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A PRELIMINARY ARCHAEOLOGICAL ASSESSMENT  
OF THE PREFERRED ROUTE OF THE A30/A303  
(HONITON-MARSH) AND A35 HONITON  
EASTERN BYPASS

by

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## **SUMMARY**

This assessment of the line of the proposed A30/A303 improvement scheme, and the Honiton Eastern Bypass (A35) in East Devon, has been based on documentary evidence. It is immediately apparent that a wealth of archaeological sites and features - settlements, boundaries etc. - exist along, or lie directly adjacent to, the route. This is to be expected, since the proposed route covers a distance of some 17 km and passes through six parishes. It cuts through the line of several ancient trackways and roads which, in part at least, date back to the Roman period or earlier.

Section 3 emphasises the need for a programme of archaeological fieldwork, to record known sites and undoubtedly to discover new ones. Research undertaken so far has already identified 23 sites of archaeological significance (Appendix II) which would all require further investigation of varying degree. These range from prehistoric features to post-medieval settlements, and include two important areas of medieval settlement at Monkton and Knightshayne.

## 1. INTRODUCTION

This report describes the results of an archaeological assessment of the line of the proposed A30/A303 improvement scheme between Honiton and Marsh on the east Devon border. The Honiton Eastern Bypass, linking the A30 with the A35 to Axminster, is also included. The work was funded by English Heritage and undertaken in 1988-9 by Exeter Museums Archaeological Field Unit under the general administration of Devon County Council.

### 1.1 The preferred route (Fig. 1)

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:

1.1.1 A30/A303 (former Blue Route). This is 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 near the junction with Stockland Hill Road. To the east of Devonshire Inn the route again runs to the north of the present road (now the A303) in a more direct alignment to Stopgate Cross.

1.1.2 A303 (former Red Route). East of Newcott, the proposed course lies in general just to the south of the present road. Before 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 13.6km).

1.1.3 A35 Honiton Eastern Bypass (former Green Route). This route commences at a junction just 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 Cheeseaway Ash and Tower Cross before rejoining the A35 at Mount Pleasant (total length 3km).

### 1.2 The assessment

This assessment has been based on a plan of the preferred route published by the Department of Transport in February 1988 (Drawing No. DTH/P1/SK7). Since this plan does not show any constructional details, such as the width of the working corridor, a width of about 100 m along the line of the route has been examined to allow for cuttings and embankments. This area was extended in the vicinities of junctions, where slip-roads or other workings would be necessary.

The survey was limited to using documentary sources, principally those held in the Devon Record Office and the Westcountry Studies Library and Devon County Sites and Monuments register at County Hall in Exeter, to identify sites of archaeological or historical interest. Primary sources consulted included Tithe Maps, Deposited Plans, Enclosure Awards and estate surveys. Secondary sources mainly took the form of published works. A full list is given in Appendix I. No fieldwork has been undertaken for this report and it should be noted therefore that other archaeological features not identified in documentary sources may be expected in the vicinity of the route. For the purposes of this report the two schemes, A30/A303 and the Honiton Eastern Bypass, are treated together.

### 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.

## 2. HISTORIC AND ARCHAEOLOGICAL SITES

### 2.1 Combe Raleigh

Fig. 2 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. This question will only be resolved by a combination of excavation and additional documentary research. The place-name itself may suggest a gravel path or track of ancient origin (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.

### 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, lying on the other side of the existing carriageway.

In the mid 19th century an orchard, linhay and court(yard) lay at ST18210258 (No. 6 on Fig. 3). The site of this is on route directly opposite the track that led to Braddick's homestead (now gone) 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.

### 2.3 The Burrows

In 1842 what was known as Lady's Meadow 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 (see Fig. 5). 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.

### 2.4 Monkton village (Fig. 5)

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 probably pre-dates the 11th century. The present Church of St Mary Magdalene is modern (19th century) but may lie on an early religious site. Further documentary research will be necessary to elucidate the early history of the site.

2.4.2 The mill site. The route passes to the north of the church through what was 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. A slightly later map of 1797 (see Fig. 5) shows these fields all to have belonged to Pugh's Farm. Mill orchard and plot adjoined the river, while mill close and garden lay adjacent to the churchyard. 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 at ST18970424 and run to the mill site (somewhere in the area north-west of the church). 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 (C13 on Fig. 5), and 'Rexhay' in 1842 (Tithe Map no. 18). This suggests the possibility of racks laid out for the purpose of drying cloth, and by implication the existence of a fulling mill.

2.4.3 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 - immediate west of the church (Grade II);
- iii) village pump - on the north side of the present A30 carriageway, east of the church (Grade II).

Although not directly within the scheme corridor, construction will undoubtedly have an impact on these features. The route passes only about 30m to the north of Glen Eden Cottage.



## 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.

2.5.1 Deserted sites. Just inside the parish boundary with Monkton at ST19640438 lay, in the early 19th century, a tenement called Higher Yard. The Tithe Apportionment of 1840 describes it as a 'House and Orchard', but it had disappeared by c. 1890. Its site, however, is within the scheme corridor (Fig. 6). 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.

