

The Archaeology of Wiltshire's Towns
An Extensive Urban Survey

CHIPPENHAM

Prepared By:

Phil McMahon
Wiltshire County Archaeology Service
Libraries and Heritage
Wiltshire County Council
Bythesea Road
Trowbridge
Wiltshire
BA14 8BS.

August 2004

The Archaeology and History of Chippenham

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1. INTRODUCTION

- 1.1. Towns are an important component of the historic environment which have developed over many hundreds of years and are under constant development pressures. The archaeological resource within our historic towns is an invaluable and irreplaceable source of data about past societies and the evolution of our culture. Despite these factors the archaeology of many towns, especially the smaller market towns, is poorly understood.
- 1.2. In 1976 the DoE sponsored a study of the archaeology of Wiltshire's historic towns, aiming to assess the relative importance of the towns at different points in time as a basis for future archaeological research. This resulted in the publication of "*Wiltshire Towns: the archaeological potential*" (Haslam 1976). Since then, the book has been one of the key references for archaeologists monitoring urban development and its impact in the county.
- 1.3. A massive increase in the amount of archaeological and historical data available and changes in legislation such as the introduction of Planning Policy Guidance note No. 16 have meant that a reappraisal of the situation is now due. The Extensive Urban Survey of Wiltshire has been commissioned by English Heritage, as part of a National programme, to address the need for a new assessment of urban archaeology in the county. The current administrative structure of the historic county of Wiltshire is two-tier, with the County Council working in conjunction with the four District Councils (Kennet, North Wiltshire, Salisbury and West Wiltshire) and the new unitary authority of Swindon - historically part of the county. The survey aims to map the development of all of Wiltshire's and Swindon's historic towns (Fig. 1) and to assess the extent of the surviving archaeology and built heritage. It is also proposed that the threat of development on the historic environment within the county's towns will be examined.
- 1.4. The origins of urban centres in England reach back to the Iron Age. During the Roman occupation new, planned, urban centres were linked by an efficient road system. In the Saxon period, defended towns and royal boroughs were developed and later medieval towns grew around markets as economic conditions improved or were 'planted' as planned new centres.
- 1.5. As far as is known the first towns in Wiltshire appeared during the Romano-British period but all the known examples are now greenfield sites, although some may have given rise to nearby settlements. Most modern towns in the county have their roots as Saxon villages or defended settlements such as Cricklade and Wilton. Many of the villages grew into small towns after the Norman invasion, often focussed around a castle or market and in the early thirteenth century 'planted boroughs', in which individual plots of land were sold by the major landowner.
- 1.6. The definition of a town for inclusion in the survey follows the criteria laid out in Heighway (1972), by which the settlement must possess certain facilities such

as defences, a mint, a market, a street plan, or a judicial centre, and demonstrate such urban attributes as high population, a diversified economic base or a central or key location. For the purposes of the survey, however, the towns should meet these criteria historically, even if they no longer do so. This allows, for example, the inclusion of the five known Roman towns in the county, and settlements such as the village of Heytesbury, which was developed as a planned town in the 13th century, but which did not succeed as an urban centre. The full list of 34 towns included in the survey and the criteria for inclusion are included as Appendix 1. Chippenham satisfies seven of these criteria: evidence for urban defences (*criteria i*); the early existence of a market (*criteria iii*); the past presence of a mint (*criteria iv*); a diversified economic base (*criteria viii*); evidence for burgage plots and early urban-type housing (*criteria ix*); evidence for historic social differentiation (*criteria x*); the town is historically a local judicial centre (*criteria xii*).

- 1.7. The area of study in each town is defined by the size of the town as it stood in 1945, encompassing both the historic core of the town and the older industrial and suburban development. There is an emphasis on the earlier material, and the later Victorian and 20th century development are covered here only very briefly. Although more detailed than Haslam's report, in most cases each study remains no more than a brief summary of the data, and a guide to the location of more detail for other researchers. The extent of the study area for Chippenham is depicted in Fig. 2.
- 1.8. The research into each town will be encapsulated into two reports: a summary and assessment of the data gathered and an outline strategy for future management of specified sections of the urban area. This first report is intended to provide a clear and up-to-date synthesis of the available archaeological and historical data for Chippenham, with an assessment of the main areas of historic settlement in the town and of the potential and sensitivity of the archaeologically important areas. The assessment reports are compiled from four main data streams: geographical and geological sources for the location and topographical summary; secondary historical sources for the historical outline; recorded archaeological data for the sites and finds information; the archive of the Wiltshire Building Record (WBR) for architectural data. The architectural summary is not subject to the same level of research as the other three data streams, and the information presented in the reports is based upon evidence compiled from the existing WBR archive, updated in places by field visits to note non-listed buildings of historic interest, combined with the Department of The Environment schedule of listed buildings.
- 1.9. This Assessment was prepared originally in 2001, with amendments from consultations added in 2004. Table 1 (archaeological investigations) has been updated, but the results of these more recent events have not been assimilated.

2. LOCATION AND TOPOGRAPHY

- 2.1. Chippenham lies within the northern part of Wiltshire, midway between Calne to the east and Corsham to the west. The town lies only a few miles to the north-west of two regions of great archaeological significance, the Marlborough Downs and Avebury World Heritage Site.
- 2.2. Chippenham sits upon a varied geology of roughly equal parts Oxford Clay and Cornbrash. The Saxon core of the town is sited upon a spur of Oxford Clay which is surrounded on three sides by the River Avon and which gradually rises to the south-east (British Geological Survey 1970). The river forms a horseshoe-shaped meander largely enclosing the clay spur and providing a good natural defensive position for the early settlement, a situation closely paralleled at Bradford-on-Avon and Calne (Haslam 1984). The Avon valley is narrow within the meander, and extensive modern development has occurred upon the largely Cornbrash northern side of the river. The basal slopes of the valley have eroded through the underlying Forest Marble, and this stratum also lies partially beneath the core settlement areas. Terrace Gravels and Alluvium can be found in the valley base forming the floodplain and banks of the Avon (Barron 1976).

3. PAST WORK AND THE NATURE OF THE EVIDENCE

3.1. Historic Sources

- 3.1.1. This is a desk-based study, using material available within the County Council Heritage Services facilities in Trowbridge: the Sites and Monuments Record (SMR); the Wiltshire Reference Library; the Wiltshire & Swindon Record Office; and the Wiltshire Buildings Record. Historical data are generally drawn from secondary sources, normally the Victoria County History and histories of the individual towns, based on recommendations or specific requirements. Data on archaeological events and their results are drawn directly from the original reports or publications wherever these are available, but for some more obscure interventions we have had to rely on passing references or the existing entries in the county SMR.
- 3.1.2. The use of primary sources in the Record Office is restricted to maps and sometimes other pictorial material, which are consulted to accurately locate individual entities and to trace the growth of the settlement.

3.2. Archaeological Work In The Town

- 3.2.1 This section outlines the known archaeological events that have taken place in Chippenham. The list is compiled from information in the County Sites and Monuments Record (SMR), Excavations Register, and the fieldwork reports kept in the County Archaeology Section in Trowbridge. Others have been added as a result of incidental mention in one of the above sources, and where

there is enough information to get at least a general idea of the location of the event. Many of the smaller archaeological investigations and observations in the town were conducted by rescue archaeologists in the 1970s and earlier. Their archives are currently being collated by Mike Stone, Curator and Manager of Chippenham Museum & Heritage Centre, who provided much of the information presented in the following table. The numbers refer to the map included in this report (Fig. 3).

Event	Year	Site Name/Location	Event Type	Excavator	Reference
001	1935/ 1936	Timber Street	Observation	Anon.	M. Stone, pers. comm., 2001
002	1954	Cook St/St. Mary's St	Observation	K.P. Humphries	Wiltshire Archaeological Magazine 1954
003	1970	Timber Street	Observation	Anon.	M. Stone, pers. comm., 2001
004	1976	Cinema Car Park, Gladstone Street	Excavation	R. Wilcox	M. Stone, pers. comm., 2001
005	1976	Gladstone Road	Watching Brief	R. Wilcox	M. Stone, pers. comm., 2001
006	1977	Hardenhuish	Excavation	Chippenham College Archaeological Society	WANHS 1977
007	1977	High Street	Watching Brief	R. Wilcox	M. Stone, pers. comm., 2001
008	1980	Timber Street	Watching Brief	Anon.	M. Stone, pers. comm., 2001
009	1986	Emerygate	Observation	R. Wilcox	M. Stone, pers. comm., 2001
010	1996	Land at Wood Lane	Evaluation	Wessex Archaeology	Wessex Archaeology 1996
011	1996	Market Place	Evaluation	A. Reynolds	A. Reynolds, pers. comm., 2001
012	1997	Audley Road	Watching Brief	Archaeological Site Investigations	ASI 1997
013	1999	Market Place	Excavation	M. Stone	M. Stone, in preparation
014	2000	SW of Market Place	Excavation	M. Stone	M. Stone, in preparation
015	2000	'Englands', S of Magistrates Court	Watching Brief	M. Stone	M. Stone, in preparation
016	2000	Rowden Surgery	Observation	M. Stone	M. Stone, pers. comm., 2001
017	2001	St. Andrew's Church School, St. Mary Street	Excavation	Chippenham College Archaeological Society	M. Stone, pers. comm., 2001
018	2001	High Street	Observation	M. Stone	M. Stone, pers. comm., 2001
*019	2001- 2	The Yelde Hall	Investigations	Kirsty Rodwell	Wilts. Buildings Record, 2001-2
*020	2003	Flowers Yard	Evaluation	Cotswold Archaeology	Cotswold Archaeology 2003

Table 1: Archaeological Investigations in Chippenham. Reports flagged thus * were received after the preparation of this Assessment, which was compiled in 2001.

4. HISTORICAL OUTLINE

- 4.1. This report is not intended to provide a major historical review of the history of Chippenham and the material included here relates mainly to events which might have had some impact on the archaeology of the town, or its survival.
- 4.2. The earliest references to Chippenham date to the 9th century and suggest a settlement of some importance. In 853 Ethelwitha the sister of King Alfred was married in Chippenham to a Mercian king, and the kings of Wessex are recorded as keeping a hunting seat here at this time (Platts 1947). A document of 873 records the settlement as 'Cippanhamme', meaning Cippa's hamm or village, although it has also been suggested that the town name is derived from the Saxon word 'ceap', signifying goods or trade, and that the name Chippenham literally means 'market village' (Jackson 1857).
- 4.3. Chippenham is known to have been of strategic significance by at least the later 9th century, when it was one of the key locations in the struggle for survival by the West Saxons against the Viking invaders (Peddie 1989). A Danish army is known to have occupied the town in 878, and to have used it as their stronghold from which to carry out operations against Alfred's forces, although it is not known whether the Danes occupied the pre-existing settlement or built their own encampment nearby. The Anglo-Saxon Chronicle refers to a Danish army fighting at Chippenham, and it is known that the Viking chief Guthrum led an army from Chippenham to fight the Saxons at 'Ethandune' (Edington).
- 4.4. In 933 and 940 charters were signed by the king in Chippenham, and at this time the term 'Villa Regia' is used to describe the settlement, indicating that it fulfilled an administrative role (Ford 1976). It is possible that by the late 10th century a mint was operating in the town, as coins of the reign of Ethelred II (978 – 1016) occur bearing the mint name 'Cepen', the same name under which the town is recorded in the Domesday Book (Daniell 1894).
- 4.5. A church is first directly mentioned in a deed of 1042, and later in Domesday, which also records twelve mills within the large royal holding. At a later date the crown estate was broken up into the three small manors of Sheldon, Rowden and Lowden, which were distributed to various barons and religious houses (Haslam 1976).
- 4.6. The age of the town's market place is uncertain, but the first documentary reference to it is the granting of a fair in c.1223, and later in 1320, when Edward II granted rights for four fairs and two markets (Daniell 1894).
- 4.7. Fair rights existed from 1320, when Edward II granted four fairs and two markets to the lord of the manor, Edmund Gascelyn and his wife (Haslam 1976).
- 4.8. Burgages are first mentioned in 1604, when 129 burgage houses are listed, although doubtless their establishment dates from much earlier than the Charter of Incorporation granted by Queen Mary in 1554, as Medieval documents indicate the existence of a borough before this date (*ibid.*).

