salterton branch line and the area to the south of the railway line was sold off. Shortly after this the remaining area became Phear Park (as it was renamed) and was given by the Phear family to the people of Exmouth for recreational purposes. In 1911 a bowling green was created in the location of the present skate park (www.phearparkbowlingclub.co.uk). Also during the early 20th century two new lodge houses were built, one on the site of the old lodge at the west entrance and the other at a newly made entrance to the north-west. Following this, in 1936, a new bowling green was built immediately north of the house and tennis courts were added in the northern part of the area (www.phearparkbowlingclub.co.uk). In 1950 Marlpool Hall itself was demolished and in its place a pavilion and café were built. At roughly the same time a miniature golf course and putting green were created to the south. In the 1960s, following the demolition of the mill as part of a new flood defence scheme, the mill pond was reduced in size and rebuilt as an ornamental pond.

4.22.2 Heritage significance (above ground)

High - Set within post-medieval parkland and designed landscape and retaining historic buildings relating to both Marlpool Hall and its later use as a public park, HUCA 22 is of high heritage significance. The area is dominated by the large green spaces and historic trees of the parkland.

This HUCA retains much of its post-medieval designed landscape and early 20th century layout and also retains its early 20th century recreational function with medieval, post-medieval and 19th century mill leat, garden and parkland features retained, as well as 19th century stable and coach house blocks relating to Marlpool Hall.

Throughout the area the landscape has changed very little since Marlpool Hall was first established. The extent of the grounds to the north and west has not changed, the main entrance and access track to the former house is still in use and lined with some

surviving early trees. Other historic trees also survive elsewhere in the park and the tree-lined path, which is shown leading from the house to the north-west to cross Withycombe Brook on the Tithe map, is still in use. In the north-west part of the area part of the early millpond remains, although now rebuilt as an ornamental pond. To the west of this the two early 20th century brick and rendered two-storey lodges remain *in situ*. On the site of Marlpool house there are now three mid 20th century, small, brick-built single-storey buildings. The northern one is a pavilion, the southern one a café and the eastern one a toilet block. To the north of the pavilion the early 20th century bowling green is still in use and to the north-west of this the tennis courts are also still in use, with the addition of a new skate park. In the eastern part of the area the early 19th century brick-built stable block and coach house which once served Marlpool Hall remain *in situ* set on two sides of a walled courtyard. Immediately to the east of these a late 19th century brick-built walled garden also survives, although it is now used as a carpark. The area demonstrates a continuity of use, there are still visible elements of post-medieval park layout, functions, alignments and viewpoints and, despite the new recreational use and insertion of 20th century structures, it maintains the aesthetic character of the historic parkland.

4.22.3 Heritage significance (below ground)

High - The majority of the area comprises undeveloped post-medieval parkland. The north-western part of the area has potential for the survival of medieval and later remains associated with corn mills and water management. The area around the pavilion, café and stable block has high potential for the survival of post-medieval and later remains associated with Marlpool Hall, whilst the parkland has potential for good survival of any prehistoric/Roman remains, medieval field boundaries and structures and post-medieval ornamental landscape and garden features.

The following types of buried remains may survive in undisturbed ground across the whole area.

- Prehistoric/Roman remains
- Medieval – buildings, structures, boundaries and pits
- Post-medieval – buildings, structural remains and landscape features
- 18th, 19th and early 20th century buildings, structural remains and landscape features



Phear Park bowling green looking west



Original entrance route to Marlpool Hall looking south-west from the site of the house



Surviving stables and coach house associated with Marlpool Hall

5 Suggestions for future research

Although much is known about the more recent history of Exmouth from the late 18th century onwards following its development as a coastal resort, its earlier history is not as complete and would benefit from future research.

At present there is no clear date for the beginning of settlement at Exmouth although documentary evidence shows settlement had been firmly established to the north-east of The Point by the medieval period. The recovery of Roman domestic artefacts during excavation within the medieval town core suggests that a small settlement may have been created here during the Roman period, although no firm evidence for structures exists. No evidence for Saxon settlement within the town core has so far been revealed. Research and excavation to help identify whether pre-medieval settlement exists within the later medieval town core would be of benefit.

Other areas of the town which would benefit from further research and archaeological investigation include the public gardens at Gun Point to the south of Trefusis Terrace where a fort was built during the Civil War but may be the site of an earlier castle, and the area to the south of Long Causeway where the main medieval route into town along Salterton Road doglegs up to Long Causeway around an area where there is likely to have been an earlier feature (possibly a prehistoric or Roman defended site).

This report has brought about several as yet, unanswered questions regarding the driving forces behind the way in which Exmouth developed. Research into the following questions may provide better insight into the reasons behind Exmouth's development from small fishing settlements into a large market town and port.

- During the first part of the medieval period did Littleham village (the ecclesiastic and administrative centre of the parish) hold a market which was later moved to Chickstone? Knowledge of when each settlement was holding a market will help to determine dates for when Exmouth became an important centre in its own right.
- We know that the two halves of the town were governed separately well into the 19th century by the lords of the two separate manors, but when did this change? During the 19th century were the two parishes working together or separately on town improvements and redevelopments and was there any town planning by a council or other body which considered the two halves as a single town?

