



# Devon Historic Coastal and Market Towns Survey

## Kingsteignton and Newton Abbot



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

### **Cover illustration**

The medieval St Leonard's Tower or 'Clock Tower', Wolborough Street

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## Abbreviations

AOD	Above Ordnance Datum
EH	English Heritage
EUS	Extensive Urban Survey
DCC	Devon County Council
DHC	Devon Heritage Centre
EDV	Event Devon (prefix to Devon HER events)
HE	Historic England
HER	Historic Environment Record
HLC	Historic Landscape Characterisation
HUCA	Historic Urban Character Area
HUCT	Historic Urban Character Type
MDV	Monument Devon (prefix to Devon HER numbers)
NA	National Archives
NGR	National Grid Reference
OS	Ordnance Survey
TNA	The National Archives

## 1 Summary

*Kingsteignton and Newton Abbot were assessed between December 2014 and March 2015 under the Devon Historic Coastal and Market Towns Survey (DHCMTS). Part of a national programme of Extensive Urban Surveys initiated and supported by English Heritage (now Historic England), DHCMTS is aimed at increasing understanding of 17 medieval towns within the county, prioritised because of their high historical significance, archaeological potential and the immediacy of development pressure.*

*DHCMTS constitutes a deepening of Devon's Historic Landscape Characterisation (HLC) project, 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 project results are held digitally in a GIS database (the main project output) as part of the Devon Historic Environment Record and presented in a report for each town (together with a project synthesis to be published at the end of the project).*

*Newton Abbot has developed from a unique arrangement of two medieval boroughs side-by-side, separated only by a small stream. Across the River Teign, Kingsteignton was the more important centre in Anglo-Saxon times, possibly with Roman origins. For various reasons Kingsteignton slipped into obscurity for a few hundred years but then became important again because of minerals. Newton Abbot became the centre of an agricultural region and, unlike many small Devon boroughs, thrived in the post-medieval and modern periods. Both towns have a complex development history in the medieval, post-medieval and modern periods and this is reflected in the 37 HUCAs defined in this report.*

HUCA no.	Historic Urban Character Area	Above ground heritage significance	Below ground heritage significance
1	Kingsteignton: Sandygate	Low	Low
2	Kingsteignton: North and East	Low	Low
3	Kingsteignton: Rydon Road	Low	Low
4	Kingsteignton: Rydon Quarry and Well Head	Medium	High
5	Kingsteignton: Exeter Road	High	Low
6	Kingsteignton: Clay and Transport	Low	Low
7	Kingsteignton: Old Village	High	High
8	Kingsteignton: South and South-East	Low	High
9	Kingsteignton: Newton Road and the Racecourse	Low	Medium
10	Newton Abbot: Buckland	Low	Low
11	Newton Abbot: Milber Trading Estate	Low	Low
12	Newton Abbot: Milber Newtake and Aller Park	Low	Low
13	Newton Abbot: Milber Camp & St Marychurch Road	High	High
14	Newton Abbot: Decoy	Medium	Low
15	Newton Abbot: Wolborough Church and Barton	High	High
16	Newton Abbot: Ogwell Road	Low	Low
17	Newton Abbot: Bradley Manor and Camp	High	High
18	Newton Abbot: Ashburton Rd/Bradley Barton Estate	Low	Low
19	Newton Abbot: Mile End Ashburton Road North	Low	Low
20	Newton Abbot: Highweek Village	High	High
21	Newton Abbot: Churchills Sandford Orleigh	Low	Low
22	Newton Abbot: Education Campus	Medium	Low
23	Newton Abbot: Knowles Hill	High	Low
24	Newton Abbot: Abbotsbury	Medium	Medium
25	Newton Abbot: Broadlands	Medium	Low
26	Newton Abbot: Upper Lemon Valley	Low	Low
27	Newton Abbot: Old Borough and Courtenay New Town	High	High
328	Newton Abbot: Wolborough, Green Backdrop	High	Low
29	Newton Abbot: Wolborough Villas	High	Low
30	Newton Abbot: Lower Lemon Valley	Low	Medium
31	Newton Abbot: Osborne Park	High	Low
32	Newton Abbot: Courtenay Park	High	Low
33	Newton Abbot: Forde Park	High	Low
34	Newton Abbot: Railway & GWR	Medium	Low
35	Newton Abbot: Ford House	High	High
36	Newton Abbot: Penn Inn Roundabout	Low	Low
37	Newton Abbot: Keyberry	Medium	Medium

**Table 1. Historic Urban Character Areas (HUCAs), as shown on Fig. 15**

## **2 Town context**

The study area encompasses the present extents of Kingsteignton and Newton Abbot, together with the land between the two settlements. The rural fringes of both areas are also included; these encompass extensive areas of former clay extraction (Fig. 1). They fall within the administrative control of Teignbridge District Council.

### **2.1 Location and setting**

Kingsteignton and Newton Abbot are located at the head of the Teign estuary, the former on the north side and the latter to the south. The River Teign itself rises on Dartmoor, where it initially follows an easterly course, before turning sharply to the south and then at the head of the estuary it turns to the east again. Newton Abbot actually sits astride of the small River Lemon, a tributary of the Teign, which also forms a significant historic boundary feature (see below). The towns lie at around 6km - 7km from the south Devon coast as the crow flies, and there is only just over 2km distance between Kingsteignton's parish church and the centre of medieval Newton Abbot. The histories of the settlements, as will be seen below, are also intimately linked.

The topographical setting of Newton Abbot is perhaps more striking than that of its neighbour, as the development of the town has extended up the steeper valleys and higher hilltops to a height of about 70m to 80m Above Ordnance Datum (AOD). However the southern part of Kingsteignton occupies a dominant position in the local landscape and enjoys far-reaching views towards the Teign estuary, despite lying at a height of around 40m AOD.

The location of the towns with the granite mass of Dartmoor just to the north-west and the coast to the south-east has made the area an important communications corridor. North-south roads linking Exeter with Torquay (A380) and Totnes (A383) meet the routes coming from the hinterland of east Dartmoor (A382), as shown on Figs 2-4. The Great Western Railway, which follows a coastal route through Dawlish and Teignmouth, strikes inland at Newton Abbot. Here the main line continues to Plymouth, with a branch to Torquay and there were formerly branch lines northwards to Moretonhampstead and to Exeter along the Teign Valley Line through Trusham and Christow. There were also, formerly, important maritime links, notably the canals, which enabled the transfer of materials from inland mines and quarries to the port of Teignmouth at the mouth of the estuary, from where they were distributed.

### **2.2 Geology and topography**

The geology of the area is fairly complex but is dominated by the sedimentary deposits of the Bovey Formation and Abbrook Clay and Sand member ([bgs.ac.uk/geologyofbritain/home.html](http://bgs.ac.uk/geologyofbritain/home.html)). These clay, silt and sand deposits have had a significant impact on the local economy in the last few hundred years, more particularly so for Kingsteignton (see below). The exploitation of the clay deposits for the ceramics industry has (and continues to have) a dramatic influence on the development of the two towns and the landscape around them. The clays are underlain by the Aller Gravels and Upper Greensand to the east and south of the area. The older part of Kingsteignton is located on the Greensand formation. Much of the town of Newton Abbot is underlain by the Gurrington Slate Formation of the Carboniferous and Devonian Periods. This also includes some igneous intrusions of lava and tuff. The southern part of Newton Abbot sits upon Permian breccia rock of the Oddicombe Formation. Further to the south-west are Devonian limestone and Carboniferous sandstone outcrops in the vicinity of Wolborough and Oghwell Road.

Newton Abbot sits astride the river Lemon and the medieval town was positioned on the lower slopes of that valley. The site was influenced by the layout of the road system,

which may well have originated in the Romano-British period. A Roman road is thought to have linked south Devon with the regional capital at Exeter, crossing the high ground at Haldon and the river Teign at Teignbridge above Newton Abbot and to the west of Kingsteignton. A branch of this road turned south, crossed the River Lemon and headed south-west towards Ipplepen and the River Dart. Both towns have developed along modern successors to those roads.

### **2.3 Previous archaeological work**

The Newton Abbot area, because of the extent of residential and industrial development (the extractive industries in particular) and road construction, has been the focus for much archaeological work. In 1975 road-widening in Highweek Street prompted one of the earliest formal 'rescue' excavations in a Devon town, outside Exeter or Barnstaple. These were continued in 1980. Not long afterwards, in 1983, an even more extensive excavation was carried out along the street frontage of Wolborough Street. Both projects combined excavation with building-recording and provided some of the first archaeological evidence of medieval domestic houses in small towns or boroughs in the county. A large-scale excavation was carried out in the centre of Kingsteignton in 1985, which confirmed its earlier origins in relation to Newton Abbot.

There are now over 50 'events' or interventions recorded on the Devon Historic Environment Record within the area of this study. A number of investigations have been undertaken in the Wolborough Street area, which has been significantly altered since the early 1980s. A recent excavation at 22-26 Wolborough Street has identified evidence for medieval and post-medieval urban settlement, including preserved timbers and walls (Hughes 2015). More rigorous guidance on the development process and the historic environment in recent years, has meant that a number of areas affected by clay extraction proposals have also been included under this process.

## **3 Historical development**

This section summarises the physical development of the town through time (Figs 5-13), 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).

Historic Environment Record numbers (prefix MDV) have been included where appropriate, from the Devon County Council's 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 Romano-British (Fig. 5)**

Evidence of early prehistoric occupation in the lower Teign valley comes mainly from artefact recovery. Collections of flint or chert (generally attributed to the Late Neolithic or Early Bronze Age) have been found around Abbrook, Broadway, Denistone and Bradley (MDV20526 MDV13798, MDV103845 MDV30493). A small assemblage of similar material was recovered during archaeological excavations in the centre of Kingsteignton (MDV41991) and at Rydon to the north of that site (MDV29567).

Berry's Wood (MDV9145) and Milber Down (MDV8649) hillforts provide the earliest evidence for later prehistoric settlement in the Newton Abbot area. Both were occupied in the first century BC. Berry's Wood occupies a commanding position overlooking the

River Lemon, less than one kilometre to the west of the town centre. It is situated on a limestone hill which has wooded slopes on all sides: steep with vertical outcrops. Milber hillfort, on the eastern outskirts of the town, is sited on more level high ground. It is a multivallate hill-slope fort, consisting of four roughly concentric and widely-spaced ramparts with outer ditches. To the south-east of Kingsteignton, a large oval enclosure recorded as a cropmark from aerial photographs is likely to be of prehistoric date (MDV80857), although no evidence was found for this during a watching brief in 2011.

The lower Teign valley contains a greater range of archaeological material than many other areas of Devon. The geological conditions associated with the clay and silt deposits are more conducive to the preservation of organic material. Such finds were more common whilst clay extraction was done by hand and notable finds include the wooden figurine from Zitherixon Quarry (MDV41995) now considered to be of Iron Age date. At Jetty Marsh an extensive sequence of prehistoric peat deposits was exposed during construction of the link road (MDV62884).

The character of Roman occupation in the area is only partially understood at present, based on a limited number of investigations and finds. The presence of a Roman road network has already been noted and there was probably a river crossing in the vicinity of Teignbridge associated with this. The possibility that Roman stonework lies buried below the present structure here remains in doubt (MDV9179). However, the occurrence of the name 'Teignbridge' in the Domesday Book confirms the existence of a bridge here by the 11th century at least. A separate Romano-British defended enclosure existed at Milber, referred to as Milber Down Southern Camp or Little Milber Camp (MDV8653). Roman finds of 1st-2nd century AD date were also made at Kingsteignton (MDV41992). Recent excavations in the area south of Penns Mount (HUCA 8), immediately east of Kingsteignton village, have also revealed finds and features of Romano-British date (AC archaeology in prep.). Given the potential strategic importance of the Teign river crossing, there seems to be scope for the presence of a military site in this area. Finally, there is a hint that some Romano-British occupation was present in the Sandford Orleigh area, based on very limited evidence from a ditch fill (MDV75662).

### **3.2 Early medieval estate (Teintone) (Fig. 6)**

As yet continuity of occupation from the Romano-British era into the post-Roman period is difficult to demonstrate. There is, however, documentary evidence to indicate that Kingsteignton was an administrative and ecclesiastical centre before the Norman Conquest, as the head of a large royal estate, called *Teintone*, focused on the mouth of the Teign (Hoskins 1954, 421; Summerson 1985, 117). In the Domesday Book Kingsteignton was listed among the manors held by the king and was assessed at one hide and one virgate, worth £14 10s (Thorn and Thorn 1985, 1.10). The other major aspect of the history of Kingsteignton which suggests its special status in the early medieval period is its association with the cathedral church of Salisbury. Attention has been drawn to an instrument in Bishop Brewere's register (1224-44) sanctioning the appropriation of Kingsteignton church to Salisbury (Reichel 1898, 311). This appears to have been a confirmation of existing rights, as an entry in the Register of St Osmund of Salisbury describes the grant of 'the church of Teignton' with chapels and tithes to constitute a prebend in the cathedral of Old Sarum (Rose-Troup 1929, 260). This charter was dated c. 1108, but Rose-Troup suggests that it was a restitution of property belonging to the canons before the Conquest. In a later charter of c. 1150 Baldwin, styled Earl of Exeter, quitclaimed the churches of 'Teynton', Harberton, Alvington with Allington, and Kenton, to the church of Sarum (Rich-Jones and MacRay 1891, no. XXII, 20-1). Salisbury Cathedral was the successor to the Anglo-Saxon cathedral of Sherborne, whose diocese had been much more extensive, embracing Devon before

909. It was therefore inferred that Kingsteignton church must have been founded before 909 and that when the bishopric was moved from Sherborne to Salisbury in the 1070s Kingsteignton church also passed into the patronage of the new bishopric. There is, however, no surviving architectural evidence for a Saxon church at Kingsteignton; the present structure, St Michael's, contains nothing earlier than 15th-century work. One feature which might be interpreted as an echo of minster organisation was the existence of dependent chapels in Highweek (Teignwick) and later at Newton Bushel. The worshippers at Highweek still had to bury their dead at Kingsteignton until 1427 when a burial ground was consecrated there (Dunstan 1971, 280-7). All Saints at Highweek remained a chapel of ease to Kingsteignton until 1864 when it became a parish church.

### **Teignton: Villa Regalis or Burh**

Haslam in a survey of Anglo-Saxon towns (1985) describes Kingsteignton as follows: *it is described in Domesday Book as Taignbrige and was the head place of a hundred which was ancient demesne of the king. The Anglo-Saxon Chronicle also records its destruction by the Danes in 1001 ... The church lies at the southern end of .. spur, with the early villa regalis and associated settlement situated probably nearby to its north.* He postulates the existence at Kingsteignton of an early 10th-century burh, but does not provide further documentary or topographic evidence.

The form of early settlement at Kingsteignton is thought to have been that of a sub-oval enclosed site. Attention has been drawn to the interesting form of the settlement at Kingsteignton (Harris 1977, 6). This is best seen on the Tithe Map of 1840 (Fig. 7), and aerial views. The most striking feature is the circular plan defined on the north and east sides by Fore Street and Greenhill Road, with Church Street continuing their line on the west. The southern is defined by the boundary of St Michael's churchyard, and a track which leads down into the marshes from Greenhill Road (HUCA 7). A secondary element within this plan is the mill leat which runs directly north to south on the west side. This leat, known as the Fairwater, is thought to have been constructed in the 13th century (*ibid.*, 11-12). Berry Meadow lies in a central position within this enclosure and the name 'Berry' might be derived from the Old English *burh*, meaning a fortified place. At present, however, no early context for the *berry* name in Kingsteignton has been located, so the interpretation remains provisional.

Archaeological excavations within Berry Meadow did not provide any information about structural remains but did reveal linear features dating to the period AD 600 -900). There was no evidence for defensive features associated with a defended burh, although the main investigations did not extend to the possible ditched enclosure (Weddell 1987, 92-93).

### **Wolborough**

During the early medieval period whilst Kingsteignton potentially developed as a royal manorial foundation and ecclesiastical centre, Newton Abbot did not exist as a settlement form. Although Wolborough is recorded as a manor in the Domesday Book, it was just a rural manor, much smaller than Kingsteignton (Thorn & Thorn 1985, 16.163.). We have no information regarding the location of any associated settlement, but it has been assumed that this was probably located around the site of the parish church, on the high ground to the south-west of the later town (HUCA 15). The Domesday record includes a mill, which may have been at Keyberry (MDV19782), to the south-east of the town.

### **Highweek Castle Dyke (MDV9146; Scheduled Monument 1002492)**

This stands to the south-west of Highweek village, though at some distance from the parish church. It is now surrounded by housing (HUCA20). The site is interpreted as a

small motte and bailey, but it has not been dated with any certainty. The motte is well-preserved, but the bailey to south-west is small and on a slope, not entirely convincing. The site lies on a hilltop with good views to the Teign estuary. This location suggests it might be a campaign foundation of the Norman Conquest phase, but it could be a Civil War castle (Stephen, 1135-54) or a domestic site, a possible precursor of Bradley Manor.

### 3.3 Medieval 'New Towns' (Fig. 6)

By the early 13th century it appears that the original royal estate of *Teintone* was now sub-divided, with the eastern half administered from Kingsteignton and the western half from Highweek or Teignwick (Summerson 1985, 117-18). Highweek had its own church, but this was a chapel-of-ease dependent on St Michaels church Kingsteignton. Wolborough manor was always separate from the *Teintone* estate, it lay in the hundred of Haytor and was held by Ralph de Brewer at the time of the Domesday survey. In 1196 William Brewer granted the manor to the newly-founded Torre Abbey (Seymour 1977, 108).

Around this time there was an economic trend for manorial lords to found new urban settlements. These were intended to acquire the status of boroughs, allowing markets and fairs to be held there and thus, most were sited on main roads to take advantage of passing traffic and to permit the transport of goods to and from the markets. Markets provided the lord with direct income from sales as well as in tolls rents for stalls etc. The value of burgage rents of, say, 1 shilling - for a quarter acre could often be around 15 times greater than the equivalent value of agricultural land. The local people did also benefit, as smallholders from nearby could sell surplus grain, eggs, cheese etc. Labourers could buy food they couldn't produce themselves and craftsmen could purchase raw materials. In Devon these new market towns were plentiful, partly because of the sheer number of small manorial lords with many competing opportunities to establish boroughs. Another important reason was physical geography: Devon was a region of scattered, dispersed settlement. There were probably more markets than the population justified - 94 sites by 1349 or 3.6 per 100 square miles.

Wolborough and Highweek both lay on the junction of several routes which converged at the River Lemon. To the north were the routes from Exeter, Bovey Tracey and Ashburton and to the south roads from Totnes and harbours around Tor Bay (see Figs 3 and 4). Where these roads crossed the river Lemon there was sufficient space on low-lying ground to lay out the burgage plots for urban development. Thus we have a situation described by Hoskins as 'unique in Europe' where two towns are set up side by side, separated only by a small stream. To the north was Newton Bushel founded by the de Englishville family in Highweek (named after its 13th century owners) and to the south Newton Abbot founded by the Abbot of Torre in Wolborough (Beresford 1967, 423-24; Beresford & Finberg 1973, 94).

The key components/phases of development of the medieval town are as follows:

#### **a) Market places (HUCAs 24, 26 & 27)**

**Newton Abbot** Wolborough Street contained the market place of Newton Abbot. The street widens out towards its east end, reaching a width of 24m at its junction with Bank Street and East Street - the main road leading to the river crossing. A shambles and market house stood at the east end (1269 grant of market).

**Newton Bushel** exact location of the market is unknown but was on the hill beside St. Mary's Chapel. (1246 grant of market).

**b) Burgage plots (MDV21821; HUCA 27)**

**Newton Abbot** visible on 19th century maps either side of Wolborough Street and East Street, up to 200m in length. Possibly originated as agricultural boundaries (Weddell 1985, 48).

**Newton Bushel** burgage plots are less well-defined; it is suggested that the terrain may have prevented the layout of a regular series of plots. Some more regular boundaries visible on the west side of Highweek Street.

**c) Chapels (MDV9170; MDV20738)**

**Newton Abbot** St Leonard's Chapel, at east end of Wolborough Street, possibly founded in 13th century. Surviving remains consist of tower of a 15th century church of which the rest was demolished in 1836 for road widening. Major urban landmark.

**Newton Bushel** St Mary's Chapel dates from the 15th century but the site has much older associations. The spring which flows from under the church wall into the street is believed to have been used by early missionaries for baptisms. Chapel not used for religious service after 1906, now converted to housing.

**d) Bridges**

**Lemon Bridge (MDV16870)**

This bridge linked the two medieval boroughs and carried the early cross-country route from Exeter to Totnes. The River Lemon is now culverted under 19 Bank Street and along Market Street so the bridge is not visible. Lemon Bridge is said to be documented in the 12th/13th centuries and was widened in 1817.

**Keyberry Bridge**

This bridge is mentioned in 16th century documents relating to modern East Street, which is described as 'the road from Newton Abbott towards Keybury Bridge' (DHC: Enrolled Deed Vol. 246; D1508M/Moger/42). It would presumably have spanned the Aller Brook at a point somewhere near where the A381 does so today.

**e) Streets**

The medieval street pattern is uncomplicated as the layout of the two boroughs was determined by converging routes either side of the River Lemon, as described above. Newton Bushel's main street, Highweek Street, led to Highweek Road heading north-west and Exeter Road heading north-east. In Newton Abbot Wolborough Street led to Totnes Road, heading south-west and East Street (Keyberry Road) leading to the coast to the south-east. Bank Street linked these two routes to the bridging point. It has been postulated that Back Road (now partly removed) represented an alternative route to cross the Lemon upstream of the bridge. Its alignment is continuous with that of Totnes Road with a more direct route to the river, whereas Wolborough Street turns east to meet Bank Street and East Street.

**f) Manor houses (MDV9221; MDV9141)**

**Newton Abbot** *Ford House*, located to the east of historic Newton Abbot close to Aller Brook. Built c. 1550 for John Gaverock, enlarged 1610 altered c. 1625 for Sir Richard Reynell; restored 1930s and 1981-3. E-plan house of 1610 with original house of c. 1550 forming the service wing to the rear with a further late 19th century wing adjacent. Now houses Teignbridge District Council offices.

**Newton Bushel** *Bradley Manor*, lies to the west on the outskirts of the built-up area. Early 13th century, remodelled for Yarde family after 1402; late 15th century extension and later work, principally in 19th century. L-shaped plan, the original 13th century hall-house to the south was altered and retained as part of a rear left wing to the early 15th century house. Now National Trust property.

#### **g) Almshouses**

Gliberds Almshouses in Highweek is a modern creation but may have perpetuated the site of a medieval leper hospital or lazaret house.

#### **General development**

Neither borough appears to have been spectacularly successful, indeed they are not listed separately as boroughs in the 1332 lay subsidy (Erskine 1969). The archaeological evidence from excavations at Wolborough Street indicates that most of the area was not built up even by c. 1400, about a hundred years after the borough was founded. The buildings on this site were also of fairly modest character and probably included cob structures (Weddell 1985, 100-103).

In the later medieval period, following the Dissolution of the monasteries, large areas of lands changed hands, often rapidly as speculators sought to cash in on the opportunities to make profits. Wolborough manor, together with Newton Abbot had belonged to Torre Abbey and this included land at Mainbow in Highweek parish (just outside the study area). *Newton Abbot Manor and Borough* was sold to Thomas Yarde of Bradley, with the *Manor of Wolborough* being purchased by John Gaverock and his wife (Youings 1955, 62, 121).

