

Devon Historic Coastal and Market Towns Survey

Teignmouth



Historic Environment Projects

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Teignmouth

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Report author(s)	Helen Smart
Checked by	Bill Horner
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SLR Consulting Ltd
69, Polsloe Road, Exeter, Devon, EX1 2NF
Tel (01392) 490152 Fax (01392 495572) E-mail hsmart@slrconsulting.com
www.slrconsulting.com

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Cover illustration

The Quays, Teignmouth, view to north-north-west.

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Contents

1	Summary	8
2	Town context	9
2.1	Location and setting	10
2.2	Geology and topography	10
2.3	Previous archaeological work	11
3	Historical development	12
3.1	Prehistoric	12
3.2	Roman (AD43 – AD409)	13
3.3	Early medieval (AD410 – 1065)	13
3.4	Medieval (1066 – 1539)	14
3.5	Post-Medieval (1540 – 1699)	19
3.6	18 th and 19 th century	20
3.7	20 th century	23
4	Historic Urban Character	25
4.1	Teignmouth Cemetery (HUCA 1)	25
4.1.1	Historic character	25
4.1.2	Heritage significance (above ground)	30
4.1.3	Heritage significance (below ground)	30
4.2	Residential Expansion North (East of Exeter Road) (HUCA 2)	30
4.2.1	Historic character	30
4.2.2	Heritage significance (above ground)	32
4.2.3	Heritage significance (below ground)	32
4.3	Higher Holcombe (HUCA 3)	32
4.3.1	Historic character	32
4.3.2	Heritage significance (above ground)	34
4.3.3	Heritage significance (below ground)	34
4.4	New Road and Teignmouth Road-North (HUCA 4)	34
4.4.1	Historic character	34
4.4.2	Heritage significance (above ground)	39
4.4.3	Heritage significance (below ground)	39
4.5	Lower Brimley Road and Haldon Avenue (HUCA 5)	39
4.5.1	Historic character	39
4.5.2	Heritage significance (above ground)	43
4.5.3	Heritage significance (below ground)	43
4.6	Dawlish Road (HUCA 6)	43
4.6.1	Historic character	43
4.6.2	Heritage significance (above ground)	46
4.6.3	Heritage significance (below ground)	46
4.7	Cliffden, The Rowdens and East Cliff (HUCA 7)	46
4.7.1	Historic character	46
4.7.2	Heritage significance (above ground)	49
4.7.3	Heritage significance (below ground)	49
4.8	Teignmouth Community College (HUCA 8)	49
4.8.1	Historic character	49
4.8.2	Heritage significance (above ground)	50

4.8.3	Heritage significance (below ground)	50
4.9	Residential Expansion North-West (HUCA 9)	51
4.9.1	Historic character	51
4.9.2	Heritage significance (above ground)	52
4.9.3	Heritage significance (below ground)	53
4.10	Coombe Vale Road (HUCA 10)	53
4.10.1	Historic character	53
4.10.2	Heritage significance (above ground)	55
4.10.3	Heritage significance (below ground)	55
4.11	Coombe Lane (HUCA 11)	55
4.11.1	Historic character	55
4.11.2	Heritage significance (above ground)	58
4.11.3	Heritage significance (below ground)	58
4.12	Broadmeadow Industrial Estate (HUCA 12)	58
4.12.1	Historic character	58
4.12.2	Heritage significance (above ground)	60
4.12.3	Heritage significance (below ground)	60
4.13	Landscape Road (HUCA 13)	60
4.13.1	Historic character	60
4.13.2	Heritage significance (above ground)	62
4.13.3	Heritage significance (below ground)	62
4.14	The Yannons (HUCA 14)	62
4.14.1	Historic character	62
4.14.2	Heritage significance (above ground)	64
4.14.3	Heritage significance (below ground)	64
4.15	The 'Avenues' (HUCA 15)	64
4.15.1	Historic character	64
4.15.2	Heritage significance (above ground)	66
4.15.3	Heritage significance (below ground)	66
4.16	Bitton House (HUCA 16)	66
4.16.1	Historic character	66
4.16.2	Heritage significance (above ground)	71
4.16.3	Heritage significance (below ground)	71
4.17	The Quays (HUCA 17)	71
4.17.1	Historic character	71
4.17.2	Heritage significance (above ground)	74
4.17.3	Heritage significance (below ground)	74
4.18	The Den and Promenade (HUCA 18)	74
4.18.1	Historic character	74
4.18.2	Heritage significance (above ground)	78
4.18.3	Heritage significance (below ground)	78
4.19	Teignmouth Core West (HUCA 19)	78
4.19.1	Historic character	78
4.19.2	Heritage significance (above ground)	83
4.19.3	Heritage significance (below ground)	83
4.20	Teignmouth Core East (HUCA 20)	83
4.20.1	Historic character	83
4.20.2	Heritage significance (above ground)	85
4.20.3	Heritage significance (below ground)	85
4.21	Inner Ring Road (HUCA 21)	85
4.21.1	Historic character	85

4.21.2	Heritage significance (above ground)	86
4.21.3	Heritage significance (below ground)	86
4.22	West Teignmouth (HUCA 22)	87
4.22.1	Historic character	87
4.22.2	Heritage significance (above ground)	89
4.22.3	Heritage significance (below ground)	89
4.23	Teignmouth Railway Station (HUCA 23)	89
4.23.1	Historic character	89
4.23.2	Heritage significance (above ground)	91
4.23.3	Heritage significance (below ground)	91
4.24	East Teignmouth (HUCA 24)	91
4.24.1	Historic character	91
4.24.2	Heritage significance (above ground)	95
4.24.3	Heritage significance (below ground)	95
5	Recommendations	95
6	Bibliography	95
6.1	Primary sources	95
6.2	Publications	96
6.3	Websites (accessed August-September 2015)	98

List of Figures

1. Location and Setting
2. Roads and Streets
3. Historic Urban Character Types (HUCTs) 2015
4. Historic Urban Character Areas (HUCAs) 2015
5. Historic Development Medieval
6. Historic Development Post-Medieval
7. Historic Development 18th Century
8. Historic Development Early 19th Century
9. Historic Development Late 19th Century
10. Historic Development Early 20th Century
11. Historic Development Late 20th Century

Abbreviations

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

1 Summary

Teignmouth was assessed during 2015 as part of the Devon Historic Coastal and Market Towns Survey (DHCMTS). Part of a national programme of Extensive Urban Surveys initiated and supported by English Heritage, DHCMTS aims to increase understanding of 17 medieval towns within the county, prioritised because of their high Historical significance and archaeological potential and the immediacy of development pressure.

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

The HUCTs are then grouped together to define distinct geographical areas – Historic Urban Character Areas (HUCAs) – distinguishable by their specific origins, Historical development, plan-form, buildings and degree of survival. HUCAs are the 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. Information about the survey and a detailed method statement are presented in a background and method document accessible on the DCC website.

Teignmouth, the town and parish, is located on the north bank of the River Teign in South Devon (Fig. 1). Its present form has evolved from the amalgamation of two medieval settlements and associated parishes – East and West Teignmouth. The current HUCTs are presented in Fig. 3. The two historic cores are still evident, though the extensive post-medieval development and infilling between, as well as remodelling of streets and frontages from the late 18th century onwards, makes them less obvious to the untrained eye. The present town centre encompasses the expanded historic core and includes a mixture of architectural styles, but the most common are associated with the fishing and maritime industries and then the Georgian reinvigoration of the commercial centre.

Beyond the historic cores we can identify evidence of Teignmouth’s gentrification, with the building of large villas and mansions on the lower hills overlooking the coast. The coming of the railway in the mid-19th century generated the usual economic stimulation and employment, and the brick-built terraces found within several HUCAs reflect this phase of settlement expansion. The railway also brought with it the potential for a developing tourist industry and over the last 150 years the development of much of central and coastal Teignmouth has been a direct result of this stimulus. The assigning of 24 HUCAs (Fig. 4) reflects the historic development of Teignmouth from dual medieval settlements, to important fishing and shipping centre, and finally as a port, residential focus and tourist destination which has produced a varied urban character (Figs. 5-11).

Historic Urban Character Area (HUCA)		Heritage significance	
Number	Name	Above ground	Below ground
1	Teignmouth Cemetery	Medium	Medium
2	Residential Expansion North (East of	Low	Low

	Exeter Road)		
3	Higher Holcombe	Medium	High
4	New Road and Teignmouth Road- North	Medium	Low
5	Lower Brimley Road and Haldon Avenue	Medium	Low
6	Dawlish Road	Medium	Low
7	Cliffden, The Rowdens and East Cliff	Medium	Medium
8	Teignmouth Community College	Low	Low
9	Residential Expansion North-West	Low	Low
10	Coombe Vale Road	Low	Low
11	Coombe Lane	High	High
12	Broadmeadow Industrial Estate	Low	Low
13	Landscore Road	Medium	Medium
14	The Yannons	Low	Low
15	The Avenues	Low	Low
16	Bitton House	Medium	Medium
17	The Quays	Low	Medium
18	The Den and Promenade	High	Medium
19	Teignmouth Core West	High	High
20	Teignmouth Core East	High	High
21	Inner Ring Road	Low	Low
22	West Teignmouth	High	High
23	Teignmouth Railway Station	Low	Low
24	East Teignmouth	High	High

2 Town context

The study area comprises the urban area which extends from the River Teign and shoreline to the surrounding hills.

2.1 Location and setting

Teignmouth is a seaside town located on the north bank of the River Teign and a civil parish. Teignmouth is described as 'except for Exmouth, the oldest seaside resort in Devon' by Hoskins, however it has a 'much longer history as a small seaport, fishing town, and market town' (Hoskins 1954, 491-492).

Tengemuoa meaning 'mouth of the stream', was first recorded in 1044. The name 'Teign' may derive from the Anglo-Saxon form '*tegn*' which means 'stream' but it may alternatively originate from the Welsh word '*taen*' meaning 'conveying to scatter or sweep away or sprinkling' and the word may have been applied to the propensity of the River Teign to flood (Coates *et al.* 2000; Pearson 1985, 30).

The town is recorded as *Tengemudan* in 1044 (Charter when Edward the Confessor granted Dawlish and East Teignmouth to Leofric), *Teignemudan* in 1148, *Tinemuth* in 1213, *Teigemue* in 1242, *Teingemuth* in 1253, and *Tengemue* in 1276 (Gover, Mawer and Stenton 1931, 503; Pearson 1985, 30; Pink 2014, 25). Teignmouth was formerly two separate towns separated by a stream called the Tame, East and West Teignmouth, and there are therefore two parish churches. The Church of St James (MDV15168) in West Teignmouth retains a medieval tower but the rest of the church was rebuilt in 1820, whereas the Church of St Michael (MDV9878) in East Teignmouth is mentioned in a Saxon charter of 1044, but the present structure was rebuilt in the Victorian period (Hoskins 1954, 492; Pink 2014, 25).

The earliest archaeological evidence within the vicinity of Teignmouth comprises an enclosure of more than one phase of prehistoric to Roman activity, located near Higher Coombe Farm, to the north-west of the town. The enclosure was identified from aerial photography and was later evaluated in 2012 (details are provided below) (MDV21268/MDV103701/EDV6116) (Griffith 1983; Haines 2013, 3; Pink 2014, 25).

Although much of the town has a veneer of modern alteration, much evidence remains of the earlier phases, particularly the residential buildings and commercial premises, although many shopfronts have been modified (Devon County Council and Teignbridge District Council 1994B, 5).

2.2 Geology and topography

Teignmouth is predominantly situated on Alphington Breccia Formation and Heavitree Breccia Formation (undifferentiated)- breccia with no superficial deposits¹. On the eastern shoreline lie superficial deposits of Beach And Tidal Flat Deposits (undifferentiated)- sand and gravel, which stretch to the mouth of the River Teign. At the opening of the River Teign lie Tidal Flat Deposits- clay, silt, sand and gravel which extend to the riverside. At First Avenue, a stretch of Alluvium- clay, silt, sand and gravel extends northwards to Bunting Close. The very south-western extent of the town meets the Oddicombe Breccia Formation- breccia. The very northern extent of the town meets a pocket of Upper Greensand Formation- sandstone at the top of Breakneck Hill².

Teignmouth is located at the mouth of the Teign Estuary to the south. The town is built on a series of spurs and combs that run down to flatter ground on the estuary. It extends over a range of altitudes from 160m AOD at the far northern extent south-east of Buddleford,

¹ <http://mapapps.bgs.ac.uk/geologyofbritain/home.html>.

² <http://mapapps.bgs.ac.uk/geologyofbritain/home.html>.

from about 140m AOD in the north-east and 120m AOD in the north-west. The urban extent drops down the valley on the western side leading down from Venn Farm with the Bitton Brook running through it. There is a central, higher rise just north of Lorris Drive at 104m AOD and on the eastern side, the town drops steeply. The town descends to the quays on the River Teign, The Point at 5m AOD and the beach.

2.3 Previous archaeological work

There has been little archaeological work carried out within Teignmouth in recent years, and where investigations have been undertaken, limited archaeological evidence has been revealed (Pink 2014, 25). The historic core is largely occupied by dwellings and retail outlets, and there has resultantly been less opportunity for development and opportunities for discoveries. Expansion northwards onto greenfield sites is likely to provide further opportunities to discover and investigate prehistoric and Romano-British activity (Pink 2014, 25).

Recent archaeological discoveries within the historic core and modern expanded town comprise the following:

Prehistoric/Romano-British

Evidence for prehistoric activity and the remains of a multi-phase agricultural enclosure were recorded at Shepherd's Lane on the western edge of the town extent (MDV21268/MDV103701/EDV6116). Evidence was discovered for prehistoric activity in the form of a Neolithic or Bronze Age pit and a ditch dating to the Middle Bronze Age. The remains of a multi-phase Roman agricultural enclosure were recorded. The enclosure comprised a concentric series of substantial ditches dating to the 2nd to 4th century AD. Numerous undated linear features were identified which may be associated with the Roman enclosure. Evidence for settlement and further enclosure in the southern part of the site could not be firmly dated but may be prehistoric in origin based on the presence of single flint flakes (MDV21268/MDV103701/EDV6116) (Haines 2013, 3).

Gradiometer survey at Higher Exeter Road in 2013, identified a number of anomalies of probable archaeological origin including a triple ditched enclosure and areas of ridge and furrow cultivation (EDV6243) (Richardson 2013). More recently, on land adjacent to Higher Exeter Road, an Iron Age hillslope enclosure, that continued in use into the Romano-British period, has been investigated (Pears and Valentin 2013; Pink 2014, 25).

Post-medieval

Archaeological investigation of the designated wreck site at Church Rocks (MDV9871) between 1990 and 2000 confirmed a 16th-17th century date for the sunken vessel (EDV5620) (Unpublished).

On land off New Road, archaeological evaluation recorded ditches correlating to field boundaries depicted on historic maps and they possessed alignments that were similar to that of strip fields in the immediate vicinity (EDV5875) (Harvard 2012).

Deliberate infilling layers probably deposited as part of the general process of land reclamation during the 18th century and a probable 19th century cistern constructed of stone and brick with a vaulted brick roof were exposed during a watching brief at 18 Northumberland Place in 2009 (EDV4999) (Pink 2014, 25; Sims 2009).

Archaeological monitoring and recording at Pound lane in 2009 only revealed probable garden soil which appears to correlate to mid-to-late 18th century maps which depict the site as a garden plot (EDV4582) (Jones 2009).

3 Historical development

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

Historic Environment Record numbers (prefix MDV) have been included for cross reference with the DCC Historic Environment Record (HER), a 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

Much of the prehistoric evidence has come from just outside the town extent (all but two of the monuments included within this study lie within its bounds) (MDV 61826 and MDV103701). Much of the activity has been demonstrated on the higher ground above Teignmouth to the north which is now seeing the large-scale expansion of residential development into greenfield areas.

- **Finds**

A pear-shaped, Late Acheulean axe was found on the north bank of the River Teign in 1939 (MDV14735) (Pearson 1985, 30).

Prehistoric flint knapping debitage has been found south of Higher Holcombe Farm 0.05km south-east of the town although the exact location is not known (MDV47865).

An early Bronze Age axe head was found by builders when adding footings for an extension to plot 1, The Yannon, off Exeter Road (MDV61826). An early Bronze Age type of flanged axe was found in the garden of 2, Combe Valley (MDV9856) (Pearson 1985, 30).

- **Settlement**

A circular disc-shaped earthwork is located on the summit of the hill 0.07km east of the town extent. This may be the remains of a Bronze Age barrow (MDV71059). A sub-rectangular double-ditched enclosure identified from the air as a cropmark is located 0.29km north-west of the town extent (MDV51321).

A possible enclosure was observed from an opposing hilltop in 1991 and a possible earthwork, D-shaped enclosure in approximately the same place was observed on the 1964 aerial photograph, 0.5km north of the town extent. A Neolithic date has been suggested (MDV53614).

Evidence for a multi-phase settlement was recovered during an archaeological evaluation on land adjacent to Shepherd's Lane in 2012 and features dating from the Neolithic through to the post-medieval period were identified. A Neolithic or Bronze Age pit and a ditch dating to the Middle Bronze Age near Higher Coombe Farm provided evidence for prehistoric activity. A complex enclosure on the gentle

south-east slope on the side of a combe near Higher Coombe Farm was recorded on aerial photographs. It appears to be a settlement of Iron Age/Romano-British type, possibly showing more than one phase of development. The phasing was not investigated as part of the evaluation in 2012 but the large quantities of pottery recovered from secure deposits in both the external, internal and possible ancillary enclosure ditches suggest the site was in use from the 2nd to 4th century AD but an Iron Age date of origin could also be possible (MDV21268/MDV103701/EDV6116) (Griffith 1983; Haines 2013, 3; Pink 2014, 25).