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Fig 2 Location and setting

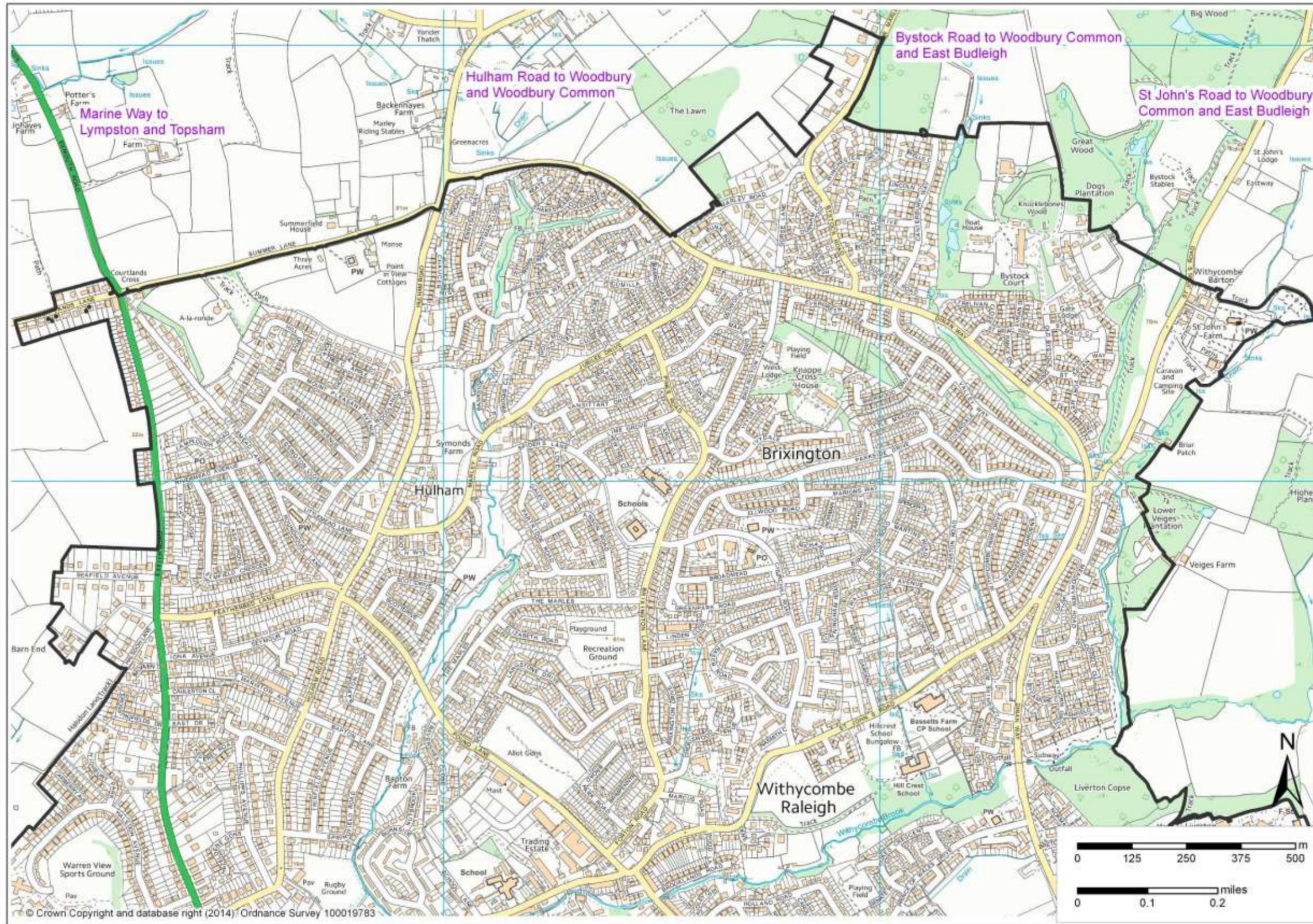


Fig 3 Roads and streets: north part of town

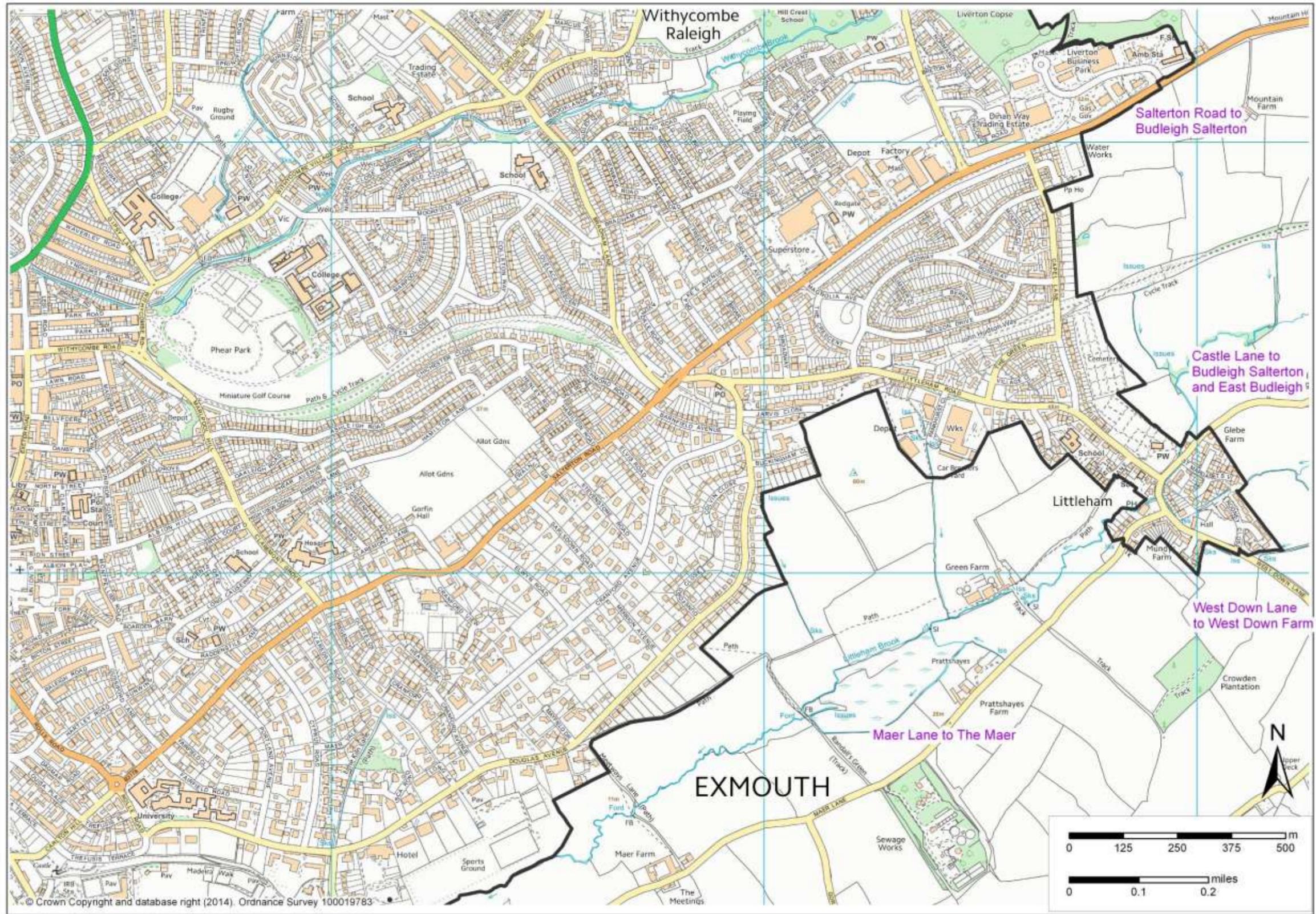


Fig 4 Roads and streets: east part of town

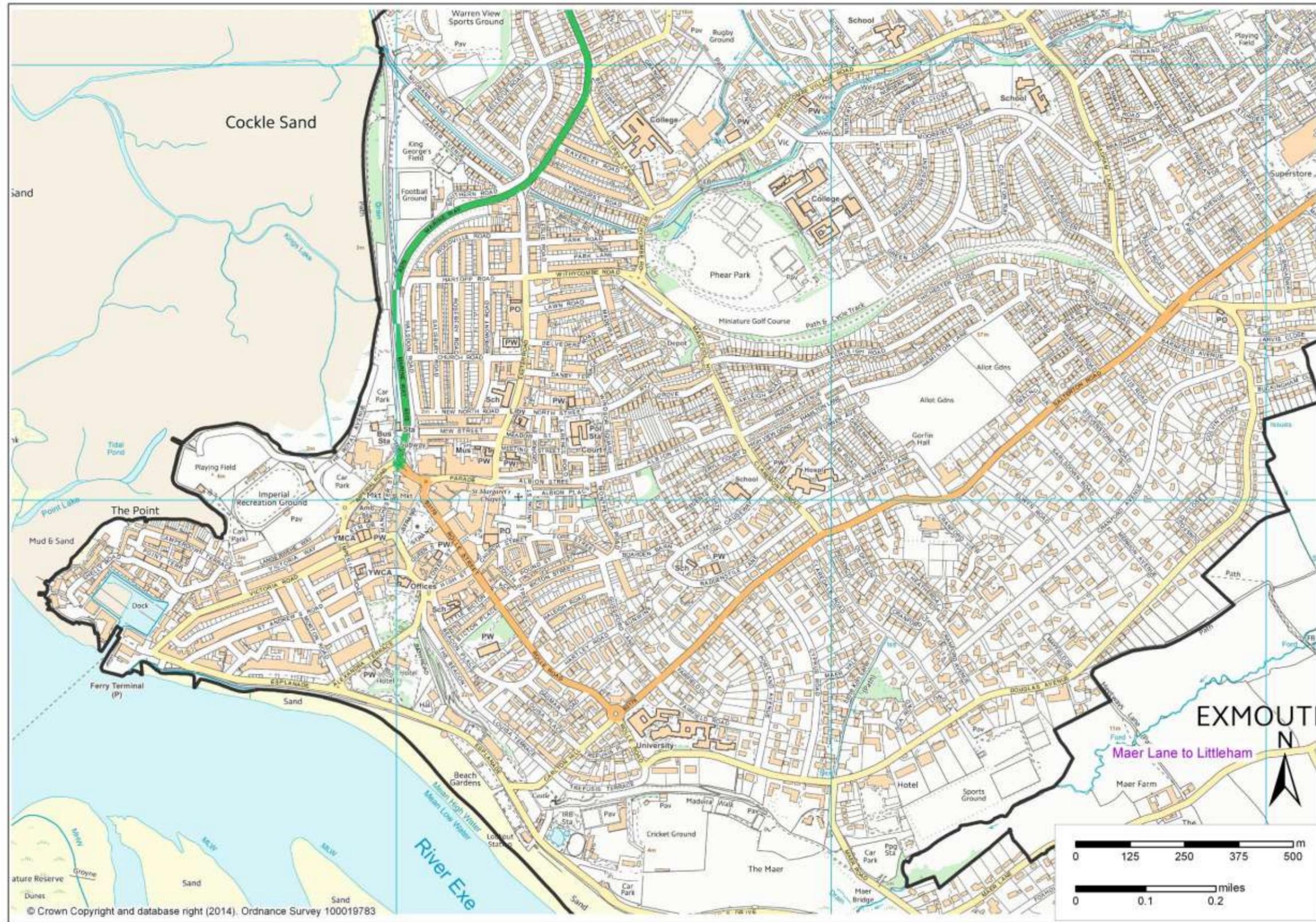