These two were local men (see above) and Gaverock had also purchased six tenements at the 'hamlet of Forde' which he had already held from the Torre Abbey (DHC 1508M/Moger/313). He was the bailiff for the abbey and had been required to present his credentials at Court as set out in a document of 1537; *whereby Simon the Abbot granted to John Gaverocke for his good counsel in the Law, given to the Convent, for other good services, of the Office of Bailiff of the Manor of Wolborough for life, with an annuity of 60s. from the Abbey lands in Torremoham, Aysheclyste, Grendell, Salterton and North Skyllingford* (DHC D1508M/Moger/101). In 1538 John had been leased the 'capital messuage' of Wolborough along with other lands attached (DCH D1508M/Moger/227).

### **3.4 Medieval Kingsteignton (Fig. 6)**

#### **Medieval 'village' (HUCA 7)**

Whilst Newton Abbot and Newton Bushel developed as new boroughs with markets and fairs, Kingsteignton seems to have drifted into obscurity. The manor remained in Royal ownership until 1274/75 when it was said to have been granted to Peter Burdun by Henry II (Summerson 1985, 117). There appears to be very little available medieval documentation for Kingsteignton manor. Certainly there was no urban development and there are no records for the granting of markets or fairs here in the medieval period. The form of the settlement probably changed very little apart from the construction of the Fairwater Leat in the 13th century, with the track alongside (now Berry Lane). This was supplied from a spring at Rydon and provided power to the Higher and Lower Mills and the Town Mills (MDV9249).

### **Agricultural landscape**

The village of Kingsteignton formed the centre of a large rural manor surrounded by an extensive system of open fields, the remnants of which were still visible on 19th century maps (Fig. 7). These must have been enclosed at a relatively early period as the amalgamated strips survived intact through to the 19th century (Weddell 1987) and can be seen on the 1840 Kingsteignton Tithe Map and the early OS maps. The Devon County Historic Landscape Characterisation Maps (HLC) suggest that most of the landscape in the area north of Kingsteignton originated as open strip fields which were probably first enclosed with hedgebanks during the later medieval period. Some undisturbed pockets of this landscape survived until fairly recently between Broadway Road and Homers Lane where a number of hedgebanks survive, in addition to other traces of former field boundaries (See HUCAs 2-8).

### **Parish Church**

The parochial church of St Michael remained at Kingsteignton and the chapel of All Saints at Highweek remained dependent on this church throughout the medieval period. The main building stone is local grey limestone, visible in the rubble tower and the three westernmost bays of the south aisle and porch. The surviving medieval fabric (west tower and arcades), is 15th century in date. The church appears to have been thoroughly rebuilt in 1865.

The prebend attached to Salisbury Cathedral meant that the greater tithes of the parish and the income from the sub-manor of Preston ('priests' tun') was paid to that institution. In 1226 the prebend included the 'chapel of Highweek' and it later became known as the Golden Prebend, of Teignton Regis, as other parish church tithes were added (*Fasti Ecclesiae Anglicanae*, 100-02; Pugh & Crittall 1956, 602). Close to the church was the site of a Prebendal House, illustrated by Revd. Swete in 1795 at which time it was already ruinous (MDV103996):- *Contiguous to the churchyard are the ruins of what is supposed to have been a Prebendal House. The barn is yet in good order though the mansion has been long dilapidated.* Swete's illustration, dated 10th July 1795, shows the mill, church tower and the ruinous house.

### **Fishery**

The place-name Hackney (HUCA 9) is thought to have been derived from an obsolete word *haking*, which refers to a kind of fish-net employed in tidal waters (Gover *et al* 1932, 479). The reference to a fishery occurs in an inquisition dated 1422.

## **3.5 Post-medieval: the boroughs merge (Fig. 8)**

The process of unifying the Newton boroughs into a single urban settlement was probably hastened by the purchases of Thomas Yarde in 1557, described above. He resided at Bradley in Highweek and owned the manor of Teignweek and borough of Newton Bushel. By 1543 the Yarde family had also acquired property in Newton Abbot and held a third part of the Hundred of Teignbridge, as well as other manors in the South Hams (DHC 231M/F/5). The markets were probably merged by the mid 17th-century and it is thought that a larger market was established in Wolborough Street and the Newton Bushel one became redundant (Jones 1979, 55).

### **Industrial development**

Although the returns from market trade may not have been remarkable, the boroughs were able to generate more than modest income through industrial diversification and by investing in the Newfoundland ventures. Cloth manufacture was important here as in many small towns with ample water supply and Newton Abbot was a centre of the woollen cloth trade in the 14th century, which continued to flourish in the post-medieval period (Timms 1976). Insurance inventories of the 18th century show a number of

sergemakers in 'Newton Abbot', most with extensive ranges of outbuildings and stores (Chapman 1978, 100-03). Apprenticeship records of the late 17th and early 18th century record clothiers, mercers, weavers and woolcomber, as well as tailors and blacksmith and similar occupations of a market town (Carter 2004, 25). Bradley Mills, on the Highweek side of the town, are thought to have originated as corn or fulling mills (MDV29505). In Wolborough, Sherborne Mills (MDV42006), further downstream and Keyberry Mill (MDV19872) may also have functioned as fulling mills at some point. Both sets of mills were served by extensive leats which formed significant elements in the landscape (MDV21324).

Leather manufacture was also an important industry in the later post-medieval period. A tannery is recorded in Bradley Lane by 1790 and this grew to be one of the largest concerns in the South West owned by the Vicary family (MDV65667). This family were also involved in wool-combing and this part of the business continued into modern times (Carter 2004, 32). A bark mill is depicted on 19th century OS maps and this is believed to have been used in the tanning industry. (MDV21325). The mill was located at the east end of the Bradley leat, just before it entered Whitelake (see HUCA26).

### ***Other developments***

A row of almshouses was built on the outskirts of Newton Abbot in 1640 (in what is now Torquay Road) from an endowment by Lady Lucy Reynell, wife of the owner of Forde House. She intended them to accommodate the widows, 'the relicts of preaching ministers, left poor, without a house of their own'. The original building was demolished in 1790 and rebuilt in East Street nearer to the town centre (MDV23031).

### ***The Newfoundland trade***

The involvement of Devon ports in the Newfoundland cod fishery really began to take off after 1570, as a result of political upheavals in Spain, Portugal and France. By the end of the 16th century over 100 ships were sent from Devon ports, with Plymouth supplying most, but with Dartmouth and Teignmouth also heavily involved. The industry expanded even more in the first half of the 17th century and large amounts of money was generated. The cod was salted and sold largely to Catholic countries, with fish oil and unsalted cod being taken back to England for sale at home (Oswald 1983, 20-24). Newton Abbot traders supplied leather goods such as boots and aprons, as well as rope, hooks and knives. The industry was labour intensive and men were recruited for manning the ships in the town, for example at the Dartmouth and Newfoundland Inns (Carter 2004, 17). The fishing trades thus helped Newton Abbot to sustain the industrial development described above.

### ***Kingsteignton clay (HUCA 6)***

Ball clays are kaolinistic sedimentary clays which are used to provide strength and plasticity in ceramic objects. The clay also provides a light cream colour to white-fired vessels. The name derives from the way the clay was worked; in cubes 230mm square which developed a spherical shape during handling. The ceramic qualities of the clays have made them widely sought after in the UK and more recently in the international market (Bristow *et al* 2002, 17).

Ball clay was first used as pipe clay in the late 17th century, and in 1700 there is a record of a shipment of 'Tobacco Pipe Clay' being sent from Teignmouth (Rolt 1974, 39). The first exports of South Devon clays mainly went to London and may have been used in the Fulham potteries (Bulley 1955, 192). Cream wares were produced using ball clay beginning in the period c. 1730-40 mainly in Staffordshire and during the latter part of the 18th century exports of clay from South Devon steadily increased especially for the Staffordshire potteries. Ball clay did, however, have its faults, principally that it shrank and cracked during firing, but it was by maximising the virtues of this clay that

Josiah Wedgwood was able so successfully to dominate the market. One of his important products was a cream ware called Queens Ware. This became immensely popular and was soon produced by numerous other potteries as it began to replace Delft as the most widely used fine table ware.

Increasing use was made of the port of Teignmouth to ship the clay to the ports of London and Liverpool. In the 1790s the Stover Canal was constructed, allowing clay (as well as lignite from Bovey) to be transported to the Teign from the area to the north-west of Kingsteignton (MDV9148). Later, in 1843, the Hackney Canal provided another route for clay from pits nearer Kingsteignton village (MDV9197).

The earliest method of extraction was through the excavation of steep-sided trenches along the edge of the clay basin, where there the mineral outcropped nearer the surface and there was little overburden. Square pits were later used; these were typically 7m by 7m up to 25m deep and required shuttering and the use of jibs and cranes to haul up the clay. This method allowed access to the deeper deposits. Small-scale opencast working was also carried on from an early period, but this was labour intensive particularly with the removal of the waste materials or overburden (Bristow *et al* 2002, 27).

While the clay extraction industry was a very important factor in the economy of the Teign valley (including Newton Abbot), in the early years it did not have a great deal of impact on the development of the town. Benjamin Donn's map of 1765 shows little evidence of any urban development around Kingsteignton (Fig. 9). A study of historic building records here does, however, indicate that there were some 17th century cottages to the north of the historic core in Tarrs Lane and Govers Hill.

The manor of Kingsteignton had passed from the Burdun family to that of Thorpe and by marriage, to the Cliffords in 1509 (Lysons 1822, 494). The Clifford family do not appear to have resided at Kingsteignton, from the late 17th century the family seat was at Ugbrooke in Chudleigh.

### **3.6 The 18th and 19th centuries (Figs 10 and 11)**

#### **Newton Abbot: 18th and 19th century expansion**

At the time of Donn's map in 1765 (Fig. 9), Newton Abbot and Newton Bushel appear to remain within their original medieval street plans (principally latter day Wolborough Street/East Street/Bank Street and Highweek Street). It is likely that linear expansion took place, with some previously empty burgage plots on the fringes being developed. What Donn's map does not show is the likely developments within the rear parts of the burgage plots. Whilst in the medieval period there was a single house on the street frontage, in the post-medieval period the gardens at the rear would be filled with sheds, cellars and outbuildings required for the small industrial operations associated with cloth-making, leather-working etc. An example from the 18th century insurance inventories of cloth workers illustrates this. The buildings insured in 1765 by Solomon Tozer, a sergemaker from Newton Abbot, included:- his dwelling house (stone, brick, plaster, slated roof), a warehouse, brewhouse with chamber over (slated roof), cellar, stable (thatched), workshop and barn (Chapman 1978, 102). This pattern may have been fairly typical of the town at the time.

#### ***The Courtenay family***

The Courtenay family's inheritance of property in Newton Abbot resulted in the greatest changes since the Abbot of Torre and de Englishville laid out the burgage plots for the two towns. The property at Forde was sold by the Gaverocks at the end of the 16th

century to Sir Richard Reynell, who originally came from nearby Ogwell but who had become a rich London lawyer. The Reynell's estate passed to Sir William Waller, whose daughter married William Courtenay around 1648. The Wolborough lands thus passed into the hands of the Earls of Devon and because they owned the greater part of the manor and the town of Newton Abbot, they were able to develop on a relatively large scale, within a long-term plan and uniform style. (Carter 2004, 16; 22). They also maintained a close manorial control on the estate here, right up to the middle of the 19th century (Worth 1886, 307).

A common type of urban re-planning involved the clearing of markets from the streets and the provision of covered market buildings; this occurred at Newton Abbot with the removal of the old market from its historic site in Wolborough Street. In 1825 it was agreed that the old shambles in Wolborough Street would be dismantled and the new market was opened in 1826 on a site east of Bank Street, adjoining the River Lemon (*ibid.*, 46).

### ***The new access roads (HUCAs 27, 31)***

Until the early 19th century, Newton Abbot had been shaped by the street pattern and plots of the two medieval towns, which sat on opposite banks of the River Lemon. 17th and 18th century cottages and townhouses typically in the vernacular manner had lined these streets, but the planned Victorian developments changed all this, and the fashionable Italianate villa style came to predominate. One of the enabling works was the construction of a new road linking Newton Abbot and Kingsteignton. This was completed in 1842 and the new main road into Newton Abbot from the east was named Courtenay Street (Worth 1886, 41). Another major route was created to form a direct link from Courtenay Street to the newly-opened railway station in the east. It seems this highway was called Railway Street when originally laid out in 1846, but it was named Station Road when adopted as a public highway a few years later. The length alongside the station still bears this name but the remainder running west to the town centre was re-named Queen Street in honour of Queen Victoria.

### ***The Railway (HUCAs 32, 34)***

Newton Abbot Railway Station was opened by the South Devon Railway Company (SDR) on 30th December 1846. Originally designed by Brunel as an atmospheric railway, it reached Teignmouth on 30th May 1846 and Newton Abbot on 30th December 1846. The station originally comprised two, later three, small train sheds covering separate platforms for trains running to Exeter, Plymouth and Torquay. It was rebuilt in 1861 as a single station covering all three platforms. The station was rebuilt with four platforms after the First World War, opening on 11th April 1927. (MDV81098; MDV22462). A branch line to Moretonhampstead was also opened by the SDR in 1866. The town was now on the main railway network, with all the benefits that brought for trade and investment. The line was taken over by the Great Western Railway from 1st February 1876 and they created a repair workshop adjacent to the site. This again provided opportunities for suppliers and created employment for around 1000 people.

### ***Architectural styles (HUCAs 29, 31-33)***

The Earl of Devon appointed Humphrey Abberley as the Architect and Surveyor for his Devon estate in the mid 1840s. Abberley was instrumental in the design of many of the buildings erected on the estate from then until his death in 1855. The Town Hall in Courtenay Street (now demolished) appears to have been one of the first, as its design was accepted in 1846. Joseph Rowell, a local surveyor and architect born in West Teignmouth, was appointed as his successor. He worked up plans for the Wolborough Hill area and completed the layouts for highways and houses at Forde Park area, Devon Square and Courtenay Park sites. Devon Square was the centre of the development carried out for the Courtenays *circa* 1840-60 by Abberley and Rowell.

They adopted a provincial version of the type of fashionable *villa rustica* advocated by Charles Parker in his *Villa Rustica* (1832) and John Claudius Loudon in his *Encyclopaedia of Cottage, Farm and Villa Architecture and Furniture* (1833). Rowell was responsible for St Paul's in Devon Square, built on land given by the Earl of Devon. The foundation stone was laid on 26 April 1859 with tiling supplied by Charles Minton. He built the Wesleyan Chapel on Courtenay Street (1869-70) (demolished) and designed a new chancel, vestry and organ chamber for St Leonard's (1875-6). Amongst his other designs in Newton Abbot were the Congregational Church in Queen Street (1875) and the Mackrell Almshouses on the south side of Wolborough Street (1873/4). In the latter part of 1850s and throughout the following decade, roads continued to be laid out and developed in accordance with the 'master plan', with the highways being subsequently adopted by the newly created Local Board of Health. The new villas were apparently let as fast as they were erected, and a new reservoir was constructed on Wolborough Hill to supply them with water.

The character of the town centre of Newton Abbot is a clear expression of the Victorian town planning that accompanied the dramatic growth in the resident population through the 19th century. During this period, new principal roads were laid out, the railway arrived, and large areas of formally planned houses were built. The Victorian expansion of the town centre was focused on the eastern end of the town, much of it on land owned by the Devon Estate. A number of Devon towns developed through the early 19th century, and numerous speculative developments of terraces and villas sprung up as early suburbs. These suburbs reflected the spirit of improvement of the age, providing suitable houses for the expanding urban workforce, and environmental improvements, such as paving, street lighting and public parks. Nationwide recurrent cholera epidemics saw the implementation of social legislation with the Housing Acts of 1866, Sanitary Act of 1866 and the Cross Act of 1875 and a national move towards slum clearance and providing good quality housing for the working and middle classes.

### ***Kingsteignton in the 19th century***

White's directory of 1850 describes Kingsteignton or Teignton Regis thus: *a large and respectable village, 1½ mile N.E. of Newton Abbot, pleasantly situated on the north bank of the river Teign, where it has a commodious wharf, near two short canals, one extending to the railway of the Haytor Granite Works, and the other extending about four miles northward, to the vicinity of Chudleigh*. It is significant that Kingsteignton was described as a village. The population of Kingsteignton parish as a whole in the mid 19th century was around 1500, compared to that of Wolborough parish with c.2600 and Highweek with c.1300. Kingsteignton was not on a major road route and was not directly linked to the railway network, neither did it have the equivalent of the Courtenay investment capital. The town grew only in piecemeal stages to the north-west, mainly along Gestridge Road. There were no new estates or wholesale redevelopment, even into the early 20th century. Although clayworking was very extensive in the parish there was still a great deal of agricultural land throughout the 19th century, much of it still held by smallholders and tenant farmers with multiple holdings.

## **3.7 The 20th century (Figs 12 and 13)**

Both towns continued to grow in the 20th century and have benefited from improvements in transport to the area. Some fairly disastrous traffic management schemes within the town of Newton Abbot have, however, also been responsible for obliterating some of the main historic elements. Expansion of residential areas has occurred extensively on the fringes of both towns, notably HUCAs 10, 12 and 18 and 19 in Newton Abbot and HUCAs 1-3 in Kingsteignton.

Newton Abbot relied on the railways for the earlier part of the 20th century but other industries have now moved in and it has continued to act as a market or shopping town for a wide hinterland. There is a large commercial centre in the historic town, HUCA 26, as well as the estate which stands alongside the railway (HUCA 34). New industrial developments have arisen on the outskirts of Newton Abbot, HUCA 11 and 37, and the former accommodates one of the largest private employers. Generally there is not a great deal of manufacturing and distribution is a much more important activity. Farming and agricultural activities in all their guises are still vital to the economy of the region around the town.

Kingsteignton continued to benefit from the legacy of clay working in the area but it too developed in a way that suited 20th century shopping modes. It finally became a town in its own right in 2009, thwarting the possibility of being absorbed by Newton Abbot, a fate which many local people had dreaded. HUCA 9 is now the main commercial centre for the town. In the later 20th century the extent of clayworking declined, as more areas were worked out, although it had already become less labour intensive. Planning for the future 'regeneration' of these clayworking areas (especially HUCA 6) was undertaken and this coincided with changes in regulations regarding housing provision, scale of development etc. A new hospital has already been created and residential and mixed developments will soon mask the former landscapes of mining and quarrying.

Finally, it must be remembered that both Kingsteignton and Newton Abbot are also important dormitory towns, for Torbay, Plymouth and Exeter, with commuters continuing to be served by the main road and rail links to those more major urban centres.

## 4 Historic Urban Character (Figs 14 and 15)

The most striking feature of both modern towns is the extent of suburban development from the 19th century to the present day. The physical extents of the settlements thus bears no relation to that of their medieval predecessors.

The medieval cores of Newton Abbot and Newton Bushel are now very much unrecognisable in terms of street plans, historic features etc. One of the key factors in this has been traffic management, which has resulted in the construction of several modern access roads within the present town centre (e.g. the various Newfoundland Road Link). The original medieval street pattern along which the towns developed is largely lost, with only East Street retaining recognisable characteristics of the historic town plan. The 19th century developments in Newton Abbot were also carried out on the basis of reasonably long term planning on the part of the landowners the Courtenay family. In many ways this was less determined by hopes of economic gain than by trying to achieve some social benefits. At the same time, however, it must be assumed that there was an expectation that prosperity would follow if the people were well housed in an attractive environment. The core of the town of Newton Abbot, with its infilled market place, irregular grid of narrow streets, inward looking views and strong sense of enclosure, largely retains the feel of a medieval market town, while continuous use and successive rebuilding has resulted in an eclectic mix of architectural styles, details and materials (perhaps to a greater degree than many other South West towns).

Kingsteignton still retains a recognisable 'medieval' core set around the putative sub-oval enclosure and the parish church. The character of the buildings here is that of a large village or small market town and, like many of Devon's small towns, the surviving buildings are mainly cottages or terraces of post-medieval date

In addition to these broad aspects, 37 individual Historic Urban Character Areas (HUCAs) have been identified (Fig. 15) and are described below, with general photographs of each area accompanying the descriptions. Relevant Historic Environment Record numbers (prefix MDV) have been included in the HUCA descriptions, for cross reference with Devon County Council's Historic Environment Record (HER).

### 4.1 Kingsteignton: Sandygate (HUCA 1)

#### **Historic character**

HUCA 1 is an area of mainly modern urban expansion at the northern edge of Kingsteignton (Fig. 15). It is a triangular area lying between the A380 on the east and the old Exeter Road (former Roman road MDV9216) on the west. The northernmost portion of this area extends beyond the historic Kingsteignton parish boundary. The B3195 was the main road into the area prior to the construction of the A380 Kingsteignton Bypass. The area is generally level, apart from a slight rise either side of the small stream valley which runs east-west through Sandygate Bridge.

The area was undeveloped farmland, unenclosed rough grazing or forest until the 20th century. Devon HLC characterises this area as post-medieval enclosures with 'other woodland' (broad-leaved plantations or secondary woodland). There are small terraces of 18th or early 19th century roadside cottages at Higher Sandygate (MDV39763) and adjacent to the Sandygate Inn. The inn itself (MDV9257) is also of probable 18th century date and would have served travellers on the road to Exeter,

the location being a suitable resting place before ascending the Haldon Hills. Sandygate Mill (MDV19565) was located to the north of the inn and is no longer present. The mill was in existence by the early 19th century at least and was served by a leat (MDV9266), parts of which are still visible. Eagle House, to the east, was the only other building of 19th century origin.

By the 1950s there had been a small amount of roadside development and Eagle House was a riding stables. Since this time most of the area has been built up with residential developments, with the exception of a small green corridor alongside the stream and mill leat. The names of the new estates (Sandygate Mill and Eagle Close) reflecting the historic features.

The plan-form of this HUCA has been heavily altered by modern development, although the main roads fossilise historic routes. A milestone is recorded on the B3195 to the north-east of Five Lanes (MDV39712). The layouts of the 20th century developments do not reflect the previous field patterns.

### Kingsteignton: Sandygate (HUCA 1)



Course of Roman Road looking north, Sandygate Inn to right

#### ***Above ground heritage significance***

HUCA 1 is an area of mainly modern development of limited local distinction. There is little cohesion in terms of layout, architectural style and materials, with volume-built housing predominating. Portions of the old Exeter Road retain their rural character, especially the tree-lined sections which contain the earlier roadside cottages (e.g. to the south of Sandygate Inn) and are of **Medium** heritage significance. HUCA 1 otherwise has **Low** heritage significance.

#### ***Below ground Heritage significance***

Generally HUCA 1 has **Low** below ground heritage significance, although it is possible that remains associated with the Roman Road may survive. The key types of remains likely to be uncovered are medieval and post-medieval field boundaries, paths and lanes. Discrete areas such as the site of the mill should also be noted.

## 4.2 Kingsteignton: North and East (HUCA 2)

### **Historic character**

HUCA 2 contains the main area of suburban development to the north and east of the original core of the town (Fig. 15). It includes housing developments to either side of Chudleigh Road, around Longford Lane and most of Exeter Road (excluding HUCA 5). The western side of this area is generally level but there is a more continuous rise to the east.

