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**A30/A303/A35 MARSH TO HONITON
IMPROVEMENT, HONITON EASTERN BYPASS –
ENVIRONMENTAL STATEMENT VOL2 PART C:
ARCHAEOLOGICAL REPORT 06/93**



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**JULY 1993
UPDATE**



THE DEPARTMENT OF TRANSPORT
SOUTH WEST CONSTRUCTION PROGRAMME DIVISION

A30/A303 Marsh to Honiton Improvement and A35 Honiton Eastern Bypass

Environmental Statement

Volume 2 Part C

Archaeological Report



R/HNQ6/04/1

JULY 1993

Rendel

Rendel Palmer & Tritton

Development & Engineering Consultants

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Exeter Museums Archaeological Field Unit

ARCHAEOLOGICAL REPORT ON THE
PUBLISHED SCHEME OF THE
A30/A303 MARSH-HONITON IMPROVEMENT
AND A35 HONITON EASTERN BYPASS

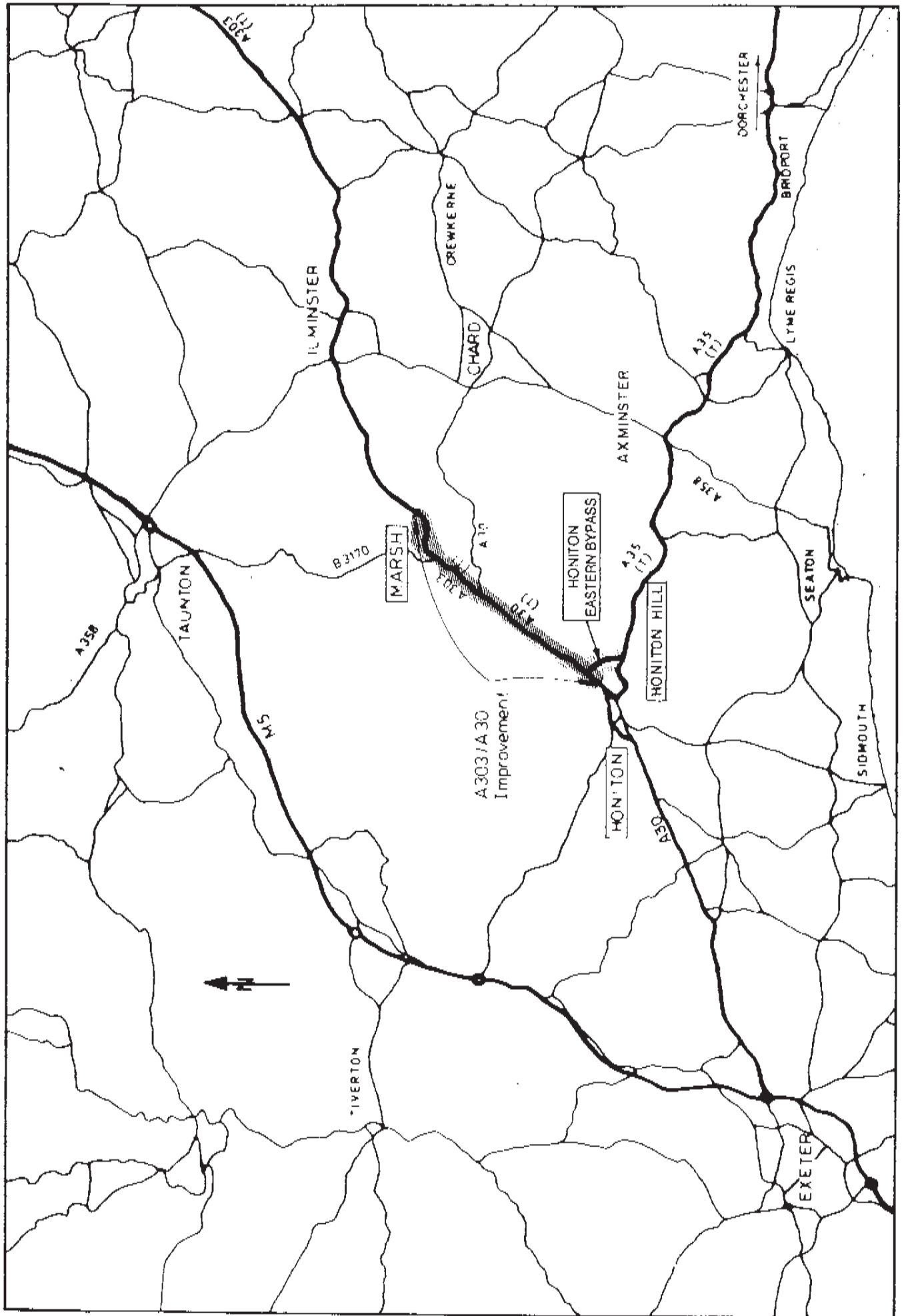
by

P.J. Weddell

Exeter Museums Archaeological Field Unit

LOCATION PLAN

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ARCHAEOLOGICAL ASSESSMENT OF THE
PUBLISHED SCHEME OF THE
A30/A303 MARSH-HONITON IMPROVEMENT
AND A35 HONITON EASTERN BYPASS

by

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Exeter Museums Archaeological Field Unit

Report No. 92.11

June 1992

[Updated May 1993]

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INTRODUCTION TO UPDATED ARCHAEOLOGICAL REPORT, JUNE 1993

The following section of this report should be read as an addendum to the Archaeological Report produced in June 1992. This has been made necessary because of certain design modifications to the original scheme proposals. The changes are outlined below together with the relevant archaeological comments with reference to the appropriate chapters in the main body of the report which otherwise remains unchanged.

It should be noted that since the original archaeological assessment (undertaken in early 1991) a separate survey of the Blackdown Hills Environmentally Sensitive Area has been carried out (1992-3). This has shed much more light on the archaeological potential of the area. It is now known, for example, that there was an extensive ironworking industry here, probably dating back to Roman times. Important sites have already been identified around Cotleigh, Yarcombe and Upottery, but many more undoubtedly await discovery. Active research on the location of further sites is continuing and this may have additional implications for the scheme proposals.

i) *Offwell Junction*

This would be a T-junction with single-lane dualling and some minor revisions to side roads.

Implications

No specific archaeological comments relating to this junction can be made. It should however be included within a watching brief with reference to Roman and other roads in this area (Ch. 2.9.1)

ii) *Existing Trunk Road near Northwood Farm House*

The realignment of the existing trunk road will be extended slightly in the vicinity of Northwood Farm House.

Implications

The new alignment cuts through the historic parish boundary between Honiton and the old detached part of Combe Raleigh. This boundary is likely to be older than many medieval parish boundaries and was probably in existence at the time of the Domesday Survey. It will require recording under the recommendations contained in 3.3.1 of the report.

iii) *Valley View Link Road*

There is a slight re-alignment of this road near Aplin's Farm.

Implications

There are no specific archaeological implications in this case.

iv) *Reddicks Hill*

Here the alignment of the road has been shifted to a maximum of c. 10m to the north to reduce adverse effects on Hayne Pit, Wet Wood and Claypits Covert.

Implications

There are no specific archaeological implications although this area may contain evidence for mining associated with ironworking. Such sites may come to light as a result of ongoing research or during a watching brief.

v) *Stopgate Cross Junction*

This involves a major re-alignment of the junction including a new roundabout and a re-alignment of the Newcott Link Road.

Implications

This area is of archaeological interest because of the nearby site of Morwood's or Marwood's Causeway (Ch 2.9.4). The precise location of this feature at Stopgate Junction is not known but in view of the greater level of disturbance in these proposals it would seem advisable to undertake some archaeological evaluation at this junction, in order to assess the possible impact. The location of the evaluation excavations should be finalised after field inspections. A possible indicator of the position of the causeway may be found in the alignment of later trackways and footpaths. Recent fieldwork in the area of the causeway itself has suggested that the alignment to the south is perpetuated by a farm trackway. Modern field boundaries may also give a clue to its position.

vi) *Marsh Bypass*

A new link road is proposed from UC 54 to the existing junction on the Bypass.

Implications

There are no specific archaeological implications for this amendment.

**Exeter Museums Archaeological Field Unit
May 1993**

SUMMARY

This report contains an archaeological assessment of the preliminary line of the Published Route of the A30/A303 Honiton-Marsh and A35 Honiton Eastern Bypass Improvement and has been prepared at the request of Rendel Palmer & Tritton Ltd as consultants to the Department of Transport. It is presented in the form of an update of the Preliminary Assessment of the Preferred Route produced by EMAFU in 1989 all the details and findings of which are included in this report. There are three main parts to the report, as follows:

Part 1 contains an explanatory introduction to the report detailing the aims, methods and form of presentation of the assessment.

Part 2 contains a list of sites of historical and archaeological interest as presented in the preliminary assessment with additional sites which have been identified in the current project. Each site has a certain amount of additional information under headings of

1. *Documentary research*; 2. *Fieldwork*; 3. *Status*; 4. *Recommendations*.

Categories 1 and 2 represent the information which has been recorded either by historical research or by basic field observations. Category 3 defines the status of the site in relation to the Preliminary Design Layout, i.e. whether it lies within the corridor of the scheme proposals. Category 4 describes the requirements for preservation or for further archaeological investigations which are considered appropriate for each site.

Part 3 represents the summary of results and conclusions of the assessment with particular emphasis on the requirements for further archaeological input into the road scheme. These take the form of recommendations for preservation, for further archaeological investigation in the form of evaluation excavations, and for large-scale area excavations. The need for an archaeological watching brief with rapid salvage excavation and recording during construction work is stressed. The form of these recommendations is as set out in the recently published Planning Policy Guidance Note 16 *Archaeology and Planning* (Nov 1990). Of the 23 sites recorded in the preliminary assessment three have been discounted as they lie outside the scheme corridor. Of the remaining 20 sites, 17 will require some further consideration as part of the overall road scheme. On the basis of present knowledge no sites have so far been identified for preservation although attention is drawn to the presence of three historic Listed Buildings adjacent to the route (two at Monkton village and Crinhayes Farm). In addition the recommendations include the provision that remains meriting preservation may be uncovered during evaluation excavations.

Two major deserted settlement sites have been identified at Monkton and Knightshayne in Yarcombe. The former may have originated as an Anglo-Saxon monastic settlement which later became a medieval manorial centre. In the 13th and 14th centuries a chapel, grange, mill and deer park are recorded at Monkton. At Knightshayne the proposed route passes through at least three separate settlement sites as well as another undocumented earthwork site which may have been the site of another mill. Both sites are likely to require extensive area excavation and it has been recommended that the sites are fully surveyed and then subjected to evaluation excavations to determine future programmes of work. The possibility has also been raised that preservation of archaeological remains may be necessary on these sites. This can only be established

through the evaluations. Evaluation excavations have also been recommended at four other sites including the possible sites of a Roman road to the south-east of Honiton and a medieval or earlier road in the Otter valley near Cheney's Farm. A probable medieval farm at Crinhayes represented by three separate settlement sites in the 18th and 19th centuries is also included. The other site near Monkton is identified because of place-name evidence in the late 18th century which suggests the presence of earthworks, burial mounds or other archaeological features. One existing dwelling house is identified for recording. The remaining sites, many of which relate to boundaries or other historic landscape features, are included in the third category of recording, the watching brief stage. Although these features are not capable of being excavated and analysed in the same way as, for example, settlement sites they are as much a part of the historic landscape as any of the more tangible archaeological sites.

The Archaeological Assessment on which this Report is based contains confidential details and is not being made available for inspection. Where appropriate, specific details can be made available by request in writing to the Department of Transport, South West Construction Programme Division, Tollgate House, Houlton Street, Bristol, BS2 9DJ.

1. INTRODUCTION

This report describes the results of an archaeological assessment of the preliminary line of the Published Route of the A30/A303 Marsh to Honiton and A35 Honiton Eastern Bypass. The assessment was funded by the Department of Transport and carried out by Exeter Museums Archaeological Field Unit between February and May 1991.

1.1 The assessment

Aims

1.1.1 This assessment is presented in the form of an update of the previous preliminary report on the preferred route of this trunk road scheme entitled: *A Preliminary Archaeological Assessment of the Preferred Route of the A30/A303 Honiton-Marsh and A35 Honiton Eastern Bypass* by S.J. Simpson, S.D. Turton and P.J. Weddell (EMAFU Report 89.16) December 1989. It represents the findings of the secondary programme of fieldwork and documentary research which were recommended in Part 3 of that report.

1.1.2 The additional information which has been outlined for each of the sites is based on the fieldwork and further research which has been carried out in this assessment. It is intended thereby to identify sites of archaeological and historic interest which, on the basis of our current knowledge, will be affected by the proposed scheme for this road improvement. The report identifies those sites where specific proposals for further investigations or for conservation measures are deemed necessary. This procedure is in accordance with the recently published Department of the Environment Planning Policy Guidance Note No. 16 *Archaeology and Planning* (Nov. 1990). That document established guidelines for dealing with archaeological remains in the course of carrying out major development schemes. It is suggested that evaluation excavations are carried out in areas where archaeological deposits are anticipated in order to establish at an early stage the extent and nature of the remains. This will permit more considered decisions to be made about the treatment of the sites during the development scheme. This might take the form of recommendations for

- (i) preservation of the site
- (ii) further archaeological investigations in the form of evaluation excavations
- (iii) further archaeological investigations in the form of full-scale area excavations.

The recommendations set out in this report accord with this scheme; these are described in more detail below under Conclusions, Sections 3.2 and 3.3.

Methods

1.1.3 Fieldwork has taken the form of a field inspection of the entire length of the route wherever this was possible. Observations have been made on features and sites identified in the preliminary assessment and on any archaeological features which came to light during the fieldwork. A photographic record of sites of interest has also been made. Wherever arable fields were in a suitable condition for fieldwalking this was undertaken and any surface finds recovered. It should be noted that this was the first opportunity to examine the route in the field.

1.1.4 Further documentary research has been carried out on sites identified in the preliminary assessment. This has been aimed at filling in any gaps in our knowledge of

the known sites and has particularly focussed on identifying medieval records of the settlement sites. As well as sources in the Devon Record Office (DRO) records of the Dean and Chapter of Exeter Cathedral have also been consulted. The Devon County Sites and Monuments Register has been consulted to identify new sites in the area which have been recorded there since the previous assessment.

1.1.5 The maps used to define the area covered by the assessment were the Department of Transport's Preliminary Layout sheets (Nos DTH/P1/114B-124B 1990). These include all the design proposals including slip-roads, junction works, cuttings, embankments etc. As in the preliminary assessment the A30/A303 scheme and A35 Honiton Eastern Bypass are treated together for the purposes of this report.

1.1.6 It should be noted that the assessment has examined the whole of the historic landscape and is not limited to specific sites or features. Emphasis has been laid on roads and boundary alignments particularly when these can potentially be dated either directly by palaeoenvironmental sampling or indirectly through the dating of associated or related features.

Presentation

1.1.7 The main part of the report (section 2) is as set out in the Preliminary Assessment with a description of each site as previously recorded. For each site additional information has been added under four new headings.

Documentary research - this is largely self-explanatory (see 1.4)

Fieldwork - as above (see 1.3)

Status - this describes the situation of the site in relation to the scheme proposals: one or two sites now lie outside the affected area.

Recommendations - this section outlines any proposals for preservation and for further investigations which are deemed necessary on individual sites on the basis of current preliminary design proposals (see section 3.2 below). Should these change then reconsideration will need to be given to these sections.

These sections are included where the additional information is appropriate and therefore all four categories do not always appear for every site.

1.2 The route (Figs 1-3)

1.2.1 *The preferred route.* After public consultation in 1979, the preferred route was announced in 1981. However, design work was suspended between 1981-4 and the route was subsequently reviewed and amended at the eastern end. It consists of three major sections:

1.2.2 *A30/A303 (former Blue Route).* This was intended to follow the general alignment of the existing road from the eastern end of the Honiton Bypass. Initially it runs between Monkton village and the River Otter, then crosses over the present A30 to pass south of Aplin's Farm. After climbing Reddick's Hill and leaving the Otter valley, it rejoins the existing road alignment just west of the junction with Stockland Hill Road. To the east of the Devonshire Inn the route again runs to the north of the present road (now the A303) in a more direct alignment to Stopgate Cross.

1.2.3 *A303 (former Red Route)*. East of Newcott, the proposed course lies in general just to the south of the present road. To the west of Knightshayne Farm, however, the route diverges and cuts straight across a small stream valley before turning east to rejoin the present A303 at Marsh (total length with Blue Route 13.5km).

1.2.4 *A35 Honiton Eastern Bypass (former Green Route)*. This route commences at a junction to the east of the present A30 Honiton Bypass. It climbs steeply to the south-east in a direct alignment, passing between Higher and Middle Northcote Farms. Near the crest of the hill the route passes between Cheeseway Ash and Tower Cross before rejoining the A35 at Mount Pleasant (total length 3km).

1.2.5 *The published scheme*

The overall alignment of the road remains unchanged in the present proposals although some details of the course have been adjusted.

1.3 Topography

The form of the land plays a very important role in the settlement pattern and landscape history of this part of east Devon, where there is a marked contrast between the ridges and valleys created by past geological activity. The high ground is formed by the Cretaceous rocks, mainly Upper Greensand, which is capped in places by clay and flints. In the area described in this report the uplands are dissected by the valleys of the rivers Otter and Yarty. These valleys generally follow a north/south alignment and form a marked barrier to east-west communication links. Existing settlement sites are generally located within the valleys although the higher ridges have also been settled within the last 200 years since enclosure of common lands began.

2. HISTORIC AND ARCHAEOLOGICAL SITES

The sites are generally described in geographical order and by parish as they appear from west to east. The linear features such as parish boundaries, trackways and roads are dealt with at the end of this section.

2.1 Combe Raleigh

Fig. 6 shows the limits of a once detached portion of Combe Raleigh, now forming part of Monkton parish, extending from the River Otter west of Oakleigh (modern) to the Old Chard Road. This area of about 180 acres, incorporating both high and low ground, was apparently an ancient estate originally associated with the manor of Cotleigh to the east. The A30 passes through the western portion of the estate adjacent to Northwood Farm. The A35 Honiton Eastern Bypass will traverse the southern portion of the area to the south of Higher Northcote Farm.

There is some confusion regarding the place-names in this vicinity, mainly concerning the whereabouts of a settlement called Cheeseway, which is placed in various different locations by the compilers of 18th and early 19th-century maps. Higher Northcote Farm, for example, was apparently also known as Crandles in the last century, and before that

Cheeseway. However, there appears to have been at least two holdings bearing the latter name. The modern site known as Cheeseway Ash occurs in the parish of Offwell to the south, but its connection with the original tenement (first documented in 1316) is unknown. The meaning of the place-name itself may suggest a gravel path or track of ancient origin in the nearby area (see 2.9.3 below).

An isolated barn occupied the site of the present Northwood Farm in the mid 19th century, with the earlier farmstead of that name lying to the east (and not on route of any proposed construction). The name Northwood first appears in the records of 1469. It is clear that the area in question supported two known medieval tenements (Cheeseway and Northwood) which were sub-divided into several holdings in the post-medieval period.

Documentary research

An earlier reference to the name Cheeseway has been located in the cartulary of Buckland Priory in Somerset (printed by Somerset Record Society 1909). This refers to a grant of land to that priory which is described as 'the waste which lies between Chisweie and Cottlega [Cotleigh] and Huffewilla [Offwell] and which pertains to the manor of Coluntona [Colyton]'. The document is undated but must have been executed in the 12th century on the basis of the names of the participants mentioned therein. The most likely situation for this land is on the high ground above Honiton to the north of the present Mount Pleasant area. Here the parishes of Cotleigh and Offwell merge on the line of Northgate Lane. The reference to Cheeseway in this document is likely to be to the road or to the boundary of the estate of that name.

More direct reference is made to the place in a document dated at Westminster 1316. This records the transfer of land from Nicholas le Jeu to John de Chiseway. It is described as follows: '3 furlings of land 10 acres of meadow, 15 acres of moor 12 acres of alder in Chiseway' (Feet of Fines No. 1035: Reichel 1912). The measurements of land, as is usual in this type of document, are very approximate and it is impossible to establish the extent of the 3 furlongs of what was the arable land. The fairly large allotments of meadow and moor do however suggest that the estate took in both upland and river valley environments. Another point of interest is that the family of le Jeu or Gyw are known to have occupied the adjoining manor of Cotleigh.

Another medieval document dated 1367 refers to property at Ellishays and 'Cheseway' in the Hundred of Axminster (DRO 123M/TB467). Ellishays is situated in Combe Raleigh parish and Cheeseway must have lain either in Combe Raleigh or Honiton parish since it is described as being within Axminster Hundred.