A triple ditched enclosure was identified during a gradiometer survey of land adjacent to Higher Exeter Road (MDV104925). An archaeological trench evaluation carried out in 2013 exposed a triple ditch and bank enclosure, with evidence for internal settlement and terracing to create level occupation areas. The internal features have been dated to the Late Iron Age whereas ceramics from the enclosure ditch features indicate that the enclosure was occupied and perhaps went out of use in the later Romano-British period, although whether it was occupied in the period between has not been verified (Pears and Valentin 2013, 1).

3.2 Roman (AD43 – AD409)

Evidence for Roman activity is based on the recovery of finds.

- **Finds**

Two Roman coins were found at Teignmouth during railway excavations (MDV16982). Two further Roman coins were discovered; one in connection with harbour works and was undecipherable, the other, found in the heart of a cob wall of an old cottage, is an Imperial Greek coin, apparently of Hadrian (MDV15402).

3.3 Early medieval (AD410 – 1065)

In the medieval period the most direct access to Newton Abbot was by river from Teignmouth. Other routes connected Teignmouth with Dawlish along the coast and with Exeter over Haldon to the north but the settlement's development focussed on its maritime activities (Timms 1976, 180).

- **Settlement**

Camden (1551-1623) referred to Danish invasion of *Tinemutha* in around 800 but some scholars believe that this was in fact Tynemouth, Tyne and Wear (Pearson 1985, 30). Stow writing a few years before Camden also recorded a Danish landing; 'The Danes arrived in the Isle called Portland, but by the puissance of Brithricus and other Kings of the Saxons they were overcome at Tegnemuth, driven back and compelled to avoid the land' (Pearson 1985, 30).

The estate charter of 1044 shows that East Teignmouth overlay earlier settlement of the Saxon period and the borough is an example of a new plantation not founded on virgin ground (MDV107201) (Teignbridge District Council Undated A, 6; Teignbridge District Council Undated B, 7; Timms 1976, 186). The early occupation was dependent on Teignmouth's position as a coastal trading centre (Timms 1976, 186).

There is however, no documentary evidence for settlement in West Teignmouth before the 13th century and the possibility of Saxon origins to the West of the Tame awaits 'archaeological examination' (Timms 1976, 186).

Inland villages such as Bishopsteignton and Kinsteington developed before Teignmouth perhaps due to the defensible nature of their location (Pearson 1985, 29).

- **Down Stone**

The 'Dun' or 'Down Stone' was a Saxon boundary stone but it no longer exists. The meeting of the roads where it once stood possibly indicates its locality, where Holcombe Down began. It formed part of the boundary of the seven menses of land at Dawlish granted to Leofric, later Bishop of Exeter, by Edward the Confessor in a charter of 1044 (Davison 1881; Exeter Archaeology 2004) (MDV15868).

3.4 Medieval (1066 – 1539)

Timms (1976, 186) states that East and West Teignmouth should be regarded as medieval 'new towns' of the 13th century and their irregular plan may be explained by their location and the history of early settlement on the site.

- **Settlement**

A Saxon charter of 1044 refers to a church as one of the features on the boundary of the estate of Dawlish and it appears to have stood close to the site of St Michael's Church (MDV9878). This suggests there was a settlement here before the creation of the two medieval boroughs, as mentioned above (Timms 1976, 180-181).

Teignmouth was not mentioned in the Domesday Book owing to its ownership being split between Dawlish and Bishopsteignton (Pearson 1985, 30). Teignmouth is recorded as *Teyngmue* in the parish of Bishopsteignton in the Exminster Hundred (Morris 1985, Devon 2, 4-6 Note Domesday Book). Teignmouth is *Westeyngmouth* and *Estteyngmouth* in Valor Ecclesiasticus temp. Henrici VIII (1810-1834) and part of it had been alienated to the honour of Okehampton (Caley, J. and Hunter, J, Rev. (eds.) 1810-1834; HMSO 1904 *Calendar of Inquisitions Post Mortem* Vol. XIV, Number 325; HMSO 1920-1931 Book of Fees 1920-1931, 787).

- **Salt**

Teignmouth's early commercial growth was based on the salt industry; 24 salt workers are recorded in the manor of Taintona in Domesday Book, in which area the borough of West Teignmouth was later founded. Salt working was also a feature of the manor of Holcomma, in which East Teignmouth lay. The industry continued through the medieval period and trade with London is documented in 1404 (Timms 1976, 182).

The medieval salterns formed part of the boundary of the seven menses of land at Dawlish granted to Leofric, later Bishop of Exeter, by Edward the Confessor in the 1044 charter (mentioned above). They were still in the hands of his successor Osbern, at the time of Domesday and a portion of the land, including the salterns, was later appropriated by Ralph de Pomerei (Davidson 1881). The chief occupation of Teignmouth's inhabitants was fishing and the salt for curing which was made in the Strand was vital to this industry. The salt works were demolished in about 1602 though their remains were visible for many years following this and Donn's map of 1765 shows 'ruins of a fort' which may be the earthworks of the salt pans (MDV9883) (Griffith 1992; Lake 1874).

- **East Teignmouth**

- Higher Holcombe***

Higher Holcombe was the likely site of a medieval estate which in 1086 formed part of the Domesday manor of Douelis, or Dawlish- the boundaries of this estate included the modern parishes of Dawlish and East Teignmouth, formerly Higher Holcombe (MDV16270). The Saxon manor of Dawlish is first documented in a charter of 1044 when granted by King Edward to Leofric, later Bishop of Exeter (Reichel 1915, 221; Teignmouth District Council Undated A, 6; Teignmouth District Council Undated B, 7). Holcombe is recorded as an estate in a charter of 1069 and it was located in East Dawlish when granted in post-Conquest times to Leofric by King William. On Leofric's death in 1073 it was bequeathed to the Church of St Peter and set apart in support of the Canons (Hooke 1994, 216; Reichel 1915, 221). Therefore, Holcombe was held of the honour of Okehampton sometime before Domesday in 1086 and in the 13th century Higher Holcombe continued to be held in the honour of Okehampton under the Courtenays (Exeter Archaeology 2004, 2; Reichel 1915, 222; Morris 1985, 34, 11).

- Settlement in East Teignmouth***

East Teignmouth can claim to be the oldest part of town; there appears to have been a settlement here since at least the 11th century (see above). Medieval development was based on salt working as mentioned above, and the workings became disused by the end of the 17th century (MDV108706).

East Teignmouth was held by the Dean and Chapter of Exeter and a market and fair were granted to them in 1253 (see below) (Beresford and Finberg 1973, 91; White 1850, 413). It is first recorded as a borough in 1311. There was a grant of a house and two plots of land 'in the burgage of Teignmouth' (Dean and Chapter Records) and a rental for the borough recorded in 1314-15 (MDV21827) (Beresford and Finberg 1973, 91; Timms 1976, 181). From the mid-14th century the Courtenays were Lords of the Manor (Pearson 1985, 31).

The line of Dawlish Street led off the hills to the seashore and remained the principal street in the borough when settlement was bounded to the east by the sea, by marsh to the west and the low ground of the Den to the south (Timms 1976, 187).

- Parish Church in East Teignmouth***

A chapel dedicated to St Michael (MDV9878) was established in the 11th century and it is presumed that it stood on the site of the present building constructed in 1823 (Timms 1976, 185).

- Market in East Teignmouth***

A market and fair in East Teignmouth was granted by royal charter during the reign of Henry III (1216-1272), and the market was always considered to be the market of Teignmouth (Lake 1904). A dispute is recorded in 1223 between William de Breuse and the Canons of Exeter concerning a market in Teignmouth (Beresford and Finberg 1973, 91). As stated above, in 1253, East Teignmouth received a charter granting a weekly market and annual fair by the Dean and Chapter of Exeter, Lords of the manor at that time (MDV21827/MDV107201) (Devon County Council and Teignbridge District Council 1994B; Timms 1976).

As mentioned above, Dawlish Street was the principal street in the medieval period when settlement was restricted to a small area around the church. The medieval market was probably in the vicinity of St Michael's Church (MDV9878) which served as the chapel in the borough (MDV21827/MDV107201) (Devon County Council and Teignbridge District Council 1994B; Timms 1976). To the north-east of Triangle Place, near the church, is an area of shops and houses set on unusual triangular plots. This is a potential indication of an ancient market and it possibly represents encroachment, and the formalisation (in buildings) of stall-holders' plots (MDV55019) (Morley 1996). The market continued to function in the early 19th century strengthening the assumption that its medieval predecessor was also probably located near the church (Timms 1976, 185).

Pearson (1985, 30-31) states that the market was held in the space now occupied by a roundabout near the sea front and the shaft of the old market cross was discovered during construction works and that it was placed on a patch of lawn between French Street and Regent Street.

Pound in East Teignmouth

East Teignmouth pound was situated in Pound lane, between French Street and Regent Street (MDV9870) (Lake 1890).

Quay in East Teignmouth

There is no evidence of a quay being constructed in East Teignmouth and boats were simply beached on the Strand (MDV107197) (Timms 1976, 184).

St Mary Magdalene Lazar House

St Mary Magdalene Lazar House is recorded as a leper hospital in 1307 and it later possibly became an almshouse. It was dissolved after 1547. It was located on the Dawlish Road and some of its buildings were still visible in the late 18th century (MDV17252) (Knowles and Hadcock 1971; Timms 1976, 184).

The Den

The low lying area along the shoreline was utilised in the late medieval period for a range of activities. Salt works were located at the western end and the area between the sea and river was used for grazing animals and drying fishing nets. In the 16th century, Leland observed diverse houses and wine cellars at the eastern end nearer the church and the borough centre. There is no evidence of a quay at this time and boats were beached on the Strand (MDV55325) (Timms 1976, 185).

- ***West Teignmouth***

Settlement in West Teignmouth

West Teignmouth was part of Taintona (Bishopsteignton) at the time of the Domesday survey and was created as a separate manor in the early 13th century (MDV16268) (Pearson 1985, 31; Reichel 1915). The documentary evidence for the origins of West Teignmouth is very similar to East Teignmouth (Timms 1976, 181). West Teignmouth was held by the Bishops of Exeter and it was given grant of a market and fair by the Bishop of Exeter, Lord of the Manor at that time, in 1256 and was subsequently granted borough status in 1292

(MDV9862/MDV21826) (Beresford and Finberg 1973, 100; Timms 1976, 181; White 1850, 413). West Teignmouth was named Westtyngmouth in a list of tythings of Exminster Hundred of 1384 (MDV16268) (Reichel 1915).

Risdon (1811, 143) notes the landing of the Danes in 970 from their ships 'to discover the country' and notes that the 'cliff here red, seems yet to memorise the bloodshed and calamities of their times'.

West Teignmouth was a natural haven with no shifting bar at the entrance to the estuary and the river navigable for large ships. The Bishops of Exeter sent members to the council held at Westminster in the reign of Edward I (1272-1307) and furnished seven ships and 120 mariners for the fleet of Edward III (who reigned between 1327-1377) (White 1850, 413).

The primary route into West Teignmouth was overland down to the sea along the line of Exeter Street. West Teignmouth expanded with the development of land communications along the Teign and possessed more space for expansion southwards. The three main thoroughfares during the medieval period were Exeter Street, Bitton Street (MDV9907) and Teign Street. The series of small streets connecting the Bitton and Teign Streets may be the result of a move southwards to Teign Street. The borough forms a pair with the adjacent medieval borough of East Teignmouth (Timms 1976, 187).

Later the manor of West Teignmouth passed from the Earl of Cornwall to the Cecil family and to the Cliffords in the late 17th century (Pearson 1985, 31).

Parish Church in West Teignmouth

The location of the parish church of St James (MDV15168) with only the west tower with its Norman window escaping 19th century reconstruction, at the southern end of the principal street is similar to that of St Michael's (MDV9878) in East Teignmouth (Timms 1976, 184-187).

Market in West Teignmouth

West Teignmouth was granted a market and fair in 1256 (MDV9862) (Beresford and Finberg 1973, 100; Timms 1976, 181). The original medieval market may have been held close to the church of St James at the junction of the Exeter and Newton Abbot roads, but the growth in maritime trade might have instigated a shift of the market towards the shore and moorings there (MDV9862) (Timms 1976, 184). Teign Street (previously Old Market Street) may have been the location of a street market but it did not survive into the post-medieval period (MDV9862) (Pearson 1985, 31; Timms 1976, 184).

Pound in West Teignmouth

Park Street probably originated as a pound or stray park for cattle, which formerly existed there (MDV9861) (Lake 1890).

Quay in West Teignmouth

There is no evidence for a medieval quay and the earliest reference to the moorings indicates that they were situated on the Point within the river mouth, and shipyards were located here by the 17th century (MDV107197) (Timms 1976, 184).

St Mary Magdalene's Chapel

In medieval times, the chapel dedicated to St Mary Magdalene was connected with a hospital or group of lazar houses used later as dwelling houses by the poor of West Teignmouth. The hospital's position on the main Exeter road was typical of a leper institution and the foundation dates from the 14th century. This lazar hospital (with an income of under £50) existed until AD1500. In the mid-18th century most of the walls, arches and windows remained, but by the end of the 18th century much had been demolished and the hospital was no longer visible. By 1803, the chapel was in a ruined state. A small font has been found on the site (MDV9831) (Lake 1874; Timms 1976, 184).

Burgage Plots in West Teignmouth

Modern road improvements have obscured the pattern of medieval burgage plots that ran back from Teign Street and Bitton Park Road (formerly Bitton Street) (MDV107198) (Timms 1976, 184). Landscore Road records the location of the town fields which occupied the area to its north (MDV107199) (Timms 1976, 184).

- **Medieval Port**

The import of wine from Bordeaux is recorded as early as 1308 and it seems that the development of a port at Teignmouth was sufficient to attract the French who raided and burnt the town in 1340 (Hoskins 1954, 492; Pearson 1985, 31-32; Timms 1976, 181). The activity in the port was related to the economy of its hinterland and the small towns along the Teign Valley and slopes of Dartmoor (Timms 1976, 182). It never developed to the scale of Dartmouth and only contributed two ships to the Calais expedition in 1346 (Timms 1976, 182). There is no evidence for quays during the medieval period in East or West Teignmouth (MDV107197) (Timms 1976, 184).

- **The Plague**

The 14th century brought the Black Death (Bubonic Plague) and it is estimated that Teignmouth lost a third of its population (Pearson 1985, 32).

- **River Crossing**

The ferry running between the River Beach and Shaldon has at least a 700-year history, with ferry rights passing from the Crown to courtier to Lords of the manor in West Teignmouth. The colour of the ferry boats dates from Elizabeth I's patronage of West Teignmouth in the 16th century, black and white still being used below the gunwales to match the Elizabethan galleons (MDV55323) (Pearson 1985).

- **Gorway Cross**

The ecclesiastical boundary marker called Gorway Cross stood on the division between the parishes of Dawlish and East Teignmouth. The present whereabouts of the cross is not known (MDV9885).

- **Finds**

Medieval finds indicate activity in the town for example; a medieval silver penny from the time of Edward I was dug up at Hermosa in 1887 (MDV9906); a collection of medieval and post-medieval coins were found around The Point at Teignmouth between 1974 and 1987

(MDV63783); a gold half noble of Henry VI and a broken silver penny of one of the early Edwards, were found in imported earth and therefore may not be relevant (MDV15402).

- **Fields and Agriculture**

Four strip fields associated with St Mary Magdalene's Chapel, shown on the Tithe Map and early Ordnance Survey maps, are now under 20th century residential development (MDV15403) (Exeter Archaeology 2004). A group of parallel curving field boundaries between Oak Hill Cross Road and Higher Woodway Road probably represent the remnant of a medieval open field system (MDV60376) (Exeter Archaeology 2004).

Gradiometer survey identified a number of anomalies of probable archaeological origin including areas of ridge and furrow cultivation at Higher Exeter Road (MDV104943).

Earthwork banks of probable medieval to post-medieval date are visible on aerial photographs of the 1950s onwards and digital images derived from LiDAR data, overlooking the coastal slopes at Moles Park. The function of the earthwork banks is unknown but it is possible they are evidence of a former orchard (MDV105172) (Hegarty *et al.* 2013-2014).

3.5 Post-Medieval (1540 – 1699)

- **Fishing**

Salt working had ceased by the end of the 17th century, but other industries had arisen; predominantly the Newfoundland fishing industry and the export of clay from the Bovey Basin (described in section 3.6 below).

From the end of the 16th century Teignmouth became a starting point for ships working the Newfoundland fisheries (Timms 1976, 183). From the mid-16th to 18th centuries, vessels spent six months or more every year fishing for cod (Pearson 1985, 32). After Teignmouth's local salt works ceased production in 1692, salt was obtained from other coastal supplies and exported from Teignmouth to Newfoundland for the salting and curing of codfish, and trade also included commodities required by the Newfoundland settlers (Pearson 1985, 32).

- **Privateering**

Local seaman who resided in Teignmouth were in fierce competition with Spanish, French and Portuguese and the taking of merchant vessels and cargo belonging to hostile nations was a lucrative livelihood during times of war, although a difficult practice to relinquish in times of peace (Pearson 1985, 33). Between 1426 and 1432 Spanish merchants complained to the English chancery after the loss of one of their ships under the King's safe conduct. The vessel was later discovered in Teignmouth (Pearson 1985, 34). During the American War of Independence (1776-1781) and Napoleonic Wars (1793-1815) many ships were captured and stolen by both sides (Pearson 1985, 34).

- **Settlement**

Settlement grew along the shoreline by Fore Street, Somerset Place and Northumberland Place, with a series of lanes leading to the shore, the most important being Teign Street which led to the Old Quay. Between Somerset Place and New Quay was Rat Island at the mouth of Brimley Brook which separated East and West Teignmouth. This is the nucleus for the early port and on it stands the Jolly Sailor

Inn (MDV55025) which is the oldest secular building in Teignmouth (MDV55025) (Devon County Council and Teignbridge District Council 1994B, 4 and 7; Timms 1976, 186).

