



# Devon Historic Coastal and Market Towns Survey

## Tavistock



## Historic Environment Projects

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**Tavistock**

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

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## **Cover illustration**

View from the viaduct looking across Tavistock town core along King Street and Market Street.

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## **Abbreviations**

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



## 1 Summary

Tavistock was assessed during autumn/winter 2013 as part of the Devon Historic Coastal and Market Towns Survey (DHCMTS). Part of a national programme of Extensive Urban Surveys initiated and supported by English Heritage, DHCMTS aims to increase understanding of 17 medieval towns within the county, prioritised because of their high historical significance and archaeological potential and the immediacy of development pressure. Tavistock was chosen due to substantial Local Development Plan proposals for in-filling, central and edge expansion along with proposed market town enhancements. The town is known for its high archaeological significance and complexity having developed around the 10<sup>th</sup> century abbey and prospered as a market town with strong emphasis on wool trades and tin and copper mining until the late 19<sup>th</sup> century. The town also lies within the Cornwall and West Devon Mining Landscape World Heritage Site (WHS) and the mining industry has had a major influence on its character.

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

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

Tavistock is located at the junction of historic route ways, on the western edge of Dartmoor, on the valley sides of the River Tavy (Figs 1 and 2). Its historical development (Figs 5-9) from the founding of the abbey between 974 and 981, through medieval borough and stannary town, post-medieval and 19<sup>th</sup> century mining, industrial and cloth-making centre, through to 20<sup>th</sup> century market town and tourist centre, has produced a distinctively varied, and sophisticated architectural urban character. An underlying medieval plan-form, altered and expanded as part of the Duke of Bedford's enhancements and introduction of the railways in the 19<sup>th</sup> century, supports a varied mix of building types of generally high architectural merit alongside later expansion and infill within 21 different HUCAs (Fig 10).

HUCA number	Historic Urban Character Area	Archaeological potential	Heritage significance
1	Whitchurch village	High	High
2	Whitchurch northern expansion	Medium	Medium
3	Whitchurch Road development	Low	Low
4	Plymouth Road southern expansion	Medium	Medium
5	Fitzford and Plymouth Road	High	High
6	Whitchurch Down	High	High
7	Pixon Lane	Medium	Medium
8	Deer Park Down	Medium	Low
9	Western expansion	Low	Low
10	The Meadows	High	High
11	Plymouth Road central	High	High
12	Ford Street and West Street	High	High

13	Western town core	High	High
14	Northern town core	High	High
15	Parkwood Road	High	High
16	Kelly College	High	High
17	Watts Road	High	High
18	North-western expansion	Low	Low
19	Central town core	High	High
20	Eastern town core	High	High
21	Chollacott	High	Medium

## 2 Town context

The study area encompasses the present extent of Tavistock, including the now attached village of Whitchurch to the south (Figs 2-4). It stretches from Whitchurch in the south up to Redmoor Close in the north, and from the Wallabrook stream in the north-east and Whitchurch Down in the east to Abbotsfield Crescent in the west.

### 2.1 Location and setting

Tavistock is located in West Devon District, approximately 15 miles north of Plymouth and 14 miles south-east of Launceston, on the western edge of Dartmoor. The town is now located on either side of the Tavy River Valley but historically grew up on the northern side, spreading during the 19<sup>th</sup> and 20<sup>th</sup> centuries to the southern side of the river. For centuries it was an important centre for mining and cloth making to which it owes its historic growth and prosperity.

The town core spreads east-west along the base of the valley on the northern side of the River Tavy and extends to the north along the valley floor of 'the Fishlake', a brook (now covered) running down from the north along Lakeside and Market Street. At the southern end of Market Street lies the parish church of St Eustachius set immediately north of the Abbey site at the centre of the town core and bordering the river. The medieval settlement in Tavistock was clearly restricted by the surrounding topography comprising steep slopes rising up from the valleys of both the Tavy and the Fishlake. Nonetheless the town has spread out from this historic core (mainly during the 19<sup>th</sup> and 20<sup>th</sup> centuries) on both the north and south sides of the Tavy to approximately ten times the size of the medieval town. The vast expansion to the south of the river on higher ground now extends as far as the neighbouring medieval settlement of Whitchurch. On the north-east side of the town (just east of Kelly College) there is an earlier area of settlement. This site, known as Trendle Camp, is likely to be an Iron Age round located on high ground overlooking the Tavy.

The roads in the town have been constructed in the most part to follow the contours and it is clear that as the expansion of the town increased, terracing was created for new access routes and development from at least the 17<sup>th</sup> century. During the 19<sup>th</sup> century the road layout in the town centre underwent major remodelling and two railway lines and a canal running through the town from east to west were also constructed. Although the railway lines are now disused, remaining structures and parts of structures give an imposing industrial feel to the town. The most obvious example of this is the viaduct which stretches across the Fishlake valley, towering over Bannawell Street and Lakeside. The canal, whilst disused as a form of transport, serves as a source of water power to the hydro-electric station at Morwellham.

The following historic environment designations exist within the town: Trendle Camp (MDV3829), the site of the abbey (MDV3919) and incised stones in the vicarage garden (MDV3928) are all Scheduled Monuments. There are many listed buildings, especially to the north of the river and much of the northern part of the town lies within the WHS.

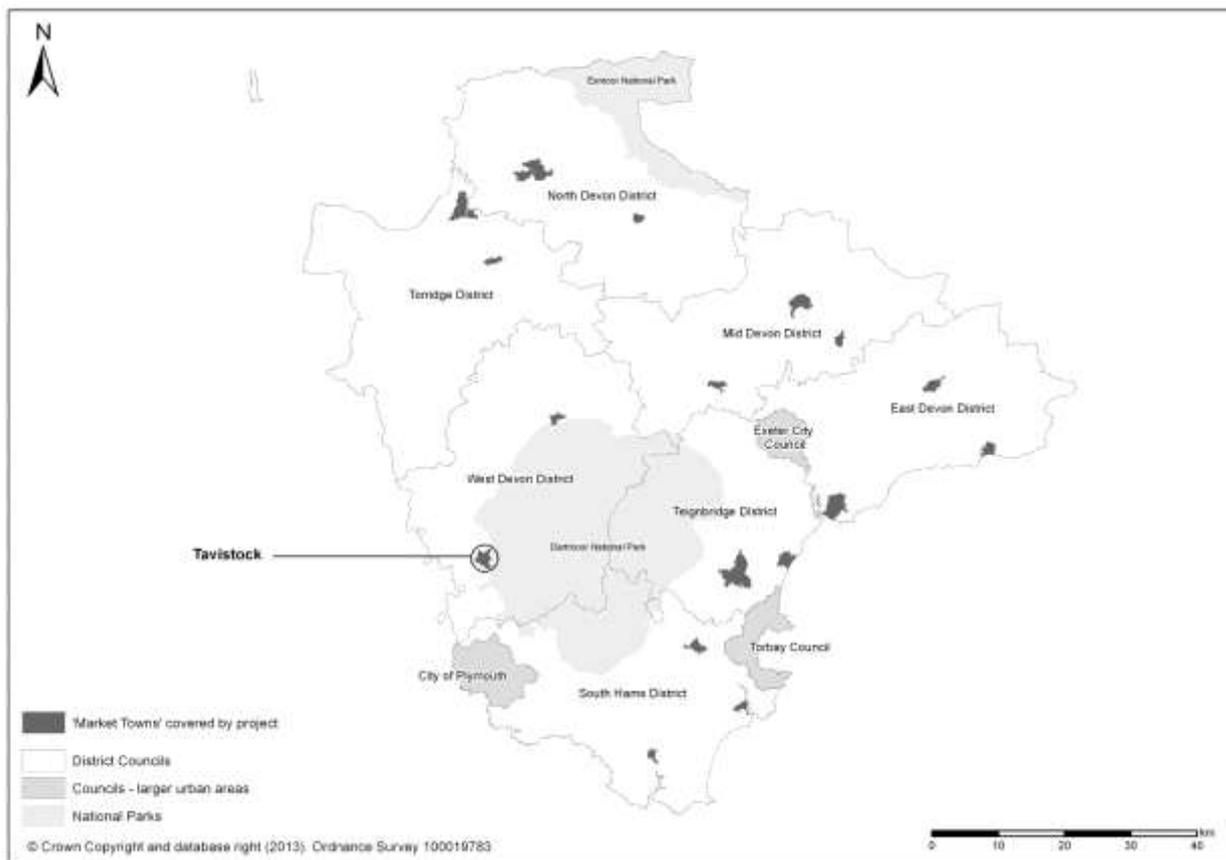


Fig 1 Location map

## 2.2 Geology and topography

Tavistock lies along both sides of the River Tavy, which runs from north-east to south-west through the area, and occupies a flat plain on the valley floor and the hill slopes and hill tops on either side. Settlement also extends to the north along the valley floor and slopes of the Fishlake, a brook running down from the north along Lakeside and Market Street. The base of the Tavy valley lies at a height of 75mOD whilst settlement on the hills to the north and south reaches heights of around 150mOD. The town is surrounded by fertile farmland set in rolling hills and valleys except to the south-east where it is neighboured by a high area of down land (Whitchurch Down).

The town is located to the west of the large granite outcrop of Dartmoor on mixed geology comprising Brendon Formation slates, siltstones and sandstones to the north, Chert Formation to the north-east, Tavy Formation slate to the south and Milton Abbot Formation basaltic lavas and volcanicalstic material in the centre of town and to the north (British Geological Survey [www.bgs.ac.uk](http://www.bgs.ac.uk)). This latter was quarried for building material in Tavistock from small outcrops outside the town from the medieval period through to the 20<sup>th</sup> century, most notably around Hurdwick Farm (from which its name 'Hurdwick Stone' derives) (English Heritage 2012).

## 2.3 Previous archaeological work

Twenty seven archaeological Events Records including assessments, evaluations, watching briefs and building surveys are recorded in the Devon HER within the study area. These events comprise the following:

- EDV5532 - Walkover Survey of Proposed Housing Development at Bishopsmead. Ground disturbance possibly associated with tin streaming was observed.

- EDV4694 - Watching Brief and building recording at 142-152 Plymouth Road to record the remains of a 19<sup>th</sup> century bone mill.
- EDV5094 - Evaluation on land at St Peter's School, School Close. A small number of post-medieval pottery sherds were recovered.
- EDV5165 - Watching Brief at Kilworthy Hill and Drakes Road. All features exposed appeared to be modern and no finds were recovered.
- EDV5382 - Evaluation at Lower Brook Lane revealed evidence for part of a building and the remains of a former boundary. Finds recovered dated from the medieval period through to the present.
- EDV5659 - Archaeological monitoring and recording of part of the Plymouth and Lydford line. The conservation works included capping and fencing of two mine shafts.
- EDV4099 - Plymouth and Lydford line. Description of archaeological features along the route of the former railway line from Bere Alston to Tavistock
- EDV4858 - Watching Brief at Tavistock Canal (Northern Section). No deposits or artefacts of archaeological significance were found.
- EDV5630 - Watching Brief at 20 West Street. Probable 19<sup>th</sup> century levelling and demolition deposits were recorded. A fragment of medieval floor tile was recovered from the spoil.
- EDV5091 - Trial pit evaluation at the Bedford Hotel, Tavistock identified post-medieval demolition layers.
- EDV4256 - Watching brief during excavation for drainage as part of Tavistock Town Centre Enhancement Works.
- EDV4597 - Assessment of Tavistock Sewer Overflow Scheme.
- EDV4255 - Archaeological investigations during the 1997 Tavistock sewer improvement scheme. The investigations showed that the ground level here had risen by up to 2 meters since the medieval period and that extensive well-preserved remains relating to the abbey church survive within Bedford Square.
- EDV5384 - Recording of a medieval trefoil-headed window revealed during work at the Bedford Hotel.
- EDV5385 - Historic building recording at the Bedford Hotel. Medieval fabric relating to the abbot's lodgings was recorded and finds relating to the 19<sup>th</sup> century ballroom were recovered.
- EDV5467 - Archaeological recording of works at Court Gate Cottage within the abbey precinct.
- EDV5388 - Historic building recording at 22 Market Street and 28 King Street.
- EDV5090 - Archaeological monitoring on land to the Rear of The Ordulph Arms identified significant archaeological features.
- EDV5633 - Archaeological investigations, 5-7 Barley Market Street. Only 19<sup>th</sup> century deposits were observed.
- EDV5437 - Milestone survey from Tavistock to Okehampton
- EDV4674 - Assessment of the Dockrell Yachts Site, Parkwood Road
- EDV5424 - Evaluation at Mount Foundry. Work revealed structural remains of the former foundry and other industrial remains.
- EDV4807 - Archaeological investigations at Mount Foundry (19<sup>th</sup> century foundry complex).

- EDV5425 - Building recording at Mount Foundry. The survey recorded combing sheds and foundry fitting shop and erecting shed.
- EDV5719 - Building recording of foundry building at Mount Foundry. Early 19th century foundry building.
- EDV5830 - Watching Brief at Mount Ford, Ford Street. No deposits or artefacts of archaeological significance were found.
- EDV5381 - Archaeological recording at Evans Weir, Parkwood Road. A 19<sup>th</sup> century fish pass with earlier weir.

### **3 Historical development of Tavistock**

This section summarises the development of the town through time (Figs 5-9), highlighting the key components and influencing factors, as part of the process of identifying its historic urban character. It is not intended as a detailed historical narrative.

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

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

#### **3.1 Prehistoric and Roman**

There has been little documentation of early prehistoric activity in and immediately around Tavistock, but from entries listed in the HER Record it is clear that both Neolithic and Bronze Age activity are represented. Neolithic finds include: two Neolithic polished stone axes which were found in a garden in Ford Street in 1943 (MDV1601) and two Neolithic ground and polished stone axe heads found on Cleave Farm just off Old Exeter Road in 1960 (MDV3843). Bronze Age finds include: a Bronze Age socketed axe, found in Tavistock (location not specified) (MDV30244) and a Late Bronze Age socketed axe (MDV3830) found in or near the area of Trendle Camp Iron Age enclosure.

To the north-east of the town, just beyond Kelly College in HUCA 16, lies Trendle Camp (MDV3829). This Scheduled Monument is a defended enclosure which underwent very limited excavation work during the 1960s leading to the suggestion of a Late Iron Age date for it. The excavator notes, however, that the area investigated was not taken down to the natural and the interpretation of some layers should be regarded as provisional (Devon HER). The earthwork as shown on the c1880 OS map appears to be formed by two adjoining sub-square enclosures with the Old Exeter Road (of probable Saxon date) running through the middle. The single bank and ditch rampart which encloses a site of approximately 2.5 acres has now been bisected by both the road and late 19<sup>th</sup> century Plymouth and Lydford railway line (Devon HER). However, substantial areas of the enclosure still remain *in situ* either side of the railway and road. Although the enclosure has been dated to the Late Iron Age, a longer period of occupation seems likely since both Bronze Age and Roman artefacts have been recovered from the site (Devon HER). That Trendle Camp continued in use during the Roman period seems likely although remains undetermined.

To the south of Trendle Camp on the opposite side of the Tavy in the grounds of Mount House School another similar feature has been mapped from aerial photographs by the National Mapping Programme (NMP). This shows as a sub-circular banked feature approximately 96m in diameter with adjoining linear banks and an open ended sub-square enclosure lying to the east of it. This may, however, be part of a formal garden layout associated with the house. However, approximately 250m to the south-east of this a smaller sub-circular enclosure (45m in diameter) has also been mapped just to the north-east of Taviton Mill House and to the south-east of this is a similar sized

curvilinear bank (NMP). These earthworks imply that the area overlooking the Tavy and its southern tributary was probably fairly extensively settled during the Iron Age/Roman period.

The Devon HER records the possible location of a 'great central trackway' across Dartmoor of prehistoric or Roman date which is said to have crossed the Tavy, in the vicinity of Parkwood (now Newton House) close to Trendle Camp (MDV16557). The existence of this trackway is debateable (Finberg 1951). No other prehistoric or Roman trackways have been recorded in the area although it is possible that the Old Exeter Road as it passes through Trendle Camp fossilises a track of early origins.

### **3.2 Early medieval**

The place name 'Tavistock' is Saxon in origin and is recorded in the Domesday Book as 'Tavestoc'. It is made up of 'Tavi' meaning the River Tavy and 'stock' meaning an offshoot or dependency settlement. 'Stocs' tend to be low lying places, almost always near water with rich water meadows and from this it has been inferred that 'Stocs' originated as outlying pastures to which the herdsmen of the mother-village drove their livestock for summer grazing (Finberg 1951). It seems likely that the mother-village at this date was Hurdwick since Tavistock lay within its manor.

Little is known of Early Medieval settlement in the vicinity before the 10<sup>th</sup> century, but evidence for activity being present during this period comes from three inscribed memorial stones, now positioned (during the 19<sup>th</sup> century) in the Vicarage Garden. They have been dated to between the 4<sup>th</sup> and 6<sup>th</sup> centuries. The stones came from various locations, one from a pavement in West Street bearing Hiberno Saxon (Anglo-Irish) lettering, one from a blacksmith's shop in Buckland Monachorum (south of Tavistock) and one which had been used as a gatepost near Buckland Monachorum (English Heritage NMR).

It is possible, although there is no physical evidence, that Trendle Camp ('Trendle' being the Anglo-Saxon word for 'circle') was occupied during the early part of this period, as it is well documented that late prehistoric defended settlement sites were widely inhabited by Saxon communities in the absence of a newly built burgh (Aston and Bond 1976).

Records note that a small chapel (later known as St Matthew's chapel) was built on a site near the north-west corner of the present pannier market possibly at some point during the 10<sup>th</sup> century (Alexander 1958). The abbey monks believed that this chapel predated the construction of the abbey itself (Finberg 1951). It is presumed that this chapel served an existing Saxon lay community living just to the east of the later abbey site possibly in the vicinity of Duke Street.

The Abbey at Tavistock was founded in AD 974, probably at the instigation of the Saxon King Edgar (959-75), by Ordulf, Earl of Devon, who granted the manor of Tavistock to the Benedictine Order. The abbey (probably located on the site of the present abbey ruins) was dedicated to St Mary and St Rumon, and in 981, in full working order, received its foundation charter from King Ethelred (979-1016) (Scheduled Monument listing). At this point approximately 18 square miles of adjacent land (the future parish of Tavistock) along with other scattered properties in Devon and Cornwall became the endowment of Tavistock Abbey (Alexander 1958). The former parish stretched between the River Tamar to the west and the River Burn and Tavy to the east (although an area to the east of the Tavy was included; the manor of Taviton), to the north it reached as far as Heathfield Downs and to the south as far as the Tamar at a point opposite Calstock which was located across the Tamar in Cornwall (Finberg 1951).

Only sixteen years after the official foundation, the abbey was burnt to the ground by invading Danes in 997. However, it was rebuilt within the next few years on the site of the present abbey ruins, probably under Ordulf's direction (Alexander 1958).

A stone coffin, found in the early 18<sup>th</sup> century during the construction of what is now the Bedford Hotel, on the site of Tavistock Abbey, contained bones of exceptional size,

possibly those of Ordulph II and Aelfgar his brother, of 11<sup>th</sup> century date. The coffin is said to have been found on the site of the Chapter House and is now preserved in Betsy Grimbal's Tower (English Heritage NMR).

The small settlement of Taviton which lay just across the Tavy to the south-east and the settlement of Whitchurch to the south of Tavistock had also been established before 1086. The church at Whitchurch has a very early south doorway to the nave, many of whose features suggest pre-Norman construction (Copeland 1942).

The site of Tavistock Abbey was clearly chosen to be as close as possible to a fordable crossing point of the River Tavy. Originally the river here was much wider and included gravel islands that made the crossing easier to ford. This crossing linked the abbey with its lands (including deer park) to the south and it seems likely that early trackways led from here across the moor along Mount Tavy Road and to Whitchurch and Buckland Monachorum along Whitchurch Road.

Tavistock Abbey was closely linked with the Benedictine abbey at Buckfast which was founded at the same time on the opposite side of Dartmoor (Scheduled Monument listing). The pilgrim route (more recently known as the 'Abbots Way') that crossed Dartmoor and connected the two abbeys can still be followed across the moor since it is marked by a series of stone crosses. The point at which the route entered Tavistock is unknown but it may have been across Whitchurch Down to the south of the Tavy. The Abbots Way was previously known as the Jobbers or Jobblers Track, a reference to the movement of woollen yarn across the moor (NMR). Another Saxon route is likely to have existed at this date along the line of Old Exeter Road from the north-east and Trendle Camp heading south-west. This is likely to have continued through to join West Street and The Reeve at the bottom of Rocky Hill and possibly continued to Ford Street but may have diverted north-westwards along Rocky Hill and Old Launceston Road to Lamerton, Collacombe and Willestrew (neighbouring Saxon settlements). The existence of an early Saxon inscribed stone recovered from West Street (although not *in situ*) may be indicative of an early date for the route. Another route which existed at an early date, when settlement was first established, was that entering the town from the north along Bannawell Street and Market Street/King Street. This route linked Tavistock with Lydford, an important, fortified Saxon town established during the 9<sup>th</sup> century on the western edge of the Saxon kingdom.

### 3.3 Medieval

At the time of the Domesday survey of 1086 Tavistock was the richest religious house in Devon (Scheduled Monument listing). The survey records Tavistock abbey as being in possession of a number of manors in Devon, Cornwall and Dorset with land in Tavistock manor for 40 ploughs. The manor had 17 villagers and 20 smallholders with 14 ploughs, a mill serving the abbey, one cob, 26 cattle, 12 pigs, 200 sheep and 30 goats. There were 16 acres of meadows, 1000 acres of pasture and 2400 acres of woodland (Thorn and O'Driscoll 1985).

The possible Saxon origins of urban settlement in Tavistock remain obscure. There is no direct evidence in the Domesday Survey for a market settlement here, although it is highly likely that there was at least a proto-urban settlement since the reputed construction of St Matthew's Chapel before the foundation of the abbey in the 10<sup>th</sup> century. The presence of this early chapel, once located at the north-west corner of the present pannier market on Duke Street, indicates the likelihood of the earliest secular settlement in the town at this location.

Taviton was a sub-manor of Tavistock occupying the land on south-east side of the Tavy. Much of this manor lies within the survey area. The site of its hall lies just outside the survey area near the spot where the present Taviton Cottages and Taviton Mill House stand near the junction of Mount Tavy Road and the road to Nutley. Taviton is listed in the Domesday survey of 1086 as having enough arable land for a full plough-team, pasture for seven cows and grazing on the down for forty sheep. The hamlet for

this manor was Dunscombe which occupied the site of what is now a farm called 'Taviton'.

The parish of Whitchurch, which occupies much of the south part of the study area, is listed in the Domesday survey under the name 'Wicerce'. It had land for 12 ploughs; there were 20 villagers and 15 smallholders with 5 ploughs (Thorn and O'Driscoll 1985). Historically it formed part of Roborough Hundred and a church had been established here by the 11<sup>th</sup> century.

In 1105 Tavistock abbey received its first market charter granted by Henry I, followed in 1116 by the granting of the annual three-day Goose Fair (English Heritage NMR). At some date between 1105 and 1185 (possibly c1160) Tavistock was elevated to borough status (under the control of the abbot) which involved splitting the original Manor of Hurdwick in two by detaching an area around the abbey (stretching from Parkwood to Fitzford, forming the borough) from the extensive rural area of Hurdwick to the north. The new manor of Hurdwick became the centre for the abbot's authority providing a meeting place for the Hundred Court and was also the location for the abbot's sheep farm (Woodcock 2008). Though the name does not appear in documentary sources before 1275, the settlement of Hurdwick probably had a pre-conquest origin acting as the mother-village for Tavistock, and once the abbey was established is likely to have supplied it with meat and milk. In the 15<sup>th</sup> century and probably earlier, Hurdwick was the residence of one of the chief lay officials of the abbey (Alexander 1939).

Following the granting of Borough status in the 12<sup>th</sup> century the town appears to have been replanned. This involved the construction of a parish church (at some point before 1265) to replace the earlier St Matthew's chapel on St Matthew Street. The construction of the new church of St Eustachius caused the focus of settlement to shift from the area of St Matthew's chapel on the eastern side of the abbey to the northern side of the abbey where a new marketplace was established at the southern end of Market Street/King Street directly in front of the new parish church. By 1291 the borough of Tavistock contained 120 messuages and tenements (55 of them with gardens) and 35 plots separately held (this may refer to the plots relating to the earlier settlement around St Matthew's chapel), all owing rent to the abbey ([www.historyofparliamentonline.org](http://www.historyofparliamentonline.org)). The borough also contained two major water sources; the Fishlake and Millbrook. Both of these are mentioned in a rent-roll of 1291 as having 15 bridges over them for which residents had to pay rent to use. The Fishlake is a stream which runs down the valley from the north along Lakeside and Market Street (but is now covered). This provided fresh water for both the town and abbey and was also used to flush drains and power the abbey mill. The Millbrook was a man-made leat which diverted water from the Tavy at a weir close to Parkwood bringing the water from the north-east along Lower Brook Street and Higher Brook Street (Higher Brook Street was built over during the 19<sup>th</sup> century and the present Brook Street lies to the south). The Millbrook was constructed to power the town mill which lay just outside the abbey to the east of Court Gate. It also continued from here along the outside of the southern abbey boundary wall to power the abbey mill fronting the river. The mention of the two brooks with associated footbridges in 1291 indicates that settlement in the town at this date extended from the abbey in two arms, one stretching to the east as far as the river crossing at the east end of Market Road and the other stretching northwards from the parish church along Market Street and King Street to a point just to the north of the present viaduct.