- 4.9. From the 16th century onwards Chippenham experienced growing success in the woollen industry, which was most likely established in the town prior to this time – indeed it is probable that some of the twelve mills mentioned in 1086 were fulling rather than grist mills (Rogers 1976). The main town mill, demolished in the 1950s, stood on the River Avon on the north-east side of the town bridge, and is first mentioned in 1670, although it probably had much older origins (Platts 1947).
- 4.10. Chippenham experienced hardship during the 17th century, with plague striking in 1611, 1636 and again in 1711, while the hitherto prosperous woollen industry was hit by recession, and by 1620 there is reported to have been widespread unemployment, a situation exacerbated in 1622-3 by a corn scarcity. Although the town took no significant part in the Civil War of the 1640s, the cloth trade suffered further as a result of a royal proclamation banning trade with Parliament-controlled London – the main export market for the town's products (Daniell 1894). The woollen trade was in decline by the end of the 19th century, and by 1945 cloth manufacture had ceased in the town (Rogers 1976).
- 4.11. In 1798 Chippenham was connected to the Kennet and Avon Canal by means of a spur into the centre of the town, terminating at a location known as The Wharf – now the modern bus station. With the arrival of the railway in the second half of the 19th century the canal lost money and closed in 1914, the length of cut through the town being filled in by Chippenham Council in 1917 (Dalby 1984). The Great Western Railway arrived in the town in 1841, although the station was not completed until 1848. The railway brought a degree of industrialisation to Chippenham, with engineering firms arising along Foundry Road and Old Road which later merged to become the huge Westinghouse Brake and Signal Co (Leleux 1965).

5. ARCHAEOLOGICAL AND ARCHITECTURAL SUMMARY

5.1. Introduction

- 5.1.1. The following is a resume of the archaeological record of the town, drawn from the county SMR and the various excavation reports. Data on surviving buildings come from the Wiltshire Buildings Record unless otherwise stated. The bold print numbers in this section refer to entries in the Urban Survey database, and appear on the entity location maps in Figs. 4 - 7, which were created from the database and the SMR.

5.2. Prehistory (Fig. 4)

- 5.2.1. A small number of finds have been made in the town. Excavations within the Heritage Centre, off Market Place (**CH047**; Stone 1999, 2000) recorded a pit of probable Neolithic date which yielded a quantity of worked flint. Further Mesolithic and Neolithic worked flints lay residually within nearby Medieval contexts. An excavation within an adjacent site at the former cinema car park,

off Gladstone Road (**CH048**; Stone, pers. comm.), retrieved an assemblage of largely Bronze Age worked flint – including barbed-and-tanged arrowheads. This material was all residual, within Medieval contexts.

5.2.2. There are five, fairly widely dispersed findspots of flint implements, all on the north side of the Avon. One of these (**CH011**) is a Neolithic leaf-shaped arrowhead from the garden of 35 Deansway, while three other findspots (**CH012**, **CH013** and **CH014**) are of Mesolithic implements. Probable Bronze Age flint flakes were recovered during construction works at Rowden Surgery (**CH049**; Stone, pers. comm.). All are from the higher ground, away from the river.

5.3. Roman (Fig. 4)

5.3.1. Residual pottery of this period was recovered from Medieval horizons during an excavation within the Heritage Centre (**CH050**; Stone 1999), while further investigations on an adjacent site recorded a disturbed cremation burial in association with sherds of a large hemispherical bowl and a number of copper alloy coins (**CH051**; Stone 2000). Away from the historic core of the town, to the south of the new magistrates court, the fragmentary remains of a Romano-British building were noted during a watching brief (**CH055**; Stone 2000). Pottery of 2nd to 4th century date was recovered, along with items of metalwork.

5.3.2. Coin findspots are known from Lowden (**CH009**), the former Co-op site, High Street (**CH052**), and from the banks of the River Avon, north of Black Bridge (**CH053**), where some twenty coins were recovered from the silts by a metal detectorist. Sherds of Romano-British pottery have been found on the site of the former Lowden Hill Brickyard Claypits (**CH010**) and from the rear gardens of houses along Sadlers Mead, fronting onto Monkton Park (**CH054**).

5.4. Saxon (Fig. 5)

5.4.1. Although Chippenham is known to have been a thriving settlement during the Saxon era, no confirmed archaeological remains or chance finds of the period have yet been made within the historic core of the town. One tantalising feature, observed during earthmoving at the Emerygate Centre, but not recorded in detail (**CH069**; Wilcox 1986), was a clay bank which appeared to be well-stratified, and was in such an alignment and at such an elevation that it could have been part of the Saxon defences of the town. Sadly, no opportunity was afforded for close inspection. If this was indeed part of the earthen rampart, then it would have been the only location in the town where the presence of Saxon defences has been confirmed. There is, however, an alternative course for the northern defences, which is presented in this report (Par. 6.2.8, Fig. 8).

5.4.2. Documentary evidence exists to date two small outlying agricultural settlements to the Saxon period. The settlement of Hardenhuish (**CH008**), in the north-western corner of the study area, is first referred to in c.853, and was

a small manor by Late Medieval times. An excavation at an unknown location within the settlement area recovered early to late Medieval pottery (Chippenham College Archaeological Society 1977) which may be related to a kiln of the period situated to the north of the study area. Cocklebury (**CH002**), on the north eastern periphery of the study area, was certainly in existence by the time of the Conquest, and is probably of later Saxon origin. These small settlements were both probably no more than large farmsteads, and although they have now been subsumed into the suburbs of the modern town they have little bearing on the development of historic Chippenham.

5.5. Medieval (Fig. 5)

5.5.1. Although historical sources provide little insight into Chippenham's development during the Medieval period, the SMR provides some data for these centuries. Within the historic core area of the town several buildings of demonstrably Medieval origin survive, and others may await identification behind later frontages (Wiltshire Buildings Record, pers. comm.). The oldest of these buildings is St. Andrew's Church (**CH016**), which contains architectural details from the early 12th century, although the main body of the present church is of 14th and 15th century date (par. 5.8.2.1). Of secular significance is the Yelde Hall (**CH017**), the former town hall and council chamber which dates architecturally to the early 15th century (par. 5.8.2.2), although recent dendrochronology tests (Nayling 2000) suggest a date of construction closer to the middle of that century. Other survivors of the period include the Rose & Crown public house, 22 Market Place (**CH015**; par. 5.8.1.1), and a handful of domestic buildings, including No.s 15 & 18 St. Mary Street (**CH018**, **CH019**; par.s 5.8.2.3 & 5.8.2.4), 52 St. Mary Street (**CH020**) and 56 St. Mary Street (**CH021**), of probable Medieval origin based upon architectural details (par. 5.8.2.5).

5.5.2. Archaeological excavations within the Heritage Centre, off Market Place, (**CH056**; Stone 1999, 2000) encountered complex, deeply stratified deposits dating from the 13th to 15th centuries including a post-built structure with a hearth, the sill beam slots of a second building, a series of drains and cobbled surfaces - one with later Medieval pottery crushed into its surface – and a wicker-lined pit of 13th century date cut by a complex series of later Medieval rubbish pits. Similar stratification may survive throughout the whole Market Place and High Street area, as a watching brief at the former George Hotel at the foot of the High Street (**CH061**; Stone, pers. comm.) recorded Medieval wall foundations and a substantial depth of *in situ* soil horizons. Similarly well-preserved deposits were recorded at a location on the west side of the High Street between the sites of the Heritage Centre and the former George Hotel (**CH060**; Bristol & Region Archaeological Services, forthcoming). The archaeology at each of these three sites survived within the footprints of later buildings, some of which have been redeveloped a number of times, and demonstrates the archaeological potential even of heavily built-up areas such as the High Street.

5.5.3. Medieval soil horizons yielding pottery have been recorded in Timber Street at the Old Bakery site (**CH046**; Wessex Archaeology 1996), at the bus station car park (**CH057**; Stone, pers. comm.), and in the vicinity of the Liberal Club in Gladstone Street (**CH062**; *ibid.*). Unstratified or residual Medieval pottery has been recovered from the Post Office site on the corner of St. Mary's Street (**CH004**); from the former Cinema Car Park, Gladstone Street (**CH058**; *ibid.*); and from the rear of St. Andrew's School House (**CH059**; Stone 2001), where the assemblage included sherds dating from the 11th to 15th centuries and a small quantity of disarticulated human bone.

5.5.4. Of the Medieval streets of Chippenham, only one can be identified through contemporary documents. Emery Lane (**CH022**) is first mentioned in 1314, as 'Ymbyri', a term with Saxon origins (par.s 6.2.4 & 6.2.9). In the 16th century it was known as Emerygate (Haslam 1976), which may imply that it was one of the original entrance roads to the town. Several roads are mentioned in the charter of 1554, and it is probable that they were in existence in Medieval times. Market Place (**CH023**) has probably been in existence since the formation of the town, but is first mentioned in 1554, as is High Street (**CH025**), Blind Lane (**CH026**), St. Mary Street (**CH024**), King Street (now lost), Joseph's Lane (now Ladd's Lane) (**CH027**) and The Butts (**CH028**). Two further streets cannot now be located with confidence, but Le Newestret of 1406 could well be the present New Road, and Le Langstret of 1245 might refer to the present The Causeway.

5.5.5. A number of Medieval sites and finds lie away from the historic core of the town. To the north-east of the Avon, the site of a Medieval manor is known at Monkton House (**CH001**). Further north lies the site of the later Saxon and Medieval farming settlement of Cocklebury (**CH002**), first mentioned in 1086, although the extent of the site is unknown. In the north-western corner of the study area, the former Saxon settlement of Hardenhuish (**CH008**) has by this period developed into a small manor and farmstead. A Medieval seal matrix was found during building works at The Ivy (**CH003**), and a little further to the west pottery of 13th/14th century date was found during work at Lowden Manor Driveway (**CH007**). An iron arrowhead was found in Monkton Park (**CH006**).

5.6. Post Medieval (Fig. 6)

5.6.1. Post-medieval archaeological features have been identified at three sites, all within the town centre. A series of culverts and an assemblage of pottery were recorded in the former cinema car park, Gladstone Road (**CH064**; Stone, pers. comm.); the postholes of a 17th century timber building were excavated at St. Andrew's Church School House (**CH065**; Stone 2001), and a quantity of pottery including Ashton Keynes earthenwares and German stonewares recovered; a cluster of wells in association with post-Medieval pottery were discovered during work to construct the library in Timber Street (**CH067**; Stone, pers. comm.).

- 5.6.2. Soil horizons and pottery have been encountered at the Old Bakery site (**CH046**; Wessex Archaeology 1996) and at the bus station car park (**CH063**; Stone, pers. comm.), both in Timber Street., and from the vicinity of the Liberal Club in Gladstone Street (**CH066**; *ibid.*).
- 5.6.3. A small number of former public sites can be identified, the earliest of which is The Shambles (**CH029**), a group of permanent covered market stalls and shops which stood in the Market Place, and which possibly replaced earlier, Medieval stalls. These 16th century structures were demolished and burnt in the mid 19th century. Adjacent to The Shambles stood the Market or Butter Cross (**CH030**), upon which the market trade was centred. This has been in existence since at least 1683, and is likely to be of greater antiquity. The cross was restored and re-erected on its present site in 1995, when an evaluation (Reynolds 1996) discovered that the area had been substantially built-up with made ground in the early 19th century. A minor spa site (**CH034**) is known in St. Mary Street from 1694, although it was disused by 1801, 'its fame slight and its life short' (Pafford 1953). Of interest is the site of the large public well which stood in the Market Place on the site of the present cenotaph (**CH045**; Platts 1947). This dated to at least the 1670s, and was said in the 19th century to be of great antiquity. It was apparently derelict by 1766, but may have been temporarily restored thereafter. No trace remains either of the well or the structure housing it.
- 5.6.4. The former Town Mill (**CH031**; Platts 1947) stood on the north-east side of the town bridge, since at least 1670, and is probably far older than its documented origins. This structure was derelict by the mid 20th century and was demolished in the late 1950s, however the mill leat from the Avon survives to the south-west side of New Road, now filled with rubbish. Waterford Mill (**CH032**; Rogers 1976), although better known as a 19th century cloth factory (par. 5.7.2), was based upon a pre-existing water-powered mill, although by the rate list of 1809 it had become a large factory. The final post-Medieval entry is a street – Foghamshire (**CH033**) – first mentioned in 16th and 17th century documents, and which is partially so named today.