Road improvements were made to Teignmouth's road infrastructure during the post-medieval period (Timms 1976, 180). Leland mentions a length of embattled walling in Teignmouth (MDV112155).

The 'worst catastrophe' occurred on 13th July 1690, during the Stuart crisis, when the French, under Tourville, bombarded and fired upon the town and much of East Teignmouth was burned down. There is no architecture visible which pre-dates this event (Devon County Council and Teignbridge District Council 1994B, 6; Hoskins 1954, 492; (Pearson 1985, 32). The inhabitants procured a brief which enabled them to raise upwards of £11,000 towards rebuilding their houses (White 1850, 413). The destruction brought about by the latter raid was almost total, although St Michael's Church (MDV9878) survived, and the main architectural references today are due to the regeneration and rapid growth of the town in the 18th and 19th centuries (Devon County Council and Teignbridge District Council 1994B).

Teignmouth's economy declined in the 16th century; an official commission reported in 1565 that the port was much decayed with the only activity being 'ffyshe and salte'. It is possible that this decline was the result of the silting up of the river Teign (Timms 1976, 182-183).

3.6 18th and 19th century

- **Trade- Clay, Fishing and Granite**

By the end of the 17th century the salt workings were disused but other industries arose to take their place (Timms 1976, 182-183). Trade in local Dartmoor granite, pipe-clay, manganese and timber flourished in the 18th-early 19th centuries (Devon County Council and Teignbridge District Council 1994B, 4; Hoskins 1954, 492).

From the early 18th century Teignmouth was exporting clay with the opening up of the clay beds of the Bovey Basin (Pearson 1985, 33; Timms 1976, 183). Twenty tons of pipe clay is noted in the earliest documentary record as being sent up to London in 1700 and other destinations included the pottery industry in the north and midlands and Southampton (Timms 1976, 183). The growth of the clay industry in the 18th century led to the construction of the Stover Canal.

Both East and West Teignmouth had a considerable inshore fishery but also carried on an active trade with Newfoundland throughout the 18th century (Hoskins 1954, 492). In 1850, Teignmouth belonged to the Port of Exeter, and possessed a fishery of 'whittings, herrings, mackerel, pilchards, soles, turbot' caught in the Channel and Salmon fished in the river (White 1850, 414). By the end of the 19th century, imports and exports to Newfoundland had ceased (Pearson 1985, 33).

A fish stage on the River Teign in East Teignmouth is labelled on the First Edition 25 inch Ordnance Survey map (MDV110488). A fish smoking hut in Sun Lane, early 19th century date is the last surviving example of this industry in Teignmouth (MDV62545).

Teignmouth exported granite brought down the Teign from the Hay Tor quarries, and fine pipe and potter's clay extracted from Kingsteignton. The port's trade became more diverse in the 19th century, and in 1821, George Templer built the New Quay (MDV55017) for the shipment of granite from his Hay Tor quarries to London for the new London Bridge. Subsequently, Teignmouth became an

autonomous port (1836) and a new market place was erected in the 1820s, with a market held every Saturday and three annual fairs (Hoskins 1954, 492; Timms 1976, 183; White 1850, 414).

Teign Street provides good examples of substantial 18th century buildings constructed by wealthy ship owners and masters (Devon County Council and Teignbridge District Council 1994B, 8).

- **Shipbuilding**

There is a long tradition of shipbuilding in Teignmouth from at least the 17th century to the present-day (Devon County Council and Teignbridge District Council 1994B, 4; Hoskins 1954, 492).

A shipyard is shown on 18th and 19th century maps on the west side of the Strand, which was expanded in the 20th century by Morgan Giles (MDV55023). Following the takeover of the shipyard by Morgan Giles in 1921, it flourished with the building of lifeboats and naval craft then later becoming internationally renowned for luxury yachts and motor cruisers. Sadly, the shipyard closed in 1968 (MDV42797).

- **Battery**

Following the French raid in 1690 and a threat of another, in 1774 the inhabitants of Teignmouth and Shaldon petitioned Sir William Courtenay to build a small fort or battery on The Den (White 1850, 414). At this time Teignmouth and Shaldon fitted 20 ships of between 50 to 200 tons each for Newfoundland trade demonstrating the importance of the port. A port reeve and other officers were appointed for each manor at the court leet and baron held annually (White 1850, 414) (MDV102474). The battery appears to have been in a ruined state by 1762 and it is shown as such on Donn's Map, but it was repaired in the 1790s only to be closed at the end of the Napoleonic War in 1815. However, by 1859 it was once again in use. In 1866 Lord Courtenay made known his wish to build on the Den and the battery was moved to the sea front until the new battery was completed near the lighthouse in 1871 which was manned until 1905, and then later in 1907 it was converted for use as a public toilet (MDV9893) (Silverman 2007).

- **Quays**

A number of quays are shown on the 19th and early 20th century Ordnance Survey maps; east of Shaldon Bridge (MDV60372); Western Quay shown on early 20th century maps, to the east of the Old Quay and built between 1894 and 1896 by the Teignmouth Quay Company (MDV60373); Rendle's Quay later known as Old Quay (MDV60374) shown on 19th and early 20th century maps which predates New Quay (MDV55017) which was built in 1821 for George Templar to ship granite; Eastern Quay, shown on the early 20th century Ordnance Survey maps to the east of Old Quay (MDV60375) and Fish Quay which was built in the mid-20th century as a fish landing jetty (MDV55028).

- **East Versus West**

West Teignmouth showed an increase in prosperity in comparison to its neighbour which may have been the result of greater exploitation of its better shipping facilities in the late history of its development (Timms 1976, 188). In 1801 the census records 350 houses and 1528 inhabitants in West Teignmouth compared with 100 houses and 484 people in East Teignmouth, totals which had hardly changed from the 17th century (Timms 1976, 188).

Risdon (1811, 144) describes East Teignmouth as 'an ancient borough, but at present little better than a village'.

White (413, 1850) records that East Teignmouth contained 670 acres and only 484 inhabitants in 1801 but that this had increased to 1576 in 1841. West Teignmouth contains 403 acres and increased its inhabitants from 1528 in 1801 to 2883 in 1841.

- **Tourism and growth**

Teignmouth was called a 'fashionable watering place in 1803' and major expansion followed (Cherry and Pevsner 1989, 794). Teignmouth began to attract summer visitors as early as the mid-18th century and remained a fashionable resort until after the coming of the railway in 1846 (Hoskins 1954, 492). White (1850, 414) notes that in the late 18th century Teignmouth came to be known as a 'bathing place' and from that time new houses 'have arisen to supply the accommodations of the continually increasing number of visitors, who thronged to this favourite place of resort in summer and autumn'.

Famous people such as Keats and Fanny Burney stayed in the town and it retains a good deal of 'pleasant late Georgian and early Victorian architecture, particularly along the open space known as The Den and in the adjoining streets' (MDV55325) (Devon County Council and Teignbridge District Council 1994B, 4; Hoskins 1954, 492).

Resort development encouraged infilling between the two settlements and from the late 18th century onwards this infilling continued southwards to the mouth of the estuary with development of terraces on the Den (Devon County Council and Teignbridge District Council 1994A, 3).

The 19th century also saw large-scale residential growth in the town which became a fashionable resort and its prosperity can still be seen in the rows of terraces and villas and also the large amount of 19th century ecclesiastical building (Timms 1976, 183). The development of Teignmouth as a resort following the land reclamation forming The Den in the early 19th century was a period of intense activity. This included the laying out and building of new streets with Regency terraces and town planning schemes such as Den Crescent with its Regency style terraces and individual houses (MDV55325) (Devon County Council and Teignbridge District Council 1994B, 6).

Both the parish churches were rebuilt soon after 1815 and saw much modification during the 19th century, with St James' at West Teignmouth being rebuilt in 1820 except from the medieval tower and St Michael's at East Teignmouth founded in 1044 but possessing entirely Victorian building fabric (Hoskins 1954, 492). Four chapels are recorded in 1850 belonging to the Roman Catholics, Independent, Wesleyans (MDV 9920) and Plymouth Brethren (White 1850, 416).

Much 19th century building occurred in Teignmouth including the notable examples of George Templar's New Quay created in the 1820s (MDV55017)(see above), coinciding with the bridge linking Shaldon and Teignmouth in 1826-7 which at this time was the longest in England; the entry into the town through Bitton Street was improved in 1836; Den Crescent with its the Assembly Rooms (1826), the Georgian streets of Northumberland Place and Teign Street; a small lighthouse on the Den built in 1844-5; St Scholastica's Abbey (1862) (MDV84391) and Roman Catholic Church (1878) both located on Dawlish Road (Cherry and Pevsner 1989, 794; Devon County Council and Teignbridge District Council 1994B, 5; Hoskins 1954, 492; White 1850, 414).

In 1850, White (1850, 415) recorded that the 'town has many well-stocked shops, many rows of handsome houses, and several large and commodious hotels', a beach that can be used at 'any state of the tide', a 'delightful promenade along the Den', 'walks and rides in the neighbourhood are beautifully diversified and picturesque, and in the suburbs are many handsome seats' and a 'building company has

lately been formed in the town, for the purpose of building houses and detached villas, to accommodate the large influx of company which the opening of the railway has introduced' (White 1850, 415). The odd mansion or cottage ornee survived the Regency period (Devon County Council and Teignbridge District Council 1994B, 8).

The Guide to Teignmouth of 1902 notes 'Every year sees a large number of houses erected and new roads made on the outskirts, and to meet the demand for villa residences large estates on the slopes to the north have been placed in the market' (Devon County Council and Teignbridge District Council 1994B, 4; Unknown 1902).

- **Railway**

The construction of the South Devon Railway in 1846 (MDV17775) resulted in the town being located on the main Plymouth to Exeter line and stimulated further growth for the town: the population doubled in the half century following its arrival (Devon County Council and Teignbridge District Council 1994A, 3; Devon County Council and Teignbridge District Council 1994B, 5; Timms 1976, 180). Growth involved construction of the station itself and part of the town was re-planned to accommodate it, with much Italianate influence, which can be seen in such locations as Powderham Terrace (MDV52897) (Devon County Council and Teignbridge District Council 1994B, 6 and 8). The Gothic revival is also represented in the chancel added to St Michael's (Devon County Council and Teignbridge District Council 1994B, 8). The town continued to grow following the arrival of the railway, with the sea front embellished by an esplanade and pier (MDV9884) and the modest Regency buildings of the town centre supplemented by mid-19th century urban terraces. Villas lay dotted on the hills beyond (Cherry and Pevsner 1989, 794).

- **Water Supply**

An Act of Parliament was obtained in 1836 for the improvement of the town and many modifications were effected under it (White 1850, 414). This included a supply of water brought to down from Haldon Hill to a reservoir and then to the rest of the town and gas was introduced in 1840 from works completed in 1839 (MDV17778) a mile west of the town (White 1850, 414). Reservoirs were recorded on late 19th century historic Ordnance Survey mapping (MDV52718/MDV109991).

3.7 20th century

- **The World Wars**

World War One memorials were installed in Teignmouth; a large stone urn was given to the town of Teignmouth by Belgian refugees of World War One (MDV110079) and a World War One War Memorial is located in St Michael's Churchyard (MDV106622). A memorial to the fallen of both World Wars is located on the Den (MDV104698).

A number of World War Two installations are recorded in the Teignmouth urban extent including a pill box (MDV112152), a machine gun position (MDV112157), a rocket battery (MDV52945) and three light AA batteries (MDV71888, MDV71890 and MDV71894). A number of World War Two defensive installations lie beyond the bounds of the urban extent.

Anti-invasion obstructions of Second World War date are visible as structures on the coast at Teignmouth including a length of linear anti-invasion defence, probably beach scaffolding, on aerial photographs of 1941 (MDV105174 and MDV105175).

Teignmouth suffered in the Second World War when it was repeatedly bombed in 'tip and run' air-raids between 1940 and 1943, as the railway line and boatyard were prime targets; 79 people were killed and 151 wounded (Pearson 1985, 29). This left 'damaging gaps which have been infilled but many of the stuccoed buildings have lost their original detail and much insensitive redevelopment including large out-of-scale buildings and the construction of the relief road which cut the old settlement of West Teignmouth in half, separating the town centre from its suburbs' which marred the character of the town (Cherry and Pevsner 1989, 796; Devon County Council and Teignbridge District Council 1994A, 3; Devon County Council and Teignbridge District Council 1994B, 5).

- **The Modern Town**

The modern town of Teignmouth is the product of 19th century amalgamation of the two separate medieval boroughs of East and West Teignmouth which were separated by the Tame stream (which until it was culverted, ran southwards along a line through the railway station, along Station Road and south westwards towards Den Street before flowing into the Teign at Rat Island where the 'Jolly Sailor' stands) (MDV55025); the parishes were joined together in 1909 for civil purposes (MDV16268/MDV107201/MDV108706) (Devon County Council and Teignbridge District Council 1994B, 4; Pearson 1985, 31 Timms 1976, 180 and 186). Resort development infilled the area between the two settlements (MDV107201) (Timms 1976; Devon County Council and Teignbridge District Council 1994B).

During the 20th century, development on the periphery and redevelopment in the urban core continued to change the town's appearance (Devon County Council and Teignbridge District Council 1994B, 5). Three principal areas of architectural interest can be identified. Firstly, West Teignmouth and the river frontage which remains very much a working area, secondly the resort town which possesses the most conspicuous group of resort buildings in Den Crescent, and thirdly, old East Teignmouth with its modestly scaled 18th and 19th century terraces finished in plain stucco with sash windows (Devon County Council and Teignbridge District Council 1994A)

The port is still active and the modern town provides a striking example of the integration of port and resort activities (Timms 1976, 183). Land access has been eased by the opening of the Newton Abbot bypass and the provision of an inner relief road (Timms 1976, 180).

Teignmouth is still active in the export of fire and ball clays to all the countries between Finland and Italy; this comes from the Lower Teign Valley where the mines have been worked for hundreds of years (Hoskins 1954, 492). Teignmouth's main imports are timber, grain and animal feeds (Pearson 1985, 37). The destructive inner ring road has completed the fragmentation of the town which was initiated by the 19th century railway line dividing the town into parts (Cherry and Pevsner 1989, 796). Den Crescent is 'marred by a clutter' of 20th century amenities and one mansion survives overlooking the estuary, Bitton House, but the hills surrounding the town are covered by expanding 20th century suburbs (Cherry and Pevsner 1989, 796).

Despite the modern alterations and erosion of the historic character in some areas, the town has 'great charm' which should be protected and enhanced. Den Crescent remains an imposing centrepiece to the resort town providing focus with the historic pier for the Regency buildings which form the middle of the town, while Northumberland Place and Bruswick Street form the core of the historic West Town (Devon County Council and Teignbridge District Council 1994B, 28).

4 Historic Urban Character

The two historic cores are still evident, though the extensive post-medieval development and infilling between, as well as remodelling of streets and frontages from the late 18th century onwards, makes them less obvious to the untrained eye. The expanded historic core, which encompasses the present town centre, supports a mixture of architectural styles, but the most dominant are associated with the fishing and maritime industries and then the Georgian reinvigoration of the commercial centre.

Beyond the historic cores we can identify evidence of Teignmouth's gentrification, with the building of large villas and mansions on the lower hills overlooking the coast. The coming of the railway in the mid-19th century generated the usual economic stimulation and employment, and the brick-built terraces found within several HUCAs must reflect this phase of settlement expansion. The railway also brought with it the potential for a developing tourist industry and over the last 150 years the development of much of central and coastal Teignmouth has been a direct result of this stimulus.

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

4.1 Teignmouth Cemetery (HUCA 1)

4.1.1 Historic character

HUCA 1, Teignmouth Cemetery (see PL. 1-15), comprises three parts. There is a mid to late 19th century core, situated on the north side of Teignmouth between Exeter Road and Buckeridge Road, with a late 20th century expansion northwards (south-western part), and an extension of the same date to the east of Higher Buckeridge Road (north-eastern part). This latter part (north-eastern) is in use today and is still open for burials. Prior to the establishment of the cemeteries the area was part of an enclosed agricultural Landscape. The original cemetery contains three buildings – a lodge, Church of England (CoE) mortuary chapel, and the remains of a non-conformist chapel – but none of these are in use or maintained (see PL. 8-10 and 12-13). There are a number of large ornamental trees within the original cemetery, as well as a mature lime avenue leading from Buckeridge Road. HUCA 1 has outward views in all directions, but a particularly fine vista of the historic core outwards to the sea.

Teignmouth Cemetery (HUCA 1)



PL.1 Teignmouth Cemetery. North-eastern part of HUCA 1. View to E.



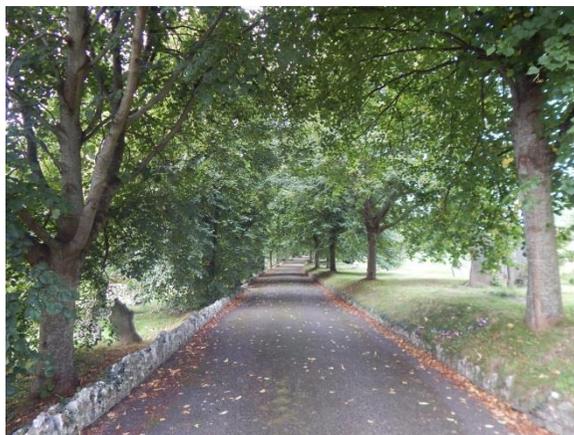
PL.2 Teignmouth Cemetery. View from North-eastern part to the South-western part of HUCA 1.



PL.3 Teignmouth Cemetery. North-eastern part of HUCA 1. View to SE.



PL.4 Teignmouth Cemetery. North-eastern part of HUCA 1. View to NE.



PL.5 Teignmouth Cemetery. Tree-lined avenue in south-western part of HUCA 1. View to SW.