Fig 5 Roads and streets: south-west part of town



Fig 6 Roads and streets: south part of town



Fig 7 Roads and streets: town centre

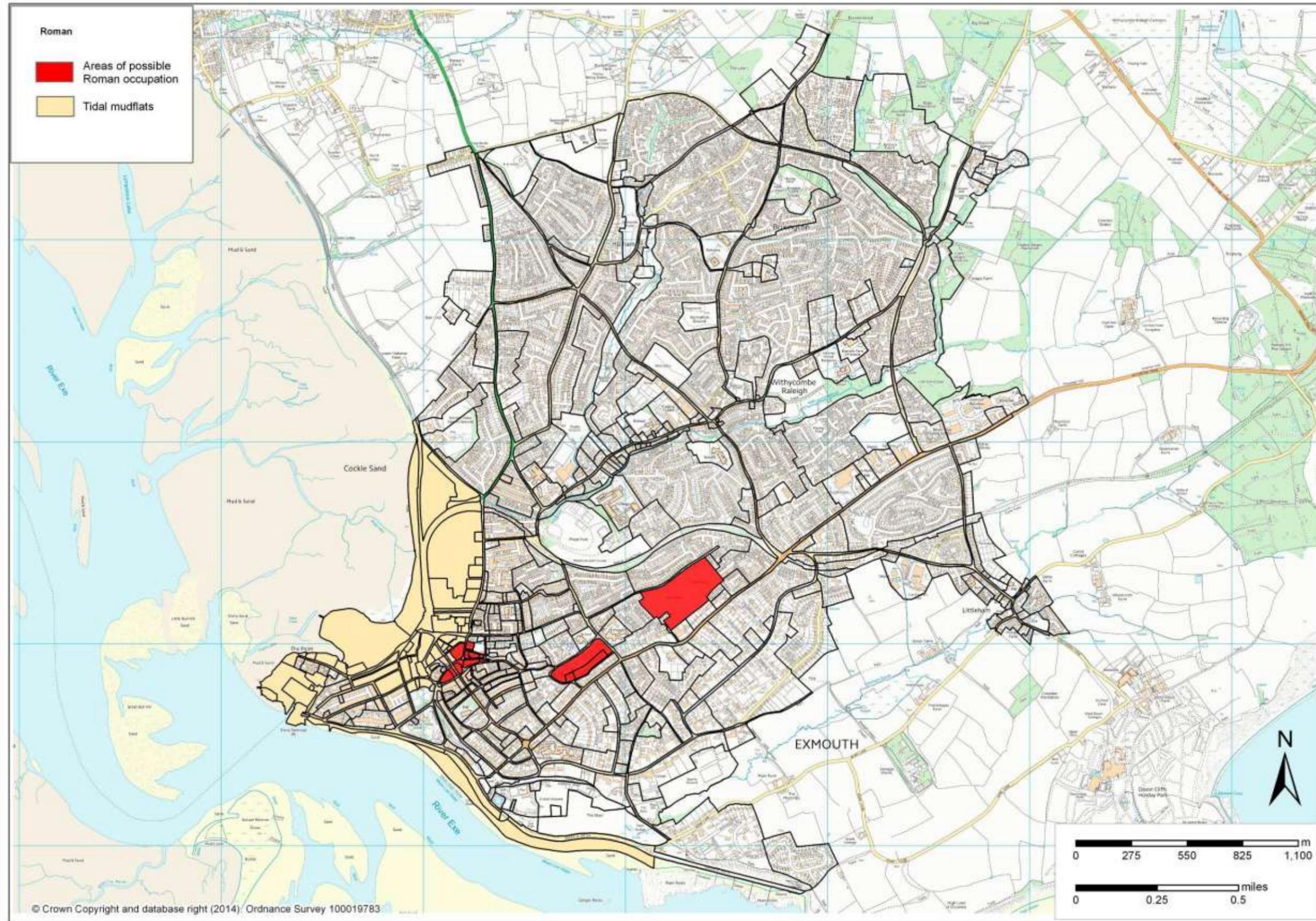


Fig 8 Historic development (Roman. AD43 - 409)

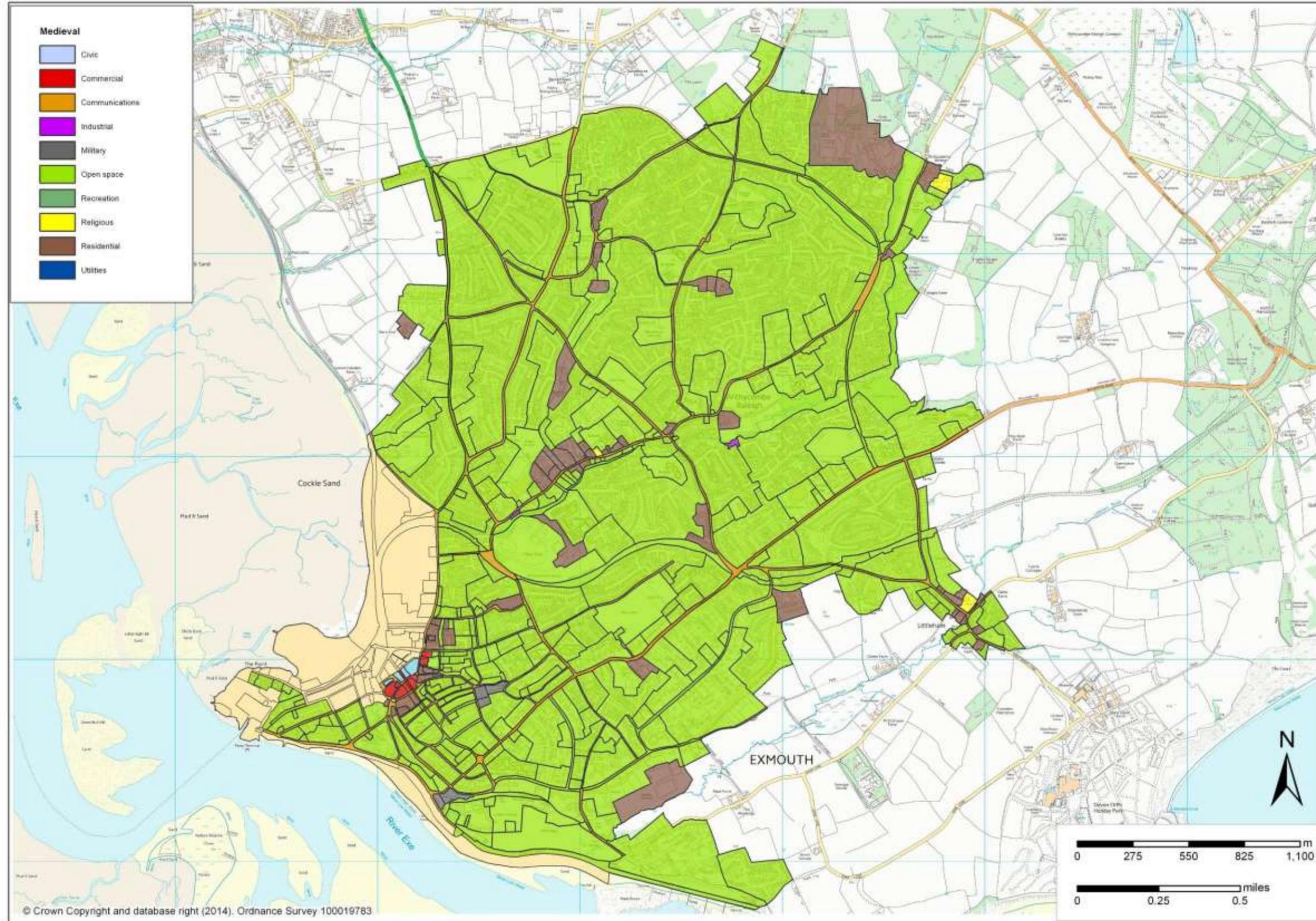


Fig 9 Historic development (Medieval. 1066 – 1539)