This area encompasses the medieval open field system around Kingsteignton, as recorded in Devon HLC. The enclosed strips can be readily discerned on the 1840 tithe map and the 1st and 2nd edition OS maps. It is not known when the fields were first enclosed; there is little documentary evidence for the medieval period in Kingsteignton but evidence from elsewhere in south and east Devon suggests that this could have been underway by c.1500 (see Fox 1972). The north-western part of this area (Abbrook Avenue/Clifford Avenue) was less sub-divided at the time of the tithe survey and thus may have been enclosed at an earlier date. In the 19th century HUCA 2 was still part of an extensive agricultural landscape farmed by smallholders; there were over 90 separate landholdings in the parish, many of which were just a few acres (DHC Land Tax Assessments 1780-1831). There were just a few scattered buildings here by the mid 19th-century and clay extraction pits did not appear to extend into this area at that time, though there were extensive works further to the west. Adjoining Crossley Moor Road, north of Kingsteignton, was the Higher Mill (MDV13528), which may date to the medieval period, when the leat serving it, Fairwater Leat, appears to have been constructed (MDV9249; see below).

Development began in the 19th-century at the southern end of Gestridge Road and this had extended to Chudleigh Road by the turn of the 20th century. However even at this stage it was fairly piecemeal. Most of this was residential but it also included a Methodist Chapel. By the 1950s development had extended along Exeter Road, Chudleigh road, Crossley Moor Road and Colvers Hill Road and many new residential streets were created within the area. A new school with adjoining playing fields (now Teign School), was built to the north of Ley Lane/Chudleigh Road. Some open space was retained, notably a large Recreation Ground with allotments to the south of Football Lane. In the later 20th century the areas to the east, alongside Longford Lane and to the north-west of Vicarage Hill, were built over.

### **Kingsteignton: North and East (HUCA 2)**



Modern housing in Abbrook Avenue, looking south-west

### ***Above ground heritage significance***

HUCA 2 contains a variety of housing types and styles, although there are few individual buildings of note. In the north-western part of this area (Meadowcroft) are bungalows, set in fairly large plots but in a repetitive style. On the western side there is a mixture of local authority housing (semi-detached blocks) and bungalow developments. Teign School has been heavily developed but still retains the 1930s block on the frontage of Ley Lane. This is a traditional symmetrical school building with separate twin entrances in the central portion. Further east, the extensive narrow gardens on the north side of Chudleigh Road are an interesting feature which reflect the former strips of the communal open field. The central area of HUCA 2 has a similar mixed pattern, perhaps more densely developed than the western area. On the eastern side of HUCA 2 there is a higher proportion of more typical late 20th-century suburban housing styles, both detached and semi-detached. Much of the 19th and earlier 20th century development respects the field patterns and road layouts of the earlier agricultural landscape. This is not true of later 20th-century and 21st-century housing, which also includes infilling of vacant spaces and smaller plots in earlier estates.

Gestrige Road and Crossley Moor Road are probably the most important historic routeways, running north from the centre of Kingsteignton. For most of its length on Gestrige Road, the frontages are a mixture of styles, although the former Methodist Chapel is one of the more prominent features. Nos 39-41 are listed buildings and contain unusual features, such as a Tuscan porch, which seem to belong more to a substantial villa, unlike any other buildings in the area. However, there is little uniformity, with some buildings set back from the street with a variety of styles of front garden boundaries. The older housing tends to front directly onto the street and at the south end of Gestrige Road there is a more uniform arrangement of brick terraces. Crossley Moor Road, within HUCA 2 contains former local authority housing towards the northern end. The major buildings of note are Higher Mill and Mill House (MDV13528). These are largely late 18th/early 19th century in date but are probably a remodelling of an earlier building. The housing surrounding this site is fairly unprepossessing and does little to enhance the mill's setting. North of here the Fairwater Leat passes behind the buildings, but immediately to the south the associated local limestone walling forms an important element in the street scene. Another, later, leat followed a course to the west, running to the Hackney Canal Basin on Newton road; this does not follow existing roads and is not a visible feature within HUCA 2.

Overall it is considered that HUCA 2 is of **Low** heritage significance.

### ***Below ground heritage significance***

The only archaeological remains which can be identified with any certainty are features associated with the field systems; boundaries, ditches/gullies, tracks and paths. These may be of medieval and post-medieval date. It is possible that other previously unrecorded features may be present, due to the lack of archaeological investigation here. HUCA 2 has **Low** below ground heritage significance.

## **4.3 Kingsteignton: Rydon Road (HUCA 3)**

### ***Historic character***

HUCA 3 lies on the higher ground to the north-east of Kingsteignton, south of Lindridge Hill and is bounded by the A380 on the north-east (Fig. 15). Its axis is on Rydon Road which, in this area, is of late 20th-century date and was created to facilitate residential development.

Until the second half of the 20th-century this was agricultural land. It probably lay outside the open field and may have been a pastoral area, with large enclosed fields. No buildings are recorded in the area. During the Second World War, anti-tank traps appear to have been constructed along Rydon Road (MDV103552).

### **Kingsteignton: Rydon Road (HUCA 3)**



Modern housing in Rydon Road, looking east

#### ***Above ground heritage significance***

HUCA 3 is an area of 'suburban' housing developments dating to the late 20th and early 21st-century. They vary in style but are generally of stock design in brick and tend to contain more 'detached' dwellings than other parts of Kingsteignton. The developments have, in places, retained earlier hedgebanks and new roadside hedges have been created. Apart from the lower end of Rydon Road, all the roads are recent creations. HUCA 3 is of **Low** heritage significance.

#### ***Below ground heritage significance***

HUCA 3 has **Low** below ground heritage significance. Because of the relatively recent date of the developments, groundworks are likely to have been more destructive because of the widespread use of heavy mechanical plant and survival of buried remains is likely to be limited. The key types of remains likely to be uncovered are medieval and post-medieval field boundaries, paths or trackways.

#### 4.4 Kingsteignton: Rydon Quarry and Well Head (HUCA 4)

##### **Historic character**

HUCA 4 is an undeveloped area on the north-east side of Kingsteignton, abutting the A380. Its boundaries are defined by the limits of housing on adjoining areas HUCA 3/5. The land here rises fairly steeply to the north-east.

There is some evidence of prehistoric occupation in the area of Rydon Primary school, where a flint scatter was recorded (MDV29567). The nature of the medieval landscape is uncertain here; as with HUCA 3 this may have been an area of enclosed fields used for pasture or open grazing land. The source of the Fairwater Leat (MDV9249) is located within HUCA 4 and is shown on OS maps as 'Well Head' (MDV81077). The leat is thought to date from the 13th or 14th century, but the pond which forms the source has not been archaeologically investigated. On 19th century OS maps a spring is depicted at the northern end of the pond which was formed by damming the water flow from it. A drought at the spring is said to have been overcome by the sacrifice of a ram and this legend gave rise to the Ram Roasting Fair which takes place every May in the town.

HUCA 4 was an area of irregularly-shaped fields in the 19th century with at least two limestone quarries. The northern quarry (MDV103990) is marked as an 'Old quarry' on the late 19th-century OS maps, together with an 'old' limekiln (MDV103991). The main quarry at that time, called Rydon Quarry, also contained a limekiln (MDV103989, MDV29504). An engine house (MDV52210) is also recorded on OS maps. It is not certain when the quarries were first active, but the lime-burning could have started in the 18th century. The settlement of Rydon lies to the west of the quarry across the road, this is probably of medieval origin, although no references have been located. The farmhouse (MDV39767) dates to the early 17th-century.

HUCA 4 was not developed in the 20th century, although the quarry areas were used in part at least as a council highways depot.

##### **Kingsteignton: Rydon Quarry and Well Head (HUCA 4)**



Old Rydon Inn (former farmhouse), looking south-west

### **Above ground heritage significance**

HUCA 4 is an area of mainly undeveloped land which has an industrial heritage relating to water supply, limestone quarrying and limeburning. Although the land is overgrown at present it appears that many former field boundaries survive. The area would benefit from more detailed survey to determine the extent of survival of the remains described above. The mill pond survives, although there is much vegetation here; again the exact extent of survival is not certain. A new primary school has been built to the north-west of Well Head and a new road (Avery Hill) has been built to provide a link to new estates to the east. The only other permanent building in HUCA 4 is Old Rydon Inn, the former farmhouse (MDV39767). This listed building is a rare survival of a 17th century house in the countryside north of Kingsteignton. HUCA 4 has **Medium** heritage significance.

### **Below ground heritage significance**

HUCA 4 has **High** below ground heritage significance. The key types of remains likely to be uncovered are medieval and post-medieval field boundaries and features associated with quarrying; limekilns, engine house, paths and tracks. There should also be evidence for water supply features, perhaps earlier in date than the surface remains.

## **4.5 Kingsteignton: Exeter Road (HUCA 5)**

### **Historic character**

HUCA 5 is small distinctive area of housing encompassed by HUCA 2, along Exeter Road at the junction with Ley Lane and Longford Lane (Fig. 15).

As with HUCA 2 this area lay within the medieval open fields of Kingsteignton (see above), but little can be said about any previous landscape history. At the beginning of the 19th century this part of Exeter Road did not exist as is shown on the OS surveys of that time. The northern route from Kingsteignton was a circuitous one, either via Gestridge Road and Chudleigh Road to Roman Road or by Crossley Moor Road to Longford Lane and then north via Football Lane. Longford Lane also led eastwards to Bishopsteignton and Teignmouth.

The 1840s tithe map shows that a more direct route had been created linking Gestridge Road with Sandygate and thence over Haldon to Exeter. By the 1880s a small development of terraced houses, called Newpark Cottages had been built on the west side of what would become Exeter Road. The houses, together with rear yard and outbuildings, fitted neatly into a former strip field which had formed part of the medieval field system. By the time of the publication of the 2nd edition OS map at the beginning of the 20th century, another terrace (York Terrace) had been built to the south of Ley Lane on the west side of the road. The rear plots of these properties were much bigger than the earlier ones, simply because the strip into which they had been built was much wider. On the opposite side of the road Woolaton Terrace had been started, but rear boundaries had not been laid out. The OS map of 1933-36 shows the development completed, from the head of Football Lane in the north to just south of Gestridge Cross in the south. A gap was left for the allotment gardens at the crossroads. This appears to be the only example of a planned development in Victorian Kingsteignton and it has remained relatively unchanged. The only discordant elements are the infilling of the allotment garden space (probably in the 1960s) and the insertion of bungalows at the northern end (probably in the 1930s). There is also a former Gospel Hall on the east side of Exeter Road, towards the north end, which has a bright red brick porch structure

on the front elevation. Further research on the overall context of the development would be of interest.

### Kingsteignton: Exeter Road (HUCA 5)



Exeter Road, terraced housing, looking south

#### ***Above ground heritage significance***

Although the houses within HUCA 5 were potentially built over a 30 year period (or more) there is a kind of uniformity in the frontage as you travel down Exeter Road. The building materials are local; either brick (cream and red) or limestone and the style and materials of the front boundary walls generally respect those of the main buildings. The earliest houses (Newpark) to the north are of coursed limestone, with red brick quoins and door surrounds, as well as stone front boundary walls also with red brick gate-posts. These details are repeated in various forms on the other houses; where cream bricks are used in the main elevations, red bricks are again used for string courses and detailing. On the east side of Exeter Road bay windows are included in the later houses. HUCA 5 has **High** heritage significance.

#### ***Below ground heritage significance***

HUCA 5 has **Low** below ground heritage significance. The key types of remains likely to be uncovered are medieval and post-medieval field boundaries.

## **4.6 Kingsteignton: Clay and Transport (HUCA 6)**

#### ***Historic character***

HUCA 6 is an area to the west side of Kingsteignton, which in historic times at least has been used for industrial purposes. It abuts the western boundary of the study area and on the east side with HUCAs 2, 8 and 9. The southern boundary effectively extends into Newton Abbot, although historically this area formed part of Teigngrace parish. (Fig. 15). The south-western boundary of Kingsteignton parish is clearly an artificial straight line, but it is not known when this was demarcated or on what basis it was defined. Most of the land here is low-lying and within the flood plain of the Teign.

The north-western corner of HUCA 6, perhaps as far south as Broadway Road, would have been potentially cultivable agricultural land and the field patterns on the tithe map suggest that it was part of the medieval field system of Kingsteignton. The remaining

areas are likely to have been more marshy and subject to tidal inundation. The recovery of prehistoric artefacts from the post glacial head and alluvial deposits of the Bovey Basin has been relatively frequent and, due to the preservational qualities of the material, atypical, and at times dramatic. Some of the most significant finds have come from the enigmatically named Zitherixon Clay Works, which was located close to the river (MDV9238). Finds were made during clay-digging and are obviously a fairly random sample. The Kingsteignton anthropomorphic wooden figurine is perhaps best known; found in 1866 or 1867, at a depth of '25 feet' (7.6 metres), close to a preserved tree bole (MDV41995). This has been dated to the early Iron Age. In 1874 a bronze spear-head with the remains of a wooden shaft were found at a depth of 20 feet (6 metres) (MDV41995). The identification of deeply deposited preserved timbers has been made at various points across the clayworking areas, some forming recognised structures or riverine craft. Unfortunately, these are often undated. The substantial remains of a medieval clinker-built vessel were found at the Zitherixon Quarry in 1898, 150 metres from the present course of the River Teign (MDV9240). The boat appears to represent an undecked 14th century working boat designed primarily for river or coastal work. This class of boat is poorly represented in the medieval archaeological record and is considered to be a significant find.

In addition, a peat deposit was exposed at Jetty Marsh Link Road in 1995 and analysis of the deposits was undertaken. Peat of 2 metres thickness was found to overlie the weathered bedrock and was sealed by 3.5 metres of clay. Radiocarbon dating indicated that accumulation occurred between the Middle Bronze Age and the Late Iron Age, c. 1420-45BC. Pollen analysis indicated open grassland developing to woodland with evidence of clearance for arable cultivation (MDV62884).

The presumed Roman road from Exeter towards the Teign crossing forms part of the west boundary of HUCA 6. On the 1960s OS maps the road is actually called *Roman Road*. Broadway Road (MDV42007) was possibly a connecting route for a Roman signal station or military establishment near Kingsteignton, as well as any nearby settlements.

Whilst the medieval rural landscape remained relatively unchanged to the north and east of Kingsteignton, developments here in the 18th and 19th centuries were dramatic. Clay extraction was expanding rapidly in the late 18th century and as demand from Staffordshire and Liverpool potters increased, methods of shipping the clay more efficiently were sought. The Stover Canal (MDV9148) was thus developed by James Templer to facilitate the transport of the clay from the Teigngrace area in particular, where he resided. The lowest section of the canal passes through HUCA 6 and includes the lock basin which took the canal away from the Whitelake, where it entered the Teign. The present Jetty Marsh Lock (MDV38702) dates from 1824. There was also a quay just below the locks on the Whitelake (MDV5572). A single former clay cellar, which stored clay from West Gold Marsh, survives in this area (MDV56671).

The impact of clay mining itself within HUCA 6 was gradual, as the earliest excavations were carried out in a piecemeal way. The 1840s tithe map appears to show discrete pits within existing boundaries, so the field patterns were not disturbed. The first and second edition OS maps, however, show how, in the later 19th century, the pits expanded and gradually removed the regular field boundaries. This effect was emphasised when a particularly good vein of clay was followed on the surface, it produced a linear extraction pit which would extend over five or six fields. Some patches of land left high-and-dry or waiting to be mined were left to go to rough ground; the value of the clay clearly outweighed that of agricultural land. Within HUCA 6 Zitherixon was the largest area worked, with a smaller area at Fishwick and the works

at Broadway & Newcross expanding in the later 19th century. To the south of the Teign, the East Golds Marshes works did not get underway until after 1905.

The other transport development which impinged on the area was the construction of the Moretonhampstead and South Devon branch railway, which opened in 1866 (MDV9120). However, the canal initially continued to carry clay, as it was a more convenient to transfer the material and was leased by the emerging clay company Watts Blake and Bearne (WBB), who were to play a major role in the industry throughout the 20th century (Ewen 1966, 41-42). Most of the traffic was from the Teignbridge southwards. In the early 1900s clay traffic on the Stover Canal reached a peak, but with the development of more reliable road transport it began to decline and the canal was closed in 1939. Although the railway line was extended from Moretonhampstead to Exeter and provided an alternative route to the main line through Dawlish, it was closed to passengers in 1959 and to freight above Bovey Tracey in 1964. The lower section, south of Heathfield, continued to be used to transport clay.

The Jetty Marsh area was redeveloped in the late 1990s after the construction of a new link road, and this involved the removal of some earlier structures (e.g. MDV2101, MDV65713). The former clay-working areas have recently been subject to various development plans for their regeneration and several residential developments have been commenced or are planned.

### Kingsteignton: Clay and Transport (HUCA 6)



Zitherixon clay pits prior to regeneration

#### **Above ground heritage significance**

The existing landscape is dominated by worked out clay pits and areas which have been (or are in the process of being) restored and redeveloped. There are some more important river and canal areas; at Jetty Marsh a listed former clay cellar is a rare survival of a 19th century industrial building (MDV56671). In addition the large water-filled ponds, former pits of the Zitherixon Works are being retained as part of a country park. This area also includes a surviving part of the Kingsteignton/Teigngrace parish boundary. Broadway Lane (MDV42007) is also one of the few surviving elements of the historic landscape. HUCA 6 has **Low** heritage significance.

#### **Below ground heritage significance**

As noted above the area has been subject to mineral extraction and subsequent redevelopment and construction work. The archaeological resource is likely to be severely depleted. Overall, therefore, HUCA 6 has **Low** below ground heritage significance. The key types of remains likely to be uncovered are medieval and post-

medieval field boundaries and industrial features associated with mining and transport. It is also important to note that deeply buried and well-preserved organic material (palaeoenvironmental deposits) may survive in those undisturbed areas.

#### 4.7 Kingsteignton Old Village (HUCA 7)

##### **Historic character**

HUCA 7 is what might be termed the 'historic core' of Kingsteignton. It is very small in comparison to the remainder of the settlement, which demonstrates how dramatically it has expanded in the last 200 years. This area contains the parish church which stands on the very edge of a spur of slightly higher ground, overlooking the marshes of the Teign. It includes Fore Street, Greenhill Road, Sandpath Road, Honeywell Road, Church Street and the lower end of Crossley Moor Road. The western side abuts Newton Road (Fig. 15).

This location must have made it an attractive site for settlement in prehistoric times, given the access to marsh, river estuary and dry cultivable ground. No specific sites have been identified but there was evidence for prehistoric activity from the Berry Meadow site excavated in 1985 (MDV41991; EDV736). Sherds of possible prehistoric pottery were found in the 'natural deposits' infilling a combe on the east side of the excavation. A collection of locally-sourced flint and chert dating to the Late Neolithic or Early Bronze Age was also collected.

The strategic location of this site was more significant in the Romano-British period. The road layout and river crossing have already been discussed above and it was not surprising therefore that evidence for 1st or early 2nd century AD occupation came to light at Berry Meadow (MDV41992). This was suggested to be an indicator of a nearby native settlement, but recent excavations at Penns Mount have provided evidence for probable military occupation (see HUCA 8). Further sites of Romano-British date undoubtedly await discovery.

The documentary evidence for Kingsteignton being a place of some importance in the Anglo-Saxon period has been known for some time and is summarised above (3.2). This suggests that an important administrative and ecclesiastical centre was located at *Teintone* or *Teignton*, but there were no obvious remains or archaeological finds in Kingsteignton to confirm this. Before the excavations at Berry Meadow were carried out the form of the settlement pattern at Kingsteignton village had been highlighted - the tithe map shows a sub-oval enclosure defined by roads/tracks and boundaries, with the parish church sitting at the southern edge. Radiocarbon dates from ditch samples in the excavations produced dates spanning the early 7th- to late 9th-centuries (MDV9186). No structural features of this period were found, nor evidence for a defensive ditch or ramparts encircling the enclosure, but this area was not systematically investigated.

By the late 11th-century the Hundred of Teignton had become known as Teignbridge, although this probably reflected the meeting-place for the court (Thorn & Thorn 1985, Vol. 2 Appendix). It is likely that the enclosure form was retained throughout the medieval period and the medieval settlement developed within and around the edges of this feature. The only structure of medieval date is the parish church of St Michael (MDV9188). The surviving medieval fabric (west tower and arcades), is of 15th century date in the Perpendicular style. The church appears to have been largely rebuilt in 1865, including the external walling, and re-roofed. It is mostly of local grey limestone, with some red sandstone ashlar, granite dressings and Beerstone arcades. During the

medieval period Kingsteignton was not typical of most Devon manors; it was a large village at the centre of an open field system. There were few, if any, separate farmsteads or hamlets, with their own fields. In contrast to Newton Abbot and Newton Bushel, which developed urban features (market places, chapels and burgage plots), Kingsteignton must have depended entirely on an agricultural economy. Archaeological evidence from Berry Meadow again comes in the form of ditches and gullies, perhaps boundaries of gardens or back-plots, dating to the 12th/13th century. Pottery of 11th/12th century date was also found in the Sandpath Road area (MDV63781).

The Fairwater mill leat (MDV9249 - see also HUCA 4) appears to have been cut through the Anglo-Saxon enclosure in the 13th/14th century. Berry Lane, originating as a path beside the leat, is also therefore a later feature. The house sites which lie alongside the leat and have access from the lane must also date from after c. 1300. There was presumably a mill on the site of the later Lower Mills, served by this leat, as they were known as Manor Mills in the early 19th century (MDV9250).

This pattern of settlement appears to have continued into the post-medieval period, although the open fields were partially enclosed and the land was worked by countless smallholders, most of whom must have been living in Kingsteignton village. Many of the house plots include large gardens which were used as orchards in the 19th century. This did not change very much at all until the later 20th century, when houses and a bowling green were built inside the enclosure at Berry Meadow.

### **Kingsteignton Old Village (HUCA 7)**



St Michael's Church and Fairwater Leat, looking north



Lower Mills and Mill House, looking north



Fore Street and The Bell Inn, looking east

### ***Above ground heritage significance***

HUCA 7 contains a number of historic buildings dating from the 17th- to 19th-centuries, many of which are smaller domestic cottages. Over 20 of these structures are listed buildings and this area lies within a Conservation Area. Many of these are constructed from rubble stone and cob with a protective coating of render and limewash. The local grey limestone rubble is a common material in boundary walls, with occasional breccia and chert from Haldon. Local yellow brick is used occasionally for chimneys and quoins and there are some houses in Greenhill Road built entirely with these materials. Brick seems to have been more commonly used in the 19th century developments to the north (HUCA 5 especially). Most buildings are roofed in slate, although thatch must have been more common prior to the advent of railway transport. Fore Street is a good example of a narrow, enclosed village street, with a mixture of architectural styles, terraced houses and cottages. The character of the buildings here reflect the historical development of the village. Nos 49-51 Fore Street are the earliest surviving buildings, dating from the late 15th-century (MDV39781). The church does not dominate the village partly because of the narrow enclosed form of the streets. It is an important element to the south in Sandpath Road especially and within the pedestrianised Berry Lane, where the tower can be seen in the distance from Fore Street. Berry Lane itself is an important medieval element in the townscape, with the leat and adjoining limestone walls (MDV39715). HUCA 7 has **High** heritage significance.

### ***Below ground heritage significance***

HUCA 7 has **High** below ground heritage significance. Archaeological remains dating to the prehistoric, Romano-British, Anglo-Saxon, medieval and post-medieval periods. These may include potentially important manorial buildings, earlier ecclesiastical features, defensive features, burials and domestic houses.

## **4.8 Kingsteignton: South and South-East (HUCA 8)**

### ***Historic character***

HUCA 8 covers the area immediately to the west, south and east of the old village (HUCA 7). The western part of the area lies between Broadway Lane and the clay pits in HUCA 6, then it extends across Newton Road and Greenhill Way to Penns Mount and the A380. Vicarage Hill and Teignmouth Road mark the northern limit here (Fig. 15). The topography varies, with level slightly raised land and lower lying ground to the south of the village and the prominent hills to the east. Most of this was open countryside until the 20th century.