PL.6 Teignmouth Cemetery. South-western part of HUCA 1. View to S.



PL.7 Teignmouth Cemetery. South-western part of HUCA 1. View to SSW.



PL.8 Lodge and Mortuary Chapel (CoE) in HUCA 1. View to N.



PL.9 Lodge and Mortuary Chapel (CoE) in HUCA 1. View to SSE.



PL.10 Lodge and Mortuary Chapel (Nonconformist) in HUCA 1. View to S.



PL.11 Teignmouth Cemetery. South-western part of HUCA 1. View to NE.



PL.12 Lodge and Mortuary Chapels (CoE) and (Nonconformist) in HUCA 1. View to SE.



PL.13 Lodge and Mortuary Chapels (CoE) and (Nonconformist) in HUCA 1. View to ESE.



PL.14 Cemetery iron gates in HUCA 1. View to WSW.



PL.15 View of HUCA 3 from HUCA 1. View to N.

4.1.2 Heritage significance (above ground)

This HUCA has **medium** above ground heritage significance. The historic core of the south-western part of the cemetery retains a wealth of late 19th- early 20th century gravestones (see PL. 6-7). The Lodge and the Church of England (CoE) and non-conformist mortuary chapels (see PL. 8-10 and 12-13) are a fine group of late 19th century cemetery buildings shown on the First Edition Ordnance Survey map of the 1880s-1890s. They have sadly fallen into disuse. Good examples of decorative iron work are also evident, such as the iron gates (see PL. 14). The trees within the historic part of the cemetery are also of note including the sizable Scots Pine (*Pinus sylvestris*) located close to the cemetery buildings (see PL. 13) and the Lime Trees (*Tilia*) that form part of the tree-lined avenue on a south-west-north-east axis accessing the cemetery buildings (see PL. 5). The 20th century expansion of the cemetery holds lesser heritage significance.

4.1.3 Heritage significance (below ground)

This HUCA has **medium** below ground heritage significance. The cemetery contains burials dating from the late 19th century onwards.

4.2 Residential Expansion North (East of Exeter Road) (HUCA 2)

4.2.1 Historic character

HUCA 2 represents a large area of late 20th century residential expansion on the northern edge of Teignmouth, east of Exeter Road (see PL. 16-20). Some of the main thoroughfares within this area are Hazeldown Road (see PL. 16), Maudlin Drive (see PL. 17-19), and Higher Woodway Road. The housing stock here is predominantly of detached properties, with many chalets and bungalows that enjoy the benefit of open sea views – a result of the south facing hillside across which development has taken place. This HUCA includes the extensive grounds of Hazeldown Primary School (see PL. 20). Prior to development for housing this area was characterised by enclosed agricultural fields, some of which having a morphology suggestive of enclosed common field strips. Four such east-west running strips, shown on late 19th century mapping, were associated with the medieval St Mary Magdalene's Chapel (MDV15403). Parallel curving field boundaries between Oak Hill Cross Road and Higher Woodway Road extending into the eastern part of this HUCA probably represent the remnant of a medieval open field system (MDV60376). The chapel was situated adjacent to Exeter Road but was in a ruinous state by the early 19th century. In the late 19th century a large house, Hazeldown, was built on the site (MDV9831). In the early 20th century a nursery was established north of Perly Cross at the southern edge of HUCA 2 (MDV52719), and this survived until housing was built at the end of the century.

Residential Expansion North (HUCA 2)



PL.16 Hazeldown Road in HUCA 2. View to W.



PL.17 Maudlin Drive in HUCA 2. View to S.



PL.18 Maudlin Drive in HUCA 2. View to SSW.



PL.19 View from Maudlin Drive in HUCA 2. View to SSW.



PL.20 Hazeldown Primary School in HUCA
2. View to SE.

4.2.2 Heritage significance (above ground)

This HUCA is mainly 20th century development with little distinctiveness and has **low** above ground heritage significance.

4.2.3 Heritage significance (below ground)

This HUCA has **low** below ground heritage significance. The majority of the HUCA will have been subject to below ground disturbance. The covered site of the reservoir (Teignmouth Water Works) depicted on the First Edition Ordnance Survey map of the 1880s-1890s (MDV52718) is evident. The late 19th century house, Hazeldown, which was built on the site of the medieval St Mary Magdalene's Chapel (MDV9831), was demolished in the late 20th century to be replaced by housing (Eaton Court). There is a chance that the gardens of the modern residences around Eaton Court may hold potential archaeological remains associated with medieval chapel but they are likely to be heavily truncated and disturbed.

4.3 Higher Holcombe (HUCA 3)

4.3.1 Historic character

HUCA 3 is situated on the northern edge of the Teignmouth town extent (see PL. 21-24). It extends from Higher Holcombe Farm in the east, to Holcombe Down Cross and Breakneck Hill in the east. With the exception of a small group of late 20th century detached houses on land between Breakneck Hill and Higher Exeter Road, this area retains an open agricultural character, with traditional hedge banks and narrow lanes (see PL. 22). The large fields are likely to represent a rationalisation of an earlier system of division, particularly with proximity to Higher Holcombe Farm, though some might represent the relatively late intake of rough land upon the Holcombe Down. The

HUCA enjoys vistas to the south across Teignmouth and north-east across Holcombe towards Dawlish (see PL. 21, 23-24). Higher Holcombe Farm is a working farm though some of its buildings have been turned into holiday accommodation. It is thought that Higher Holcombe was the centre for a medieval estate which was part of the Domesday manor of Dawlish (MDV16270).

Higher Holcombe (HUCA 3)



PL.21 View to from The Buntings at the top of HUCA 3. View to ENE.



PL.22 View down Higher Woodway Road in HUCA 3. View to S.



PL.23 View from Panorama in HUCA 3.
View to S.



PL.24 View from Panorama in HUCA 3.
View to S.

4.3.2 Heritage significance (above ground)

This HUCA has **medium** above ground heritage significance. The historic buildings at Higher Holcombe Farm which are depicted on the Tithe map may be of note (unable to access during the site visit).

4.3.3 Heritage significance (below ground)

This HUCA has **high** below ground heritage significance. The possibility that Higher Holcombe was the demense farm for a medieval estate which was part of the Domesday manor of Dawlish (MDV16270) provides archaeological potential for this locality. Given the undeveloped state of the farmland and proximity of sites such as the triple ditched Iron Age hillslope enclosure, that continued in use into the Romano-British period at Higher Exeter Road (MDV104925) and the prehistoric to Roman, multi-phase settlement on land adjacent to Shepherd's Lane (MDV103701) there is good archaeological potential within this HUCA, supported by the frequency of prehistoric-Roman settlement sites on the hilltops surrounding Teignmouth (detailed in the historic development section above).

4.4 New Road and Teignmouth Road-North (HUCA 4)

4.4.1 Historic character

HUCA 4 comprises a wide belt of residential development, running from Buckeridge Road in the west to the eastern limit of Teignmouth along the A379 Teignmouth Road (see PL. 25-40). This area is characterised by large detached properties within relatively large gardens. Whilst much of this area was occupied by enclosed agricultural fields until the 20th century, there were a number of early 19th century buildings, such as the Grade II listed Old Landscore House (MDV84402) and Gorway Cross Toll House (MDV9889). The present-day

character was established in the later 19th century when villas and mansions were built along New Road, Woodway Road and Teignmouth Road. Whilst these grand buildings remained relatively few, and were still set amongst undeveloped agricultural land into the early 20th century, there has since been a gradual infilling of land with substantial detached properties, with many of 1920s and 1930s date. Most vacant land was developed by the 1980s and that surrounding St Scholastica's Abbey (MDV84391) (HUCA 6) appears to have been developed most recently, perhaps in the 1990s.

New Road and Teignmouth Road-North (HUCA 4)



PL.25 New Road in HUCA 4. View to WSW.



PL.26 New Road in HUCA 4. View to ENE.



PL.27 St Michaels Road in HUCA 4. View to NNW.



PL.28 Bovis Homes development on New Road in HUCA 4. View to E.



PL.29 Westhayes in HUCA 4. View to NNW.



PL.30 Oak Hill Cross Road in HUCA 4. View to S.



PL.31 View from Holcombe Road in HUCA 4. View to SSW.



PL.32 The Minadab Cottage in HUCA 4. View to NE.



PL.33 Woodland Avenue in HUCA 4. View to SW.



PL.34 Woodland Avenue in HUCA 4. View to WSW.



PL.35 Woodland Avenue in HUCA 4. View to NE.



PL.36 High Grove Park in HUCA 4. View to SW.



PL.37 High Grove Park in HUCA 4. View to SW.



PL.38 Woodway Road in HUCA 4. View to S.



PL.39 Trinity School in HUCA 4. View to ENE.



PL.40 Trinity School in HUCA 4. View to E.

4.4.2 Heritage significance (above ground)

This HUCA has **medium** above ground heritage significance. There are good examples of historic and listed buildings within the HUCA such as the Grade II listed Minadab Cottage (MDV 84392) (See PL. 32), Original Southern Block of Trinity School (MDV 84413/MDV 84689) and Preparatory Department of Trinity School (MDV84414) (See PL. 39-40). Non-designated residences such as 'Cross Park' depicted on the First Edition Ordnance Survey map of the 1880s-1890s which includes Westhayes (see PL. 29) are also of note. However, the HUCA has been heavily subject to residential expansion and ground disturbance.

4.4.3 Heritage significance (below ground)

This HUCA has **low** below ground heritage significance. Given the extent of residential development within this HUCA, there would be high levels of ground disturbance.

4.5 Lower Brimley Road and Haldon Avenue (HUCA 5)

4.5.1 Historic character

This HUCA takes its name from two of the main roads which run through it (See PL. 41-49). It comprises a coherent area of residential development, notable for the extent of early 20th century brick-built houses – detached, semi-detached and some terraced – which extend north of Teignmouth railway station up the valley of Brimley Brook. The sequence of historic Ordnance Survey maps reflects this history of development, and by the end of the first half of the 20th century there were few areas not built upon. Prior to this rapid expansion of housing the area was occupied by a number of large villas and mansions, as well as some earlier terraces, and had a character similar to

that of HUCA 4. The Tithe map shows that there were a few substantial properties within this HUCA in the early to mid-19th century. Of note are the Barnpark Terrace (MDV84403) and the former mansion of Barnsley House (now subdivided into three properties) (MDV84404). In the later 19th century the lower part of the Brimley Valley was used as a nursery ('Brimley Nursery' is marked on the First Edition Ordnance Survey map), but this was consumed by subsequent housing.

Lower Brimley Road and Haldon Avenue (HUCA 5)



PL.41 Woodway Road in HUCA 5. View to WNW.



PL.42 Haldon Avenue in HUCA 5. View to NE.



PL.43 Livingstone Road in HUCA 5. View to NW.



PL.44 Haldon Avenue in HUCA 5. View to SW.



PL.45 Haldon Avenue in HUCA 5. View to NNE.



PL.46 Lower Brimley Road in HUCA 5. View to NNW.



PL.47 View from Hylands on Barnpark Road in HUCA 5. View to W.



PL.48 Hylands in HUCA 5. View to NNW.



PL.49 Catholic Church in HUCA 5. View to N.

4.5.2 Heritage significance (above ground)

This HUCA has **medium** above ground heritage significance. There are a number of locally distinctive historic properties within this HUCA such as the Grade II listed Woodlands Hotel (MDV84401), Barnpark Terrace (MDV84403), Barnsley House (MDV84404), Glendaragh Nursing Home (MDV84618) and the Roman Catholic Church (MDV29563) (see PL. 49).

4.5.3 Heritage significance (below ground)

This HUCA has **low** below ground heritage significance. Much residential development and infilling will have resulted in high levels of truncation of any archaeological deposits.

4.6 Dawlish Road (HUCA 6)

4.6.1 Historic character

HUCA 6 comprises an area of substantial residential properties either side of Dawlish Road, between Cliffden and St Scholastica's Abbey (see PL. 50-56). Whilst this area was once occupied by agricultural fields, various substantial villas were built from the early to mid-19th century onwards. By the end of the 19th century the character of this area was fixed, with properties such as The Gorway House shown on the First Edition Ordnance Survey map (but demolished in the late 20th century) occupying extensive grounds and with attendant service buildings. In the late 19th century a development of three rows of large villas was completed along First and Second Drive, opposite St Scholastica's Abbey (MDV84391). The Grade II listed Benedictine nunnery of St Scholastica's was built in 1862, and whilst its lands have now been developed, the building survives. Whilst the shape and extent of the large grounds associated with properties in this area are still evident, the late 20th century saw development in three areas – Gorway, Cliffden Close and The Rowdens, such that the gardens associated with the three earliest and largest properties are now built upon.

Dawlish Road (HUCA 6)



PL.50 St Scholastica's Abbey in HUCA 6. View to ENE.



PL.51 Gorway HUCA in 6. View to E.



PL.52 HUCA 6 and division with HUCA 5 on Woodway Road. View to SSW.



PL.53 View from Rockfield Close in HUCA 4 over HUCA 6. View to SW.



PL.54 The Rowdens in HUCA 6. View to N.



PL.55 The Rowdens in HUCA 6. View to E.



PL.56 View from The Rowdens to Redclyffe in HUCA 6. View to W.

4.6.2 Heritage significance (above ground)

This HUCA has **medium** above ground heritage significance. There are some Grade II properties of note within this HUCA including Woodway House (MDV84427), Gates, Gate Piers and Walls to the Carriage Entrance of Woodway House (MDV84428), Cambria House (MDV84605), Rowdens Lodge (MDV84429) and Entrance Walls, Gates and Gate Piers to Rowdens (MDV84431). The St Scholastica's Abbey group of listed buildings (MDV84391, MDV84394, MDV84395, MDV84396, MDV84397, and MDV84398) are also significant. Sadly, many of the landscaped gardens associated with the large 18th -19th century large properties have been lost to modern housing development.

4.6.3 Heritage significance (below ground)

This HUCA has **low** below ground heritage significance. Much residential development has occurred in this HUCA with infilling of former large gardens associated with large houses such as the demolished Gorway House and any potential archaeological remains present are likely to have been subject to disturbance.

4.7 Cliffden, The Rowdens and East Cliff (HUCA 7)

4.7.1 Historic character

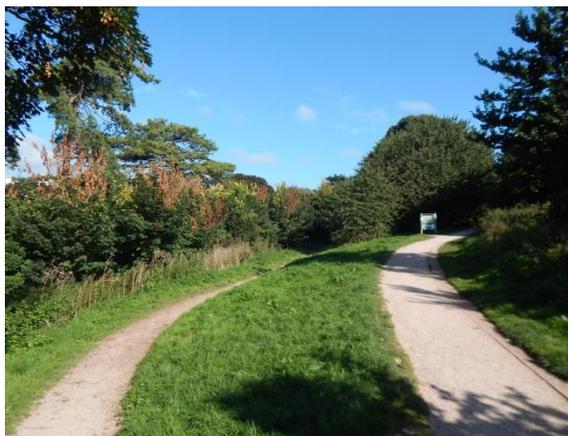
HUCA 7 comprises the open cliff top along East Cliff Walk, which retains open views out to sea, as well as the cliff face that drops eastwards to the railway line between Teignmouth and Dawlish (MDV17775). It also includes two mansions – Cliffden and The Rowdens – which had extensive ornamental grounds to the east of Dawlish Road, and which adjoined the open cliff top. Cliffden (MDV84604) is of mid-18th century date, whilst The Rowdens was built about 100 years later (MDV84430). Today, whilst some of the immediate private grounds remain, much of this area, which comprises Eastcliff Park including the open grassland of Mules Park and the lawn with established rhododendrons of 'The Rowdens' and the 'Dell'; a sub-tropical garden with three ponds³, are accessible for public recreation, and many walkers enjoy this area as part of the South West Coast Path. To the north-east of East Cliff Walk are a group of agricultural fields whose sinuous morphology is suggestive of an origin as enclosed common field strips, probably associated with the medieval settlement focus of East Teignmouth.

³ <http://www.teignbridge.gov.uk/eastcliff>.

Cliffden, The Rowdens and East Cliff (HUCA 7)



PL.57 View to HUCA 7 from HUCA 18. View to NE.



PL.58 Mules Park in HUCA 7. View to N.



PL.59 Mules Park in HUCA 7. View to N.



PL.60 Mules Park in HUCA 7. View to SW.



PL.61 Mules Park in HUCA 7. View to WSW.



PL.62 Mules Park in HUCA 7. View to WSW.



PL.63 Mules Park in HUCA 7. View to SW.



PL.64 Mules Park in HUCA 7. View to W.



PL.65 Mules Park in HUCA 7. View to NW.

4.7.2 Heritage significance (above ground)

This HUCA has **medium** above ground heritage significance. The two Grade II listed buildings, The Rowdens (MDV84430 with associated MDV84429 and MDV84431 in HUCA 6) and Cliffden (MDV84604) with their landscaped grounds are of note. Historic field boundaries are also present.

4.7.3 Heritage significance (below ground)

This HUCA has **medium** below ground heritage significance. The HUCA is undeveloped and affords good potential archaeological survival. Areas of landscaping associated with the houses The Rowdens (MDV84430) and Cliffden (MDV84604) may have led to ground disturbance. Earthwork banks of probable medieval to post-medieval date have been identified from aerial photographs (MDV105172) and the existence of earthworks indicates the level of potential preservation. There are also a number of Second World War features recorded such as Anti Invasion Obstructions (MDV 105175), Anti-Aircraft Battery (MDV71888) and Pillbox (MDV112152) and further archaeological evidence from this period may survive.