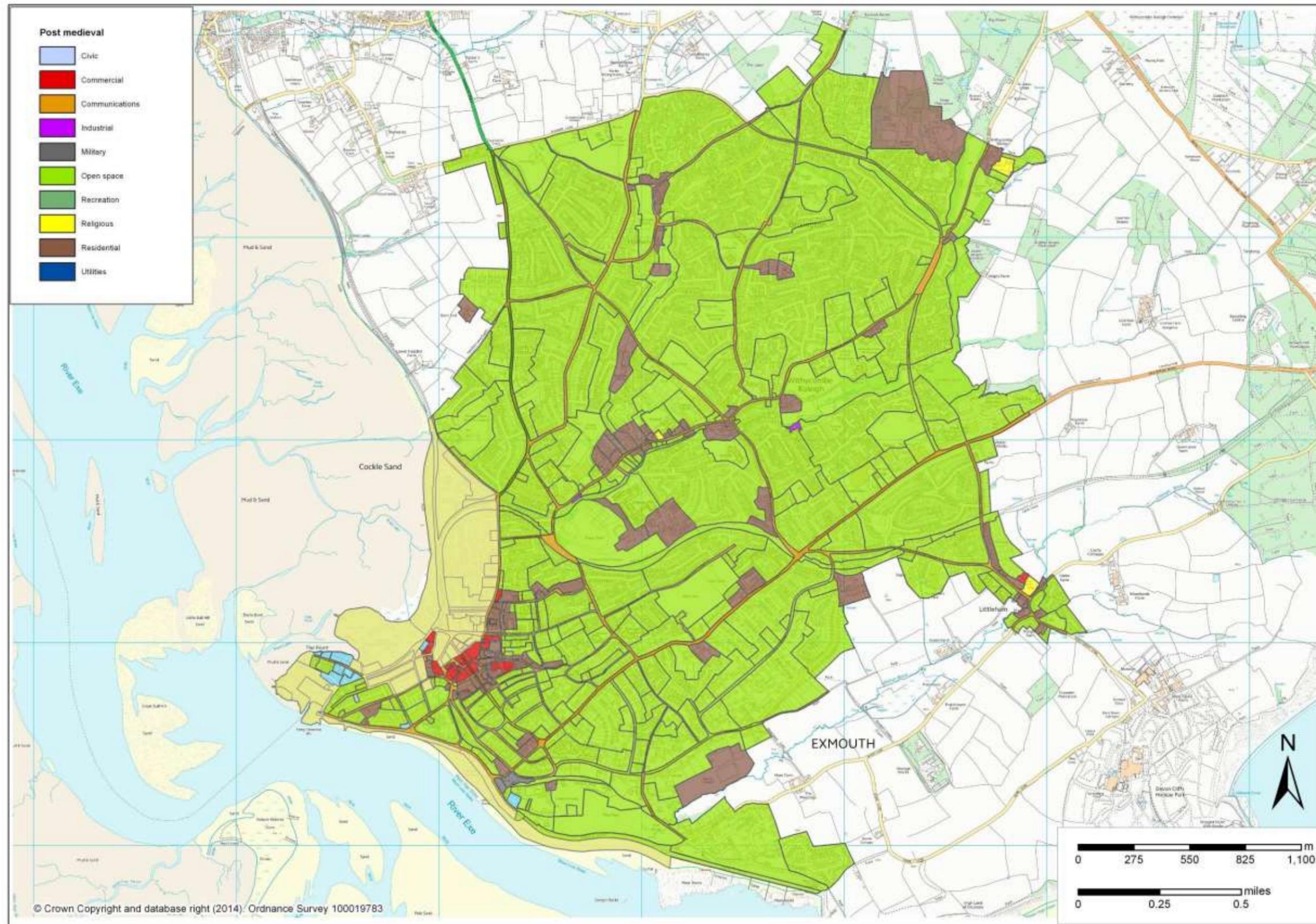


Fig 10 Historical development (Post-medieval. 1540 - 1699)

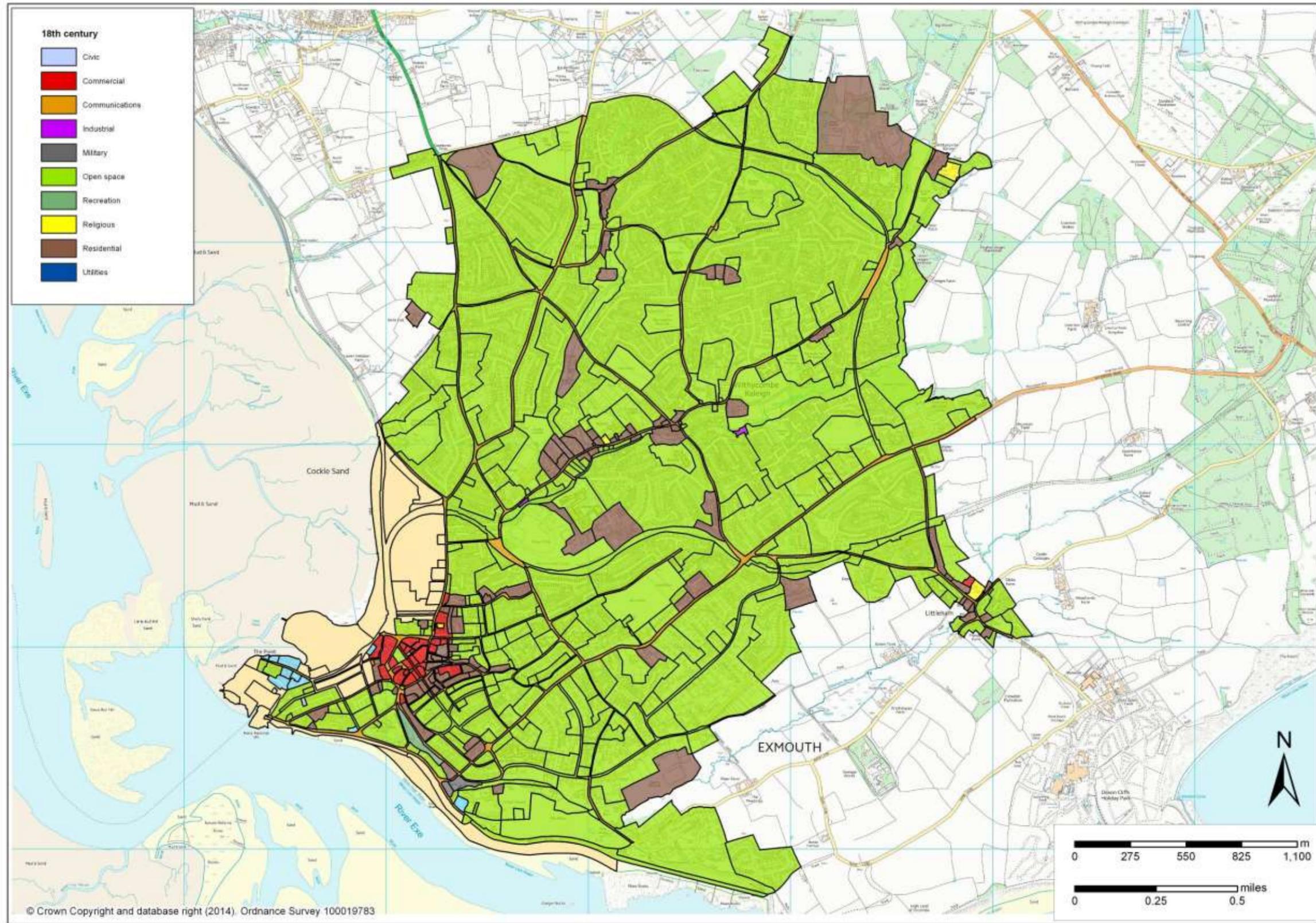


Fig 11 Historical development (18th century. 1700 - 1799)