The area at Penns Mount as noted above contains probable evidence of a Roman military site in the form of a double-ditched enclosure, possibly a signal station (AC Archaeology in prep.). This would confirm the strategic importance of the upper Teign estuary at this period with the main route from Exeter towards south Devon crossing the river nearby.

The western area to the south of Broadway Lane formed part of the area of medieval open fields enclosed as parallel strips, probably sometime after 1500. To the south of Kingsteignton the area is dissected by a number of drainage ditches which combined with Fairwater leat. Greenhill is documented by place-name in the 14th century (Gover *et al* 1932, 480) and may have been one of the few separate small freehold farms in Kingsteignton. Oakford Farm is depicted on 19th century maps, on the west side of the area, but no earlier documentary references have been found. Immediately south of

this was Homers Lane, which meandered in a south-westerly direction towards the Teign. Homers Lane itself may have been an infilled medieval hollow way associated with the early field system. On the east side, Hackney Lane is another probable medieval routeway which provided access to the fishing site at Hackney (see 3.3 above). Newton Road probably originated as an access track to the marshland summer grazing to the south of Kingsteignton before it was 'upgraded' to provide a direct route into Newton Abbot by around 1842.

Greenhill was rebuilt in the 1820s as a Regency house, rather than a working farmhouse and the grounds around it were landscaped (MDV39771). There were also extensive orchards around the house. To the north-east, in the angle of Hackney Lane, a new vicarage, now divided into two, was built c. 1820s in *Cottage Ornée* style (MDV39760). By the 1950s housing development had begun on the western side of HUCA 8, around Homers Lane. To the east a new house had been built on the very prominent hilltop site of Penn's Mount and a new vicarage was created on land to the north of here. 1960s maps show more extensive housing developments to the south-east. Greenhill Way was also built and this effectively by-passed the historic centre of the village and provided access to new industrial estates on Newton Road. This now provides a link with the A380. More housing is currently under development around Penn's Mount.

### Kingsteignton: South and South-East (HUCA 8)



General view looking east to the estuary



View looking north to HUCA 2



Modern housing in River Close, looking west



Modern housing and open space off Hackney Lane, looking south



Modern housing and St. Michael's Church off Greenhill Way, looking west

#### ***Above ground heritage significance***

HUCA 8 contains only two historic buildings: Greenhill (MDV39771 the 1820s houses) is now surrounded by unassuming 20th century brick structures (Priscott Way) and its setting is completely lost. The old Vicarage (MDV39760) is now very close to the new Greenhill Way, but is well screened by trees from that side. On the west side there is again modern suburban housing at Homers Lane, but the earlier post-war development at St Michaels Road is small, pleasant cul-de-sac of semi-detached houses. In view of the modern developments the heritage significance of HUCA 8 is **Low**.

#### ***Below ground heritage significance***

HUCA 8 has **High** below ground heritage significance because of the potential for the discovery of additional Roman military remains; only part of the enclosure site at Penns Mount was investigated. Other areas within the HUCA have largely been previously developed.

### **4.9 Kingsteignton: Newton Road and the Racecourse (HUCA 9)**

#### ***Historic character***

HUCA 9 covers the level flood plain of the Teign, lying mainly on the east side of Newton Road, extending eastwards to the A380. On the south side it is bounded by the River Teign. Newton Abbot Racecourse encompasses a large proportion of this area. The main London - Penzance railway line passes through on the east side.

Little can be said about the character of the landscape in the prehistoric and Romano-British periods, although some general information about environmental conditions is provided by the peat deposit described in 4.6 above. It is likely that this area would be seasonally-flooded marsh or salt-marsh. Borehole records held by BGS indicate that there are varying depths of alluvial soils in this area, up to 3m from the surface. Peaty and organic material is also present in some but none of this has been subject to analysis (BGS Refs SXSE230-31; 401). In 1842 a skeleton was unearthed during the digging of the Hackney Canal. It was apparently a deliberate inhumation and a gold bracelet and a flint spearhead were found with the body (MDV14234). Unfortunately, nothing more is known about the remains or artefacts.

At some point in the medieval or post-medieval period the flood plain was enclosed with large regular fields and this pattern is depicted clearly on late 19th-century OS maps. The parish boundary between Kingsteignton and Teigngrace (referred to in HUCA 6 above) ran in a straight line across the area. Newton Road, which was laid out by c. 1840 cuts across the line of the boundary. Following the construction of the

Newton Road and Kingsteignton Bridge, linking Kingsteignton and Newton Abbot there were two major landscape developments in the 19th century. The history of the railways has been described above (section 3.5) and the main line approaches Newton Abbot from the north-east, crossing the flood plain just south-east of the racecourse. The Hackney Canal (MDV9197), opened in 1843, was c. 1km long and was completed on behalf of the Clifford family who owned most of the clay pits around Chudleigh Knighton, Preston and Kingsteignton. It ran from a basin with clay cellars on Newton Road (MDV21199; MDV42059) to the Teign at Hackney Quay, where the clay was shipped to Teignmouth to be loaded onto coasters (MDV4222). This saved a long and expensive packhorse trip. The basin is now infilled and the clay cellars, dating from between 1843 and 1905, were recorded in 2000 prior to their demolition. The canal closed in 1928.

The site of Newton Abbot Racecourse was purchased in 1866 by local horse-racing enthusiasts but there were apparently races on Milber Down and a steeplechase course on the other side of Newton Road, prior to this (Carter 2004, 33; 117). The racecourse is not depicted on the 1888 OS map but is shown on that of 1905. Only a short section of the course was enclosed, in front of a small grandstand, and there was little impact on the field patterns. The course was upgraded in the 1960s and extended over the line of the infilled Hackney Canal. A greyhound track was incorporated into the north-west side. Newton Abbot remains the most southerly National Hunt racecourse in Britain. Because of the waterlogged nature of the alluvial soils here, which has caused several postponements in the past, most of the meetings are now held in the summer months.

Just south of the Hackney Canal Basin was the site of Newton Abbot Potteries (MDV52554) and just to the north a steam laundry was opened in 1910 (MDV52555). This began the trend for the area to become the location for industrial estates in the 20th century and then later, in the 20th century and early 21st, these were superseded by retail parks and warehouses.

### Kingsteignton: Newton Road and the Racecourse (HUCA 9)



Newton Road. Houses and commercial developments, looking south



Newton Road. Houses and commercial developments, looking north

### ***Above ground heritage significance***

There are no historic buildings in HUCA 9, apart from one clay cellar which formed part of the Hackney Canal Basin complex. Pottery Cottages on the west side of Newton Abbot are an attractive group of terraces of local brick. These are the only residential properties. Most of the retail buildings and warehouses are of pre-fabricated metal construction. In view of the modern developments the heritage significance is **Low**.

### ***Below ground heritage significance***

The area has been much developed in the 19th and 20th centuries, but the racecourse has effectively preserved a large area of the flood plain, which could contain organic and waterlogged material. The discovery of skeletal remains and associated finds made during the digging of the Hackney Canal also demonstrates the potential. HUCA 9 has **Medium** below ground heritage significance.

## **4.10 Newton Abbot: Buckland (HUCA 10)**

### ***Historic character***

HUCA 10 lies to the east of the A380 bypass and to the north of Shaldon Road. Buckland Road passes north-east through the centre of the area. Shaldon Road forms the southern boundary of HUCA and the A380 forms the western boundary (Fig. 15). The land rises steadily towards the west, as it effectively forms the western side of the valley of the Aller Brook. It is a residential area.

The area lay within the medieval parish of Haccombe and formed part of the extensive unenclosed heathland of Milber Down. The northernmost part of this area historically consisted of large enclosed fields. The Devon HLC characterises the area as enclosed in the post-medieval period and rough ground. In the 19th century there were no farms or other agricultural features within the area. Two 'old' gravel pits were located on the northern edge of the Down; these were probably used to extract material for road repairs. On the south-western edge of HUCA 10 there was a small group of isolated buildings, one of which may have been the Peep Inn, shown on Donn's map of 1765 (Fig. 9). A toll house was also located in this area (MDV9235). Housing development appears to have begun in this area in the 1920s or 1930s and then extended to the north-east. The Kingsteignton By-pass was constructed in 1972-3 and this effectively cut off this area from Newton Abbot.

### **Newton Abbot: Buckland (HUCA 10)**



Modern houses, looking north-west

#### ***Above ground heritage significance***

There are no historic buildings within HUCA 10, although there are some attractive early 20th-century villas on the north side of Shaldon Road, at its western end. Most of the housing is of later 20th century date. However, there is variety in the style of housing and the access roads are generally wide, with some green verges and small trees (particularly in the north-east part). On-road car parking is also at a low level and road traffic is not intrusive. In view of the modern developments the heritage significance is **Low**.

#### ***Below ground heritage significance***

HUCA 10 has **Low** below ground heritage significance. The key types of remains likely to be uncovered are medieval and post-medieval field boundaries. However, it should be noted that Milber Camp hillfort is relatively close by.

### **4.11 Newton Abbot: Milber Trading Estate (HUCA 11)**

#### ***Historic character***

HUCA 11 has a similar pattern of development to that of HUCA 10. Again this was part of Milber Down and some of the area was covered with forestry plantations in the late 19th century. By the 1950s the northern triangular area had been partly cleared and building started. This became the engineering works of Centrax (opened 1955) which manufactured compressors and turbine blades. The company has since become involved with Rolls Royce's gas turbine engine manufacture and has expanded within the original site. To the south of here was a separate estate for warehouses, factories and depots; Milber Trading Estate.

#### ***Above ground heritage significance***

HUCA 11 is an area of modern development, and has **Low** heritage significance.

#### ***Below ground heritage significance***

HUCA 11 has **Low** below ground heritage significance. The key types of remains likely to be uncovered are medieval and post-medieval field boundaries. However it should be noted that Milber Camp is relatively close by.

### **4.12 Newton Abbot: Milber Newtake and Aller Park (HUCA 12)**

#### ***Historic character***

HUCA 12 lies on the east side of Torquay Road on ground which rises steadily towards the east. The roughly rectangular area is divided in two by the open space of HUCA 13 (Fig. 15). This is a residential area.

As with HUCA 10-11 this area was part of the extensive Milber Down, but by the early 19th century there were some small encroachments alongside Torquay Road. The Devon HLC interprets these as being of medieval origin. By the mid 19th-century the enclosure had extended further north and east. The bulk of the western part of HUCA 12 was part of Aller Park Brake. The remaining areas were forested (conifers). There were no farms or houses, although a single cottage (Heathside Cottage) was present on the south side of St Marychurch Road. The Great Western Railway Line to Torquay

ran parallel, to the west of Torquay Road. In the 20th century housing development began on the western side and by the 1960s had covered the whole area.

### **Newton Abbot: Milber Newtake and Aller Park (HUCA 12)**



Modern houses on Haccombe Road, looking west

#### ***Above ground heritage significance***

The earlier houses on the western side (Addison Road) are built using local cream brick, reflecting the 19th century building traditions. Most of the later housing consists of bungalows in well-spaced plots, some detached and many semi-detached. Areas such as Belgrave Road, contain detached blocks of terraced houses set in steps within the sloping ground. There is an important 20th century building on the eastern side of HUCA 12, at Laburnam Avenue, which is the only listed structure in the area. This is the church of St Luke the Evangelist. Begun in 1936 and completed in 1963, it was built to the designs of Arthur Martin, brother to vicar, J Keble Martin. It is in the Byzantine-Romanesque style and laid out in the form of a St Andrew's Cross, with three angled naves converging on the altar (MDV85862). Another church in contemporary design (Church of the Latter Day Saints) is located at the eastern end of St Marychurch Road. On the basis of the overall nature of development in HUCA 12, heritage significance is regarded as **Low**.

#### ***Below ground heritage significance***

Two chance finds have been made in the north-western part of the area, A Roman coin at Pinewood Road (MDV9226) and a prehistoric 'stone tool' from Silverwood Avenue (MDV16934). Archaeological remains may include former field boundaries and ditches on the west and north. Elsewhere these may include pits, gullies, evidence of quarrying and stray artefacts. However, because of the extent of development and the former forestry plantations HUC 12 has **Low** below ground heritage significance. However, again it should be noted that Milber Camp hillfort is relatively close by.

#### 4.13 Newton Abbot: Milber Camp & St Marychurch Road (HUCA 13)

##### **Historic character**

This is an elongated area encompassed by HUCA 12, which is separated because it has been retained as open ground and contains the important Scheduled Monument of Milber Down Hillfort (MDV8649). The topography is gently sloping ground, which rises towards the south-east.

The Iron Age hillfort takes its name from its location within Milber Down. In the early 19th-century it lay entirely within open heathland, but by the later part of the century the south-west corner had been incorporated into newly enclosed fields. The fort has multiple enclosures which are thought to have been used for stock rearing, rather than wholly defensive purposes. To the south-east another smaller enclosure, with associated ditches, is thought to be a Romano-British site (MDV8653 - this lies outside the boundary of this survey). Some of the earthworks have been ploughed out and others obscured by vegetation. The hillfort is bisected by the St Marychurch Road, which in itself is an ancient feature in the local landscape as it is followed by the parish boundary between Coffinswell and Haccombe. The road to the north-west of the fort was formerly a more direct alignment, followed by Pine Walk in the 1950s. It is possible that this represents a former Roman road.

The narrow strip of land extending to the north-west has been plantation or woods since the 19th century, Penninn Plantation and Ben Stedham Wood. St Marychurch Road now curves to the north-east of the former plantation.

##### **Newton Abbot: Milber Camp & St Marychurch Road (HUCA 13)**



Milber Down Hillfort, outer rampart west side

##### **Above ground heritage significance**

HUCA 13 has seen little modern development apart from vegetation changes and contains nationally important surface remains of the Iron Age Milber Down Hillfort. It is of **High** heritage significance.

##### **Below ground heritage significance**

As outlined above, HUCA 13 contains nationally important remains and this applies equally to the below ground deposits. It has **High** below ground heritage significance.

#### 4.14 Newton Abbot: Decoy (HUCA 14)

##### **Historic character**

This is a largely open area on the southern edge of the town, bounded by Coach Road on the north with Decoy Road and Kingskerswell Road to the east (Fig. 15). It lies on the highest ground overlooking the town, rising to a height of around 30m above OD.

In the early 19th century this was another area of open heathland with no farms or settlements. Later that century the Devon and Courtenay Clay Works were opened here (MDV49922) on land owned by the Earls of Devon. The works became quite extensive and included engine-houses (MDV52523), an aqueduct (MDV60885) and a tramway (MDV49697). Just to the north-west was a large recreation ground, with a nearby bathing-pool (MDV52535; MDV49927). To the west of here there were allotment gardens, reinforcing the emphasis on leisure and 'fresh air' activities.

The area remained largely unchanged through the 19th and early 20th centuries. In 1965 the clay works were closed and eventually made into a country park, with the large pit in the centre flooded to form a lake. The allotments are still in use and a plant nursery is located in the adjoining field and the recreation ground is home to the Devon County Football Association. There are additional playing fields on the east side of Decoy Lake.

##### **Newton Abbot: Decoy (HUCA 14)**



View over playing fields, Coach Road, looking south-west

##### **Above ground heritage significance**

There is good continuity of land use here particularly with the sports facilities. The remains of the 19th-century clay works are also visible and surface remains probably survive within the woodlands surrounding the lake. HUCA 14 has **Medium** heritage significance.

##### **Below ground heritage significance**

No archaeological sites or finds have been recorded in this area, so on the basis of present knowledge it is likely that industrial features associated with clay-working may be encountered. HUCA 14 has **Low** below ground heritage significance.

#### 4.15 Newton Abbot: Wolborough Church and Barton (HUCA 15)

##### **Historic character**

HUCA 15 is centred on the parish church of Wolborough and the Barton, which like HUCA 14 stands on the higher ground overlooking the later town. It is bounded by Totnes Road on the west, extending to its junction with Wolborough Church Path to the north and to Ogwell Cross in the south (Fig. 15).

While this is now a relatively rural area, it was perhaps the focus for settlement here before the foundation of the borough of Newton Abbot in the 13th century. The parish church of St Mary (MDV9174) is likely to have been founded here before that time, although the existing building is mainly of 15th century or later fabric. It is postulated that the church could lie within an oval enclosure, but this is based solely on map evidence (MDV69245). Wolborough Barton lies immediately to the south of the church and is an obvious candidate for the location of the manorial site of *Olveberia* meaning 'Wolves hill' (MDV15842). The area has not been investigated archaeologically and the antiquity of the existing buildings is not proven.

The HLC characterises the areas as 'post-medieval fields' and this is confirmed by the early 19th-century OS drawing. In the earlier 19th-century there was only a small settlement here focused on the Barton and the plot immediately to the west. Old Totnes Road was the main route into the town of Newton Abbot and some houses were built alongside this road. By 1846 a new route for the Totnes Road had been built further west and a new connecting road (Bradley Road) was built to link with Coach Road and the church. By the later 19th-century villas had been built around the top and bottom of Old Totnes Road, with these generally detached and on fairly large plots. Some development took place on the south side of Bradley Road and in the earlier 20th-century, while the triangle between old and new Totnes Roads was also developed.

The other activity in the area of Coach Road/Bradley Road, which is depicted on the OS maps is quarrying. A gravel pit was located to the west of the Barton and a limestone quarry (Wolborough Quarry) to the south of Bradley Road (MDV16524). The latter included a small area to the west of Totnes Road and is now overgrown with trees. To the south of here, close to Ogwell Cross, an isolation hospital, known as Brunel Lodge (MDV52534) was built around 1900, with the first patients admitted in 1903 (Carter 2004, 113). The buildings were substantially modified in the later 20th century and it was closed in 2011 (Torquay Herald Express, 1/09/2011). To the south of this the municipal cemetery was opened in 1911 (Teignbridge.gov.uk) (MDV52531) and has its own non-denominational chapel.

### Newton Abbot: Wolborough Church and Barton (HUCA 15)



St. Mary's Church, looking north-east



Landscape view from Wolborough to Highweek, looking north-north-west



Old Totnes Road – Bradley Road, looking north-west



Old Totnes Road and landscape, looking north

#### ***Above ground heritage significance***

HUCA 15 contains the historic parish church with a Barton Farm still standing opposite, with very little new development around them. The original church graveyard is also an important element in the local landscape. There are good views to the north and the church of All Saints at Highweek (the opposite number in Newton Bushel's history) is also visible on the skyline. Most of the 19th-century development retains its character and the wooded setting of the houses along Totnes Road (opposite Baker's Park) provides an attractive entry into the main town. HUCA 15 has **High** heritage significance.

#### ***Below ground heritage significance***

This area has the potential to elucidate the early history of Newton Abbot, with the church site and the possible early medieval manorial settlement located here. No previous investigations have taken place and it would not be surprising for later prehistoric sites to also be present. HUCA 15 has **High** below ground heritage significance.

#### 4.16 Newton Abbot: Ogwell Road (HUCA 16)

##### ***Historic character***

HUCA 16 encompasses the south-western tip of the survey area and is bounded by Totnes Road on the east and HUCA 17 to the north (Fig. 15). The ground rises to a small plateau north of Ogwell Road, then rises more generally to the south-west. A stream valley runs north into the River Lemon. This area formed part of the ecclesiastical parish of East Ogwell.

The area is classified as former medieval fields but this was not as well-defined as the Kingsteignton open field arrangement. The 1803 OS surveyors drawing shows small groups of strip-like fields separated by woodland or larger enclosures. The only farms in the area were at Undercleave in the north-west and Westwoods to the south-east (MDV69877/69881). Canada Barn is depicted on the 1880s OS map and this appears to be a relatively recent transferred name for a distant location (Field 1972, 37) that has been retained as modern place-names.

By the early 1930s a small estate had been built to the south of Canada Farm and a new road (Margaret Road) constructed to the north of Ogwell Road. Housing had also begun to infill the area between Denbury Road and Totnes Road. By the 1960s most of the southern area had been developed and into the present century the bulk of the remaining area was covered by new housing. Westwoods Farm was demolished as part of housing development in 2004. A primary school, named Canada Hill, was included and some grey limestone walls appear to mark the site of Canada Barn.

In the very southern tip of HUCA 16, part of Conitor Quarry (MDV8631) falls within the survey area. This was a limestone quarry and a limekiln was located in this area in 1890, although it now forms part of an industrial estate.

##### ***Above ground heritage significance***

As noted above this is now entirely a residential area with 20th century housing developments including semi-detached houses, bungalows and large detached houses, generally built in whatever was the prevailing style of developer design. The earlier (smaller) developments paid some attention to existing field boundaries, but later developments, particularly to the south-east did not. Ogwell Road and Denbury Road, the main historic routeways, survive but most of the estate roads disregard the former landscape patterns. Some open space and trees remain and the belt of evergreen trees (?Black Pine) adjacent to the former hospital on Totnes Road are distinctive. HUCA 16 has **Low** heritage significance.

##### ***Below ground heritage significance***

No archaeological finds have been reported from the area apart from a forged Roman coin (MDV8703) and, because of the extent of development, HUCA 16 has **Low** below ground heritage significance. Post-medieval boundary features, paths and tracks may survive.

#### 4.17 Newton Abbot: Bradley Manor and Camp (HUCA 17)

##### ***Historic character***

HUCA 17 is an open area to the west of the main town and straddling the river Lemon. It extends to Totnes Road on the west and lies to the south of residential development

in HUCA 18 (Fig. 15). Some of the land is steep-sided valley slopes, but is more level to the east.

Evidence of prehistoric settlement in this area has been found in the form of a flint scatter to the west of Bradley Manor (MDV30493) and a possible barrow site to the north (MDV21097). The main prehistoric site in HUCA 17 is the Scheduled Monument of Berry's Wood hillfort (MDV9145), of early Iron Age date. It is situated on a limestone hill which has wooded slopes on all sides, which are steep with vertical outcrops. For the greater part of the circuit the slope is too steep for a ditch but the eastern half of the hill has an intermittent ditch and counterscarp bank. The best preserved part of the structure is the entrance and hollow way which leads up to it. There are two hut circles in the eastern part of the site. The site is surrounded by woodland which the Devon HLC describes as 'Ancient woodland', which may be of medieval date. Lang's Copse to the south is similarly described.

Bradley Manor (MDV9141) situated to the south of the hillfort is a medieval manor house dating from the early 13th century, remodelled in the 14th century with 15th century extension and subsequent alterations and additions. The history of the site is described fully in the literature but it is a site of National Importance with Grade I status. A separate farm site, Bradley Farm in the 19th century (latterly Barton), lies to the north-west of the hillfort. Its fields are described in the Devon HLC as post-medieval enclosures.

Although the valley is primarily rural in nature there has been some quarrying, including clay extraction at Allbrook Quarry for pottery manufacture (MDV58688). The leat which supplied water to power Bradley Mill and Sherborne Mill, followed a course through the valley just north of the river (MDV21324). Baker's Park which lies at the south-east edge of HUCA 17 is a public park created using a legacy from a 19th century local man and is still in use today (MDV108437).

#### ***Above ground heritage significance***

HUCA 17 has retained the character of the wooded valley, with a prehistoric defensive site and medieval manor house. This is partly due to the estate being owned by the National Trust and having not been broken up. There is public access along the riverside, particularly, and because of the Trust's involvement, plenty of information and interpretation of the historic environment. HUCA 17 has **High** heritage significance.

#### ***Below ground heritage significance***

HUCA has **High** below ground heritage significance because of the presence of the Iron Age hillfort and medieval manor house, as well as the associated landscape features most of which have not been disturbed by modern development or farming.