4.8 Teignmouth Community College (HUCA 8)

4.8.1 Historic character

HUCA 8 comprises Teignmouth Community College and the associated sports facilities at Mount Everest (see PL. 66-67), which occupy an extensive south-facing site on the east side of Exeter Road, north of the historic core of West Teignmouth (HUCA 22). A school was first established here in the 1920s, when the large villa of Winterbourne was converted (MDV64551). Winterbourne (MDV64551) was built in

the early 19th century with its rock and water garden (MDV63894) constructed shortly before 1886, and was situated where the present-day school buildings are located. Two other large villas of the same date were present in the curtilage of the college and sports grounds, one called Treverven (Hennon House) in the north (MDV110004), and one called West Lawn to the south. Neither of these remain and both appear to have been demolished in the late 20th century.

Teignmouth Community College (HUCA 8)



PL.66 Teignmouth Community College in HUCA 8. View to SE.



PL.67 Teignmouth Community College in HUCA 8. View to NNE.

4.8.2 Heritage significance (above ground)

This HUCA has **low** above ground heritage significance. The historic buildings within this HUCA have been lost to the development of Teignmouth Community College since the 1920s.

4.8.3 Heritage significance (below ground)

This HUCA has **low** below ground heritage significance. The HUCA has been heavily landscaped to receive Teignmouth Community College and therefore, below ground archaeological potential survival is likely to be low.

4.9 Residential Expansion North-West (HUCA 9)

4.9.1 Historic character

HUCA 9 comprises a vast area of late 20th century residential development over former agricultural land (See PL. 68-72). The development extends west of Exeter Road, across the valley of Bitton Brook, to the western edge of Teignmouth. The housing stock consists of various styles of detached, semi-detached and terraced properties, and residents are served by two schools. The valley of Bitton Brook is steep-sided and many properties have views into or over this coombe, or south to the sea. The curvilinear morphology of the preceding fields suggests that these might derive from the enclosures of open field strips, though their shape could be a response to the topography. It is suggested that there was once a deer park in this area (MDV64341) – one road is called Deer Park Avenue – and that this might be associated with Bitton House (MDV17774).

Residential Expansion North-West (HUCA 9)



PL.68 Raleigh Road in HUCA 9. View to WSW.



PL.69 Raleigh Road in HUCA 9. View to SW.



PL.70 Raleigh Road in HUCA 9. View to SW.



PL.71 Headway Cross Road in HUCA 9. View to E.



PL.72 Mill Lane Community School in HUCA 9. View to NNE.

4.9.2 Heritage significance (above ground)

This HUCA has **low** above ground heritage significance. The majority of the buildings are modern housing stock.

4.9.3 Heritage significance (below ground)

Despite the presence of the multi-phase settlement adjacent to Shepherd's Lane (MDV103701) and triple ditched enclosure (MDV104925) in close proximity to this HUCA to the west, the ground disturbance from modern residential development will be extensive and this combined with the steep topography, which is likely to mean former activity in the area would have relatively limited, results in this HUCA possessing a **low** below ground heritage significance.

4.10 Coombe Vale Road (HUCA 10)

4.10.1 Historic character

HUCA 10 comprises a large area of 20th century residential expansion on the north side of the Bishopsteignton Road, directly south of HUCA 9 (see PL. 73-78). Housing was built in this area throughout the last century: there is an array of 1920s and 30s detached and semi-detached properties, for example along Coombe Vale Road, a coherent post-war estate development centred on Fourth Avenue, and mixed late 20th century housing at the west of the area in Kingsdown. This HUCA also contains Teignmouth Hospital; built in the second half of the 20th century (see PL. 78). During the 19th century this entire area, with one exception, contained enclosed fields derived from the enclosure of open field strips. The exception was a large mid-19th century villa called Brookfield House shown on the First Edition Ordnance Survey map, which was built, set back from the Kingsteignton Road, but this does not survive, having been replaced by large early 20th century detached properties along Inverteign Drive. It is notable that the earlier and larger properties within HUCA 10 are to be found in the vicinity of the hospital, where they benefit from open views out across the Teign Estuary.

Coombe Vale Road (HUCA 10)



PL.73 Coombe Vale Road in HUCA 10.
View to NW.



PL.74 Coombe Vale Road in HUCA 10.
View to S.



PL.75 Coombe Park Road in HUCA 10.
View to W.



PL.76 Fourth Avenue in HUCA 10. View to S.



PL.77 Kingsway in HUCA 10. View to NE



PL.78 Teignmouth Hospital on Lower Kingsdown Road in HUCA 10. View to SW.

4.10.2 Heritage significance (above ground)

This HUCA has **low** above ground heritage significance. The majority of the HUCA is 20th century housing.

4.10.3 Heritage significance (below ground)

Residential development will have led to extensive ground disturbance and therefore this HUCA has **low** below ground heritage significance.

4.11 Coombe Lane (HUCA 11)

4.11.1 Historic character

HUCA 11 comprises part of the Bitton Brook valley, from Higher Coombe Farm south to Rocky Lane (see PL. 79-85). It is a small area but it has, relative to the general character of Teignmouth, a unique character. It feels physically enclosed, being at the bottom of a steep valley, and the narrow lane and building stock give a sense of rural seclusion. The properties in this HUCA, which in the 19th century were known as Higher, Middle and Lower Coombe Farms (MDV84408- see PL. 79-80, MDV88407 and MDV22849) are amongst the earliest known within Teignmouth. The earliest building is suggested to be the Grade listed II Higher Coombe Farm Cottage (see PL. 81), of 16th century date (MDV22197). Grade II listed Lower Coombe Cottage is of 17th century date (MDV22161), with the other Grade II listed historic buildings hailing from the 18th century; Higher Combe Farmhouse and attached walls and gate piers (MDV22198) (see PL. 79), Lower Combe House (MDV84411), Thatch Cottage (MDV84412) and Quarry Cottage (MDV84410) (see PL. 85). This HUCA includes an 'Old

Quarry' marked on the First Edition Ordnance Survey mapping at the junction of Rocky Lane and Coombe Lane, and this extractive site relates to early land use, and possibly provided stone for the building of the three Coombe Farms.

Coombe Lane (HUCA 11)



PL.79 Higher Coombe Farmhouse in HUCA 11. View to NE.



PL.80 Higher Coombe Farm in HUCA 11. View to WNW.



PL.81 Higher Coombe Farm Cottage in HUCA 11. View to ESE.



PL.82 Paddons Lane in HUCA 11. View To SW.



PL.83 Coombe Lane in HUCA 11. View to SE.



PL.84 Headway Cross Road in HUCA 11. View to SW.



PL.85 Quarry Cottage on Coombe Vale Road in HUCA 11. View to SE.

4.11.2 Heritage significance (above ground)

This HUCA has **high** above ground heritage significance given the well preserved historic building stock and little infilling by modern residential development. The Grade II listed buildings (detailed above) are a coherent and well-preserved group in peaceful surroundings.

4.11.3 Heritage significance (below ground)

Given the undeveloped nature of this HUCA and early dates for the building stock, there is high archaeological potential for early settlement related features and this HUCA has **high** below ground heritage significance.

4.12 Broadmeadow Industrial Estate (HUCA 12)

4.12.1 Historic character

HUCA 12 lay at the western edge of Teignmouth, and includes the coastal strip west of the Grade II listed Teignmouth and Shaldon Bridge (MDV15245) and land on the north side of Kingsteignton Road (see PL. 86-90). This land has been developed in the late 20th century as the Broadmeadow Industrial Estate, as the Morrisons superstore, and as a sports centre. Morrisons was built on former sports fields and new sports fields were established across agricultural land further north up Broadmeadow. Broadmeadow Industrial Estate is partly built on the site of Teignmouth Gas Works, which were established in the early 19th century and provided gas to light homes in Teignmouth (MDV17778). Immediately south of the Kingsteignton Road, fronting onto the foreshore, are a pair of early 19th century villas associated with 'Cliff Park' shown on the First Edition Ordnance Survey mapping.

Broadmeadow Industrial Estate (HUCA 12)



PL.86 Broadmeadow Lane viewed from A381 in HUCA 12. View to NNW.



PL.87 Broadmeadow Sports Centre in HUCA 12. View to NE.



PL.88 Morrison's Car Park in HUCA 12. View to SW.



PL.89 Children's Centre in HUCA 12. View to ESE.



PL.90 Morrison's in HUCA 12. View to N.

4.12.2 Heritage significance (above ground)

This HUCA has **low** above ground heritage significance. Given the extensive industrial and commercial development, the setting of the 'Cliff Park' villas has been heavily compromised.

4.12.3 Heritage significance (below ground)

This HUCA has **low** below ground heritage significance owing to the widespread ground disturbance resulting through the construction of industrial and commercial development in this HUCA.

4.13 Landscore Road (HUCA 13)

4.13.1 Historic character

HUCA 13 extends to the north and south of the east-west running Landscore Road, on the north side of Bitton Park Road. The character of this HUCA is shaped by the presence of many large villas and detached houses set in substantial gardens, most originating from the late 19th century, though some may date from earlier in that century, such as the Grade listed II Lugehay House (MDV84724). Given the southerly aspect of this area, the properties were built to enjoy fine views across the estuary. There has been relatively little later infill upon garden plots, helping this area to retain much of its Victorian character. There are two areas of terraced properties of contemporary date – the first group was built on land between Bitton and Coombe Roads, with a second terrace of large houses further north-west along Coombe Road. Much of this area was once enclosed agricultural fields possibly derived from the enclosure of open field strips prior to the

development of villas and terraces. Furthermore, a theatre was built here in 1821 (MDV9859) but was demolished to make way for the residences along Hermosa Road.

Landscore Road (HUCA 13)



PL.91 View from Hermosa Road to Upper Hermosa Road in HUCA 13. View to N.



PL.92 View from Landscore Road down Hermosa Road in HUCA 13. View to SE.



PL.93 Inglewood on Third Drive in HUCA 13. View to NW.

4.13.2 Heritage significance (above ground)

This HUCA has **medium** above ground heritage significance. There are some fine Grade II listed buildings including 3 and 4 Lanscore Road- Greenway Nursing Home and Lanscore House (MDV84691), Lugehay House (MDV84724), Number 31 Coombe Vale Road and attached gates, gate piers and wall (MDV84702) and 29 Coombe Vale Road (MDV84700), Westbrook (MDV84692), Leacombe (MDV84725) and the Wall and gate piers forming garden walls to Leacombe and Westbrook (no MDV record).

4.13.3 Heritage significance (below ground)

This HUCA has **medium** below ground heritage significance. The large building plots afford a window for the potential preservation of archaeological remains, particularly those associated with settlement evidence for medieval West Teignmouth (MDV16268).

4.14 The Yannons (HUCA 14)

4.14.1 Historic character

HUCA 14 comprises a compact area of early 20th century detached and semi-detached properties with large gardens along Yannon Drive and Thornley Drive, as well as a later 20th century development on Higher Yannon Drive (see PL. 94-98). The area sits on the west side of Exeter Road. The houses were built within the grounds of the Grade II listed Yannon Towers (MDV84721), built in 1851 with Tudor and Gothic influence, which still stands, though obscured by more recent housing (see PL. 95-96). Prior to this the area comprised enclosed agricultural fields that may have been formed by the enclosure of open field strips.

The Yannons (HUCA 14)



PL.94 Upper Hermosa Drive in HUCA 14. View to S.



PL.95 View from Yannons Drive towards Yannon Towers in HUCA 14. View to N.



PL.96 View from Yannons Drive towards Yannon Towers in HUCA 14. View to N.



PL.97 View from The Yannons in HUCA 14. View to SE.



PL.98 View from Higher Yannon Drive of Andromeda Heights in HUCA 14. View to NE.

4.14.2 Heritage significance (above ground)

This HUCA has **low** above ground heritage significance. The Grade II listed Yannon Towers (MDV84721) and its associated entrance wall and gate piers to east of Yannon Towers (MDV84722) are notable heritage assets. However, their setting has been heavily compromised by modern residential development which has infilled the grounds of 'Yannon' depicted on the First Edition Ordnance Survey map.

4.14.3 Heritage significance (below ground)

This HUCA has **low** below ground heritage significance. Residential development is likely to have caused an extensive level of ground disturbance in this HUCA although the larger garden plots may have more archaeological potential for the preservation of archaeological remains associated with the development of the settlement.

4.15 The 'Avenues' (HUCA 15)

4.15.1 Historic character

HUCA 15 comprises a coherent block of three terraced streets – First, Second and Third Avenues – to the north side of Bitton Park Road, with a similar row fronting the southern side of that road (see PL. 99-102). The style is half brick and half rendered, and this is also reflected in semi-detached housing to the west, along Third and Fourth Avenues. All of this housing is contemporaneous, dating from the early 20th century. This is a wholly residential HUCA whose present character remains true to its original form. Prior to the development of this HUCA, the land on the north side of Bitton Park Road comprised enclosed agricultural fields, whilst that to the south was part of the

ornamental grounds associated with Bitton House. The area sits to the west of Bitton Brook, and whilst its location is unknown it is thought that Bitton Mills was located in the vicinity (MDV22167).

The 'Avenues' (HUCA 15)



PL.99 Fourth Avenue in HUCA 15. View to SE.



PL.100 Second Avenue in HUCA 15. View to S.



PL.101 Second Avenue in HUCA 15. View to W.



PL.102 Second Avenue in HUCA 15. View to W.

4.15.2 Heritage significance (above ground)

This HUCA has **low** above ground heritage significance, and is a common example of early 20th century housing stock in Teignmouth.

4.15.3 Heritage significance (below ground)

This HUCA has **low** below ground heritage significance. The intense, compacted density of housing is likely to have resulted in a high level of ground disturbance.

4.16 Bitton House (HUCA 16)

4.16.1 Historic character

HUCA 16 consists of Bitton House, its grounds, as well as the adjacent rugby ground to the west (see PL. 103-115). The area is situated between Bitton Road and the railway line. The area has an open aspect with views across the estuary. The Grade II* listed Bitton House is of late 18th century date (MDV17774) (see PL. 107-108, 112-114) and once had sizable landscaped grounds but the western part of these have been built on (see PL. 106, 110 and 113). This late 20th century development comprises sheltered or assisted housing for the elderly located on the site of the short-lived Teignmouth Isolation Hospital (MDV52720), constructed in the earlier part of that century. The rugby ground (see PL. 103 and 115), west of Bitton Park, has also been included within this HUCA, for whilst it is today a sports ground, it still has an open aspect. The sports ground was built on an area of former ornamental grounds and the Tithe map for West Teignmouth shows a large residence in this area, which was thought to be a precursor to Bitton House, built in the early 17th century and demolished in 1863

(MDV51956). The Grade II listed, early 19th century Orangery (MDV29564) (see PL. 109 and 111) stands adjacent to and west of Bitton House (MDV17774).

Bitton House (HUCA 16)



PL.103 Rugby Ground in HUCA 16. View to E.



PL.104 Teignmouth and Shaldon Bridge in HUCA 16. View to NW.



PL.105 Teignmouth and Shaldon Bridge in HUCA 16. View to NW.



PL.106 Bitton Park in HUCA 16. View to SW.



PL.107 Bitton House and The Orangery in HUCA 16. View to NNE.



PL.108 Bitton House in HUCA 16. View to N.



PL.109 The Orangery in HUCA 16. View to NNE.



PL.110 Bitton Court in HUCA 16. View to WSW.



PL.111 The Orangery in HUCA 16. View to NE



PL.112 Bitton House in HUCA 16. View to ENE.



PL.113 Bitton Court in HUCA 16. View to W.



PL.114 Bitton House and grounds in HUCA 16. View to ENE.



PL.115 Rugby Ground in HUCA 16. View to W.

4.16.2 Heritage significance (above ground)

This HUCA has **medium** above ground heritage significance. The Grade II* listed Bitton House (MDV17774) and Grade II listed Orangery (MDV29564) stand within greatly reduced landscaped grounds with specimen trees evident (see PL. 114). Bitton Court has clearly degraded the setting of the listed buildings.

4.16.3 Heritage significance (below ground)

This HUCA has **medium** below ground heritage significance. The open space within this HUCA does hold archaeological potential, even following landscaping and the close proximity to the estuary shoreline heightens this potential. Archaeological evidence associated with the early exploitation of the River Teign may be located here.

4.17 The Quays (HUCA 17)

4.17.1 Historic character

HUCA 17 comprises the area of quays, harbour and maritime activity on the Teign estuary and including the area known as Back Beach, the harbour Car park and beach huts (see PL. 116-124). This area has a distinct maritime feel, and is today active with fishing boats, leisure boats, and maritime warehousing. This is the working heart of maritime activity, and is distinct from the touristic emphasis on the eastern shoreline (HUCA 18). There are five named quays today – Western Quay (MDV60373), Old Quay (MDV60374), Eastern Quay (MDV60375), Fish Quay (MDV55028) and New Quay (MDV55017) – and the first three of these today hold large warehouses (see PL. 116-118, 120-121 and 122-124). The Grade II listed New Quay (MDV55017) is smaller, and retains a stronger link with smaller fishing vessels. In the mid-19th century the port was served only by Old and New Quay, and it was not until the turn of the 20th century that the larger Eastern and Western Quays were built. The date of Old Quay is not known, but it is known that New Quay was built in 1821 to ship granite from Hay Tor for the construction of London Bridge (MDV55017). Shipbuilding was important for Teignmouth and this HUCA includes the area in which its shipbuilding industry flourished, with the shipyard extending into the southern end from HUCA 19, shown on 18th and 19th century maps, on the west side of the Strand (MDV55023) which was expanded in the 20th century by Morgan Giles who took it over in 1921 (MDV42797).

The Quays (HUCA 17)



PL.116 Teignmouth and HUCA 17. View to NE.



PL.117 Teignmouth and HUCA 17. View to NE.



PL.118 Teignmouth and HUCA 17. View to ENE.



PL.119 Beach huts and maritime activities in HUCA 17. View to N.



PL.120 The Quays in HUCA 17. View to NNW.



PL.121 The Quays in HUCA 17. View to NW.



PL.122 View from the Ship Inn on Queen Street in HUCA 19 to HUCA 17. View to



PL.123 View from Quay Road in HUCA 19 to HUCA 17. View to W.