5.7. Industrial/Recent (Fig. 7)

- 5.7.1. Chippenham experienced considerable expansion in the later 18th and 19th centuries, with the coming first of the canal and later in the 19th century of the railway. The Chippenham spur of the Wilts & Berks Canal (**CH038**; Dalby 1986) was built in 1798 and terminated in a wharf at Timber Street. The canal flourished until the arrival of the railway, when it went into decline, finally being wound up in 1914. The Borough Council ordered the portion of canal running through the town to be backfilled in 1917, although its course can still be traced along property boundaries to the south of the wharf, which is now the site of the bus station. The Great Western Railway came to Chippenham in 1841 (**CH043**; Chamberlain 1976), although the station was not completed until 1848. The advent of the railway could be said to be the most significant event in the recent

development of the town, bringing extensive new industries, and new housing to accommodate the workers.

- 5.7.2. Earlier industries continued, such as flour milling at Town Mill (**CH031**; Platts 1947) and cloth production at Waterford Mill (**CH032**; Rogers 1976), but the cloth industry was in decline by the mid 19th century, and many of the small workshops and cottage industries have long closed, their sites now unknown. Two silk factories were established in the 18th century, one of which was sited in River Lane (**CH037**; Jeffries 1987). In the later 19th century part of this factory was converted into Warrilows Gun & Cartridge Manufactory, which survived until after WWI. The site was redeveloped in the 1980s and is now occupied by a shopping centre and car park. The second silk factory was located in Wood Lane (**CH068**; *ibid.*), although little is known of its operations.
- 5.7.3. The largest employer in the cloth trade was Bridge Mills (**CH040**; Rogers 1976), where the factory was in production by 1809, but which closed in c.1870 and was converted into a condensed milk factory. This change of use saw the expansion of the site across to the north side of Bath Road. It eventually closed down in 1966 and the site has now been redeveloped. The re-use of industrial buildings occurred elsewhere in the town. The engineering firm of Rowland Brotherhood sited in Foundry Lane went out of business in the 1870s, but its extensive works continued in use by two of the town's major employers. The immense Westinghouse Works (**CH041**; Leleux 1965) was formed from the merging of several smaller manufacturers, including Brotherhood, and occupies most of the pre-existing factory. The remainder to the south-west was taken over by the Wiltshire Bacon Co. (**CH039**), now part of Hygrade Foods.
- 5.7.4. Waterford Mill in Westmead was adjoined by the site of Chippenham's first gasworks (**CH036**), built in 1834 and closed in 1907. Over the Avon to the west lay the Lowden Hill Brickworks (**CH042**), producers of Chippenham Brick which was used in the construction of many houses built in the town following the arrival of the railway. This was closed by the mid 20th century, and the site has now been redeveloped. Although the general trend in the town was one of growing prosperity, poverty was a real problem, and one which led in 1859 to the construction of the large Union Workhouse (**CH035**). In 1947 this was converted to the present St. Andrew's Hospital.

5.8. Built Heritage

- 5.8.1. Chippenham's architectural core is the Market Place and St Mary Street, which contains the remains of a timber-framing heritage largely replaced in stone during the 17th and 18th centuries. In 1690 John Aubrey remarked that Chippenham's 'remarkable houses and prospects' would have made a 'glorious volume' if set in print.
- 5.8.2. Chippenham became a typical stone-built market town much like Melksham and Bradford-on-Avon due to prosperity based on the cloth and silk industries. The supply of good building limestone once merited the High Street in

Chippenham the name of 'Little Bath' but extensive later 20th century work has relegated this title to history. From the 1920s onwards, steady incursions by bulk slum clearances followed by insensitive development have rendered Chippenham's present modern industrialised appearance.

5.8.3. The salient architectural features and surviving built heritage of the town are presented below in chronological order. Detailed lists of historic buildings and architectural detail are included as Appendices 3, 4 and 5.

5.8.2. The Fourteenth Century

5.8.2.1. One of the earliest buildings in the town is the Rose & Crown public house (grade II*), 22 Market Place dating from the 14th/15th 16th, 17th & 19th centuries). It is one of a few timber frame and cruck buildings in a predominantly stone town. The layout suggests that the main entrance was formerly to the present rear. A repositioned date stone of 1694 may mark the date of its refronting.

5.8.3. The Fifteenth Century

5.8.3.1. The parish church of St Andrew (grade II*) has 12th century origins though it has mostly been rebuilt in the 15th century, including the ornate south (or Hungerford) chapel built in 1442 for Walter, Lord Hungerford, Lord High Treasurer to Henry VI. The tower was rebuilt in Gothic Survival style in 1633, retaining a 14th century base. It was restored and enlarged in 1875-8 by R Darley.

5.8.3.2. The other prominent building of the 15th century is The Yelde Hall & The Council Chamber, Market Place (Grade I). The hall was a freestanding building before 1580, when The Shambles was built. Records exist of a blind house in the 16th century (1563) and accounts for renovating in 1614. This is a notable survival of its type, remarkable for the retention of its large-panelled timber-framing and the first floor council chamber.

5.8.3.3. St Mary Street contains a good group of four 15th century buildings, the earliest anywhere in the town. St Mary House, 15 St Mary Street (grade II*) is an interesting late Medieval house dating from the late 15th/early 16th centuries, the absence of smoke blackening to the open hall roof indicating that a lateral stack was provided from the outset; and the fine early 18th century block was probably built on the site of the earlier service end, as it adjoins the site of the late Medieval through passage.

5.8.3.4. Another grade II* late Medieval house in St Mary Street is No.18; it is an interesting and significant surviving example of a 15th/16th century large merchant's house, including warehouse/workshop accommodation, which would deserve a detailed record before its complex building history could be elucidated; the 18th century work, particularly the internal joinery, makes an important contribution to the interest of this property.

5.8.3.5. The Woodhouse, 52 St Mary Street (grade II*) is a 15th century timber-framed house restored in 1991. It contains a former open hall with smoke blackened roof, crown post and scissor trusses. Greatly remodelled is 56 St Mary Street (grade II), with a probable late Medieval origin evinced by a cruck to the right gable end and part of a cruck and collar truss to the left end.

5.8.4. The Sixteenth Century

5.8.4.1. Of seven 16th century buildings listed, all are grade II. No.s 38 & 39 Market Place (grade II) is an interesting survival of an important late Medieval town house, remodelled as a fine late 17th century town house with an early centralised plan and symmetrical façade. Formerly The Bell Inn, it was mentioned in the Tropenel cartulary of 1320. In 1672 it belonged to Adam Farnewell alias Goldney. By 1727 the premises had been divided into two, and in 1750 it ceased to be an inn.

5.8.4.2. No.s 46 & 47 and 48 Market Place were likewise part of an inn, the White Hart known as Ye Harte in 1548 when it probably extended across the sites of 44 to 48 Market Place. Oliver Cromwell and Robert Peel are known to have stayed here. The inn declined, as so many did, after the advent of the railway.

5.8.4.3. The records of Lowden Manor, Lowden Hill (grade II) exist from 1258 when Henry III gave the property to William de Valeree, Earl of Pembroke. The present house dates from the 16th or 17th centuries and was remodelled from the early 19th century with c.1919 additions in the vernacular style.

5.8.5. The Seventeenth Century

5.8.5.1. The 17th century Angel Hotel & Motel & stables, 8 Market Place (grade II*) is on the site of an inn known as The Bull in 1613. By 1747 it was known as The Angel. The 17th century king-post roof is an unusually early example for this region, other exceptional examples from the late 16th century being recorded in Lacock.

5.8.5.2. Of grade II* importance is 16 St Mary Street, dating from the early 17th century. The interior is said to contain an original kitchen fireplace with moulded surround and a good contemporary open well staircase with closed strings, moulded handrail and balusters.

5.8.5.3. The Old Vicarage & attached railings, 54 St Mary Street (grade II*) date from 1678, though some earlier timber framing exists to the rear and gable end. It was refronted in the early 18th century, with some good contemporary features including an open well staircase. The house was partly restored in 1929. The Tudor House, 53 The Causeway (grade II) is noted as a fine example of characteristic late use of timber framing, a tradition shared by No.s 1, and 4 The Causeway. By far the majority of the 27 listed 17th century buildings are in stone.

5.8.6. The Eighteenth Century

5.8.6.1. During this century the number of listed buildings has more than doubled at sixty-three, six of those being grade II*. No.19 St Mary Street (grade II*) has a very similar façade to 61 St Mary Street (grade II*) which is dated 1702. Both are of two stories with attic and basement design in limestone ashlar, with a symmetrical five window front range. Zealy's House, 53 St Mary Street (grade II*), also early 18th century is a fine town house exhibiting an early use (for this region) of brick. It is said to contain an original staircase and some panelled rooms. A plaque below the pediment reads 'Jn Zealy surgeon'.

5.8.6.2. The Ivy, Bath Road (grade I) is dated 1728 and was built for John Norris, lawyer and MP for the borough in 1713. Possible architects include John Strahan, William Halfpenny, William Killigrew or Thomas Greenway. The 18th century work represents remodelling of an early 17th century house, which was restored in 1981 by Julian Bannerman.

5.8.6.3. The Ivy Longhouse & The Ivy Stables, Bath Road (grade II*), now dwellings, were the service wing with dovecote and stables respectively, to Ivy House. The main elevations were remodelled in line with Ivy House, though some earlier features were retained.

5.8.6.4. The Church of St Nicholas, Hardenhuish Lane (grade II*) is in a classical style by John Wood the Younger of Bath, dated c.1779. Original plans still extant show the design was altered in execution. The grade II* limestone ashlar and marble monument to David Ricardo (1823) stands in the churchyard. Hardenhuish House Grammar School, Hardenhuish Lane (grade II*) is a Palladian style manor house dating from the late 18th century, now a school, with 1829 alterations including a Classical portico by Sir John Soane. The unlisted Butter Cross, standing in the Market Place appears to be an early 18th century structure comprising a deep hipped stone tile roof supported on round stone pillars with squared capitals. In the centre is a stoned seat. It was originally sited where Barclay's Bank now stands but was removed in 1889 and sold. Until 1985 it stood in the market garden of Castle Combe School when it was re-erected near its original site.

5.8.7. The Nineteenth Century

5.8.7.1. The number of buildings listed from this century is more than double that of the preceding century at 142. This is due in part to the industrialisation of the town by Westinghouse Brakes, and the advent of the railway.

5.8.7.2. The Old Baptist Chapel, Chapel Lane (c.1843, late 19th century - grade II*) is a notable and substantially complete example of an early 19th century Baptist chapel. It includes probably original grained woodwork and a canted panelled pulpit.

5.8.7.3. Of grade II* importance is the Church of St Paul & attached walls, gates & piers, Greenway Lane (1853-61), designed in the early English style by Sir

Giles Gilbert Scott. It remains virtually unaltered and includes a hemispherical stone font, possibly also by Gilbert Scott.

5.8.7.4. The Old Bakehouse to rear of 3 Market Place (grade II, early 19th century) is a survival, along with the former mill building in Emery Lane (grade II, late 18th/early 19th century); of the cloth manufacture industry in Chippenham at that time. Also notable is the complete terrace of housing at 52-67 Marshfield Road (grade II) surviving from the industrial suburbs built up after the arrival of the railway. The initials 'RB' over the central through passage stand for Rowland Brotherhood, who had these built in 1858 in order to house workers at his railway engineering works in Foundry Lane.