Very little documentary history is recorded about the area in the later period and it is not until the 18th and 19th century that any detailed information is available. A survey of the lands of the Courtenay family within Honiton parish made in 1780 includes a map of some land at Cheeseway Ash (DRO 1508M/Devon Surveys vol. 4). The modern site of that name was called 'Spelcombe Corner' at that time and Cheeseway Ash was then further to the north on the Chard road. It is possible that this triangular area of land at the top of Northcote Hill represents part of the 'waste' granted to Buckland Priory in the 12th century, since the Courtenays had also owned the manor of Colyton in the medieval

period.

Later documentary material includes an indenture dated 24th June 1851 which contains a map of the whole estate which formed the detached part of Combe Raleigh parish including the farms of Crandles and Northwood (Fig. 6). Three fields called Chaseway or Cheeseaway Mead all lie in the lower part of the estate adjoining the road to Taunton, the present A30. In addition the indenture refers to another area called Cheeseaway Down containing some 22 acres (later Stockman Hill) on the higher ground. The total area of land was some 180 acres.

Summary From the evidence of the documentary sources outlined above it may be concluded that a routeway of some importance crossed the lands to the east and south-east of Honiton which was known as the Chisway or Cheeseaway. This is described more fully in the section on roads below (2.9.3). A medieval estate which was in existence by the 12th century took its name from this road. The most likely location of the estate is the area of the detached portion of Combe Raleigh parish (Fig. 6). It contained several 'Cheeseaway' field names and until the 19th century various tenements within the estate also bore that name. The older settlement sites within this area are the farms of Crandles, later Higher Northcote, and the earlier site of Northwood. These probably contained the medieval settlements of Cheeseaway. The present Northwood Farm as noted above lies on the site of a barn, later a cottage which was variously known as Frogpool or Broadpool Cottage in the late 19th century.

Fieldwork

No potential settlement sites were identified during the fieldwork. The site of the barn referred to above is now mostly occupied by the Monkton Little Chef establishment and therefore any traces of earlier settlements are likely to have already been destroyed.

Status

The scheme corridor for the A35 Honiton Eastern Bypass passes through the southern corner of the estate above Higher Northcote, formerly Crandles. The A30 corridor takes in much of the north-western area between Monkton Road and the River Otter. No known settlement sites are affected by these proposals.

Recommendations

With regard to the settlement sites no specific recommendations for further investigations apply. There are recommendations for further investigations in relation to the roads and trackways - see 2.9.3 below. It is recommended however that this area be examined during a watching brief whilst construction work is in progress with provision for rapid salvage excavation of archaeological features identified at that stage where appropriate.

2.2 Monkton Parish

Within the parish of Monkton the route passes to the north of Dean's Cottage, Tovehayne Farm, Pugh's Farm and Monkton itself. In the 19th century the lands were associated with the holdings of Braddicks, Tovehayne, Pughs and Northcotes (now Aplin's). The dwellings associated with these holdings are not directly affected by the construction work, as they lie on the other side of the existing carriageway.

2.2.1 *Linhay near Deans Cottage* (Fig. 2, No. 6)

In the mid 19th century an orchard, linhay and court(yard) lay opposite the track that led to Braddick's homestead (now deserted) in the 18th century. The linhay appears to post-date a map of the area dated 1797 (see Fig. 5), however it had already disappeared by the end of the 19th century.

Documentary research

No further information has been recorded; the linhay must have disappeared by 1887, the survey date of the OS 1st edition 6" map.

Fieldwork

The site of the linhay and its orchard have been thrown into a large pasture field. A slight level platform appears to mark the position of the building.

Status

This site lies within a proposed new junction arrangement at Deans Cottage.

Recommendations

No specific recommendations apply to this site.

2.3 *The Burrows* (Fig. 2, No. 7)

In 1842 the area known as Lady's Meadow in Monkton was part of a single tenement, but fifty years previously it had been separated into three parts and shared between the holdings of Tovehayne Farm (dating to at least the 15th century) and Braddicks. The three fields were called Bury Mead, Yonder Burrow's Mead and Hither Burrow's Mead. These names clearly indicate the presence of some earthwork or earthworks of possible prehistoric date, which are likely to be disturbed by construction of the road.

Documentary research

No further information has been recorded.

Fieldwork

The three fields have been amalgamated into a single expanse of pasture. The site is low-lying and slopes gently down to the River Otter. It incorporates a slight terrace or bluff above the level floor of the valley. The field contains fairly slight, almost imperceptible, undulations over its surface. There are no other obvious significant earthworks to which the field names might refer. The names may apply to the site of prehistoric burial mounds which have since disappeared. Such monuments do occur in river valley situations in other parts of Devon, notably in the Exe valley north of Exeter. One other explanation of the above terms, particularly 'burrows', could refer to previous gravel digging in this area. The word burrow is used in some contexts in western parts of Devon to describe small tinworks or quarries. Further information about these features may come to light through routine archaeological fieldwork and in particular aerial reconnaissance.

Status

The proposed scheme corridor cuts across the southern part of the field.

Recommendations

The consistent occurrence of these field names within this small area seems to suggest the existence of an archaeological site in this vicinity. The nature of such a site has not been clarified by fieldwork and is unlikely to be elucidated through documentary sources. It is recommended therefore that evaluation excavations be undertaken in the vicinity of 'Bury' and 'Burrow' fields to establish the nature of any associated archaeological remains which might survive below ground. This recommendation is in accordance with the overall strategy of defining the nature of archaeological remains at an early stage. If buried prehistoric features do exist on this site they may otherwise be discovered only after construction work has started, at which time it will be too late to properly record the site before it is destroyed. The evaluations will thus determine if any further archaeological investigation is appropriate.

2.4 Monkton village (Fig. 2, No. 8; Fig. 7)

This area is of considerable archaeological interest and contains a number of features. These are described separately below but the Fieldwork, Status and Recommendations sections are given at the end and these refer to the area as a whole.

2.4.1 ?*Early monastic site*

Monkton, a sub-manor of Colyton, was probably in existence by at least the early 13th century. The name suggests that the village of Monkton and its environs were once monastic property, and since Colyton was royal demesne before the conquest, the monastic connection is likely to have been of Anglo-Saxon origin. The present Church of St Mary Magdalene is modern (19th century). Further documentary research will be necessary to elucidate the early history of the site.

Documentary research

The church of St Mary Magdalene has been, from at least late medieval times, a dependent chapel of the church of Colyton. Monkton and Shute, another dependent chapel, were often treated together with Colyton as a single benefice. In 1821 for example all three were served by two curates substituting for an absentee vicar. This arrangement probably reflects the form of parochial organisation in the 11th century when Colyton was a local ecclesiastical and administrative capital. The chapel of St Mary Magdalene is mentioned in a writ sent to the Sheriff of Devon in 1282 in respect of the lands and possessions of William de Mohun (see 2.4.2 *Documentary Research* below). It was stated that a payment of 20s should have been made towards the support of a chaplain for the chapel (Cal. Inq. Post-Mortem 2 No. 436). This suggests that the chapel was a small manorial church founded by its lord some time between the 8th and 12th centuries. It is likely that that church was sited within a medieval manorial complex including various domestic and agricultural buildings as well as a 'grange' and mill (see 2.4.3 below).

No further information has yet come to light on a possible pre-Conquest monastic establishment from which the settlement of Monkton probably derived its name.

2.4.2 *The mill site*

The route passes through a field known as 'Church Meadow' in the mid 19th century. In the 18th century there is clear evidence for a mill and several tenements on this site, although the dates of their foundation are not known at present. Clearly the site had been of some significance, possibly for centuries. An 18th-century survey of the manor describes 'Monkton mills and grounds', also a dwelling house, garden and plots called the 'Mill Green, now an orchard'. There was possibly yet another dwelling and plots in the same vicinity. There is also documentary evidence for more than one mill in Monkton during the 17th century.

The mill leat appears to emanate from the River Otter north of Monkton and run to the mill site. It may rejoin the river near the Ford Bridge, possibly in 'Culvers Mead', although there is no obvious watercourse here. Between here and the supposed mill site lay 'Mount Close', a name which may indicate the presence of earthworks or building platforms.

To the east of the church lay a field called 'Rexy' in 1797, and 'Rexhay' in 1842. This suggests the possibility of racks laid out for the purpose of drying cloth, and by implication the existence of a fulling mill.

Documentary research

Evidence for the existence of the mill in medieval times has been obtained from the contemporary records called *Inquisitions Post-Mortem*. These inquisitions were carried out after the death of a person who held any land directly from the King, or were believed to do so. This was done to establish the extents of the lands and the terms by which it was held, the names of heirs and most importantly what benefit might accrue to the Crown. The inquisition taken after the death of John Carreu Knight (see below) shows that in addition to the land and rents which he held at 'Monkton' there was also a water-mill. This inquisition was held in 1362 and it is known that the estate had come into the hands of the Carreu family in c. 1297 (Cal. Inq. Post-Mortem 3.415; 11.300). The mill would then have been primarily used for grinding the corn of the tenants of the manor.

The mill probably continued functioning right up until the end of the 18th century; the survey of 1797 (DRO 54/2/2/5) mentions only a 'Mill Close' and orchard. As noted above there may have been a cloth fulling mill on this site. Although this could have been operated from the same water-mill it may have been a smaller structure separate from the corn mill. In 1680 John Simmes was occupier of 'the Mills' (Stoate 1988, 173) and in the mid 18th century William Seamen was tenant of 'Monkton Mills and grounds' (DRO 53/6 Box 40/25). Small-scale seasonally-operated fulling mills would not be unusual on a country estate like this in the 17th and early 18th centuries. By the time of the survey for the Monkton Tithe Map in 1842 there were no buildings and the area was simply known as Church Meadow.

2.4.3 *Medieval manor and village*

Documentary research

The documentary evidence already cited has demonstrated that Monkton was formerly a substantial medieval settlement. It is not mentioned in the Domesday Book as it was part of the great royal estate of Colyton and therefore did not warrant separate mention. In the 13th and 14th centuries the family of de Mohun were closely associated with the manor although it is likely that they dwelt at the family seat of Mohuns Ottery in Uptontery. The *Inquisitions Post-Mortem* of the family do however provide valuable information about the manor of Monkton. The inquisition of William de Mohun in 1297 tells of an 'old grange' there and describes the value of the wood in 'the park' (Cal. Inq. Post-Mortem 3.415). The use of the word grange is interesting since this often describes an outlying farmstead of a religious house which might contain dwelling houses and outbuildings to store grain crops or other tithe produce. This may represent a vestige of the early religious associations which have been suggested for Monkton; the fact that the grange is described as old is also significant. The other interesting element in the above description is the 'park'. This clearly refers to a deer park which was enclosed specifically for the hunting of deer. This could only be done by Royal licence and was a jealously guarded privilege. On the death of William Mohun the lands passed by marriage to John Carreu and in 1298 an investigation was instituted to discover 'the persons who broke the park of John de Carru at Monkton co. Devon, hunted therein and carried away deer' (Cal. Pat. Rolls Ed I 3, 322). This incident probably occurred as a result of the neglect of the estate while the legal aspects of inheritance were being investigated. The location of the deer park is now lost and few clues to its position have survived. A possible site for the park may however be around the site of Lees Farm, to the north-east of Monkton village. This area contained several fields with 'park' names in the 18th century and included the 'Green Wood' and 'Great Wood' (DRO 54/2/2/6).

The medieval settlement of Monkton therefore represented an important manorial complex containing a chapel, grange, mill and probably a manor house, as well as other farm buildings and lesser dwellings. Of the latter only two existed in the late 18th century; Denners Cottage which lay near the river, and Snells, now Glen Eden next to the church. Glen Eden Cottage according to the Listed Building description is of early-to mid-17th century date. The sites of Paveys Cottage and Henry Majors house and blacksmith's shop, recorded in the same survey, are not known. In addition, a property called Mount House is recorded up until 1788. In the 1797 survey two fields called Mount Close are named, although no buildings are shown.

Monkton's history from the 14th century has determined the character of the later settlement. The Carreu or Carew family, as they became known, owned the manor for over 250 years but never lived there. The manorial buildings were therefore not retained as the site eventually passed into the hands of lesser tenant farmers such as Pughs Farm nearby. The village too must have declined at an early period and houses may have been abandoned before the 18th century. The presence of the mills here, including possibly a fulling mill, meant that the settlement survived into the modern period by which time the new Turnpike Road had been constructed. This tended to draw the focus of settlement away from Mill towards the road where the trade from passing traffic could be attracted.

2.4.4 *Listed Buildings*

At Monkton a small group of buildings are listed as being of Special Architectural or Historic Interest. They are as follows:

- i) Parish church of St Mary Magdalene (Grade II*);
- ii) Glen Eden Cottage - immediately west of the church (Grade II);
- iii) village pump - on the north side of the present A30 carriageway, east of the church, dated 1842 (Grade II).

Although not directly within the scheme corridor, construction will undoubtedly have an impact on these features.

Fieldwork (Pls 2-3)

The whole area around Monkton church is under pasture and there is little evidence for arable cultivation here in recent years. This has led to the preservation of various archaeological features in the form of earthworks and platforms. A deep hollow extends from the A30 towards the river in a northerly direction. This is probably the remains of a hollow way or track; there is no evidence in the contour pattern on the slopes above for a stream course running into this area. A ford over the river Otter below Monkton is indicated by the placename Ford Farm on the opposite bank within Luppitt parish. This ford has been replaced by a bridge just downstream from this site (Ford Bridge, a Listed structure of 19th-century date). A man-made watercourse flows under the A30 in a culvert. The sites of at least two buildings are evident as platforms, in addition to another trackway with a low bank on one side. Other earthworks including a fairly substantial terrace are visible in this field. The suggested line of the leat is represented by a substantial hedgebank but there is no existing watercourse. An additional leat may have followed the line of the hollow way already mentioned. This would have carried water from the upper slopes of the Otter valley to the east where there are abundant springs and watercourses. No obvious signs of the trackway depicted on the OS map (see above) are now visible. The field to the west of the church, Mount Close, contained no significant earthworks although the ground surface was generally uneven.

Status

The proposed scheme corridor passes through the area between the existing A30 at Monkton and the River Otter. It takes in both sites, part of the hollow way and the presumed course of the mill leat. Additionally the area around the church and the adjoining cottage (Listed Grade II, Eden Garden) is earmarked for landscaping. It is possible that further unrecorded structures could lie in the area.

Recommendations

The documentary research outlined above has demonstrated that Monkton is a site of considerable archaeological and historical significance. The possible Anglo-Saxon origins of the place are unlikely to be revealed in documentary sources and only excavation is likely to produce evidence for this period. The research has demonstrated however the existence of an important medieval manorial complex at Monkton, including a mill.

Recommendations for preservation:

- i) The landscaping proposals affect the area immediately adjoining two Listed

Buildings: the Church of St Mary Magdalene and Glen Eden (now Eden Garden) Cottage. Disturbance to these sites and their existing boundaries should be avoided; this includes accidental damage by contractors' machinery during construction work.

(ii) Should substantial well-preserved archaeological remains be uncovered during the evaluation excavation recommended below consideration should be given to the future treatment of these features. This might involve the amending of the detailed design proposals in order to avoid disturbance to the archaeological remains. Alternatively it may result in measures being taken during the construction works to the same end. Section 31 of DoE PPG Note 16 provides guidance on the courses of action which may be taken if archaeological remains are discovered at a very late stage during development schemes.

Recommendations for further investigations

(i) The first stage of recording the remains should consist of a detailed measured field survey of the surviving earthwork remains. This will also permit the accurate location of specific sites in relation to the proposed scheme corridor and allow for decisions to be made regarding the location of evaluation excavations, (ii) recommended below.

(ii) Evaluation excavations should be undertaken in selected areas within the scheme corridor; these should be of sufficient scope to demonstrate the presence or not of features which merit preservation. The location of these excavations should be chosen on the basis of the survey results, with the particular following aims: (a) to determine the extent of the archaeological remains within the proposed scheme corridor, (b) to determine the state of preservation of archaeological remains, (c) to establish the existence of medieval or earlier habitation on the site. The sites chosen should as a minimum include the two suggested sites of the medieval mill and a site in the proposed landscaping area beside the church. The location of other excavation sites will be determined by the field survey results and should include any areas of possible habitation sites and a section of the hollow way.

(iii) The final stage of recording these remains prior to their destruction should be the full-scale area excavation of the site. The area and extent of these excavations should be determined by the evaluations.

2.5 Upottery

Within the parish of Upottery, the route largely follows the line of the present road until just east of Devonshire Inn Farm, at which point the route diverges slightly to the north.

Deserted sites

2.5.1 *Higher Yard* (Fig. 2, No. 10)

Just inside the parish boundary with Monkton lay, in the early 19th century, a tenement called Higher Yard (Fig. 8). The Tithe Apportionment of 1840 describes it as a 'House and Orchard', but it had disappeared by c. 1890 (Fig. 9). Its site, however, is close to the scheme corridor. On the opposite side of the road lies Yard Farm, which was called Lower Yard in 1809. This name is documented as early as 1332, therefore Higher Yard itself is likely to have been medieval in origin.

Documentary research

A charter dated 1481 refers to lands at 'Yerde in Rawrigge' within the parish of Upottery (DRO 346M/T1042). This implies that Higher and Lower Yard lay within the manor of Rawridge. The manor was given to the church of Ottery St Mary by William the Conqueror before 1086.

Higher Yard itself is mentioned separately in a deed of 1682 (DRO 152M/Box 62/T1). At that time it consisted of two messuages (i.e. dwelling houses) with 70 acres of land and was occupied by three tenants. By 1712 the holding had been divided into two 'moieties' by marriage settlement, each with around 35 acres. By the mid 19th century the 70 acres had been subdivided further and only one dwelling house remained. As noted above, it is likely that this settlement originated as a small hamlet with perhaps two or three houses in medieval times as well as additional farm buildings. The site has gradually contracted until the 19th century when only a house and outbuildings survived.

Fieldwork (Pl. 4)

The site of the farm shown on the Tithe Map is approached by a sunken lane. It lies on sloping ground at a height of 165-170m OD along what appears to be a spring line on the eastern side of the Otter valley. The enclosure of the farm survives as a small embanked plot which is cultivated for vegetables. This lies at a much higher level than the lane. It has been partly terraced into the hillside and raised up at the downslope end. To the south of this are the remains of an orchard. On the western side of the enclosure the site of the other building is completely overgrown with scrubby trees. The trackway passes between the orchard and this site and continues uphill.

Status

The proposed scheme boundary at present takes in the very northern edge of the settlement enclosure. Two plots adjacent to this have been identified for landscaping proposals.

Recommendations

On the basis of the present proposals the major part of the settlement site would appear not to be affected. Should the landscaping proposals for example be altered to take in the site the recommendations for further archaeological investigations will need to be reconsidered. For the current works the recommendations are for archaeological recording to be carried out during a watching brief whilst construction work is in progress. This should include rapid salvage excavation of any archaeological features identified at that stage (in particular deposits relating to the medieval settlement) and the recording of upstanding hedgebanks where appropriate.

Old Bottle Cottage (Figs 8, 9)

Old Bottle Cottage lay adjacent to the main road (A30) just north of Yard. It is shown on the Upottery Tithe Map of 1840 and described in the Apportionment as a cottage and garden. It is also shown on the 1890 OS 6" map with abandoned clay pits just to the west. Nothing further is known about its history or origin. At present the preferred route passes to the east of the site.

Fieldwork

This site has already been destroyed by previous roadworks carried out for the widening of the existing carriageway of the A30.

Recommendations

There are no recommendations for this site.

2.5.2 New Inn and Devonshire Inn (Fig. 3, Nos 14, 15)

In this vicinity there will be much additional construction work with the road apparently being widened in parts. Several features of historical significance have already disappeared due to previous construction work, however six areas of potential archaeological interest remain on route. It is uncertain to what degree these sites will be affected since this will depend on the extent of the construction of slip-roads, for example, and the width of the working corridor.

Most of the buildings mentioned below are situated by the side of, and respect the line of, the Honiton-Ilminster turnpike road. The majority probably post-date its construction. However, this need not necessarily always be the case as, for example, with Summerhayes (see A below). The sites mentioned below are all located on a high ridge which was not enclosed until the 19th century, and therefore medieval occupation in general is unlikely. Nevertheless, there is a possibility of prehistoric activity in this area (see section 2.11). The following features are listed according to their identifying letters on Figs. 12-13:

A - described in the mid 19th century as 'House and Garden', this is named as Summerhayes on modern maps and is extant. It is first mentioned in a document dated 1713, but may be older.

B - a building is shown here on the Tithe Map of 1840, probably a barn or linhay, which has since disappeared.

C - described as a 'Cottage and Garden' in 1840, this was known as Hill Cottage in the early part of this century. This building is now called Windwhistle Cottage and has changed in form (i.e. larger) although occupying the same site.

D - there was a 'House and Plot' here which has now disappeared presumably due to the construction of a modern service station. The OS 25" Map of 1904 does show a building, although it may not represent the house mentioned above.