PL.124 The Quays in HUCA 17. View to SE.

4.17.2 Heritage significance (above ground)

This HUCA has **low** above ground heritage significance. The Grade II listed New Quay (MDV55017) is of note but many modern warehouses have been constructed (see PL. 123), detracting from its setting and removing much of the historic fabric within this HUCA.

4.17.3 Heritage significance (below ground)

This HUCA has **medium** below ground heritage significance. There is the potential for the remains of the medieval quay or evidence of early maritime activities to be located in this HUCA; however, there has been considerable ground disturbance from the construction of the warehouses. The earliest moorings in West Teignmouth were around the Point within the river mouth and shipyards were located in this area by the late 17th century. There is also no evidence of a quay being constructed in East Teignmouth either and boats were simply beached on the Strand (MDV107197).

4.18 The Den and Promenade (HUCA 18)

4.18.1 Historic character

HUCA 18 comprises the principal seafront and touristic face of Teignmouth, and includes The Den (MDV55325), the promenade; the beach and the pier (MDV9884) (see PL. 125-133). This HUCA was utilised during the late medieval period although no obvious trace of this activity is fossilised within its historic character. Whilst the beach is, to some degree, a natural feature, the remainder of this HUCA is a result of 19th century modelling of this seaside resort. Although the promenade has been refurbished and enhanced, and The Den (MDV55325), has recreational facilities such as miniature golf and a bowling green, the emphasis on seaside leisure has been retained

throughout. The Den (MDV55325) was laid out as a park in 1869 and prior to that was waste ground used for horse racing (MDV55325). The Pier was built in the 1860s and originally had a theatre and early cinema (MDV9884), but today houses an amusement arcade. When visited on 8th September 2015 for the purpose of this survey, the seaward end of the pier was closed to visitors. This HUCA also includes the rough crescent of substantial terraced properties that front onto The Den such as the Grade II listed Bay Hotel, Marina Court, Powderham Terrace (MDV52897), and were built in the early 19th century with fine sea views. Whilst predating the setting out of the Den's gardens, these properties are linked with the enjoyment of the seascape, rather than the commercial aspect of the town in HUCAs 19 and 20.

The Den and Promenade (HUCA 18)



PL.125 View from HUCA 24 across HUCA 18 and HUCA 24. View to SW.



PL.126 The Den in HUCA 18. View to NNE.



PL.127 The Den in HUCA 18. View to NNE.



PL.128 The Lighthouse in HUCA 18. View to ESE.



PL.129 Teignmouth Lifeboat Station in HUCA 18. View to N.



PL.130 Courtenay Place in HUCA 18. View to W.



PL.131 The Pier in HUCA 18. View to SW.



PL.132 The Den in HUCA 18. View to WSW.



PL.133 The Den in HUCA 18. View to NE.

4.18.2 Heritage significance (above ground)

This HUCA has **high** above ground heritage significance. The listed buildings surrounding the Den (MDV9894, MDV84611, MDV84625, MDV84629, MDV84644, MDV84649 and MDV52897) are of note. The development of Teignmouth as a resort following the land reclamation forming The Den in the early 19th century was a period of busy construction activity with the introduction of a new street pattern with Regency terraces and town planning schemes such as Den Crescent (MDV55325) (Devon County Council and Teignbridge District Council 1994B, 6). The tourist-based features are representative of a seaside town developing since the 18th century with particular growth during the 19th century.

4.18.3 Heritage significance (below ground)

This HUCA has **medium** below ground heritage significance as much of this HUCA has been disturbed by reclamation, landscaping and development. The archaeological potential stems from the utilisation of the shoreline in the late medieval period for a range of activities and salt works were located at the western end along with grazing and drying facilities. Leland in the 16th century observed diverse houses and wine cellars at the eastern end nearer the church (MDV55325) (Timms 1976, 185). There is also the potential for the discovery of archaeological remains within this HUCA associated with wrecks buried below the beach or finds that have been scoured from the designated wreck site at Church Rocks (MDV9871) which lies offshore.

4.19 Teignmouth Core West (HUCA 19)

4.19.1 Historic character

HUCA 19 covers the western part of Teignmouth's present commercial core, as well as terraced residential areas to the rear of the quays (see PL. 134-149). This area has a distinct architecture, often with two or low three-storey buildings, many with commercial frontages, that are mainly of early 19th century date. Northumberland Place and Teign Street are excellent examples of late Georgian architecture (Teignbridge District Council. Undated D, 4). The streets are wide but sinuous, and along the main thoroughfares of Teign Street and Northumberland Place side streets allow access to the shoreline. The position of this area, immediately behind the quays and Back Beach, indicates that this area developed in response to the maritime industries that flourished in the late eighteenth and early nineteenth centuries, though there are indications in buildings such as The Jolly Sailor (MDV55025) that this part of Teignmouth might have origins in the 16th or 17th century. Today, the area has a mixture of shops, inns and food outlets, and serves as one half of Teignmouth's retail area (the other being HUCA 20), though historically it is likely that some buildings were fisherman's cottages, sail lofts, and other maritime uses. The backplots of these frontages might also have had a variety of uses, for example a fish market was held in Shimmell's Yard, to the rear of 37 Teign Street (MDV55020).

Teignmouth Core West (HUCA 19)



PL.134 Marine Terrace in HUCA 19. View to WNW.



PL.135 The Strand in HUCA 19. View to NNE.



PL.136 Northumberland Place in HUCA 19. View to SE.



PL.137 Northumberland Place in HUCA 19. View to NW.



PL.138 Teignmouth Methodist Church in HUCA 19. View to WNW.



PL.139 Somerset Place in HUCA 19. View to SW.



PL.140 Northumberland Place in HUCA 19. View to SW.



PL.141 Brunswick Street in HUCA 19. View to SW.



PL.142 No. 32, Brunswick Street in HUCA 19. View to SE.



PL.143 Teign Street with view of HUCA 19. View to E.



PL.144 Teign Street in HUCA 19. View to E.



PL.145 Thomas Luny House in HUCA 19. View to WNW.



PL.146 Custom House Lane in HUCA 19.
View to NE.



PL.147 The Old Custom House in HUCA 19.
View to NE.



PL.148 View of the railway in HUCA 19.
View to SE.



PL.149 Parson Street between HUCA 19
and HUCA 21. View to S.

4.19.2 Heritage significance (above ground)

This HUCA has **high** above ground heritage significance. There is a wealth of historic building stock with listed buildings throughout this HUCA. Buildings such as the Grade II listed Thomas Lunny House (MDV84686) (see PL. 145) named after the marine artist who died there in 1837, demonstrate the quality of the buildings and the association of the building stock with Teignmouth's maritime past and the inspiration this has provided for the artistic community.

4.19.3 Heritage significance (below ground)

This HUCA has **high** below ground heritage significance. The historic development of Teignmouth, particularly the growth and features associated with the maritime activities of the town, are likely to be reflected in any surviving archaeological deposits within this HUCA.

4.20 Teignmouth Core East (HUCA 20)

4.20.1 Historic character

HUCA 20 comprises the eastern half of Teignmouth's commercial core (see PL. 150-156). Its present-day character is that of substantial three and four-storey commercial frontages, with many large retailers interspersed with independent traders. The buildings are generally of 19th century date and appear to be largely a result of widespread Georgian improvements, though little appears to be known about what predated them.

Teignmouth Core East (HUCA 20)



PL.150 Bank Street in HUCA 20. View to E.



PL.151 Teign Street in HUCA 20. View to WNW.



PL.152 Fore Street in HUCA 20. View to N.



PL.153 Wellington Street in HUCA 20. View to E.



PL.154 George Street in HUCA 20. View to N.



PL.155 Teign Street with view of HUCA 20 HUCA 19. View to E.



PL.156 The Royal Library on Wellington Street in HUCA 20. View to N.

4.20.2 Heritage significance (above ground)

This HUCA has **high** above ground heritage significance and is the commercial heart of Teignmouth, with a number of listed buildings. Many buildings are the result of Georgian growth within Teignmouth, for example the Grade II listed The Royal Library (MDV17776). The early 19th century was a period of intense redevelopment with the introduction of new streets with Regency buildings (MDV55325) (Devon County Council and Teignbridge District Council 1994B, 6).

4.20.3 Heritage significance (below ground)

This HUCA has **high** below ground heritage significance. The potential archaeological features within this HUCA will reflect the urban precursor prior to the commercial and touristic growth within the town. The highest likelihood of archaeological survival will be in locations that have not been subject to modern disturbance.

4.21 Inner Ring Road (HUCA 21)

4.21.1 Historic character

HUCA 21 comprises the Inner Ring Road and adjacent late 20th century developments (see PL. 157). This is a major routeway which forms an artificial division through the town, in particular cutting through what was formerly West Teignmouth. It consists of a wide, often four-lane highway with elevated sections. When the road was constructed in the 1970s terraces and commercial frontages of at least 19th century date were cleared, but no archaeological record appears to have been made. Beside the new road several large blocks of flats and

maisonettes were built, which are visually different to any other residential development within the town. This HUCA also includes the Waitrose supermarket.

Inner Ring Road (HUCA 21)



PL.157 The modern development of HUCA 21. 83 is visible in the distance. View to SW.

4.21.2 Heritage significance (above ground)

This HUCA has **low** above ground heritage significance. There is little of architectural note within this HUCA of modern development apart from the rare survival of the Grade II listed 83, Bitton Park Road (MDV84678) (see PL. 157).

4.21.3 Heritage significance (below ground)

This HUCA has **low** below ground heritage significance. Much archaeological evidence has been lost to the modern road development including evidence for the Causeway (MDV9908), the altering of Bitton Street by the Improvement Act of 1836 (MDV9907) and the pattern of medieval burgage plots that ran back from Teign Street and Bitton Park Road (formerly Bitton Street) (MDV107198).

4.22 West Teignmouth (HUCA 22)

4.22.1 Historic character

HUCA 22 comprises the northern part of West Teignmouth, centred on the Parish Church of St James the Less (MDV15168) (see PL. 158-162). This area comprises various residential terraces and low commercial frontages, some with rendered buildings of probable early 19th century date, as well as brick-built terraces of late 19th century date associated with the coming of the railway. This HUCA includes one of Teignmouth's historic cores (Teignbridge District Council. Undated C, 5). The medieval church (MDV15168) was rebuilt in the early 19th century (see PL. 158), so while this area represents the core of historic West Teignmouth parish, there is little to indicate its medieval and early post-medieval origins. Whilst it is possible to trace the history of this part of Teignmouth and recognise its early importance, this would not be obvious to the casual observer based on the extant fabric. The construction of the inner ring road effectively separated this part of West Teignmouth from associated residential and commercial areas nearer the quays, now forming HUCA 19.

West Teignmouth (HUCA 22)



PL.158 St James the Less HUCA 22. View to ENE.



PL.159 Exeter Street HUCA 22. View to NW.



PL.160 Salisbury Terrace HUCA 22. View to WSW.



PL.161 Bitton Avenue HUCA 22. View to E.



PL.162 Grove Crescent HUCA 22. View to SE.

4.22.2 Heritage significance (above ground)

This HUCA has **high** above ground heritage significance. The high quality historic building stock demonstrated by the Grade II* listed Church of St James the Less (MDV15168) (see PL. 158), the Grade II listed Altar Tomb of Thomas Luny (MDV84663) and Church Yard Gates, gates piers and walls (MDV84674), the Non-Conformist Chapel (MDV84688), Summercourt and attached walls (MDV84693) and 1-4 Heywoods Close (MDV84631) are of note. The historic buildings within this HUCA uniquely preserve its 19th century heritage. The inner ring road has severed this part of West Teignmouth from associated residential and commercial areas, now forming HUCA 19.

4.22.3 Heritage significance (below ground)

This HUCA has **high** below ground heritage significance. The potential archaeological remains associated with the early settlement and subsequent development of West Teignmouth may be found within this HUCA. This is particularly likely in locations that have not been disturbed by modern development, for example, the gardens on the south side of Higher Brimley Road.

4.23 Teignmouth Railway Station (HUCA 23)

4.23.1 Historic character

This small HUCA comprises only Teignmouth Railway Station and former goods sheds to the north, which are now occupied by modern light industrial units (see PL. 163-165). The railway station was opened in 1846 by the South Devon Railway Company as the southernmost terminus from Exeter. It was the bringing of the railway (MDV17775) to Teignmouth that no doubt stimulated growth within the town, particularly with regard to industry and tourism.

Teignmouth Railway Station (HUCA 23)



PL.163 View of HUCA 23 and HUCA 24.
View to SW.



PL.164 The Railway Station HUCA 23 from
Shute Hill in HUCA 22. View to E.



PL.165 The Railway Station in HUCA 23.
View to ENE.

4.23.2 Heritage significance (above ground)

This HUCA has **low** above ground heritage significance. The 19th century Railway Station is depicted on the First Edition Ordnance Survey map and should be noted given the significance of the coming of the railway to Teignmouth and the urban growth this generated. There is nothing else of particular architectural note within this HUCA.

4.23.3 Heritage significance (below ground)

This HUCA has **low** below ground heritage significance. There will have been a high level of ground disturbance associated with the construction of the railway in this HUCA.

4.24 East Teignmouth (HUCA 24)

4.24.1 Historic character

HUCA 24 comprises the historic core of East Teignmouth, centred on the Parish Church of St Michael (MDV 9878) (see PL. 166-176). Whilst the present-day church is of 19th century date, a church here was mentioned in an early 11th century charter (MDV9878) (see PL. 169). The area is dominated by the busy road junction formed by the Dawlish Road and Myrtle Hill, and the present character is one prominently of 19th century terraced cottages fronting these roads. There is another substantial church of 19th century date – the Grade II* listed United Reform Church (MDV29562) (see PL. 170). There are older buildings, such as The Dawlish Inn (MDV55342), the late 18th century, Grade II listed 22, Dawlish Street (MDV84597) and the 18th century, Grade II listed Old Cottage (MDV84600), but there is little in the north of this HUCA to hint at its early origins, except the winding Mere Lane (see PL. 171), which approaches the seafront. To the south, around Regent Street and French Street the backstreets hold various low buildings, built in close proximity and providing an enclosed feeling, but even the oldest of these appears to be only of 18th century date e.g. The Cottage, 17 French Street (MDV9925). The historic focus of East Teignmouth is recognisable in the layout of the area, but as in West Teignmouth, the impact of later 19th century urbanisation and the resultant built fabric has obliterated or masked any of the early character of the twin historic cores that might have otherwise remained. The Lido (see PL. 172) constructed in the late 20th century on the former site and grounds of the large house of 'Mordref' marked on the First Edition Ordnance Survey map, is testament to the importance of recreational activity in Teignmouth.

East Teignmouth (HUCA 24)



PL.166 Regent Street in HUCA 24 viewed from HUCA 20. View to ENE.



PL.167 Pound Lane in HUCA 24. View to NE.



PL.168 French Street in HUCA 24. View to NW.



PL.169 Church of St Michael in HUCA 24. View to N.



PL.170 United Reform Church on Dawlish Street in HUCA 24. View to NNW.



PL.171 Mere Lane in HUCA 24. View to SE.



PL.172 Lido in HUCA 24. View to N.



PL.173 View towards HUCA 24 from Den Promenade and Terrace Walk in HUCA 18. View to NE.



PL.174 View of HUCA 24 from HUCA 18.
View to N.



PL.175 View of HUCA 18 and HUCA 24.
View to N.



PL.176 View of HUCA 18 and HUCA 24.
View to NNE.

4.24.2 Heritage significance (above ground)

This HUCA has **high** above ground heritage significance given its considerable stock of listed buildings which reflect the growth of Teignmouth, particularly between the 18th and 19th centuries. As a collection, the coherent group of historic buildings represent the prosperity of Teignmouth during this period.

4.24.3 Heritage significance (below ground)

This HUCA has **high** below ground heritage significance. This HUCA holds the potential archaeological remains relating to the early settlement of East Teignmouth and its subsequent development. The potential for survival of archaeological remains is particularly high in areas that have not been subject to modern redevelopment, for example, the small area of undeveloped land to the south of Mere Lane.

5 Recommendations

In order to more fully understand the historic character of Teignmouth and to assist in managing change in the historic environment of the town through the planning system it is recommended that the following be undertaken:

- Identification of the extents and dates of different land ownership within the town.
- Research into the use of individual plots and buildings, using sources such as the Tithe map and Apportionment, and the 19th century Ordnance Survey, examining the phasing of burgage plots and the distinction between these and plots laid out in the post-medieval period.
- Detailed study of the buildings within the two historic cores of the town – using historic maps, documentary sources and fieldwork, develop an understanding of the phasing for the building stock.
- Inventory and photographic record of architectural styles, details and materials.
- Detailed recording of other elements of the historic fabric – e.g. boundary walls, drains, railings etc.
- Detailed site inspection of key archaeological sites where above ground remains may survive.
- A programme of geophysical survey and trial trenching to evaluate the potential for buried remains in suitable areas.
- A study of the style and socio-economic context of the different 20th century housing estates within the town.