### **4.18 Newton Abbot: Ashburton Rd/Bradley Barton Estate (HUCA 18)**

#### ***Historic character***

HUCA 18 is a large residential area on the south side of Ashburton Road, extending westwards from Manor Road to the western edge of the survey area (Fig. 15). The ground slopes steadily down from the north-east towards the Lemon valley. Ashburton Road is one of the main historic routeways westwards from Newton Abbot and is shown as a Turnpike road on Donn's map of 1765 (Fig. 9).

The early 19th-century OS survey indicates that this area was enclosed with fairly regular field patterns and this is confirmed by 19th century maps. Devon HLC concludes that these were post-medieval enclosures. No settlements or buildings are mapped in the area apart from Moors Barn at the far western end.

Development began at the eastern end of HUCA 18, with the Newton Pioneer Housing Association building pre-fabricated houses in Manor Road (Carter 2004, 173). The area was largely developed for housing in the later 20th century. Some open space and woodland was retained at the east end of Barton Drive.

#### **Newton Abbot: Ashburton Rd/Bradley Barton Estate (HUCA 18)**



Modern housing and park south of Ashburton Road, looking south

##### ***Above ground heritage significance***

Some of the earlier housing developments are built in a 'local authority' style with cream brick providing a local identity. Most of the other housing is of variable quality, but built with standard materials. With the exception of one former field enclosure at the west end, the housing estates do not respect the earlier boundaries. There are no historic buildings. HUCA 18 has **Low** heritage significance.

##### ***Below ground heritage significance***

As the area has been extensively developed in the 20th century the potential for survival of archaeological remains is low. Any remains may include post-medieval boundaries and agricultural features. HUCA 18 has **Low** below ground heritage significance.

#### **4.19 Newton Abbot: Mile End Ashburton Road North (HUCA 19)**

##### ***Historic character***

HUCA 19 is another large residential area to the north of Ashburton Road, lying between Coombeshead Road on the east and western boundary of the survey area. It abuts HUCA 20, Highweek Village (Fig. 15). The land continues to rise gradually to the north-east here and there is a steep summit at Darracombe Beacon (MDV 68007).

The earlier landscape here was a mixture of medieval and post-medieval enclosures (Devon HLC). Mile End Road, Water Lane and Coombeshead Road were the main earlier routeways. By the late 19th century housing development had begun around Darracombe, on the north side of Darracombe Lane (Mile End Road) and, further west, close to the Ashburton Road Junction. At the eastern end of HUCA 19 a Rectory for

Highweek parish church was built on the west side of Coombeshead Road. Further around this road, where it curves to the north-west villa developments had also been started. There was little change into the early 20th century and even by the mid 20th century there were still green fields in much of HUCA 19. A separate settlement developed at Mile End and a new estate was built to the east of Water Lane, whilst further housing was extended at Darracombe. The later 20th century saw more extensive housing development, with several new estate roads. These tended to be built around the contours of the rising ground, e.g. Castlewood Road and Rosemary Avenue. The earlier route of Water Lane was blocked off by these developments.

**Newton Abbot: Mile End Ashburton Road North (HUCA 19)**



Housing and limestone works on Mile End Road, looking north-east



Housing and limestone works on Mile End Road, looking south-west



Limestone, Lime Lane - Howton Road, looking north



Houses in Castlewood Avenue, looking south



Modern bungalows on Castlewood Avenue, looking south-east



Houses off Coombeswood Road, looking south



Houses on border of Mile End Road and Highweek Village (HUCAs 19 and 20), looking south-west



Variation in housing type between Mile End Road and Highweek (HUCAs 19 and 20), looking north-east

### ***Above ground heritage significance***

There are some locally distinctive elements to the townscape in HUCA 19, for example at Coombeshead Road and Darracombe where local limestone materials are used in boundary walls. Mile End Road also has the character of a narrow country lane in parts and the south-western end has an interesting mix of housing types. Overall, however, the character of the housing is mainly suburban, with standard materials. HUCA 19 has **Low** heritage significance.

### ***Below ground heritage significance***

As the area has been extensively developed in the 20th century the potential for survival of archaeological remains is low. Any remains may include post-medieval boundaries and agricultural features. HUCA 19 has **Low** below ground heritage significance.

## **4.20 Newton Abbot: Highweek Village (HUCA 20)**

### ***Historic character***

This area is defined by its more 'historic village' character and in some ways mirrors the corresponding area in Wolborough (HUCA 15). It includes the convergence of several roads, including Pit Hill Road, Highweek Village, Ringslade Road and Whitehill Road (Fig. 15). It includes the parish church of Highweek, All Saints (MDV9218) and the Scheduled Monument of Castle Dyke (MDV9145). The village stands on the high ground overlooking the Lemon valley.

The Devon HLC describes the area as a mixture of medieval and post-medieval enclosures, as well as historic settlement. Castle Dyke is recognised as a formal park/garden. The early 19-century OS survey shows the village as a small cluster of buildings grouped around the converging roads and surrounded by orchards. The parish church stands on a site a little way off to the east. However, unlike Wolborough there is no barton farm. Week Farm on Coombeshead Road may have been the area where the medieval manorial settlement was located. This was the manor of Teignwick (described above 3.3) which was separated from Teintone by the early 13th century.

In the 19th century the village expanded, mainly through the building of large villas and some smaller cottages and terraces. The area did not change a great deal until the later 20th century with the infilling of vacant plots, mainly with larger detached properties, providing an attractive village-type location close to the town of Newton Abbot.

### **Newton Abbot: Highweek Village (HUCA 20)**



View across to HUCA 19 - modern houses, looking south-west



View across to HUCAs 17, 26, 27 and 28, looking south



View across Newton Abbot to HUCAs 24, 27 and 33, looking south-east



All Saints' Parish Church, Highweek, looking north



Highweek Village. View of houses and open fields, looking west



All Saints' Parish Church, Highweek, looking east

### ***Above ground heritage significance***

The village character and 'historic settlement' have been retained in HUCA 20, with a high proportion of historic buildings. Local limestone is used in building construction and boundaries, as well as some local brick. The lanes are narrow and often winding in character, strengthening the feel of a country village. Castle Dyke, the medieval monument on the edge of the area survives and is protected as a Scheduled Monument. HUCA 20 has **High** heritage significance.

### ***Below ground heritage significance***

This area has the potential to elucidate the early history of Newton Bushel and Highweek/Teignwick with the church site and the possible early medieval manorial settlement, as well as Castle Dyke. No previous investigations have taken place here and it would not be surprising for later prehistoric sites to also be present. HUCA 20 has **High** below ground heritage significance.

## **4.21 Newton Abbot: Churchills Sandford Orleigh (HUCA 21)**

### ***Historic character***

This is primarily a residential area on the northern outskirts of the town, bounded by HUCA 23/23 to the south (Fig. 15). It is centred on the sites of two large 19th-century houses, Churchills and Sandford Orleigh (MDV20739), which were formerly surrounded by ornamental parks and gardens. Sandford Orleigh was a large domestic house built by George Templer in 1832, altered and extended in the late 19th century. The HLC classifications reflect this, describing both of the above sites as parks or gardens, while the other areas are described as post-medieval enclosures. There do not appear to be any early settlements here.

Churchills became a school by the 1950s and the ornamental park had largely disappeared. By this time Sandford Orleigh was a hotel but the grounds were still wooded. Later in the 1960s the Churchills house was demolished and the whole site (including the former park) was developed for housing. Development had also begun on the north-west side of Sandford Orleigh. Part of the area fell within West Golds Mine and this was redeveloped in the early 21st century as a new hospital (opened 2009). Most of the remaining areas to the south of Jetty Marsh Road were also developed for housing. Sandford Orleigh house itself was converted into apartments after 1998.

### ***Above ground heritage significance***

HUCA 21 is primarily a residential area of suburban housing. The two main foci, Churchills and Sandford Orleigh, originated as large houses with ornamental parks. This character has largely been lost. HUCA 21 has **Low** heritage significance.

### ***Below ground heritage significance***

As the area has been extensively developed in the 20th century the potential for survival of archaeological remains is low. Any remains may include post-medieval boundaries and agricultural features. HUCA 21 has **Low** below ground heritage significance.

## **4.22 Newton Abbot: Education Campus (HUCA 22)**

### ***Historic character***

This triangular area lies between Highweek Road and Exeter Road and is bisected by Ashburton Road. It is primarily an educational campus area (Fig. 15). The Devon HLC splits the area into post-medieval enclosures, park/garden and medieval fields.

In the early 19th-century there is some evidence for development alongside Highweek Road and larger houses or villas were later built here; Dyrons and Rose Hill. They both date to the mid - late 19th-century and the latter is listed. By the 1950s a school had been built at the northern end of the triangular area, this is now Coombeshead Academy. Dyrons now forms part of Newton Abbot College and some of the former garden is retained as playing fields or grassed areas. Newton Abbot Leisure Centre, sits uncomfortably in the central area.

### **Newton Abbot: Education Campus (HUCA 22)**



Education campus, Highweek Road, with 19th century houses, looking north-west

### ***Above ground heritage significance***

The old Highweek Road frontage still presents an attractive urban landscape and many historic features have been retained in the southern part of HUCA 22. The northern part of this HUCA presents a more conventional urban campus. HUCA 22 has **Medium** heritage significance.

### ***Below ground heritage significance***

The area is outside the medieval settlement areas and was largely farmland in the historical period. Any remains may include post-medieval boundaries and agricultural features. HUCA 22 has **Low** below ground heritage significance.

## **4.23 Newton Abbot: Knowles Hill (HUCA 23)**

### ***Historic character***

HUCA 23 is located to the north of the town centre and is bounded by HUCA 21 to the north and Kingsteignton Road to the south. As the name suggests it forms an isolated hill, overlooking the Teign and Lemon (Fig. 15). There is an igneous volcanic intrusion here, within the main Gurrington Slate formation geology.

This area was agricultural land in the 19th century and the OS survey suggests there may have been small-scale quarrying at the summit of the hill. No settlements are present. The OS first edition map of 1889 shows the character of development here; the hill is built up, with a network of roads encircling the sides, each with a series of well-spaced villas set in large gardens with abundant trees. The quarry is shown on the summit of the hill and was clearly still in operation. Terraced houses had also been built in the western part of the area. By the later 20th-century the quarry was disused and a school built in this area. Most of the remaining building plots had been infilled.

### **Newton Abbot: Knowles Hill (HUCA 23)**



Rundle Road, approach to Knowles Hill, looking east-south-east



Edwardian terraced housing on Knowles Hill Road, looking south



Edwardian terraced housing on Knowles Hill Road, looking north

### ***Above ground heritage significance***

The area has retained its character; the roads are bounded with stone walls and hedges and is very distinctive of the town. Knowles Hill is also visible from a distance as one approaches the town. HUCA 23 has **High** heritage significance.

### ***Below ground heritage significance***

The area is outside the medieval settlement areas and was largely farmland in the historical period. Any remains may include post-medieval boundaries and agricultural features as well as those associated with quarrying. HUCA 23 has **Low** below ground heritage significance.

## **4.24 Newton Abbot: Abbotsbury (HUCA 24)**

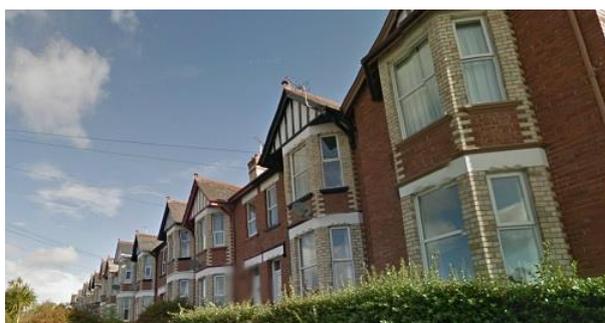
### ***Historic character***

HUCA 24 includes the part of the town which formed the medieval borough of Newton Bushel, centred on Highweek Street. It is bounded to the north and east by HUCA 23 and to the south by Halcyon Road. Most of the area lies on the east side of Highweek Street (Fig. 15).

The summary history of the borough of Newton Bushel is described above (3.3) and it should not be forgotten that Exeter Road/Highweek Street may represent Roman road alignments. Unfortunately there are very few surviving traces of the medieval burgage plots associated with the town. The earliest surviving features are on the east side of the main road axis. Gilberts Almshouses (MDV20734) was suspected to be the site of a medieval leper hospital, but were demolished in the 1970s for road improvements. St Mary's Chapel (see 3.3 above) the other main feature of the borough, was located further south on Highweek Street.

The area outside the urban area of the borough appears to have been open fields in the medieval period and the strips survive on later maps. Abbotsbury is marked on the late 19th century maps and was a large house in extensive grounds reached by a curving drive off Exeter Road (MDV20736). To the north-east of the house were several rectangular buildings presumably stables and outbuildings associated with the gardens. It was demolished to allow for the building of a new St Mary's Church, opened in 1906. This is a Grade II\* listed building. Terraced housing was being built around the area by this time (including Coronation Road on the other side of Highweek Street). Knowles Hill School had been opened further to the north by 1915 and this is now part of Newton Abbot College. The terraced houses had infilled almost all the vacant plots by the 1950s.

### **Newton Abbot: Abbotsbury (HUCA 24)**



Edwardian terraced housing Abbotsbury Road



New houses facing onto Halcyon Road, looking north-west

### ***Above ground heritage significance***

It is unfortunate that the former medieval streets (Highweek Street/Exeter Road have been redeveloped in a rather messy way with a new road running parallel. However, the Victorian redevelopment of the area has produced a very distinctive townscape, with its mixture of red and cream brick and local stone. The Church of St Mary Abbotsbury sits naturally in this setting. HUCA 24 has **Medium** heritage significance.

### ***Below ground heritage significance***

There has been much development since the 19th century and the survival of archaeological remains is likely to be poor or localised. It is possible that some medieval building features may survive along Highweek Street and fragments of medieval field boundaries may survive in other areas. HUCA 24 has **Medium** below ground heritage significance.

## **4.25 Newton Abbot: Broadlands (HUCA 25)**

### ***Historic character***

This is a residential area to the west of Highweek Road and south of Ashburton Road and lies mainly outside the medieval borough of Newton Bushel (Fig. 15).

Although the Devon HLC shows this area as mainly post-medieval enclosures, the early 19th-century OS drawing suggests that there may have been some more regular linear boundaries at right angles to Highweek Road. Some of the elements may be of medieval origin. Both Donn (1765) and the OS suggest that there was some limited development in the southern part of Highweek Road in the post-medieval period. This may have included industrial features; the later 19th century mapping shows an iron foundry here. To the west of the Highweek Road the fields were larger and more irregular. Broadlands House (MDV91608) was a large detached house set in the fields immediately south of Ashburton Road. Schools were built in the south-eastern part of HUCA 25 in the late 19th century and these were expanded in the 20th century. Highweek County Primary School still retains the main early building. The remainder of HUCA25 was developed for local authority housing by the 1930s, centred on Broadlands Avenue. Broadlands House itself was retained and is now part of Coombeshead College.

### **Newton Abbot: Broadlands (HUCA 25)**



Broadlands Estate, inter-war housing, looking east-north-east



Broadlands Estate, inter-war housing, looking south-east

### ***Above ground heritage significance***

The Broadlands Estate forms the part of HUCA 25. This was developed in a uniform style with semi-detached house blocks in relatively spacious plots. They are mainly red brick with tiled roofs. The houses are of a distinctive local authority architectural style of the late 1920s or 1930s. Broadlands House retains its original garden and has not been dramatically altered. Buildings in the remaining area are for educational use. HUCA 25 has **Medium** heritage significance.

### ***Below ground heritage significance***

The area is outside the medieval settlement areas and was largely farmland in the historical period. Any remains may include post-medieval boundaries and agricultural features, as well as those associated with 19th-century industrial activity. HUCA 25 has **Low** below ground heritage significance.

## **4.26 Newton Abbot: Upper Lemon Valley (HUCA 26)**

### ***Historic character***

HUCA 26 includes the modern commercial centre of Newton Abbot, around the River Lemon, including Bradley Lane and Halcyon Road (Fig. 15).

In the medieval period the area was likely to have been used mainly for industrial purposes, as indeed it was during the post-medieval period. Bradley and Sherborne Mills were located here (see above) and later the extensive tannery which became known as Vicary's (MDV65667). This employed as many as 700 people and was the largest employer before the railways arrived. The leats for the mills ran through this area and they too were utilised by the tannery. Bradley Mill is described as a fellmongery on the 1880s OS map and presumably prepared hides for the tannery to the east. Sherborne Mill was still depicted as a corn mill in 1905 but was demolished only 30 years later. To the east of this some new terraced housing was built astride the mill leats. In the 19th century the livestock market was relocated to the eastern side of Highweek Street (see above) and the River Lemon must have been highly polluted, and a substantial section had been culverted by this time.

In the 20th century the area, particularly at the west end, continued to be used for industry; 'mills' are shown on 1950s maps and 'works' on 1960s maps of this area. Newton Abbot and Newton Bushel were to some extent still clearly separated by the Lemon even at this time. In the later 20th and early 21st century traffic schemes have blurred this division.

### **Newton Abbot: Upper Lemon Valley (HUCA 26)**



Bradley Lane. Houses, river and industrial units, looking south-west



Bradley Lane industrial units, looking south-east



Bradley Lane. Older brick industrial units, looking north-east



Bradley Lane. Industrial units and Wolborough Street almshouses (rear), looking south-east

### ***Above ground heritage significance***

The original industrial character has largely been lost: there are some 19th century industrial buildings and housing to the west. However, the present Bradley Lane has large warehouses, car franchises and depots. There are numerous car parks to the south of Halcyon Road and a large supermarket, out of scale with the smaller market-town shops. Orchard Court, overlooking the A382 is another building, or rather series of apartment blocks, which belongs in a much larger urban centre. One benefit of the demolition which has occurred here is that the views to the Wolborough ridge and green spaces to the south of the town (HUCA 28) are opened up. HUCA 26 has **Low** heritage significance.

### ***Below ground heritage significance***

There has been much large-scale modern development which will have diminished the archaeological resource. HUCA 26 therefore has **Low** below ground heritage significance.

## **4.27 Newton Abbot: Old Borough and Courtenay New Town (HUCA 27)**

### ***Historic character***

This is as described in the Devon HLC as the core area of a historic settlement. It is very much a mixture of commercial and residential development which reflect the history of the town itself. The bulk of the area formed part of Newton Abbot, but there are small fragments which extend across the River Lemon. The southern boundary abuts the open space of HUCA 28 and the villas of HUCA 29, while the residential areas of Osborne Park and Courtenay Park are to the east. The River Lemon forms the north boundary (Fig. 15). The historic streets within this area are Wolborough Street, Bank Street, East Street, Courtenay Street and Queen Street. The latter two were created in the 19th century in the period of Courtenay family re-planning of the town. What unifies the area is, however, the pattern of development which still broadly reflects the medieval burgage plots and strip fields.

The extent of the medieval and post-medieval towns can be seen on Figs 6 and 8, but this only reflects the built-up area. Newton Abbot seems to have been developed within an existing open field system and many of the characteristic narrow curving plots were not fully built up, or were empty, often being cultivated as orchards. The longer plots within the town itself may have had some rough temporary structures for use in cottage

industries, such as cloth production, weaving and spinning. As an example, the 19th century maps show that in East Street there was a rope walk on one plot (MDV91615) and further east a timber yard and nursery within another.

There was no agricultural benefit in amalgamating these strips and they survived quite intact up until the 19th century (see Weddell 1985, Figs 8-9). The extremely long plots running south from the east end of Wolborough Street (as shown on the OS 1889 map) are a good example. One of the earliest processes of infilling development was the building of 'courts' within the burgage plots. These were small, terraced, cottages stacked end-on within the plot and accessed by a narrow alley along one side. This was happening in Wolborough Street at the end of the 18th century (Weddell, 1985, 96). In the later 19th century another process of developing the plots had started. This was achieved by amalgamating two or three plots, then building a new street within the new space; St Leonards Road was one of the first such streets and this was a much better quality of housing than that in the crowded courts. Further east Prospect Terrace and Fairfield Terrace had also been developed in this way.

Whilst Courtenay Street was a new element in the town plan in the 1840s, it appears to have followed an existing burgage plot, which defined a block of tenements on a broadly east-west alignment. Queen Street too appears to have been fitted fairly neatly into the pattern of plots running north from East Street. Union Street represents the only 'discordant' element in the plan, as it cuts diagonally from Courtenay Street to East Street. There were gaps in the regular pattern of plots, however, such as those created by the construction of the Workhouse (MDV29502), completed in 1839 and Hospital and Dispensary completed in 1898 (MDV52560).

By the 1950s there were still some of the original long, Wolborough Street plots surviving. However, on the north side of the street larger scale developments did ignore the burgages, such as the garages, Odeon Cinema and Sun Court Car Park. Newton Abbot Hospital had expanded to link up with the former Workhouse and was much more extensive. Then in the later 20th century the Law Courts and Police Station complex were built across several tenements and Newfoundland Way is constructed in two stages, completely ignoring previous street patterns. During this time the eastern area remained relatively undisturbed. In recent years there has been more traffic management in the central area around Wolborough Street and this means that the original Highweek Street, Bank Street, Wolborough Street and East Street axis is difficult to recognise on modern maps.

### Newton Abbot: Old Borough and Courtenay New Town (HUCA 27)



St. Leonard's Tower on site of former market, looking north-east



Large houses on Powderham Road



Smaller terraced housing on Tudor Road, looking north



Terraced housing, looking north



Terraced houses on Hilton Road, looking south-west



Terraced houses and new developments on Western Road, looking north

#### ***Above ground heritage significance***

HUCA 27 contains a large number of historic buildings, including those technically in Highweek, which are some of the few surviving from Newton Bushel, including the impressive Library building. The older buildings tend to be on the main streets, not surprisingly. There are some important approaches to the town, for example from the west along Totnes Road into Wolborough Street.

There is also a great deal of what appears to be 'ordinary' terraced housing. This is generally in a distinctive, local style, however. Fairfield and Prospect Terrace have small terrace houses opening straight onto the pavement, built in varying materials usually including cream and red brick. Beaumont Road and Hilton Road are good examples of typical narrow, steep Newton Abbot terraces, the former with houses of red brick and cream brick detailing; the latter of cream brick with red detailing. They are not back-to-back but separated by a narrow alley. At their head, Southernhay is a wider, slightly grander street, with front garden boundary walls and bay fronts. There are obviously some incongruous architectural examples of building particularly in the centre of the town where chain shops with their own company 'brand' of design occur. The 19th century terraces are just as important as the earlier historic buildings and their settings have in most cases survived in a more complete fashion than the scattered examples of late medieval houses. They reflect the history of Victorian development in the town, which was planned and considered and not disrespectful of the previous townscape. HUCA 27 has **High** heritage significance.

#### ***Below ground heritage significance***

The archaeological potential of this area has been recognised since the 1970s and 1980s and, as already mentioned, Newton Abbot was the site of one of the first urban excavations in a small Devon market town. Good preservation of medieval deposits has been demonstrated at Wolborough Street and Highweek Street, but due to major development in these areas the resource has been much diminished. There are areas where archaeological deposits are likely to survive but have not been investigated, such as East Street and areas to the north of Courtenay Street. Remains are likely to include medieval and post-medieval domestic houses, industrial features, burgage plot development and medieval agricultural features. HUCA 27 has **High** below ground heritage significance.

### **4.28 Newton Abbot: Wolborough, Green Backdrop (HUCA 28)**

#### ***Historic character***

This an open area to the south of Wolborough Street, bounded by HUCA 29 to the east and Church Path to the west (Fig. 15). It is classed as post-medieval enclosures in the Devon HLC. No settlements or buildings are located in historic maps. It has not been developed in the 20th century.