The first documentary record of a bridge crossing the Tavy appeared c1260 (Finberg 1951). This was a reference to a narrow stone bridge with five arches which no longer stands. It was located between the present Vigo and Abbey bridges at the point where Market Road turns a sharp corner to meet Brook Street. It is likely that another smaller bridge across the Tavy served the abbey directly during this period (Woodcock 2008) and Finberg refers to "Another stone bridge, on the site of the present Abbey Bridge, served the private needs of the Monastery" (Finberg 1951, 202).

A deer park belonging to the abbey, located on the southern side of the Tavy around the area of the present Down Road and Deer Park Lane, is mentioned in records dating to the early 16th century (MDV19758).

The south-western limit of the borough was marked by a ford across the Tavy which became known as Fitzford after the Fitz family whose mansion was located, from the early 15<sup>th</sup> century, just to the north of the ford on the site of Fitzford Cottages (Woodcock 2008). The whole area at this south-western end of the borough became known as Fitzford and grew up as a small settlement detached from the main part of the town to the north-east. The Fitz's mansion was largely a ruin by the end of the 18<sup>th</sup> century. It was demolished in the mid-19<sup>th</sup> century and its gatehouse was rebuilt.

A leper hospital dedicated to St. Mary Magdalene and St. Theobald was also located close to Fitzford at the western end of the borough, on the site of a terrace of 19<sup>th</sup> century houses off Maudlins Lane at Mount Ford. The hospital was first named in 1244 and continued in use until it was dissolved in 1585 (English Heritage NMR).

Another hospital dedicated to St Nicholas established during the 13<sup>th</sup> century stood outside the North gate of the abbey. Its exact location is unknown and it appears to have ceased use in the 16<sup>th</sup> century (English Heritage NMR).

In 1295 Tavistock became a parliamentary borough and elected its first two Members of Parliament to represent the town. Just after this, in 1305, Edward I granted a charter making Tavistock one of four stannary towns in Devon. This made the town an official centre for the administration involved with the marketing of tin and contributed to the steady growth of the town's market activities and wealth (Woodcock 2008).

In 1539 the abbey was formally dissolved and its property granted by Henry VIII to John Russell who became lord of the borough. Russell was a close advisor of Henry VIII and Edward VI and was later elevated to the title of first Earl of Bedford in 1551. From 1539 continuing into the 20<sup>th</sup> century, the town was largely owned and controlled by the Russells, whose family seat is Woburn Abbey, Bedfordshire (The Conservation Studio, 2009).

The abbey, which was of the Benedictine Order, was protected by a precinct wall which separated the religious community from those outside and it was in occupation from 974 until 1539. The abbey had long a flourishing school for Saxon literature, and also had a printing press by the early 16<sup>th</sup> century, said to have been the second set up in England (White's Directory 1850). The abbey buildings were built in Hurdwick stone, with moulded detail in Roborough stone in the earlier phases and Dartmoor granite in the later phases. The abbey conformed to a traditional monastic plan in which the abbey church and three ranges of buildings were grouped around a central open cloister. However, at Tavistock the usual Benedictine plan for those buildings outside the claustral range was reversed with the outer court lying to the east rather than to the west as was more common. Significant remains of the abbey church are known from excavation whilst standing remains also exist in the form of a number of ruined or adapted structures many of which are Listed Buildings. The monastic precinct wall survives over much of its southern and western circuit and the positions of three gateways relating to the final phase of use are known (English Heritage NMR). The western gateway is now known as Betsy Grimbals tower, located to the west of the Bedford Hotel, the northern gateway dating to the 13<sup>th</sup> century lies at the base of the parish church tower and the eastern gateway (Court Gate) is located in Bedford Square. The greatest building within the abbey would have been its church, the buried remains of which have been located to the south of the parish church of St Eustachius and in Bedford Square (English Heritage NMR). To the west of the abbey precinct lay the abbey gardens and grounds which appear to have stretched from the precinct wall to a point south of West Street at the junction of Rocky Hill encompassing the area from here down to the river (Wynne map 1752). This area would have held the abbey fishponds (MDV19148), orchards and gardens.

The secular community was served by St Matthew's Chapel on St Matthew Street until some point in the early to mid 13<sup>th</sup> century when the chapel (although not demolished) was replaced by a parish church (first mentioned in 1265) built immediately north of the abbey church and dedicated to St Eustachius. By 1318 the original early to mid-13<sup>th</sup> century parish church had been replaced by a new building on the same site, parts of which stand today. This was divided from the larger abbey church by a strip of land which served as a graveyard. The northern entrance to the abbey, for the use of the people of the town, was through a large gateway in the base of the parish church tower which was located directly adjacent to the wide marketplace at the southern end of Market Street/King Street. This abbey entrance was known as Cemetery Gate. Over the next two centuries the parish church underwent various stages of remodelling and enlargement and in 1445 a second south aisle was added.

There was also a chapel at St John's (MDV43884), opposite the abbey on the other side of the Tavy where a licence to celebrate mass was granted in 1383. The chapel also had a small hermitage close by but the exact location of either the chapel or hermitage remains unknown.

The church at Whitchurch was probably established before the Norman Conquest and by the medieval period a small settlement had grown around it.

In 1321 the rectory at Whitchurch, which lay 0.5km to the north-west of the church, was turned into a chantry for a priest with three assistant priests and governed by Tavistock abbey (NMR). Its object was to hold frequent services and daily prayers and masses and the priest was given control over the church and parish. This chantry is now called 'The Priory', and the 14<sup>th</sup> century building was converted for use as a house during the 19<sup>th</sup> century when an extension was added to the east. It is located at the end of Marshall Close off Whitchurch Road. It is unclear for how long the Chantry was in use.

After receiving its market charter in 1105 Tavistock's economy began to thrive. A deed of 1315 mentions fish and meat sellers who set up their stalls in the middle of Market Street/King Street (Woodcock 2008).

In 1305 Edward I granted a charter making Tavistock one of four stannary towns in Devon. This made it an official centre for the administration involved with the marketing of tin and contributed to the steady growth of the town's market activities and wealth (Woodcock 2008). The first recorded tin workings were at Sheepstor in 1169 (Bridge, Bridge and Peg 1995). At the time of the Dissolution of the Monasteries, a great tin mining boom was taking place in Tavistock, which lasted from 1450 to 1600 (The Conservation Studio 2009).

The greatest economic force in the town during this period was the production of wool and trade associated with cloth-making. The abbey managed flocks of sheep totalling 1,000 on average, with Hurdwick accommodating the largest number. The first reference to mechanised cloth-making is when a tucking mill (MDV16857) is mentioned in a rental agreement drawn up in 1388. This mill was located at Parkwood probably along the line of the Millbrook leat. By 1500 16 tucking mills were recorded within a radius of two miles from the abbey (Woodcock 2008). Earlier on during this period the weavers made rough cloth known as 'Tavistocks' but by the 15<sup>th</sup> century techniques were improved to make kerseys and the woollen industry reached its peak in c1500 (Tavistock and District Local History Society 2011).

Quarries in the vicinity of the town are recorded from the medieval period, the preferred building stone at this date being Hurdwick Stone. At the present Hurdwick golf course a stone quarry was in major production from c1350 up until the 19<sup>th</sup> century (English Heritage NMR) and remains open today for the supply of small quantities of Hurdwick Stone.

At the beginning of the medieval period it seems likely that settlement extended eastwards from the abbey towards a river crossing at the east end of what is now

Market Road. The first market place is likely to have occupied an area outside the eastern boundary of the abbey precinct and possibly the area between the former Higher Brook Street and St Matthew Street (now the area around Duke Street). The layout of the town during 13<sup>th</sup> century (or possibly slightly earlier) changed and expanded as a direct impact of Tavistock achieving borough status and the granting of its market charter. During this time the changes in the status of the town led to the creation of a planned urban extension to the north of the abbey focusing on the newly established parish church and market place on Market Street and King Street but also accommodated the pre-existing settlement to the east along with its early road layout. The new market place at this date is sure to have occupied the area between King Street and Market Street but it is possible that it also extended eastwards to include the earlier market place to the east of the abbey. It appears that the large open market areas were gradually infilled during the medieval period with buildings relating to their original use. A deed of 1315 mentions fish and meat sellers who set up their stalls in the middle of Market Street/King Street (Woodcock 2008). These stalls gradually became more permanent structures filling the large open area.

The routes into the markets during this period included Brook Street leading in from the bridge over the Tavy, Old Exeter Road leading in from Dartmoor and connecting the town to Exeter and Mary Tavy, Kilworthy Road connecting the town to Kilworthy, Bannawell Street leading into Market Street connecting the town to Lydford and importantly the abbot's sheep farm in Hurdwick and West Street connecting the town to Fitzford, Lumburn and Gulworthy (along Ford Street) and to Lamerton (along Rocky Hill and Old Launceston Road).

A bridge 'the Great Bridge' or 'East Bridge' consisting of five arches and of stone construction was built in c1260 sited between the present Abbey and Vigo Bridges at the eastern end of what is now Market Road (English Heritage NMR). By the time this bridge was built the streets and plots on this side of the town had already been established. This is why the route from the bridge is not on a direct line to the market place. Instead it leads north-westwards then turns sharp left (south-west) into Lower Brook Street to fit the existing layout. On the other side of the bridge, on the south-east bank of the Tavy, medieval routes included Green Hill leading to the abbey deer park and Whitchurch Downs, Whitchurch Road leading to Whitchurch and Plymouth beyond, Mount Tavy Road leading to Taviton and Dartmoor and Plymouth Road leading into Brook Lane which would have given access to Walreddon.

### **3.4 Post-medieval**

After the Dissolution of the Monasteries in 1539 the Earl of Bedford took over many of the economic and social responsibilities which the abbots had been responsible for (Tavistock and District Local History Society 2011). Other responsibilities fell into the hands of the committee of the parish vestry known as 'The Eight Men' who formed as a council after the Dissolution. This committee was headed by a Portreeve (town steward) and became responsible for some administrative duties, for health and social care and also education in the town.

By 1572 there were two almshouses in the town, one close to the east end of the parish church and the other at Fitzford reusing the old leper hospital. More almshouses were established throughout the post-medieval period including one on West Street opposite the foot of Rocky Hill, one at Fitzford on Ford Street and another in Barley Market Street (Woodcock 2008). The significant number of almshouses seems to be a feature of many wool trading towns in Devon and they appear to have been established to house the sick and elderly associated with the trade.

In 1540 an Act was passed for the rebuilding of 'decayed houses' at Tavistock. As part of the rebuilding programme in the town many of the abbey buildings were dismantled to provide building material (The Conservation Studio, 2009).

During the civil war the occupation of the town changed hands six times and various houses were destroyed or vandalised (Woodcock 2008). Fitzford mansion was looted by Parliamentary soldiers and vandalism may have caused the beginning of its decay.

In the 1660s the Duke of Bedford authorised the demolition of the remains of the old abbey church to clear a site so that a new grammar school could be built. The stone from the demolished abbey church was reused to build the new school and a house for the master close to the parish church within the graveyard. In 1752 this school became known as the 'Free Latin School' or 'Tavistock School' (Bridge, Bridge and Pegg 1995). It can be picked out on Delafontaine's drawing of 1741.

In 1660 Charles II was restored to the throne. He was aware of the Bedford family's opposition to the monarchy and in 1682 he issued a charter to make Tavistock an incorporated borough. This meant that the borough would no longer be governed by the Duke of Bedford but by a mayor and corporation. The incorporation of the borough only lasted for six years, being revoked by James II in 1688 and the power to govern handed back to the Duke of Bedford (Bridge, Bridge and Pegg 1995).

In 1725 Jacob Saunders, a wealthy merchant in the town, was responsible for demolishing much of what was left of the abbey buildings in order to build himself a large new town house. This town house was known as 'Abbey House' and incorporated parts of the earlier abbey structures. It is shown on Delafontaine's drawing of 1741. 'Abbey House' now is itself, incorporated within the much larger Bedford Hotel.

During this period the town had expanded to the west, north and east but not to the south of the Tavy. The majority of post-medieval expansion was residential and lay to the south-west spreading from the junction of Rocky Hill and West Street (where the widening of the road suggests a market area developed) westwards to the junction at Spring Hill (although this road was built in the 19<sup>th</sup> century) and also along Ford Street at Fitzford. Residential expansion to the north occurred along Bannawell Street up to the junction with Glanville Road (a 19<sup>th</sup> century insertion), along Lakeside and along the lower part of Kilworthy Hill. To the west more houses were built along the north-east side of Old Exeter Road up to the point at which the railway bridge now crosses the road.

In addition to the residential expansion in the town, an industrial area was firmly established to the west of Vigo Bridge along what is now Parkwood Road. Here several mills associated with cloth-making (fulling and shear sharpening mills) utilised the Millbrook leat as a source of water and power to drive machinery. In the centre of town the once open market place between King Street and Market Street and Bannawell Street and Lakeside was gradually infilled with buildings (including two market halls) creating two parallel roads leading down from the north. The early open market place to the east of Market Street was infilled from the medieval period onwards until by the 18<sup>th</sup> century several islands of buildings had been created separated by North Street (Love Lane), Pepper Street, Elbow Lane and Higher Brook Street bound by Pym Street (formerly Barley Market Street) to the north and St Matthew Street (now below the Pannier Market) to the south. Barley Market Street maintained a market place at eastern end where it joined Old Exeter Road and Elbow Street.

Two smaller settlements within the study area which are at least post-medieval in date are Brook (shown on Benjamin Donn's map of the County of Devon 1765) and Chollacott (shown on the 1820s map of Tavistock). The settlement of Brook with a mill close by lies on Brook Lane in the south-western part of the study area. The leats to 'Brook Mills' were excavated by W. Crowndle in 1677 (Bodman 1998). The settlement of Chollacott lies along Chollacott Lane and is now subsumed within an early 20<sup>th</sup> century housing scheme.

The larger settlement of Whitchurch to the south continued to thrive and underwent small scale expansion during this period.

Following the Dissolution in 1539 the abbey church was speedily dismantled and the rest of the abbey buildings left to decay (Alexander and Finberg 1958). In 1551 a grammar school and master's house was established in one of the abbey buildings which had previously been used for the same purpose (the former Saxon School) (Woodcock 2008).

During the beginning of this period, with the loss of the abbey, the parish church became the main focus for religion. The 17<sup>th</sup> century, saw a steady growth in Puritanism in the town and by the 18<sup>th</sup> century non-conformist sects were growing. A meeting house for Presbyterians had been established in the Abbot's Hall by the end of the 17<sup>th</sup> century. By 1794 non-conformists were in the majority and the Abbot's Hall (renamed Abbot's Chapel) was established as the home of Unitarianism in Tavistock. In the 1770s there was a chapel in West Street for the Methodist Society.

In the early part of the 18<sup>th</sup> century, the principal remains of the abbey were the Court gatehouse, then used as a prison for captive seamen, the west gatehouse (Betsy Grimal's Tower), parts of the south and west precinct walls and Still Tower, the abbey school, used as a granary, the walls of the kitchen and chapter-house (unroofed) and the abbot's hall, then used as a meeting house for the Presbyterians. The refectory and some other parts of the abbey were incorporated into the early 18<sup>th</sup> century Abbey House (White's Directory 1850)

The church at Whitchurch continued as the focal point for religion in its parish.

In the mid-16<sup>th</sup> century the first Earl of Bedford established two market halls in Market Street to supplement the existing stalls. Markets for butter, fish and vegetables were also recorded in Market Street during this time (Woodcock 2008).

The wool industry continued to thrive during the first part of the post-medieval period when the production of Kersey cloth became prevalent. However, during the mid-17<sup>th</sup> century there was a downturn in the trade as taxes rose, the plague broke out and Civil War ensued. An 18<sup>th</sup> century mill used for grinding cloth worker's shears stands near where the Great Western Railway crossed the Tavy (MDV1599). This had originally been a tan mill driven by water from the Millbrook by means of a dam or sluice which provided a channel of water flowing past the millpond into the river. The pool was called Drake's Pool after William Drake who built the tan mill (Hicks 1947). The production of cloth declined towards the end of the 18<sup>th</sup> century and by the mid-19<sup>th</sup> century was nearly obsolete (White's Directory 1850).

By the 16<sup>th</sup> century, the Tavistock stannary produced half of Devon's tin and by 1640 this had grown to 80 per cent. In 1796 copper was discovered at Mary Tavy which saw the beginning of a boom in copper mining (The Conservation Studio 2009).

As part of the 1540 Act which was passed for the rebuilding of 'decayed houses' at Tavistock a bridge was built at the site of the former ford at Fitzford. This was the original West Bridge (since demolished) (Devon HER).

One major improvement, which was undertaken during the 18<sup>th</sup> century, was the establishment of a local Turnpike Trust in 1762. This took over responsibility for the main roads out of Tavistock and ensured that they were well maintained. Toll houses, some of which survive (like the ones on Old Launceston Road and on the corner of Pixon Lane) raised revenues to pay for this work (The Conservation Studio 2009).

The Great Bridge (or 'East Bridge') across the Tavy which had been built in c1260 was demolished in 1764. This followed the construction of a new bridge by the Turnpike Trust (the present Abbey Bridge) in 1763 further to the west to improve the route to Plymouth via Whitchurch. Ten years after the construction of Abbey Bridge another (Vigo Bridge) was built in 1773 a little further to the east than the location of the earlier Great Bridge.

During this period Tavistock became a post town with which came the construction of several coaching inns such as The Cornish Arms and the Exeter Inn in King Street.

### **3.5 19<sup>th</sup> century**

The mining industry was pivotal to the development of Tavistock in the 19<sup>th</sup> century. The first half of the 19<sup>th</sup> century saw a huge rise in population from 3420 people in 1801 to 8147 people in 1851 (Woodcock 2008). This increase in population, which peaked in 1861, was directly associated with a boom in mining which brought people from other parts of Devon and Cornwall to Tavistock for work. During this period Tavistock was surrounded by mines.

The population increase and rise in the need for ancillary industries led to wide expansion and major redevelopment in the town. The importance of the town's expansion and redevelopment during this period is now reflected by its inclusion in the World Heritage Site. Redevelopments at the time were largely funded by the seventh Duke of Bedford out of the large profits he had made from his mines. Changes that occurred in the town centre included the construction of the Corn market in the 1830s on the corner of West Street and King Street and in the 1840s the Guildhall was constructed to the south of Court Gatehouse incorporating parts of the abbey buildings.

The early to mid 19<sup>th</sup> century saw major remodelling of the streets in the centre of town, some of which was in response to the Tavistock Markets Act of 1859 and some in response to changing needs associated with the mining industry. It was one of the most radical alterations of a town of this size anywhere, certainly in the south-west, sweeping away much of the ancient street layout. As well as covering the open watercourses in the town (the Fishlake and Millbrook) this remodelling included the removal of St Matthew Street and Higher Brook Street which were replaced by Duke Street, a new road comprising new shops and most importantly a new Town Hall and the Pannier Market (Tavistock and District Local History Society 2011). The buildings immediately to the east of the parish church were also cleared away to create a wide road to Abbey Bridge and the open area which is now Bedford Square which cut through the eastern half of the site of the abbey. From here a new road (now Plymouth Road, started in 1803) was built leading from Bedford Square south of the parish church leading south-westwards to Fitzford. This road also cut through the abbey precinct over the site of the former abbey church and old grammar school and along much of its length large new villas were built with a new vicarage next to the Bedford Hotel (White's Directory 1850). At this time Abbey House was enlarged and became the Bedford Hotel. In addition, Market Road was created on land reclaimed from the north side of the river. Towards the end of the 19<sup>th</sup> century Drake Road, which leads upwards from Bedford Square, was constructed to serve the newly built railway station to the north (see Communications below).

Overcrowding in the town had become a problem in the first half of the 19<sup>th</sup> century and following representations by townspeople to the Duke of Bedford, he built four estates of workmen's cottages. These were the 'Bedford Cottages'; 18 between 1845 and 1848 at the newly built Dolvin Road (to the south of the river), 24 on Parkwood Road in 1859, 64 at Westbridge on Plymouth Road in 1850, and 36 Fitzford Cottages on the site of the former mansion at Fitzford which was demolished in order to build the cottages between 1860 and 1862. Other 'Bedford Cottages' built at this time included four in Mount Tavy Road in 1856, two constables' cottages in Market Road in 1859 and 28 in Trelawney Road in 1866.

In the 19<sup>th</sup> century, for the first time, the town of Tavistock had begun to expand to the south of the Tavy. Much of this expansion was concentrated along the south bank of the river. Here a railway station serving the Tavistock and Launceston branch of the Great Western Railway was opened in 1859 (see Communications below). Adjoining the station was a cattle market which had been relocated following the Markets Act of 1859 and close by St John's House was built. A cemetery for non-conformists was established in 1834 opposite the 'Bedford Cottages' at the newly built Dolvin Road with further housing and a foundry along Mount Tavy Road. A Quaker burial ground was added to the Dolvin Road cemetery in 1835, followed by an Anglican cemetery and a further non-conformist ground to the east in 1845. This amalgamation of four burial grounds

was replaced in 1882 by the Plymouth Road cemetery to the south of Westbridge Cottages. Ribbon development expanded along Whitchurch Road in the second half of the 19<sup>th</sup> century stretching between Chollacott and Whitchurch and large houses were built such as Trevaunance and Chollacott House. Other developments of this period south of the river included Almshouses on Whitchurch Road, a bone mill at Brook and Crelake mine to the north of the Plymouth Road cemetery.

The town also expanded to the north of the river with new high status housing and new roads such as Watts Road and Glanville Road to the north. There was also further development at the north end of Bannawell Street and Lakeside including the construction of a large workhouse in 1837 (now Russell Court) and the establishment of the Bedford Iron Foundry. To the east the town expanded along Parkwood Road where large, out of town houses were built (Parkwood House and Courtenay House) and also a large school (Kelly College). Adjoining the industrial quarter on the outskirts of town on Parkwood Road several foundries were established along with a smelting works. The first of the foundries were Tavistock Iron Works established in 1805 which was converted to become a smelting works in 1815, Mount Foundry established in 1804 and Lower Foundry established in 1805 on Parkwood Road. Tavy Iron Works followed in the mid-19<sup>th</sup> century reusing an existing woollen mill on the river banks. The gap between Kelly College and the eastern industrial outskirts was filled by workers' housing in the late 19<sup>th</sup> century (with further infilling in the 1930s).

Other new buildings and amenities added to the town during the 19<sup>th</sup> century are listed below:

**Fitzford church:** Originally an Anglican church designed by Henry Clutton and built to serve the west end of the town between 1865 and 1867. It became a Roman Catholic church in the 1950s.

**Gasworks** on Ford Street established in 1831, and enlarged in 1835 (White's Directory 1850)

**Workhouse:** established in the 1820s to the north of Ford Street

**Workhouse:** erected in 1837 at the top of Bannawell Street with room for 300 paupers. (White's Directory 1850)

**Reservoir and swimming pool** constructed in 1845 at the top of Bannawell Street (White's Directory 1850)

**Schools:** Grammar school on Abbey Mead (Plymouth Road) built in 1837, The Alexander Centre built in 1895 (replacing the Grammar school), County Primary School on Plymouth Road built in 1856 as the British National School replacing the Old British School on West Street which was built prior to 1822, St Rumon's Primary School on Dolvin Road built between 1845 and 1847, Kelly College on Parkwood Road founded in 1867 and Whitchurch School (early 19<sup>th</sup> century)

**Cottage Hospital:** opened in 1896 on Spring Hill, now Tavistock Hospital

More town improvements carried out in the 19<sup>th</sup> century initiated by the Duke of Bedford included drainage works undertaken in 1846 to carry drain water from the town through Fitzford meadows in order to yield higher grass crops (White's Directory 1850). Spring Hill leading from West Street was also constructed during this period.

The borough establishment along with office of Portreeve which had been in place in Tavistock since the dissolution of the monasteries came to an end in 1885 and in 1894 the Tavistock Urban District Council was elected.

In 1833 the Early Medieval chapel of St Matthew on St Matthew Street was demolished in advance of the remodelling of this part of the town (Devon HER). 19<sup>th</sup> century redevelopments also caused the loss of surviving structures relating to the abbey which occurred when the road forming Bedford Square and Abbey Place was built cutting

through the abbey precinct and also when Plymouth Road was inserted through the former precinct cutting through the location of the abbey church and precinct wall.

An early 19<sup>th</sup> century reference to the medieval chapel of St John's indicates that it was still in standing at this date and places it almost opposite the Still House of the abbey (Devon HER). The exact site is still unknown but it may have been demolished when the new railway station was built in 1859. Another possible site is St. John's House or the House marked Deerpark on the c1904 OS map on Deer Park Close.

By the middle of the 19<sup>th</sup> century 60% of the religious population of the town were non-conformist. During this period the Congregationalists built a new chapel on Duke Street, the Methodists built a new chapel on Barely Market Street later replaced by another on Chapel Street, the Bible Christians built a chapel on Bannawell Street and the United Methodist Free Church built a chapel in Russell Street (Woodcock 2003). The Abbey Chapel was at this time used by the Congregationalists.