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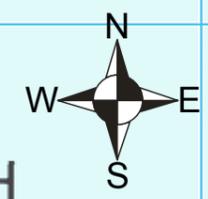
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LEGEND

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Devon
County Council



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PROJECT

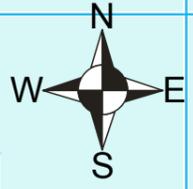
TEIGNMOUTH
LOCATION AND SETTING

1

Scale 1:25,000 @ A3 Date OCTOBER 2015



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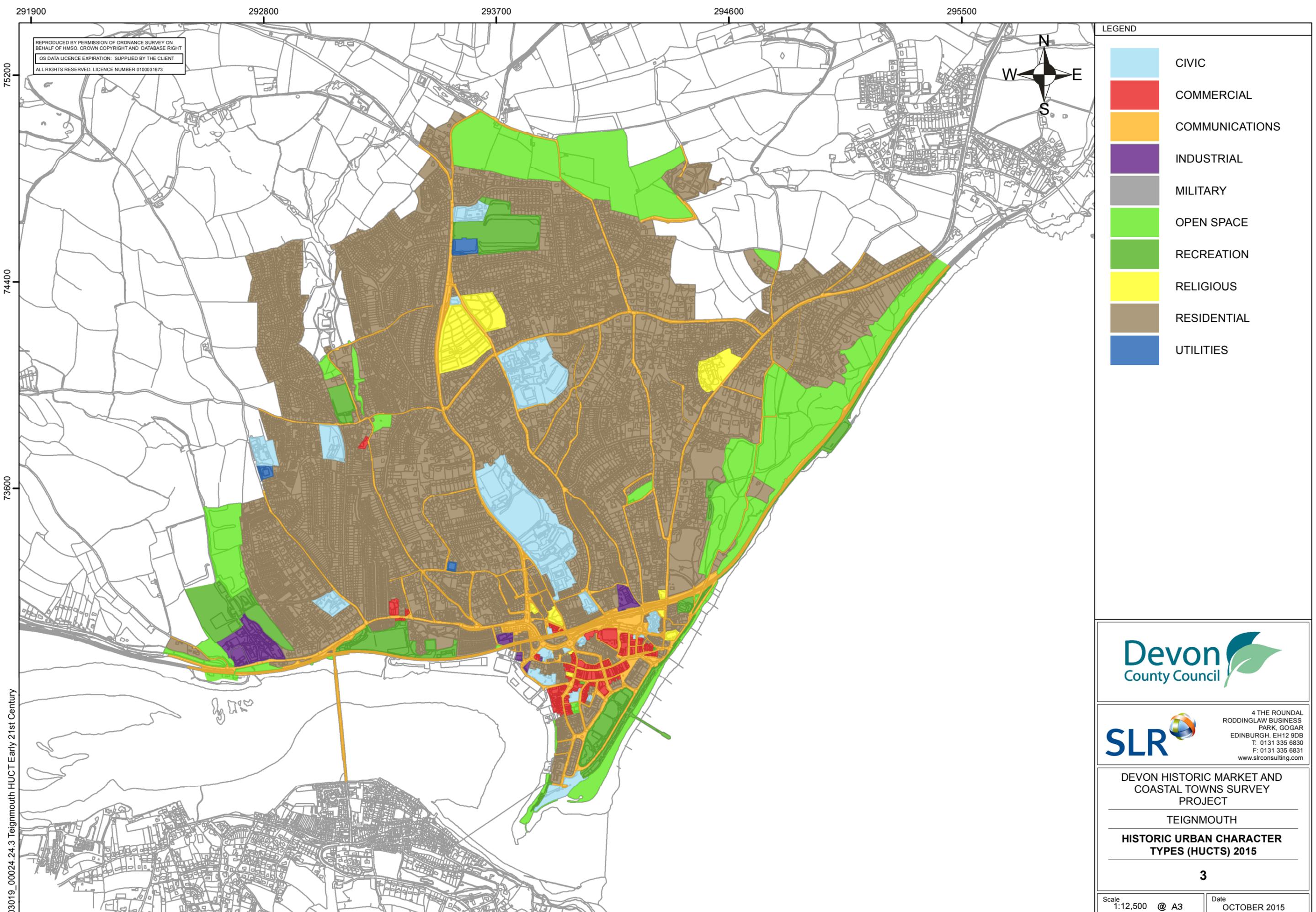
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 COASTAL TOWNS SURVEY
 PROJECT

TEIGNMOUTH
 ROADS AND STREETS

2

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 PROJECT

TEIGNMOUTH

**HISTORIC URBAN CHARACTER
 TYPES (HUCTS) 2015**

3

Scale 1:12,500 @ A3 Date OCTOBER 2015

03019_00024.24.3 Teignmouth HUCT Early 21st Century

292800

293700

294600

295500

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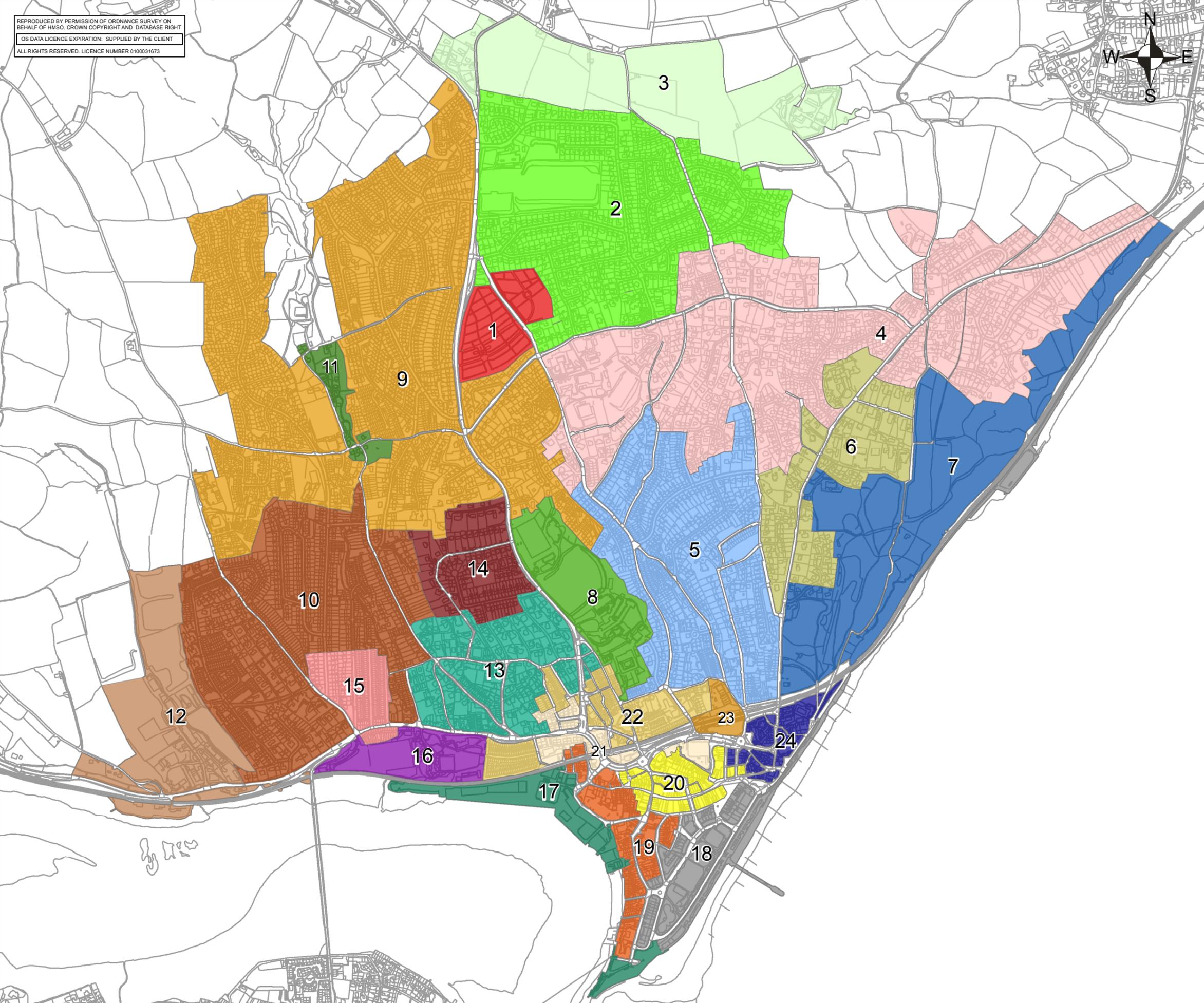
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	11		23
	12		24



74400

73600

03019_00024.24.4.0 Teignmouth HUCAs Early 21st Century



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TEIGNMOUTH

HISTORIC URBAN CHARACTER
TYPES (HUCAS) 2015

4

Scale 1:10,000 @ A3

Date OCTOBER 2015

291900 292800 293700 294600 295500

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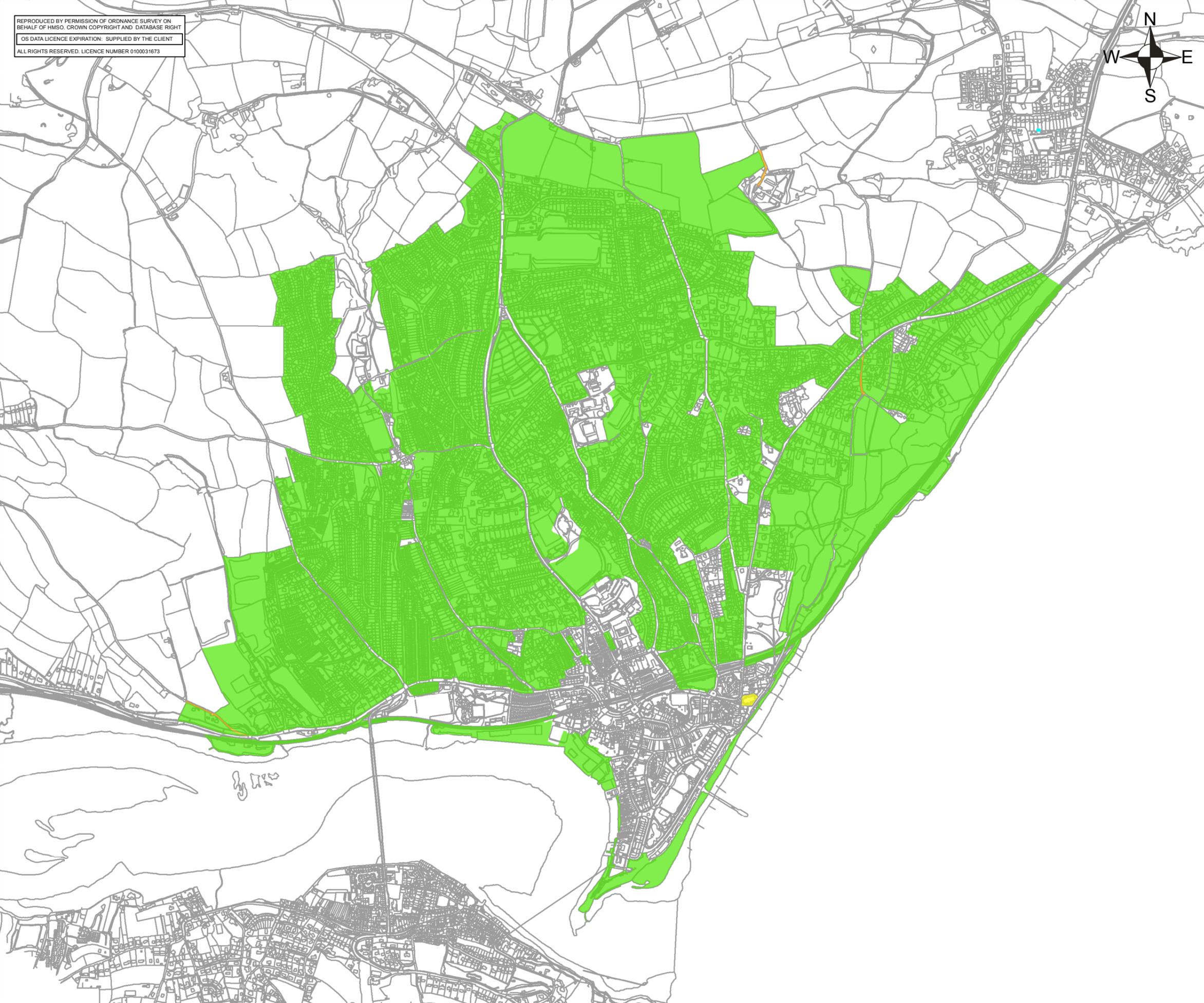


LEGEND

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75200
74400
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03019_00024.24.5 Teignmouth HUCT Medieval



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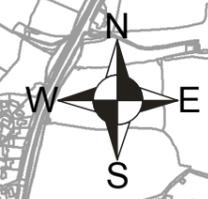
TEIGNMOUTH

HISTORIC DEVELOPMENT MEDIEVAL

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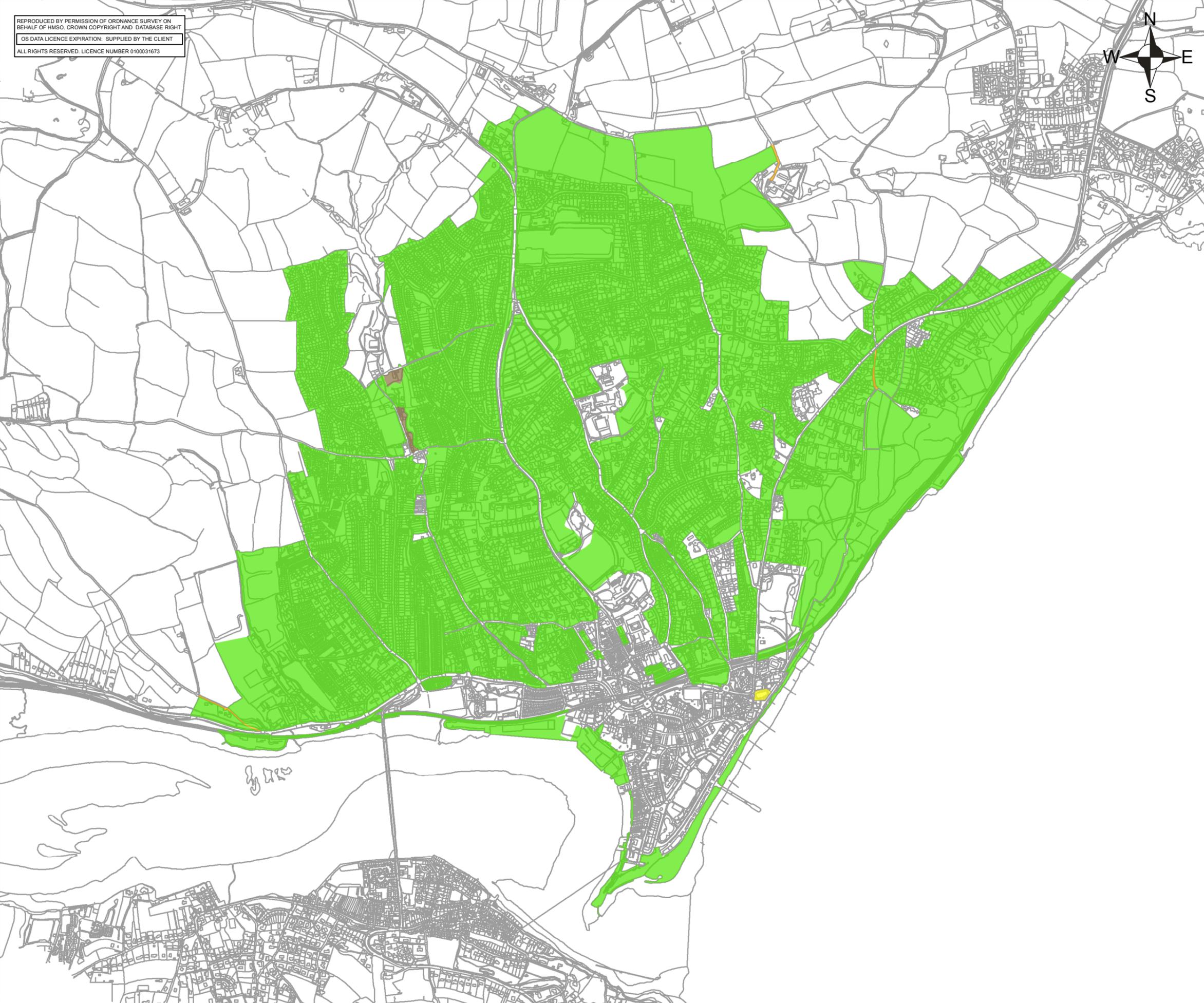
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03019_00024.24.3.0 Teignmouth HUCT Post medieval