Old Bottle Cottage (ST19640455) 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 (Fig. 6).

2.5.2 New Inn and Devonshire Inn (Figs. 7 & 8). 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. 7-8:

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 linney, 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 Moniton-Timinster 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. 8). 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.

2.5.3 Crinhayes (Figs. 9, 10). 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 (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.

The homestead of the original estate was probably that shown on the Tithe Map (Fig. 10) as no. 1192 (ST22510839; Old Crinhayes on Fig. 9). There was also a cottage associated with this moiety (ST22600851; no. 1190, Crinhayes Farm on Fig. 9), 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 from the map (although the linney 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 linney at ST22420850. 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 at ST22420824, appears to be the latest development, being 'newly erected' some time around 1657. It is the site of modern Crinhayes Farm (Crinhayes on Fig. 9) and the route passes to the north of this site.

## 2.6 Yarcombe: settlement sites

2.6.1 Shutlands (ST 232602920) (Fig. 11). 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 1890 OS map 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 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.

2.6.2 Croakham. (Fig. 12). The site of the present Croakham Farm dates to after 1817, but an earlier site lies just to the north at ST233099 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 on the map at ST23260972 (Fig. 9) and at ST23220998 (extant in 1906, OS 742 in Fig. 9). 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.

2.6.3 Stopgate Cottage (ST23690987) (Fig. 13). 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.

## 2.7 Knightshayne Bottom/Mannings Common (Fig. 14)

2.7.1 Deserted Settlements. 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. The 1817 Enclosure Map (Fig. 14) shows the sites of six probable dwellings in the valley, either within or adjacent to the scheme corridor, excluding Knightshayne Farm itself. None of these are indicated on modern OS maps. Part of the area was also called Mannings Common at that time, presumably after a former occupier. The Common was itself sub-divided between various tenants.

The area in which the above-mentioned cottages lay belonged historically to Knightshayne, situated near the head of the valley. Although not a separate medieval manor, Knightshayne was described as a vill in 1238 (Summerson 1985, 10) implying a fairly extensive settlement. It was part of the manor of Yarcombe which was given by William the Conqueror to the Abbey of Mont St Michel, which in turn gave it to its daughter house of Otterton Priory during the reign of John.

2.7.2 Date. The earliest date which can at present be suggested for these deserted settlements is the 16th-century, based largely on the evidence of personal names from inhabitants lists of the later 16th and the 17th centuries (see Bibliography). Their true dates of origin are likely only to be established through excavation. One example states that in 1581 a special licence was granted to Nicholas Trotte to demise a cottage with land to a sub-tenant (DRO, CR 1459 m2; Trott's Cottage on Fig. 14).

2.7.3 Type of settlement. 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. 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 in Fig. 14 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.

## 2.8 Other sites at Knightshayne

2.8.1 Mill The name 'Mill Meadow' (see Fig. 14) clearly suggests the presence of a mill within the valley, though abandoned by the early 19th century. The map 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.

2.8.2 Barrows Close. The field name 'Lower Barrows Close' in Fig. 14 (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.

2.8.3 The Cote This field name in the Apportionment is alternatively called 'Cott Close' and may therefore suggest the presence of another abandoned cottage site nearby.

## 2.9 Roman Roads (Fig. 15)

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 Tlminster.

2.9.1 A35 Axminster Branch 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 (ST 18330113) the road bifurcates, with the north-eastern branch (Old Chard Road) 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. 15.

The route of the Honiton Eastern Bypass linking the A30 and A35 cuts through this course between Northcote Hill Farm and Cheeseway Ash at SY18480095. 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.

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) 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-Tilminster 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. 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.

**2.9.3 Cheeseway** This place-name (discussed above, section 2.1) is first documented in the 14th 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. As noted above (see 2.1) the location of this settlement is at present uncertain but one possibility suggested by Benjamin Donn's map of Devon (1765) is alongside the road from Honiton towards Monkton. The present Monkton road (and its continuation now amalgamated with the A30) is of modern (19th century or later) origin. The earlier route appears to have followed the line of the suggested Roman road (2.8.1 above) then continued north-east through Middle Northcote to the A30 at the site of the present Northwood Farm (see Fig. 15). This may have been the road from which the name Cheeseway originated. However, the name Cheeseway Ash, which now applies to the crossroads at Hutgate Lane but which formerly lay on Old Chard Road, may indicate that this road lay on the high ground.

**2.9.4 Morwood's Causeway** (Figs. 12, 13) This feature which lies to the north of the A303 preferred route (ST2310) 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 (ST232101) 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 major 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, though the feature itself is not marked (see Fig. 13). Two fields adjoining Stopgate to the north are also called 'Causey Close' in the 1817 Yarcombe Enclosure Awards.

As Stopgate forms a junction between the A303 and the B3170 towards Taunton, there are likely to be sliproads etc. in this area which will cause disturbance to any buried remains of this feature.