E - once again described just as 'Cottage and Garden' in the mid 19th century, the Tithe Map shows two buildings just to the west of the proposed route near the junction of Sandys Lane and the Honiton-Ilminster turnpike road. The site may possibly be affected depending on the width of the working corridor. This was known as New Inn (Cottage), now 'Treetops'. As the name suggests it was probably constructed some time after 1809 to serve the traffic along this new

route, the toll-gate being situated at the crossroads. The toll house itself was situated 200m to the north at OS no. 1379, now adjacent to the Telephone Exchange (see Fig. 12). Extant in 1904, and also referred to as Windwhistle (see C above), it has now disappeared and its site destroyed by previous roadworks.

F - described as 'Cottage and garden' in 1840, this is now Devonshire Inn Cottage. It stands directly opposite Devonshire Inn (now a farm), which was probably employed as a coaching inn in the early 19th century to serve the new toll road, in a similar fashion to the New Inn (see E above). The date of the cottage, however, is at present unknown.

Fieldwork and Status

Building A see below.

Building B This site lies on the edge of a pasture field. No trace of the building survives above ground. A slight level terrace on the surface probably marks its former position. This site lies within the proposed scheme corridor.

Building C: Windwhistle Cottage This cottage was only examined superficially from a distance. It appears to be a 19th-century cottage which has been heavily modernised and extended. This site lies outside the proposed scheme corridor.

Building D The site of this structure appears to have been completely obliterated by the service station complex and a modern barn. This site lies within a proposed area of landscaping.

Building E: New Inn Cottage As with Building C this site is unaffected by the present proposals.

Building F: Devonshire Inn Cottage (Pl. 7) This building was again only observed from the exterior. It is a substantial cottage of rectangular plan built side-on to the main road. The exterior has been rendered but the cottage appears to be of 19th-century origin. This building lies within the scheme corridor and would need to be demolished under the present proposals.

Other buildings The current junction layout will involve the removal of some structures adjoining Hansons Farm. These appear to be of entirely recent origin.

Recommendations

(i) Of the sites described above further investigations are recommended for F, Devonshire Inn Cottage, should demolition be required. An internal inspection would be needed to establish that the building is not of substantially earlier date than indicated above. A measured survey and photographic record of the structure should be made unless the inspection indicates that more detailed survey is appropriate.

(ii) As a general recommendation the area should be examined during a watching brief whilst construction work is in progress in order to identify any features of prehistoric or Roman date which may only come to light at that stage.

Summerhayes (Building A)

This site appears to have taken its name from the family of that name who were resident in Upottery parish in the 19th century. John and William Summerhayes are both mentioned in White's Directory of 1850 as mason and shoemaker respectively. The alignment and position of the buildings here as shown on Fig. 12 do appear to be determined by the alignment of the A30 (the Honiton-Ilminster Turnpike). An earlier

origin for this site appears to be ruled out by its topographical position as noted above and by the lack of documentary references to the name, or place, Summerhayes before the 18th century. It most probably represents a roadside settlement set up by tradesmen possibly originating as a blacksmith or wheelwright's shop.

Fieldwork (Pl. 6)

The house has now been demolished and most of the site is covered by brambles and undergrowth. The garden wall and gate and parts of the rear and end walls of the building are still visible. A well is sited to the north of the house.

Status

The site as defined by the narrow plot adjacent to the A30 lies within the proposed scheme corridor.

Recommendations

In view of the lack of evidence for earlier settlement no recommendations for further investigations apply.

2.5.3 *Crinhayes* (Fig. 3, No. 17; Figs 10, 11)

First mentioned in documentary sources of 1589 as comprising 30 acres, this holding had been sub-divided by the 17th century into two. During subsequent centuries the lands were further divided between various members of the Hellier and Clode families in the 18th and 19th centuries (who owned roughly the northern and southern portions of the original 'estate' respectively), and part of the original holding had also been allocated as Poor Land in a charitable bequest.

The homestead of the original estate was probably that shown on the Tithe Map (Fig. 10) as no. 1192. There was also a cottage associated with this estate (Crinhayes Farm on Fig. 11), which was leased separately in the 18th century, although the date of its foundation is unknown. By the late 19th century the original farm buildings had disappeared (although the lincay along the lane to the north survived) and had been superseded by the cottage site, which became known as Crinhayes Farm. The preferred route corridor passes through the presumed site of the original farm buildings, cutting the lane which led to the lincay. It is envisaged that construction work in this area is therefore likely to produce archaeological deposits of the late medieval period. The route also skirts the north of the cottage site.

The southernmost dwelling/farm site associated with Crinhayes, appears to be the latest development, being 'newly erected' some time around 1657. It is the site of modern Crinhayes Farm and the route passes to the north of this.

Documentary research

No documentary references before the 16th century have so far been identified. The will of Henry Preston of Upottery dated 1623 (O. Murray coll.) does however indicate that the tenement was in the occupation of three farmers even by 1582. These were named in the recitation of an earlier deed as John Hellier, John Hutchins and John Cooke. It is possible therefore that the three settlement sites described above were in existence by that time. Crinhayes is recorded in this document as lying within the manor of Rawridge

and in view of the multiple occupancy in the 16th century it is likely to be of medieval origin.

Fieldwork

No obvious surface indications of the two deserted settlement sites are visible now. Old Crinhayes is partly covered by a conifer plantation and the site of Crinhayes Farm is under pasture.

Status

Site A (existing Crinhayes Farm) is not affected (Pl. 8). It should be noted however that this is a Listed Building (Grade II).

Site B ('Old Crinhayes'): the scheme corridor takes in the northern part of the narrow enclosure on the Tithe Map (Fig. 10).

Site C (earlier Crinhayes Farm): the proposed scheme corridor includes most of the farm site shown on the Tithe Map (Fig. 10).

Recommendations

Site A. Disturbance to this site, which contains a Listed farmhouse, should be avoided.

Site B. Small-scale evaluation excavations should be undertaken in the northern part of the enclosure to determine if any archaeological deposits survive. It is possible that the roots of the coniferous trees have disturbed remains surviving below ground to such an extent that any further investigations would be inappropriate.

Site C. Evaluation excavations should be undertaken on this site to determine the nature and extent of archaeological deposits here and in particular to establish the existence of medieval or earlier remains. Further large-scale area excavations may then be necessary on this site if the evaluation results suggest that this is appropriate.

2.6 Yarcombe: settlement sites

2.6.1 *Shutlands* (Fig. 3, No. 19)

In Yarcombe parish, just inside the border with Upottery, this is described as a 'Cottage and 4 acres' in the 1817 Yarcombe Enclosure Award (No. 731). It also included another field of *c.* 7 acres, and was owned by Sarah Palmer. A single building is shown on the 1906 OS map (Fig. 14) but there are two on modern maps, as well as further buildings to the south (now Shutlands Farm). This lies next to a portion of older road (pre-turnpike) and followed by the parish boundary. It is therefore not necessarily of 19th-century origin. It appears to be shown on the 1809 OS 1st edition. The older part, i.e. the original cottage site, is most threatened by the roadworks. Another holding called Shutlands of 42 acres owned by Lord Sidmouth did not have a dwelling house.

Documentary research

The earliest documentary reference to this site is dated 1679 (DRO DD37669). It refers to a moiety of a tenement called 'Shutlands' of 18 acres in extent and lying in the manor of Rawridge. The estate was passed from William to Joan Thorne. The use of the term 'tenement' indicates that there was not necessarily a dwelling or farmstead attached to the holding. The term 'moiety' also indicates that this was originally a large parcel of land which had been subdivided into two portions some time before 1679. The other portion is mentioned in a lease dated 1687 (DRO, DD37673). This is described

as 'a close of arable or pasture ground' and contained 40 acres. It was formerly occupied by John Gallop and was now being granted to William Somerhays of Clayhidon. These two tenements therefore equate with the two recorded in 1817 and described above. The fact that both the 17th-century documents place the tenements in the manor of Rawridge and in the parish of Yarcombe suggests that the parish boundary does not equate with the manorial boundaries here (see below).

On the basis of the above evidence it seems unlikely that the settlement site at Shutlands is earlier than 18th- or 19th-century in date.

Fieldwork

There is no visible evidence for the site of the dwelling house mentioned in the 1817 document: the present Shutlands Farm is sited immediately to the east. A dilapidated linhay stands in the field which is otherwise pasture. The structure is difficult to date precisely. It is probably of 19th-century or earlier date and may have formed part of the 1817 farm.

Status

The 1817 farm site (Fig. 14) and the linhay lie within the proposed scheme corridor. The existing Shutlands Farm lies outside the corridor.

Recommendations

Further investigations should take the form of a photographic record of the above linhay prior to its demolition, should this be necessary. In addition, observations should be made in the area during a watching brief whilst construction work is in progress with provision for rapid salvage excavation of any archaeological features identified at that stage where appropriate.

2.6.2 *Croakham* (Fig. 3, No. 20)

The site of the present Croakham Farm dates to after 1817, but an earlier site lies just to the north as shown on the Yarcombe Enclosure Map of that date. Buildings belonging to Croakham lay either side of the lane running from Stopgate. Two are shown as extant in 1906 (OS 25" map). The place-name evidence for Croakham suggests that the site was in existence by the 14th century although nothing is known of the nature of its buildings. Although distant from the route corridor, it is possible that some disturbance may be caused to these sites, depending on the nature of the new layout of Stopgate Junction.

Status

This site lies outside the present scheme corridor and the junction works do not affect the area.

Recommendations

There are no recommendations for this site,

2.6.3 *Stopgate Cottage* (Fig. 3, No. 21; Fig. 15)

This cottage, which lay on the north-east corner of Stopgate crossroads, was built between 1817 and 1839 and is extant. Again, for this site the nature of the new junction will dictate the level of disturbance.

Fieldwork

The existing building on this site was examined by external examination only. The cottage appears to have been heavily modernised or completely rebuilt in recent years and bears no visible signs of antiquity.

Status

The cottage lies within the proposed junction layout but is not directly affected.

Recommendations

There are no recommendations for this site.

2.7 Yarcombe: Knightshayne Bottom/Mannings Common**2.7.1 *Deserted Settlements* (Fig. 3, No. 23)**

This area lies at the eastern end of the route and consists of a steep-sided valley containing a tributary stream of the river Yarty. It is clear from 19th-century maps and other sources that this valley was previously dotted with a cluster of small settlements (at least three of which will be directly affected by road construction, with others lying adjacent; see below). Part of the area was also called Mannings Common at the time, undoubtedly after a farmer occupier, which was sub-divided between various tenants.

A search of documents in the Devon Record Office has so far failed to locate any references to the names of the relevant known occupiers (including the Mannings) prior to the 16th century. From the mid 16th century onwards various family names recur until well into the 19th century, indicating continuation of ownership or tenure within the valley. The majority of the sites in the area are described as 'cottages', which gives some clue to the status of their occupiers.

The sites under discussion in this report are those known as the Croft, Trott's Cottage, Matthew's Cottage and a Linhay near Toller's Cottage.

(i) *The Croft**Documentary research*

This site is exceptional within the route corridor in this area, because it appears to represent the remnants of a larger settlement with buildings set around a roughly rectangular courtyard or enclosure. Documentary evidence has provided almost no information about this site, although it was clearly associated with Knightshayne which dates back to the 13th century. Knightshayne Farm (?site of the original settlement) lies close by. The settlement of Croft may have been associated with the Vincent family during the 17th or 18th centuries, but the ubiquitousness of the 'croft' place-name renders its origins uncertain, despite possible 14th-century references. It is likely that the antiquity of this site can only be established by excavation.

Fieldwork

The area known as the Croft, including the site of the buildings and Lower Barrows Close, are now all contained within one pasture field. It stands within a small terrace and there is evidence of other terraces behind it, to the south. In the north-east corner of

the field adjoining the existing A30 is a level platform, possibly the site of another building. Although the earlier field boundaries have been grubbed out they are mostly visible as low banks or lynchets. The boundary adjoining the lane to the south-east of the gate is however a stone wall. This would appear to have formed the boundary wall of a garden or small plot adjoining the farm buildings. No earthworks are visible in what was Lower Barrows Close, although the possibility of prehistoric remains in this vicinity cannot be discounted. This site would not be unusual for the location of a prehistoric burial mound, however the name might also suggest some other form of man-made earthwork, possibly associated with a medieval settlement.

Status

The proposed scheme corridor takes in the site of the buildings and includes a large area of land alongside the lane including part of Lower Barrows Close.

(ii) *Site of Linhay*

Documentary research

This building is shown on the 1817 map on the north side of the valley near Tollers Cottage, now Sandys Cottage. It may have been utilised by the occupiers of Tollers although very little is known about its history. The Toller family are first recorded in Yarcombe in the 18th century (DRO 346M/M3). There is no evidence yet to suggest that this was a settlement site.

Fieldwork

The site lies in heavily wooded sloping ground which has also been invaded by rhododendrons. The soil is extremely waterlogged and in places peat deposits have formed to a substantial depth. During the field visit it was not possible to locate the above site; it seems likely to lie within a dense growth of rhododendrons.

Status

This site is likely to lie within the proposed scheme corridor.

(iii) *Trott's Cottage*

Documentary research

At present the earliest possible reference to this site is in 1581 when a special licence was granted to Nicholas Trotte to demise one cottage and its land to a tenant or sub-tenants (CR 1459, m. 2). A Rental of the same year (DRO 346 M/M 74) shows Nicholas Trott occupying 10 acres of land in the valley at a rent of 2s. The name of Trott appears in an assessment of 1660, and in the Yarcombe Church Rate of 1707. By the late 18th century (Rental 346M/M75) at least three members of the family occupied various cottages and lands in the valley and this continued into the 19th century. The earliest family reference in the medieval and later Yarcombe Court Rolls is in 1553 of Richard Trott at Otterford. It seems likely that some members of the family moved from there to the area around Knightshayne in the 16th century. This site was not abandoned until the present century; even in 1888 there were two substantial buildings here (possibly dwelling houses) and three or four outbuildings (Fig. 18).

Fieldwork

The site of this settlement lies in open pasture, a large field which includes the neighbouring site of Matthew's Cottage. It stands on a valley side, the upper part of which is relatively steep. No buildings survive although a heap of rubble marks the site of the eastern building. There are traces of terraces in this area which probably indicate the former sites of other buildings. The trackway between Matthews and Trotts is not visible in its upper course. Midway down the slope however a distinct hollow way is visible, and in its lower course there is evidence of paving in the form of small chert blocks. This is visible just below the turf. The later 19th-century map (Fig. 18) shows a trackway leading directly to Trotts from the north. This is no longer visible. There are signs of other earthworks to the south-west of the buildings. Further lynchets and terraces are visible to the south-east.

Status

The proposed scheme corridor includes a substantial part of the settlement site and hollow way. The northern part of the sites lies in an area earmarked for landscaping.

(iv) Matthews Cottage

Like the Trott family, the Matthews first appear in documents for Yarcombe in the 16th century. They appear to have left Mannings Common by the late 18th century, although the site was still known by the name of Matthews Cottage in 1815 (Enclosure Award). Two members of the family appear in the Yarcombe Subsidy Roll of 1524. By 1581 several Matthews are recorded in a Rental (346M/M74) including Simon Matthew paying 4s.10d rent for 16 acres of land 'in the valley'. Taken in conjunction with the reference to Nicholas Trotte (see above) it is possible that this refers to the tenement on Mannings Common. Coincidentally both men appeared to have died intestate in the same year, 1587 (WCSL Wills). There are various other references to the family in the ensuing centuries, but nothing specific for this site. The site appears to have been abandoned at an earlier stage than Trotts'; a single tiny building is shown on the OS map of 1888 (Fig. 18). The settlement seems to have transferred to the other side of the road by this time, to the site now known as Fairway.

Fieldwork

The site of Matthews' is now represented by a small derelict building which stands against the roadside hedge of the present A30. There are no substantial earthworks here and the site of the western building shown on the 1817 map may already have disappeared through road widening. There are no obvious indications of the trackway shown on the same map below the cottage.

Status

The proposed scheme corridor passes to the south of the sites of the buildings but includes the trackway lying below.

*Conclusions**Settlement forms*

The pattern of settlement represented here is an unusual one. The most frequent

pattern within Devon as a whole is that of dispersed farms and small hamlets, with concentrations of dwellings normally only around the parish church. However, in this valley, within an area of less than one square kilometre, were no less than ten possible settlement sites in the early 19th century. This deep, south-east facing valley, is, in topographical terms, typical of the tributary valleys of the Yarty in this area, and a comprehensive study of these has yet to be carried out. It should be noted that the majority of sites are described as 'cottages' which give some clue to the status of their occupiers. Trott's and Matthew's cottages appear to have had one or two outbuildings necessary for the running of the smallholdings.

The exceptional site within the corridor of the preferred route is that of 'The Croft' which in the Apportionment accompanying the Enclosure Map is described as a 'site of buildings'. The configuration of the buildings as shown on the map are also different from the cottages. They are not single buildings set in small plots, but appear to be the remnants of a larger settlement with buildings set around a roughly rectangular courtyard or enclosure. It must therefore represent the site of an abandoned settlement of different form from that of the cottages described above, perhaps markedly earlier in date.

Date

The nature of the documentary records which relate to these sites means that they are difficult to identify in sources before c. 1500. They do not have readily identifiable names as the settlements were known by the names of occupiers in the post-medieval period. The sites described above all lay within the manor of Knightshayne in the medieval period. This was described as a *vill* in the 13th century (Summerson 1985, no. 12), a term which implies the existence of a settlement with a substantial number of dwellings. There is ample evidence from the list of fines taken for transferring land in the 13th and early 14th centuries (Feet of Fines - Reichel 1912) for the existence of small farms held by freeholders in Yarcombe at that period (e.g. *ibid.* Nos 219, 999, 1037, 1391 and 1392). These holdings were often near what is now thought to be marginal land and included areas of 'moor' and 'alder'. The settlements at Knightshayne are not all necessarily of similar origin: some of the smaller cottages may be of later date. It is only by excavation, however, that this is likely to be revealed.

2.8 Other sites at Knightshayne

2.8.1 *Mill*

The name 'Mill Meadow' clearly suggests the presence of a mill within the valley, though abandoned by the early 19th century. The map of 1817 also shows a divergence in the stream below Mill Meadow which is suggestive of a leat. The mill site may therefore lie to the south-east within the preferred route corridor. Further documentary research and field work may locate the mill site.

Documentary evidence

There is no definite evidence as yet for the existence of a mill at Knightshayne. The rolls of the Court of the Hundred of Axminster do however have frequent references to millers in Yarcombe usually for exacting unjust tolls. In 1625 William Kate, Hugh Billing and John Mutter are mentioned (DRO, CR815). William Kate is also recorded in a

survey of 1581 in which he was said to have occupied 'a grist mill and malt mill newly erected' (DRO 316M/m74). The location of the mill is not stated however.

Fieldwork

The site below Knightshayne Farm contains a very deep wooded valley with a stream and numerous springs issuing from the valley sides. No evidence for a mill site could be seen in this area although the vegetation cover here made fieldwork particularly difficult. On the upper part of the valley on the southern side, within a pasture field, there is a long straight watercourse which is undoubtedly man-made. It can be traced for a distance of over 250m before the feature fades out and merges with the existing ground surface. Close to this feature there are substantial earthworks including a platform and terrace. It is possible that the watercourse represents a mill leat and the mill itself may have been situated in the vicinity of the earthworks which lie in the area known as 'The Cote' in the early 19th century. One other possible explanation is that a mill was served by the pond which is sited in the bottom of the valley below Sandy's Cottage. This pond has been formed by damming the stream and an outlet, perhaps originally with a sluice, is situated on its western side. The water now flows southwards from here back to the stream. No sites of buildings below the pond could be detected and the land here is generally quite marshy.

Status

The proposed scheme corridor cuts across the south-eastern end of the watercourse described above. Its position in relation to the earthworks is not certain as these have not yet been accurately plotted. The western edge of the terrace is likely to be affected.

2.8.2 Barrows Close

The field name 'Lower Barrows Close' in 1817 (and also 'Higher Barrows Close' to the south) is obviously suggestive of a site of archaeological interest. The topographical situation on this valley site would be unusual for a prehistoric barrow and the name might suggest some other form of man-made earthwork - see 2.7.1 (i) above.

2.8.3 Roads and trackways

The settlements described in 2.7 above were originally served by a system of local roads and trackways. These were largely severed by the construction of the Honiton to Ilminster Turnpike road which was finished in the early 19th century. The date and extent of the roads is not known at present. As well as in the area of the valley itself there is evidence for earlier roads on the northern side of the existing A30, notably between Knightshayne Cottage and Fairway. Some of this area will be disturbed by the proposed scheme corridor.