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PROJECT

TEIGNMOUTH

HISTORIC DEVELOPMENT
POST MEDIEVAL

6

Scale 1:12,500 @ A3

Date OCTOBER 2015

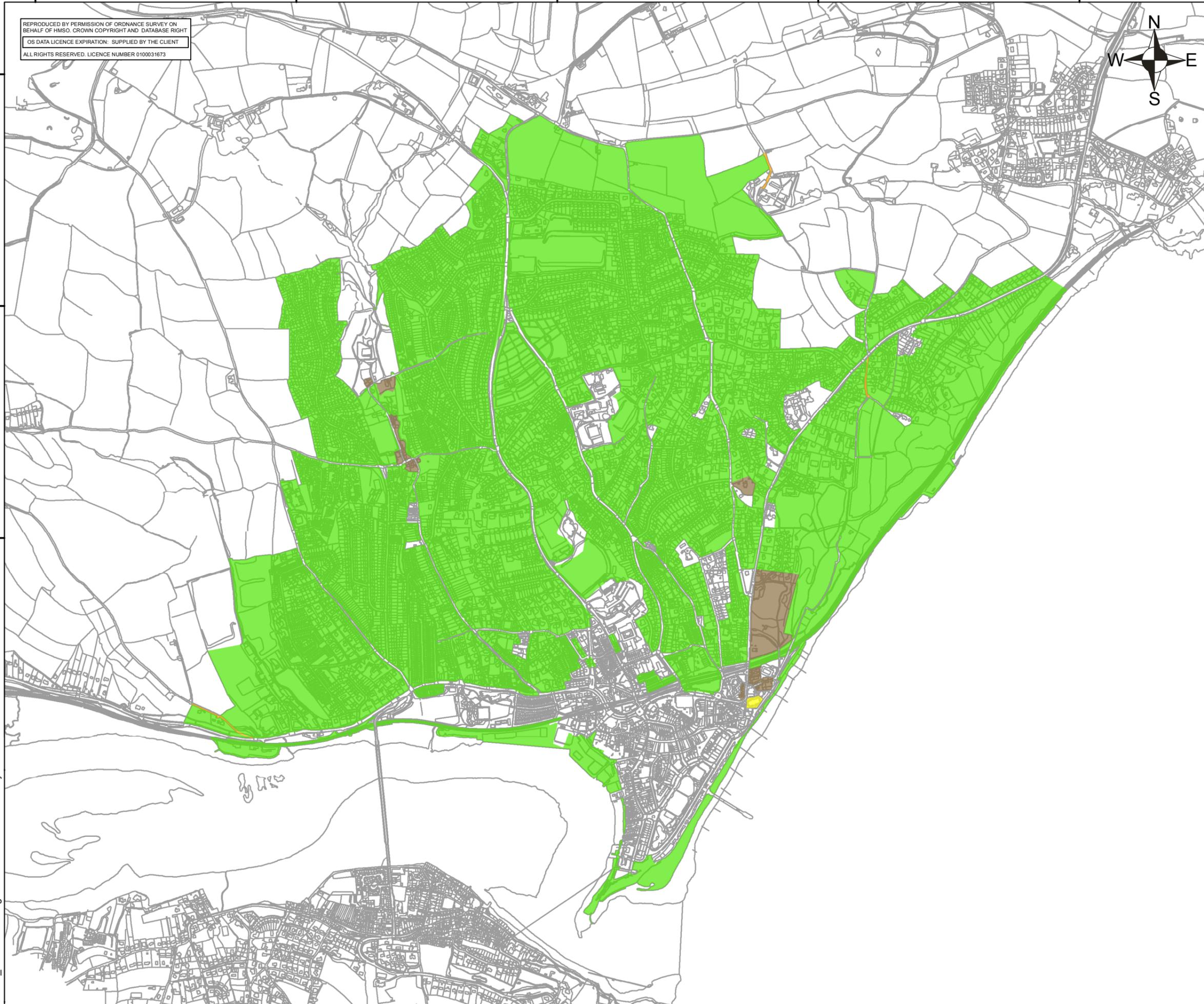
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HISTORIC DEVELOPMENT
18TH CENTURY

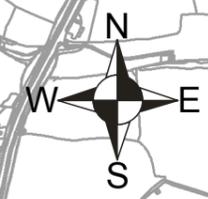
7

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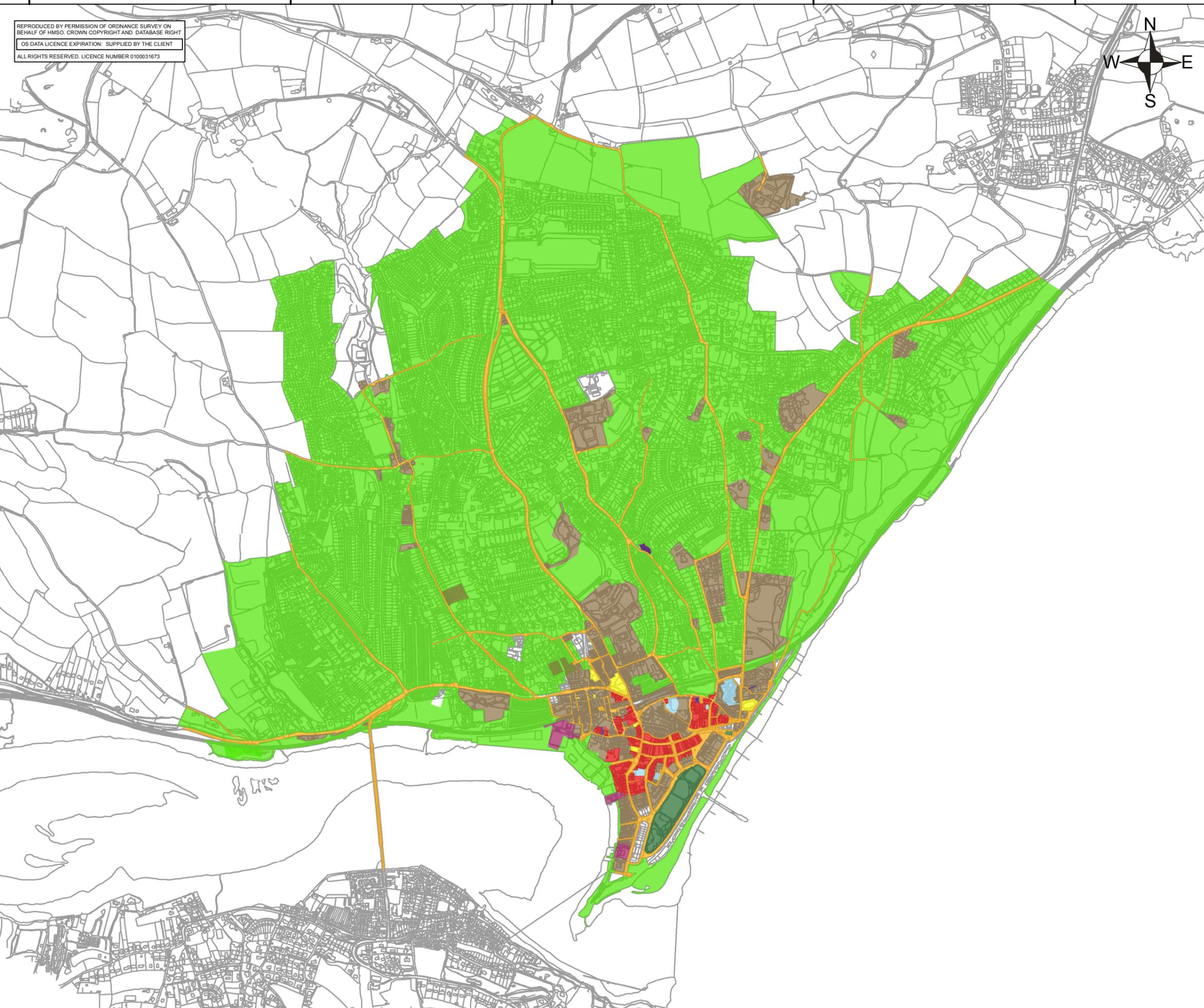


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HISTORIC DEVELOPMENT
EARLY 19TH CENTURY

8

Scale
1:12,500 @ A3

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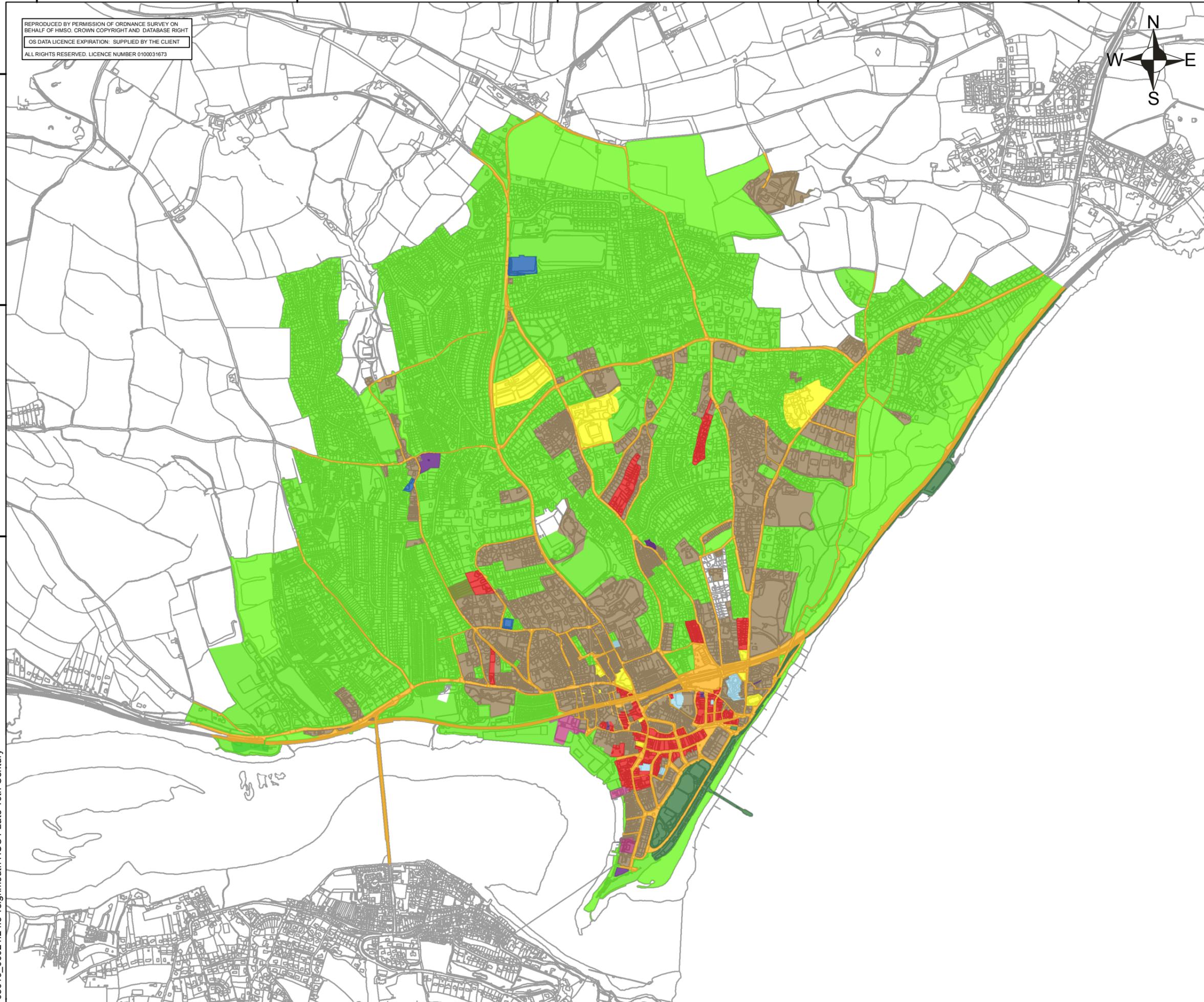
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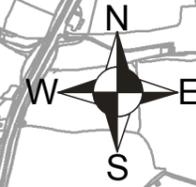
HISTORIC DEVELOPMENT LATE 19TH CENTURY

Scale 1:12,500 @ A3

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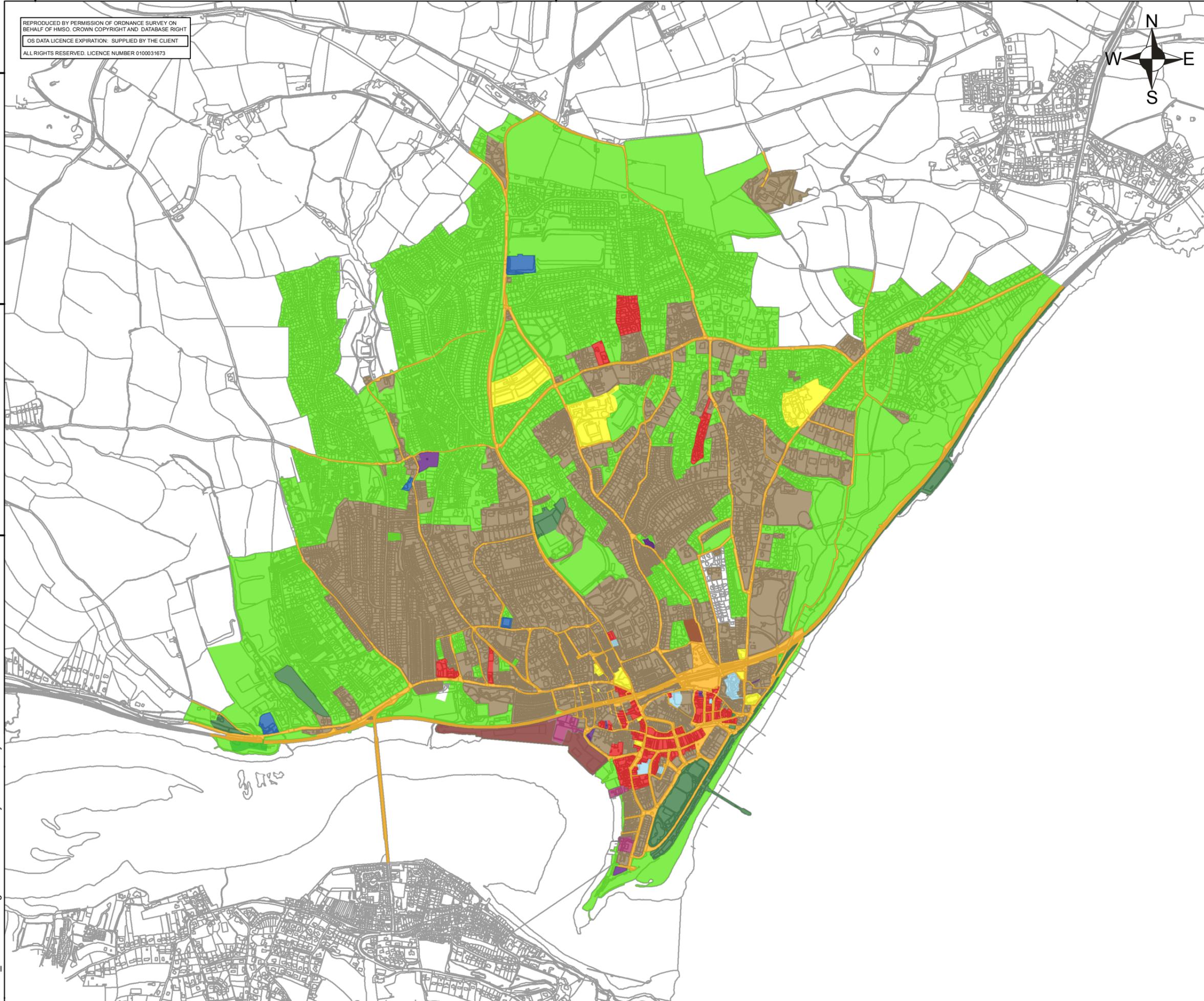
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EARLY 20TH CENTURY

10

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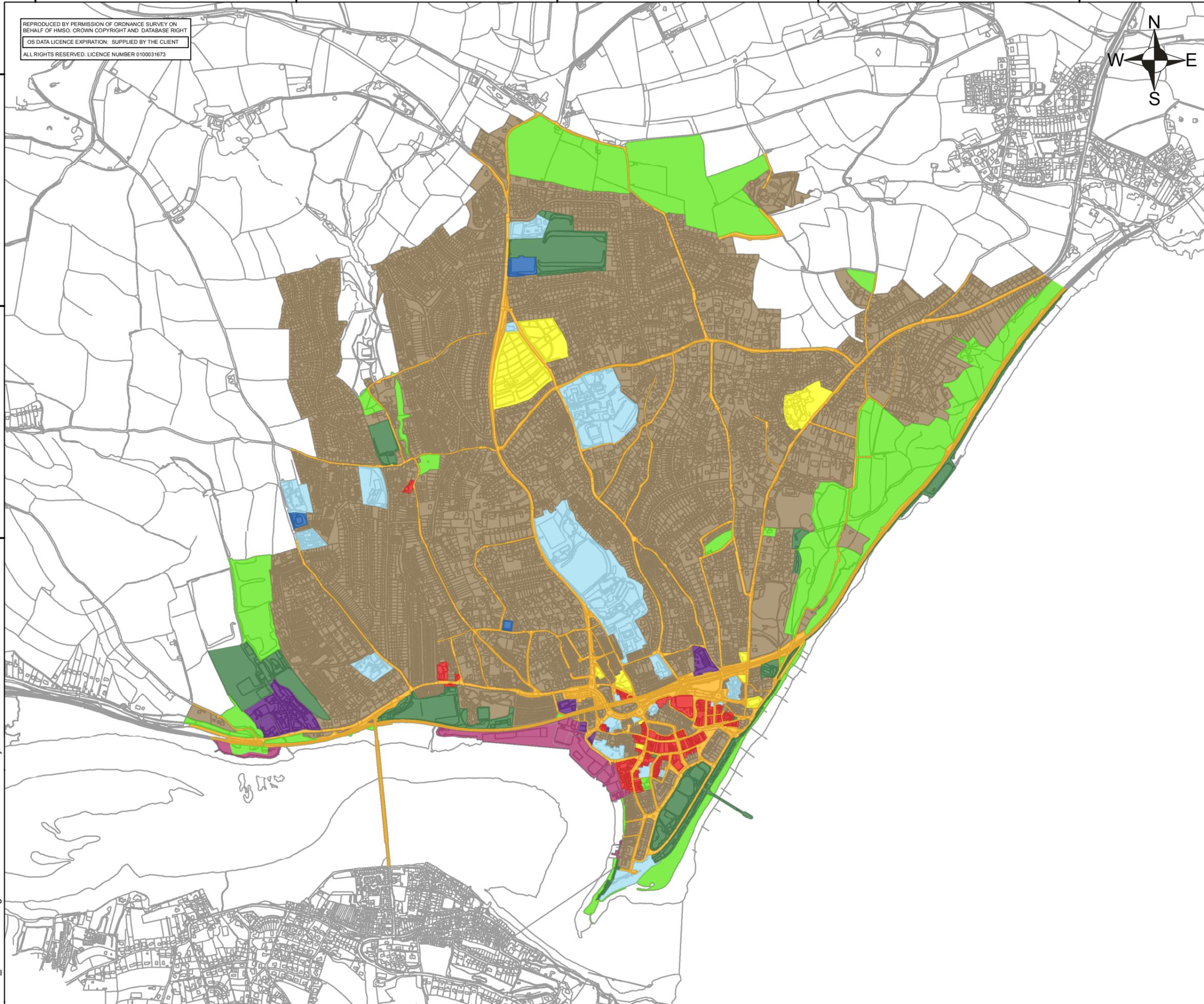
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LATE 20TH CENTURY

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