5.8.7.5. Nos 73 & 74 Marshfield Road (late 19th century, grade II) are part of the finest architectural composition of a group of mid and late 19th century villas built along this road, and with No.s 52-67 (consecutive), and 1 & 2, 16 & 17, 19 & 20, 22 & 23, The New Inn (25), 30 - 47 (consecutive), 62 The Black Horse, New Road (grade II), 11-14 Park Lane (grade II), 1-7 (consecutive) & Ruskin Cottage, St Mary's Place form part of the industrial suburb built up after the arrival of the railway. In no other town except Swindon have so many mid-19th century houses with some connection to the railway been listed. Whilst Swindon's Railway Village is largely of locally quarried limestone rubble, Chippenham's post-railway houses are almost entirely of limestone ashlar with slate roofs.

5.8.7.6. One of the notable monuments on Brunel's main line of the Great Western Railway is the Railway Viaduct, New Road (grade II*), opened in 1841 and mainly by Isambard Kingdom Brunel. It is depicted in a lithograph of 1842 with what may be an earlier cornice.

5.8.7.7. A number of houses are described as being refrontings of an earlier structure such as 7 High Street, noted as having an early-mid 19th century façade. The only hint that this is earlier is the steep-pitched roof. Also of this style is 50 Market Place.

5.8.7.8. A good many inns once existed in the town centre which were converted into dwellings, shops and office from the 19th century onwards; 38 & 39 Market Place were once formerly The Bell Inn, whilst 46 & 47, and 48 Market Place adjoining was formerly part of the White Hart Inn from 1548. Others include 68 Marshfield Road, once part of the Horse & Jockey Inn in 1784, 64 & 65 St Mary Street, once The Black Horse in the 18^C, 21 The Causeway, in 1750 known as The Joiners' Arms and in 1784 as the Cooper's Arms. It was a private dwelling by 1821.

5.8.8. The Twentieth Century

5.8.8.1. Of the twelve structures listed, all but the two telephone kiosks are from the first four decades of the century. These continue in the nostalgic Victorian

tradition of blending a number of preceding architectural styles i.e. 21, 22 & 23 High Street (Mannerist Classical style) and 19 The Bridge (Freestyle).

6. PLAN FORM ANALYSIS

6.1. *Introduction*

6.1.1. The town has been divided into components, each representing blocks of activity, and sub-divided by period. Chippenham, in common with all existing Wiltshire towns, has no foundation in the prehistoric or Romano-British periods, although archaeological remains belonging to these periods are present within the study area. Historical and documentary archives have clearly identified the presence of a settlement from at least the 9th century, although the lack of either archaeological evidence or a detailed description of the Saxon settlement has meant that a conjectural reconstruction has been necessary for that period. Otherwise, the town has been divided into different plan components (settlement areas, church, market place, etc.) for each relevant period, and these are illustrated in the stated figures.

6.1.2. **Table 2:** Plan form components

COMPONENT	PERIOD OF ORIGIN	COMPONENT TYPE	FIGURE No.
COM 1	Saxon	Possible Planned Settlement	8
COM 2	Saxon	Possible Site of Royal Seat	8
COM 3	Saxon	?Minster? Church	8
COM 4	Saxon	Possible Fortified Bridge	8
COM5	Saxon	Possible Northern Suburb	8
COM 6	Saxon	Conjectured Line of Defences	8
COM 7	Saxon	Possible Roads	8
COM8	Medieval	Settlement Area	9
COM 9	Medieval	Market Place	9
COM10	Medieval	Church Property	9
COM11	Medieval	Roads	9
COM12	Industrial	Cloth Production Sites	10
COM13	Industrial	Flour Mill	10
COM14	Industrial	Condensed Milk Factory	10
COM15	Industrial	Gun & Cartridge Factory	10
COM16	Industrial	Westinghouse Works	10
COM17	Industrial	Bacon Factory	10
COM18	Industrial	Brick & Tile Works	10
COM19	Industrial	Canal & Railway	10
COM20	Industrial	Workhouse	10
COM21	Industrial	Gasworks	10

6.2. *Plan Form – Saxon (Fig. 8)*

6.2.1. The nature of the Saxon settlement at Chippenham has been the subject of past studies, notably by Ford (1976) and Haslam (1976, 1984). The lack of structured archaeological work within the historic core of the town since that time means that these studies, although untested by fieldwork, remain the most informed sources available. Much of the proposed Saxon plan form is derived from this work.

6.2.2. **COM1 – Possible Planned Settlement.** It is likely that the site of the Saxon settlement was chosen with strategic and defensive considerations to the fore, utilising the meander of the River Avon and the plateau along the top of the promontory. Ford (1976, 15-16) argues that early Chippenham was a created settlement on the *burh* model, and unlike many mid to late Saxon towns did not evolve from an earlier agricultural community. There is certainly some documentary evidence to suggest that the early settlement lay within a well-defined, regular area approximate in form to that of known *burhs* such as Cricklade, Malmesbury and Wilton. Ford suggests that the unusual situation of a *burh* not being listed in the Saxon Burghal Hideage may have been because the settlement was attached to a rural manor. Such a situation pertained at Warminster, also a pre-Conquest borough and site of a royal residence (*ibid.*). The evidence for defences is discussed in detail in **COM6**, below. It should be noted, however, that no archaeological material of Saxon date has yet been recovered from within the historic core of the town (par. 5.4.1) – this may be a factor of recognition and the often poor conditions within which the amateur and rescue archaeologists of the 1970s – who conducted the majority of interventions within the town centre - had to conduct their work.

6.2.3. **COM2 – Possible Site of Royal Seat.** It is known that Chippenham was a favoured residence of the Alfredian royal family in the mid to later 9th century, and as such may have had a substantial royal seat or hall. This was probably the ‘villa regia’ referred to in early documents (par. 4.4), which functioned both as a residence and as an administrative centre. The location of this component has been the subject of much speculation, and it has even been suggested (Haslam 1984) that the royal residence was situated in an outlying village, Kington St. Michael, where a substantial Medieval manor site is known. However, if the royal seat was within the settlement at Chippenham, then topographical and documentary evidence may indicate its site.

6.2.4. Examples from other Saxon Wiltshire towns such as Calne and Wilton demonstrate that the ‘villa regia’ may have lain alongside the prominent church of the settlement (probably a minster). The parish church of St. Andrew (**COM3**) has occupied the same position since at least 1120, and in the tradition of Norman church building probably lies directly upon the site of its Saxon predecessor (Rodwell 1989). Immediately to the north of the church is a sub-rectangular plot of land defined by Market Place, Cook Street and part of St. Mary’s Street, all roads of at least Medieval origin. Leading away from this plot of land is Emery Lane, whose Old English root is ‘Ymbyri’, meaning ‘around or about the *burh*’ (see **COM6**, par.s 6.2.9-11 for the significance of this interpretation), but which Haslam (1984, 136) speculates may be an equivalent of the place name ‘Kingsbury’ found in association with the ‘villa regia’ sites in both Calne and Wilton. It may be tentatively suggested that this relatively well-defined plot of land, situated within the very heart of the historic town core, between the ancient parish church and a possible *burh* boundary, could be the site of the Saxon royal residence and regional administrative centre. Archaeological work will be of prime importance in determining the presence of such a complex. During a visit to the site in April 2001 it was noted that a

substantial portion of the area comprises an untended orchard and overgrown gardens. It is likely that such disused land may become the subject of development proposals within the future.

6.2.5. **COM3 – Minster Church.** The first direct mention of a church in the town is from a deed of 1042 (par. 4.5), although the marriage in Chippenham of King Alfred's sister Ethelwitha to a Mercian king in 853 (par. 4.2) indicates the presence of a church and it is probable that a prominent centre such as Chippenham would have had one from an early date. Given the town's role as an administrative centre it is likely that this would have been a minster serving the dispersed small communities within the hinterland. If, as Ford suggests (par. 6.2.2), Chippenham is a planted *burh*-type settlement, then it may be that the church was a planned element of the town, and would therefore date to the earliest phase of Saxon settlement on the promontory. An alternative model, explored by Blair (1988), suggests that if the town were a 9th century or Alfredian foundation, then the minster church may have been a pre-existing institution incorporated within the planned urban area. Minsters provided an economic stimulus via the organic growth of trade and commerce, were the focus of activity such as church councils and judicial meetings, and as the sites of shrines attracted numerous pilgrims (Campbell 1979). They were often sited on prominent places and in proximity to watercourses (Blair 1992, Hase 1994) – as is the present St. Andrew's - and it is therefore possible that the first church at Chippenham may pre-date the formal settlement of the site and relate instead to the establishment of Christianity within the West Saxon kingdom in the late 7th/early 8th centuries (Hall 2000).

6.2.6. **COM4 – Possible Fortified Bridge.** Haslam (1984) suggests the presence of a defended river crossing point, roughly in the location of the present town bridge. Although there is neither archaeological nor historical evidence for this, it would make good strategic sense to fortify the sole northern access point to the spur, which would be the weakest link in the chain of defence. Bridges may have existed as part of the defences at several *burhs* (Cook 1998). There is evidence at the Saxon town of Wallingford in Oxfordshire that the boundary of the modern borough, on the east bank of the Thames, marks the position of a Saxon bridgehead, which was designed to block and control the river. A closer parallel is the Devon *burh* at Barnstaple, where the bridge was located outside the defended area of the settlement 'at the point on the river that combined both proximity to the town and the shortest distance to the high ground on the south side of the river' (*ibid.*).

6.2.7. **COM5 – Possible Northern Suburb.** Haslam (1984) also suggests that on topographical grounds there may have been some settlement activity on the north side of the river. Once again, there is no archaeological or historical evidence for this, but the Saxon settlement at Bradford-on-Avon is known from documentary evidence to have occupied both sides of the Avon (Pafford 1952), with the nucleus of settlement on higher ground away from the river – a situation which may parallel that at Chippenham. Additionally, assuming a river crossing of some sort to be in existence during the Saxon period (**COM4**), the

natural place for settlement on the north bank would be in the vicinity of the convergence point of the historic minor routes into the town, in the area of the present Foghamshire/Monkton Hill junction.

- 6.2.8. **COM6 – Possible Town Defences.** The core area of Saxon settlement could well have been enclosed by a bank and ditch earthwork. Again, there is no concrete evidence for this, but the *burh* settlements at Cricklade and Wilton, which also occupied similar well-defended, river bound spurs were each reinforced by substantial earthen defences (Wiltshire County Archaeology Service 2001). That a stronghold existed at Chippenham is suggested by the fact that King Alfred used it as his base during the Viking campaign of 877/878, and that following its conquest the Danes themselves garrisoned the town for a year (Peddie 1989), indicating it to be a secure haven. The near rectangular plan shape of Saxon Chippenham may be a clue to the former course of the town defences.
- 6.2.9. There are two areas where current property boundaries may indicate the former course of a rectilinear earthwork: to the south-east, where the line of Joseph's Lane has marked the edge of the borough since at least Medieval times, and in the north to the rear of Cook Street, where the line of the boundaries to the rear of properties marks the extent of former Medieval burgage plots. This is the area known in the Medieval period as 'Imbyri' or 'Embery', now called Emery. Ford (1976) states that the Old English meaning of this term is 'around or about the *burh*', while Haslam (1976) has suggested the name to be a variation of 'Kingsbury', and to be associated with the 'villa regia' site (**COM2**, par. 6.2.4). Ford's interpretation of the name could be of significance in attempting to reconstruct the course of the northern defences, and indeed the nature of the defences as a whole. Excavations at the *burh* town of Cricklade in the north of the county (Haslam 1975 & in preparation) have proved the existence of an intra-mural road or 'wall street' running parallel with, and inside of, the defensive earthworks. Biddle (1976, 129-130) considers such a feature to be characteristic of the Wessex *burhs*, and it is tempting to conjecture that the place-name 'Imbyri' may relate to a former perimeter track or walkway servicing the Saxon defences at Chippenham.
- 6.2.10. In this conjectural model of the town defences the eastern flank is protected by the River Avon, while the western line may be preserved in boundaries to the rear of properties fronting onto Market Place and The Causeway, which lie within the footprints of former Medieval burgages. To the south of Timber Street the Medieval topography has been disturbed by the construction and later infilling of the canal, although it may be that the course of the canal immediately to the south of the wharf (now the bus station) respects the rear boundaries of the long-established properties. Although it should not be considered accurate the Andrews & Dury map of 1773 appears to support this hypothesis.
- 6.2.11. If it could be proven that Saxon defences exist at Chippenham – in effect an unlisted *burh* - and that they pre-date the generally accepted period of Wessex *burh* construction in the 880s and 890s then it would be a development of

regional significance with 'important repercussions in the study of Anglo-Saxon towns, as it opens up the possibility of other fortified towns existing in Wiltshire in the 9th and 10th centuries apart from Malmesbury, Cricklade, Tisbury and Wilton' (Ford 1976, 15-16).