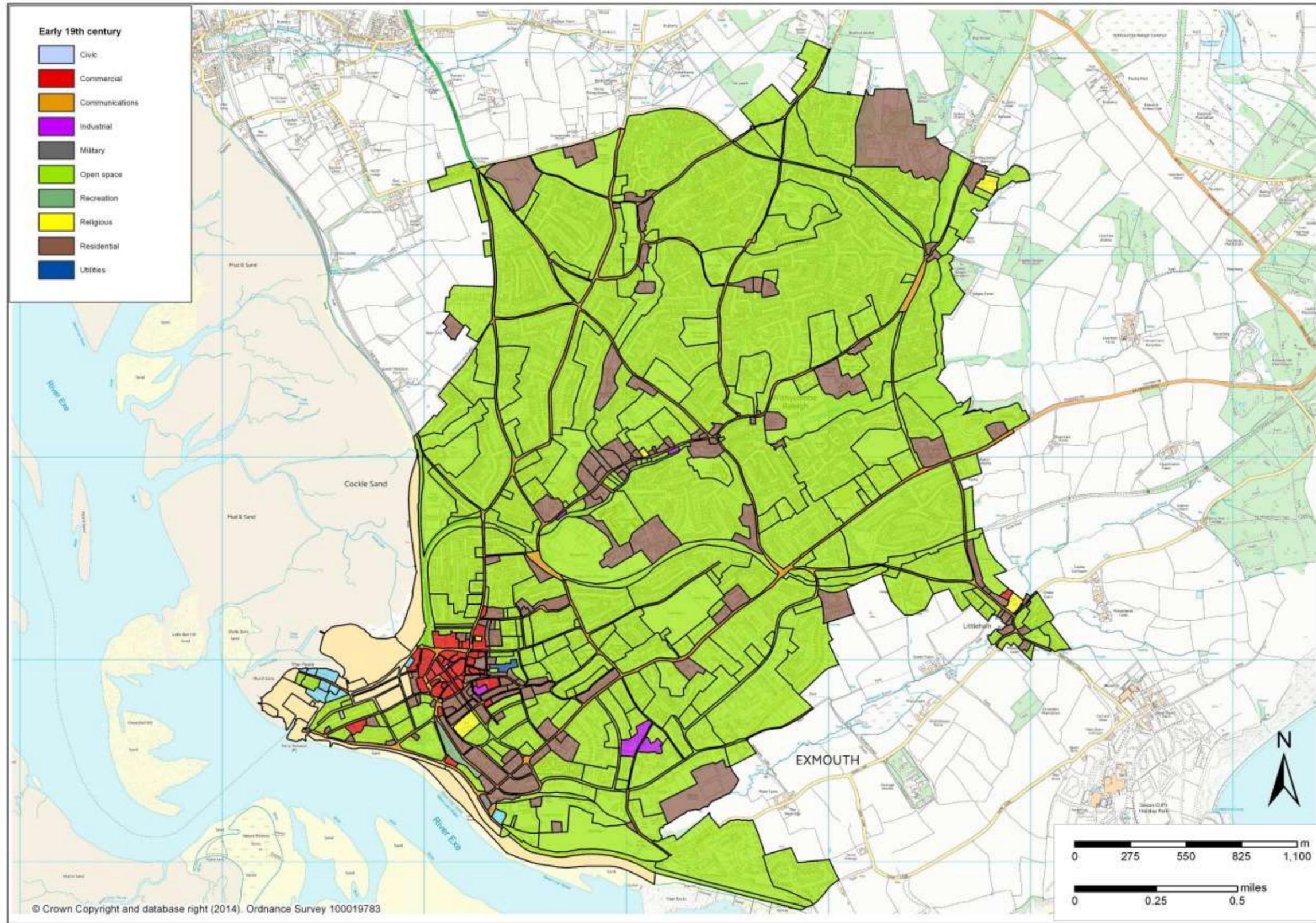


Fig 12 Historical development (Early 19th century. 1800 - 1849)

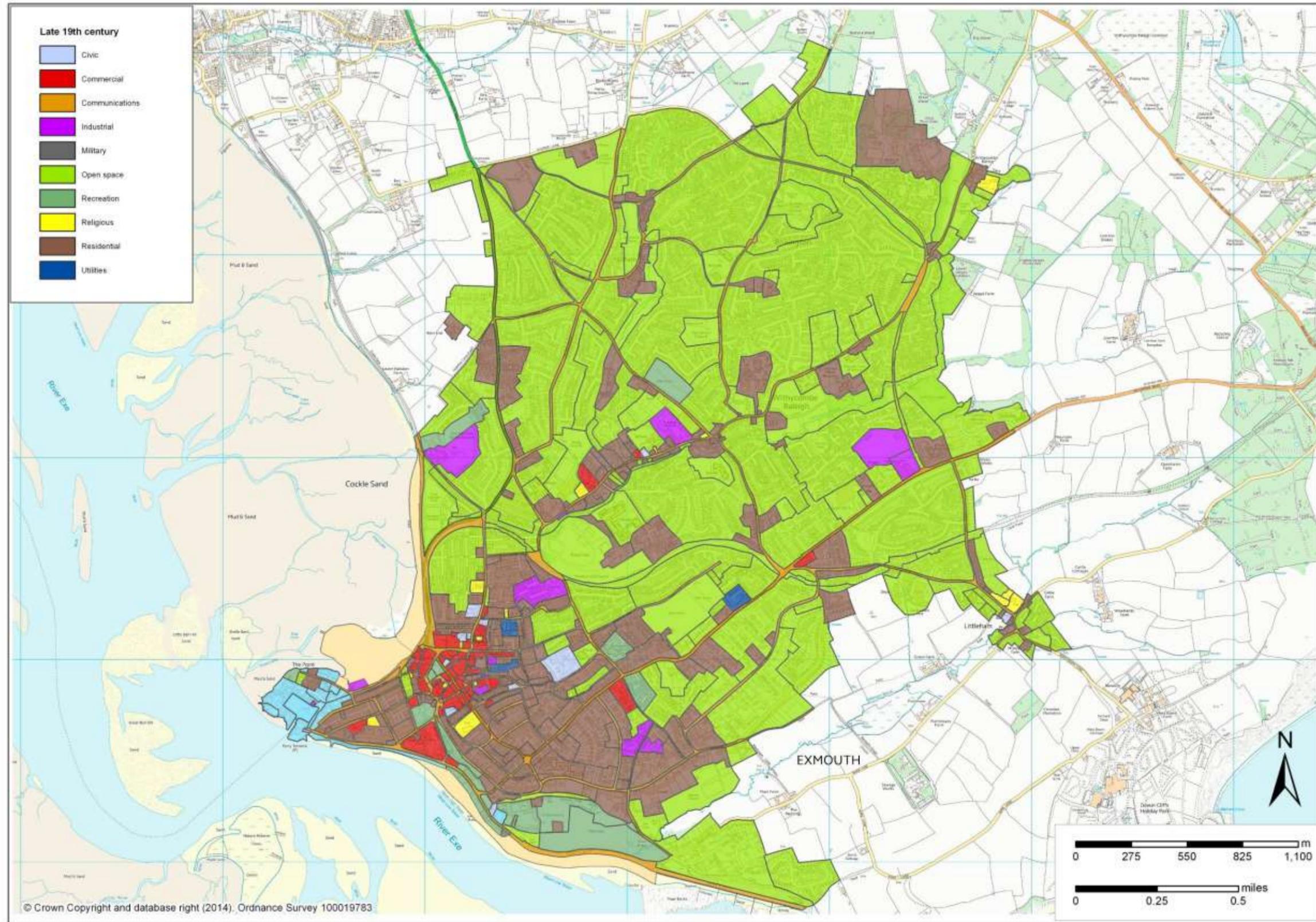


Fig 13 Historical development (Late 19th century. 1850 - 1899)