2.8.4 Peat deposits

Preliminary geological surveys for the road scheme have indicated the presence of a substantial depth of peat in the valley bottom of Knightshayne. Peat is an extremely valuable archaeological deposit since it often preserves organic material which does not normally survive below ground. This is due to a combination of waterlogged and anaerobic conditions. Plant remains which can provide detailed information about the vegetation history of the site often survive. In addition, organic material suitable for subjecting to dating tests, such as radiocarbon (C14) dating, can also be recovered.

These deposits are particularly significant when they can be related to nearby settlement sites.

Overall recommendations for Knightshayne area

This area, like that of Monkton, is of considerable interest as it contains a number of sites where archaeological remains are likely to be well-preserved. There does not appear to have been arable cultivation on any scale over most of the area since the 19th century. This again has led to the preservation of sites as earthworks. The recommendations given for this area are broadly the same as those for Monkton.

Recommendations for preservation

Should any substantial well-preserved archaeological remains be uncovered during the evaluation excavations recommended below consideration should be given as to the future treatment of these features. This might involve the amending of the detailed design proposals in order to avoid disturbance to the archaeological remains. Alternatively, it may result in measures being taken during the construction works to the same end. Reference may again be made here to the PPG Note 16 Section 31 regarding the treatment of archaeological remains discovered during development schemes.

Recommendations for further investigations

(i) The first stage of recording the remains should consist of a detailed measured survey of the surviving earthwork remains. The survey should also include the areas of trackways and earlier roads and other landscape features such as the pond. This survey will permit the accurate location of specific sites in relation to the proposed scheme corridor and allow for decisions to be made regarding the location of the evaluation excavations recommended below.

(ii) Evaluation excavations should be undertaken in selected areas within the scheme corridor and should be of sufficient scope as to demonstrate the presence or not of features which merit preservation. The location of these excavations should be chosen on the basis of the survey results with the following particular aims:

- a) to determine the extent of archaeological remains within the specific sites mentioned below
- b) to establish the state of preservation of any archaeological remains
- c) to establish the existence of medieval or earlier habitations on the site.

The sites chosen should include the following areas:

- (1) The Croft and adjoining earthworks;
- (2) The Cote, suggested mill site, including the possible continuation of the watercourse;
- (3) Trott's Cottage, including the possible habitation areas to the SW/NE and trackway;
- (4) Matthews Cottage, those parts of the adjoining enclosures which lie within the scheme corridor.

(iii) Peat deposits: augering of the peat deposits, accompanied where appropriate by limited hand excavation, should be carried out to determine (a) the extent and depth of the peat and (b) the nature of the peat and its suitability for further excavation in order to recover samples for further scientific analysis.

(iv) The final stage of recording these remains prior to their destruction should be the

full-scale area excavation of these sites provided that the evaluation excavations demonstrate that this is appropriate.

2.9 Roman and other roads (Fig. 2, Nos 1, 1a)

The existence of a network of Roman roads extending south from the Fosse Way into East Devon and then westwards to Exeter has long been recognised. Between Exeter and Honiton the Roman alignment appears to have been followed quite closely by the modern A30 road. To the east of Honiton a link to the Fosse Way at Axminster undoubtedly existed and, although its course is uncertain, it is followed for part of its route by the present A35. A more direct link to the Fosse Way from Honiton in a north-easterly direction has also been postulated. This route would join the Fosse Way to the south of Ilchester but its course has never been properly plotted. It is, however, roughly along the line of the A30/A303 to Ilminster.

2.9.1 A35: Exeter-Dorchester Roman road

The course of the A35 as it leaves Honiton is probably modern in origin as it is a 19th-century turnpike road which clearly cuts through an earlier field pattern. The most likely route for the Roman course would appear to be along Northcote Hill. This is a direct continuation of the primary north-east/south-west Roman alignment which projects eastwards beyond the town of Honiton. At Northcote Hill Farm the road bifurcates, with the north-eastern branch (Old Chard Road - the medieval route) now forming the dominant routeway. The presumed Roman alignment runs south-east from there through Cheeseway Ash and along Northgate Lane to join the A35 at White Cross. An alternative route ascending the hill would be along the present Tunnel Lane. The possible routes are shown on Fig. 20.

The route of the Honiton Eastern Bypass linking the A30 and A35 cuts through this course between Northcote Hill Farm and Cheeseway Ash. A small divergence in the course of the lane at this point leaving a narrow strip of land between the roadway and adjoining field might allow for archaeological excavations to be carried out here.

Recent research

Recent excavations on the Exeter-Dorchester Roman road near Axminster during the construction of a water main by South West Water, and in advance of construction work by the Department of Transport on the A35 Axminster Bypass have added considerably to our knowledge of Roman roads in Devon. It is now evident that where the line of a Roman road is perpetuated by a modern road (such as the A35) the Roman predecessor does not always lie directly beneath its modern counterpart. Roman roads were generally constructed in a series of straight alignments with consequent changes of direction where topographical conditions necessitated them. In hilly country these straight alignments were often quite short with frequent changes of direction. In medieval times the courses of roads and trackways were less fixed and in country areas particularly they were not well maintained. Obstructions and floods were thus bypassed freely and a new course could be easily established by a short diversion. By this means the straight alignments of Roman roads were often ignored by later roads which followed a more winding course. Additionally, modern roads have often been upgraded to ignore slight deviations caused by topography as these present fewer difficulties to present day road engineers. The

presence of narrow corridors of land adjoining existing roads and lanes, as near Cheeseway Ash, is often suggestive of the position of an earlier course of the road.

Fieldwork

The main area of interest with regard to the Roman road system is the area to the north of Cheeseway Ash. Here a lane formerly linked the crossroads at the latter with Northcote Hill Farm. This is part of the suggested Roman route which utilised the course of Northcote Hill. The lane is now abandoned and exists only as a grassy track which has become a stream channel at its northern end. The lane is flanked by a double bank in places on its western side and by a low bank and hedge on the eastern side. The narrow strip of land to the east is under pasture although there is some evidence of quarrying in the past. This is more marked in the field to the east.

Status

The proposed scheme including the Northcote Hill Link cuts across the lane and adjoining strip of land.

Recommendations

Further investigations should take the form of evaluation excavations, (a) within the lane described above, and (b) in the narrow strip to the east (OS 847). These should attempt to identify any surviving remains of Roman road in this area. Further large-scale area excavations may be necessary if the results of the evaluations suggest that this is then appropriate.

2.9.2 Honiton-Fosse Way

The postulated route linking the A30 alignment at Honiton to the Fosse Way in Somerset has already been questioned on topographical grounds (Maxfield 1986). An examination of early maps of this area (e.g. 1st edition of the OS 1": 1 mile 1809 - Fig. 4) shows that there are no major road alignments running in a north-easterly direction. The present A30/A303 follows the line of a turnpike road - the Honiton-Ilminster Turnpike, which was in use by 1817. This linked the major routeway north from Monkton to Upottery (towards Taunton) with the primary routes in West Somerset, and appears to have replaced a predominantly local road system (Fig. 3). The discussion in 2.9.3 below should, however, be noted as the date of the road in question is not known and might be of Roman origin.

Documentary research

No definite information regarding this road has so far been discovered. However there is some place-name evidence in medieval Court Rolls for Yarcombe to suggest that a Roman road might have existed here. The name 'Brodestrete' appears in a roll of 1452 and 'Hedstrete' appears in 1462 (DRO, CR 1446-7). Both names suggest paved roads of Roman origin although there is no indication of the location of these places.

2.9.3 Cheeseway (Fig. 2, No. 1a)

This place-name (discussed above, section 2.1) is first documented in the 12th century and relates to a lost medieval settlement just to the east of Honiton. The name itself probably refers to a gravel track or road from which the settlement, presumably of later date, took its name.

Documentary research

The documentary research outlined in 2.1 suggests that the medieval estate probably lay on the valley side between the high ground above Northcote Hill and the River Otter. The trackway may therefore have followed a course down the valley. One possible course utilises the line of the Roman road as far as Middle Northcote Farm then continues northwards through Cheney's Farm and the river crossing at Langford Bridge. The alignment of this road would therefore primarily be determined by the crossing point and Langford, which is suggested by place-name evidence, was in existence by the 13th century at least (Gover *et al.* 1931, 640). Evidence for a track in the vicinity of Cheneys Farm is provided on RAF vertical air photographs held at the County Sites and Monuments Register. This shows a line of what appears to be a road as a light 'parch-mark' on the surface suggesting substantial stone foundations exist here. From the old A30 (pre-Honiton Bypass) it runs in a straight line towards Langford Bridge. It can be traced for about 80m in the photograph. The area beyond Cheneys Farm has been disturbed by drainage channels. The overall course of this road would appear to follow a ridgeway. It links Colyton in the south-east with Dunkeswell and the area beyond in the north-west, a distance of over 15km. This road may therefore be of great antiquity, possibly of prehistoric origin.

Fieldwork

The area to the east of Cheneys Farm was examined in the field to identify any surviving features associated with this road. The most striking feature here was a substantial terrace within the pasture field lying between the farm and the present A30. This was over 2m in height in places and very steep-sided. A natural origin for this feature is possible although the height of the feature seems to discount entirely natural erosion as a factor in its formation. The line of the suggested road appears to lie immediately to the east of this feature. The terrace could therefore have been created partly by natural forces and further eroded by the passage of human traffic. One other point of significance here is the presence of gravel not far below the surface - the name Cheesway is thought to literally mean 'gravel track or road'.

Status

The upper part of the course is as for the Roman road described in 2.9.1. In the vicinity of Cheneys Farm about 25m of the possible road and the terrace lie within the scheme corridor.

Recommendations

Further investigations should take the form of evaluation excavations in the area to the south of Cheneys Farm adjoining the existing A30 carriageway. These should attempt to throw light on the origin of the terrace and to locate any surviving remains of the road whose presence is indicated by the aerial photographs. Further area excavations may then be necessary if the results of the evaluation suggest that this is appropriate.

2.9.4 Morwood's Causeway

This feature which lies to the north of the A303 preferred route is worthy of mention since it has been suggested that it forms part of a Roman road which ran south from the Yarty valley in the general direction of the A303/A30 (Davidson 1833, 70-1). The description given by Davidson of part of the causeway on Crow Moor does give the

impression of it being of Roman construction method. However, the position of the causeway on a valley side and its alignment, make it difficult to equate with any known Roman routeways.

The remains of the causeway are now of very limited extent but it was probably a much more extensive feature even in the 19th century. A plan dated 1839 (Deposited Plan No. 138) is annotated with the words 'Marwood's Causeway' around the Stopgate crossroads (Fig. 15), though the feature itself is not marked. Two fields adjoining Stopgate to the north are also called 'Causey Close' in the 1817 Yarcombe Enclosure Awards.

Documentary research

No references to this feature have been located in the medieval records of Yarcombe parish, such as Court Rolls, which might give some indication of its form and origin.

Fieldwork

The area around Stopgate Junction was examined to discover any traces of the causeway which might survive above ground. Unfortunately, all the fields in this area have been improved and sown for pasture or wheat thereby removing all traces above ground.

Status

The location of the causeway has not been firmly identified although it seems likely from the above evidence that it passed across Stopgate Junction. The proposed scheme corridor includes a slip-road on both sides of the carriageway and involves a large amount of disturbance in the vicinity of the junction.

Recommendations

This area is potentially of great archaeological significance since it may contain the remains of Marwood's Causeway, a feature whose nature and origin have still not been satisfactorily explained. Should any evidence for the causeway emerge during the course of routine archaeological fieldwork, in particular aerial reconnaissance, reconsideration of the proposals for this site may be necessary. At present it is recommended that provision be made for the examination of this area immediately after soil-stripping and before major construction work begins on the site. The rapid salvage excavation of associated archaeological features identified at this stage can then be undertaken.

2.9.5 Roman occupation sites

At present no settlement sites of Roman date are known in the vicinity of the proposed route. However, this is a reflection of the previous lack of fieldwork undertaken in the area. The dominance of the pastoral economy in local farming has also hindered the discovery of buried sites which would otherwise leave no trace on the surface. Where fieldwalking of ploughed fields has been carried out, especially in the Yarty valley, Roman sites are rapidly coming to light. A more detailed survey of early place-name evidence might also identify likely areas of Roman settlement.

Fieldwork

The examination of the route has demonstrated that this area remains a primarily pastoral one. The vast majority of fields examined was under pasture and those which

were not were generally under autumn-sown crops. Fieldwalking to recover artefacts turned up by the plough was therefore generally not feasible. It should be emphasized that further routine archaeological fieldwork and survey including aerial reconnaissance in the vicinity of the proposed route may bring to light new evidence for Roman sites. Consideration will need to be given to any such sites discovered in the intervening period before construction commences.

2.10 Parish and estate boundaries

The proposed route passes through the medieval parishes of Honiton, Offwell, Combe Raleigh, Monkton, Upottery and Yarcombe. The parishes in this area appear to have been created from large estates whose boundaries were formed by the major stream valleys flowing south from the fringe of the Blackdown Hills (from west to east principally the Otter, the Umborne Brook and the Yarty). The majority of the land through which the road passes lay within the Hundred of Axminster. A small corridor of land represented by Monkton and Cotleigh parishes however belonged to the Hundred of Colyton. These hundreds, and therefore their boundaries, date to at least the late Saxon period as administrative land units. The manor of Rawridge, which forms the southward projection of the parish of Upottery, is described in the Domesday Book as owing ancient dues to the manor of Axminster.

2.10.1 Parish boundaries

- (i) Honiton/Offwell: cut by the proposed Honiton Eastern Bypass at Hutgate Road near Cheeseaway Ash (No. 2 on Fig. 2);
- (ii) Honiton/Combe Raleigh (detached). This boundary would appear to pre-date the road to Monkton (present A30) (No. 3 on Fig. 2);
- (iii) Combe Raleigh (detached)/Monkton. This boundary also pre-dates the road (No. 5 on Fig. 2);
- (iv) Monkton/Upottery; this again pre-dates the road. It also includes a man-made watercourse (No. 10 on Fig. 2);
- (v) Upottery/Yarcombe (No. 18 on Fig. 3).

2.10.2 Hundred boundaries

- (i) Colyton/Axminster: as at (i), (iii) and (iv) above.

Fieldwork

The parish boundaries described above are generally represented by simple undistinguished banks surmounted by hedges or small trees. The most substantial boundaries were those of (iii) and (iv) above which were both Hundred boundaries. These incorporated a watercourse or ditch on one side of the bank.

Recommendations

These hedgebanks are sometimes of great antiquity; as parish boundaries they are generally respected as boundary features and have seldom been removed for agricultural purposes. They may therefore preserve beneath the banks organic and other material which was deposited at or before the time of their construction. Such deposits known as palaeoenvironmental material may contain remains such as pollen and charcoal which can provide information about the past environment.

Further investigations should take the form of observations made during a watching brief whilst construction work is in progress. These should be concentrated particularly on the areas beneath and adjoining the existing hedgebanks as well as the banks themselves. Provision should be made for the recording of the banks if appropriate and for the recovery of any palaeoenvironmental material which is present. The rapid salvage excavation of any buried features where appropriate at this stage should also be provided for.

2.10.3 *Other boundaries*

The route corridor will undoubtedly cut through the boundaries of several medieval estates and farms too numerous to be described here. One area which is worthy of examination, however, is in the vicinity of Cooks Moor. Just to the east of the point where the preferred route passes is the parish boundary between Stockland and Upottery. This boundary is a very pronounced feature running for c. 4.5km westwards from the Yarty in a direct line largely ignoring topographical features. In the 1813 Rawridge Manor Enclosure Award this boundary is called the 'Upottery Bank' and was obviously a feature of some significance. At its western end the boundary cuts across the head of the Umborne valley, but then turns sharply south. The original bank may have continued westwards to the Otter valley to join the parish boundary of Luppit. The configuration of the parish boundaries does in fact suggest that a straight line could be drawn between the two (No. 13 on Fig. 2).

This boundary may have formed the northern extent of the manor of Rawridge in the early medieval or late-Saxon period. Evidence for this bank or boundary should be sought in the area through which the preferred A30 route passes.

Documentary research

Further documentary research on settlements in Upottery parish has demonstrated that Rawridge Manor included most of the eastern side of the valley of the River Otter. The explanation suggested above of a manorial boundary is therefore likely to be incorrect. The boundary itself may be of considerably earlier origin, possibly of prehistoric date.

Fieldwork

No evidence for this bank survives above ground. It lies within an area of improved pasture and has apparently been ploughed out.

Recommendations

Further investigations should take the form of observations made during a watching brief whilst construction work is in progress. Provision should also be made for the rapid salvage excavation of archaeological features identified at this stage where appropriate.

2.11 Prehistoric remains

It should be emphasised that assessments of this type rarely identify previously unknown prehistoric sites which may occur on route. Nevertheless, there will undoubtedly be sites of this date along a corridor of land of this length which passes through many different physical environments. These will often be revealed only by a watching brief whilst construction work is in progress. At this stage it is possible only to suggest likely areas

of prehistoric activity, based mainly on place-name evidence.

2.11.1 *Burrow Close* (No. 16 on Fig. 3)

A widening of the road to Chard, east of Devonshire Inn Farm, will involve some disturbance to this field. Since there is little likelihood of early medieval activity in this area (as suggested in 2.5.2), the 'burrow/barrow' is most likely to be prehistoric in origin.

Fieldwork and status

This field was not examined as it lies outside the proposed scheme corridor.

2.11.2 *Stoneburrow* (No. 12 on Fig. 2)

Another place-name with this element was that of Stoneburrow Cottage, which lay adjacent to the line of the route in Upottery parish. The site itself lies on a steep valley side, but may well refer to a feature on the top of the ridge within the area of the preferred route.

Fieldwork

The area around Reddick's Hill was examined in the field for evidence of prehistoric burial or other mounds. No such features were observed on the actual summit of the plateau which has been improved for agricultural purposes. The upper slopes themselves near the cottage are very steep and generally heavily wooded.

Status

The proposed scheme corridor passes about 120m to the south-east of Stoneburrow Cottages. There is a very wide intake of land at the summit of the hill to accommodate side roads.

Recommendations

Further investigations should take the form of observations made during a watching brief in this area whilst construction work is in progress. Provision should also be made for the rapid salvage excavation of archaeological features, in particular any associated with possible prehistoric burials, identified at that stage.

2.11.3 *Monkton* (see Section 2.3)

The Burrows.

2.11.4 *Knightshayne* (see Section 2.8.2)

Barrows Close.

3. CONCLUSIONS

3.1 Summary of results

This assessment has identified a number of archaeological sites lying in the vicinity of the roadline. A list of sites reading from west to east is given below (see Figs 2, 3). This is not a definitive list of the archaeological sites along the route, and it must be noted that further sites are likely to come to light during subsequent routine fieldwork and at the soil-stripping stage during construction.

<u>No.</u> <u>Site</u>	<u>Ch.</u>
1. Roman and other roads east of Honiton.	2.9.1/2
1a. Cheeseway medieval and earlier road.	2.1/2.9.3
2. Parish boundary Honiton/Offwell.	2.10.1
3. Parish boundary Honiton/Combe Raleigh (det.)	1.10.1
4. Combe Raleigh/Cheeseway medieval settlements.	2.1
5. Parish boundary Combe Raleigh (det.)/Monkton.	2.10.1
6. Linhay and courtyard near Monkton.	2.2.1
7. Burrow/Bury field names, Monkton.	2.3
8. Monkton village, mill(s) and deserted settlement.	2.4
9. Parish boundary, Monkton/Upottery.	2.10.1
10. Deserted settlement, Higher Yard.	2.5.1
11. Old Bottle Cottage.	2.5.1
12. Stoneburrow place-name.	2.11.2
13. Upottery bank - formerly Rawridge manor boundary.	2.10.3
14. New Inn/Summerhayes buildings.	2.5.2
15. Devonshire Inn buildings.	2.5.2
16. Burrow field name east of Devonshire Inn.	2.11.1
17. Crinhayes Farm, three settlement sites.	2.5.3
18. Parish boundary Upottery/Yarcombe.	2.10.1
19. Shutlands Farm deserted site and linhay.	2.6.1
20. Croakham Farm deserted site.	2.6.2
21. Stopgate Cottage, 19th-century building.	2.6.3
22. Morwoods Causeway, Roman or later feature.	2.9.4
23. Knightshayne Bottom/Mannings Common, several deserted settlements, mill, barrow field names.	2.7/2.8

It is clear from the results of the assessment as summarised by the list above that the proposed route of the Honiton-Marsh improvement and Honiton Eastern Bypass passes through several areas of great archaeological interest. This part of north-east Devon has been densely settled in medieval and post-medieval times but has never been subjected to archaeological excavation or detailed field study. Much of the valley land had been enclosed for agriculture at an early period and only the level summits of the plateaux were left as open common ground by the late medieval period. These were enclosed by legislation in the mid-19th century and the lands allotted to various tenants of adjoining manors.