Possibly by way of challenging the non-conformists, the Duke of Bedford built a new Anglican church at Fitzford in 1867 to serve a growing population (now a Catholic church). By 1900 the decline in mining meant that the congregation had lessened and in 1914 this church was closed.

During the 19<sup>th</sup> century the parish church continued in use and underwent little change. A photograph taken in 1862 following the construction of Plymouth Road shows the graveyard with the headstones still *in situ* (Woodcock 2009). The headstones were re-sited in the churchyard in the first half of the 20<sup>th</sup> century.

The cemetery on Dolvin Road was in use between 1834 and 1882, initially for non-conformist burial, but later for all denominations. It was replaced in 1882 by the much larger New Cemetery on Plymouth Road (NMR).

In Whitchurch the parish church continued in use and a Bible Christian Chapel was established in 1850 at the southern end of the village.

From the late 18<sup>th</sup> century to the 1870s Tavistock's economy thrived as it saw a shift in the primary source of income from the woollen industry to mining. This period saw a boom in the mining industry and as an effect, a boom in associated industries and markets.

Tavistock was surrounded by mines which mainly produced copper but also produced tin, lead, silver and arsenic. To the north there was Wheal Friendship and Wheal Betsy, to the east there was Wheal Surprise and Devon Burra Burra to the south there were many mines but the closest include Crelake (within the study area), Crowndale, East Wheal Crebor, Anderton and Rixhill and to the west Wheal Pixon which lies within the study area to the north of Callington Road and, the largest of all, Devon Great Consols. Devon Great Consols comprised group of mines which were opened in 1844 and became the largest copper mines in the world during the 1850s, and went on to become the world's greatest producer of arsenic in the latter part of the 19<sup>th</sup> century (Stewart 2013). This major group of mines was largely responsible for Tavistock's dramatic rise in population and economic growth during this period.

The upsurge in mining also brought ancillary industries to the town such as foundries and smelting works to supply the mines with machinery and parts. These, for the most part, were located on the eastern outskirts of the town where earlier woollen mills had been established. In the 19<sup>th</sup> century these new industries included Tavistock Iron Works (converted in 1815 to a smelting works), Mount Foundry, Lower Foundry and Tavy Iron Works. Another Foundry, the Bedford Iron Works, was established at the northern end of Lakeside.

The mining boom together with a slump in the cloth trade meant that by 1861 only 99 people in the town were employed in the cloth industry, although wool processing (wool-combing) survived until the 1960s at the former Upper Foundry in Parkwood Road (The Conservation Studio 2009).

Town Mill (a corn mill) was built on Brook Street in 1846 but destroyed by fire in 1888 and rebuilt. It is now occupied by Lawson's (Devon HER). Another mill (a bone mill) was established just off Plymouth Road to the east of Brook utilising Tiddy Brook as a source of power.

Due to the large rise in population caused by the mining boom the Tavistock Markets Act of 1859 was passed to improve markets and areas within the town for the increased population. As part of the Act a Pannier Market was built to replace the need for stalls on the streets and the cattle market was given a new home next to the train station on the southern side of the Tavy. This Act lists the street markets that existed before the Pannier Market was built. They comprised livestock, corn, meat, poultry, eggs, butter, fish, fruit, vegetables, hay, straw, merchandise, manufacturers and other marketable commodities (Kirkpatrick 2005). When the new Pannier Market was opened in 1862 the traders were moved into it. Other market places were closed and much street trading ceased ([www.cornish-mining.org.uk](http://www.cornish-mining.org.uk)). Around 1835 a corn market was constructed on the corner of King Street.

Quarries were also an important part of the economy during the 19<sup>th</sup> century. The huge amount of rebuilding within the town along with the construction of the railways and new roads dramatically increased the demand for building stone. Existing quarries expanded and new quarries were opened on the outskirts of the town. Within the study area there are quarries at the top of Glanville Road, to the north of Trendle Camp, Deerpark Quarry to the east of Abbey Bridge and on Whitchurch Down in the area of the cricket ground.

During the late 1860s the mining industry collapsed due to foreign competition, falling ore prices and lack of confidence. Another factor contributing to the collapse was the decreasing copper levels in the ore meaning that the mines had to go deeper, so increasing production costs. This brought about a recession which had a direct effect on the economy of the town (Woodcock 2008). The last part of the 19<sup>th</sup> century saw a period of rapid decline and a falling population culminating in the closure of the largest and most profitable mine, Devon Great Consols Mine, in 1901.

The mining boom brought on by the discovery of copper at Mary Tavy in the late 18<sup>th</sup> century led to the construction of the Tavistock Canal linking Tavistock to Morwellham Quay. The canal was completed in 1817 cutting through the abbey precinct and continuing south-westwards. A wharf was established to the west of the abbey where large quantities of ore could be loaded onto barges to be transported to the quay at Morwellham (Tavistock and District Local History Society 2011). The arrival of the railway at Tavistock in 1859 ended the canal's usefulness, and it was sold to the Duke of Bedford in 1873. The coming of the railway, coupled with the collapse of the mining industry and the consequent decrease in the town's population, meant that fewer canal transported goods were required and the Duke of Bedford subsequently closed it (NMR).

In 1817 the Turnpike Trust was responsible for constructing a new road from Brook Street through Parkwood and along the valley (Parkwood Road). Also during the early 19<sup>th</sup> century the Plymouth and Tavistock Trust was formed and was responsible for the construction of a new road to Plymouth leading from West Bridge and following the course of the river southwards. Plymouth Road was completed in 1822. During the second half of the century both Trusts folded when faced with the competition from the railways (Woodcock 2008).

During the 19<sup>th</sup> century two railway lines were constructed in Tavistock; one to the north of the Tavy and the other, the earlier, to the south. The southern earlier line was the Tavistock and Launceston branch of the Great Western Railway which opened in 1859 with its station located on the southern banks of the Tavy (now Abbey Rise). This was followed in 1890 by the opening of the Plymouth to Lydford section of main line from Waterloo to Plymouth (run by London and South Western Railway) which cut across the northern part of the town. The construction of these two railway lines along

with two new stations had a massive impact on the town visually, physically and economically. In 1860 abbey bridge was widened to give better access to the Great Western railway station that had been built on the southern bank of the Tavy. In 1890 a viaduct was constructed as part of the Plymouth and Lydford line in the northern part of the town and to serve the station for this line Drake Road was constructed, starting in the centre of town from Bedford Square.

### **3.6 20<sup>th</sup> century to present**

On the eve of the First World War the 11<sup>th</sup> Duke of Bedford sold almost all of his property in Tavistock due to financial difficulties caused by rises in income tax and death duty (Tavistock and District Local History Society 2011). The only properties kept by the Duke were Down Road, the Bedford Hotel, the library and the Estate Office in Bedford Square. There was an agreement with the Urban District Council that they should purchase some of the public properties including the slaughterhouse, the Town Hall, the wharf, the swimming bath, the markets, the Council Offices, the properties on the south side of Duke Street and the Meadows. Later in 1955 the Duke also sold the Bedford Hotel (Woodcock 2008).

During the 20<sup>th</sup> century Tavistock expanded dramatically. The expansion began gradually during the first half of the century and increased at speed during the second half and into the 21<sup>st</sup> century.

During the first half of the 20<sup>th</sup> century new housing estates started to appear to the south of the Tavy at Chollacott, to the south-east of Crelake Mine and in the area of the former Deer Park. To the north of the river Uplands estate and Boughthayes Estate were developed northwards of Callington Road and Ford Street.

Pleasure grounds at the Meadows were created from 1914 when tennis courts a putting area and bowling greens were created (Woodcock 2008). The Cornmarket became a cinema in 1913 and the Carlton cinema opened in Russell Street in 1939.

During the second half of the 20<sup>th</sup> century the population of Tavistock increased massively. This caused the development of many more housing estates and also industrial estates utilising any existing space within the town and expansion on the outskirts. The smaller outlying settlements such as Whitchurch, Chollacott and Brook were absorbed by Tavistock's expansion along with Crelake Mine and many outlying 19<sup>th</sup> century country houses such as Abbotsfield, St John's, Chollacott House, Deerpark Down and The Manor House. Some of the 19<sup>th</sup> century industrial complexes along Parkwood Road were converted or demolished to make way for housing as were other properties of former commercial or social use within the town such as the Union Workhouse at the north end of Bannawell Street.

By the late 20<sup>th</sup> century Tavistock had become favoured as a retirement town and as a response more residential and nursing homes opened. These included Harewood House on Plymouth Road, Abbotsfield Hall, Crelake House, Chollacott House, Lawns, Lyndale, Meadowside and Stonehaven (Woodcock 2008).

In the 1960s both railways were closed which also created more space for new development. Much of Tavistock North was used to construct the West Devon District Council Offices (the authority formed in 1973) although the station itself has been converted and now serves as a Bed and Breakfast. Tavistock South was demolished to make way for new housing, social care and ambulance and fire stations. Lengths of both tracks have also now been built over.

During the 20<sup>th</sup> century non-conformity continued to be an active part of religion. The Church of England also continued through the 20<sup>th</sup> century although both religions suffered with gradually declining congregations. In 1903 the parish church was restored and a choir vestry built.

By the end of the 20<sup>th</sup> century there were still four centres for non-conformist worship in the town. These were at Abbey Chapel, Chapel Street, Russell Street and the Wharf providing bases for the Christian Brethren, the Methodists, the United Reform Church and the Salvation Army and the Society of Friends (Woodcock 2008)

In 1952 Fitzford church at the west end of the town was saved from destruction when it was taken on by the local Roman Catholic community after a period of disuse (Bridge, Bridge and Peg 1995).

During the early 20<sup>th</sup> century people gradually became aware of Tavistock's attractiveness and its position next to the moor and close to the sea made it an ideal tourist location (Woodcock 2008). As a result accommodation and hospitality facilities grew, a process reinforced by its inclusion within the WHS in 2006.

Gradually throughout the 20<sup>th</sup> century Tavistock's staple industries declined and in the late 20<sup>th</sup> century were replaced by small scale businesses mainly based on the five industrial estates in the town (Woodcock 2008). In 1965 the wool industry disappeared completely when a wool-washing plant on Parkwood Road closed. Employment in the town was now centred on service industries, distributive trades, retail business and public services

During the first half of the 20<sup>th</sup> century the railways created a national market and also introduced tourism to the town. The railways continued in popularity until the 1950s when the motor car started to supersede it. The two Tavistock railway lines were finally closed in 1960s. In 1940 the 16<sup>th</sup> century West Bridge was demolished and replaced on the same site by a single span bridge that now carries the Plymouth Road. At the eastern end of the town Stannary Bridge was constructed in 1994.

In 1933-34 the canal (now a significant inclusion as part of the WHS) was resurrected to provide a water channel for a hydro-electric plant at Morwellham, and today is part of the considerable open-air museum there (NMR).

## **4 Historic Urban Character**

### **Development of plan-form and character areas**

It is likely that a small Saxon settlement alongside a small chapel (St Matthew's Chapel) existed at Tavistock during the 10<sup>th</sup> century before the abbey was founded in 974 AD. The exact location and extent of this settlement remains unknown. The site of the early chapel, however, is known to lie to the north-east of the medieval abbey site under the present pannier market and it seems likely that a settlement was also located in this area. A north-east to south-west route following the course of the River Tavy on its northern side had also been established by this date. This route follows the course of Old Exeter Road leading from the north-east into Pym Street and following across to Ford Street. It seems likely that a north-south route had also been established crossing the river to the east of the abbey and leading northwards into Bannawell Street and eventually connecting the settlement to Lydford. The most likely areas to contain Early Medieval elements are HUCAs 19, 20 and 16.

The location and extent of the medieval abbey has been well documented. It lay on the north side of the Tavy immediately south of the parish church. At the beginning of the medieval period it seems likely that settlement extended eastwards from the abbey towards a river crossing at the east end of what is now Market Road. The first market place is likely to have occupied an area outside the eastern boundary of the abbey precinct and possibly the area between the former Higher Brook Street and St Matthew's Street (now the area around Duke Street). Following the granting of Tavistock's market charter and establishment as a borough in the 12<sup>th</sup> century, a planned redevelopment of the town was undertaken (probably in the 13<sup>th</sup> century). This new development took the form of an extension to the north of the abbey and included the construction of a parish church to replace the former chapel on St Matthew's Street

and the establishment of a large market place in the area between Market Street and King Street. The new market place at this date is sure to have occupied the area between King Street and Market Street but it is possible that it also extended eastwards to include the earlier market place to the east of the abbey. The reorganisation of the layout of the town to accommodate a new market place with additional burgage plots to the north, meant that the existing north-east to south-west route was cut through in the vicinity of Market Street and King Street. Pym Street appears to have remained on its original alignment but to the west of the new market place the earlier north-east to south-west route seems to have been diverted further south along West Street. It appears that the large open market place was gradually infilled during the medieval period with buildings relating to its original use. The routes into the market place during this period included Brook Street leading in from the 'Great Bridge' over the Tavy, Old Exeter Road, Kilworthy Road, Bannawell Street and West Street (via Ford Street or Old Launceston Road). During the medieval period an out-of-town settlement developed to the south-west at Fitzford around the junction of Ford Street and Callington Road. In addition, a leat was constructed in the area to the north-east of the town running parallel with the river. This provided power for mills which were established along its length. Medieval routes to the south of the river via the Great Bridge (access to which was located at the east end of Market Road) included Green Hill leading to the abbey deer park and Whitchurch Downs, Whitchurch Road, Mount Tavy Road and Plymouth Road leading into Brook Lane. Areas relating to the medieval town of Tavistock include HUCAs 12, 13, 14, 15, 19 and 20. Other areas containing medieval settlement (now included within the town) include HUCA 1 (the village of Whitchurch) and HUCA 2 (containing the Chantry).

The general layout of the town and its roads and streets remained predominantly unchanged during the post-medieval period although the residential areas spread to the north, east and west and the settlement at Fitzford spread eastwards along Ford Street towards the town. Some of the abbey church was demolished during this period and many of the other abbey buildings left to decay. A bridge was built at Fitzford in the 16<sup>th</sup> century and in the 18<sup>th</sup> century the Great Bridge was demolished and two new bridges built (Abbey Bridge and Vigo Bridge). Areas relating to the post-medieval town of Tavistock include HUCAs 12, 13, 14, 15, 19 and 20.

Throughout the 19<sup>th</sup> century the town expanded dramatically caused by a vast rise in population. During this time major remodelling was undertaken in the centre of town causing quite extensive alteration of the medieval plan-form. The site of the medieval abbey which had been the focal point of the medieval town was disrupted as new roads were cut through it and much of the site redeveloped. This involved the creation of Plymouth Road, Abbey Place, Bedford Square, Guildhall Square and Market Road. Other 19<sup>th</sup> century developments which altered the medieval plan-form included the insertion of Drake Road and removal of two medieval streets (St Matthew Street and Upper Brook Street) which were replaced by Duke Street. Duke Street was constructed roughly between the two former streets. The town expanded in all directions during the 19<sup>th</sup> century and spread to the southern side of the river which had previously remained outside of the town. The Tavistock Canal was built along with two railways with associated stations on the north and south sides of the town. Mines were established close to the settlement and an industrial area was created on the east side of town. In line with his efforts to reorganise the surrounding farms the Duke of Bedford was responsible for the creation of groups of Estate cottages around the town as well as new roads, a new church at Fitzford and new cemeteries amongst other improvements. Large villas were also constructed both in the town and scattered around in the outlying landscape. As a consequence of the widespread nature of 19<sup>th</sup> century development, elements of it are present within all the HUCAs.

Further expansion has taken place in the 20<sup>th</sup> and 21<sup>st</sup> centuries although the 19<sup>th</sup> century plan essentially remains unchanged. The vast majority of this expansion is in the form of housing estates filling areas of land between existing developments. Other developments include industrial estates and business parks.

## HUCAs

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

### 4.1 Whitchurch village (HUCA 1)

#### 4.1.1 Historic character

HUCA 1 lies at the southern edge of the town. It encompasses the village core of Whitchurch (MDV19327) which is now joined to Tavistock by 20<sup>th</sup> century development. Whitchurch grew up around the cross roads of Whitchurch Road and Church Hill/Anderton Lane on the south-facing slope of the Tiddy Brook valley.

The area includes the site of the present church (MDV3931) which is likely to have Saxon origins. It also includes the north-south route along Whitchurch Road and Church Hill which are also likely to have early origins. The Domesday settlement appears to have two historic focal points; one where settlement has grown around the church on Church Hill and the other where the village mill and smithy (MDV51364) were located at the point where Whitchurch Road crosses the Tiddy Brook.

On Church Hill the mullion windows and stair projection of the Whitchurch Inn (MDV3931) suggest a 16<sup>th</sup> or 17<sup>th</sup> century date. Other buildings on both Whitchurch Road and Church Hill appear to be either 18<sup>th</sup> or 19<sup>th</sup> century in date although earlier fabric may survive within. The buildings on Church Hill have a mixture of domestic, commercial, social, religious and civic use whilst those on Whitchurch Road have a mixture of industrial, commercial, domestic and religious use.

The village core with its church (altered and added to throughout the medieval period) maintains the character of a rural village because of the open fields visible to the south and east.

Late 19<sup>th</sup> century ribbon development stretching along Whitchurch Road occupies the northern part of the area whilst the disused route of the 19<sup>th</sup> century Tavistock and Launceston branch of the Great Western Railway (MDV22717) forms the western extent of the area. Late 20<sup>th</sup> century housing on Anderton Court and James Road appears as an extension to the western side of the village and now fills the area between the village core and disused railway track.

HUCA 1 has retained its medieval plan and historic village character. It has views along the streets within it and views over the Tiddy Brook valley to the south.

#### 4.1.2 Above ground heritage significance

**High** – HUCA 1 is located on early medieval routes, containing an Early Medieval church and possibly settlement, and with good survival of its medieval plan-form and relatively intact medieval, post-medieval and later historic fabric and village character.

The area has two early focal points of development; the area around the church (MDV19327) and the area around the Tiddy Brook on Whitchurch Road. Both of these areas were developed by the medieval period. The growth of the settlement was fairly minimal throughout the post-medieval period and early 19<sup>th</sup> century but in the late 19<sup>th</sup> century (with the emergence of the railway) and early 20<sup>th</sup> century groups of terraces and detached houses were erected along Whitchurch Road to the north of the village stretching northwards to link it with the settlement of Chollacott. By the late 20<sup>th</sup> century housing estates were developed on the west side of the village including Anderton Court and James Road.

The area as a whole maintains its village character with plenty of green spaces linking it to the countryside beyond. The church (MDV19327) is a major monument and stands at the eastern edge of the village where there is also a post-medieval inn (MDV3931) and 19<sup>th</sup> century school house. Along Church Hill to the west there are a mixture of stone-built houses and farm buildings along with rendered 18<sup>th</sup> and 19<sup>th</sup> century houses. Village core buildings of similar type extend along Whitchurch road to the north and south of the cross roads. In the area where the Whitchurch Road crosses the Tiddy Brook there is a former mill house and smithy (MDV51364) along with other stone-built and rendered cottages and on the southern edge of the village a former Bible Christian chapel and Sunday School (MDV4088).

#### 4.1.3 Below ground heritage significance

**High** - HUCA 1 has high archaeological potential. However in the existing areas of 20<sup>th</sup> century housing estates on James Road and Anderton Court the archaeological potential has been lowered to **low** due to extensive ground disturbance during their construction. In the rest of the area the following key types of remains may be detected above ground and/or uncovered during ground works.

- Early medieval – church and graveyard, settlement activity, trackways, field boundaries, artefacts
- Medieval – church and graveyard, streets and paths, plot boundaries, dwellings and associated features, other buildings, occupation material, industrial activity, wells
- Post-medieval and later – streets & paths, houses, other buildings, boundary walls, wells, leats and drains, industrial structures, domestic occupation material and artefacts

#### Whitchurch Village (HUCA 1)



St Andrew's Church looking south



Looking west along Church Hill showing the school house



Looking south along the northern part of Whitchurch Road



Looking north from the southern end of Whitchurch Road showing the former Bible Christian chapel

## 4.2 Whitchurch northern expansion (HUCA 2)

### 4.2.1 Historic character

This area lies to the north-west of Whitchurch village core (HUCA 1) occupying a south and south-west facing slope to the north and a west facing slope to the south. Key views are over 20<sup>th</sup> century development and 19<sup>th</sup> century housing along Whitchurch Road and the hills beyond.

It contains the former rectory of Whitchurch which was converted to become a chantry the early 14<sup>th</sup> century (MDV4085) (much of which still survives), two pairs of mid 19<sup>th</sup> century stucco villas (MDV35852 and MDV100890) fronting Whitchurch Road and a row of late 19<sup>th</sup> century brick-built almshouses (MDV51360). However, these earlier structures have now been subsumed within 20<sup>th</sup> century housing estates.

HUCA 2 is mainly an area of mid to late 20<sup>th</sup> urban expansion filling the former fields between the settlements of Whitchurch (to the south) and Chollacott (to the north).

During the medieval period HUCA 2 contained a chantry (MDV4085) accessed from Whitchurch Road via a lane. The remainder of the area is likely to have been undeveloped, medieval farmland. A pattern of east-west orientated strip fields shown on the c1880 OS map to the south of the chantry are likely to have occupied most of the remaining the area.

During the 19<sup>th</sup> century two pairs of grand, semi-detached villas (MDV35852 and MDV100890) were constructed to the south of the chantry on Whitchurch Road and the chantry itself (MDV4085) was converted and extended as a large detached dwelling. In the late 19<sup>th</sup> century a group of brick-built almshouses (MDV51360) were constructed to the north of the villas. This was followed in the mid and late 20<sup>th</sup> century by extensive housing developments which infilled almost all of the remaining open areas. These included Priory Close, Priory Gardens, Marshall Close, Newtake Road, Churchill Road, Church Lea and Friars Way.

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

### 4.2.2 Above ground heritage significance

**Medium** - HUCA 2 is an area of mainly 20<sup>th</sup> century development, but with important historic elements contained within it. The area has historical time depth and surviving medieval and 19<sup>th</sup> century buildings and boundaries. The housing estates largely comprise well-spaced detached houses. Standard housing types and designs are used

throughout with generous gardens and occasional open spaces. The 20<sup>th</sup> century housing estate layout, however, has entirely removed the former setting and aspect of the medieval chantry (MDV4085) with its stone built crenellated tower, and it is now almost hidden from sight at the end of Marshall Close, although still retains its 19<sup>th</sup> century garden plot. The 20<sup>th</sup> century development has not, however, detracted from the large, impressive 19<sup>th</sup> century villas (MDV35852 and MDV100890) on Whitchurch Road which stand in large green plots, shielded from the estates and road by dense trees and shrubs. Many of the roads and boundaries within the estates follow the lines of former field boundaries. Because of the extensive 20<sup>th</sup> century development here which overshadows very significant earlier structures, the area has medium overall heritage significance. However, the chantry, the 19<sup>th</sup> century villas and the almshouses are all of **high** heritage significance.

#### 4.2.3 Below ground heritage significance

**Medium** - The following key types of remains may be detected above ground and/or uncovered during ground works.

- Early medieval – settlement activity, trackways, field boundaries, artefacts
- Medieval – boundaries, tracks, chantry and associated features, burials, occupation material, wells and artefacts
- Post-medieval and later – boundaries, tracks, features associated with the chantry, wells, leats and drains, occupation material and artefacts

### Whitchurch northern expansion (HUCA 2)



The medieval Chantry looking north



Looking north along Priory Gardens

### 4.3 Whitchurch Road development (HUCA 3)

#### 4.3.1 Historic character

HUCA 3 is an area now dominated by 20<sup>th</sup> century residential expansion. It occupies an area to the south of the Tavy between Down Road and Plymouth Road and lies on a west facing slope. Key views are onto Whitchurch Road and Plymouth Road, Pixon Lane

Industrial Estate and Plymouth Road Industrial Estate as well as 20<sup>th</sup> century housing in HUCAs 8 and 21. In the southern part of the area a stream cuts across from east to west and this forms the parish boundary between Whitchurch to the south and Tavistock to the north.

Until the 20<sup>th</sup> century this area was open fields although during the medieval period it may have been down land associated with the abbey deer park. Historic roads within the area include Whitchurch Road, Down Road and Plymouth Road. After the construction of the Westbridge Cottages in HUCA 5 during the mid-19<sup>th</sup> century some allotments were created for them on the opposite side of Plymouth Road within HUCA 3. Following this in 1859 the Tavistock and Launceston branch line of the Great Western Railway (MDV22717) was constructed cutting through the western part of the area from north to south. The rest of the area throughout the 19<sup>th</sup> century remained untouched. In the mid-20<sup>th</sup> century three housing estates were established off Whitchurch Road and ribbon development spread along Plymouth Road. The housing estates were Crelake Park, Whitham Park and Drake Gardens. This was followed in the late 20<sup>th</sup> century by the infilling of the rest of the area with similar housing estates such as Westmoor Park, Down Lea, Mohun's Park, Grenville Drive, Walreddon Close and Ransum Way. During this time the allotments belonging to Westbridge Cottages were swept away to create housing and the railway line became disused in the 1960s. The line has mostly been left as open space.

Most of the former field boundaries were lost during development work although one or two may survive.