- 6.2.12. **COM7 – Roads.** Four roads can be postulated to have Saxon origins. Approaching the settlement from the north, the road following the course of the present New Road and High Street can be demonstrated to be of at least Medieval date (par. 5.5.4), and may lead to a river crossing point associated with the Saxon settlement (**COM4**). To the east of and parallel to the present High Street is Emery Lane, whose origins are discussed earlier in this section (**COM2**), and which, based upon the Late Medieval name Emerygate (Haslam 1976) may indicate one of the entrances to the fortified settlement. Two roughly parallel roads lead into the town from the southeast: Wood Lane and The Causeway. The Causeway is at least of Medieval date (par. 5.5.4) and leads straight to the Market Place, with burgages lining either side.

6.3. Plan Form – Medieval (Fig. 9)

- 6.3.1. **COM8 – Parish Church.** Adjacent to the south-east corner of the Market Place is St. Andrew's Church (**COM10**), containing architectural details from c.1120 (par. 5.8.3.1), and probably located upon the site of its Saxon predecessor (**COM3**). The boundaries of its churchyard do not appear to have changed over time, although it is possible that neighbouring properties may have encroached slightly.
- 6.3.2. **COM9 – Market Place.** The place-name evidence may suggest that the town was a market centre from its earliest times, if Jackson's (1857) translation of the archaic name 'Ceapen-Hamm' is correct. Although possibly of Saxon origin, this component can first be firmly related to the fair and market grants of the 13th and 14th centuries (par. 4.6). Encroachment has occurred, greatly reducing the former open space. This appears to have happened first around the 14th/15th century Yelde Hall, as temporary shambles gradually became permanent shops and buildings, and in the area bounded by Lords Lane, where an island of buildings grew up from the 15th century onwards, although a precise chronology of the encroachment is beyond the scope of this report.. The original extent of the Market Place is suggested by the position of burgage houses on historic maps, particularly the late 18th/ early 19th century electoral roll maps and the 1773 Andrews & Dury map.
- 6.3.3. The Market Place today retains some of its early buildings, particularly the Yelde Hall and the Rose & Crown Public House, both of Medieval origin (section 5.8, above). Several other buildings can be dated to the 16th and 17th centuries (Wiltshire Buildings Record) and more may await identification behind later facades. The historic topography of this area has suffered some erosion by modern and later 19th century redevelopments, which is most apparent in the northern part of the Market Place where unsympathetic constructions such as the Post Office impinge on the character of the area, and to the rear of

properties fronting the west side, where recent developments have erased historic property boundaries.

- 6.3.4. **COM10 – Settlement Area.** The historical and documentary evidence seems to indicate that Chippenham remained a fairly insignificant market town in the period after the Conquest until late in the Medieval period (Haslam 1976). The depicted area of settlement is derived from the known locations of burgages (Jackson 1857), assumed clusters of industrial and domestic activity around the known mill sites at Waterford and Town Mills, and street names mentioned in documentary sources (par. 5.5.4), the majority of which are projected back from the Charter of Incorporation of 1554.
- 6.3.5. The area occupied by the town in the Medieval period encompassed all that land occupied in Saxon times, with expansion largely constrained by the topography along a NW-SE aligned axis. Development occurred along either side of the road leading to the town bridge (High Street), and spread out from there to the banks of the Avon. To the southeast of the town, ribbon development occurred along the approach roads (Wood Lane and The Causeway), and over the river to the north-east the manorial farm complex at Monkton was established. In the later 15th century, communications with neighbouring Calne were greatly improved by the construction of a privately funded road, Maud Heath's Causeway (Chamberlain 1974).
- 6.3.6. An area for debate is whether the modest growth of Medieval Chippenham was organic in character or an example of 13th century urban planning. Ford (1976) argues that the area defined by High Street, New Street, Blind Lane (now Timber Street) and River Street could be a planned Medieval extension to the town, and that this development may have taken place in the 13th century as part of a general speculative trend at the time. The street layout in this area is, though, suspiciously irregular in plan, and a gradual expansion of the town along the principal route towards the main river crossing, combined with a creeping spread of settlement away from the densely occupied Market Place could account for all the growth in this quarter.
- 6.3.7. **COM11 – Roads.** Several of the Medieval roads can be identified, mostly by back dating from the 1554 Charter, but others are mentioned individually in early documents. The roads postulated for the Saxon period (**COM7**) are included, and the main through route traversing the promontory has by this time become formalised as High Street, Market Place and The Causeway. The locations of a small number of streets mentioned in such documents cannot now be identified.

6.4. Plan Form - Post Medieval

- 6.4.1 In common with many other Wiltshire towns, Chippenham appears to have entered a period of relative stasis between the 16th and 18th centuries. Although the wool trade was burgeoning, it was largely a cottage industry, and did not expand the area of the town or occupy a specialist artisan quarter. The

three large private estates of Hardenhuish, The Ivy and Monkton Park came into being at this time, but did not impact upon the town. Within the core of the settlement, encroachment continued upon the Market Place, the parish church was renovated, and the town bridge was remodelled after a long episode of near dereliction. These developments have little impact on the plan form and therefore no map has been produced for this period.

6.5 Plan Form – Industrial (Fig. 10)

- 6.5.1 **COM12 – Cloth Production Sites.** Four industrial-scale production sites can be identified – two are woollen mills and two silk mills. Bridge Mills (CH040) was the largest site in the town and was in production for most of the 19th century, closing in c.1870. The site has since undergone a number of different uses, including condensed milk production and tyre storage. The earliest parts of the site have now been converted into offices. The other large broadcloth site at Waterford Mill (CH032) was in production for c.120 years, closing in 1930.
- 6.5.2 The two silk factories were established in the late 18th century, at River Street (CH037), where the factory later converted to gun and cartridge manufacture, and at Wood Lane (CH068). Little is known of operations at the Wood Lane site. The River Street site has been, along with the street itself, completely obliterated by later 20th century developments.
- 6.5.3 **COM13 – Flour Mill.** Chippenham's flour mill – the Town Mill (CH031) – although of at least post-Medieval origin (par. 5.6.4), was rebuilt in the later 18th or early 19th century as an industrial-scale mill. Rogers (1976) observes that the architectural style of the building, with galleries of windows on all floors, indicated that the owners had taken into account the possibility of conversion to cloth milling. This never occurred, and the building, by the mid 20th century derelict, was demolished in 1958 to be replaced by a row of insubstantial retail units.
- 6.5.4 **COM14 – Condensed Milk Factory.** This developed from the former Bridge Mills cloth factory (CH040), and although a major employer in the early 20th century has now disappeared and the northern extension to Bridge Mills demolished.
- 6.5.5 **COM15 – Gun & Cartridge Factory.** This occupied the premises of the River Street silk mill (CH037) between the 1880s and c.1920, but all trace of the site has gone (par. 6.5.2).
- 6.5.6 **COM16 – Westinghouse Works.** This developed from a group of foundries located in Foundry Lane (Leleux 1965) and today is one of the largest employers in the area.
- 6.5.7 **COM17 – Bacon Factory.** This occupied part of the former Brotherhoods foundry, one of the heavy industries incorporated within the present

Westinghouse complex (par. 5.7.3). The site has been redeveloped as a retail park.

- 6.5.8 **COM18 – Brick & Tile Works.** In production from the mid 19th century to the early 20th century, this enterprise has now vanished under a recent housing development (par. 5.7.4).
- 6.5.9 **COM19 – Canal and Railway.** The communications made possible by these ventures were the key to the siting of industry in the town from the early 19th century onwards (par. 5.7.1). The canal fell victim to the success of the railway and was infilled in 1914, the wharf later being redeveloped as the bus station. The railway continues to play a central role in the town's economy.
- 6.5.10 **COM20 – Workhouse.** This institution closed in the mid 20th century and the buildings remain substantially intact as the present St. Andrews Hospital.
- 6.5.11 **COM21 – Gasworks.** This has a relatively short life, opening in 1834 and closing in 1907. The site has now been redeveloped.

7 ASSESSMENT

7.1 *Summary of Research.*

- 7.1.1 Documentary evidence from the later Saxon period indicates a settlement at Chippenham from at least the mid 9th century. It is apparent from these references that the settlement contained a royal seat or 'villa regia', and was a favoured residence of the Alfredian court, possibly indicating a substantial community to be in existence at this time. Although the contemporary references to Saxon Chippenham are relatively plentiful, they do not provide a detailed picture of the nature of occupation.
- 7.1.2 Chippenham has not yet been the subject of a volume of the Victoria County History series, and the absence of an in-depth historical survey is particularly apparent when attempting to research the Medieval period. The documentary evidence for the town's development during this time is scant, although the absence of references to Chippenham during the Anarchy suggests that there was no stronghold in the town in the 12th century. The 1554 Charter of Incorporation is the closest to an account of the Medieval town available, and gives useful information regarding streets, burgage positions and borough boundaries.
- 7.1.3 The rise of the early woollen trade remains obscure, although the later industry – from the Industrial Revolution onwards – has been the subject of a number of historical investigations. From this period forth there are plentiful documentary and historical records of the rise of heavy industry in the town, and cartographic sources illustrate the parallel rapid expansion of the town's housing.

7.1.4 There has been little controlled archaeological work in the town, and many opportunities to examine the archaeology within the historic core of Chippenham have been missed, or have consisted of minimal interventions by poorly-resourced rescue archaeologists in the 1970s. A small amount of PPG16-generated work has occurred within the past decade, although largely on the periphery of the study area and beyond, within the expanding suburbs. Recent, small-scale research excavations have demonstrated the presence of deeply stratified deposits within the town centre, even within the footprints of redeveloped buildings in the heavily built-up High Street. One prevailing theme of the archaeological investigations that have occurred within the town is the absence of Saxon evidence, which is at odds with the apparent importance attached to the town by contemporary references.

7.2 The Growth of the Town (Fig. 11)

7.2.1 Saxon

7.2.1.1 There are arguments for the establishment of Chippenham as a 'planted' settlement some time before the 9th century (par. 6.2.2, above). If this is true, it is likely that the principal motivation behind the siting of the town was strategic, given the excellent defensive position afforded by the meander of the Avon. Historical accounts seem to indicate that the town was a significant centre from its earliest times, and it is probable that a royal seat or hall, possibly accompanied by a minster church, lay at the heart of the settlement. It is known that the town was a favoured residence of King Alfred's court, possibly of *burh* status, and the fact that the Danish army used it as their headquarters in 878 suggests that a readily defensible, comparatively wealthy settlement was in existence at this time (Haslam 1984).

7.2.2 Late Medieval

7.2.2.1 Chippenham does not appear to have grown significantly in the period between the Danish occupation of 878 and the Domesday Book of 1086. This is based upon the lack of references to the town in documents and charters over these two centuries, although it could be that none have survived. We know that Chippenham grew only slowly during the Medieval period, and a major factor in this may have been the manorial division of the 12th century, which created three smaller estates from the large former crown holding, and left Chippenham a relatively insignificant market town (Ford 1976). Although Domesday lists twelve mills in 1086, these were distributed across the pre-divisional manor, and may have included sites in outlying villages and ecclesiastical holdings such as nearby Stanley Abbey. They should not, therefore, be taken as an indication of unusually early industrial prosperity in the town.

7.2.2.2 By the 12th century it is probable that the settlement had extended north across the Avon, and the natural focus of this northern suburb would be at the junction of the minor routes into the town with the main north-south road, in the vicinity of the present Foghamshire/Monkton Hill junction.