The majority of specific sites identified date to the medieval and later periods. This must be seen as a reflection of the available sources for identifying archaeological sites. Prehistoric and Roman sites are rarely identified without some sort of field evidence, notably through artefact recovery. As noted above there was little opportunity to undertake fieldwalking of ploughed fields to achieve this. The sites so far identified do hint at the possibility of prehistoric landscape features lying along the corridor route. Roman sites may also exist along this area and in particular at the eastern end of the route where identical landscapes nearby are known to have been settled in Roman times. This is attested by the sites which have already been identified in parishes adjoining Yarcombe, for example in Membury and Whitestaunton (in Somerset).

Of the later sites two areas stand out as of especial interest, those of Monkton and Knightshayne. At the former is the probable location of a pre-Conquest monastic establishment or a settlement attached to such an establishment. This was succeeded by a medieval manorial complex which included a grange, chapel, mill and deerpark. Most of this information has not previously been recorded for this site. At Knightshayne in Yarcombe a complex of deserted settlement sites has been identified. The character and date of these sites have not yet been ascertained and it is only by excavation that this is likely to be achieved. The form and density of settlement here is unlike that of any other parts of Devon and such an area has never been examined archaeologically. In addition there is the site of Crinhayes which is represented by three separate settlements.

Perhaps the greatest visible impact on the landscape has been the construction of the Honiton to Ilminster Turnpike Road in the late 18th to early 19th century. This road is now the A303 and is the subject of the current improvement. It replaced a system of local roads and trackways in a relatively remote and difficult terrain and itself represents a significant engineering feat. It also transformed the settlement pattern leading to clusters of houses, inns, toll-houses and service industries along the road, notably New Inn and Devonshire Inn.

3.2 Recommendations for preservation and further investigations

Proposals for further archaeological input into the road scheme described in this report are outlined below.

3.2.1 Preservation

(i) Specific recommendations for preservation of archaeological sites at present apply only to the Listed Buildings which are known to lie adjacent to the proposed corridor. These are as follows:

- Church of St Mary Magdalen, Monkton
- Glen Eden/Eden Garden Cottage, Monkton
- Crinhayes Farm

Accidental damage to the boundaries and curtilages of these sites should also be avoided. (ii) Provision should be made for the possibility that substantial archaeological remains may be uncovered during evaluation excavations which are recommended below. Some consideration may need to be given to the future treatment of such sites, including the possibility of preservation measures, should the situation arise.

3.2.2 Area excavations

This course of action is recommended on the basis of present knowledge for sites No. 8 at Monkton and No. 23 Knightshayne. The location and extent of these excavations will be determined by the results of the evaluations as discussed below. Other sites may also require area excavations if the results of the evaluations demonstrate that this is appropriate (e.g. Crinhayes sites, No. 17; Roman road/Cheeseway road, Nos 1, 1a).

3.2.3 Evaluation excavations

This recommendation applies to sites where archaeological deposits are thought to survive but where the nature of these deposits and their state of preservation are unknown. This type of excavation is normally of limited extent involving trial trenches

in selected areas. The results of these excavations should determine whether a site is worthy of preservation or whether area excavations are required to fully record any remains which will be destroyed.

The following sites have been identified for evaluation excavations:

- No. 1 Roman road near Cheeseaway Ash.
- No. 1a Possible site of Cheeseaway medieval or earlier road Cheneys Farm
- No. 7 Bury/Burrow fields Monkton
- No. 8 Monkton village; medieval or earlier settlements and mill
- No. 17 Crinhayes - two settlement sites
- No. 23 Knightshayne: several settlements, possible mill/leat and trackways

3.2.4 *Field survey*

In two cases archaeological remains are preserved as earthworks above ground: No. 8 Monkton village and No. 23 Knightshayne; these earthworks will need to be recorded by detailed measured field survey using specialist survey equipment. This will not necessitate any ground disturbance to the site. The survey programme must precede any evaluation excavations, (a) because the specific locations of the excavations can only be properly determined by an accurate survey; (b) excavation will involve the destruction of the earthworks themselves. The following sites have been identified for field survey:

- No. 8 Monkton village
- No. 23 Knightshayne area

3.2.5 *Building recording*

One building of interest is scheduled for demolition at present: Devonshire Inn Cottage. The level of detail required for its proper record will need to be established by internal inspection, which is not appropriate at this stage. The following site has therefore been identified for building recording:

- No. 15 Devonshire Inn Cottage

3.3 *Watching brief and possible salvage excavations*

3.3.1 *Known sites*

This assessment has identified a number of sites where our knowledge of the archaeological deposits which may survive below ground is extremely limited. These are sites where evaluation excavations cannot be reasonably justified or are not feasible for practical reasons (e.g. where field boundaries are involved). Archaeological remains may only be revealed in these cases when construction work has begun. These sites are as follows:

- No. 2 Medieval parish boundary Honiton/Offwell
- No. 3 - do - Honiton/Combe Raleigh (detached portion)
- No. 5 - do - Combe Raleigh (detached)/Monkton
- No. 9 - do - Monkton/Upottery
- No. 10 Deserted settlement Higher Yard
- No. 12 Stoneburrow Cottage; possible prehistoric remains
- No. 13 Upottery Bank (formerly Rawridge Manor boundary)
- No. 18 Medieval parish boundary Upottery/Yarcombe

No. 19 Shutlands Farm deserted settlement
 No. 22 Morwood's Causeway

3.3.2 *Additional sites*

This assessment is limited in its conclusions in that it is based primarily on documentary research and an examination of only a limited number of areas where ploughing has taken place and where indications of archaeological remains below ground might thus be recorded. The vast majority of the land through which the route passes is under pasture and has never been subjected to systematic fieldwalking. In view of the results of the limited fieldwalking which has been carried out on this route and in adjoining areas it must be anticipated that further archaeological sites await discovery. These are likely to be of prehistoric or Roman date and would not normally be identified through documentary or survey methods since no trace survives above ground.

It is probable therefore that further sites may come to light prior to the start of the contract as a result of various factors:

- (1) Deliberate archaeological survey work such as routine aerial reconnaissance;
- (2) By chance during nearby construction or trenching work;
- (3) By ploughing, in subsequent fieldwalking;
- (4) During an archaeological watching brief of the road scheme.

3.3.3 In view of the conclusions outlined above it is recommended that contingency provision should be made in the construction contract for an archaeological watching brief to be carried out in order to record any new remains which might be uncovered at the construction stage. Arrangements should be made between the DTp and the site contractors to cover the recognition of any archaeological sites that may be exposed during construction. Provision should be made for rapid salvage excavation of archaeological features identified at this stage.

ACKNOWLEDGEMENTS

This assessment was commissioned by the Department of Transport and carried out through the assistance of their agents, Rendel Palmer and Tritton. Particular thanks are due to Mr B. Corley who provided the necessary information about the route including maps and schedules. The project was administered at EMAFU by C.G. Henderson and P.J. Weddell. Fieldwork was undertaken by S.J. Simpson; documentary research was carried out by R. Goodyer, J. Juddery and S.D. Turton. The illustrations for this report were prepared by T. Dixon. Thanks are due to Mrs M. Rowe and her staff at the Devon Record Office and to Mr I. Maxted and his staff at the Westcountry Studies Library for their assistance with the documentary research.

Appendix I: Sources consulted

A. *Devon Record Office*

Tithe Maps and Apportionments for the parishes of:
Honiton, Offwell, Combe Raleigh, Monkton, Upottery and Yarcombe

346M collection: The Drake Family of Buckland
E31 'Ancient Rentals' Estate Accounts 1754-8
List of Tenants Farms and Rents 1813
E55 Crop Book 1813
M1-2 Court Rolls 1343, 1527-8
M74 Rental and Survey, Yarcombe 16th century
M245 Presentments, Jury Lists 1688
M225 Presentments, Jury Lists 1689
M224 Presentment 1689
M231 Jury List 1689
M3-4 Presentments 1730
M75 Chief and Conventiary Rents 1795
M140-2 Rentals 1817

123M/TB467 Cheeseway document
152M Addington family - Upottery esp. Box 62
337B includes Crinhayes document
1508M/Surveys of Courtenay family property

Enclosure Awards

82 Yarcombe Tithe Schedule 1814-5
82a Yarcombe Inclosure Award 1815
82b Yarcombe Inclosure Map 1817
66 Rawridge Manor Waste, Upottery

48/12/27/1-35 collection: Deeds relating to Honiton, Ilminster

54/2/2/ collection Monkton manor
/3 Court Book 1766-1816
/4 List of fields 18th century
/6 Map and terrier 1767
/5 List of fields and farms 1768

53/6/Box 40/25 Survey of the Manor of Monkton 18th century

Enrolled Deeds:

Tingey Nos: 554, 579, 620, 622,805, 1128, 1154, 1322, 1718

Land Tax Assessments Yarcombe Parish 1782, 1785, 1814, 1817

Medieval Court Rolls: CR788-838 Axminster Hundred; 1057 Upottery Manor;

1429-1440 Yarcombe Manor

DD Collections of miscellaneous deeds; 37667-37684 Rawridge/Upottery manors

B. *Westcountry Studies Library*

Abstracts of Devon Wills by O. Moger & O. Murray.

Typescript collections of Inquisitions relating to Devon.

Somerset Record Society publications

C. *Devon Cornwall Record Society Library*

Extracts from Deeds Charters & Grants made c. 1616 by Sir William Pole.

D. *Published Sources*

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Lysons, D. & Lysons, S. 1822 *Magna Brittaina Vol. 6 Devon.*

Maxfield, V.A. 1986 'DAS Presidential Address: Devon and the End of the Fosse Frontier', *Proc. Devon Archaeol. Soc.* 44, 1-8.

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----- 1931 *The Hundreds of Axminster and Axmouth.*

Stoate, T.L. 1977 *The Devon Muster Roll for 1569.*

" " 1979 *Devon Lay Subsidy Rolls 1524-7.*

" " 1982 *Devon Hearth Tax Return 1674.*

" " 1986 *Devon Lay Subsidy Rolls 1543-5.*

" " 1988 *Devon Taxes 1581-1660*.

Summerson, H. 1985 *Crown Pleas of the Devon Eyre 1238*, Devon Cornwall Record Soc. 28, New Ser.

Thorn, F. & Thorn, C. 1985 *Domesday Book: Devon*.

E. *Public Record Office Calendars*

Cal. Inq. Post-Mortem: Calendar of Inquisitions Post-Mortem

Cal. Pat. Rolls: Calendar of Patent Rolls

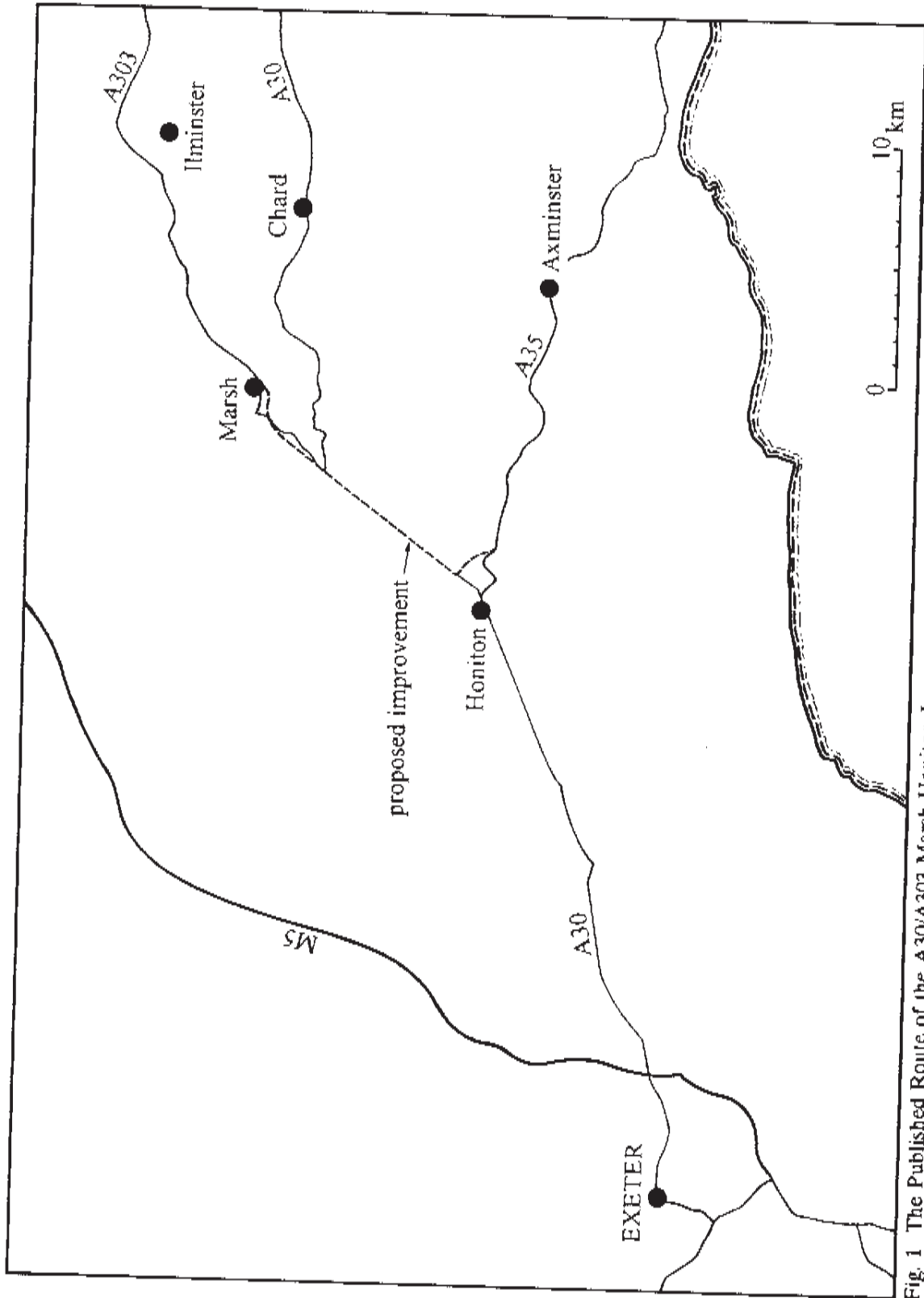


Fig 1 The Published Route of the A30/A303 Marsh-Honiton Improvement and A35 Honiton Eastern Bypass.

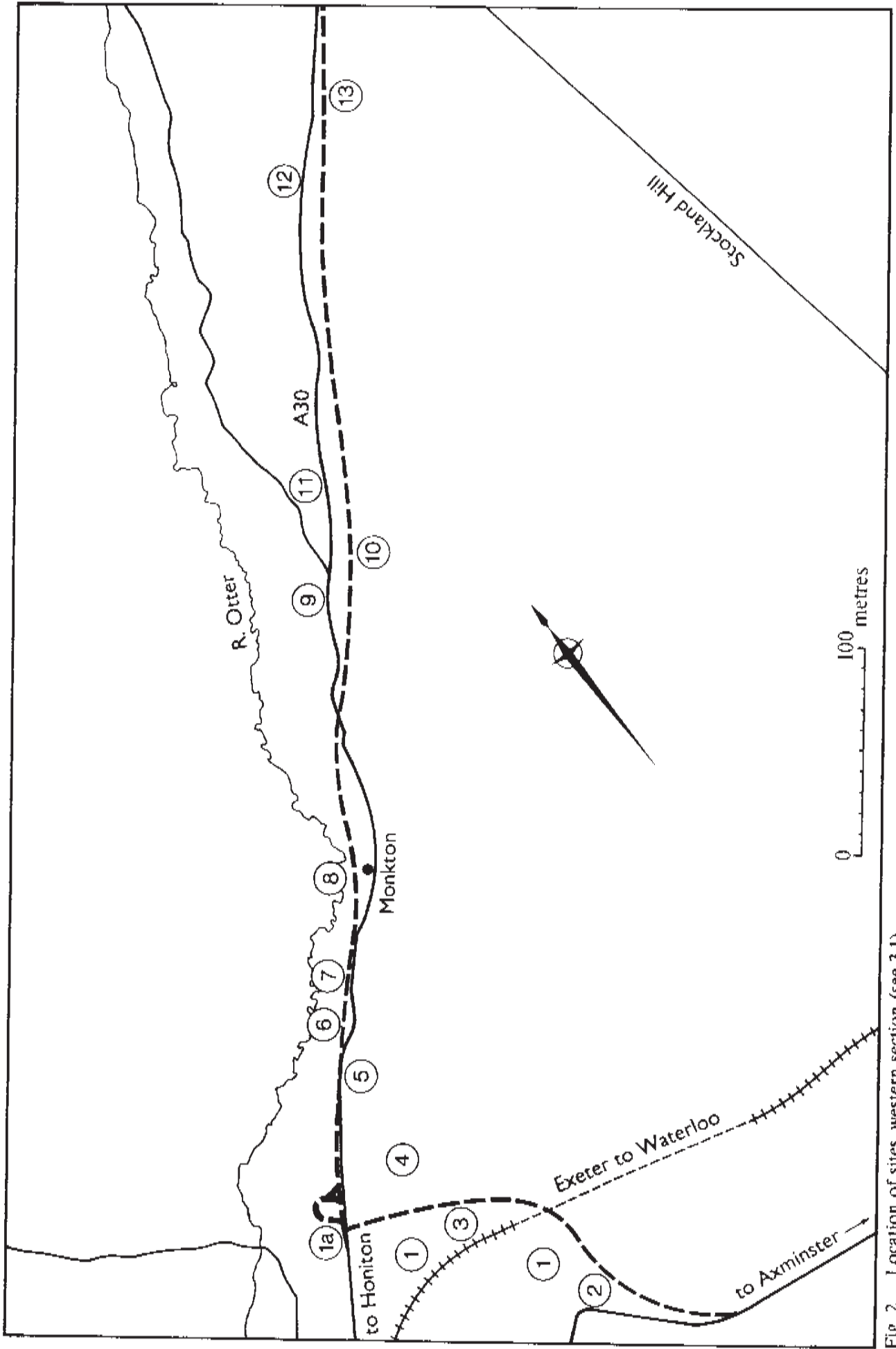


Fig. 2 Location of sites, western section (see 3.1).

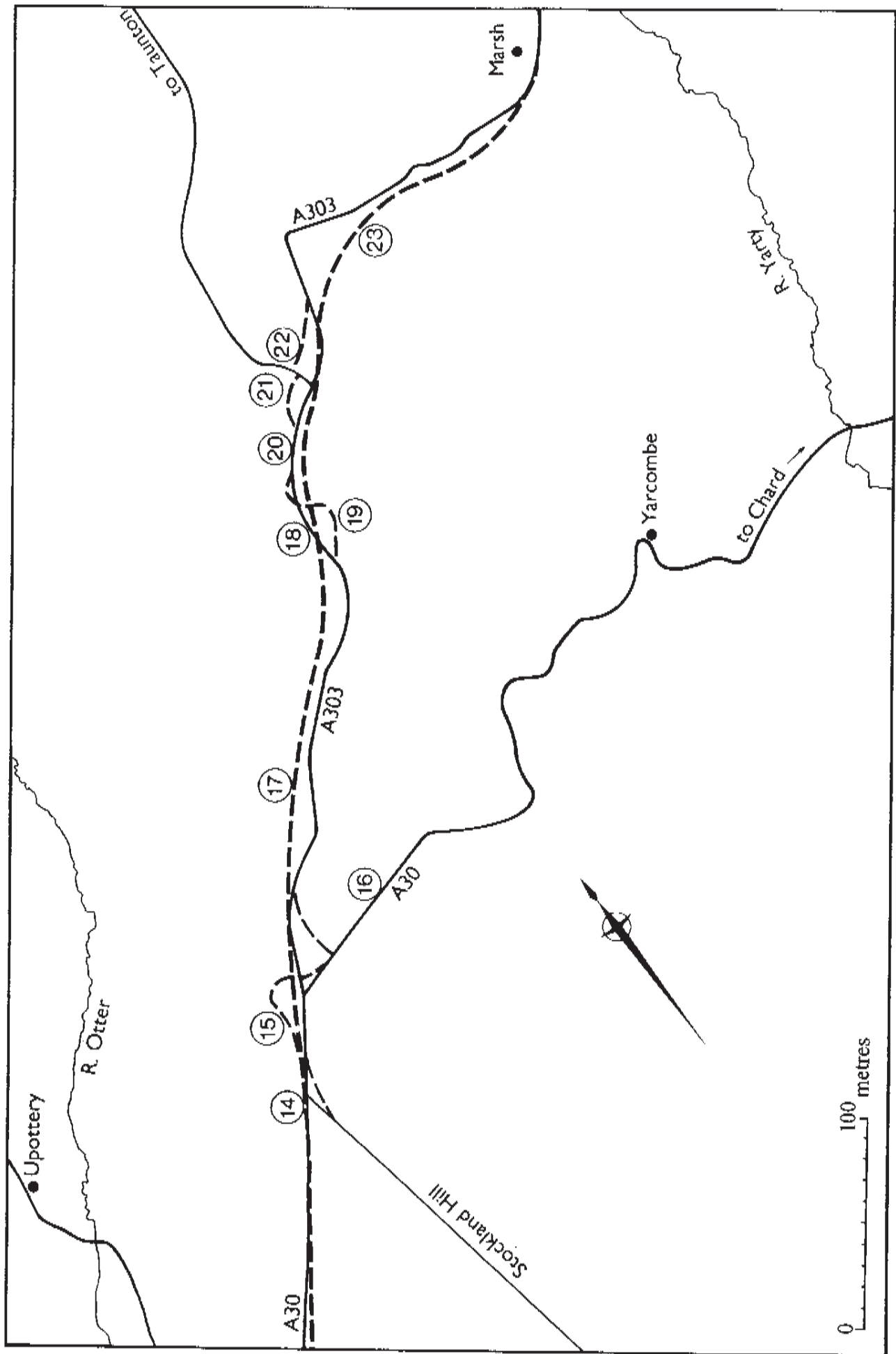


Fig. 3 Location of sites, eastern section (see 3.1).