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

**Low** - HUCA 3 is an area of 20<sup>th</sup> century development, with a largely modern plan-form, but some historical time depth retaining its historic road layout and remnants of its earlier rural use. In the eastern part of the area to the east of Whitchurch Road there are detached houses and bungalows with fairly large gardens and plenty of green spaces whereas to the west of Whitchurch Road, although the housing is mixed including terraces, detached houses, bungalows and semi-detached houses, there are many rows of terraces and the housing generally is fairly densely distributed. The structures have minimal architectural impact giving the area low heritage significance.

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

**Low** - HUCA 3 has low archaeological potential since the whole area has been built on during the 20<sup>th</sup> century. The following types of buried remains may survive in pockets of undisturbed ground.

- 19<sup>th</sup> century industrial features associated with mining or railways
- Medieval and post-medieval – field boundaries, field barns and buildings
- Prehistoric/Roman remains

### **Whitchurch Road development (HUCA 3)**



Looking north along Plymouth Road



Looking west along Westmoor Park



Looking west along Whitham Park

## 4.4 Plymouth Road southern expansion (HUCA 4)

### 4.4.1 Historic character

HUCA 4 is an area of largely late 20<sup>th</sup> to early 21<sup>st</sup> century urban expansion on the south-west side of the town, with the exception of the post-medieval or earlier settlements of Lower Brook and Brook Mill (MDV21287), a few scattered 19<sup>th</sup> century buildings and a large open area of rough ground to the south-east. The area extends from the south side of the cemetery on Plymouth Road down to Anderton in the south and lies to the west of the former 19<sup>th</sup> century Tavistock and Launceston branch of the Great Western Railway. The area occupies the gentle slopes of the Tiddy Brook valley mainly on the south-west facing slope. The Tiddy Brook runs from Whitchurch and Anderton in the south, across the area to Brook Mill in the north-west. Key views are over 20<sup>th</sup> century development to the north and east and historic farmland to the south and west.

Until the late 20<sup>th</sup> century most of HUCA 4 was undeveloped farmland with the exception of the small post-medieval settlement of Brook (later 'Lower Brook' but now Valley View Farm and Brook Farm) with its associated mills and leats to the north (MDV21287), a 19<sup>th</sup> century bone mill (MDV51351) and short terrace of workers' houses (Glanville Terrace) to the east of Brook Mill on Plymouth Road and an early 19<sup>th</sup> century mine captain's house (Anderton Cottage MDV51366) at the southern end of the area. The historic roads here include Brook Lane, Anderton Lane and Plymouth Road (a 19<sup>th</sup> century addition).

During the second half of the 20<sup>th</sup> century a large housing estate was constructed within the northern part of the area which included the incorporation of a new school (Whitchurch Community Primary School) at its southern limit. The housing estate was centred on Oak Road and to the north of it an industrial estate/business park was built occupying either side of Plymouth Road. This development was followed in the early 21<sup>st</sup> century with the construction of further housing to the south including Woodpecker Way, Buzzard Road, Kestrel Park, Dipper Drive and Skylark Rise.

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

**Medium** - HUCA 4 is mostly an area of 20<sup>th</sup> century development with a largely modern plan-form. However the historic settlements of Lower Brook (Valley View Farm and Brook Farm) and Brook Mill (MDV21287) with associated Brook House (MDV51350) in the north-west have survived, although they are now adjoined on the northern side by a business park. Scattered 19<sup>th</sup> century heritage surviving within the area includes a short terrace of workers' houses (Glanville Terrace) on Plymouth Road built for the workers of the bone mill (the bone mill (MDV51351) has now been demolished) and Anderton Cottage (a large villa MDV51366) off Anderton Road to the south.

The late 20<sup>th</sup> century industrial estate/business park occupying the northern part of the area has a standard modern layout and building design. It adjoins the settlement of Brook Mill but has not detracted from the historic character or setting of either Brook Mill or Brook which retain their narrow historic lanes and rural character being located adjacent to historic farmland on the edge of town. The late 20<sup>th</sup> century housing estate largely comprises well spaced mixed housing with both detached and terraced houses. Throughout standard housing types and designs are used with fairly generous gardens. The late 20<sup>th</sup> century school is also of standard single storey type and stands within fairly expansive landscaped grounds. The recent housing development in the south-west of the area is very different in character to the late 20<sup>th</sup> century development to the north. It comprises mixed house types which are densely distributed and there are fewer green spaces. Very few of the roads and boundaries within the estates follow the lines of former field boundaries. To the east of the 21<sup>st</sup> century housing estate lies an area of undeveloped grassland through which the Tiddy Brook runs. It has been suggested that tin streaming took place here based on stratigraphy revealed in a trench during groundworks for the nearby housing development (Buck 2005). Because of the extensive 20<sup>th</sup> century development here which over-shadows significant earlier features, the area has medium overall heritage significance. However, the settlements of Brook and Brook Mill (including Brook Lane), the 19<sup>th</sup> century Anderton House and Glanville Terrace are all of **high** heritage significance.

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

**Medium** - The highest potential is within and around the settlements of Brook and Brook Mill and within the undeveloped land in the south-east of the area. The following key types of remains may be detected above ground and/or uncovered during ground works.

- Prehistoric/Early medieval – industrial activity, field boundaries, artefacts
- Medieval – settlement, boundaries, tracks, leats and drains, industrial activity and artefacts
- Post-medieval and later – settlement, boundaries, tracks, leats and drains, industrial activity and artefacts

### **Plymouth Road southern expansion (HUCA 4)**



Looking north-east along Hawthorn Road



Looking south-west through entrance to Whitchurch Community Primary School



Looking west across the western part of West Devon Business Park

## 4.5 Fitzford and Plymouth Road (HUCA 5)

### 4.5.1 Historic character

HUCA 5 is characterised by six major built elements which are the Tavistock Canal (early 19<sup>th</sup> century MDV4067), Fitzford Cottages (mid-19<sup>th</sup> century MDV3962), Westbridge Cottages (mid-19<sup>th</sup> century MDV1593), Plymouth Road Cemetery (late 19<sup>th</sup> century MDV51349), the telephone exchange (early 20<sup>th</sup> century) and Tavistock College (early and late 20<sup>th</sup> century). The area extends from the south side of the cemetery on Plymouth Road up to Plymouth Road to the north and includes a stretch of the River Tavy. The area occupies the gentle slopes either side of the Tavy which runs from north to south through the centre. Key views are along the canal, the river and Plymouth Road with views into open farmland to the south and 20<sup>th</sup> century housing developments on the slopes to the west. The overriding character is that of a busy modern thoroughfare (Plymouth Road) cutting through largely 19<sup>th</sup> century historic features.

Until the 20<sup>th</sup> century the central part of HUCA 5 (now occupied by Tavistock College and the Telephone Exchange) was undeveloped meadow. During the medieval period the site of Fitzford Cottages was occupied by Fitzford Mansion (MDV3961) remnants of which still survive including the gateway, although this was rebuilt in the late 19<sup>th</sup> century. Another medieval feature was the ford crossing the Tavy which was replaced by a bridge in the mid-16<sup>th</sup> century (MDV3949). This section of the route of Plymouth Road also originates from the medieval period. In the early 19<sup>th</sup> century the Tavistock

Canal was constructed (MDV4067) and a drainage system was constructed through Fitzford meadows to improve crop yields. During the mid-19<sup>th</sup> century the Duke of Bedford built the Fitzford Cottages and Westbridge Cottages to address the issue of overcrowding in the town. Later in the 19<sup>th</sup> century the Plymouth Road Cemetery was established (MDV51349). In the early 20<sup>th</sup> century a telephone exchange was built to the south of Fitzford Cottages and a Grammar School (now part of Tavistock College) built in the former meadows to the west of it. Also during this period the 16th century bridge over the Tavy was demolished and replaced with the present bridge. During the second half of the 20<sup>th</sup> century the school and grounds were enlarged to extend to the south into the meadows.

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

**High** – HUCA 5 is located either side of a medieval route. It contains former medieval and post-medieval elements, and retains all of its 19<sup>th</sup> and early 20<sup>th</sup> century historic fabric. It contains a section of the Tavistock Canal and the Westbridge and Fitzford Bedford Estate cottages which are part of the Outstanding Universal Value of the WHS.

The majority of standing buildings and structures within HUCA 5 are of architectural merit. They include the Westbridge and Fitzford Bedford Estate cottages constructed from stone rubble in the unique style of gabled estate cottages with tall square stacks set behind neat hedged gardens associated with Bedford cottage building in Tavistock, the Fitzford gatehouse and walled grounds with remnants of medieval fabric, the Plymouth Road cemetery with its grand frontage building and chapel designed by Henry Clutton, the Tavistock Canal and West Bridge and the telephone exchange (built on a grand scale) and early 20<sup>th</sup> century school building. Later development and the expansion of the school to the south to include new buildings and playing fields are of standard late 20<sup>th</sup> century construction.

The area as a whole maintains its historic layout but its historic character as edge of town settlement has been changed by the heavy use of Plymouth Road leading traffic away from the centre of town, the construction of industrial estates, one immediately to the south in HUCA 4 and one to the east in HUCA 7 and modern housing developments to the east in HUCA 3 and to the west in HUCA 9. However HUCA 5 does retain plenty of green spaces (allotments, sports fields and the cemetery) in keeping with its original character although it is no longer linked to the countryside beyond.

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

**High** - HUCA 5 has high archaeological potential. However in the existing areas of late 20<sup>th</sup> century school development the archaeological potential has been lowered to **low** in areas that have undergone extensive ground disturbance. In the rest of the area the following key types of remains may be detected above ground and/or uncovered during ground works.

- Prehistoric to Early medieval –settlement activity, trackways, field boundaries, artefacts
- Medieval – mansion, road and paths, river crossing, plot boundaries, dwellings and associated features, other buildings, occupation material, wells and artefacts
- Post-medieval and later – road and paths, houses, other buildings, burials, boundary walls, wells, leats and drains, mining features, industrial structures, canal features, domestic occupation material and artefacts

### **Fitzford and Plymouth Road (HUCA 5)**



The Fitzford mansion gatehouse looking north-west



Fitzford Cottages looking south-west



Westbridge Cottages looking north-west



The cemetery looking east

## 4.6 Whitchurch Down (HUCA 6)

### 4.6.1 Historic character

HUCA 6 is an area of downland known as Whitchurch Down, on the eastern side of the town. Besides open grassland the area contains a circular 19<sup>th</sup> century cricket ground (MDV51356), a quarry (MDV51355), a large mid-19<sup>th</sup> century house (Trevaunance) and the possible site of medieval gallows (Werydon Gallows MDV16971). It is also likely to have been part of the abbey deer park (MDV56176). The area is bordered to the north, south and west by 20<sup>th</sup> century housing developments and occupies high ground on the west facing slope of a hill, the summit of which lies immediately to the east. Key views are mainly across Tavistock to the north and west to the hills and fields beyond, and across open ground to the east.

During the medieval period this area was open, unenclosed downland used for grazing, although it may also have been part of the abbey deer park (MDV56176) and may have been the location of the Werydon Gallows (MDV16971). The area remained as open, unenclosed downland throughout the post-medieval period when tracks crossed it leading from Tavistock, Whitchurch Vicarage and Chollacott. In the mid-19<sup>th</sup> century a cricket ground (MDV51356) was constructed in the centre of the area formed by a large circle of granite posts and a pavilion. At much the same time Trevaunance, a large out of town villa, was built. The adjoining areas of the downland, outside the study area, maintain this well-established edge-of-town recreational character, including open

downland, a golf course, football pitches etc. as well as other large villa-type properties.

#### 4.6.2 Above ground heritage significance

**High** - HUCA 6 is mostly an area of open grassland with some gorse coverage and occasional areas which have been quarried. However, the cricket ground with its ring of granite posts is an early and rare example of its type. The original 19<sup>th</sup> century pavilion has now been replaced with a 20<sup>th</sup> century cement rendered building of little architectural merit. Trevaunance, located downslope and to the south-east of the cricket ground is a fine example of a mid-19<sup>th</sup> century villa with white rendered walls and dormer windows. This HUCA has high heritage significance, not only because of its buildings and structures but also because historic downland that survives here.

#### 4.6.3 Below ground heritage significance

**High** - HUCA 6 has high archaeological potential because of the high percentage of undisturbed ground and its location just below the summit of a hill on high ground overlooking the River Tavy. The following types of buried remains may survive in pockets of undisturbed ground.

- Prehistoric/Roman remains and artefacts
- Early Medieval, medieval and post-medieval – tracks, boundaries, structures and artefacts
- 19<sup>th</sup> century structural remains

### Whitchurch Down (HUCA 6)



Looking north across the cricket ground



Looking north-west across the Downs to Tavistock



Looking south-east at Trevaunance

## 4.7 Pixon Lane (HUCA 7)

### 4.7.1 Historic character

HUCA 7 is an area of mainly 19<sup>th</sup> and 20<sup>th</sup> century industrial buildings and structures although there is also some residential and civic use. It occupies an area along the southern bank of the Tavy between Abbey Bridge and West Bridge on the western side of Whitchurch Road. It contains the historic road Pixon Lane which formed part of the Turnpike system in the early 19<sup>th</sup> century, linking toll houses at Abbey Bridge along Whitchurch Road and then down Pixon Lane to join the Turnpike system to Plymouth via Horrbridge. It also contains the site of the former Tavistock and Launceston branch of the Great Western Railway which ran roughly from north to south through the centre of the area. It lies on a west facing slope with key views onto Whitchurch Road and Pixon Lane. Views to the river are mainly obscured by trees.

Until the 19<sup>th</sup> century this area was open fields to the east and wooded slopes to the west although during the medieval period a chapel dedicated to St John (MDV43884) may have occupied a site along what is now St Johns Road opposite the abbey still tower in the grounds of the Bedford Hotel.

Industrial activity began here in the mid-19<sup>th</sup> century when Crelake mine (MDV4081) was established on a plot of land to the east of Plymouth Road and Pixon Lane junction. None of the mine buildings remain and the site is now part of the late 20<sup>th</sup> century industrial estate. However, mine shafts are recorded in the area and two have been plotted by the NMP. Possibly associated with Crelake mine is Crelake House located within the area to the north-east. This is a large 18<sup>th</sup> or 19<sup>th</sup> century house (possibly predating the mine) which may have been used as the mine captain's house. The Tavistock and Launceston branch of the Great Western Railway (MDV22717) with associated Tavistock South Railway Station (MDV43886) was completed in 1859. The station and associated buildings and yards occupied the northern part of the area along with a cattle market (MDV43891) built alongside. One or two walls associated with the railway station as well as the railway bridge over Pixon Lane survive but the majority of the site has been redeveloped in the late 20<sup>th</sup> to early 21<sup>st</sup> century to accommodate residential flats, a care home and fire and ambulance stations. The 19<sup>th</sup> century cattle market (MDV43891), however, remains *in situ* with many structures intact as does the associated Market Inn on the opposite side of Pixon Lane. The inn also has surviving 19<sup>th</sup> century cattle sheds to the rear which front Pixon Lane. Further along Pixon Lane to the west, two semi-detached 19<sup>th</sup> century houses survive, and at the junction of Pixon Lane and Plymouth Road stands a 19<sup>th</sup> century toll house. Another 19<sup>th</sup> century industrial site that remains intact within the area is a bone mill with associated yard and buildings (MDV20308). The bone mill, located in the south-east corner of the area, is now used as barracks for the Territorial Army.

At the beginning of the 20<sup>th</sup> century in 1906 a new gas works was built on what is now West Bridge Industrial Estate. Many of the buildings and yard associated with the gasworks remain *in situ* although they are now used for car sales. Also in the early and mid-20<sup>th</sup> century houses were built fronting the western part of Pixon Lane. In the second half of the 20<sup>th</sup> century the railway station was demolished and the track dismantled and the site redeveloped. In the southern half of the area an industrial estate was established and the gaps between existing buildings were filled.

### 4.7.2 Above ground heritage significance

**Medium** - HUCA 7 is an area of 19<sup>th</sup> and 20<sup>th</sup> century industrial buildings and structures. It retains its earlier historic road layout but little else that pre-dates the 19<sup>th</sup> century. However much of its 19<sup>th</sup> century industrial character remains intact, although now interspersed with the creation of a late 20<sup>th</sup> century industrial estate to the south

of Pixon Lane and both late 20<sup>th</sup> and 21<sup>st</sup> century civic and residential buildings to the north of Pixon Lane. Well preserved 19<sup>th</sup> century buildings and structures of historic significance include the cattle market area (MDV43891), the stone and brick built Market Inn with cattle sheds, villas and the toll house on Pixon Lane, Crelake House, the remaining structures and bridge associated with the railway line and station (MDV22717 and MDV43886) and the former stone and brick built bone mill and associated buildings and yard (MDV20308). Early 20<sup>th</sup> century buildings of industrial significance include those relating to the former gas works. The late 20<sup>th</sup> century buildings in the area have minimal architectural impact and because of these developments the area has medium heritage significance.

#### 4.7.3 Below ground heritage significance

**Medium** - Although the whole area has been built on during the 19<sup>th</sup> and 20<sup>th</sup> century there is remaining potential for significant 19<sup>th</sup> century industrial features and medieval remains associated with the chapel of St John. However, the area between Crelake House and Market Inn down to the toll house was used as a dumping ground for mine waste, and the area to the south of the toll house backing onto the old allotment area was used as a dump for domestic waste in the 20<sup>th</sup> century. In these areas the heritage significance will reduce to **low**. The following types of buried remains may survive in pockets of undisturbed ground.

- Medieval and post-medieval – structures and artefacts
- 19<sup>th</sup> century industrial features associated with mining, railways, bone mills, cattle markets etc.

#### Pixon Lane (HUCA 7)



Looking west along Pixon Lane from Whitchurch Road



Looking west at the Market Inn (former Cattle Market Inn)



Looking east to Pixon railway bridge

## 4.8 Deer Park Down (HUCA 8)

### 4.8.1 Historic character

HUCA 8 is an area now dominated by 20<sup>th</sup> century residential expansion. It occupies a hilltop and its slopes to the south of the Tavy on the eastern side of the town. It includes Green Lane to the north and Down Road to the south. Key views are over Tavistock to the north, south and west and over farmland to the east.

Until the 20<sup>th</sup> century the majority of this area was open fields although during the medieval period it is likely to have been down land associated with the abbey deer park (MDV19758), which was later enclosed during the post-medieval period. Historic roads within the area include Green Lane, Deerpark Lane and Down Road.

During the 19<sup>th</sup> century, although most of the area remained as farmland two large houses were built by the Bedford Estate on the western side of the area. These were St John's House on Deerpark Lane (1860s) and Deer Park Lodge on Deerpark Close (1850). Other 19<sup>th</sup> century buildings in the area which still survive include Deerpark Down farm now on the junction of Down Park Drive and Chaucer Road, a former farm building on Deerpark Lane and another towards the north end of Green Lane.

The first half of the 20<sup>th</sup> century saw the first housing developments within the area. These included the development of the length of Down Road, the western parts of Deerpark Lane and Deerpark Road and the Greenlands Estate further north. Green Lane House was also constructed during this period on the eastern side of the area. These developments were followed in the late 20<sup>th</sup> century by further estates together with St Peter's School to the north that infilled the remaining open space except for two areas in the northern part of the HUCA which remain as farmland and playing fields.

Some of the former field boundaries were lost during development work although many may survive.

### 4.8.2 Above ground heritage significance

**Medium** - HUCA 8 is an area of mainly 20<sup>th</sup> century development, with a largely modern plan-form, but has some historic time depth retaining its historic roads and a few 19<sup>th</sup> century buildings. Of particular architectural merit as large 19<sup>th</sup> century villas are St John's House and Deer Park Lodge. The other 19<sup>th</sup> century buildings (Deerpark Down farm and two farm buildings) are also of significance. Early 20<sup>th</sup> century housing within the area on Down Road is of notable architectural value. These large detached houses are set in large gardens along a wide avenue. Early and later 20<sup>th</sup> century housing to the north of this is mixed (terraces, bungalows, detached and semi-detached houses) but all fairly well spaced with plenty of green open spaces. St Peter's School is of standard late 20<sup>th</sup> century build.

Many of the structures have minimal architectural impact although surviving 19<sup>th</sup> and early 20<sup>th</sup> century building give the area medium heritage significance.

### 4.8.3 Below ground heritage significance

**Low** - The whole area has been built on during the 19<sup>th</sup> and 20<sup>th</sup> century. Although the remaining untouched fields to the north have 'high' potential since cropmarks in neighbouring fields identified by the NMP suggest the presence of prehistoric settlement. The following types of buried remains may survive in pockets of undisturbed ground.

- Prehistoric/Roman remains
- Medieval and post-medieval – field boundaries, field barns and buildings

- 19<sup>th</sup> century field boundaries, farm buildings

### Deer Park Down (HUCA 8)



St John's House looking west



Deerpark Down on Down Park Drive looking east



Down Park Drive looking north-east



Lang Grove looking north

## 4.9 Western expansion (HUCA 9)

### 4.9.1 Historic character

HUCA 9 is an area now dominated by 20<sup>th</sup> century residential expansion on the western side of town. It occupies the south and east facing slopes of hills overlooking the town core to the north the Tavy. The area stretches from Fitzford church in the east to Abbotsfield in the west. Key views are over Tavistock to the north, south and east and over farmland to the west.

Until the 20<sup>th</sup> century the vast majority of this area was open fields. However, historic roads within the area include Callington Road (a main medieval route), Crease Lane and Maudlin Lane (formerly Gas Lane).

During the mid-19<sup>th</sup> century although most of the area remained as farmland a large country house (Abbotsfield MDV51343) was built in 1852/53 for the director of the Devonshire Great Consolidated Copper Mining Company on the western side of the area. This was followed in the late 19<sup>th</sup> century by the construction of Butcher's Cross House at the junction of Crease Lane and Callington Road (MDV51344) and Muralto, a

house to the west of it (no longer extant). Another development in the late 19<sup>th</sup> century was the construction of the Plymouth and Lydford main line completed in 1890. This cut through the area from north to south with a road bridge constructed on Crease Lane (still in use) and a railway bridge over Callington Road (the walls of which still survive).

The early and mid-20<sup>th</sup> century saw the first housing developments within the area. These included Uplands Estate occupying land between Callington Road and Crease Lane and Boughthayes Estate to the north of Crease Lane and south of Spring Hill. During this time Abbotsfield became a Youth Hostel and had great significance during World War II: it was used as a British military headquarters and HQ of the 29<sup>th</sup> Division of the US army. It also hosted a meeting between Montgomery and Eisenhower prior to the D-Day landings in 1944. These developments were followed in the late 20<sup>th</sup> century by further housing development including an extension to the north of Uplands Estate, development around Abbotsfield, infill around Boughthayes Estate and a new estate to the south of Callington Road leading off from Greensway Road and Monksmead. Most of the former field boundaries were lost during development work although some may survive.

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

**Low** - HUCA 9 is an area of mainly 20<sup>th</sup> century development, with a largely modern plan-form, but has some historic time depth retaining its historic roads and a few 19<sup>th</sup> century buildings and structures. Of particular architectural interest as 19<sup>th</sup> century country house is Abbotsfield although its original fenestration does not survive, and as a late 19<sup>th</sup> century villa the house formerly called 'Butcher's Cross'. Abbotsfield is also of significance because of its World War II history and for this reason is of **higher** significance than the rest of the HUCA. Crease Lane itself has early origins and maintains its character as a narrow country Lane which appears as a hollow way at the southern end. There are plenty of green spaces either side of Crease Lane. The early/mid-20<sup>th</sup> century housing of Uplands Estate and Boughthayes Estate is mixed and generally well-spaced with fair sized gardens and green spaces good views to Tavistock and countryside beyond. Late 20<sup>th</sup> century housing to the south of Callington Road is also mixed with bungalows and detached and semi-detached houses to the north-east and a later development of more densely built terraces, semi-detached and detached houses with some open spaces. The disused railway line which cuts through the area has been left generally as disused open space.

The majority of the structures have minimal architectural impact giving the area low heritage significance. However, the surviving 19<sup>th</sup> building and structures and one or two early 20<sup>th</sup> century houses are of greater significance.

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

**Low** - The construction of 19<sup>th</sup> and 20<sup>th</sup> century housing is likely to have removed archaeological features. The following types of buried remains may survive in pockets of undisturbed ground.

- Prehistoric/Roman remains
- Medieval and post-medieval – field boundaries, field barns and structures
- 19<sup>th</sup> century field boundaries, farm buildings, railway features, mining features

### **Western expansion (HUCA 9)**



Looking south-west along Eningale Road



Looking from Daleswood Road north-eastwards over the town centre



Looking south along Uplands

## 4.10 The Meadows (HUCA 10)

### 4.10.1 Historic character

HUCA 10 is an area of recreation ground known as The Meadows Pleasure Ground (MDV75619), to the west and south of the town core. This area also contains the River Tavy and the Tavistock Canal (MDV4067) both running from north-east to south-west through it. The area is bordered to the north and east by Plymouth Road and to the south by Pixon Lane and St John's Avenue and occupies the valley bottom of the River Tavy. Key views are along the river and canal.