#### ***Above ground heritage significance***

This area provides an important setting to Wolborough Street; the medieval borough would have been surrounded by pasture fields on the higher ground to the south. This and the skyline, the ridge with Wolborough church and the evergreen trees are part of the views from the commercial district in the town centre. HUCA 28 has **High** heritage significance. Part of it falls with the Wolborough Street Conservation area.

#### ***Below ground heritage significance***

The area is outside the medieval settlement areas and was largely farmland in the historical period. Any remains may include post-medieval boundaries and agricultural features. HUCA 25 has **Low** below ground heritage significance.

## 4.29 Newton Abbot: Wolborough Villas (HUCA 29)

### **Historic character**

HUCA 29 includes the higher ground to the south of Newton Abbot in Wolborough. It extends north from Coach Road towards the rear of East Street and abuts HUCA 33 on the east. It is also known as Wolborough Hill (Fig. 15). Like HUCA 28 this was mainly post-medieval enclosed fields, although the Devon HLC includes some areas as former 'rough ground'.

The area was developed in the later 19th century as a result of Courtenay family investment. This was undertaken in the typical Newton Abbot 'villa' style. In this area the villas were designed in the Tudor-Gothic style, rather than Italianate, although some are a combination of both styles (Teignbridge District Council 2011, 29). The building materials are stone, rendered and limewashed, with slate roofs. Externally colours are normally white or pale. Most of the building was completed by 1890, although some houses were built at the beginning of the 20th century. The concept behind this development can be seen in its setting. It is situated on inconveniently steep ground, requiring carefully designed access roads, but this is outweighed by the fact that it sits above the main settlement in the valley and allows for views over and beyond the town. The other major feature in the 19th century scene was Newton College built in 1864 on College Road, Newton Hall built later, to the eastern side of the area. It closed during the Second World War and became Forde Park Approved School, which itself closed in 1985 (Carter 2004, 157).

HUCA 29 has remained a residential area to the present day. There has been a certain amount of new building in the late 20th century. The College site was redeveloped as a cul-de-sac of detached red brick houses in 'Mock Tudor' style.

### **Newton Abbot: Wolborough Villas (HUCA 29)**



College Road - tree-lined street, looking west



Penshurst Road - tree-lined street, looking south-east

### **Above ground heritage significance**

Wolborough Hill largely retains the character of a planned development and is very much a feature of Newton Abbot, recognised in Conservation Area status. Some of the 20th century building has compromised the overall quality of the townscape, but HUCA 29 has **High** heritage significance, recognised in its Conservation Area status.

### ***Below ground heritage significance***

The area is outside the medieval settlement areas and was largely farmland in the historical period. Any remains may include post-medieval boundaries and agricultural features. Whilst the steeper slopes are unlikely to have been settled it is possible that previously undiscovered prehistoric remains could be located on the top of the ridge. HUCA 29 has **Low** below ground heritage significance.

## **4.30 Newton Abbot: Lower Lemon Valley (HUCA 30)**

### ***Historic character***

This area lies to the east of Kingsteignton Road and to the north of residential areas of Courtenay Park and Osborne Park. It is bounded by Marsh Road (and the present course of the Lemon) to the south-east and the River Teign to the north-east. Part of the Whitelake channel lies within it (Fig. 15). HUCA 30 lay outside the medieval boroughs and was partly marshland; because the flood risk precluded housing here it has been used for industry from the 19th century onwards. This is also how the Devon HLC characterises the area.

Before the branch railway to Moretonhampstead was built, there was a small wharf here on the Teign (MDV56674). Coastal trade continued even after the railways arrived and there was a town wharf near the mouth of the Lemon (MDV97458). Imported goods included raw materials, such as coal, cement, oil and bark (see below). Exports included, unsurprisingly, clay and limestone, but also minerals from higher up the Teign valley (Carter 2004, 79). The industrial premises nearby included a bark mill used to produce tanning products (MDV21325), which was served by the old Bradley Mill leat. There was also a gas works, timber yard (MDV97461) and railway goods station. A very small terrace of houses was built close to the gasworks.

At the west end of HUCA 30 the cricket ground was established in the late 19th-century and this was followed by another recreation ground later used for football. The sports grounds are still there today and the north-eastern area is now mainly industrial estates, with very little sign of the past history. Some housing, in the form of apartment blocks has been built partly on the site of the former gasworks.

### **Newton Abbot: Lower Lemon Valley (HUCA 30)**



River Lemon, Marsh Road and industrial units, looking south-west



River Lemon, Marsh Road and industrial units, looking north-east



Marsh Road and Lemon Road, looking north-east



Marsh Road and Lemon Road, looking south-west



Lemon Road, looking south-west

#### ***Above ground heritage significance***

As noted above the industrial units in the northern part of this area are mainly pre-fabricated steel structures. The name 'Wharf Road' does provide a reminder of the past use of that area. HUCA 30 has **Low** heritage significance.

#### ***Below ground heritage significance***

Whilst there has been no historic settlement or cultivation here, the area may still contain important palaeoenvironmental deposits or waterlogged material and therefore HUCA 30 has **Medium** below ground heritage significance.

### **4.31 Newton Abbot: Osborne Park (HUCA 31)**

#### ***Historic character***

This area lies to the south-east of HUCA 30 and is bounded by the railway line to the east and Forde Park (HUCA 32) to the south (Fig. 15). HUCA 31 also lay outside medieval Newton Abbot but was sited on fairly level ground away from the marshes. Although this is now a residential district it is interesting to note that there was 19th-century industrial development in the northern part of HUCA 31. This included the West of England Steam Saw Mills, with a large timber yard (MDV52564) and an iron and brass foundry (MDV52563). Slightly later, the Newton Abbot Electricity Generating

Station was built here; a huge cooling tower was added in 1940 (MDV19207). The cooling tower was demolished in the 1970s.

Queen Street running east-west was built to serve the new railway station and connect it to the centre of town. Fine stucco terraces, mostly of three storeys, are characteristic of the area. The buildings of Queen Street and Courtenay Street contain relatively complete terraces, with only a few 20th-century buildings. Two churches stand on the south side of Queen Street; the United Reformed Church 1875 and the Roman Catholic Church of St Joseph, 1915 (MDV22952). The war memorial, unveiled in 1922, stands on a large open space originally centred on a large oak tree (MDV91944). The Avenue running north-south from the river Lemon, was laid out in the 1870s. The terraced houses here are of similar designs and are constructed from various combinations of limestone and red and cream brick. Osborne Park itself had been established by the early 1930s and was perhaps an afterthought as the area was left undeveloped in the early 19th century. It is partly flanked by the buildings known as Tuckers Maltings (MDV22958), which although industrial structures dating to the 1900s, are not large in scale and are built with local materials. The industrial area to the north of the park was cleared in the later 20th century and housing has infilled this area.

### **Newton Abbot: Osborne Park (HUCA 31)**



The Avenue, looking south



Large terraced buildings in Queen Street, looking east



Large decorated town houses in Queen Street, looking west



Queen Street, looking west

### ***Above ground heritage significance***

The terraced housing is of higher quality than typical Victorian developments, limestone and brick materials are used and there is care in the overall design. The modern housing to the north (where the industrial sites were) are constructed with modern standard bricks and were not set in a regular grid plan, like the 19th century terraces. Osborne Park still forms an attractive tree-lined open space. HUCA 31 has **High** heritage significance.

### ***Below ground heritage significance***

The area has been fully developed and no specific archaeological remains would be expected here. Any remains may include post-medieval boundaries and agricultural features as well as those associated with 19th-century industrial features. HUCA 31 has **Low** below ground heritage significance.

## **4.32 Newton Abbot: Courtenay Park (HUCA 32)**

### ***Historic character***

HUCA 32 is centred on Courtenay Park and Devon Square and includes the frontage of Newton Abbot Railway Station. The north boundary is irregular and some housing is included in HUCA 31, as it relates more specifically to Queen Street (Fig. 15). Although it is essentially a residential area some commercial businesses occupy the 19th century houses.

This area, like Osborne Park, lay outside the borough at the eastern end of Queen Street. The present north-south road, Devon Square, may reflect the line of an access track shown on the early 19th-century OS survey. There is also some evidence of landscaping or tree-planting in the area of Courtenay Park and Devon Square (MDV108501). Housing development probably began in the 1850s and it was always intended to produce buildings with a unified character that reflected the Victorian town plan conceived by the Courtenay family, through the estate architects. Most of the development in Courtenay Park is composed of semi-detached villas, with occasional short terraces of dwellings. These are arranged in a crescent where they overlook the Park. Park House stands at the centre of the crescent, a substantial detached villa of un-rendered limestone. The villas which line the north and west sides of the crescent are considered to be the earliest part of the development, dating to c.1854. These are in Tudor Gothic and Tudor Picturesque style. The buildings are characterised by their elaborate roofscapes with steeply-pitched roofs, gables and elaborate chimney stacks. The terraces on the north, west and south sides of Devon Square are of different designs, but are unified through the use of the Italianate style. The terrace on the south side of Devon Square is of three storeys, and is more imposing. At the centre of Devon Square stands St Paul's Church (MDV9246). While this is later and in a different architectural style, it does not detract from the overall unity of design of the square.

### Newton Abbot: Courtenay Park (HUCA 32)



Devon Square housing, looking west-south-west



Nineteenth century terraced villas in Devon Square, looking west-north-west



Devon Square from Queen Street, looking south

#### ***Above ground heritage significance***

HUCA 32 includes very high quality housing and open space and with the crescent development and St Pauls Church it presents a unified townscape of its period and is again typical of 19th century planning in Newton Abbot. HUCA 32 has **High** heritage significance, recognised in Conservation Area status.

#### ***Below ground heritage significance***

The area is outside the medieval settlement areas and was largely farmland in the historical period. Any remains may include post-medieval boundaries and agricultural features. HUCA 32 has **Low** below ground heritage significance.

### **4.33 Newton Abbot: Forde Park (HUCA 33)**

#### ***Historic character***

HUCA 33 is the third area which is focused on an open space, although it is not as straightforward to define as the other two. Torquay Road forms most of the northern boundary, with Keyberry Road to the east, encompassing Keyberry Park to the south and east to Church Road (Fig. 15). The development history of this area is very similar to that of HUCA 32. In the early 1800s this was a mixture of large enclosed fields, and some rough ground. Keyberry Road was a routeway at this time and the mill was sited

on the angle of the road where it turns sharply north (see HUCA 37). Forde Park and Keyberry Park may have started life as a medieval deerpark for the manor house at Ford, which lies just to the north (MDV64335) and this would have been much more extensive than the later public park.

By the 1880s a more formally defined park had been created, with a crescent of large villas to the south, with similar plots to the north and west. Keyberry Park had developed initially within the space allowed by the railway line, just south of Torquay Road. The building style around Forde Park was principally the 'Italianate gabled villa' and it was used consistently on all parts of the buildings, including the reverse sides of those that face Torquay Road. Tudor-Gothic forms and details were also used in the houses on Keyberry Park. Forde Park itself contains trees which are likely to have formed part of the Victorian plantings, such as Luccombe Oaks, Giant Sequoia and Black Pines.

### Newton Abbot: Forde Park (HUCA 33)



Houses on east side of Forde Park, looking north



Forde Park, open space, looking north-east

#### ***Above ground heritage significance***

HUCA 33 includes good quality housing and open space and is again typical of Newton Abbot 19th-century villa-style development. HUCA 33 has **High** heritage significance, recognised in Conservation Area status.

#### ***Below ground heritage significance***

The area is outside the medieval settlement areas and was largely farmland in the historical period. Any remains may include post-medieval boundaries and agricultural features. HUCA 33 has **Low** below ground heritage significance.

### **4.34 Newton Abbot: Railway & GWR (HUCA 34)**

#### ***Historic character***

HUCA 34 is a rectangular area just east of the railway station forecourt, bounded by the Teign to the north, the A380 to the east and Torquay Road to the south. HUCA 35 abuts the south-east corner (Fig. 15). It is now primarily commercial but includes some residential properties on Forde Close.

This area was outside the medieval borough and like HUCA 30 was mainly marshland and enclosed pasture in the post-medieval period. In 1846 the railway was constructed to Newton Abbot and this location was chosen for its station. It was opened by the South Devon Railway Company and comprised two, later three, small train sheds, covering separate platforms for trains running to Exeter, Plymouth and Torquay. It was rebuilt in 1861 and again after the First World War, opening on 11th April 1927 (MDV81098). The GWR locomotive repair works were later located here, just to the east of the station and the railway became the major employer in the town (MDV61346). In the later 19th century South Devon Cottages (later Station Cottages) were built to the south-east (now gone) and terraced houses were built on what is now Forde Close in early 20th century. Forde Close was extended north to its present limit by the 1930s and by the 1950s some small engineering works were established on land to the east of the locomotive works. Unfortunately, by the 1960s much of the railway infrastructure was being closed down, with the diesel maintenance depot and carriage repair workshops being shut (St John Thomas 1973, 83). A lot of the railway 'heritage', associated with the workshops and sheds, was lost in the later 20th century. Most of the land to the east of the railway is filled with industrial units and wholesale outlets.



Forde Close, terraced houses and railway sheds, looking north

#### ***Above ground heritage significance***

There are some important railway buildings surviving, including parts of the main repairs sheds; the brick one to the south and the earlier stone-built structure to the north. They are rather isolated, however, but it should be noted that Forde Close forms an important feature at the southern end where it faces the railway shed. The modern industrial development does not respect the earlier traditions and there are ugly metal boundary fences. HUCA 34 has **Medium** heritage significance.

#### ***Below ground heritage significance***

The area is outside the medieval settlement areas and was largely farmland in the historical period. Any remains may include post-medieval boundaries and agricultural features, as well as structures relating to the railway development. HUCA 34 has **Low** below ground heritage significance.

#### 4.35 Newton Abbot: Ford House (HUCA 35)

##### **Historic character**

This small enclave within HUCA 34 is defined by the historic context of the important medieval site of Ford House, which lies just north of Torquay Road (Fig. 15). The manor house, now the property of Teignbridge District Council, is dated to c. 1550 and was built for John Gaverock. It was enlarged in 1610 then altered c. 1625 for Sir Richard Reynell and was restored in the 1930s and in 1981-3 (MDV 9221).

The early 19th-century OS survey shows a complex of buildings on the site, with two distinct ranges of buildings to the west of the main house. There are ornamental gardens to the north and to the west and south-west orchards or formally planted woodland (MDV59909). There is a long, thin fishpond immediately south of the house (MDV52566), with carriage drives leading from the south and south-west. The late 19th-century OS maps show that the pond had been enlarged and was supplied through a leat running from Keyberry Mill. By this time the construction of the railway had cut off the drive from the south-west and some new housing had been built. Ford Hall was built to the west of the main drive between 1905 and 1933. Brunel Road was created by the 1960s and associated industrial development removed the ranges of buildings to the west of the house. In 1978 Teignbridge District Council purchased Ford and some new building and refurbishment works were carried out in the early 1980s to allow them to occupy the site.



Ford House, with ornamental garden, looking north

##### **Above ground heritage significance**

Although it now sits in isolation, cut off from the context of the main town and tenement plots HUCA 35 has **High** heritage significance. This reflects the historical importance of the site and in its listing as a Grade I status building.

##### **Below ground heritage significance**

HUCA 35 has **High** below ground heritage significance. Archaeological deposits are likely to include medieval features associated with the house and other building ranges, as well as garden features. There are also references to tenements here in the post-Dissolution documents described above (3.3). Their locations are not known but they could have been removed during post-medieval landscaping works.

#### 4.36 Newton Abbot: Penn Inn Roundabout (HUCA 36)

##### **Historic character**

This small area does not readily fit with the surrounding residential and historical sites (HUCA 33/35/37). It is sited at the junction of the A381 and Torquay Road, with the main railway line to the west (Fig. 15). It was an area of marsh and enclosed pasture with the Aller Brook flowing through the centre. In the mid-20th century there was a small amusement park here, with bathing-pool and miniature railway. The area was redeveloped in the 1960s and is now occupied by a supermarket and associated car park. The Penn Inn itself is located on the north-west side of the roundabout which occupies the junction.

##### **Above ground heritage significance**

HUCA 36 is an area of late 20<sup>th</sup> century development, and has **Low** heritage significance.

##### **Below ground heritage significance**

The area is outside the medieval settlement areas and was largely farmland in the historical period. Any remains may include post-medieval boundaries and agricultural features. HUCA 36 has **Low** below ground heritage significance.

#### 4.37 Newton Abbot: Keyberry (HUCA 37)

##### **Historic character**

HUCA 37 is located on the southern edge of the survey area and is centred on Kingskerswell Road, with Forde Park (HUCA 33) to the north and Decoy (HUCA 14) to the west (Fig. 15). The ground rises from the valley of the Aller Brook in the east. It is mainly a residential area but there has been commercial development in the southern part.

Devon HLC shows the area as post-medieval enclosed fields and the only recognisable building in the area was Keyberry Mill. The early 19th century OS surveyors' drawing shows that Keyberry Road and the southern extension to what is now Kingskerswell Road, was the only thoroughfare in this area. The Wolborough tithe map shows a trackway branching off from this route, which became Decoy Road. A small building, later Ford Farm, is shown on the east side of this track. The significance of Keyberry Mill has been discussed above (MDV19782); the place-name is recorded in c.1200 and may refer to the small knoll just south of the mill (Gover et al 1932, 524).

The mill just survived the construction of the railway line south from Newton Abbot; its enclosure abuts the embankment and the leats had to be diverted because of the obstruction. Ford Farm is depicted on the late 19th-century mapping and a gravel pit is located close by. Some housing was first developed along Decoy Road, which had been built to link with the developments at Forde Park and Courtenay Park. The housing was more extensive by 1905 and a long terrace had been built alongside Kingskerswell Road. Some clay extraction is recorded in the south-west corner of the area (MDV52545). In the 1930s Keyberry Park was extended southwards and a Methodist Church established. Keyberry Mill still appeared to be intact. To the west of Kingskerswell Road a new estate was built, this time with a Mission Church (St Michael's) and a school. The land to the south was allotment gardens. In the later 20th century the main housing developments were completed with West Mount and Keyberry Mill, having survived as a working mill for nearly 700 years, was demolished

in 1968 (Carter 2004, 133). At the southern edge of the area a business park was built on the former clay pits to the west of the main road and an industrial laundry complex constructed in the southernmost field.

### Newton Abbot: Keyberry (HUCA 37)



Terraced housing on Kingskerswell Road, looking north-north-east

#### ***Above ground heritage significance***

HUCA 37 is an area of mixed development including some large villas and terrace blocks of local brick in the northern part of the area, but they are not of the quality of Forde Park or Courtenay Park. There is no real sense of planning in these developments; they are 'tacked on'. St Michael's estate contains some good examples of Newton Abbot terraced housing, together with the earlier terraces on Kingskerswell Road, and Decoy Primary School sits well in this development. Keyberry Road, Decoy Road and Kingskerswell Road are the earliest routeways and still form key elements in the town plan. HUCA 37 overall, has **Medium** heritage significance.

#### ***Below ground heritage significance***

Whilst most of the archaeological remains are likely to relate to post-medieval boundaries and agricultural features, the presence of the medieval Keyberry Mill site makes the area of higher significance. The mill site itself does not appear to have been subject to wholesale redevelopment. HUCA 37 has **Medium** below ground heritage significance.

## **5 Suggestions for future research**

- Investigation of the origin of the medieval earthworks at Castle Dyke, using non-invasive techniques and documentary research.
- Field survey of some of the outlying mineral sites, where surface remains may survive, including Decoy (HUCA 14) and Rydon (HUCA 5). The nature of the quarrying operations at Knowles Hill are also uncertain (HUCA 23).
- Documentary research into the development of HUCA 5 in Exeter Road Kingsteignton, which seems to be one of the few examples of planned development in that area.
- Documentary research into the 19th-century development of artisan terrace houses in HUCA 27, including ownership and social status of occupants.
- Research into the smaller post-medieval industries of Newton Abbot, building on what is known about cloth-working and leather manufacturing for example.
- Establishing whether medieval documentation associated with the history of Kingsteignton manor survives.