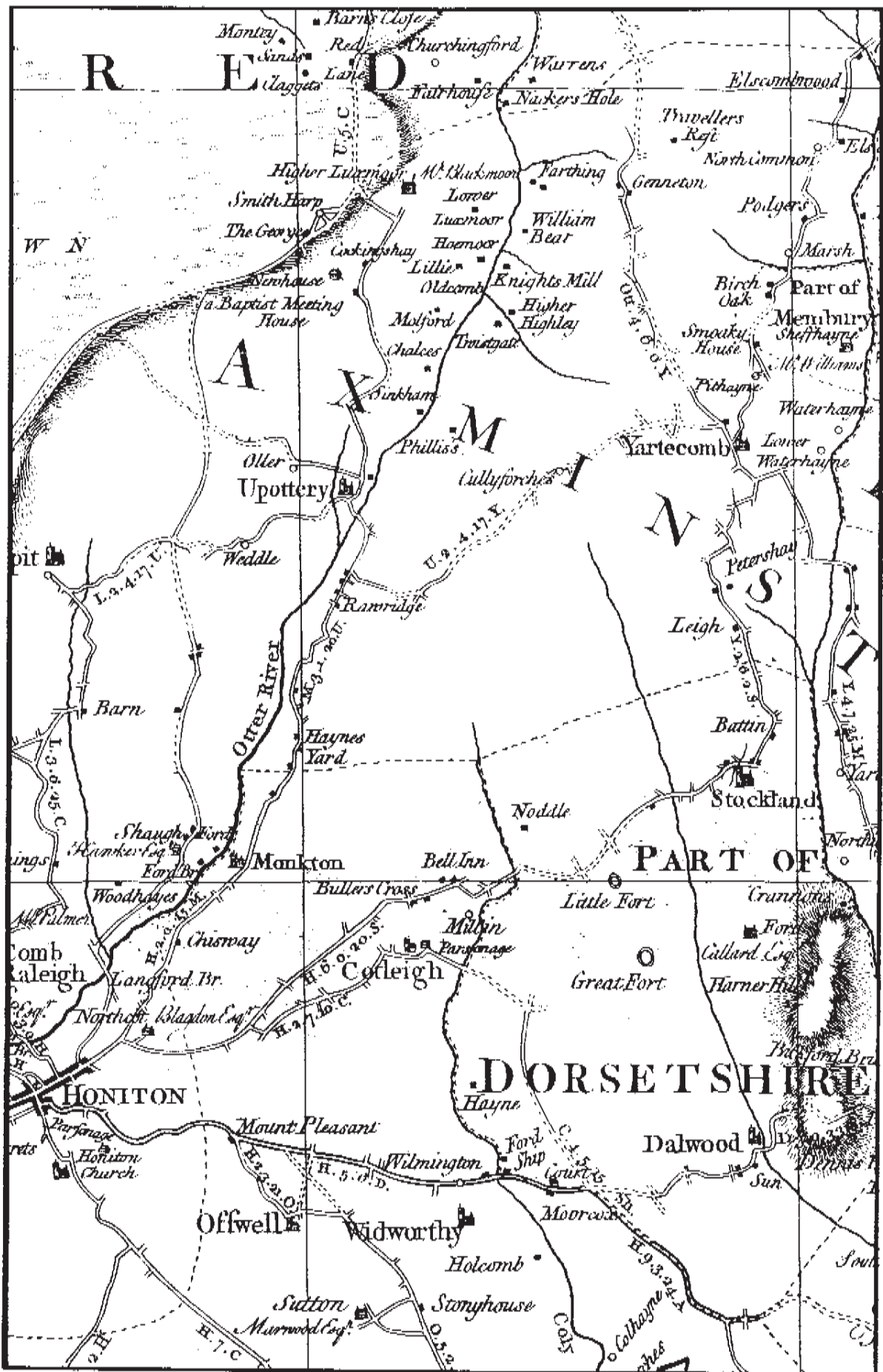


Fig. 4 The area in 1765 (Benjamin Donn's Map of Devon).



Fig. 5 The area in 1809 (OS 1" 1st edition).

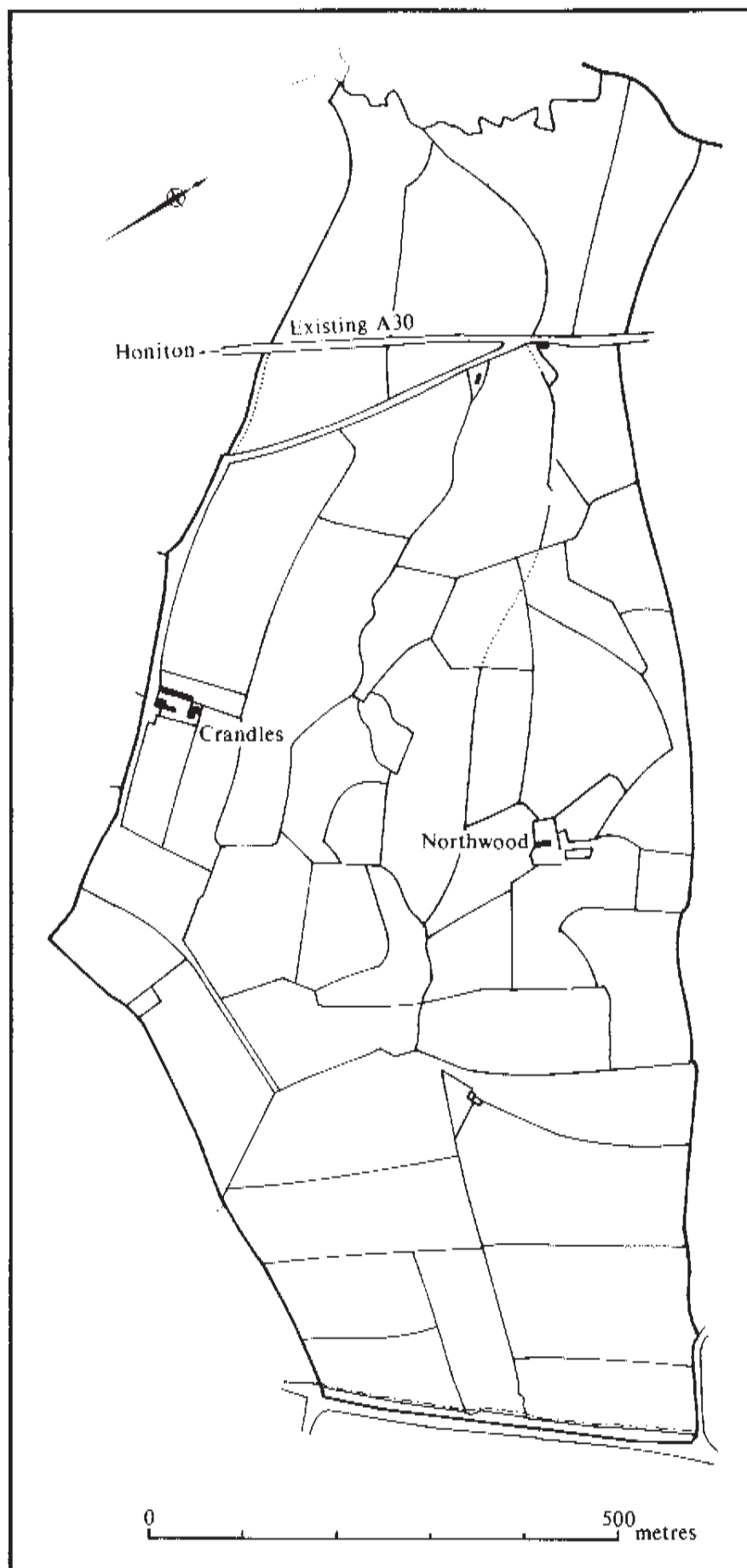


Fig. 6 The detached portion of Combe Raleigh parish in 1851 (based on DRO/54/2/4/6).

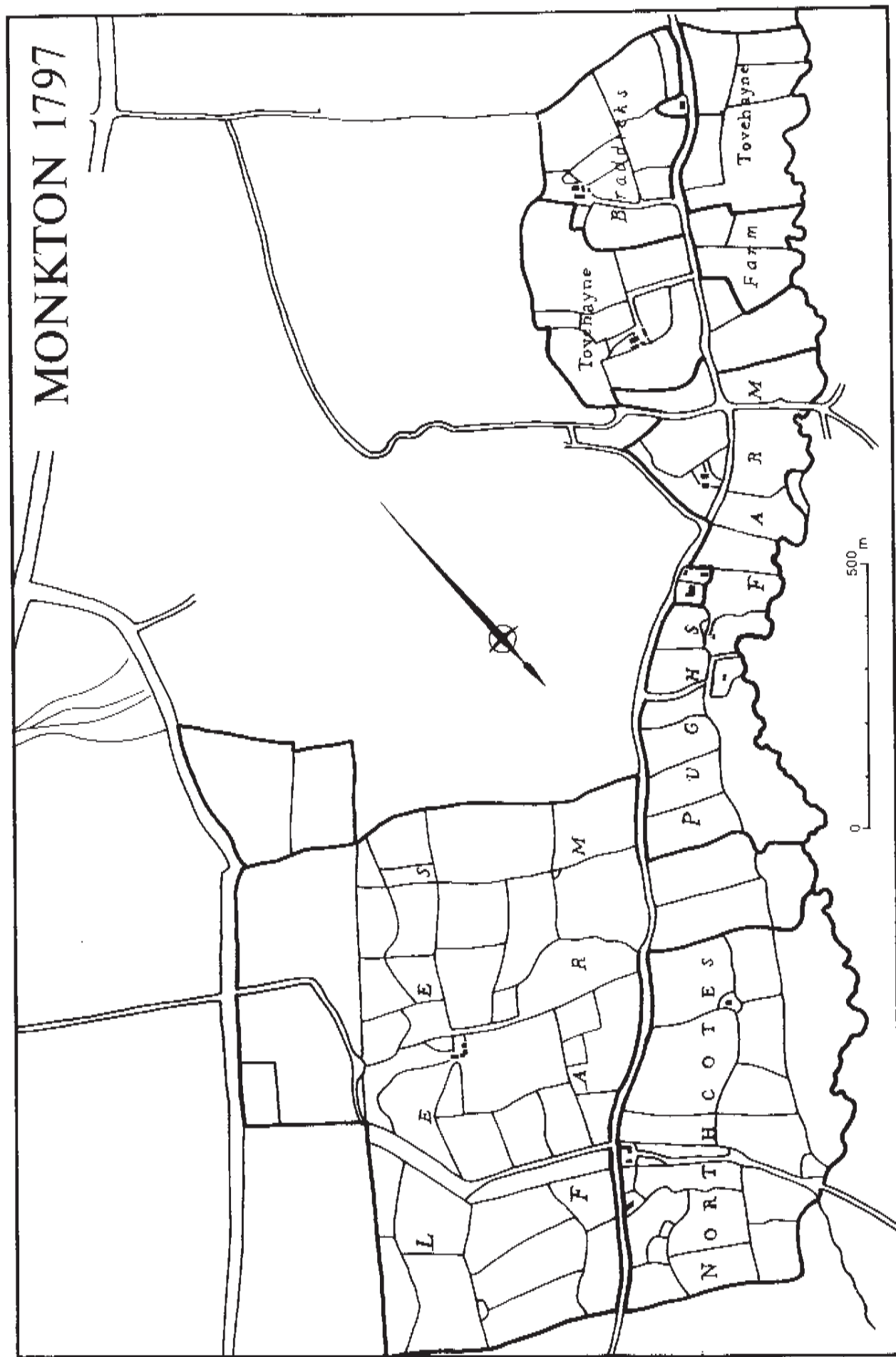


Fig. 7 The Monkton area in 1797 (based on S4/2/2/6).

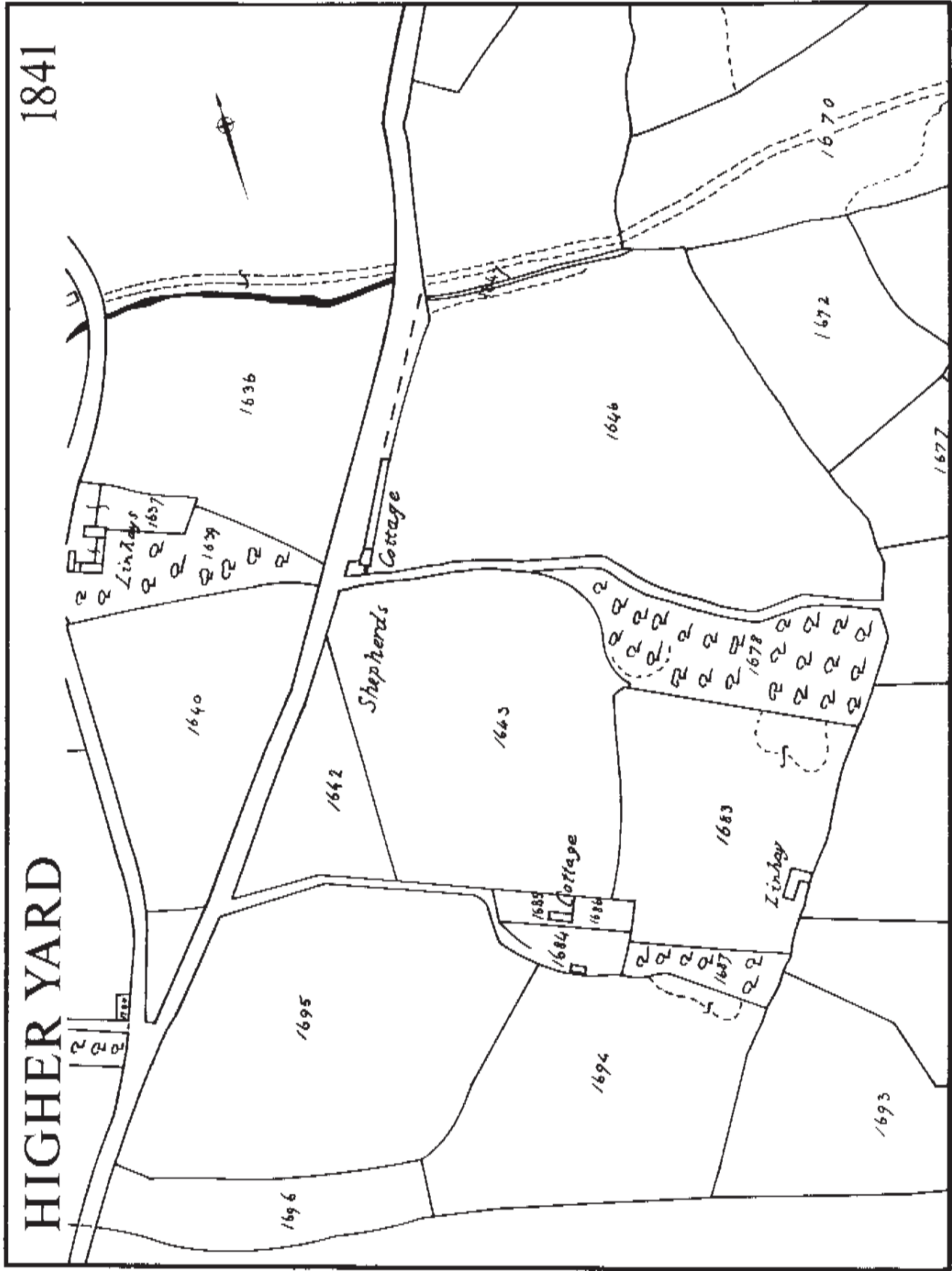


Fig. 8 Higher Yard as depicted on the Upottery Tithe Map, 1841 (Old Bottle Cottage is Shepherds Cottage).

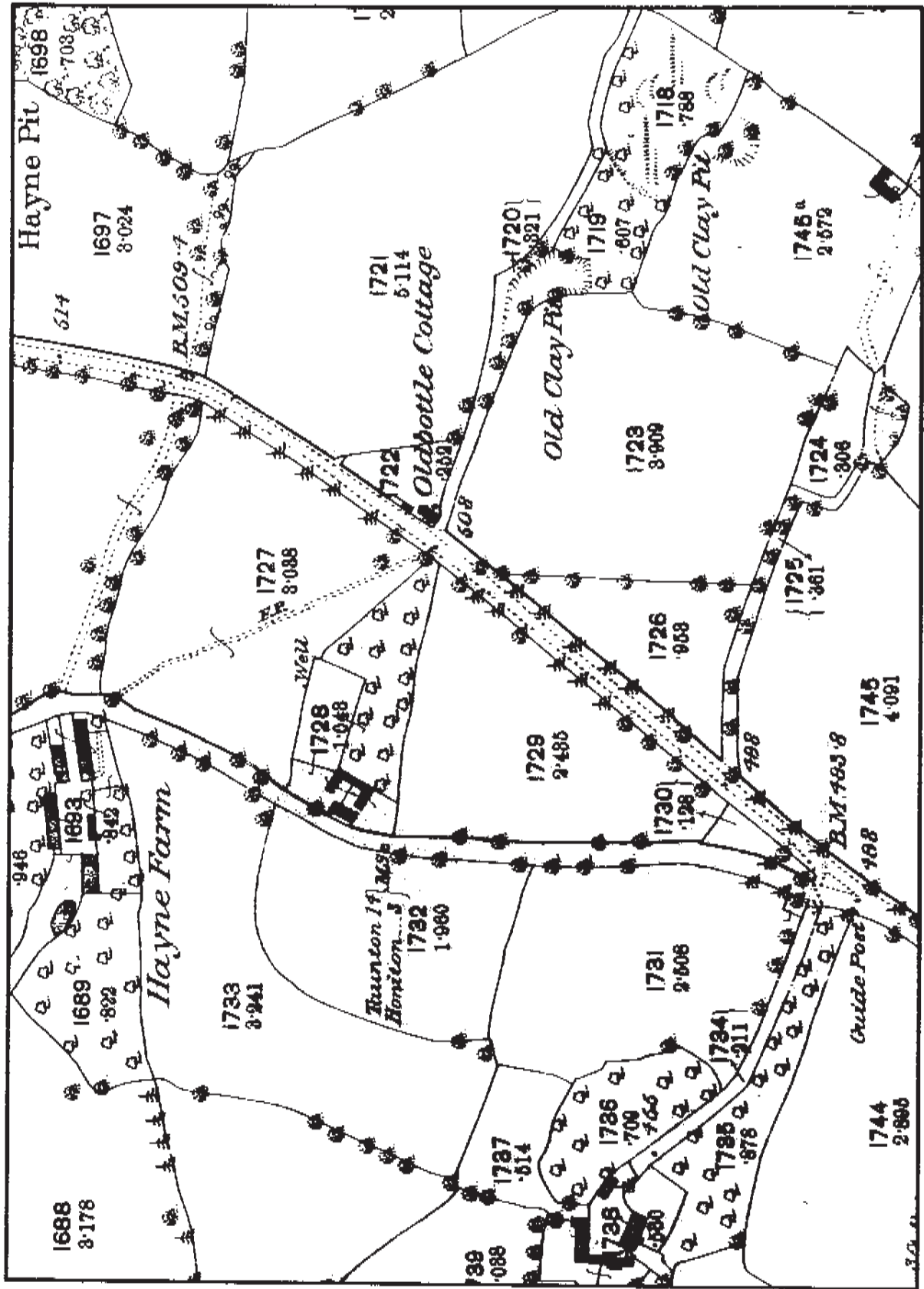


Fig. 9 Higher Yard in 1888 (OS 1st edition 25").