During the medieval period this area was open meadows alongside the Tavy. A chapel dedicated to St John (MDV43884) may have occupied a site along what is now St Johns Road on the river bank opposite the abbey still tower bordering HUCA 7. Here there is a well (St John's Well) with an arched granite opening of unknown date. The river had two or possibly three crossing points during this period. These were the Great Bridge (later East Bridge MDV4094) located between Vigo Bridge and Abbey Bridge, a ford and later medieval bridge at West Bridge (MDV3949) and possibly a small bridge from the abbey precinct. During the 18<sup>th</sup> century Abbey Bridge (MDV16917) and Vigo Bridge (MDV4089) were built and the rest of the area remained as meadows throughout the post-medieval period. Between 1803 and 1817 The Tavistock Canal (MDV4067) was constructed cutting through the former meadows and abbey precinct and a head weir (MDV63122) was installed at the northern end across the Tavy. In the late 19<sup>th</sup> century the meadows became pleasure grounds and a nursery (MDV51348) was established to

the south of the river. During the 20<sup>th</sup> century Tennis courts and bowling greens were constructed along the northern edge of the area.

#### 4.10.2 Above ground heritage significance

**High** - HUCA 10 is an area of parkland and waterways set in former meadows. The important surviving historic crossings over the Tavy such as Abbey Bridge and Vigo Bridge are fine examples of local stone-built bridges. The 19<sup>th</sup> century canal is part of the WHS and survives as an impressive feat of engineering. Generally the area has changed little since it was established as a pleasure ground in the late 19<sup>th</sup> century. It maintains its historic character as a large open green space in the centre of town and the mature trees keep the historic core setting intact. This HUCA has high heritage significance, not only because of its waterways and bridges but also because of its intact pleasure grounds.

#### 4.10.3 Below ground heritage significance

**High** - HUCA 10 has high archaeological potential because of the high percentage of undisturbed ground close to the river and its industrial heritage. The following types of buried remains may survive.

- Prehistoric/Roman remains and artefacts
- Early Medieval, medieval and post-medieval – bridges, tracks, boundaries, structures and artefacts
- 19<sup>th</sup> century structural/industrial remains

### The Meadows (HUCA 10)



Looking north-west over the bowling green to HUCA 11 beyond



Looking north-east along the canal



Looking east across the pleasure grounds      Looking east at a 19<sup>th</sup> century house on Pixon Lane

## **4.11      Plymouth Road central (HUCA 11)**

### **4.11.1      Historic character**

HUCA 11 lies to the north-west of The Meadows (HUCA 10). It is an area which was developed as part of the early and mid-19<sup>th</sup> century remodelling of the town by the Duke of Bedford. Prior to this the area had been open meadow land, orchards and garden plots except at the north-eastern end which is likely to have been included as part of the abbey gardens, possibly containing fishponds.

HUCA 11 is mainly an area of early to mid-19<sup>th</sup> century urban expansion filling the former fields to the south of Ford Street and West Street. The area occupies the south-east facing slope of the northern side of the Tavy valley. Key views are along Plymouth Road to Bedford Square and over 19<sup>th</sup> century development and The Meadows to the south.

During the medieval period HUCA 11 comprised meadows to the south, garden plots to the north fronting Ford Street and part of the abbey gardens to the east. Here water channels (MDV43887) are shown on the Wynne map of 1752 which may be associated with fishponds relating to the abbey. During the post-medieval period little change occurred. However, in the first half of the 19<sup>th</sup> century the town was dramatically remodelled and this area saw major new development. As part of this remodelling and further 19<sup>th</sup> century development Plymouth Road, Chapel Street, West Avenue and Canal Road were built along with the majority of the buildings that survive within the area today. Plymouth Road was designed as a planned ornamental entrance to the new town square and grand new houses were built along it as well as three schools including a Grammar School (1837) which became Tavyside school and is now residential, the British National School (1856) and, towards the western end in 1895, a second Grammar School, known as Alexander's school (MDV23131), which is now a community centre. These schools were all Bedford Estate initiatives. At the west end of the road there was a nursery. The housing on Chapel Street is not as grand and comprises rows of 19<sup>th</sup> century terraces with a Methodist Church adjoining West Avenue. Other than the domestic and civil developments of the 19<sup>th</sup> century a wharf (MDV43882) with associated industrial buildings and structures was established to the south of the canal along with warehouses and other associated buildings on the east side of Canal Street.

A few buildings have been added to the area in the 20<sup>th</sup> century generally filling open spaces, but the majority of the 19<sup>th</sup> century buildings survive.

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

**High** - HUCA 11 is an area of 19<sup>th</sup> century development which contains residential, civic and religious buildings with an attached industrial wharf area. It is an important part of the town's 19<sup>th</sup> century historic character containing part of the Tavistock Canal, the Tavistock Canal Quay and large villas which are part of the Outstanding Universal Value of the WHS. Plymouth Road's wide boulevard lined with large impressive villas in large gardens and grand gothic style schools is a fine example of early 19<sup>th</sup> century town modelling although many plots on the south side of the road were never developed and became part of the pleasure grounds. The developments on Plymouth Road involved a number of renowned 19<sup>th</sup> century architects, such as Blore, Bligh-Bond, Wyatt and Foulstone. The early 19<sup>th</sup> century canal wharf retains many of its stone-built industrial building and warehouses and is a fine example of its type although the character of its yard and some of its buildings and structures to the south has been lost to some extent by the construction of a large swimming pool and associated car park. The rows of rendered c1857 terraces on Chapel Street, although built to house rather lower class

residents than the Plymouth Road villas, are equally as important for what was clearly intended as a formal, elegant and spacious residential area, setting the vision with overtones of the great 19<sup>th</sup> century spa towns like Leamington and Cheltenham. And they occupy former medieval or post-medieval garden plots, the boundaries of which remain *in situ* for the most part and are highly significant in maintaining the medieval character of the town. The contrasting educational and religious buildings, in stone gothic or rendered gothic style like the Methodist Church at the east end of Chapel Street also add significantly to the 19<sup>th</sup> century character of the area. This HUCA has high heritage significance, not only because of its widespread 19<sup>th</sup> century buildings and structures but also because of its intact medieval or post-medieval garden plots.

#### 4.11.3 Below ground heritage significance

**High** - The following key types of remains may be detected above ground and/or uncovered during ground works.

- Early medieval – settlement activity, field boundaries, artefacts.
- Medieval – boundaries, tracks, garden plots, water channels, fish ponds, buildings, structures and artefacts.
- Post-medieval and later – boundaries, tracks, plots, water channels, fish ponds, buildings, structures and artefacts.

#### Plymouth Road central (HUCA 11)



Looking south from Ford Street to Chapel Street and Plymouth Road



Looking north-west along Canal Road



Converted canal wharf buildings



Wharf buildings on Canal Road

## 4.12 Ford Street and West Street (HUCA 12)

### 4.12.1 Historic character

HUCA 12 occupies the western side of the historic core of Tavistock including the western part of West Street (The Reeve), Ford Street and part of Fitzford. These streets form an early north-east to south-west route along which settlement had spread during the late medieval and post-medieval periods. Prior to this the area had been open fields. From the medieval period a small out of town settlement grew around Fitzford which was detached from the main settlement of Tavistock at that time. Throughout the post-medieval period and 19<sup>th</sup> century both settlements grew until the gap between had been filled.

HUCA 12 is mainly an area of post-medieval and 19<sup>th</sup> century ribbon development reusing earlier garden plots and filling the area between Fitzford and Rocky Hill. The area occupies the south-east facing slope of the northern side of the Tavy valley. Key views are along Ford Street, West Street and Plymouth Road and over 19<sup>th</sup> century development to the south. The north-east to south-west route through HUCA 12 is formed by West Street, Ford Street and Callington Road. It lies along the contour of a steep slope and opposite the junction of Spring Hill the road is retained to the south where the land falls away sharply. Spring Hill and Rocky Hill which lead northwards from this route are both steep and winding and create a dramatic setting.

During the medieval period HUCA 12 contained a leper hospital (MDV17678) at Fitzford which had been established in the 13<sup>th</sup> century. This was located to the north of Ford Street off to the east of what is now Maudlin Lane. At this date there was probably no settlement further to the east along Ford Street and West Street until the junction with Rocky Hill which appears to mark the western medieval extent of Tavistock. However, there is a likelihood that garden plots either side of West Street and Ford Street had been established by this date for properties in the town with no physical space for burgage plots. These garden plots are clearly visible on the Wynne map of 1752 and the majority remain *in situ*. During the post-medieval period, and particularly in the 18<sup>th</sup> century settlement spread from the junction with Rocky Hill along The Reeve and Ford Street approximately up to the junction with Spring Hill (a c1822 century road). At the same time settlement spread from Fitzford at the junction with Plymouth Road eastwards to the junction with Chapel Street (a 19<sup>th</sup> century road). Besides the construction of houses three rows of almshouses were also established. One (Mount Ford MDV57357) was located on the site of the former leper hospital in the 16<sup>th</sup> century, another (Maynard's Charity MDV101059) was established in the 18<sup>th</sup> century towards the west end of Ford Street (extant) and another (Elizabeth Moore's Almshouses MDV1595) established in the 17<sup>th</sup> century opposite the junction with Rocky Hill on the Reeve. During the 19<sup>th</sup> century the two settlements continued to merge as Spring Hill was built to the north of Ford Street and Chapel Street to the south. These new streets brought new development including rows of terraces on Chapel Street reusing the former garden plots which had fronted Ford Street, a row of terraced housing on Spring Hill and also a Cottage Hospital (now Tavistock Hospital). Also during the 19<sup>th</sup> century in Fitzford a church (MDV23068) was built by the Duke of Bedford to serve the growing population at the west end of the town. During the early 19<sup>th</sup> century a gasworks had been built on the corner of Maudlin Lane and Ford Street and during work on this site a rich vein of copper was discovered. This led to establishment here of Wheal Pixon mine (MDV58396). In the 20<sup>th</sup> century a few houses were added at the western end of the HUCA but very little other change occurred.

The majority of buildings that survive in the area today date from the 18<sup>th</sup> and 19<sup>th</sup> centuries although earlier fabric may survive hidden by 18<sup>th</sup> and 19<sup>th</sup> century facades.

### 4.12.2 Above ground heritage significance

**High** - HUCA 12 is an area of mainly post-medieval and 19<sup>th</sup> century development which contains residential, civic and religious buildings. The area, however, has much

earlier roots; the main road along which it is located was probably established during the Early Medieval period and Fitzford, as an out of town settlement dates to the medieval period as do many of the plots along Ford Street. HUCA 12 has considerable time depth and is an important part of the town for demonstrating its post-medieval expansion. The Fitzford Church (MDV23068) which is built on a monumental scale and designed by Henry Clutton is highlighted as a key building in the World Heritage Site as part of the planned infrastructure of the town, funded by mining revenue. There are many fine examples of 18<sup>th</sup> and 19<sup>th</sup> century two or three storey town houses along The Reeve and Ford Street as well the surviving almshouse. At the junction of Rocky Hill leading into the Reeve the site of a likely post-medieval market area is evident where the road widens. Other buildings of architectural merit in the area include, buildings associated with the early 19<sup>th</sup> century gasworks and the Cottage Hospital and terrace of houses on Spring Hill. This HUCA has high heritage significance, not only because of its 18<sup>th</sup> and 19<sup>th</sup> century buildings but also because of its intact medieval or post-medieval garden plots.

#### 4.12.3 Below ground heritage significance

**High** - The following key types of remains may be detected above ground and/or uncovered during ground works.

- Prehistoric –structures and artefacts (Neolithic stone axes found on Ford Street-MDV1601).
- Early medieval –structures, tracks, field boundaries, artefacts.
- Medieval – structures, garden plots, tracks, buildings and artefacts.
- Post-medieval and later – plot boundaries, buildings, structures and artefacts.

#### Ford Street and West Street (HUCA 12)



Looking north-east along Callington Road



18<sup>th</sup> century almshouses on Ford Street looking west

Looking east to Fitzford church



Tavistock Hospital (former cottage hospital) looking south on Spring Hill



Rocky Hill looking south-east



West Street looking south-west

## 4.13 Western town core (HUCA 13)

### 4.13.1 Historic character

HUCA 13 represents the northern and western extent of the medieval town core centred on West Street, King Street and Market Street. It has existed as a commercial area since the medieval period and is located to the north and west of the medieval abbey site and parish church. West Street follows the contours of the south-east facing slope of the Tavy valley whilst King Street and Market Street lie in the valley of the Fishlake (a stream running down into the town from the north). The built-up nature of HUCA 13 means that key views are along the roads within it with notable views along Market Street to the parish church tower containing the town gateway to the abbey. However, the area is also looked down on and into from other areas of town (such as the viaduct), uniquely revealing much of the historic plan and layout and making the roofscapes unusually significant.

Before the establishment of the medieval Borough a route had existed running from north-east to south-west along the line of Old Exeter Road following in to Pym Street and probably continuing westwards until it met Ford Street at the Reeve and continued to the south-west. It is likely that when the Borough was formed with its large market area outside the abbey gates (the town gate being located at the base of the parish church tower) the pre-existing route into town from the north along Bannawell Street became more important for bringing in livestock from Hurdwick and also as a source for

fresh running water (the Fishlake). The new market place created at this time cut through the existing north-east south-west route and at the same time this early road was re-routed on the west side of the new market place further to the south forming West Street.

During the medieval period the area was built-up and occupied by burgage plots on both sides of the market place and either side of West Street. It seems likely that the market place at this date would have occupied an open area now infilled with the post-medieval creation of King Street, Market Street and the island buildings between them. It seems possible that this large open market area extended eastwards to the south of Pym Street and Barley Market Street. The Fishlake at this date was an open channel of water which ran through the market area and was bridged in several places. During the medieval and post-medieval period, the market place began to be infilled with temporary structures and later buildings including 22 Market Street (MDV23104) which dates to the 17<sup>th</sup> century or earlier along with two market houses (MDV21701 and MDV21702). This had the effect of creating closely set new streets (Market Street and King Street). Also during this period (16<sup>th</sup> or 17<sup>th</sup> century) a town house (the Great House MDV80122) was erected on Pym Street for the Glanville family and a malt house was established on Market Street (MDV76386 now part of 7 Drake Road). Although a few older properties survive on Market Street and Pym Street, the majority of the existing buildings within the whole area date to the 18<sup>th</sup> and 19<sup>th</sup> centuries and are mainly built as shops. The earlier buildings here, however, are actually the main concentration of early buildings in Tavistock outside the abbey, largely because of Duke of Bedford's extensive rebuilding of early parts of the town elsewhere in the 19<sup>th</sup> century. During the 19<sup>th</sup> century a Temperance Hotel (MDV23136, now the Ordulph Arms) was built on the site of the Great House and a corn market building (MDV23172) was constructed on the corner of West Street. During the 20<sup>th</sup> century besides large scale refurbishment to the interior of buildings few changes occurred, but one of them was the construction of a Freemason's Hall on Pym Street in the early 20<sup>th</sup> century.

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

**High** - HUCA 13 is part of the historic commercial core of the town and is characterised by densely packed narrow streets lined with buildings and associated rear plots with significant time depth.

There is evidence of post-medieval infill along the northern route in this HUCA causing the creation of two parallel streets (King Street and Market Street). The eastern end of West Street and the southern end of Market Street and King Street are typified by shop frontages of large, grand, two or three storey individual buildings many rebuilt or re-fronted in the 18<sup>th</sup> and 19<sup>th</sup> century with a few earlier buildings surviving on Market Street. The buildings are constructed from a range of different materials including stone, brick, timber and some rendered with slate roofs. Further along West Street similar buildings exist on a slightly less grand scale and here amongst the shop fronts there are also coaching inns. Further along King Street and Market Street to the north the buildings decline in stature and grandeur and the shop fronts peter out at roughly the point where the viaduct crosses. From here northwards leading from Market Street into Lakeside and King Street into Bannawell Street there are small, mostly 19<sup>th</sup> century, two storey houses built of stone or brick with the occasional shop front or workshop. Along West Street, King Street and Market Street (and further north) many of the medieval burgage plots survive, fossilised by later boundaries. These significant boundaries take the form of hedges running against the contours up the valley sides and maintain the structure of the medieval urban unit which is still present, and still defining the townscape and properties even despite the railway viaduct and loss of market function in this area.

Located on medieval and Early Medieval routes and as part of the commercial core of Tavistock since the town became a borough in the 12<sup>th</sup> century, with good survival of

its medieval plan-form and relatively intact post-medieval and later historic fabric, HUCA 13 is of high heritage significance.

#### 4.13.3 Below ground heritage significance

**High** - HUCA 13 may contain evidence of some of the earliest phases of settlement as well as evidence for medieval town planning and significant elements of the medieval and post-medieval town structure. The following key types of remains may be detected above ground and/or uncovered during ground works.

- Early medieval – structures, tracks, boundaries, artefacts.
- Medieval – market, market houses, buildings, structures, burgage plots, watercourses and bridges, roads, tracks and artefacts.
- Post-medieval and later – market, market houses, plot boundaries, buildings, structures, watercourses and bridges, roads, and artefacts.

#### Western town core (HUCA 13)



Looking south along Bannawell Street



Looking north-west over Bannawell Street to the burgage plots behind



Looking south along King Street and Market Street



Looking north along the south end of Market Street

## **4.14 Northern town core (HUCA 14)**

### **4.14.1 Historic character**

HUCA 14 occupies the north and north-east edges of the historic core of Tavistock. The earliest parts of this area are along the Early Medieval routes of Old Exeter Road and Bannawell Street and the medieval routes of Kilworthy Hill and southern half of Lakeside (formerly a back lane to the burgage plots). During the 19<sup>th</sup> century this part of town was dramatically altered with the insertion of Drake Road, Trelawney Road and Glanville Road and in the late 19<sup>th</sup> century the construction of the Plymouth and Lydford main line railway along with a new station (Tavistock North). The area lies along the northern part of the Fishlake valley (a stream running down into the town from the north) and south-east facing slope of the Tavy valley. Key views are along both valleys looking over the town to the south-east.

During the medieval period settlement existed along Bannawell Street, the southern half of Lakeside and along the western end of Old Exeter Road. In all three of these areas burgage plot divisions are still visible. During the post-medieval period residential settlement had expanded, reaching along the west side of Kilworthy Hill and further north along Bannawell Street and Lakeside and much further to the east along Old Exeter Road. During the early 19<sup>th</sup> century the Tavistock Union Workhouse (MDV100974) was established at the north end of Bannawell Street along with a reservoir to the south, the Bedford Iron Foundry (MDV67672) on Lakeside and a Bible Christian Chapel (MDV3959) on Bannawell Street. The late 19<sup>th</sup> century saw large scale expansion with the construction of Glanville Road (1850s), Trelawney Road (1866) and Drake Road (1890s), in response to the construction of the Plymouth and Lydford main line and Tavistock North station (MDV72928 and MDV60726). On Trelawney Road a series of Bedford Estate houses (MDV42414) were built close to the station and a swimming pool was opened on Bannawell Street in 1883. During the 20<sup>th</sup> century much of the area remained unchanged since the extensive works in the 19<sup>th</sup> century. However, the railway was abandoned in the 1960s and although the station building itself survives, sections of the track were redeveloped with housing and within the station yard the West Devon District Council offices were built.

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

**High** - HUCA 14 contains part of the historic core of the town and is characterised by both medieval roads and plots together with post-medieval and 19<sup>th</sup> century town expansion. Buildings within this HUCA are mainly 19<sup>th</sup> century in date and have a mix of residential, industrial, communication and religious use.

Within HUCA 14 along Bannawell Street, Lakeside, Kilworthy Hill and Old Exeter Road there is considerable historic time depth with many early plots remaining *in situ*. There is the possibility that early fabric survives in many of the buildings in these streets of late medieval and post-medieval expansion out of the core market areas. Along Bannawell Street the buildings are small, mostly 19<sup>th</sup> century, two storey houses constructed mainly from stone and sometimes rendered with slate roofs; they superficially continue the narrow plot layout of the medieval burgage plots. On Lakeside the majority of the buildings have been replaced in the late 20<sup>th</sup> century with modern housing of standard type except the stone-built iron foundry at the northern end, a good example of an early foundry and of industrial architectural merit. Although this area is part of the medieval and post medieval town centre it has been overlaid with the fabric and character of a 19<sup>th</sup> century industrial town. This was caused by the relocation of the market area and central focal point of the town from Market Street and King Street to Bedford Square in the 19<sup>th</sup> century. The houses on Kilworthy Hill are mainly stone built cottages of 18<sup>th</sup> or 19<sup>th</sup> century date within earlier plots divided by stone walls and there is a large 19<sup>th</sup> century stucco villa at the northern end of the road. The houses on Old Exeter Road are similar but larger (some three-storey) towards the west end. These houses although individual appear as a continuous terrace

of mainly 19<sup>th</sup> century houses along the north side of the road but may conceal earlier fabric. The rear plots echo those of medieval and post-medieval date.

One of the areas of 19<sup>th</sup> century development is at the top of Bannawell Street along Abbey Place leading into Trelawney Road. At the top of Bannawell Street lies the large, imposing workhouse (now Russell Court and converted to flats). Better quality 19<sup>th</sup> century housing at the top of Bannawell Street forms a distinct entrance and end to the town. The area along Abbey Place is characterised by green open spaces and leading south from this the Bedford Estate houses are large semi-detached stucco villas set in large green plots overlooking the northern part of the town. The most striking feature within the area is the impressively tall railway viaduct which links to the area to the east where Tavistock North station survives as an important part of the historic character. The area east of the station has been developed in the late 20<sup>th</sup> century as West Devon District Council offices with a large car park.

Located on medieval and Early Medieval routes, with good survival of its medieval plan-form and relatively substantially intact 19<sup>th</sup> century areas of expansion, HUCA 14 is of high heritage significance.

#### 4.14.3 Below ground heritage significance

**High** - HUCA 14 may contain evidence for medieval town planning and significant elements of the medieval and post-medieval town structure. The following key types of remains may be detected above ground and/or uncovered during ground works.

- Early medieval – structures, tracks, boundaries, artefacts.
- Medieval – buildings, structures, plot boundaries, tracks and artefacts.
- Post-medieval and later – plot boundaries, buildings, structures and artefacts, industrial features and railway related features.

#### Northern town core (HUCA 14)



Villas on Trelawny Road looking east



Tavistock North station building looking north-east



Looking south-west along Exeter Road



Looking north-east along Exeter Road

#### **4.15 Parkwood Road (HUCA 15)**

HUCA 15 is historically an industrial area located on the eastern edge of the historic core. Various mills have been located here from the medieval period onwards, as well as industrial complexes such as tanneries and foundries, utilising the running water of the Millbrook and other leats leading down from the head weir which lies upstream on the Tavy. The surviving buildings in the area are mainly 19<sup>th</sup> and 20<sup>th</sup> century in date and include a mix of industrial, residential, civic and religious use. HUCA 15 occupies an area along the south and north banks of the Tavy on the east side of town. It contains several historic roads such as Brook Street, Parkwood Road, Old Exeter Road, Dolvin Road and Mount Tavy Road and also contains the site of the former Tavistock and Launceston branch of the Great Western Railway which ran roughly from north-east to south-west through the southern part of the area. It lies on gentle slopes either side of the Tavy with key views along the river and streets within it.

During the medieval period much of the area was garden plots (for properties in the town with no space for a burgage plot), orchards and meadows. However, a small section at the west end of the area on Brook Street formed the edge of the town core occupied by an area of burgage plots. In addition, several mills were located along Brook Street and Parkwood Road during this period.

During the post-medieval period little change had occurred except that a row of buildings had been constructed fronting the east side of Vigo Bridge Road including a tan mill (later used as a shear sharpening mill MDV1599) and a malt mill (MDV65933) was working at the north end of Vigo Bridge Road. At this date only the Millbrook leat existed running along Parkwood Road and Brook Street.

In the 19<sup>th</sup> century the area dramatically changed as the town expanded in all directions as a result of the dramatic increase in the mining industry. During the mid-19<sup>th</sup> century the river with its islands to the west of Vigo Bridge was narrowed, and the land to the south of it was developed. Here Dolvin Road was built with rows of Bedford Estate cottages (MDV42412, MDV76972 and MDV76973) and St Rumon's School (MDV76974). On the opposite side of the road a cemetery was established along with a Friends Meeting House (MDV1594) and a few mainly semi-detached houses either side of the cemetery and along Mount Tavy Road. The cemetery had been expanded into four separate burial grounds by 1845. At the north end of Green Hill a row of workers cottages were built which are likely to be associated with the mid-19<sup>th</sup> century foundry (Tavy Iron Works MDV78266) which lay either side of the river just to the north and west. Also in the mid-19<sup>th</sup> century the Tavistock and Launceston branch of the Great Western Railway opened and the railway track cut through the area along the southern edge of the cemetery, crossing the river where Stannary Bridge now lies and following the course of the river on its northern bank. A quarry (MDV60886) to the south of the

railway line of the same date may have provided stone for its construction. To the north of the river more housing was created along the southern side of Parkwood Road including semi-detached villas to the west and more Bedford Estate Cottages (MDV23110) to the east. To the west of the estate cottages an 18<sup>th</sup> century mill was converted as part of a tannery complex (MDV1599). A foundry (Lower Foundry MDV61918) had also been established at the west end of Parkwood road in the early 19<sup>th</sup> century and had become a smelting works (MDV63077) by the mid-19<sup>th</sup> century. The works were fed by a newly built leat (MDV77016) taken from the river to the east. Along the north side of Parkwood Road another foundry (Mount Foundry MDV4093) had also been established at the beginning of the 19<sup>th</sup> century along with associated workers cottages and large foundry owner's house ('Brooklands' MDV23111) overlooking the site to the north. A leat (MDV61767) to power the foundry's water wheel was also constructed leading from the Millbrook further east in HUCA 16 and entering the site along its northern edge. To the west of the foundry a corn mill (Town Mill MDV65932) was built in the mid-19<sup>th</sup> century. Towards the east end of Brook Street a brewery (Bedford Brewery MDV102469) was established the mid-19<sup>th</sup> century.