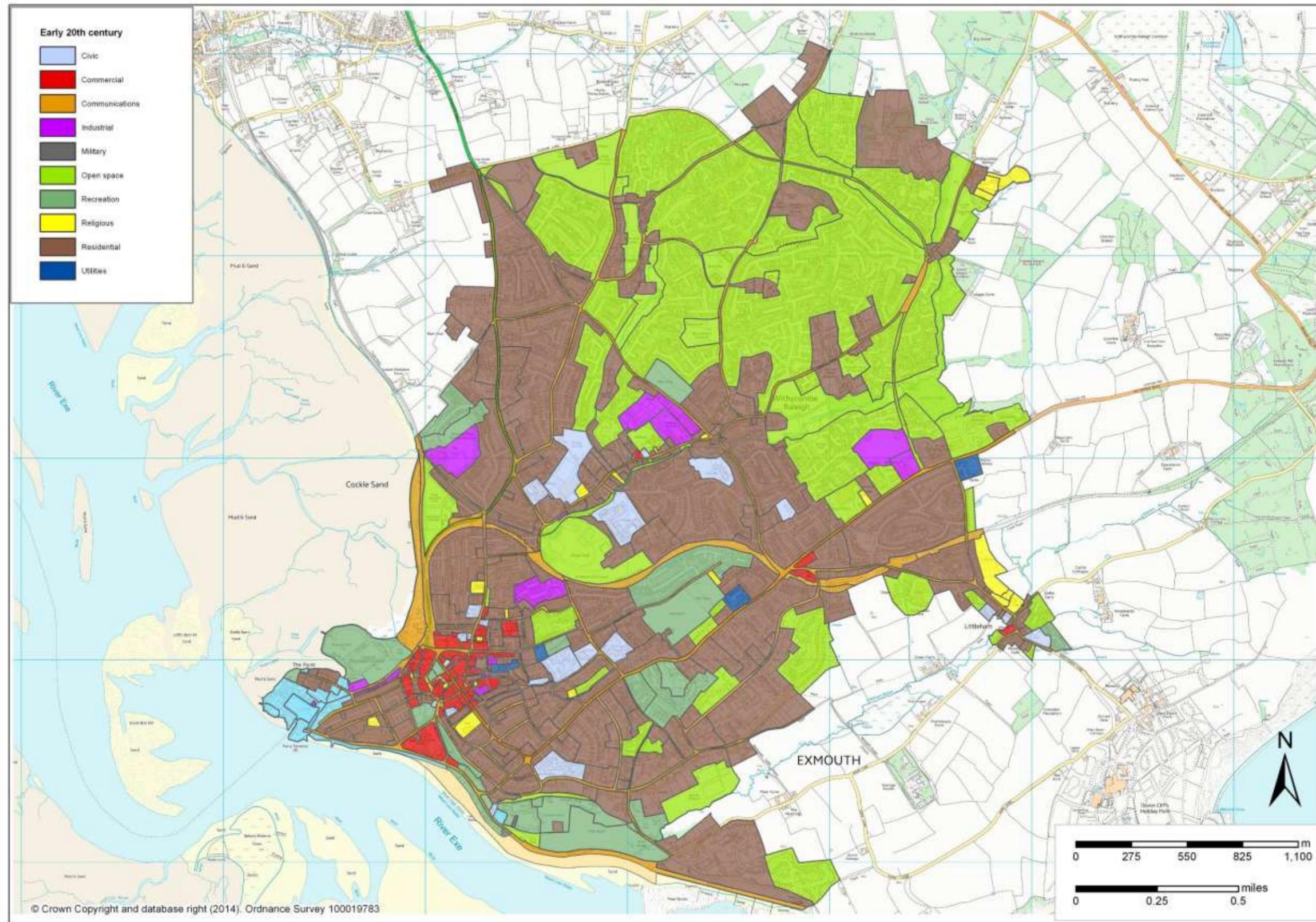


Fig 14 Historical development (Early 20th century. 1900 - 1949)

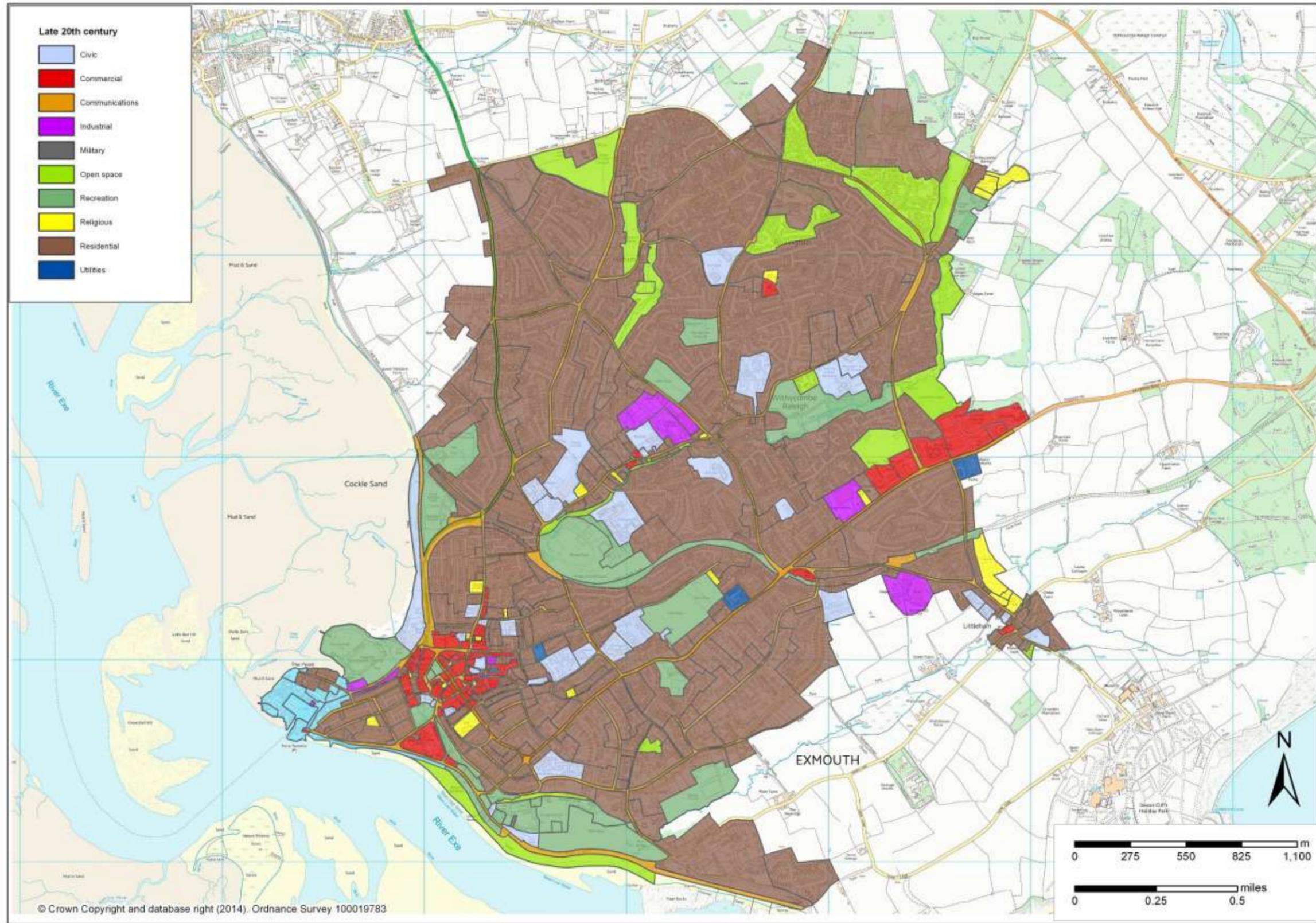


Fig 15 Historical development (Late 20th century. 1950 - 1999)