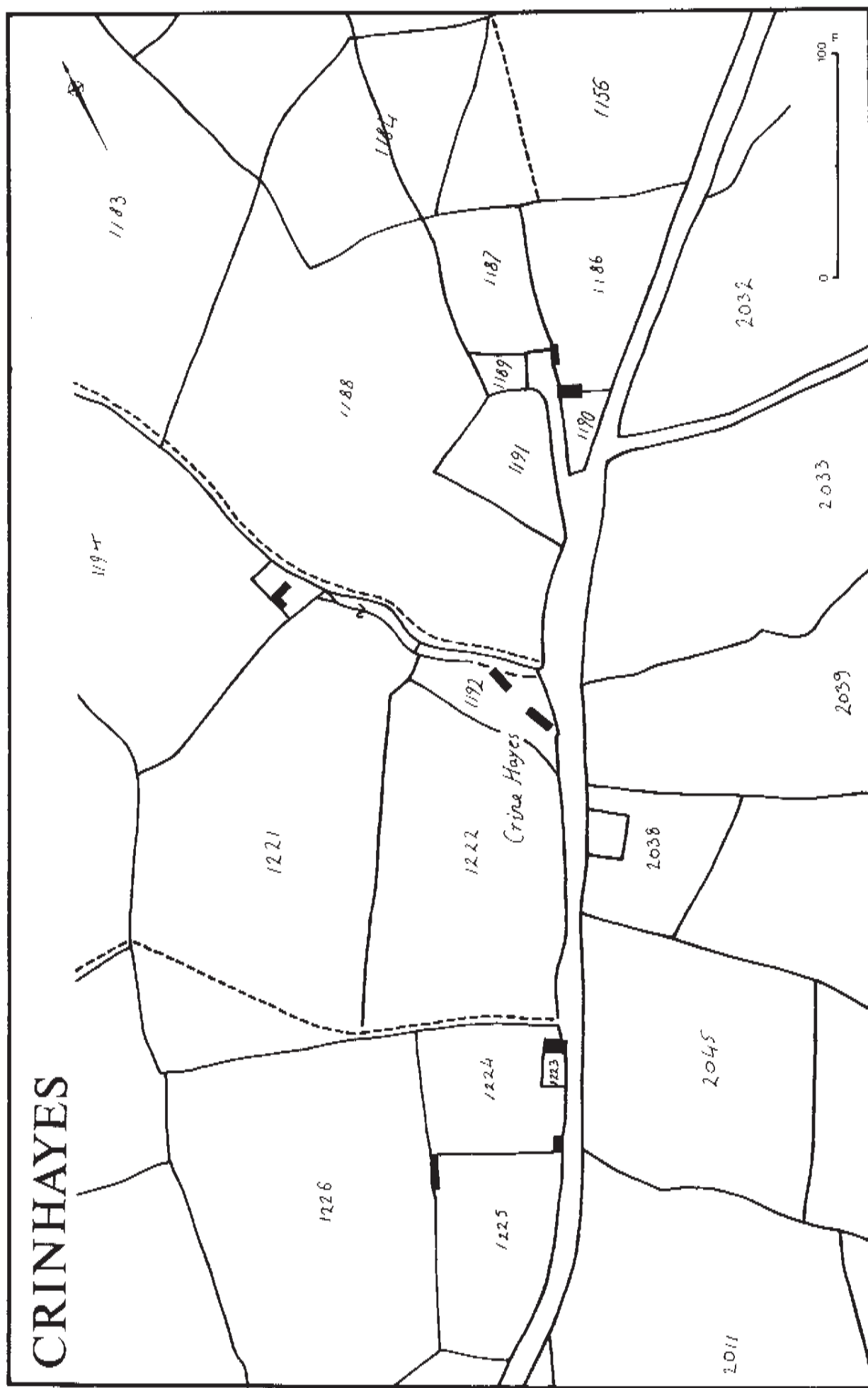


Fig. 10 The three settlements of Crinhayes in 1841 (Upottery Tithe Map).

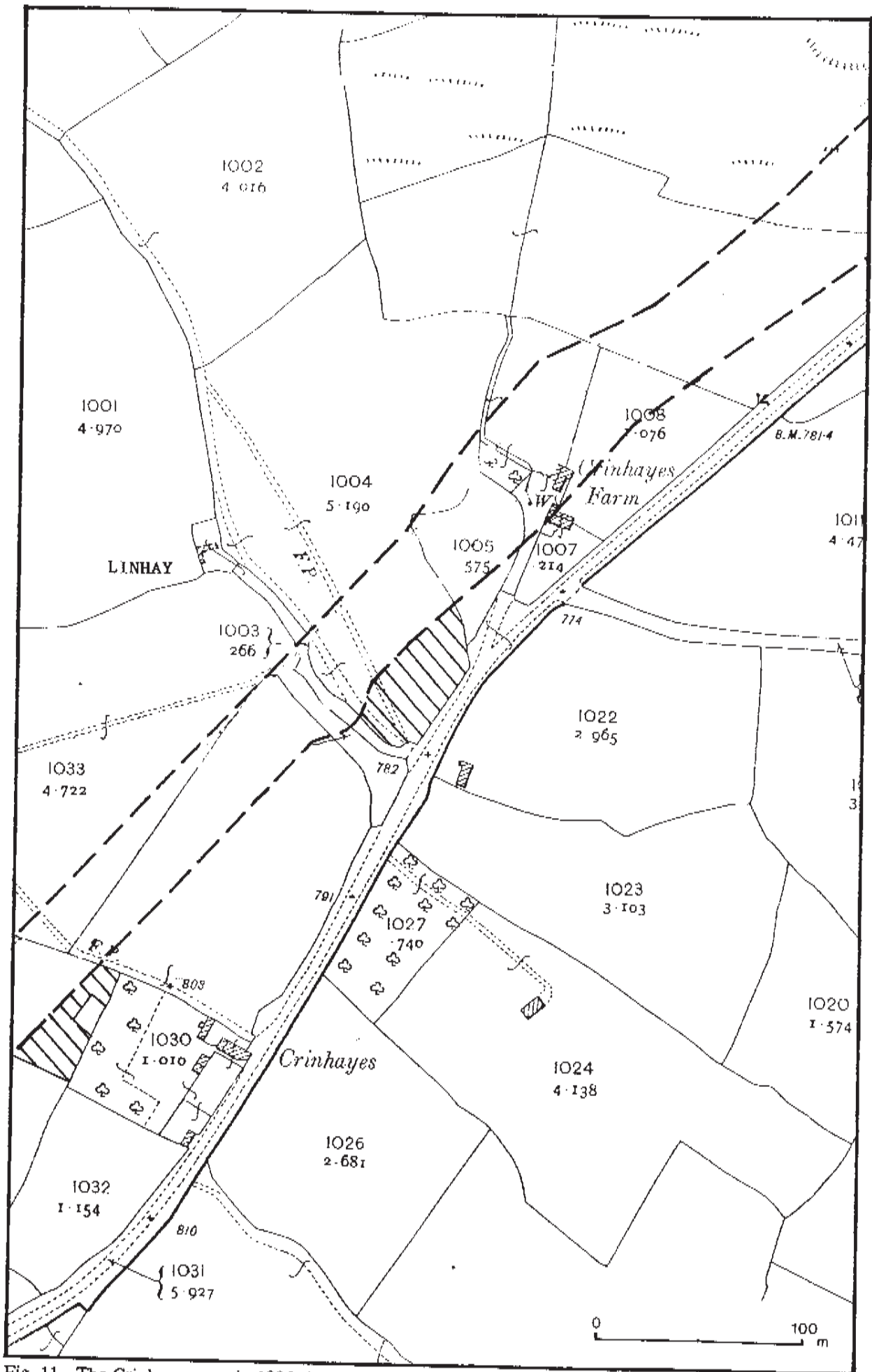


Fig. 11 The Crinhayes area in 1906 showing the proposed corridor and landscaping areas (shaded) (OS 2nd ed. 25").

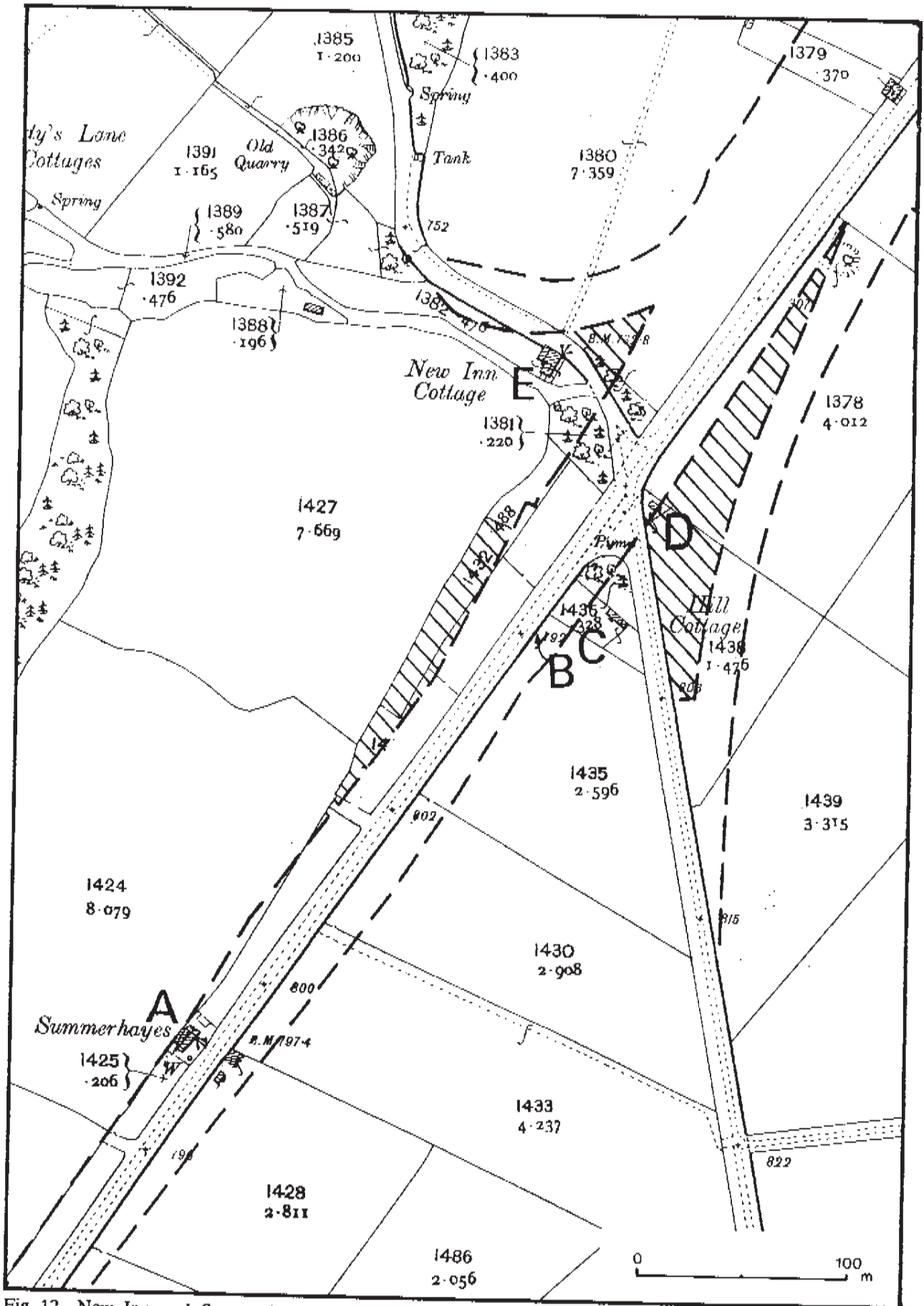


Fig. 12 New Inn and Summerhayes showing the proposed scheme corridor and landscaping areas (shaded) - see 2.5.2 for key (OS 2nd ed. 25").

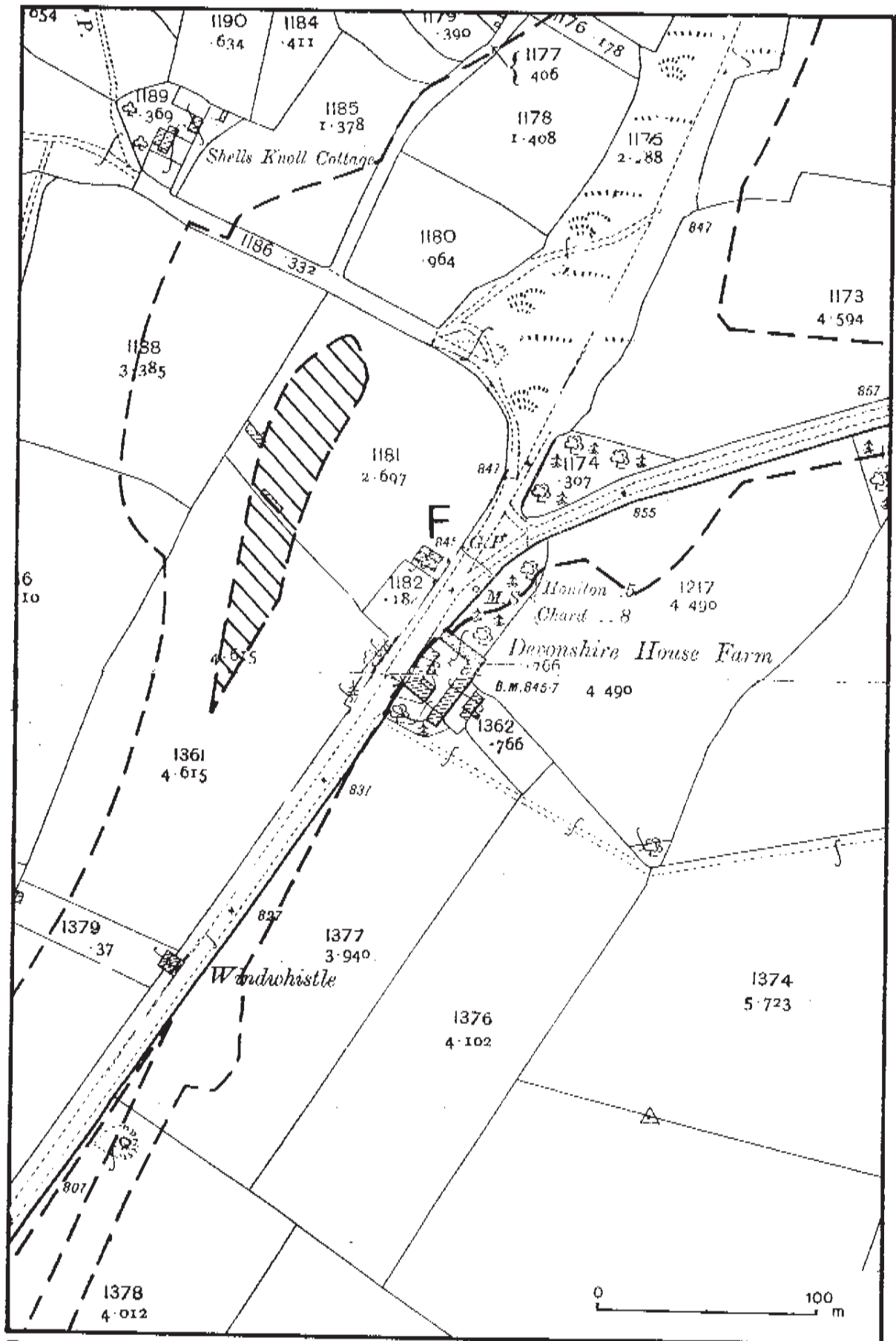


Fig. 13 Devonshire House (now INN) Farm and associated buildings showing proposed scheme corridor and landscaping areas (shaded). F is Devonshire Inn Cottage (OS 2nd ed. 25").

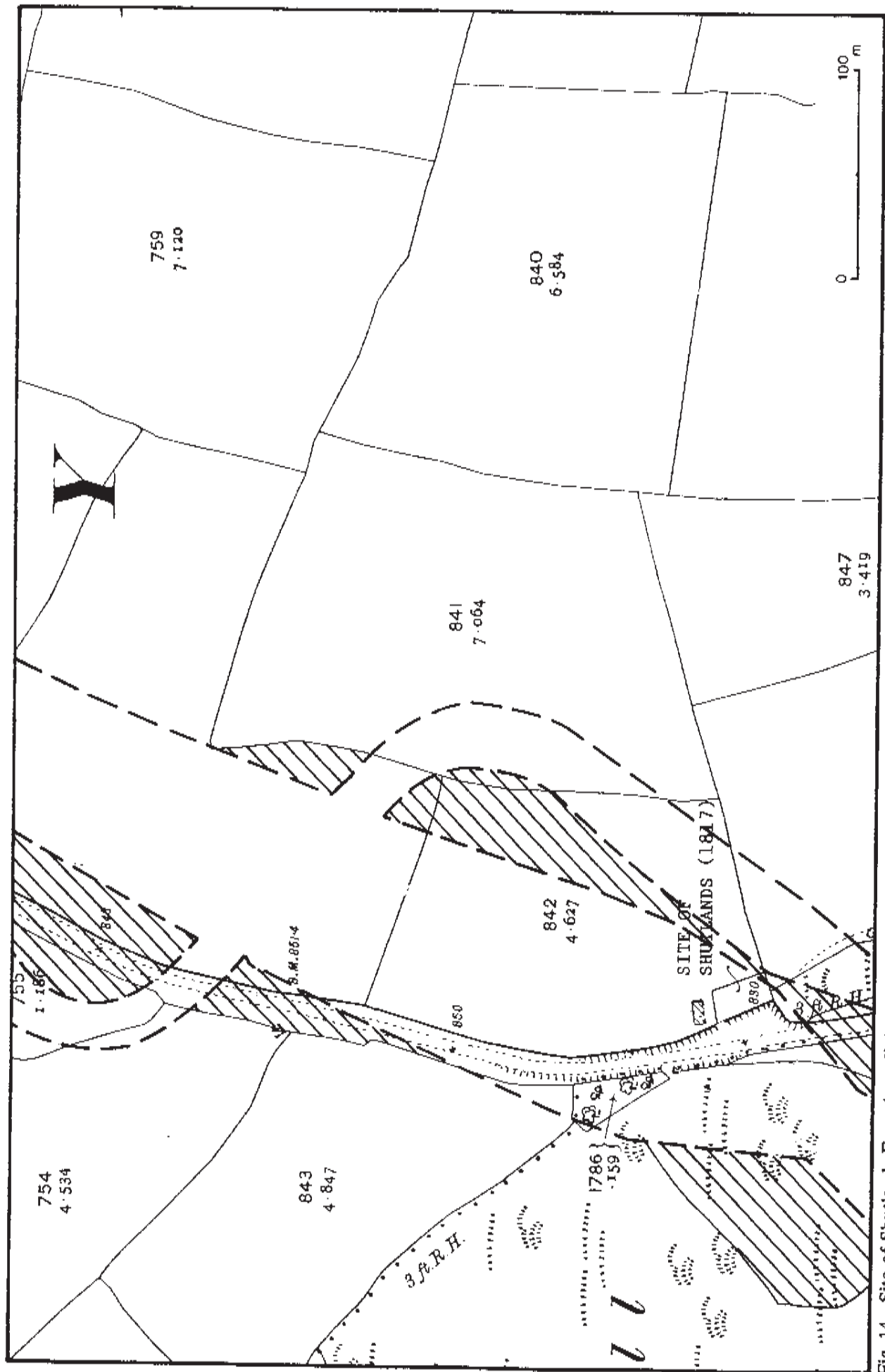


Fig. 14 Site of Shutlands Farm (now Inhay) showing proposed scheme corridor and landscaping areas (shaded) (OS 2nd ed. 25").