7.2.3 Post Medieval

7.2.3.1 Chippenham seems not to have grown in the post-Medieval era. The area occupied by the town remains approximately that of the preceding two centuries, but its ambiguous status is clarified by the 1554 Charter of Incorporation, when it becomes a borough proper. Three substantial country estates on the periphery of the historic town core are enclosed during the period between c.1500 and c.1700, at The Ivy, Monkton Park and Hardenhuish, all north of the Avon.

7.2.4 Recent

7.2.4.1 The great expansion of Chippenham is directly connected to the Industrial Revolution. The arrival of the canal, which finally opened in 1810, heralded the expansion of the cloth industry and general trade, and the widespread adoption of steam technology in the first half of the 19th century accelerated the expansion. The arrival of the railway in 1841 meant the gradual demise of the canal, and later in the century the cloth industry. This, however, was offset by the rapid growth of heavy engineering, especially the Brotherhood and Westinghouse complexes, and the growth of factories producing such diverse goods as bacon, condensed milk and guns. The town's housing stock had more than doubled by the later 19th century, and by 1945 had expanded by half as much again. Chippenham continues to expand due to its favourable position as a commuter town, a role which creates ever greater pressure for new development within the study area, with implications for the archaeological resource and surviving built heritage of the town.

7.3 The Archaeological Potential

- 7.3.1 One of the principal aims of this phase of the Extensive Urban Survey is to examine the archaeological potential of the town to assist with the development of a management strategy in the later phase of the project. Whilst all of the core town may be considered important archaeologically, it is necessary to try to highlight those areas of greater interest, either because of the importance of the remains or because better than average preservation is expected there.
- 7.3.2 Chippenham, as an important Saxon centre, should be expected to have a great potential for the survival of *in situ* archaeological deposits of the period. In particular the site of the 'villa regia' or royal seat, the focal point of the settlement, is of high archaeological value in the study of Saxon Wessex. Although much of the site has comprised part of the built-up area since the Medieval period, a substantial portion at the heart of it is currently occupied by a long overgrown garden and a disused orchard. Given the development pressures upon such 'brownfield' sites it is probable that this area may become the subject of redevelopment proposals within the future. If so, it is imperative that a full archaeological investigation is included within any such plans.

- 7.3.3 The apparently well-preserved church precinct could provide evidence for a minster church contemporary with or earlier than the royal seat. Although it is recognised that the opportunities for archaeological intervention on this site are limited, churches and churchyards are occasionally subject to minor interventions such as underpinning, damp-proofing and the cutting of service and drainage trenches, all of which offer the opportunity for archaeological observations on this locally important site.
- 7.3.4 No opportunity to examine the area of possible town defences should be missed – evidence for the suspected Saxon work may be confirmed, and possibly traces of any Danish work from their occupation of 878, although the brevity of their stay may mitigate against the preservation of identifiable archaeological remains. Investigations could be most fruitful in the Ladd's Lane vicinity and to the rear of Cook Street/St. Mary's Street, where the course of former Medieval burgage boundaries may preserve the line of the defensive ditch. No trace probably survives of a Saxon bridge, due to the episodes of rebuilding and widening which have taken place on the site, especially that undertaken prior to the construction of the modern concrete structure, but work in the Foghamshire/Monkton Hill junction area may help to determine the existence of a northern suburb, although redevelopment and intensive modern occupation may have truncated any remains.
- 7.3.5 A prevailing theme of past archaeological work in Chippenham is the absence of Saxon finds from the historic town centre. However, as discussed above (par.s 6.2.2 & 7.1.4), this may reflect the level of intervention possible and the nature of the investigations (most were pre-PPG16 watching briefs or poorly-resourced rescue work), which may have mitigated against the recognition of Saxon remains. In addition, much of the early archaeological work took place either beyond the probable area of settlement or on its outer edges. Previous research into Saxon *burh*-type settlements (Haslam 1975, 1984 & forthcoming; Hinton 1990; Reynolds 1999) suggests that the area immediately within the defensive circuit was given over to grazing and stockholding – a safe corral area in times of strife – and that occupation was concentrated within the central part of the *burh*. If this is the case at Chippenham, then with the exception of the limited research excavation currently being undertaken by Chippenham Museum (Stone, in progress), archaeologists have yet to conduct a substantial controlled investigation within the heart of the Saxon settlement.
- 7.3.6 The Medieval town largely occupied the former Saxon area, and several Medieval buildings survive at the centre of the town. It is possible that further buildings of the period await identification behind later frontages, and a programme of internal buildings survey could prove rewarding. Archaeological work within the town centre could confirm the positions of the burgage plots, define the date of disuse/demolition of the royal seat, the date of the levelling of the defences and the spread of settlement over them, and the origins of Town Mill and Waterford Mill. Investigations north of the river could confirm the extent of the known northern suburb. Past archaeological investigations

with the High Street and Market Place areas have determined the presence of deeply-stratified archaeological deposits of Medieval and Post-medieval date, surviving even within the 'footprint' of 19th and earlier 20th century buildings occupying this heavily built-up area. The survival of such deposits enriches the local archaeological resource, and presents an excellent opportunity to broaden our knowledge of Medieval Chippenham. It is essential, therefore, that any ground disturbance within this area is subject to an appropriate level of archaeological recording.

- 7.3.7 Much of Chippenham's industrial heritage is of relatively recent date, and the majority of sites are still in use, although some serve functions other than those for which they were built. Two sites now destroyed which may be of local archaeological interest are the canal and wharf, and Warrilows Gun & Cartridge factory (a former silk mill) in the now vanished River Street, although both are well recorded in documents and photographs. The remaining industrial sites, if threatened with demolition, may be best served by building recording and survey as deemed appropriate.
- 7.3.8 Away from the historic town, the two Saxon and Medieval settlements of Hardenhuish and Cocklebury may provide evidence of agricultural activity contemporary with the town in the Middle Ages. Cocklebury has been largely developed under a modern housing estate, but the manor, church and settlement of Hardenhuish lie preserved beneath the school playing fields of Hardenhuish Park. Given the development pressures upon such spaces there may be a future potential for research work in this location.
- 7.3.9 Many of the suggestions for research made by Haslam in 1976 remain valid and largely unfulfilled, due to the dearth of controlled archaeological work within the town centre. Much of the early development of the town remains conjecture, and as such any opportunity for archaeological work should be taken, even in areas where a degree of disturbance is likely. In many intensely occupied urban centres there is inevitably damage to early stratigraphy, but much can still be deduced even where survival is fragmentary. In Chippenham's case there is much to be determined.

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9 **MAPS**

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10 APPENDICES

Appendix 1: Towns included in the Extensive Urban Survey of Wiltshire, with reference to urban criteria defined by Heighway (1972).

	Town	Criteria
1	Amesbury	iii, xi
2	Bradford-on-Avon	iii,vi viii, xi
3	Calne	ii, iii, ix
4	Chippenham	i, iii, iv, viii, ix, x, xii i, ii, v, xii
5	Cricklade	i, ii, vi
6	CUNETIO	i, ii, iii,. v
7	Devizes	ii, iii, v
8	Downton	i,, ii vi
9	DUROCORNOVIUM	i, vi
10	EASTON GREY	iii, iv
11	Great Bedwyn	ii, iii
12	Heytesbury	ii, iv
13	Highworth	ii, vi, ix
14	Hindon	ii, iii, xi
15	Lacock	v
16	Ludgershall	i, iii, iv, xi
17	Malmesbury	iii, v
18	Market Lavington	ii, iii, iv, xi
19	Marlborough	iii, vi
20	Melksham	ii, iii, xii
21	Mere	viii, xi
22	Ramsbury	i, ii, iii, v, vi, vii, viii,
23	Salisbury	ix, x, xi, ii, iii
24	Sherston	i, vi
25	SORVIODUNUM	iii, viii
26	Swindon	iii, v
27	Tilshead	vii, xi
28	Tisbury	ii, iii, viii
29	Trowbridge	ii, iii, iv, vii
30	Warminster	iii, viii
31	Westbury	i, iv, v, vi, vii,
32	Wilton	ii, iii, v, viii
33	Wootton Bassett	ii, vi
34	VERLUCIO	

Appendix 2: Urban Criteria set out in Heighway (1972)

- i) *Urban Defences*: A town, at some time in its history, might have a wall, or bank and ditch with wooden defences.
- ii) *Internal Street plan*: A town may be planned at any moment in its history; part of its street pattern may display evidence of deliberate planning, such as a grid lay-out. A street plan with provision for a market place will also distinguish a town.
- iii) *Market*: Perhaps the only indispensable criterion, although a market alone does not distinguish a town. The date of a market charter is usually taken in this study as indicating the date by which the place had become a town.
- iv) *Mint*: The existence of a mint often denotes a town.
- v) *Legal existence*: This aspect of the town was one of the first to be studied and formed the basis of most of the early studies of towns. It has long been evident that legal history, once a favoured method of study, does not provide the only clue to urban origins, in which economic causes play an important part. However, the date of a borough charter or the dates of taxation at borough rates or of the town's parliamentary franchise may provide a date from which the place may be called a town.
- vi) *Position*: A town may have a central position in a network of communications and this can be a clue to its importance. This can be a difficult criterion to assess as it involves knowledge of the age of the road system in relation to the town itself, the past navigability of rivers, and other related problems.
- vii) *Population*: A town will often have or have had a high density and size of population compared with surrounding places.
- viii) *Diversified economic base*: Archaeological or documentary evidence might suggest a diversified economic base, particularly a concentration of various crafts in one area, and evidence of long distance trade. For earlier periods, only archaeological evidence can determine this; it is a reflection on the state of urban archaeology that so little is known of this aspect.
- ix) *House plot and house type*: The town-plan may show long, narrow 'burgage-type' plots; surviving houses will be urban rather than rural in form.
- x) *Social differentiation*: A town should contain a wide range of social classes and especially possess a middle class. House types, demonstrated in the earlier periods by archaeology, again form part of the evidence.
- xi) The presence of a *complex religious organisation* may also denote a town; i.e. the possession of more than one parish church or the existence of other institutions, especially monastic.
- xii) *Judicial centre*: A town may be a centre for courts of national or local status.

Appendix 3: Listed Buildings by Schedule Category (Refer to Department of Environment schedule for Grade II buildings)

Grade I

The Ivy & The Ivy West Wing, Bath Road (1728, 17C)
The Yelde Hall & The Council Chamber, Market Place (early 15C, 1614)

Grade II*

Rose & Crown & stable block, 22 Market Place (14C/15C, 16C, 17C & 19C)
Church of St Andrew, Market Place (15C, 12C, 1633 & 1875-8)
The Woodhouse, 52 St Mary Street (15C, 1991)
St Mary House, 15 St Mary Street (late 15C/early 16C, early 18C)
18 St Mary Street (late mediaeval, early 18C)
16 St Mary Street (early 17C, early 18C, 19C)
The Ivy Longhouse & The Ivy Stables, Bath Road (17C, early 18C)
Angel Hotel & Motel & stables, 8 Market Place (17C, early 18C)
The Old Vicarage & attached railings, 54 St Mary Street (1678, prob. Medieval origins, early 18C, 1929)
61 St Mary Street (1702)
19 St Mary Street (early 18C, early 19C)
Zealy's House, 53 St Mary Street (early 18C)
Church of St Nicholas, Hardenhuish Lane (1779)
Hardenhuish House Grammar School, Hardenhuish Lane (late 18C & c1829)
David Ricardo Monument in St Nicholas' Churchyard, Hardenhuish Lane (1823)
Railway Viaduct, New Road (1841)
Old Baptist Chapel, Chapel Lane (c1843, late 19C)
Church of St Paul & attached walls, gates & piers, Greenway Lane (1853-61)

Appendix 4: Buildings Survival by Century

14th Century

Rose & Crown & stable block, 22 Market Place (14C/15C, 16C, 17C & 19C)

15th Century

Church of St Andrew, Market Place (12C, 15C, 1633 & 1875-8)
The Yelde Hall & The Council Chamber, Market Place (early 15C, 1614)
The Woodhouse, 52 St Mary Street (15C, 1991)
St Mary House, 15 St Mary Street (late 15C/early 16C, early 18C)
18 St Mary Street (late mediaeval, early 18C)
56 St Mary Street (prob. late Medieval, mid-late 17C, 19C)