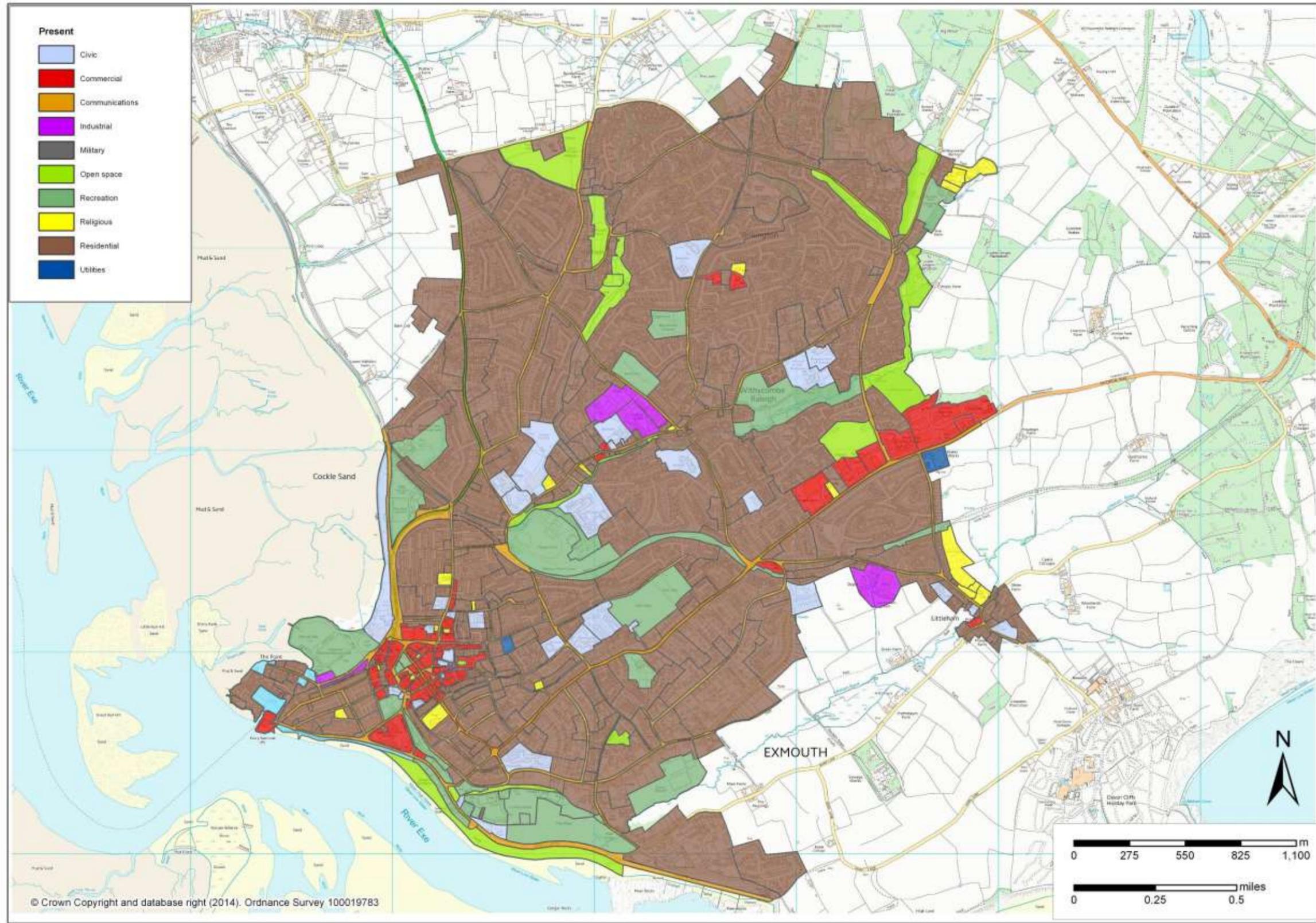


Fig 16 Historic Character Types (HUCTs) Present 2014

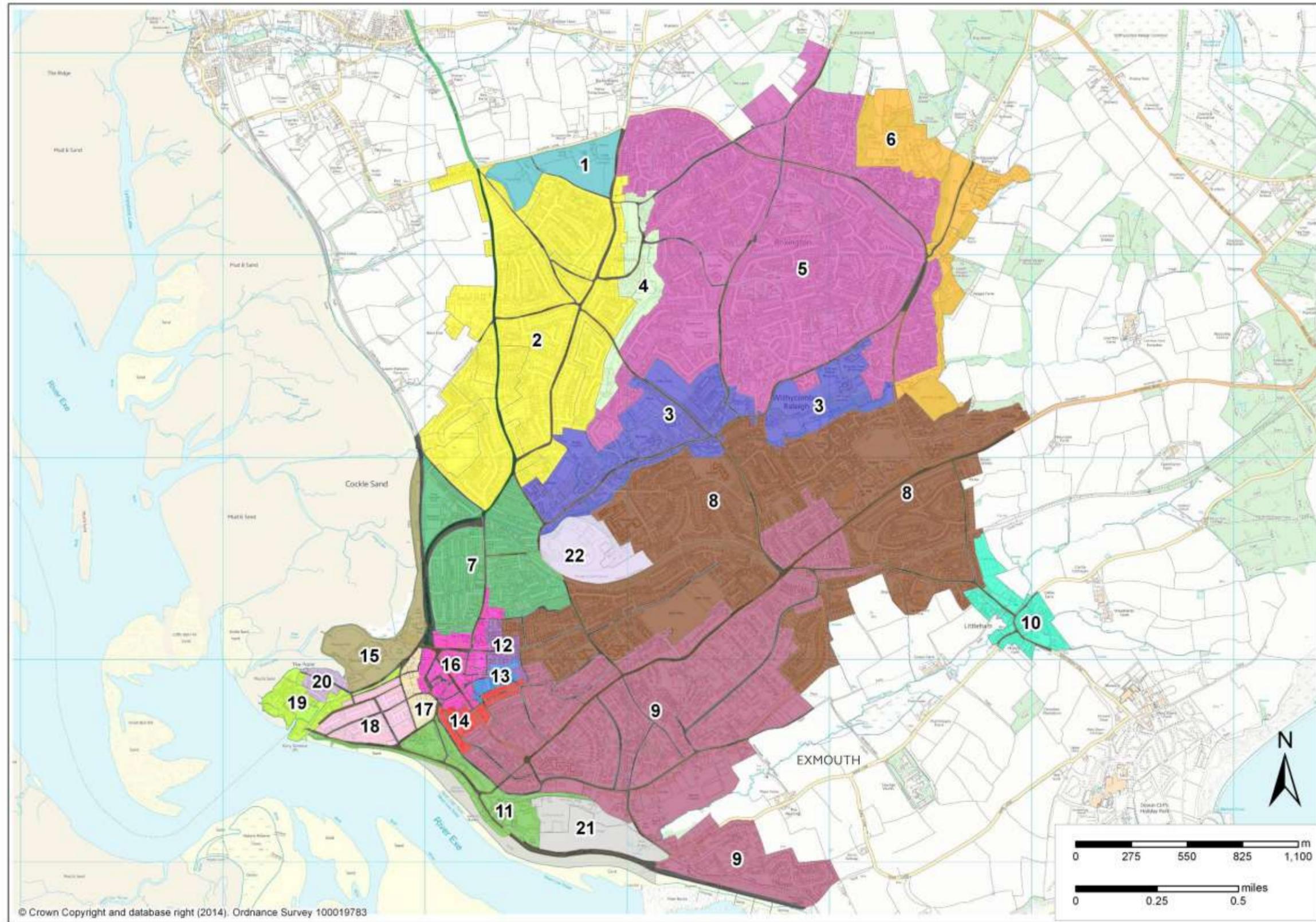


Fig 17 Historic Character Areas (HUCAs) 2013

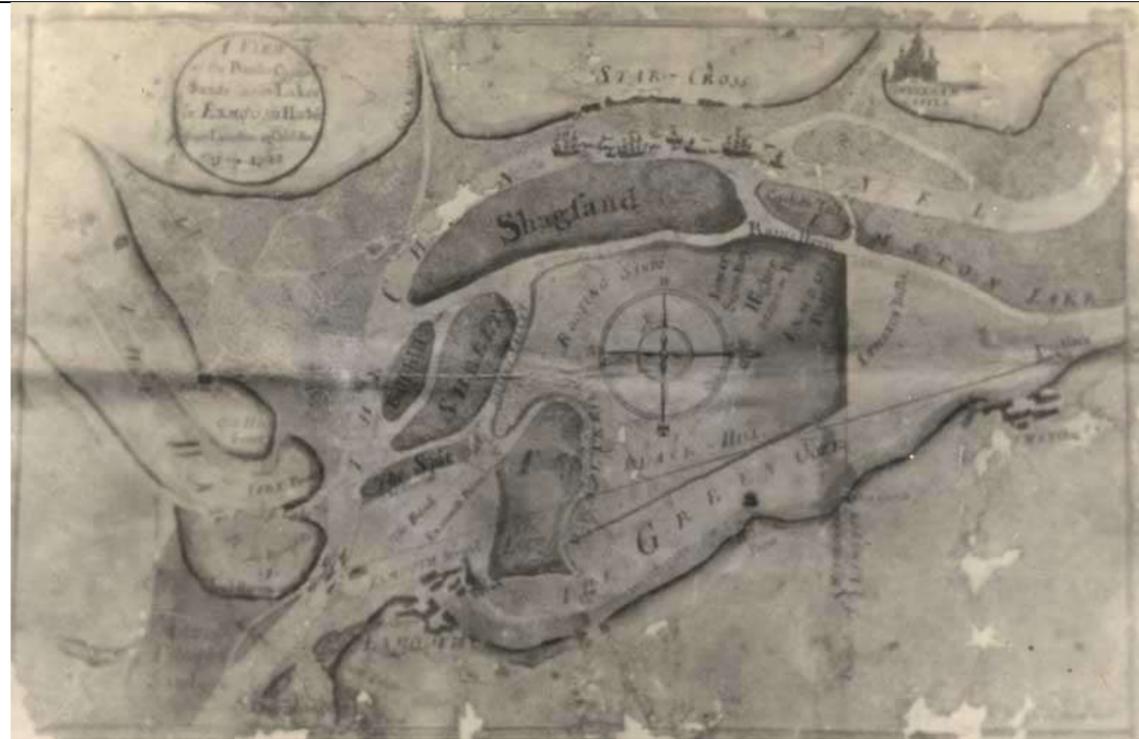


Fig 18 Map of the Exe estuary 1743



Fig 19 Benjamin Donn's map of the County of Devon 1765



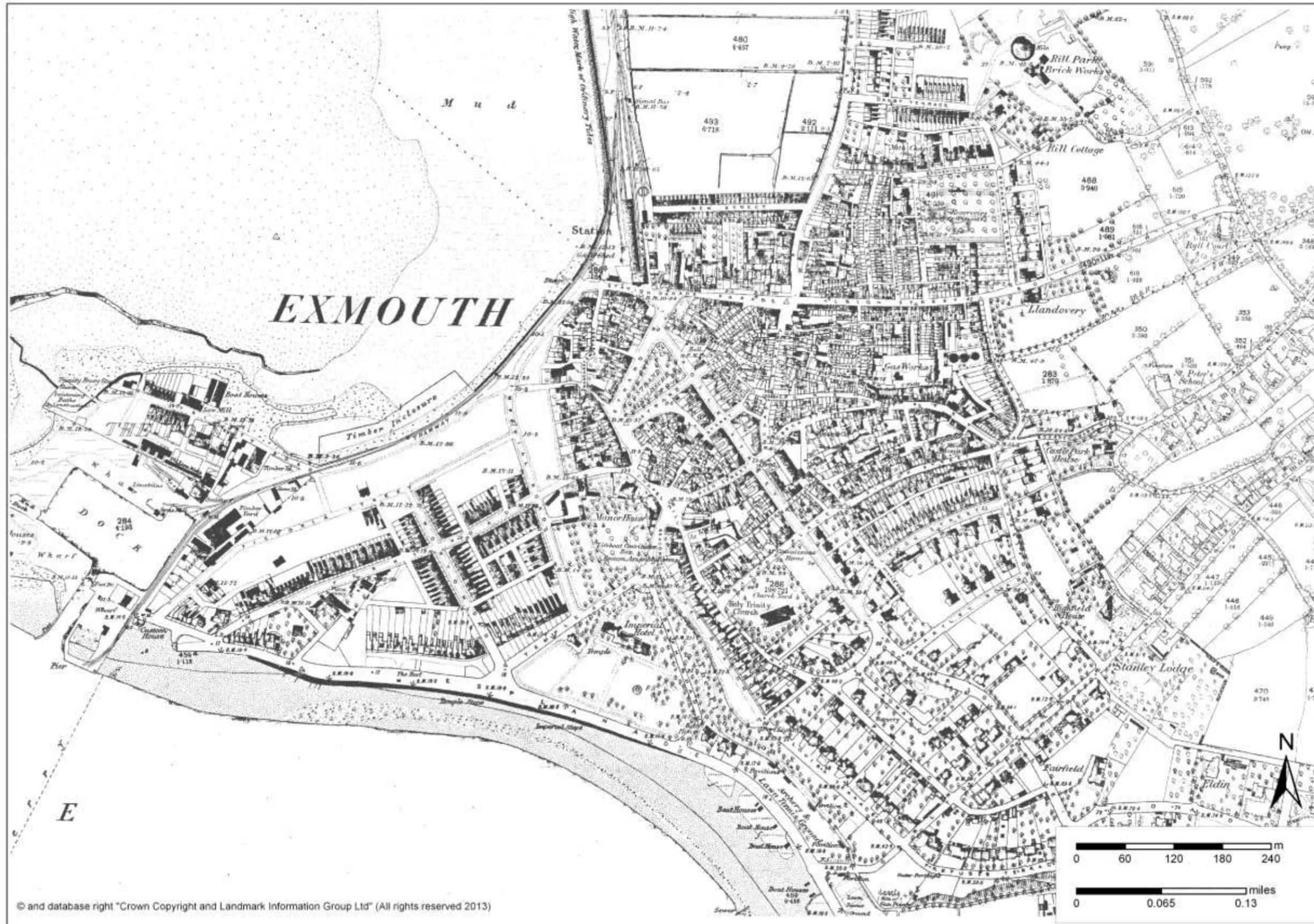