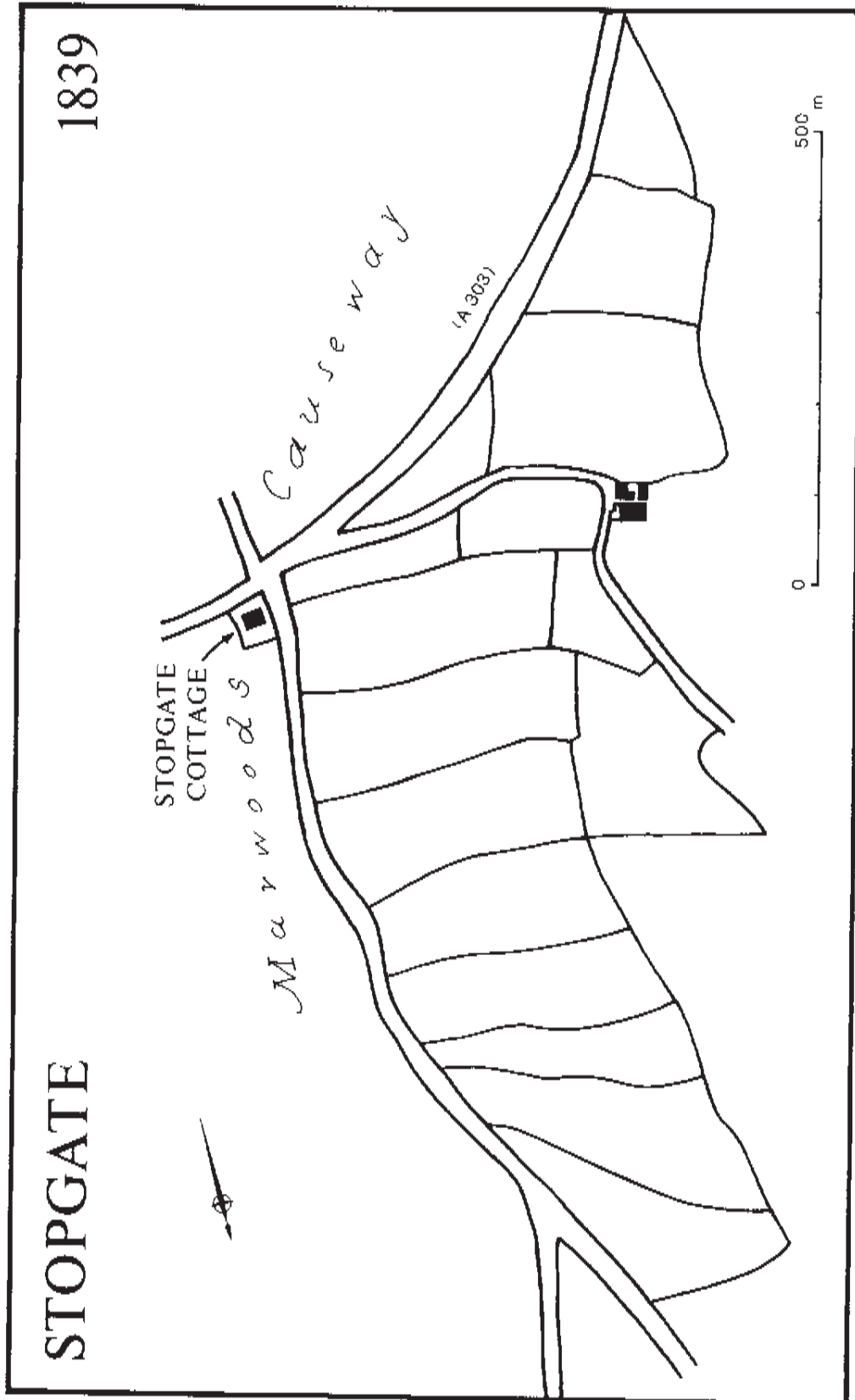


Fig. 15 Stopgate in 1839 showing site of Marwoods Causeway (based on deposited Plan 138).

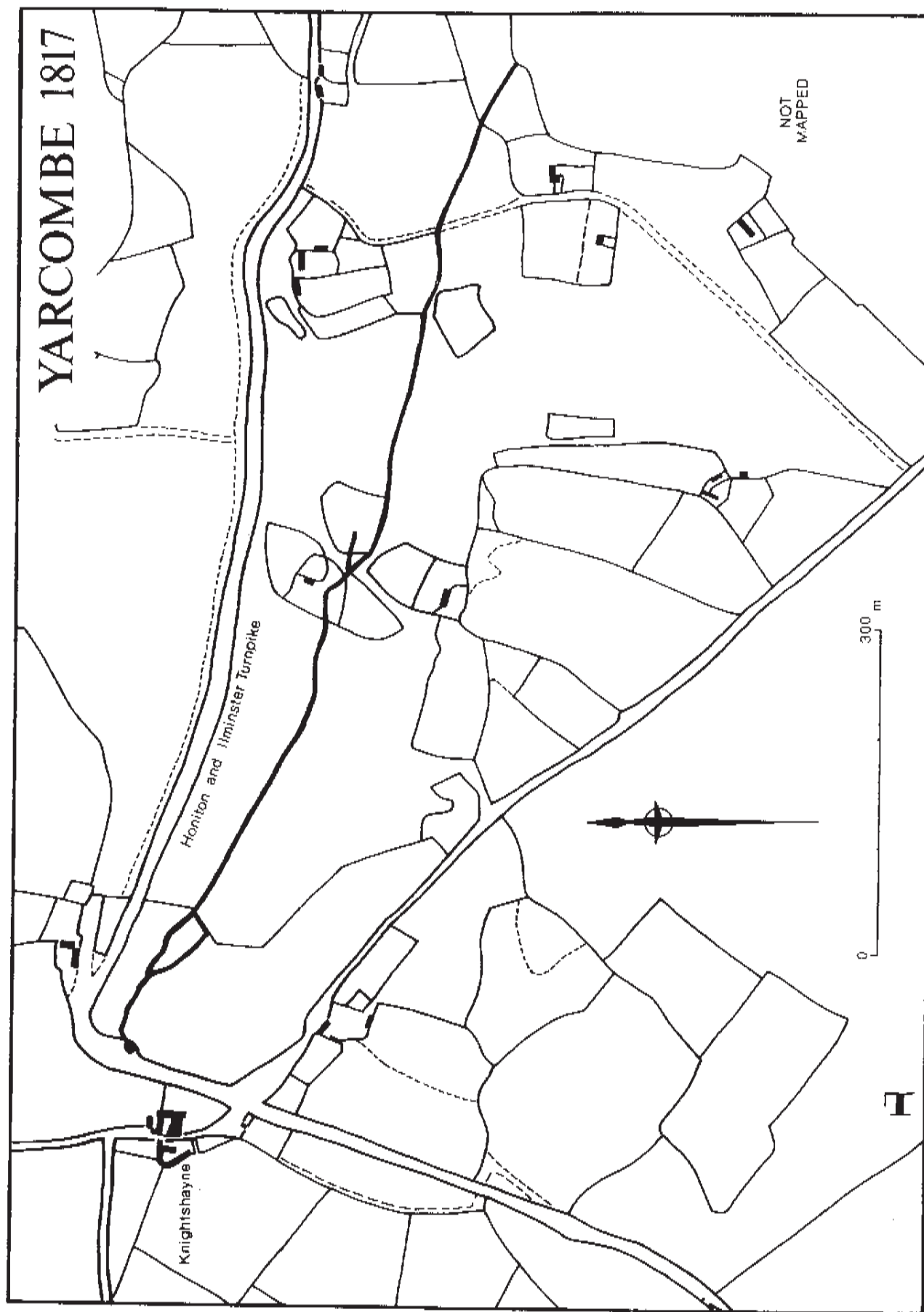


Fig. 16 Knightshayne/Mannings Common, Yarcombe in 1817 (based on 1817 Enclosure Map).

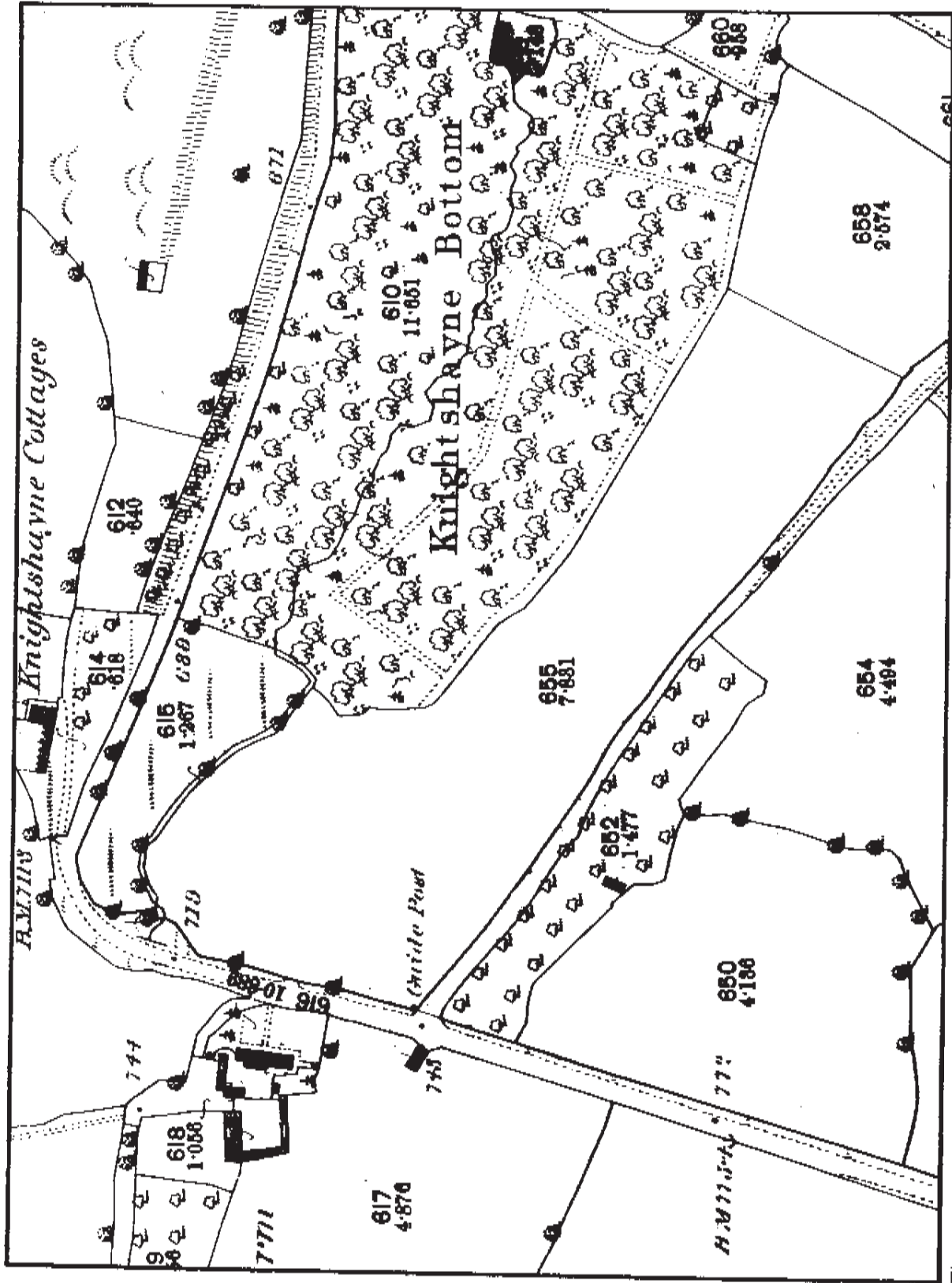


Fig. 17 Knightshayne Bottom in 1888; note pond to east (OS 1st ed. 25").

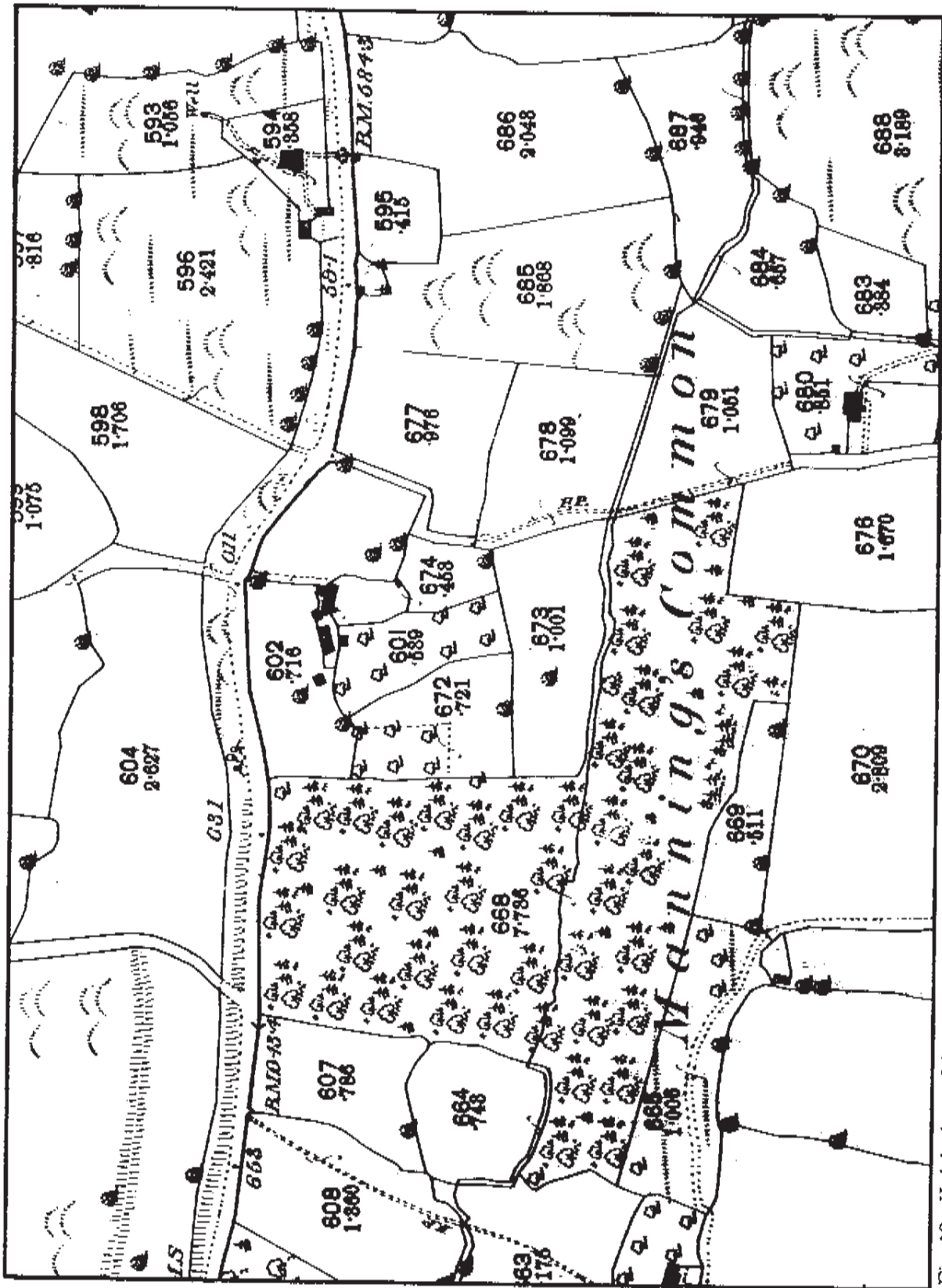


Fig. 18 Knightshayne/Mannings Common in 1888 (OS 1st ed. 25").

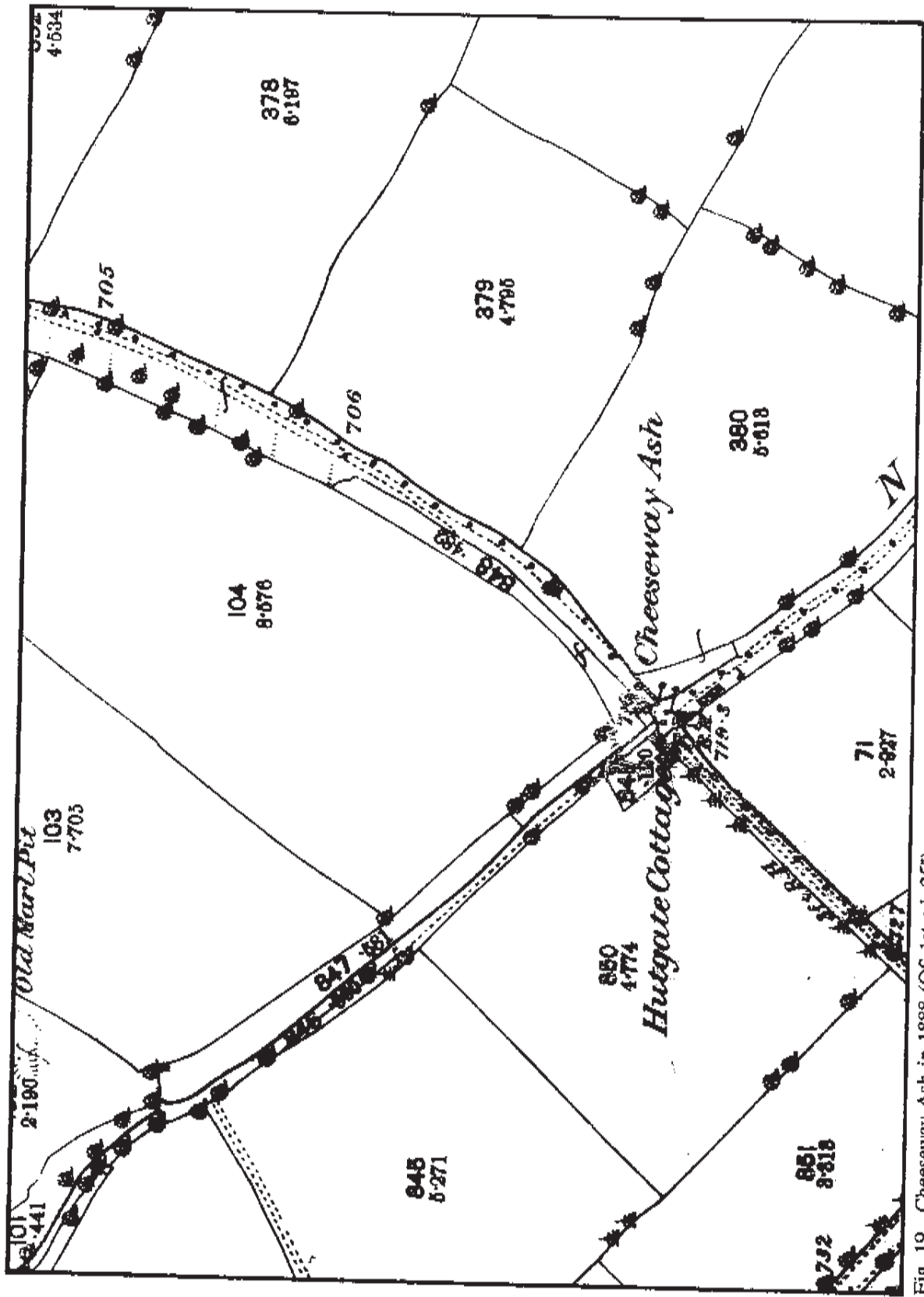


Fig. 19 Cheeseway Ash in 1888 (OS 1st ed. 25").



Pl. 1 General view of existing A30 near Yard Cross.



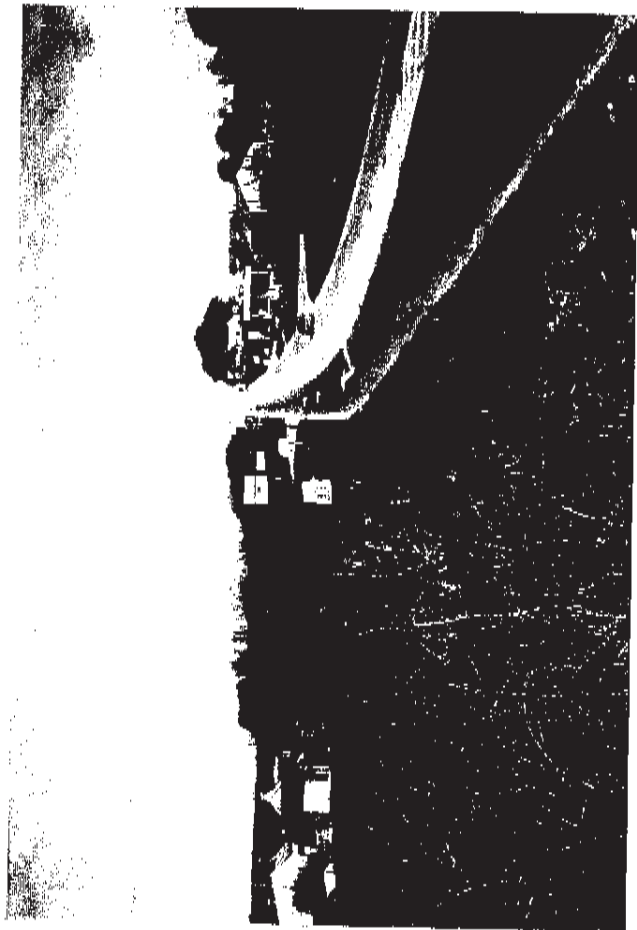
Pl. 2 Monkton, looking towards Ford Farm.



Pl. 3 Monkton, looking west.



Pl. 4 Higher Yard, looking west.



Pl. 5 Existing A30 at Stockland Hill junction looking north-east.



Pl. 6 Site of Summerhayes.



Pl. 7 Devonshire Inn Cottage: front elevation.



Pl. 8 Crinhayes Farm looking towards Newcott.



Pl. 9 View to Knightshayne Cottage, looking north.



Pl. 10 Knightshayne/Mannings Common area, looking south-east.



Pl. 11 Northcote Hill area with Dumpdon Iron Age hillfort in background.



Pl. 12 Looking north-west along abandoned Hutgate Lane.



Fig. 20 The possible courses of early roads east of Honiton; Exeter-Dorchester Roman road, the Cheesewey and the medieval road to Chard.