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### **6.3 Information leaflets**

Kingsteignton Town Council guide

Newton Abbot Museum guides

Templer Way Leaflet

### **6.4 Websites** (accessed January to March 2015)

<http://www.teignbridge.gov.uk>

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

[http://www.devonrigs.org.uk /](http://www.devonrigs.org.uk/)

<http://list.english-heritage.org.uk/mapsearch.aspx>

<http://www.british-history.ac.uk>

<http://www.visionofbritain.org.uk/unit/10132836/boundary>

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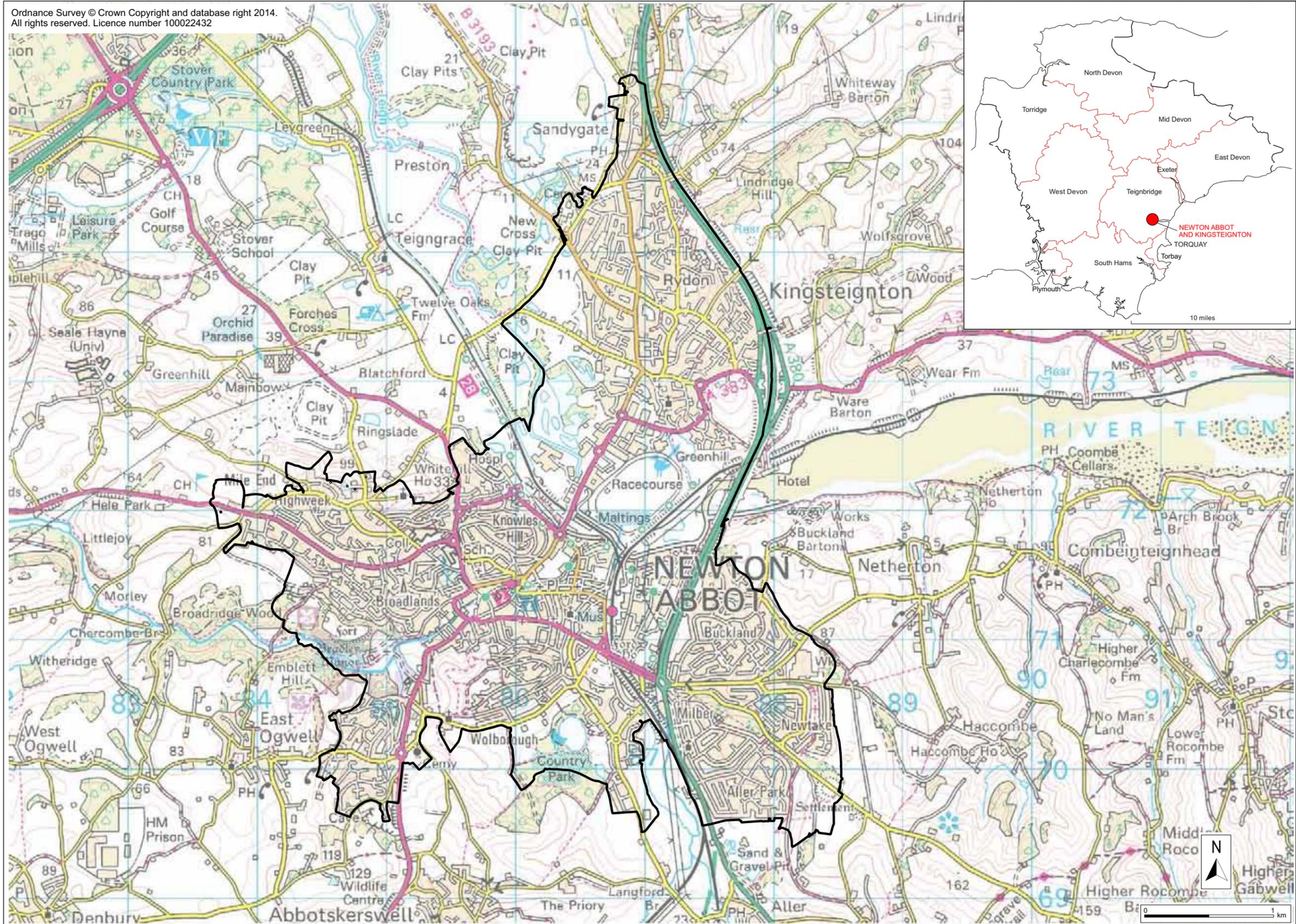


Fig. 1 Location and setting

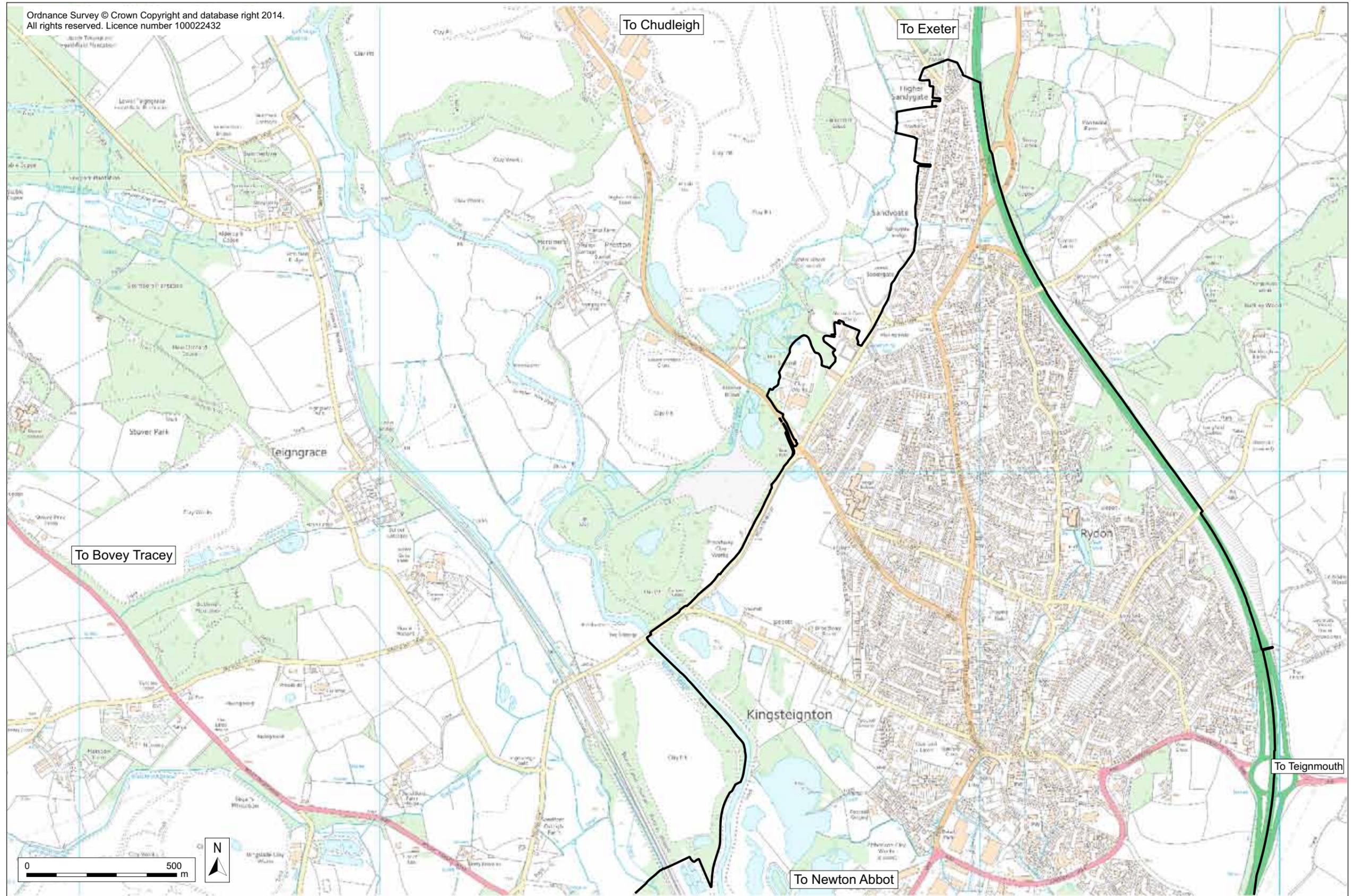


Fig. 2: Kingsteignton: roads and streets

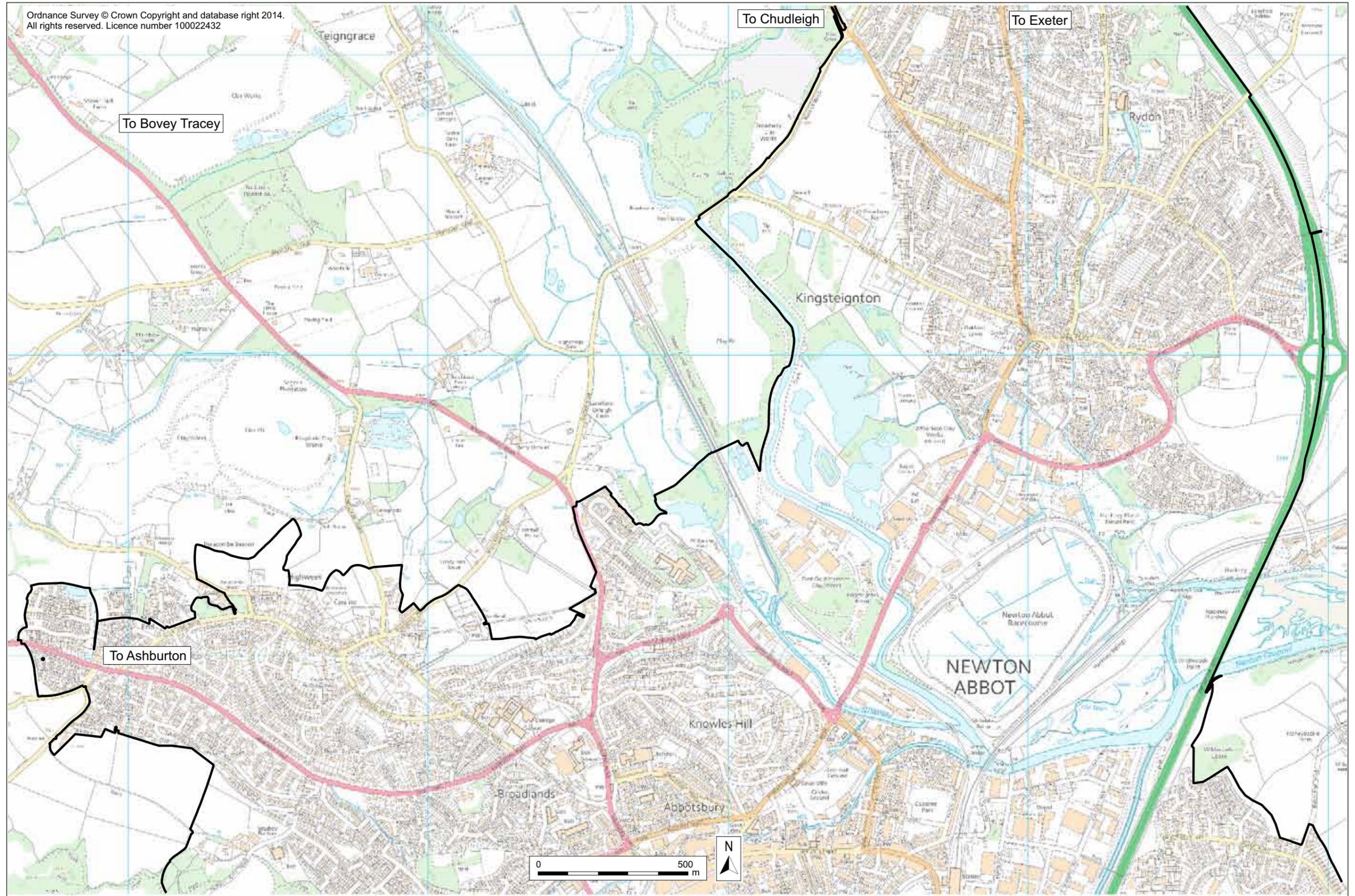


Fig. 3 Newton Abbot: roads and streets (north part of town)

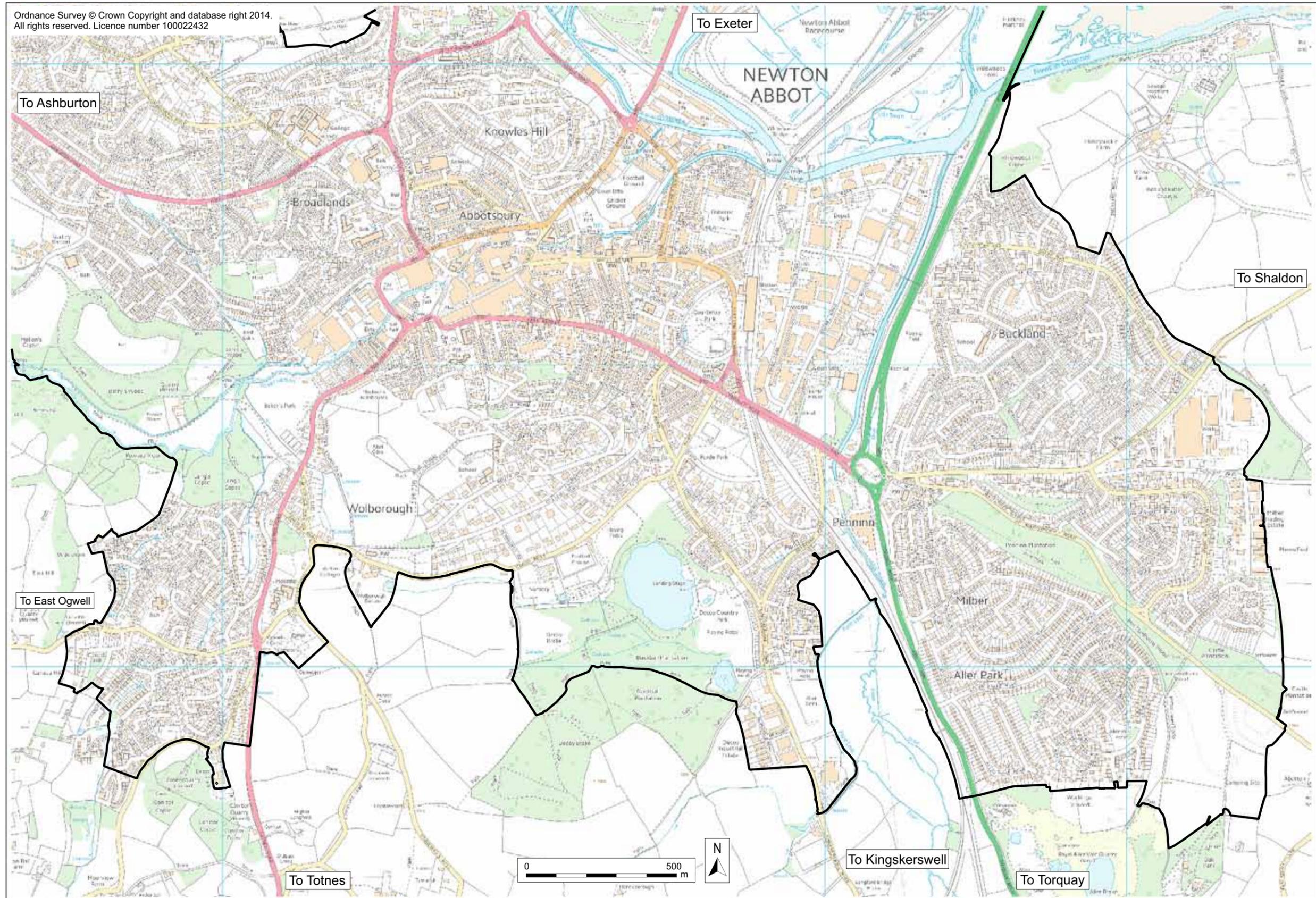


Fig. 4 Newton Abbot: roads and streets (south part of town)

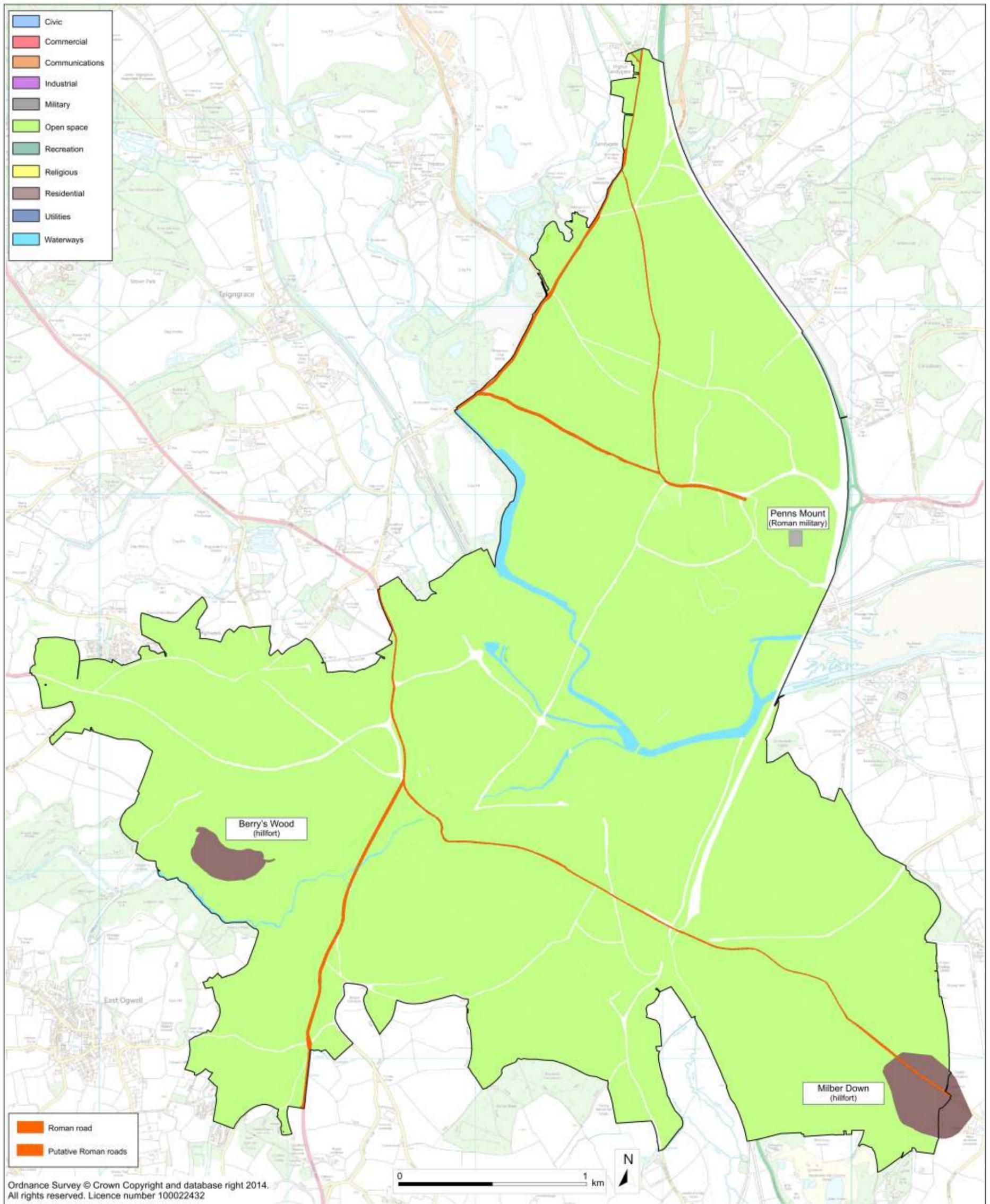


Fig. 5: Historical Development: Prehistoric and Romano-British

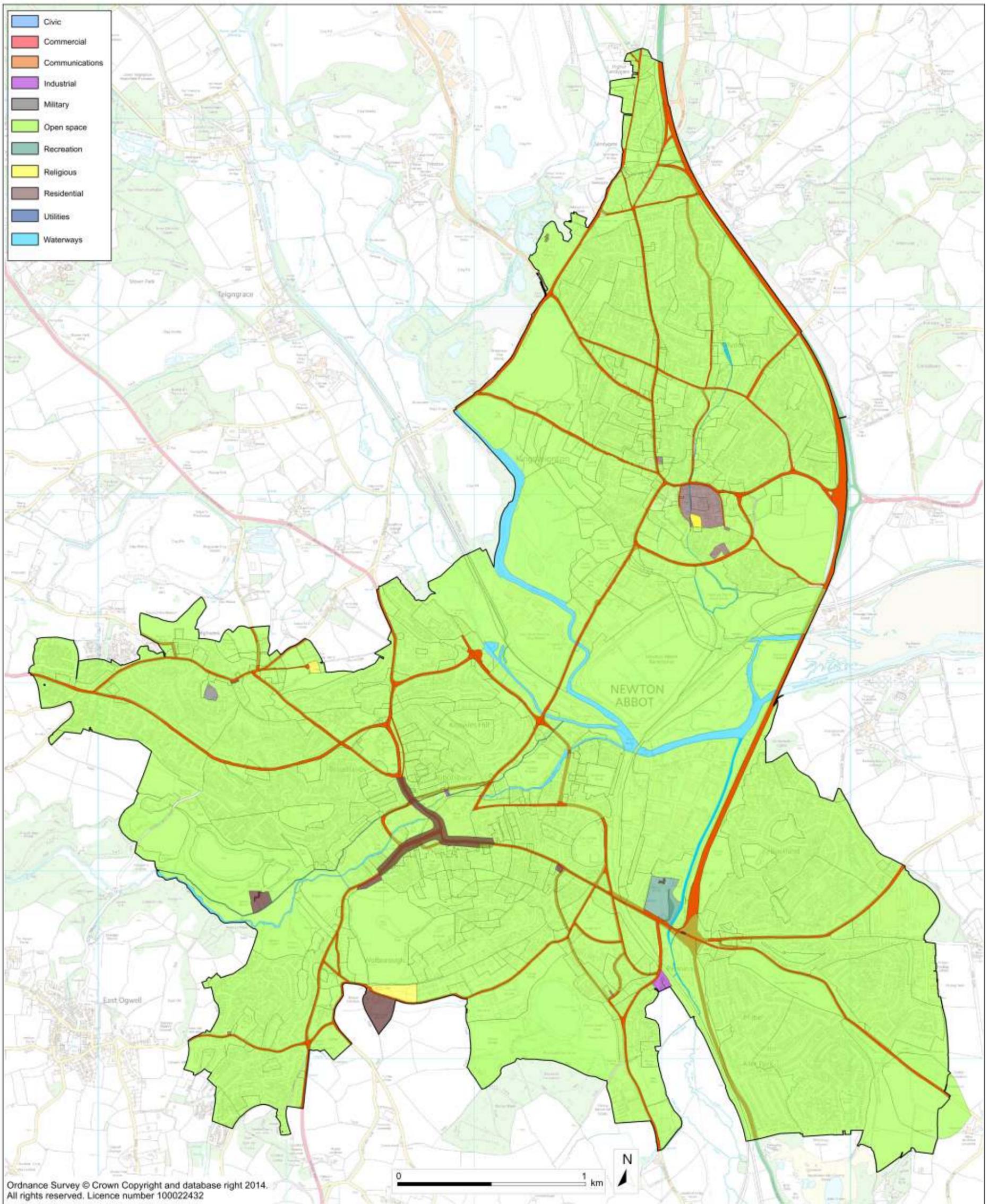


Fig. 6: Historical Development: Early Medieval - Medieval 'new towns'



Fig. 7 Extract from the Kingsteignton parish Tithe Map of 1840, annotated with the presumed extent of the Early Medieval sub-oval enclosure