Fig 20 Plan of the Hull Estate 1803



Fig 21 Ordnance Survey, c1809



Fig 22 Tithe maps for the parishes of Littleham (south) and Withycombe Raleigh (north), c.1840



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Fig 23 Ordnance Survey, c1880

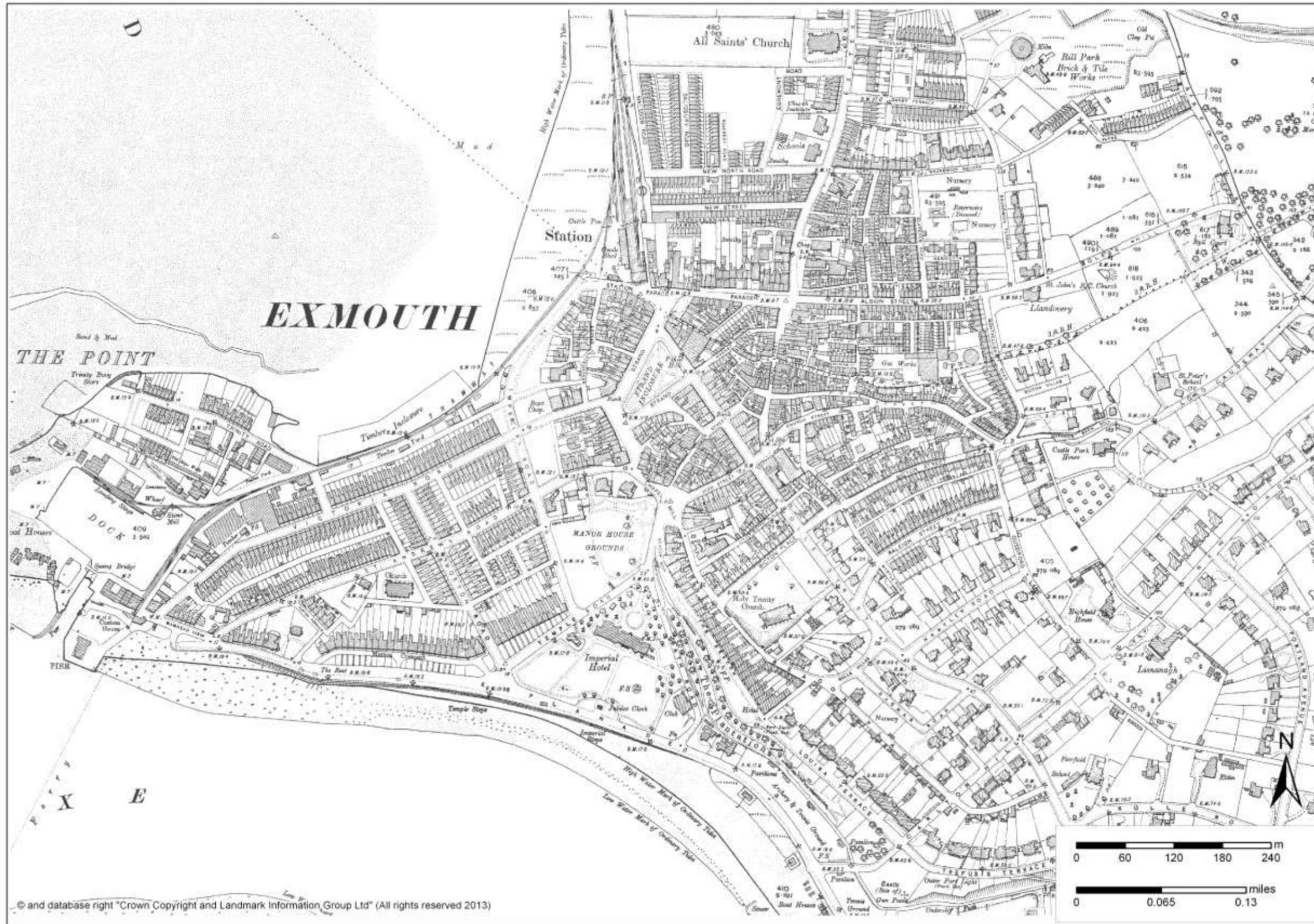


Fig 24 Ordnance Survey, c1904



Fig 25 Locations of key medieval sites