Only a few changes occurred in the area in the late 19<sup>th</sup> century. These included the conversion of Mount Foundry into a woollen mill (MDV78213) along with the associated construction of two terraces of workers housing fronting Parkwood Road, the rebuilding of Town mill following a fire and the covering of parts of the Millbrook leat.

In the 20<sup>th</sup> century the railway was dismantled along with its bridge crossing the Tavy which was replaced by a road bridge (Stannary Bridge). New housing was created along the eastern part of the track and in the area to the north of Mount Foundry. Mount Foundry itself was converted for housing and the tannery on the north side of the river next to Stannary Bridge was demolished and replaced with flats.

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

**High** - HUCA 15 is now an area of mainly 19<sup>th</sup> century expansion. Historically it has always been the industrial quarter of the town and remains as an important part of the WHS for retaining buildings and structures relating to ancillary mining industries. The foundries and Bedford Cottages are part of the Outstanding Universal Value of the WHS. The area retains its earlier historic road layout, some early buildings to the west of Vigo Bridge Road and one or two boundaries but little else that pre-dates the 19<sup>th</sup> century. However the majority of its 19<sup>th</sup> century industrial, residential and religious character remains intact, although now interspersed with the construction of late 20<sup>th</sup> century housing. Well preserved 19<sup>th</sup> century buildings and structures of historic significance remain widespread throughout the area. Dolvin Road and Mount Tavy Road remain unchanged with their 19<sup>th</sup> century character intact. The Bedford Cottages, school, cemetery, foundry building and villas in this area are all of historic significance and are set along the river with plenty of green spaces. Parkwood Road also retains its 19<sup>th</sup> century character (although late 20<sup>th</sup> century development is also clearly noticeable) with a mix of residential and industrial buildings remaining intact such as the large villas to the south of the road, the rows of Bedford Cottages to the east of them, the workers terraces and the buildings associated with Mount Foundry as well as Brooklands on the northern side of the road, Town Mill to the west of these and villas to the north. 20<sup>th</sup> century infill housing has created a fairly densely packed area with few green spaces. Late 20<sup>th</sup> century housing and flats detract from the historic character and are of standard architectural design, although the overall impression of this area as a former planned, industrial quarter is still apparent.

Located on medieval routes and maintaining its historic industrial character, with substantially intact 19<sup>th</sup> century buildings across the whole area, HUCA 15 is of high heritage significance.

#### 4.15.2 Below ground heritage significance

**High** - The following key types of remains may be detected above ground and/or uncovered during ground works.

- Early medieval – structures, tracks, boundaries, artefacts.
- Medieval – buildings, mills, structures, plot boundaries, tracks and artefacts.
- Post-medieval and later – plot boundaries, buildings, mills, structures and artefacts, industrial features and railway related features.

#### Parkwood Road (HUCA 15)



Looking south-east across the cemetery of Dolvin Road



Looking north-east along Dolvin Road to the Bedford Cottages



Looking south-east from Stannary Bridge to Tavy Iron Works



Part of Mount Tavy Foundry on Parkwood Road looking north-west



Looking north at Mount Tavy Foundry manager's house overlooking the foundry  
Looking east at Bedford Estate cottages on Parkwood Road

## **4.16 Kelly College (HUCA 16)**

### **4.16.1 Historic character**

HUCA 16 is a sparsely developed area dominated by Kelly College on the eastern outskirts of Tavistock with a marked edge-of-town character. Although the dominant landscape is of wide open areas of fields and school grounds, the HUCA contains a number of significant sites and features including an Iron Age/Romano-British enclosure (Trendle Camp MDV3829) and a medieval leat (Millbrook MDV19146) running along Parkwood Road. The area contains two historic roads (Old Exeter Road and Parkwood Road) and occupies the south-east facing slope of the north side of the Tavy. The 19<sup>th</sup> century remains are otherwise obvious, they include two 19<sup>th</sup> century country houses Courtney House and Newton House (formerly Parkwood MDV16801), a 19<sup>th</sup> century School (Kelly College MDV49670), a 19<sup>th</sup> century housing development (College Avenue), 19<sup>th</sup> century semi-detached villas fronting Parkwood Road, a large 19<sup>th</sup> century house (Old Wooda) on Old Exeter Road, the site of the Plymouth and Lydford main line (MDV3829) and the site of the Tavistock and Launceston branch of the Great Western Railway (MDV22717). Key views are across open countryside to the south and east and into HUCA 15 to the south-west.

This is the only HUCA within the town to contain clear evidence for prehistoric and Roman activity. Trendle Camp (MDV3829), located on the hill overlooking Newton House is a substantial defended enclosure with its enclosure bank surviving as an earthwork to the south-east. Although excavation work was undertaken here in the 1960s it was not substantial enough to define either the function or the time depth of the site. A provisional Late Iron Age date was given following the excavation but finds of Bronze Age and Roman artefacts have also been recovered from the site on different occasions. It seems likely (although unproven) that this was a settlement site. Close by at Cleave Farm two Neolithic polished stone axes were found (MDV3843).

Little is known of the area during the Early Medieval period although it seems likely that Old Exeter Road follows the line of a Saxon route along the north side of the Tavy and cutting through Trendle Camp.

During the medieval period this area was almost entirely open strip fields. However, the Millbrook leat (MDV19146) was constructed during this period to power several mills located along its length. One of these (a 15<sup>th</sup> century fulling mill) was located at Parkwood (MDV16857) and another corn mill (MDV3925) on the site of the Town Hall in the town centre. Both Parkwood Road and the later A386 were constructed following the course of the leat and at its eastern end where it meets the river there is a head weir (MDV18983) which almost certainly has medieval origins.

The area changed little throughout the post-medieval period; at this date Parkwood Road extended from Brook Street eastwards as far as its junction with the more recent Stannary Bridge Road where it led into fields. During the early 19<sup>th</sup> century as the town expanded Parkwood Road was extended eastwards (now the A386) and new buildings and structures began to spring up within the area. In the early 19<sup>th</sup> century a leat (MDV61767) was constructed leading from the head weir on the Tavy south-westward through the centre of the area to provide water power to Mount Foundry in HUCA 15. The first of the new houses in the area was probably Old Wooda along Old Exeter Road, followed by Newton House (formerly Parkwood MDV16801), Courtenay House and Kelly College School (Kelly College MDV49670) in the late 19<sup>th</sup> century, along with the College Avenue housing development and semi-detached villas fronting Parkwood Road. In the 1859 the Tavistock and Launceston branch of the Great Western Railway (MDV22717) was opened cutting through the south-east part of the area and in 1890

the Plymouth and Lydford main line railway (MDV3829) was opened cutting through the north-western part of the area and through Trendle Camp. Wallabrook viaduct (MDV61518) survives in the northernmost part of this HUCA. To the south of the viaduct a quarry (MDV68401) was also established during the 19<sup>th</sup> century.

During the early 20<sup>th</sup> century the site of the old quarry was reused for new quarry buildings associated with a new extraction site to the north (Wilminstone quarry). Also during this period a few houses were constructed to the west of the quarry buildings through the northern part of Trendle Camp. Houses were also built along Old Exeter Road to the east of Old Wooda and a two pairs of semi-detached houses at the eastern extent of the area fronting Parkwood Road. During the late 20<sup>th</sup> century alterations and extensions were made to Kelly College alongside the construction of several new buildings and creation of playing fields on the site of the former Tavistock and Launceston branch of the Great Western Railway.

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

**High** - HUCA 16 is dominated by large open green spaces, the impressive façade of Kelly College and the ancient wooded lane of Old Exeter Road. Trendle Camp earthwork (a Scheduled Monument) is an important part of the ancient character of the landscape as is Old Exeter Road. The 19<sup>th</sup> century buildings set within their ornamental grounds are also of high heritage significance. Three of the buildings are large scale are now all part of Kelly College (Newton House (Parkwood), Courtenay House and Kelly College). Kelly College itself is of high architectural merit, built from stone in the gothic style including a stone-built gothic style lodge at its main entrance.

The 19<sup>th</sup> century rows of buildings on College Avenue are generally rendered with brick jambs and quoins and bay windows at ground floor level. One or two of these buildings have been replaced with 20<sup>th</sup> century houses. Further to the west along Parkwood Road there are a series of semi-detached, rendered 19<sup>th</sup> century houses with bay windows. Between the two sets of 19<sup>th</sup> century housing the area has been filled with housing both in the early 20<sup>th</sup> century with three terraces (of heritage value) and in the early 21<sup>st</sup> century with a small estate of standard style housing to the north on the site of a 19<sup>th</sup> century laundry building.

Along Exeter Road the 19<sup>th</sup> and early 20<sup>th</sup> century housing is mixed and individual but generally they are moderate sized houses set back from the road with plenty of green spaces maintaining the character of the country lane. In the last few years one of the early 20<sup>th</sup> century houses lying on the eastern edge of Trendle Camp has been demolished and replaced with a new standard brick-built house. To the north-east of this a few of the single storey, rendered, early 20<sup>th</sup> century quarry building remain *in situ* although many more recent industrial buildings now occupy the site.

Several significant built structures survive within the area associated with the Plymouth and Lydford railway line. These include the bridge over Old Exeter road in the western part of the area, the road bridge carrying Old Exeter Road over the line to the west of Trendle Camp and the Wallabrook Viaduct carrying the railway over the Wallabrook valley in the northern part of the area.

This HUCA has high heritage significance, not only because of its impressive 19<sup>th</sup> century buildings and structures but also because of its preserved ancient features.

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

**High** - HUCA 16 has high archaeological potential because of the high percentage of undisturbed ground, its known prehistoric/Roman site (and its potential for the discovery of associated sites in proximity) and also because of its potential for historic mill sites and associated structures. The following types of buried remains may survive within the area.

- Prehistoric/Roman sites and artefacts

- Early Medieval, medieval and post-medieval – tracks, field boundaries, structures, mills and artefacts
- 19<sup>th</sup> century structural remains

### Kelly College (HUCA 16)



Looking north-west along College Avenue



Looking north across Kelly College to Courtenay House



Looking north-west from Parkwood Road to Kelly College

## 4.17 Watts Road (HUCA 17)

### 4.17.1 Historic character

HUCA 17 lies immediately to the north and west of the medieval core of the town. It is an area of former medieval and post-medieval garden plots and fields which was developed during the early and late 19<sup>th</sup> century when large villas were constructed here and the Plymouth and Lydford main line railway was cut through the northern part. It also contains the medieval routes of Rocky Hill, Old Launceston Road and Madge Lane (which includes the southern section of Glanville Road). The area occupies high ground of the south-east facing slope of the northern side of the Tavy valley. Key views are over Tavistock historic town core to the south and east.

During the medieval period HUCA 17 comprised strip fields to the north and garden plots to the south at the rear of the burgage plots fronting West Street and King Street. The route of Madge Lane is also of this period leading from the head of the medieval market place in King Street westwards, and connecting with the top of Rocky Hill and

Old Launceston Road (also medieval routes). It is part of the structure of the planned medieval borough extension along the Fishlake valley.

During the post-medieval period little change occurred but a few buildings are shown along Madge Lane and at the southern end of Old Launceston Road where it meets Rocky Hill on the Wynne map of 1752. Several of the garden plots at this date are shown as orchards on this map. In the mid-19<sup>th</sup> century this area saw major new development with creation of Glanville Road and Watts Road and along with it the construction of new large villas to the south of the later railway line and along the eastern side of Glanville Road. This development of large scale villas continued in the late 19<sup>th</sup> century (after the insertion of the railway in 1890) when Courtenay Road was constructed and more villas built to the north of the railway line and on the west side of Glanville Road. Throughout the 19<sup>th</sup> century the medieval/post-medieval garden plots to the south of Madge Lane survived intact although one or two houses were built within them. The railway line (although disused) remains *in situ* as do two road bridges over the line; one on Old Launceston Road the other on Glanville Road.

A few houses have been added along Courtenay Road in the 20<sup>th</sup> century, and a few within the early garden plots in the south-east corner of the area, but all of the 19<sup>th</sup> century buildings survive along with the medieval/post-medieval garden plot boundaries to the south of Madge Lane and east of Rocky Hill.

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

**High** - HUCA 17 is mainly an area of 19<sup>th</sup> century residential development which also contains the disused Plymouth and Lydford railway line with surviving structures and an area of surviving medieval/post-medieval garden plot boundaries. It is an important part of the town's 19<sup>th</sup> century historic character, but retains significant evidence of the structure of the medieval town, and what appears to be deliberate alteration of routeways into the market area in Market Street and King Street. The 19<sup>th</sup> century elements are characterised by the wide 19<sup>th</sup> century roads edged with stone wall and with large stucco villas (mostly semi-detached) set in large, green spaces with plenty of trees. These roads include Watts Road, Glanville Road and Courtenay Road. However, Old Launceston Road, Rocky Hill and the area to the east of this including Madge Lane retain a much earlier historic character. The roads here are narrow and in the case of Old Launceston Road and Rocky Hill appear as hollow ways. Although the buildings that lie within the surviving early garden plots to the east of Rocky Hill and south of Madge Lane are mostly of 19<sup>th</sup> or 20<sup>th</sup> century date, they are smaller than the villas; each of individual build and some of the 19<sup>th</sup> century houses may contain much earlier fabric and are clearly of historic significance. The boundaries of the medieval or post-medieval garden plots, which remain *in situ* in the south-east part of the area, are highly significant in maintaining the medieval character of the town.

This HUCA has high heritage significance, not only because of its widespread 19<sup>th</sup> century buildings and structures but also because of its intact underlying medieval and post-medieval structure.

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

**High** - HUCA 17 may contain evidence of some of the earliest phases of settlement as well as evidence for medieval town planning and significant elements of the medieval and post-medieval town structure. The following key types of remains may be detected above ground and/or uncovered during ground works.

- Medieval – boundaries, tracks, plots, buildings, structures and artefacts.
- Post-medieval and later – boundaries, tracks, plots, buildings, structures and artefacts.
- 19<sup>th</sup> century structural and railway remains.

### Watts Road (HUCA 17)



Looking west from the viaduct to HUCA 17    Looking north along Glanville Road

## 4.18 North-western expansion (HUCA 18)

### 4.18.1 Historic character

HUCA 18 is an area now dominated by late 20<sup>th</sup> century residential expansion on the north-west side of the town. The western part of the area occupies a hilltop with the south and east of the area lying on its slopes. To the north the land slopes down to the valley of a former stream and then rises up again the other side. It includes Butcher Park Hill and Glanville Road to the east and Old Launceston Road and New Launceston Road to the south-west. Key views are over farmland to the north, east and west and along the roads which lie within it.

Until the 20<sup>th</sup> century the vast majority of this area was open fields. During the medieval period the area was occupied with strip fields which were later enclosed in the post-medieval period. Some of the strip fields in the south part of the area survived until they were developed in the late 20<sup>th</sup> century. Medieval routes within the area include Butcher Park Hill (an extension of Bannawell Street) and Old Launceston Road. A small lane (Wyatts Lane) located on the eastern side of the area is either of medieval or post-medieval date as it is shown on the Wynne map of 1752. A short length of it survives but originally it led further to the west giving access to the fields.

During the 19<sup>th</sup> century, although most of the area remained as farmland, a few buildings were constructed scattered across the area. These buildings included The Manor House (MDV15935), a large country House built in the 1820s for the Duke of Bedford's steward on the western side of the area. Sadly this house was demolished in the late 20<sup>th</sup> century and its large gardens developed for housing (now Saxon Close, Limes Lane and The Heights). Another substantial building was St Rumon's Convent; built in the late 19<sup>th</sup> century in the southern part of the area opposite the Cottage Hospital. The Convent was also demolished and replaced with housing in the late 20<sup>th</sup> century, and another building lost to late 20<sup>th</sup> century development was the hospital block of Tavistock Union Workhouse on the eastern side of the area (now Buddle Close). Other 19<sup>th</sup> century buildings which do survive in the area include Pixon toll house located at the junction of Old Launceston Road and New Launceston Road, Fortescue Terrace located on the south side of Old Launceston Road and Rosebank, a large villa with associated out-buildings, on the eastern side of Butcher Park Hill. In 1890 the Plymouth and Lydford section of main line from Waterloo to Plymouth was opened with part of the line cutting through the southern part of the area. Other 19<sup>th</sup> century features which are now covered by 20<sup>th</sup> century development include a reservoir on what is now Frobisher Way in the southern part of the area and a quarry to the south of Wyatts Lane.

The first half of the 20<sup>th</sup> century saw only a few developments within the area. These included housing added to the northern half of Glanville Road, six semi-detached houses constructed along the east side of New Launceston Road and a few other houses on the west side and also a few houses in the grounds of the Convent to the south. The late 20<sup>th</sup> century and early 21<sup>st</sup> century saw the development of the rest of the area with large swathes of housing estates and the demolition of some important 19<sup>th</sup> century buildings.

Some of the former field boundaries were lost during development work although several still survive.

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

**Low** - HUCA 18 is an area of mainly 20<sup>th</sup> century development, with a largely modern plan-form, but has some time depth retaining its historic roads and a few 19<sup>th</sup> century buildings. Of particular architectural merit is Rosebank with its associated out-buildings on the eastern side of Butcher Park Hill. The area along Butcher Park Hill retains some of its historic character as an important early route into the town. The large area of 20<sup>th</sup> century housing to the west of this around Redmoore Close, The Dell and Manor Road comprises mainly detached houses (many terraced into the hill slopes) of standard build with some green spaces. To the south of this the 21<sup>st</sup> century development around Montgomery Drive, Manor Way and The Limes etc the housing appears denser with more terraces than detached houses although design has been considered with a mix of mock Victorian/Georgian houses, some rendered and some stone clad. The 20<sup>th</sup> century development around Courtlands Road and to the south of it contains mixed housing with some terraces of standard build and a large park area. The area to the south-west of Old Launceston Road comprises 20<sup>th</sup> century standard housing which is mainly detached including some bungalows and green spaces.

However, Old Launceston Road can be picked out as an area within HUCA 18 that retains much of its historic character as an early, narrow, tree lined lane. It also contains Fortescue Terrace, a 19<sup>th</sup> century row of houses that are of heritage value as well as Pixon toll house, with slate hung walls, at the junction with New Launceston Road. The railway line in the south of the area is now a footpath but clearly retains its identity as a railway cutting.

The majority of the structures within HUCA 18 have minimal architectural impact giving the area low heritage significance although individual surviving 19<sup>th</sup> century buildings and structures within the area and the retained streetscape along Old Launceston Road are of **high** heritage significance.

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

**Low** - The whole area has been built on during the 19<sup>th</sup>, 20<sup>th</sup> and 21<sup>st</sup> century. The following types of buried remains may survive in pockets of undisturbed ground.

- Prehistoric/Roman remains
- Medieval and post-medieval – field boundaries, field barns and buildings
- 19<sup>th</sup> century field boundaries, farm buildings

### **North-western expansion (HUCA 18)**



Looking south along The Heights



Looking north along Saxon Road to large new building on the site of the Manor House



Toll house at junction of Old Launceston Road and New Launceston Road

## 4.19 Central town core (HUCA 19)

### 4.19.1 Historic character

HUCA 19 occupies the heart of the town. The whole area is at the root of the development of the settlement and has Saxon origins. It encompasses the site of the abbey as it was at the time of the dissolution of the monasteries and presumably the site of the original Saxon abbey. During the 19<sup>th</sup> century this part of the town was dramatically remodelled and the abbey site became fragmented by the insertion of new roads including Abbey Place, Bedford Square, Plymouth Road and Market Road. Other new roads in the area created as part of the remodelling include Drake Road and Duke Street which cut through a built up area and replaced the earlier roads to the north and south of it (namely Upper Brook Street to the north and St Matthew Street to the south) which were built over in the course of the remodelling. The area lies along the northern banks of the River Tavy on a mainly flat area of land. Key views are along the streets within it and along the river.

The site and extent of the Saxon abbey is undefined but it is likely to be on the site of the medieval abbey. Records note that a small chapel (later known as St Matthew's chapel MDV18857) was built on a site near the north-west corner of the present pannier market at some point during the 10<sup>th</sup> century (Alexander 1958). It is presumed that this chapel served an associated Saxon community living in close proximity although the precise location and extent of this Saxon settlement remains unknown. It

is also likely that this area was the focus for medieval settlement with an associated market place before Tavistock became a borough in the 12<sup>th</sup> century and a new planned town extension was built to the north of the abbey.

During the medieval period the abbey precinct (MDV3919) stretched from the west boundary of the Vicarage garden to the east side of the later Guildhall (MDV29023) in Guildhall Square and from the river bank in the south to the parish church tower to the north. The abbey contained a complex of buildings within its walled precinct including a large church (no longer extant). The surviving structures of the medieval abbey include fabric incorporated into the Bedford Hotel (MDV16861), a small section of the church and cloister walls (MDV71905), Betsy Grimbal's tower (the west gatehouse (MDV43871), the Abbot's Hall (MDV43876, now a non-conformist chapel), Court Gate (MDV11799), the Still House Tower (MDV43873), the wall that runs along the river to the south-west of this (MDV43874), part of the south precinct wall (MDV43875) and part of the west precinct wall (MDV43872). Outside the abbey the whole of HUCA 19 lay within the town at this date. The parish church (MDV3933), built in the 13<sup>th</sup> century to replace the earlier chapel on St Matthew Street, lay directly north of the abbey church (MDV43870) and fronted the planned open market place of a similar date with the base of its tower forming the northern gateway into the abbey precinct. The first market place is likely to have occupied an area outside the eastern boundary of the abbey precinct and possibly the area between the former Higher Brook Street and St Matthew Street (now the area around Duke Street). During the 13<sup>th</sup> century (or possibly slightly earlier) a planned borough was added as an extension to the north of the abbey stretching along the Fishlake valley and focusing on a new parish church and market place on Market Street and King Street. This planned urban extension was added to the pre-existing settlement to the east and accommodated the earlier road layout. The new market place at this date is sure to have occupied the area between King Street and Market Street but it is possible that it also extended eastwards to include an earlier market place to the east of the abbey. The routes into the market area during this period included Brook Street, Old Exeter Road, Kilworthy Road, Bannawell Street leading into Market Street and King Street and West Street.

It appears that the open market area between King Street and Market Street was gradually infilled during the medieval and post-medieval periods with buildings relating to its original use. Other discreet market areas may have existed further east with later infill creating a network of narrow streets. These streets include Barley Market Street, North Street, Pepper Street, Elbow Lane, Higher Brook Street (no longer extant) and St Matthew Street (no longer extant).

The two major town leats had also been created by the medieval period and both led to the abbey at the centre of the area. The Fishlake leat (MDV3929) brought fresh water into the town from the north and was used for drinking, powering the abbey mill (located along the southern boundary of the precinct), and flushing a network of drains. The Millbrook (MDV19146) entered the town from the east along Brook Street bringing water taken from the river upstream for the purpose of powering several mills including one which was located close to Court Gate (MDV11799) in Bedford Square.

Other buildings and structures known to have existed during the medieval period include a corn mill (MDV3925) to the east of the parish church, another corn mill (MDV4074) associated with the abbey along the south precinct wall, a water channel (MDV43887) to the west of Betsy Grimbal's tower and two rows of almshouses (probably late medieval/early post-medieval), one on Bedford Square (MDV4092) and the other on Barley Market Street (MDV1596).

Following the Dissolution, in 1540 an Act was passed for the rebuilding of 'decayed houses' at Tavistock. As part of the rebuilding programme many of the abbey buildings were dismantled to provide building material (The Conservation Studio, 2009). Later, in the 1660s the Duke of Bedford authorised the demolition of the remains of the old abbey church to clear a site so that a new grammar school could be built. The stone from the demolished abbey church was reused to build the new school and a house for

the master close to the parish church within the graveyard. In 1752 this school became known as the 'Free Latin School' or 'Tavistock School' (Bridge, Bridge and Pegg 1995). In 1725 Jacob Saunders, was responsible for demolishing significant elements of the abbey buildings in order to build himself a large new town house. This town house was known as 'Abbey House' and incorporated parts of the earlier abbey structures. 'Abbey House' is now part of the much larger Bedford Hotel. A guildhall and prison (MDV4091) stood to the south-east of the parish churchyard at this date.