16th Century

17 & 17A Market Place (16C or earlier)
38 & 39 Market Place (early, 1680, 18C & 19C)
46 & 47 Market Place (& 18C)
48 Market Place (& 18C)
Lowden Manor, Lowden Hill (16C or 17C, early 19C, c1919)
1 The Causeway (16C or 17C, 18C, 19C)

51 St Mary Street (& c1800)

17th Century

Cocklebury Farmhouse, Cocklebury Lane; 36 Common Slip; 20 High Street; 50 St Mary Street; The Grove, 55 St Mary Street; 3, 4, 20, The Causeway

16 St Mary Street (early, early 18C, 19C)

64 & 65 St Mary Street (probably early, mid 18C, 19C)

The Ivy Longhouse & The Ivy Stables, Bath Road (17C, early 18C)

Greenways Grange & attached stable, Hill Corner Road (17C, early 18C & 18C)

Angel Hotel & Motel & stables, 8 Market Place (17C, early 18C)

Caretaker's Cottage to Jubilee Building, 32 Market Place (mid)

36 Market Place (mid)

68 Marshfield Road (mid-late)

7-10 St Mary Street (mid-late)

41 St Mary Street (mid-late)

The Old Vicarage & attached railings, 54 St Mary Street (1678, prob. mediaeval origins, early 18C, 1929)

The Folly, 23 & 33 Bristol Road (1693)

31 Bristol Road (1693)

37, 53 The Causeway (late)

Avon House, Cocklebury Lane (late 17C/early 18C)

33 Foghamshire (late 17C/early 18C)

35 Gladstone Road (late 17C/early 18C)

40 Hill Corner Road (late 17C/early 18C)

6 & 7 Monkton Hill (late 17C/early 18C)

18th Century

35 Bristol Road; 23 & 24 Common Slip; 10 & 11 High Street; 14 Market Place; 32, 36, 38, The Causeway

61 St Mary Street (1702)

Rooks Nest Farmhouse, Forest Lane, Pewsham (18C & early 19C)

5 The Causeway (1721)

The Ivy & The Ivy West Wing, Bath Road (1728, 17C)

66 St Mary Street (1733)

Oak Cottage & Little Oak, Bristol Road (early)

6 High Street (early)

164 London Road (early)

Stafford House, 16 Market Place (early)

18 & 20 Market Place (early)

35 Market Place (early)

The Cottage, 70 Marshfield Road (early)

Monkton Cottage, Monkton Hill (early)

4 St Mary Street (early, 17C)

Stable block, walls & gate piers to St Mary House, St Mary Street (early, 19C)

19 St Mary Street (early)

Zealy's House, 53 St Mary Street (early)

Stable, garden wall & gate piers to The Grove, 55 St Mary Street (early)

62, 63 St Mary Street (early)

The Three Crowns Public House, 18 The Causeway (early, late 19C)
 33, 41 The Causeway (early)
 19; The Old Bakehouse, 21 Timber Street (early)
 26 Westmead Lane (early, mid)
 1 Wood Lane (early)
 Garden Wall to Ivy Stables, Bath Road (early-mid)
 Oak Lodge & attached yard walls, Bristol Road (early-mid)
 104 London Road (early-mid)
 London Buildings & wall attached to rear, 33 & 34 Market Place (early and mid)
 22A, 27 & 28, 31, The Causeway (early-mid)
 19 Chapel Lane (mid)
 5 & 6 Ivy Lane (mid)
 43 & 45 London Road (mid)
 The Royal Oak, 76 London Road (mid)
 Wiltshire County Council Offices, County & Magistrates' Court, 11 Market Place (mid)
 44 & 45 Market Place (mid)
 Three gate piers at entrance to Monkton House, Monkton Hill (mid)
 21 The Causeway (mid)
 8 & 10 Wood Lane (mid)
 Monkton House, Sadler's Mead (1757)
 St Margaret's Convent, Rowden Hill (1765, 19C, 20C)
 45 St Mary Street (c1770)
 Church of St Nicholas, Hardenhuish Lane (1779)
 21 Common Slip (mid-late)
 28 & 29 Foghamshire (mid-late)
 44 & 45 The Butts (mid-late)
 Hardenhuish House Grammar School, Hardenhuish Lane (late 18C & c1829)
 154 & 156 London Road (late)
 Vine Cottage, 8 Marshfield Road (late)
 13 & 14 The Butts (late)
 Former mill building, Emery Lane (late 18C/early 19C)
 87-105 (odd), 88-94 (evens), London Road (late 18C/early 19C)

19th Century

Gazebo, 16 St Mary Street
 39, 41 Bristol Road (early)
 37 Common Slip (early)
 31 & 32 Foghamshire (early)
 Oxford Hotel, 32 Langley Road (early)
 1 London Road (early)
 78, 84, London Road (early)
 25A & 25B Market Place (early)
 26, 50 Market Place (early)
 The Old Bakehouse to rear of 3 Market Place (early)
 Old Road Tavern, 1 Old Road (early & late)
 17 St Mary Street (early)
 Stable to The Old Vicarage & attached wall & outbuilding, St Mary Street (early)

Westmead House, Westmead Lane (early)
 147, 149 & 151 Wood Lane (early)
 4 & 5 High Street (1820s/30s)
 David Ricardo Monument in St Nicholas' Churchyard, Hardenhuish Lane (1823)
 United Reform Church & Former Minister's House, Emery Lane (1825, 1904 & mid)
 2 & 3 High Street (c1835)
 St Andrew's Church Hall, St Mary Street (1837)
 133-145 Wood Lane (1839)
 Railway Bridge, Bath Road (1839-40)
 Former BR office, Chippenham Station, Cocklebury Road (c1840)
 Wiltshire County Council Offices, County & Magistrates' Court, 9 & 10 Market Place (c1840)
 Railway Viaduct, New Road (1841)
 The Black Horse Public House, 62 New Road (c1842-3)
 Old Baptist Chapel, Chapel Lane (c1843, late 19C)
 New Town Hall & Neeld Hall, High Street (1848)
 Stable, outbuildings & attached wall to Oak Lodge, Bristol Road (early-mid)
 7, 12 High Street (early-mid)
 26, 28 & 30; 27; 29; Langley Road (early-mid)
 9 London Road (early-mid)
 47 & 49, 80 & 82 London Road (early-mid)
 68 Market Place (early-mid)
 30, 69 Marshfield Road (early-mid)
 1 & 2, 19 & 20, The Butts (early-mid) 6, 7 & 8; 29, 30, The Causeway (early-mid)
 2 & 3 Union Road (early-mid)
 The Pheasant Public House, Bath Road (mid)
 25, 27 & 29 Bristol Road (mid)
 30 & 32 Frogwell (mid)
 11-17 (odds), Greenway Lane (mid)
 Cliff Cottage, 13 Langley Road (mid)
 81, 82 & 83 Lowden (mid)
 Parklands, 52 Malmesbury Road (mid)
 13, 23 & 24, 62 & 63, 69 & 70, 71 Market Place (mid)
 54 & 55 The Shambles, Market Place (mid)
 Two bollards sw of porch of St Andrew's Church, Market Place (mid)
 Gates, gate piers & bollards nw of St Andrew's Church, Market Place (mid)
 Wall, gate piers, railings & bollards to churchyard wall of St Andrew's Church, Market Place (mid)
 28 & 29 Marshfield Road (mid)
 1 & 2, 16 & 17, 19 & 20, 22 & 23, 30, 31, 32, 33 & 34, 35 & 36, 37, 38, 39 & 40, 41, 42 & 43, 44 & 45, 46 & 47 New Road (mid)
 The New Inn, 25 New Road (mid)
 The Black Horse Public House, 62 New Road (mid)
 Mortimore's Weighbridge Office, Chippenham Station Yard, Old Road (mid)
 1 Pew Lane (mid)
 51 Rowden Hill (mid)
 11, 12, 12A, 46, 47 & 49 St Mary Street (mid)
 1 & 2 St Paul Street (mid)

15 & 16, 21, The Butts (mid)
 9 & 10, 11 The Causeway (mid)
 Spinkes Printing Works, 22 The Causeway (mid)
 23 & 24 The Causeway (mid)
 1 & 2, 3 & 4, 5 & 6, 7 & 8, 9 & 10, 11 12 & 13, 14 & 15, 16 & 17, The Hamlet (mid)
 Bagatelle Cottage, 3 Wood Lane (mid)
 33, 35 & 37, 70-76 (evens) Hill Corner Road (mid-late)
 57 & 59 The Shambles, Market Place (mid-late)
 43 The Causeway (mid-late)
 The Bear Hotel, 12 Market Place (c1850)
 11-14 Park Lane (c1850)
 1-7 (cons) & Ruskin Cottage, St Mary's Place (c1850)
 Causeway Methodist Church, The Causeway (c1853)
 Church of St Paul & attached walls, gates & piers, Greenway Lane (1853-61)
 Caretaker's cottage, Chippenham Cemetery, London Road (c1854)
 Entrance walls & piers, Chippenham Cemetery, London Road (c1854)
 Two chapels & gateway, Chippenham Cemetery, London Road (1854)
 Baptist Church, Station Road (c1856)
 Chippenham Station, Cocklebury Road (1856-8)
 26A Park Lane (1857)
 St Andrew's Hospital, Rowden Hill (c1857-9)
 52-67 (cons) Marshfield Road (1858)
 15 & 16 High Street (c1860)
 Lloyds Bank, 29 High Street (c1870)
 Falstaff Villas, 39 & 40 Marshfield Road (c1870)
 Wiltshire Area Health Authority Headquarters, 53 Rowden Hill (c1870)
 Avon Bridge House, Bath Road (c1873)
 Bank House, Bath Road (c1873)
 Nat West Bank & attached walls, 30 High Street (1876)
 Jubilee Building, 32 Market Place (1887)
 Pew Hill House, Pew Hill (c1895)
 Verona Villas, 37 & 38 Marshfield Road (late)
 73 & 74, 81 & 82 Marshfield Road (late)
 23 Wood Lane (late)

20th Century

21 High Street (1900-10)
 Derriads & wall, Derriads Lane (c1904)
 The Little George Hotel, New Road (1904)
 22 & 23 High Street (1908)
 Constitutional Club, 36 Foghamshire (1909)
 Methodist Church, Monkton Hill (1909)
 19 The Bridge (c1910)
 Gate piers & walls to Lowden Manor, Lowden Hill (c1919)
 War Memorial, Market Place (1920)
 Greystones, Greenway Park (1921)
 K6 telephone kiosk, Cocklebury Road (c1935)

K6 telephone kiosk adjacent to 69 Marshfield Road (c1935)

Appendix 5: Individual Architectural Detail by Century

14th Century

Cruck and timber framing - Rose & Crown & stable block, 22 Market Place (14C/15C, 16C, 17C & 19C)

15th Century

Large panel framing - The Yelde Hall & The Council Chamber, Market Place (early 15C)

Timber framing - The Woodhouse, 52 St Mary Street (15C, 1991), The Old Vicarage & attached railings, 54 St Mary Street (probable mediaeval core)

Limestone rubble with freestone dressings - St Mary House, 15 St Mary Street

Stone slate roof - St Mary House, 15 St Mary Street

Open Hall - St Mary House, 15 St Mary Street, The Woodhouse, 52 St Mary Street (15C, 1991)

Jettying – 18 St Mary Street

Timber windows with tracery - The Woodhouse, 52 St Mary Street (15C, 1991)

Crown post roof - The Woodhouse, 52 St Mary Street (15C, 1991)

Scissor trusses - The Woodhouse, 52 St Mary Street (15C, 1991)

16th Century

Roughcast limestone rubble – Lowden Manor, Lowden Hill

Timber framing - 17 & 17A, 48 Market Place, probably 51 St Mary Street, 1 The Causeway

Cavetto (hollow) moulded mullions - 38 & 39 Market Place

Moulded quartered ceiling - 38 & 39 Market Place, 51 St Mary Street

Collar truss & windbraced roof - 46 & 47 Market Place, 18 St Mary Street (late)

17th Century

Limestone Ashlar - 50 St Mary Street

Limestone Rubble – 51 St Mary Street (mid), 37 The Causeway (late)