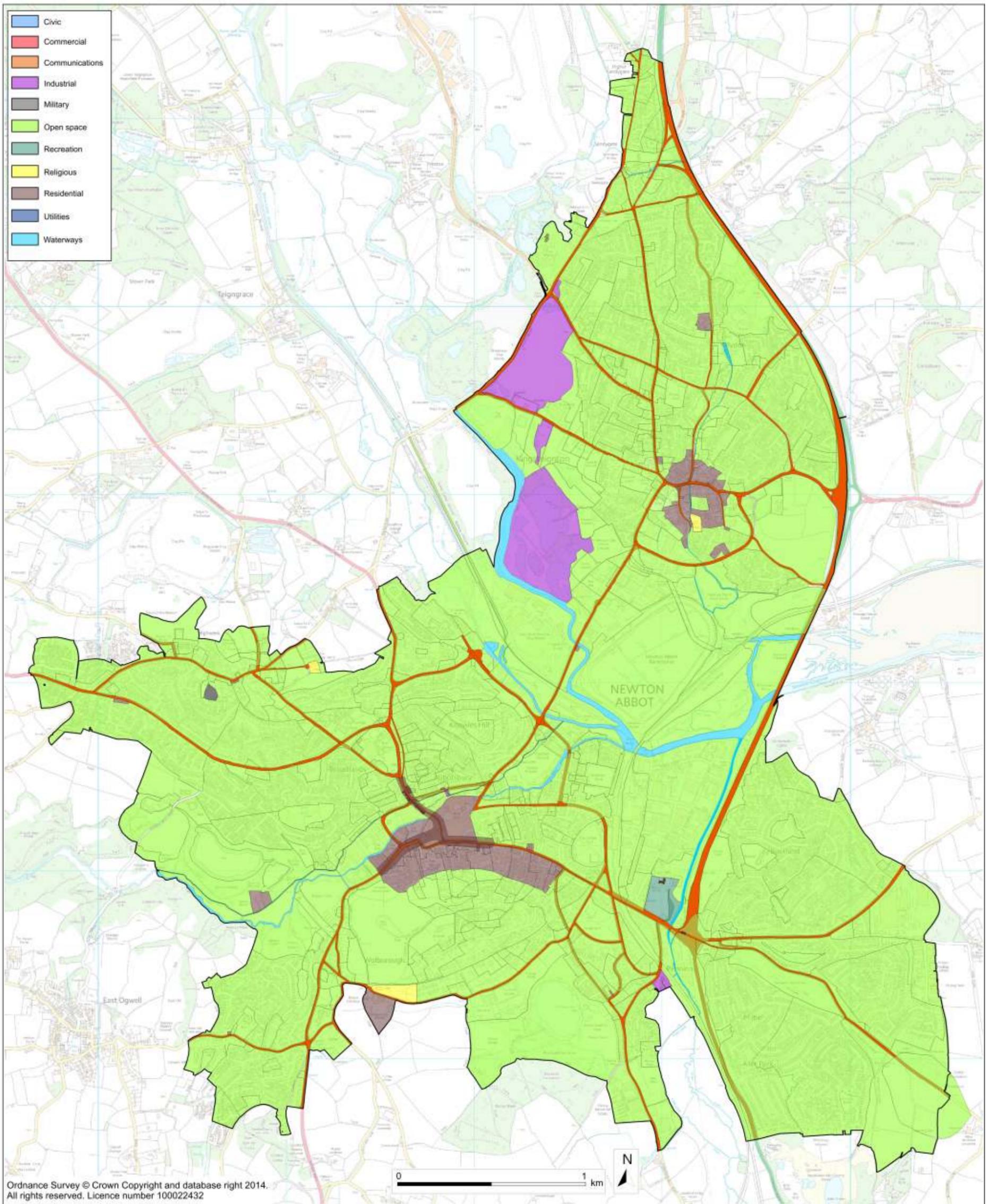


Fig. 8: Historical Development: Post medieval



Fig. 9 Extract from A Map of the County of Devon, by Benjamin Donn, 1765

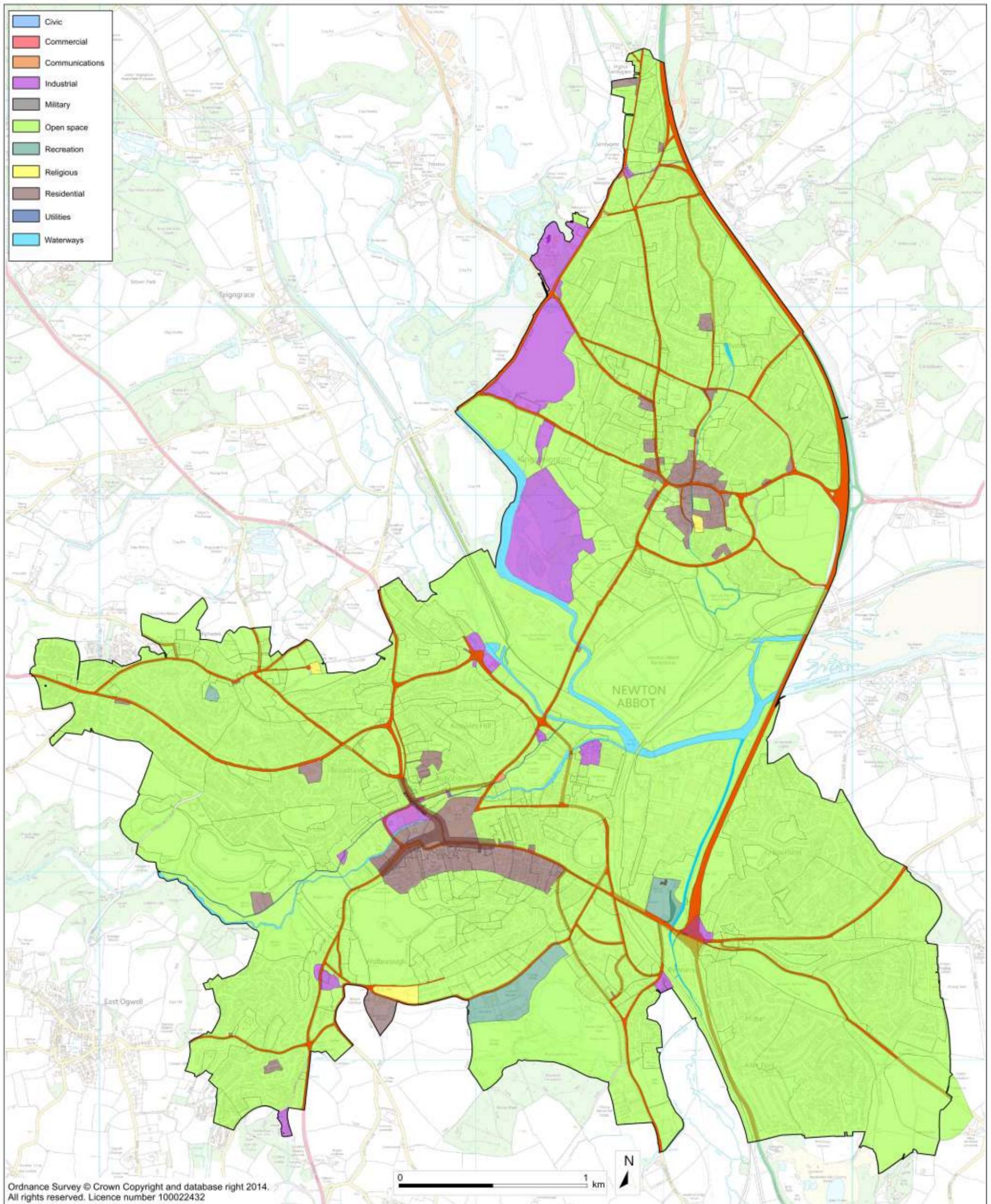


Fig. 10: Historical Development: 18th century

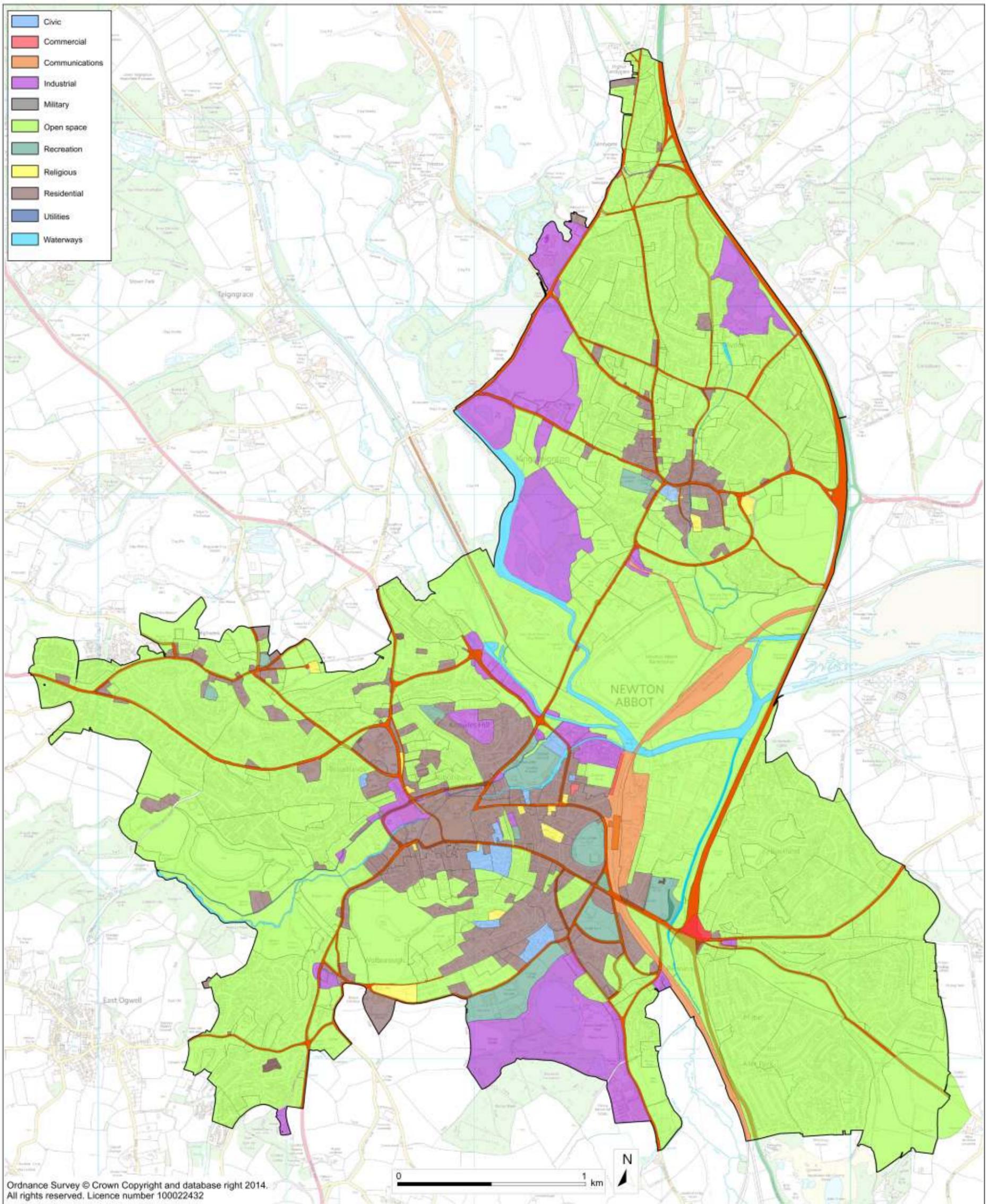


Fig. 11: Historical Development: 19th century

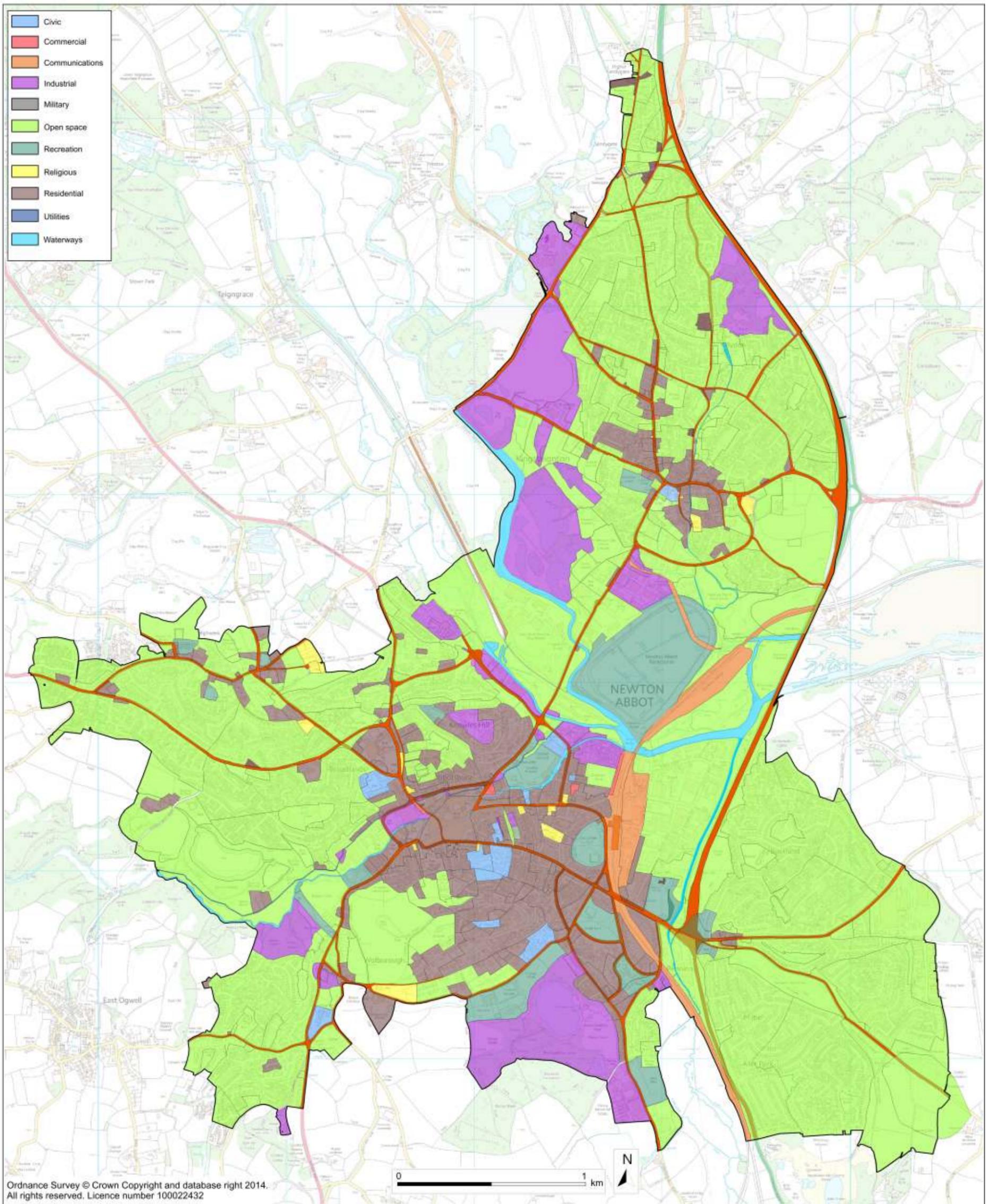


Fig. 12: Historical Development: Early 20th century

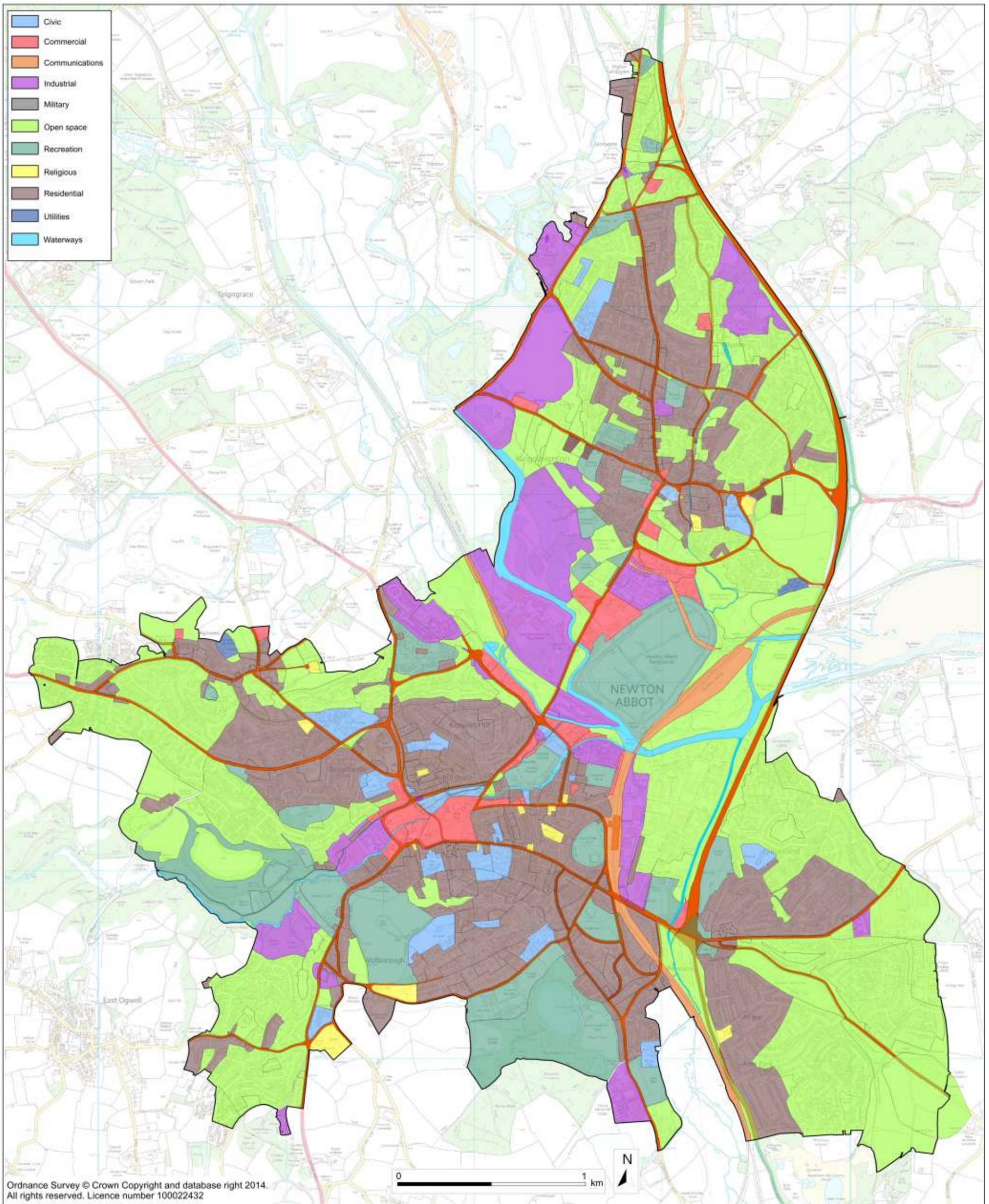


Fig. 13: Historical Development: Late 20th century

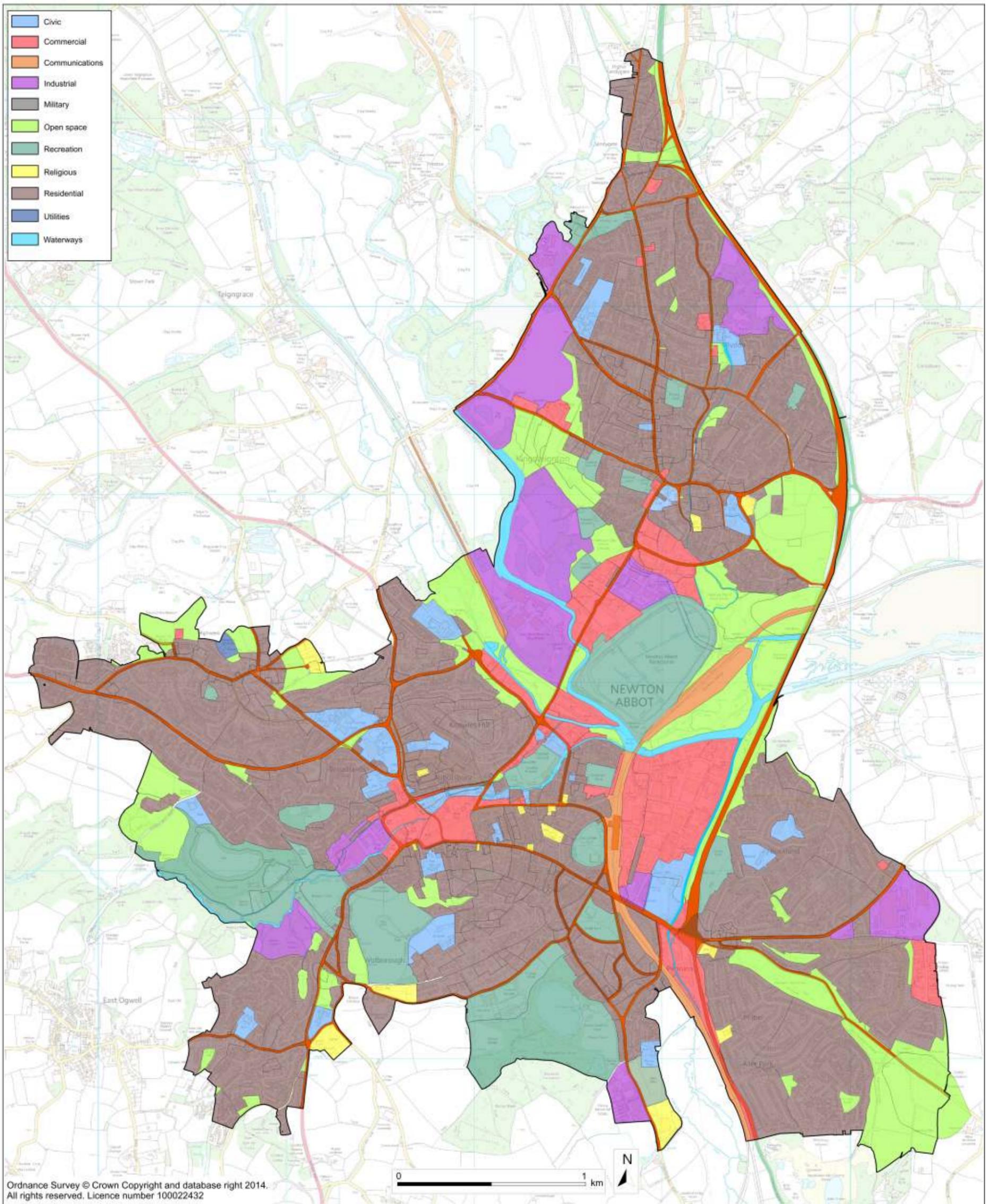


Fig. 14: Historic Urban Character Types (HUCTs) 2015

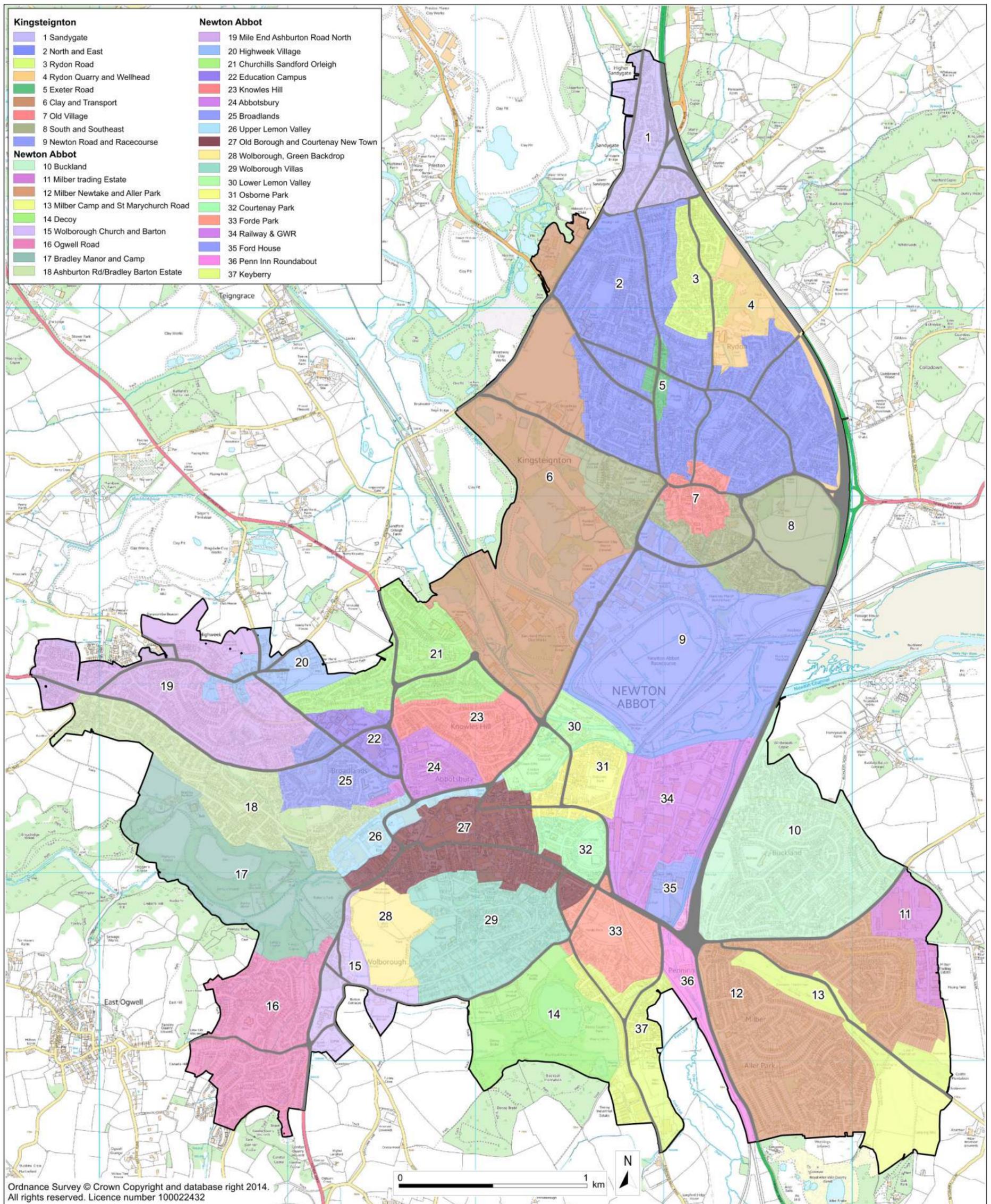


Fig. 15 Historical Urban Character Areas (HUCAs)

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