Radical change occurred in the area during the 19<sup>th</sup> century as various phases of remodelling were undertaken; many as part of the Duke of Bedford's scheme to create a new, planned town centre. The Tavistock canal was completed in 1817 cutting through the southern part of the abbey precinct. During the early/mid 19<sup>th</sup> century the buildings to the east of the parish church were cleared away and the graveyard reduced in size to create a wide road to Abbey Bridge and the open area which is now Bedford Square. From here a new road (now Plymouth Road) was built leading from Bedford Square south of the parish church leading south-westwards to Fitzford. This road cut through the abbey precinct over the site of the former abbey church, old grammar school and vicarage and along much of its length large new villas were built with a new vicarage (constructed in 1819) next to the Bedford Hotel (White's Directory 1850). At this time Abbey House was enlarged and became the Bedford Hotel (MDV16861). The 1850s and 1860s saw major remodelling of the streets in the centre of town in response to the Tavistock Markets Act of 1859. As well as covering the open watercourses in the town (the Fishlake and Millbrook) this remodelling included the removal of St Matthew Street (along with the Saxon chapel) and Higher Brook Street which were replaced by Duke Street, a new road comprising new shops and most importantly a new Town Hall (MDV76352) and the Pannier Market (MDV44197) (Tavistock and District Local History Society 2011). A new Guildhall (MDV29023) was also constructed to the south of Court Gate incorporating parts of the abbey buildings. In addition, Market Road was created on land reclaimed from the north side of the river. Towards the end of the 19<sup>th</sup> century Drake Road was constructed leading down to Bedford Square to serve the newly built railway station to the north.

The 19<sup>th</sup> century creation of a new town centre saw the demolition of many medieval and post-medieval buildings in this area but also saw the construction of many grand, new buildings such as a Methodist Chapel on Barley Market Street (MDV1600), the Town Council Offices on Drake Road (MDV23078), the Constitutional Club (MDV23065) on Drake Road and many more. During this period the post office and Bedford Estate office were built on the abbey site.

No major changes have occurred within the area since the 19<sup>th</sup> century besides the addition of a few new buildings. In the early 20<sup>th</sup> century Tavistock printing works (MDV23134) was built on Pym Street and Lloyds Bank (MDV23064) was built opposite the parish church.

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

**High** - HUCA 19 contains the central part of the historic core of the town and is characterised by both medieval and 19<sup>th</sup> century buildings and structures. The buildings within this HUCA include structures belonging to the medieval abbey as well as the large medieval parish church and principle civic and commercial buildings associated with the creation of a new planned town centre dating to the 19<sup>th</sup> century. Various components of the area are significant as part of the Outstanding Universal Value of the WHS; such as the civic remodelling, town hall, banks and Tavistock Canal.

Within HUCA 19 there is considerable historic time depth. Apart from the known early structures there is the possibility that early fabric survives in many of the other buildings in this area. Although medieval buildings and structure do survive, the 19<sup>th</sup> century remodelling, with its complete replacement of the earlier medieval layout, gives the area an impressively grand 19<sup>th</sup> century character. The public buildings of this date along with some of the commercial buildings have been designed to mimic the medieval

abbey buildings in both style and use of building materials. This accounts for the widespread use of Hurdwick stone and Gothic architecture in the area. Bedford Square and Guildhall Square form a large open public space in the heart of the town which is surrounded by many of the most significant buildings such as the parish church, the Town Hall, the Guildhall, the Court Gate and the Bedford Hotel. However, Abbey Place has become a busy thoroughfare for traffic and Guildhall Square has become a car park detracting from the 19<sup>th</sup> century creation of this area as an open public meeting space. Plymouth Road was designed in the 19<sup>th</sup> century to be an impressive, wide boulevard leading straight to the public buildings and open public space in Bedford Square. The houses along Plymouth Road are equally as impressive and designed for the wealthiest inhabitants of the town, and essentially the 19<sup>th</sup> century character here remains intact. Duke Street was also built in the 19<sup>th</sup> century when the Pannier Market was created. Although slightly less impressive than the grand public buildings on Bedford Square the three-storey buildings here are clearly part of the same design with the Hurdwick stone-built parade to the south of the street and some grand stucco buildings to the north. Duke Street retains its character as a commercial street of that period linked to the major remodelling of the town. Market Road is also characterised by the 19<sup>th</sup> century remodelling and retains the stone buildings and yard associated with the butcher's market. In the northern part of the area Drake Road, which was also inserted during the 19<sup>th</sup> century, bears impressive Gothic stone buildings such as the Town Council offices, Lloyds Bank and Midland Bank. Other roads in this northern part of the area are medieval or post-medieval in date and include Pym Street, Barley Market Street, North Street, Pepper Street and Elbow Lane. The tightly packed buildings on these streets are more mixed, some grand Hurdwick stone buildings and some smaller stucco, and are of different dates although retain a similar 19<sup>th</sup> century character.

Located within the Saxon and medieval core, with survival of important medieval buildings and structures and substantially intact 19<sup>th</sup> century plan and buildings of significant architectural merit, HUCA 19 is of high heritage significance.

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

**High** - The below ground survival of features relating to the abbey is known to be good. This area may contain evidence for original street layouts, Saxon settlement, structure of medieval town, pre-C19 topography, mill leats associated with mill sites, market areas, an early chapel, extent of the abbey grounds and abbey itself and bridging points from the abbey and east end of Market Road. The following key types of remains may be detected above ground and/or uncovered during ground works.

- Early medieval –settlement, structures, tracks, boundaries, burials, artefacts.
- Medieval – buildings, structures, plot boundaries, roads, leats burials and artefacts.
- Post-medieval and later – plot boundaries, buildings, structures, leats, artefacts, industrial features.

#### **Central Town Core (HUCA 19)**



Looking south-east across Bedford Square to the Court Gate



Looking south-west from Abbey Place to the Abbot's Hall



The abbey Still Tower and precinct walls looking south



The abbey precinct wall looking south-west along the Tavy



The Town Hall and Court Gate in Bedford Square looking north-east



Looking south-west along Plymouth Road



Duke Street looking south-west to the parish church



Market Road looking south-west at former butchers' market

## 4.20 Eastern town core (HUCA 20)

### 4.20.1 Historic character

HUCA 20 occupies the area immediately east of HUCA 19 and forms the eastern part of the medieval core of Tavistock. It lies within the commercial part of town and is bound to the north by Old Exeter Road (an Early Medieval route) and to the south by the River Tavy. Its limit to the east is at Vigo Bridge Road. Roads within the area include the eastern end of Duke Street, Brook Street and the eastern part of Market Road. Although Duke Street is a relatively new road inserted in the 19<sup>th</sup> century, Brook Street has medieval or earlier origins as does the eastern section of Market Road. The area lies along the northern banks of the River Tavy on a mainly flat area of land. Key views are along Duke Street, Brook Street, Market Road and Vigo Bridge Road and along the river.

During the medieval period settlement existed along Brook Street with burgage plots running back to the boundary of Old Exeter Road to the north and down to the river to the south. Many of the burgage plot boundaries still survive. The medieval bridge (the Great Bridge or East Bridge MDV4094) was located from roughly where Market Road turns a corner towards its east end. The short section of Market Road leading up to Brook Street follows the medieval route from the bridge into the town and market from the south side of the river. The Millbrook leat (MDV19146) had been constructed by this date, diverting water from the river to the east into the town along the north side of Brook Street and serving mills in the area.

During the post-medieval period residential settlement continued in the area and a malt mill was constructed on Brook Street on the east side of the area. During the 19<sup>th</sup> century the construction of Duke Street and its establishment as a commercial road encouraged the spread of commercial properties along Brook Street and several shops were established along the street at this date (see HUCA 19 for more detailed analysis of this phase). A brewery was also established at the eastern end of the area (the Bedford Brewery MDV102469) along with the Tavistock Inn (formerly the White Hart Inn MDV23066). Also in the 19<sup>th</sup> century the Millbrook leat was covered over. During the 20<sup>th</sup> century buildings in two parts of the area were demolished to make way for large commercial buildings. This included a large block of buildings on the corner of Elbow Lane and Brook Street and the brewery complex at the west end of the area.

### 4.20.2 Above ground heritage significance

**High** - HUCA 20 contains part of the historic core of the town and is characterised by both medieval roads and plots together with 19<sup>th</sup> century commercial frontages.

Buildings within this HUCA are mainly 18<sup>th</sup> or 19<sup>th</sup> century in date (although may conceal earlier fabric) and have a mix of commercial and residential use. The area has considerable historic time depth with many burgage plot boundaries remaining *in situ*. The overall character is of predominantly stucco buildings with certain elements hinting at parts of an older layout such as the scale and shape of buildings, breaks in the alignment of the streets and three-storey buildings up against long narrow footpath to the rear of the plots. The high retaining wall along the southern edge of Old Exeter Road is evidence for later restructuring here.

The historic buildings in this area are generally smaller in scale than those along Duke Street but have greater historic time depth. Some were houses which were converted with shop windows added in the 19<sup>th</sup> century. They are two or three-storey, stucco buildings of individual design and there is the possibility that early fabric survives in many of them.

Although there are now two substantial modern buildings within the area (Pearl House and Cooperative) which detract from the surrounding setting, the overall historic character of this part of the town core is still clearly that of a commercial historic town core.

Located on medieval routes, with good survival of its medieval plan-form and later historic development, HUCA 20 is of high heritage significance.

#### 4.20.3 Below ground heritage significance

**High** -The following key types of remains may be detected above ground and/or uncovered during ground works.

- Early medieval –structures, tracks, boundaries, artefacts.
- Medieval – buildings, structures, plot boundaries, roads and artefacts.
- Post-medieval and later – plot boundaries, buildings, structures and artefacts, industrial features and railway related features.

#### Eastern town core (HUCA 20)



Looking south-west along Brook Street and Duke Street



Looking west at the junction of Brook Street and Vigo Bridge Road



Looking north along the eastern end of Market Road

## 4.21 Chollacott (HUCA 21)

HUCA 21 lies to the north-west of Whitchurch, either side of Whitchurch Road. It encompasses the small farming settlement of Chollacott in the southern part of the area along Chollacott Lane which is at least post-medieval in date and is shown on the 1820s map of Tavistock. In the rest of the area houses were added from the mid-19<sup>th</sup> century through to the early 20<sup>th</sup> century with a few added in the late 20<sup>th</sup> century. Prior to the mid-19<sup>th</sup> century the small settlement of Chollacott had been surrounded by open fields.

HUCA 21 is mainly an area of late 19<sup>th</sup> century expansion and ribbon development extending out from Whitchurch along Whitchurch Road and filling the former fields to the east of the road. The area occupies the south-west facing slope of Whitchurch Down and Key views are over Whitchurch Road to the hills to the south-west and over Whitchurch Down to the east.

During the medieval period HUCA 21 was an area of farmland although it is possible that Chollacott had been established as a small farming settlement by this date. Many of the strip field divisions remain fossilised in later boundaries orientated north-east to south-west. The route along Whitchurch Road had also been established as the main route to Whitchurch and Plymouth beyond. During the post-medieval period little change occurred although the settlement of Chollacott had been established. However, in the mid-19<sup>th</sup> century the Tavistock and Launceston branch of the Great Western Railway (MDV22717) was constructed along the western edge of the area and around the same time a large country house (Chollacott House) was built in the northern part of the area along with Chollacott Villas and Fernhill Villas just to the south on the west side of Whitchurch Road. At the southern end of the area one or two other houses were built backing onto the railway line. In the late 19<sup>th</sup> century ribbon development spread along Whitchurch Road with the construction of both terraces and semi-detached houses on the west side and large villas set back from the road on the east side. At the same time Warren Lane was added and more large villas were built on the southern side of it. In the early 20<sup>th</sup> century houses were added along Chollacott Lane and Chollacott Close was constructed as a small housing development to the south of Chollacott House. The late 20<sup>th</sup> century saw the construction of a few more houses scattered across the area on any land that was available for development. The area retains its character as an area of widely spaced 19<sup>th</sup> century development of a rural area.

### 4.21.1 Above ground heritage significance

**High** - HUCA 21 is an area of mixed 19<sup>th</sup> and 20<sup>th</sup> century residential development retaining its earlier strip field layout. It has historic time depth retaining early routes (Whitchurch Road and Chollacott Lane) and all of its 19<sup>th</sup> century buildings. The area to

the east of Whitchurch Road contains many large 19<sup>th</sup> and early 20<sup>th</sup> century villas of architectural merit and two of particular merit are Chollacott House in the north of the area and a large house which marks the spot of the original settlement on the south side of the bend in Chollacott Lane. This building may have earlier origins. To the east of Whitchurch Road the villas and later houses are individual in design a set within large plots of land accessed by narrow, green country lanes. The ribbon development along Whitchurch Road, which mainly lies on the western side of the road is a mix of terraces, semi-detached and detached houses, some built from stone and some from brick and some are rendered. These houses mostly date from the late 19<sup>th</sup> and early 20<sup>th</sup> century although there are one or two modern houses also. The Whitchurch Road ribbon development does retain its late 19<sup>th</sup> and early 20<sup>th</sup> century character and the majority of the buildings are of architectural merit.

Located on a medieval route, with good survival of its medieval boundaries and 19<sup>th</sup> and early 20<sup>th</sup> century development, HUCA 21 is of high heritage significance.

#### 4.21.2 Below ground heritage significance

**Medium** - The following key types of remains may be detected above ground and/or uncovered during ground works.

- Medieval – boundaries, tracks, buildings structures and artefacts.
- Post-medieval and later – boundaries, tracks, buildings, structures and artefacts.

#### Chollacott (HUCA 21)



Looking north-east along Chollacott Lane



Looking north-west along Whitchurch Road

## 5 Recommendations for future research

- Much research has been carried out in the past into the history of the abbey and its relationship with the medieval town. However, little is known about the nature of Saxon settlement in Tavistock. Research to help identify the exact location, extent and nature of both Saxon settlement and the Saxon abbey would be of benefit.
- Following on from this, further research into how the town developed through the medieval period in regard to its planned borough extension and market areas would also help to clarify the early form and sequence of town development.
- A site which could shed considerable light on the wider settlement of the area preceding the establishment of the abbey is Trendle Camp, a defended enclosure to the north-east of Kelly College. Limited excavation work in the 1960s produced pottery dating to the Middle to Late Iron Age (Quinnell 1998).

However, finds of Bronze Age and Roman date have also been retrieved from the site on separate occasions which suggests activity in the area of a much wider date range. Further research in the form of excavation would establish greater knowledge of both the date ranges and function of this site.

## 6 Bibliography

### 6.1 Primary sources

Benjamin Donn's map of the County of Devon 1765

Delafontaine's view of Tavistock (1741)

Devon Historic Environment Record (HER)

Devon Historic Landscape Characterisation

English Heritage National Monuments Record (NMR)

Google Earth aerial imagery

Map of Tavistock (1820s)

National Mapping Programme for West Devon

Plan of the Town's Borough of Tavistock created by John Wynne (1752)

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Tavistock Abbey print by Samuel and Nathaniel Buck (1734)

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### 6.2 Publications

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Woodcock, G, 2009. *Tavistock Through Time* Cirencester

### **6.3 Information leaflets/CDs**

Local History Resources: Tavistock Museum CD

Tavistock Museum leaflets: Tavistock Abbey, Leats in Tavistock, The Tavistock Foundries

### **6.4 Websites**

<http://www.bgs.ac.uk/discoveringGeology/geologyOfBritain/viewer.html>

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

<http://www.historyofparliamentonline.org/volume/1386-1421/constituencies/tavistock>



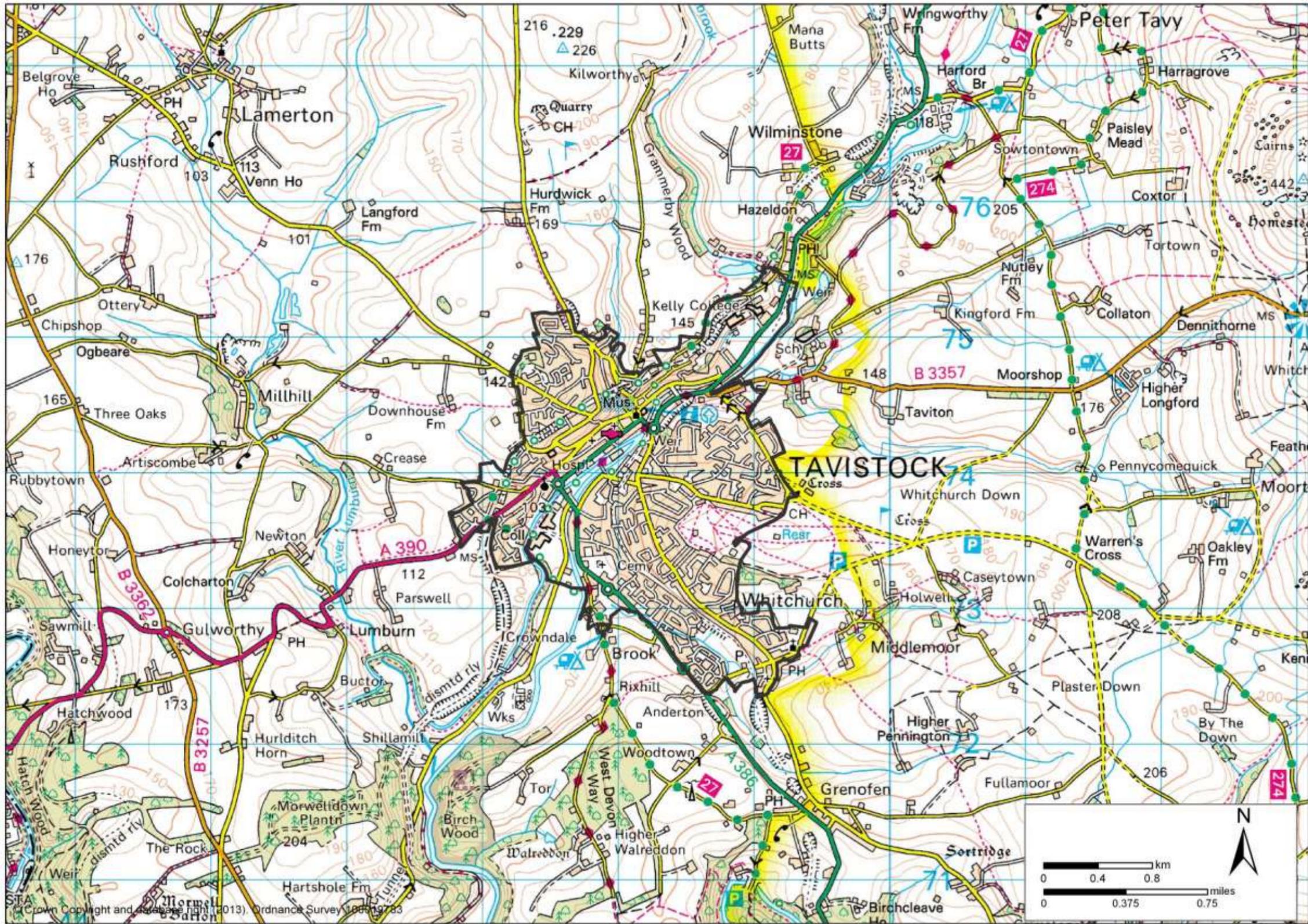


Fig 2 Location and setting



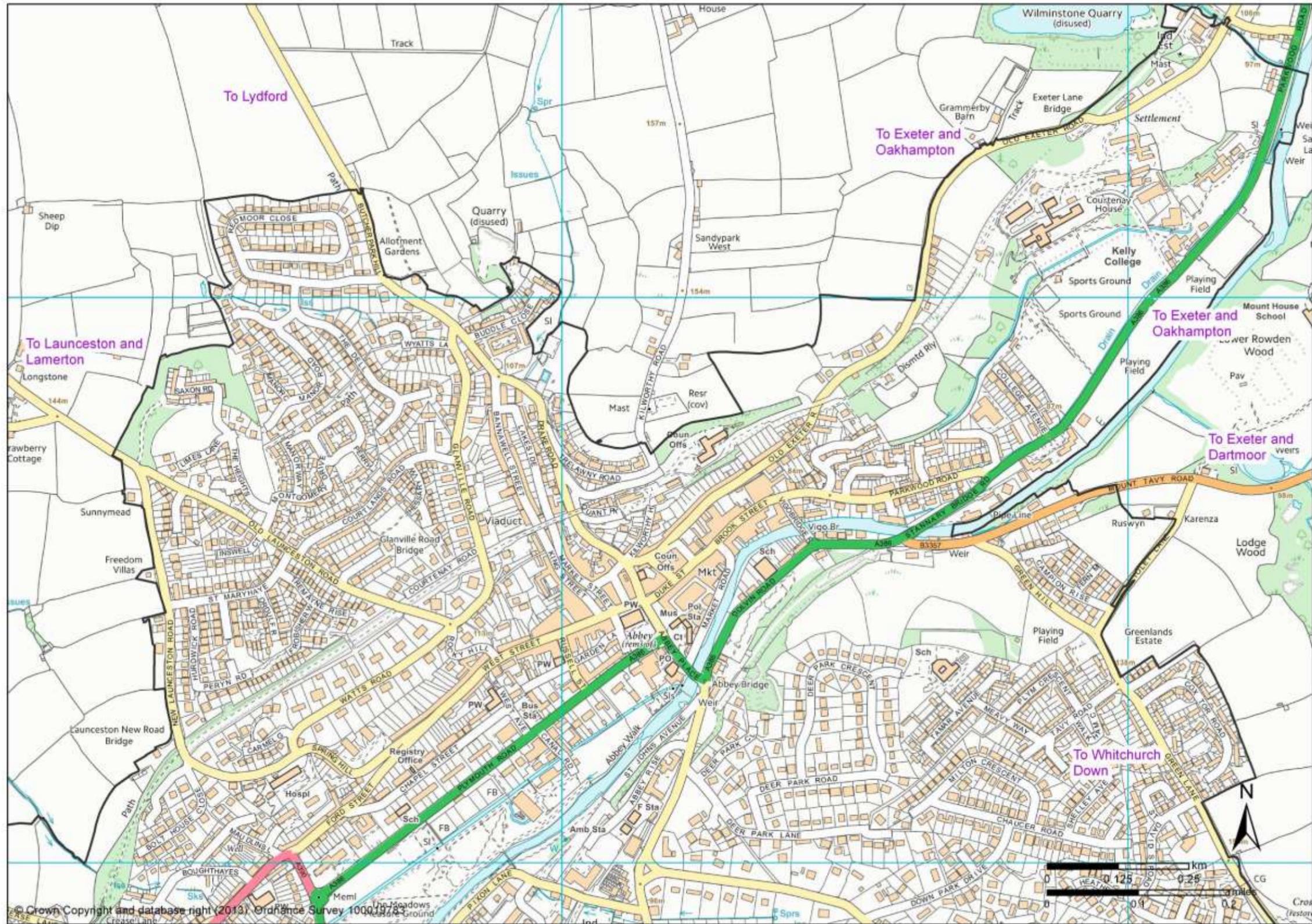


Fig 3 Roads and streets (northern area)



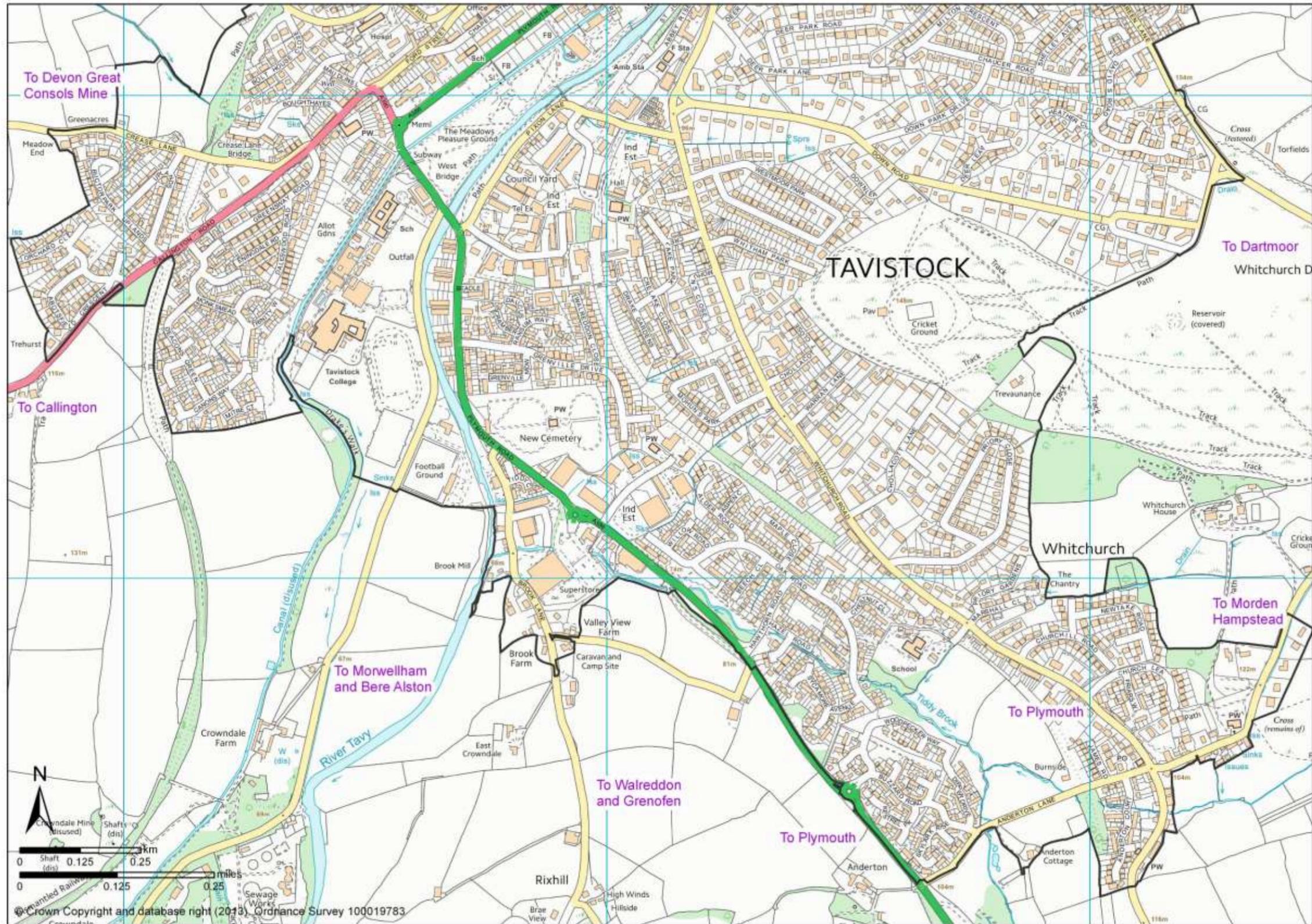


Fig 4 Roads and streets (southern area)