Limestone rubble with freestone dressings - The Folly, 23 & 33 Bristol Road, Avon House, Cocklebury Farmhouse, Cocklebury Lane, 40 Hill Corner Road, Greenways Grange & attached stable, Hill Corner Road (17C, early 18C & 18C), Caretaker's Cottage to Jubilee Building, 32 Market Place, 6 & 7 Monkton Hill (late C17/early 18C), 5 & 6 St Mary Street (1693)

Roughcast over limestone rubble & brick - 20 High Street, 3 The Causeway

Render or paint over limestone rubble - 7-10 St Mary Street (mid-late), 16 St Mary Street (early), 41 St Mary Street (mid-late)

Timber framing – 4 The Causeway

Cyma & ovolo mullioned windows - The Folly, 23 & 33 Bristol Road, Avon House, Cocklebury Lane, 33 Foghamshire, 35 Gladstone Road, 20 High Street, 5 & 6, 51 St Mary Street

Gabled dormer - 36 Common Slip

Hollow-moulded mullions - Rose & Crown & stable block, 22 Market Place (early 17C), 16 St Mary Street (early)

Open well staircase - 16 St Mary Street, (early)

Stone slate roof - Greenways Grange & attached stable, Hill Corner Road (17C, early 18C & 18C)

Plain tile roof - Angel Hotel & Motel & stables, 8 Market Place (17C, early 18C)

3-unit plan - late 17C/early 18C - Cocklebury Farmhouse, Cocklebury Lane, 154 & 156 London Road

2-unit through passage plan - Greenways Grange & attached stable, Hill Corner Road (17C, early 18C & 18C), 6 & 7 Monkton Hill (late 17C/early 18C)

single unit plan - 35 Gladstone Road, Caretaker's Cottage to Jubilee Building, 32 Market Place – (mid)

brick stacks - 154 & 156 London Road

Gambrel roof - late 17C/early 18C - 33 Foghamshire

Ogee (cyma) –moulded mullions - 6 & 7 Monkton Hill (late 17C/early 18C)

Chamfered crossbeams - late 17C/early 18C - Cocklebury Farmhouse, Cocklebury Lane

Beams with ogee stops - 40 Hill Corner Road – late 17C/early 18C

Roll-edged architraves to door with moulded hood on brackets – 35 Gladstone Road

Timber lintels over openings - 40 Hill Corner Road – (late 17C/early 18C)

King post roof - Angel Hotel & Motel & stables, 8 Market Place (17C, early 18C)

18th Century

Symmetrical facades - The Ivy, The Ivy Longhouse & The Ivy Stables, Bath Road (17C, early 18C); Hardenhuish House, Hardenhuish Lane, Stafford House, 16 Market Place, Monkton House, Sadler's Mead (1757), Zealy's House, 53 St Mary Street (early 18C)

Limestone ashlar - Monkton House, Sadler's Mead (1757), 22A The Causeway (early-mid)

Limestone ashlar, freestone and rubblestone - The Ivy & The Ivy West Wing, Bath Road (1728, 17C), 19 Chapel Lane, Hardenhuish House, Hardenhuish Lane, 6 High Street, Stafford House, 16, 46 & 47, Market Place

Coursed limestone rubble with freestone dressings - 35 Bristol Road, 21 Common Slip, former mill building at Emery Lane, 28 & 29 Foghamshire, 5 & 6, 7 Ivy Cottages, Ivy Lane, 43 & 45, 87-105 (odds) London Road; Wiltshire County Council Offices, County & Magistrates' Court, 11 Market Place, (mid); 30, 70 Marshfield Road (early)

Brick and limestone rubble - The Royal Oak, 76 London Road

Brick and ashlar dressings - Zealy's House, 53 St Mary Street (early 18C)

Brick - Garden wall to Ivy Stables, Bath Road, 25A & 25B Market Place

Incised stucco over brick - Rooks Nest Farmhouse, Forest Lane, Pewsham

Rendered limestone rubble – 26 Westmead Lane

Centre portion broken forward - Hardenhuish House, Hardenhuish Lane, 61 St Mary Street (1702)

Balustraded parapet - Angel Hotel & Motel & stables, 8 Market Place (17C, early 18C)

Hipped dormers – 22A The Causeway (early-mid)
Stone slate roof - The Ivy & The Ivy West Wing, Bath Road (1728, 17C), 164 London Road, Stafford House, 16 Market Place
Slate roof - Monkton House, Sadler's Mead (1757)
Gambrel roof - 28 & 29 Foghamshire, The Pack Horse, 104 London Road,
Brick stack - 164 London Road
Ashlar stack - Stafford House, 16 Market Place
1-unit plan - 23 & 24 Common Slip
2-unit plan - Ivy Cottages, 7 Ivy Lane
Double pile plan - Stafford House, 16 Market Place, Zealy's House, 53 St Mary Street (early 18C)
Doorway with semi-elliptical arches with vermiculated impostes - 19 Chapel Lane
Pedimented doors - 38 & 39 Market Place, Zealy's House, 53 St Mary Street (early 18C), 61 St Mary Street (1702)
2-panel doors with HL hinges - 10 & 11 High Street
6x6 sashes with crown glass - 6 High Street – early, The Old Vicarage & attached railings, 54 St Mary Street (early 18C)
Ogee (cyma)-moulded mullions - The Royal Oak, 76 London Road, The Pack Horse, 104 London Road, Angel Hotel & Motel & stables, 8 Market Place (17C, early 18C), Wiltshire County Council Offices, County & Magistrates' Court, 11 Market Place (mid), Stafford House, 16 Market Place (early), The Cottage, 70 Marshfield Road (early), 13 & 14 The Butts (late)
Roll-edge moulded architraves Angel Hotel & Motel & stables, 8 Market Place (17C, early 18C)
Chamfered cross beams with run-out stops (early) Oak Cottage and Little Oak, Bristol Road
Open-string staircase - Hardenhuish House, Hardenhuish Lane, 25A & 25B Market Place, 61 St Mary Street (1702)
Ogee (cyma)-moulded fireplace - 25A & 25B Market Place
Fielded panelling - 33 & 34 Market Place
Collar truss roof - Oak Cottage and Little Oak, Bristol Road, 21 Common Slip

19th Century

Symmetrical - 62 & 63 Market Place, 13 The Causeway (mid)
Limestone ashlar 1 & 2, 16 & 17, 30, New Road (mid), Pew Hill House, Pew Hill (c1895), 51 Rowden Hill (mid), 11, 12 St Mary Street (mid), 17 St Mary Street (early)
Limestone ashlar with rubble to rear (early – 31 & 32 Foghamshire, 2 & 3, 4 & 5 High Street (1835), 15 & 16 High Street (1860, Cliff Cottage, 13 Langley Road, 1, 2-12 (evens) London Road, Wiltshire County Council Offices, County & Magistrates' Court, 9 & 10 Market Place (c1840), 13 Market Place (mid),
Limestone ashlar with brick - Railway Bridge, Bath Road (1839-40); 9 London Road – early to mid; 81 & 82 Marshfield Road (late);
Squared coursed limestone rubble with freestone dressings - Avon Bridge House, Bank House, The Pheasant Public House, Bath Road (c1873); 25 27 & 29, 41, Bristol Road, United Reform Church and former Minister's House, Emery Lane, 11-17 odds Greenway Lane, Oxford Hotel, 32 Langley Road, Parklands, 52 Malmesbury Road; The Old Bakehouse to rear of 3 Market Place (early), 26A Park Lane (1857), 1 & 2 The Butts (early-mid), 1-17 The Hamlet (mid)

Rubble and brick - 37 Common Slip, 33, 35 & 37, 70-76 (evens) Hill Corner Road, 21 The Butts (mid)

Flemish bond brick - mid - United Reform Church and former Minister's House, Emery Lane, 26 Market Place, 46, 47 & 49 St Mary Street (mid)

English bond brick - 15 & 16 The Butts (mid)

Sandstone rubble – Bagatelle Cottage, Wood Lane

Stucco - The New Inn, 25 New Road (mid), 6, 7 & 8 The Causeway (early-mid)

Double pile plan - Oxford Hotel, 32 Langley Road, 26 Market Place, 30 Marshfield Road, 52-67 Marshfield Road, 11, 12 St Mary Street (mid), 13 The Causeway (mid), 9 & 10 The Hamlet (mid)

Single-unit plan - 1 & 2 The Hamlet (mid)

Gothic Revival style - c1854 - Caretaker's cottage, Chippenham Cemetery, London Road, Parklands, 52 Malmesbury Road, Bagatelle Cottage, 23, Wood Lane (mid),

Tudor revival style - 30 & 32 Frogwell, Cliff Cottage, 13 Langley Road; The Bear Hotel, 12 Market Place, St Andrew's Hospital, Rowden Hill (1857-9)

Tudor Gothic style 46, 47 & 49 St Mary Street (mid)

Flemish Renaissance style - 73 & 74 Marshfield Road

Severe Classical style - 4 & 5 High Street – 1820s/30s; New Town Hall & Needd Hall, High Street (1848).

Palladian/classical style - Lloyds Bank, 29 High Street

Mannerist Classical style - Nat West Bank, 30 High Street

Neo-classical - 84 London Road

Eclectic Style Wiltshire Area Health Authority Headquarters, 53 Rowden Hill (c1870)

Vernacular Revival style – 1-17 The Hamlet (mid)

Slate and stone slate roofs - The Pheasant Public House, Bath Road

Stone slate roofs - 41 Bristol Road, 70-76 (evens) Hill Corner Road

Slate roofs - Lloyds Bank, 29; Nat West, 30 High Street, Oxford Hotel, 32 Langley Road, 1; 2-12 (evens) London Road), 13, 26 Market Place, 52-67 Marshfield Road, The New Inn, 25 New Road, Pew Hill House, Pew Hill c1895), 51 Rowden Hill (mid), 13 The Causeway (mid)

Pantile roofs - Greenways Grange & attached stable, Hill Corner Road (17C, early 18C & 18C; Cliff Cottage, 13 Langley Road - mid)

Triple Roman tile roof - 26A Park Lane – 1857), 1-17 The Hamlet (mid)

Plain tile roof 17 St Mary Street (early)

Gambrel roof - 30 Marshfield Road (early/mid),

Ashlar stack - 30 Marshfield Road (early/mid), 51 Rowden Hill (mid)

Brick stack 1-17 The Hamlet (mid)

Tuscan columns - Wiltshire County Council Offices, County & Magistrates' Court, 9 & 10 Market Place (c1840), Pew Hill House, Pew Hill (c1895), 11 The Causeway (mid)

Parapet and cornice (84 London Road), 18 St Mary Street (15C/16C)

Semicircular arch with keystone (54 & 55 The Shambles, Market Place (mid)

Cast iron Verandah – 6, 7 & 8 The Causeway

Louvered bullseye window - The Pheasant Public House, Bath Road

Plain stone mullioned window - The Pheasant Public House, Bath Road, The Grove, 55 St Mary Street (early)

Plain freestone architraves- 39 Bristol Road

4/4 horned sashes - mid – 41 Bristol Road

6x6 sashes - mid – 15 & 16 High Street; 2-12 London Road – early, Stafford House, 16 Market Place, 17 St Mary Street

10x10 sashes - Angel Hotel & Motel & stables, 8 Market Place (17C, early 18C)

2x2 sashes - 13 Market Place, mid

Margin pane sashes - 16 & 17 New Road (mid)

Edge-roll moulding - early – 31 & 32 Foghamshire, 6, 7 & 8 The Causeway (early-mid)

Segmental brick arched fireplace - 35 Gladstone Road

Stick baluster stair - early – Old Baptist Chapel, Chapel Lane, 26 Market Place

20th Century

Classical style with Edwardian Baroque influence - Derriads, Derriads Lane (c1904)

Mannerist Classical style - 21, 22 & 23 High Street – 1900-10

Composite style - Constitutional Club, 36 Foghamshire, The Little George Hotel, New Road

Eclectic Vernacular Revival, incorporating collected architectural features

Greystones, Greenway Park

Freestyle – 19 The Bridge (c1910)

Additional Notes

Churchyard monuments not included