Fig 5 Historic development (Early medieval 410 – 1065)



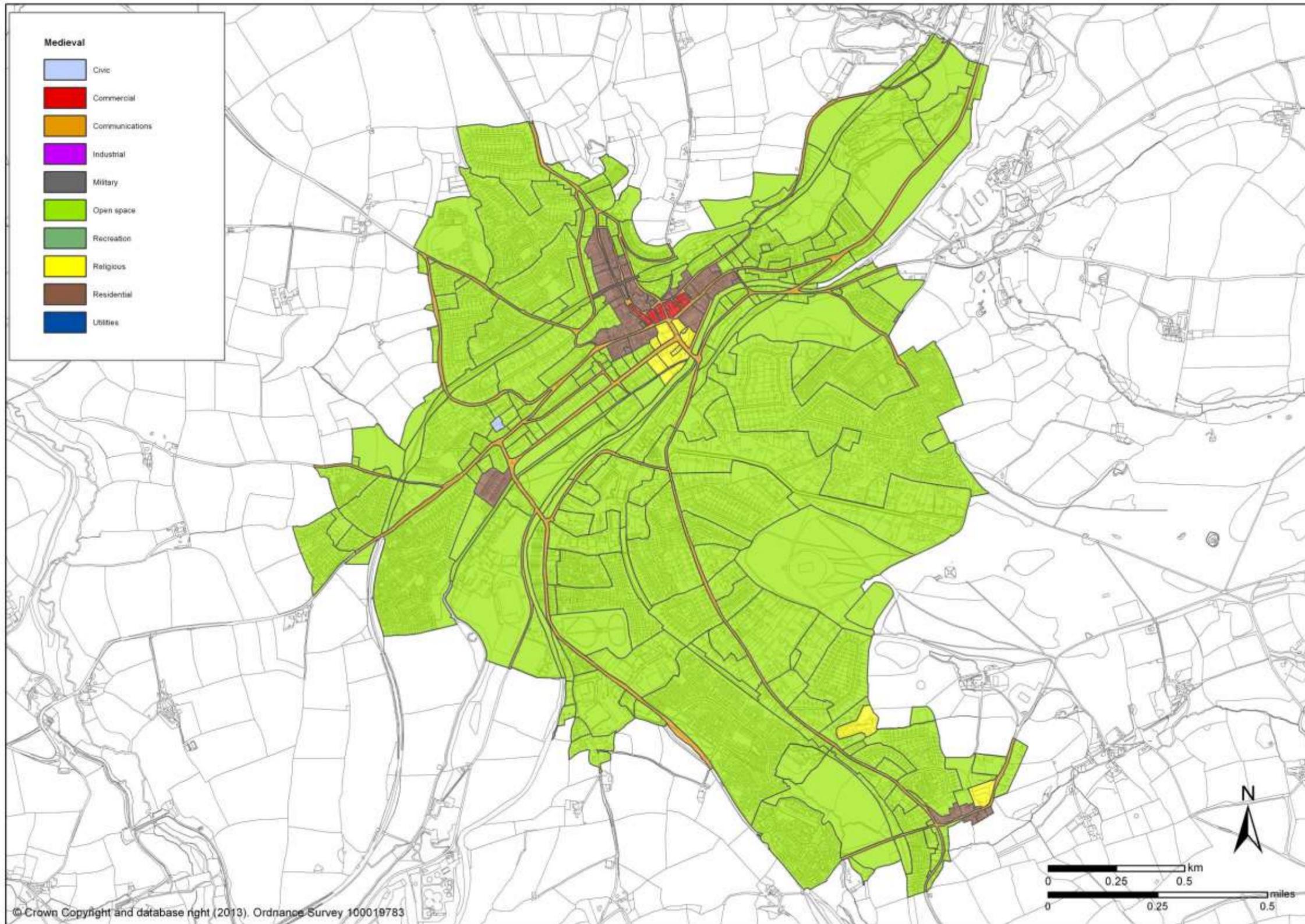


Fig 6 Historic development (Medieval 1066 – 1539)



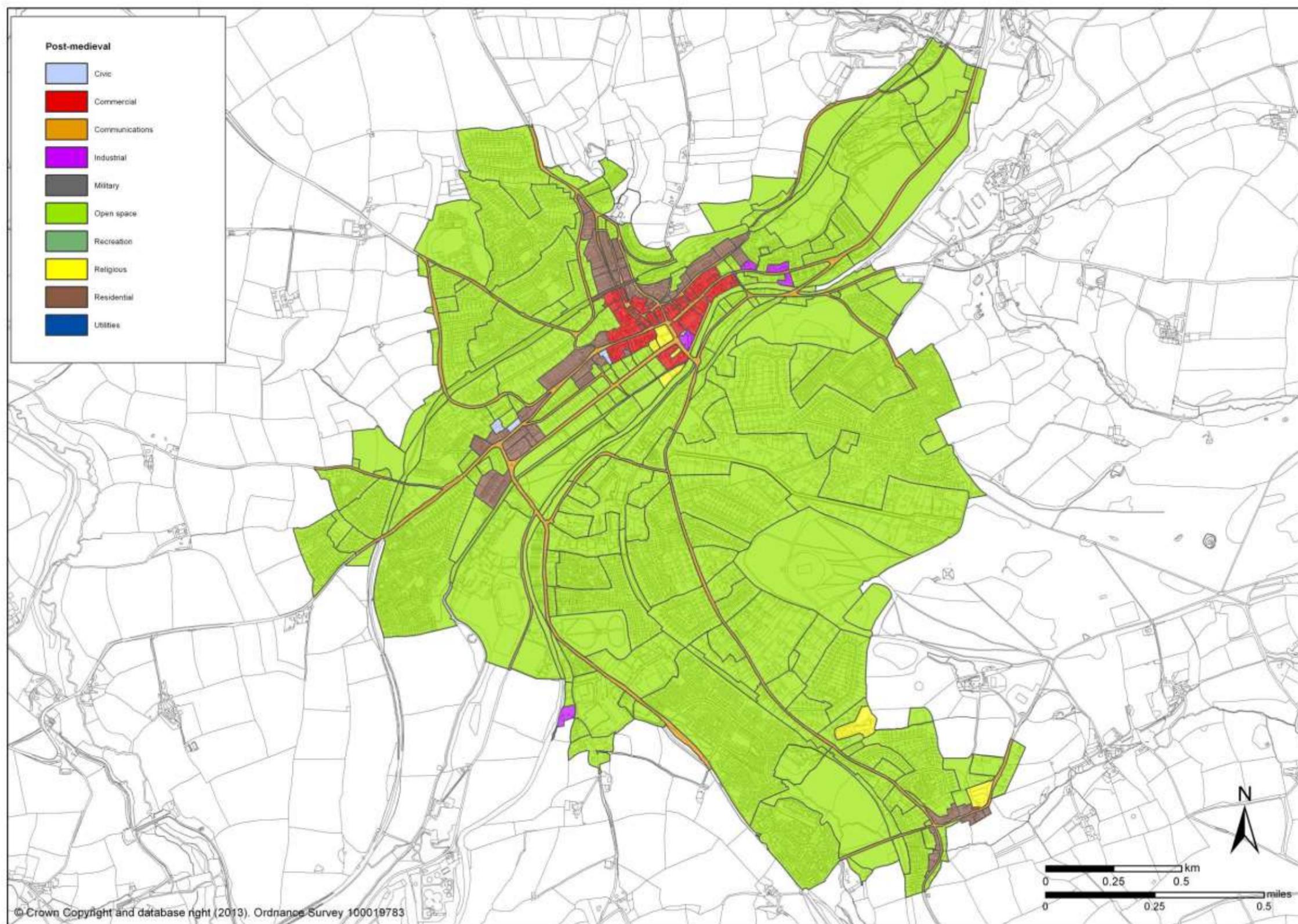


Fig 7 Historic development (Post-medieval 1540 - 1699)



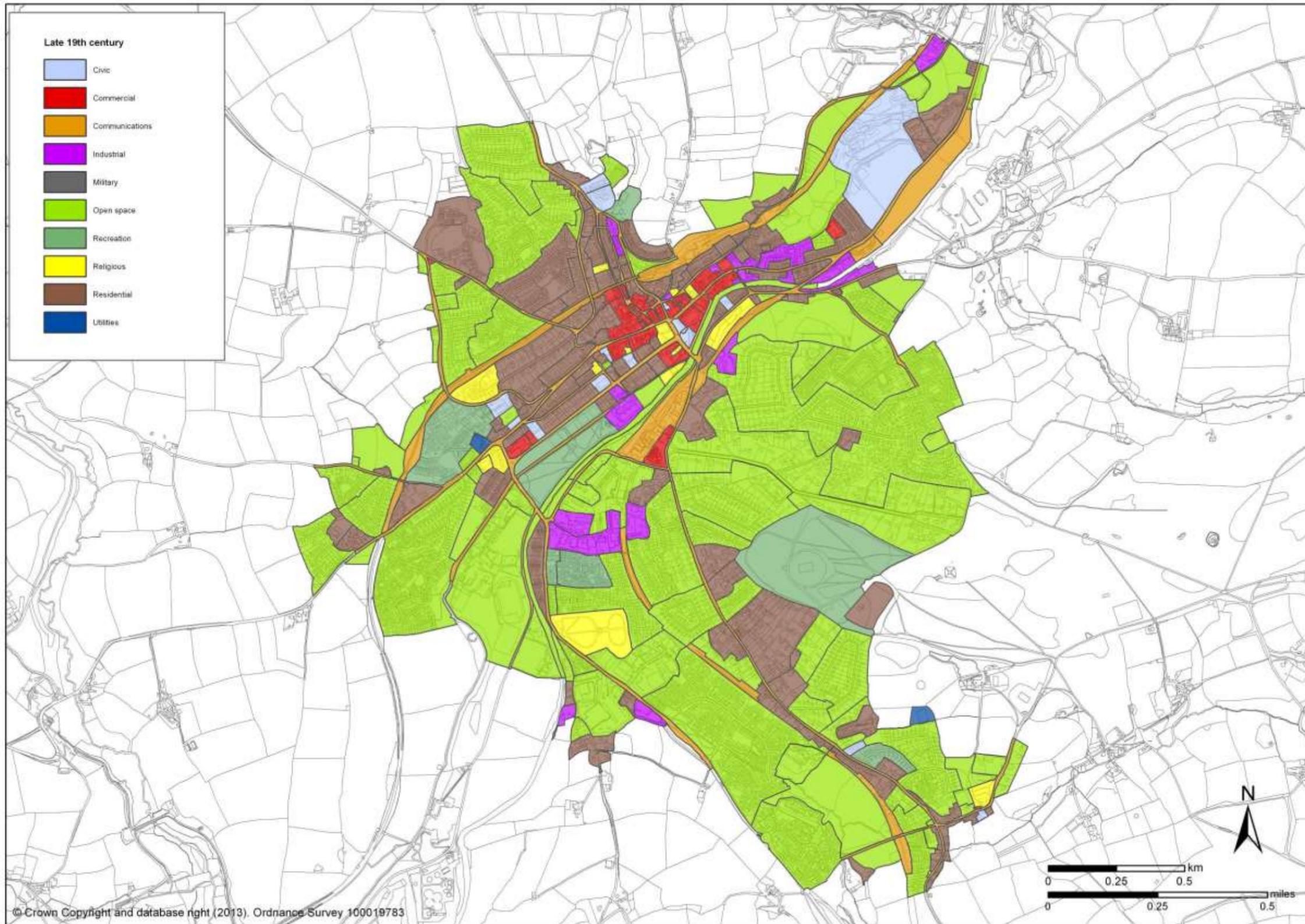


Fig 8 Historic development (19th century 1800 - 1899)



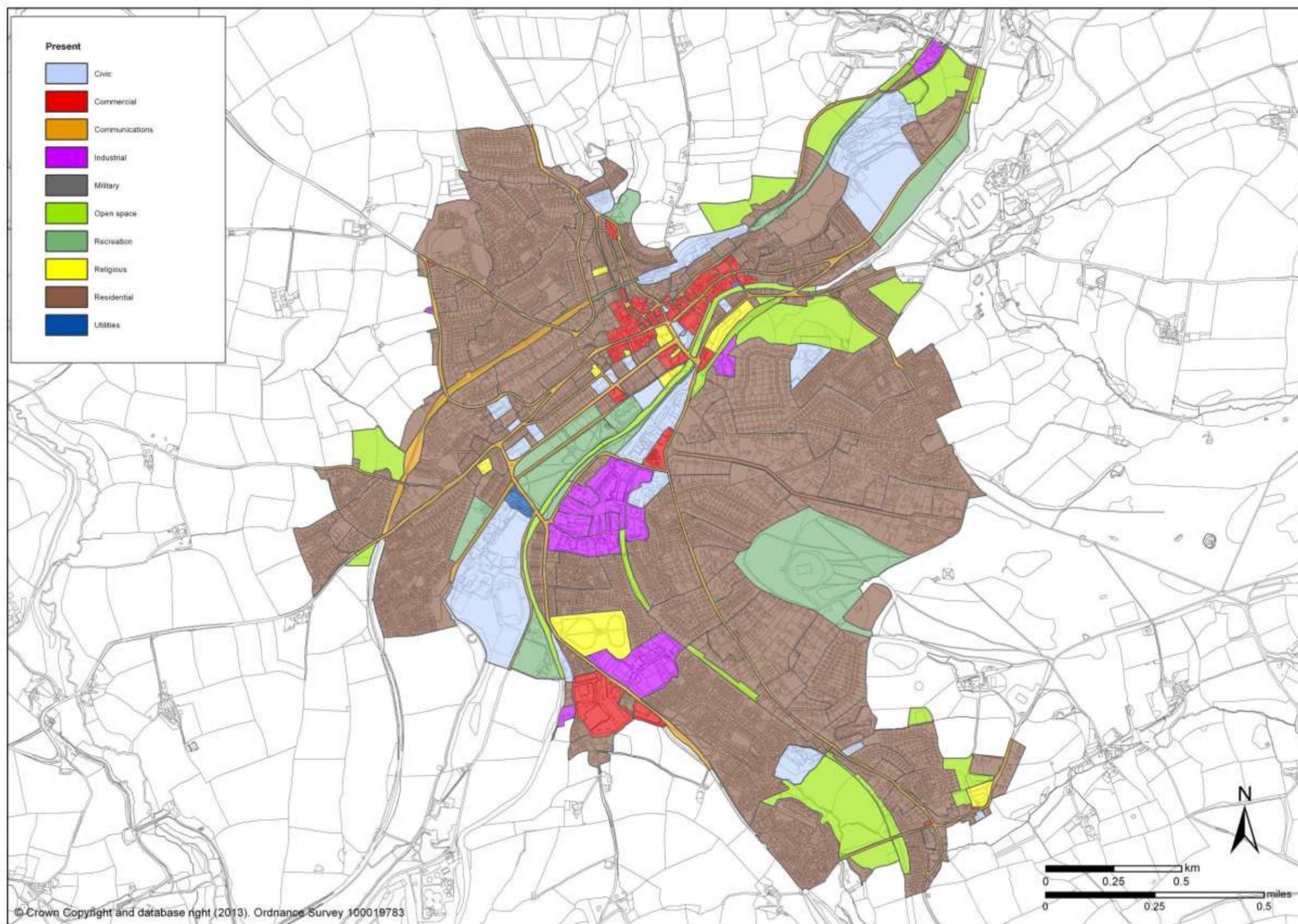


Fig 9 Historic development (late 20th to early 21st century 1950 - 2013)



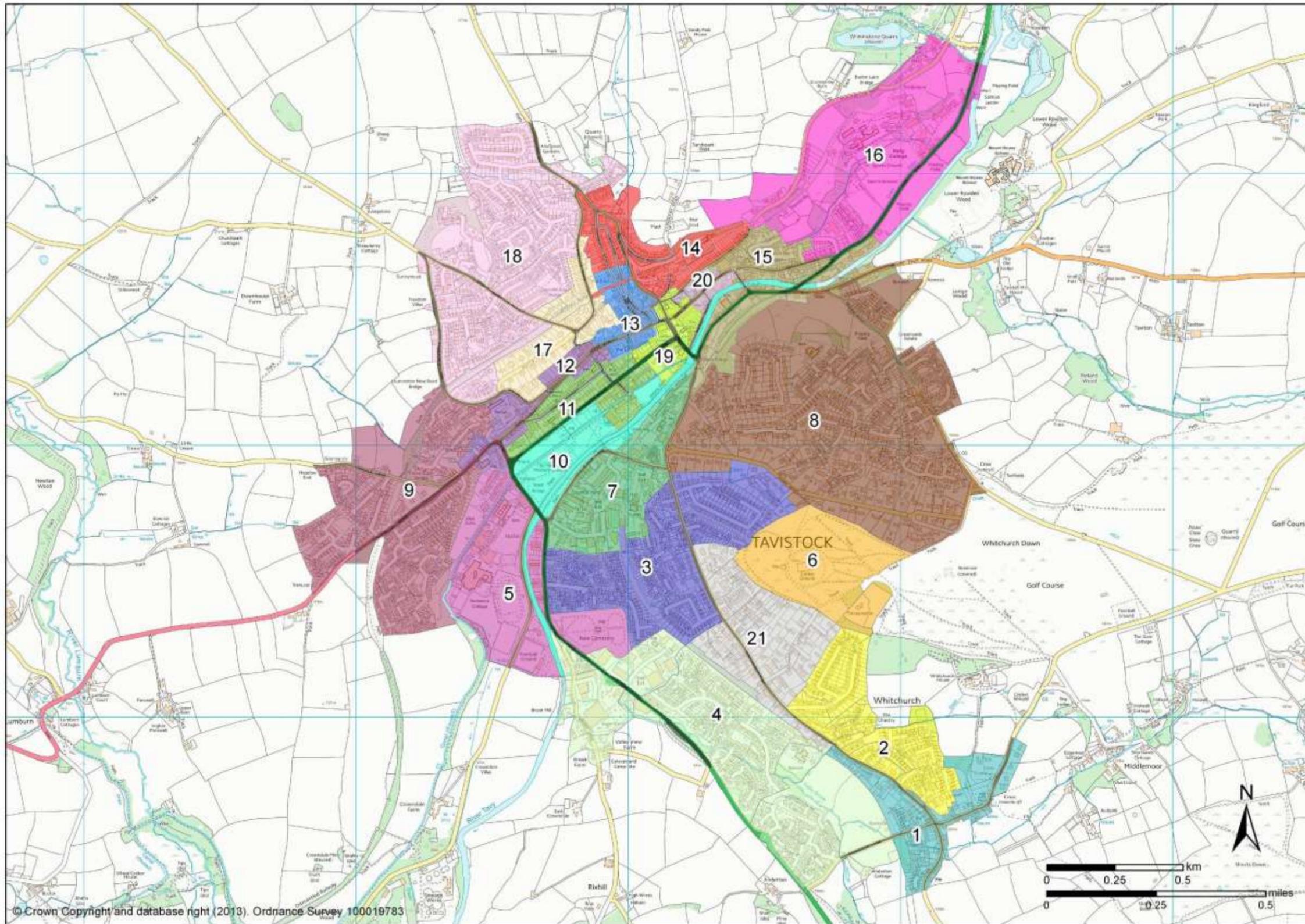


Fig 10 Historic urban character areas (HUCAs)



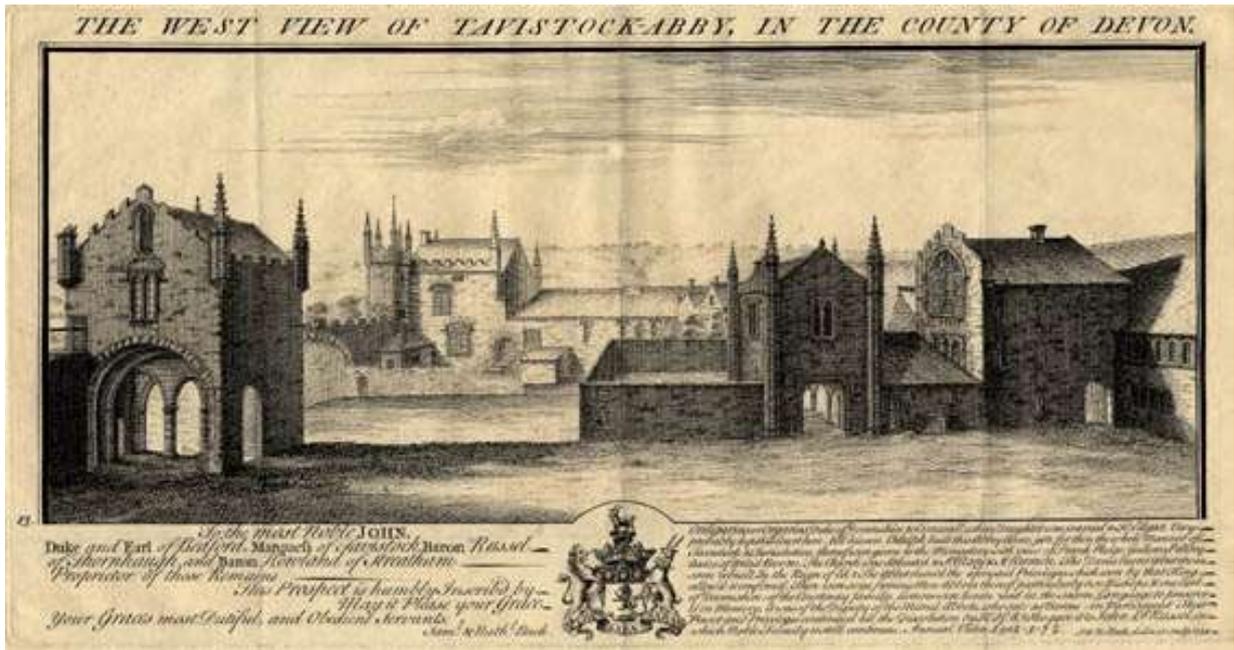


Fig 11 Tavistock Abbey print by Samuel and Nathaniel Buck (1734)

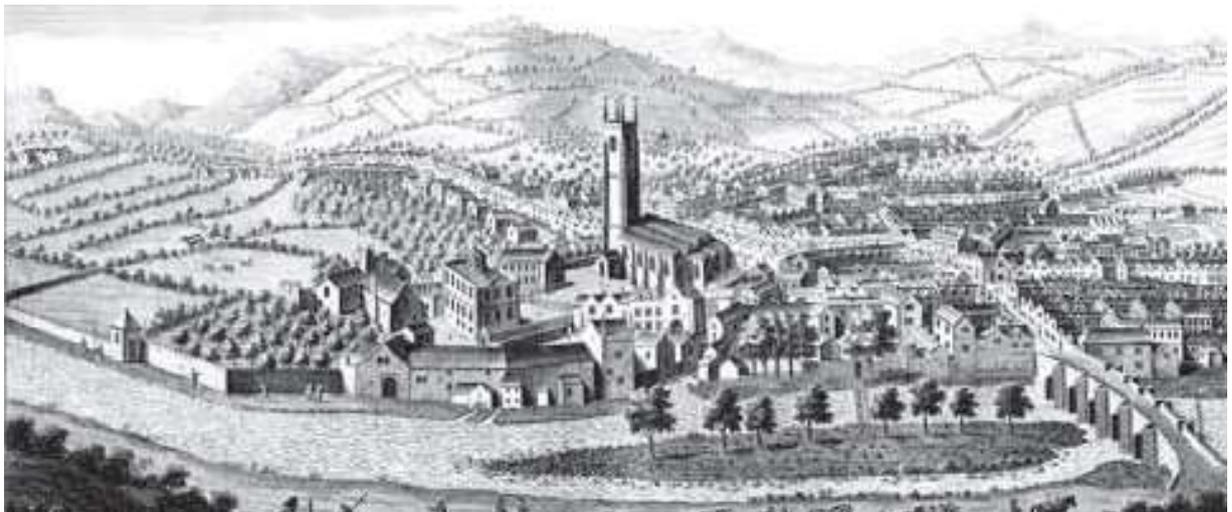


Fig 12 Delafontaine's view of Tavistock (1741)



Fig 13 Plan of the Town's Borough of Tavistock created by John Wynne (1752)



Fig 14 Map of Tavistock (1820s)