#### **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.

## 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 (ST18500078) (No. 2 on Fig. 3);
- (ii) Honiton/Combe Raleigh (detached): cut at ST17710207. This boundary would appear to pre-date the road to Monkton (present A30) (No. 3 on Fig. 3);
- (iii) Combe Raleigh (detached)/Monkton: cut at ST17930239; this boundary also pre-dates the road (No. 5 on Fig. 3);
- (iv) Monkton/Upottery: cut at ST19500428; this again pre-dates the road. It also includes a man-made watercourse (No. 10 on Fig. 3);
- (v) Upottery/Yarcombe: cut at ST23210925 where it joins the A303 (No. 18 on Fig. 4).

### 2.10.2 Hundred boundaries

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

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 at ST209062. Just to the east of the point where the preferred route passes is the parish boundary between Stockland and Upottery which runs east-west. This boundary (which to the east abuts Yarcombe parish) 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 in Fig. 2 does in fact suggest that a straight line could be drawn between the two (No. 13 on Fig. 4).

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 of ST20860621 through which the preferred A30 route passes.

## 2.11 Prehistoric remains

It should be emphasised that with documentary surveys of this type it is rarely possible to identify previously unknown prehistoric sites which may occur on route. Nevertheless, there will undoubtedly be several such sites revealed by a watching brief whilst construction work is in progress, at which point the nature and extent of archaeological investigation required can be ascertained.



<u>Post-medieval and later</u>	
Linhay near Monkton	2.2
Old Bottle Collage	2.5.1
New Inn/Summerhayes	2.5.2
Devonshire Inn	2.5.2
Shutlands Farm deserted site	2.6.1
Stopgate Cottage	2.6.3

### 3.2 Further work

In view of the wealth of archaeological sites identified in this preliminary assessment it is recommended that a programme of further archaeological investigation is initiated. This assessment was undertaken at a relatively early stage during the planning of the road construction and it is envisaged that the proposed programme of archaeological work, as outlined below, should be co-ordinated with the progress of the road scheme.

3.2.1 Fieldwork and documentary research. A detailed field survey of the entire length of the preferred route should be carried out as soon as possible. This survey ought to include areas where slip-roads, junctions and associated workings are planned.

Documentary work may be necessary for any new sites identified in the survey and further research should be carried out on those sites described in this report which are of uncertain location and status. A further report should be produced at this stage.

3.2.2 Final assessment and archaeological investigations. When the final route has been agreed and the detailed plans of the proposed works are available, a final assessment should be made. This should take the form of a brief report containing specific recommendations and proposals for archaeological investigations based on research already undertaken. These will take the following form:

- i) Building recording: to make a drawn and photographic record of relevant buildings which are to be demolished.
- ii) Archaeological excavation:
  - (a) limited trenching: for those sites of a well-defined linear nature (such as hedgerbanks) or those of undefined extent and uncertain nature. In the case of the latter further excavation as in (b) may be necessary
  - (b) area excavation: this will be necessary for those sites of an extensive nature, such as settlement sites, and will involve soil stripping over wide areas. These will need to be undertaken prior to the commencement of the road construction work.
- iii) Documentary research: to be carried out in conjunction with (i) and (ii).

3.2.3 Watching brief. During the construction work further archaeological sites are likely to be revealed, especially those of prehistoric or Roman date which may leave no trace on the surface. A watching brief carried out with the co-operation of the site contractors should be undertaken at this stage to record these sites.

3.2.4 Report preparation/publication. Detailed reports for each of the projects undertaken in 3.2.2 above should be produced together with a synthesized report of the results of archaeological recording within the scheme as a whole.

3.2.5 Costs. At this stage it is not possible to provide costings for the programme of recording which will be required as outlined in 3.2.2 above. However it is estimated that the secondary programme of fieldwork described in 3.2.1 will cost £3,500 and should be undertaken in 1990-1. It is recommended that this work be funded by the Department of Transport as part of the budget for the overall scheme.

#### **Acknowledgements**

This assessment was funded by English Heritage and the project was administered by Devon County Council under the general supervision of S.C. Timms and F.M. Griffith. 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. The illustrations for this report were prepared by T. Dixon.

#### **Appendix I: Sources consulted**

##### **A. Devon Record Office**

Most of these references are sources which have been identified but not studied in detail.

1. Tithe Maps and Apportionments for the parishes of:  
Honiton, Offwell, Combe Raleigh, Monkton, Upottery and Yarcombe
2. 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 Conventional Rents 1795  
M140-2 Rentals 1817
3. Inclosure Awards  
82 Yarcombe Tithe Schedule 1814-5  
82a Yarcombe Inclosure Award 1815  
82b Yarcombe Inclosure Map 1817  
66 Rawridge Manor Waste, Upottery
4. 48/12/27/1-35 collection: Deeds relating to Honiton, Ilminster
5. 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
6. 53/6/Box 40/25 Survey of the Manor of Monkton 18th century
7. Enrolled Deeds  
Tingey Nos: 554, 579, 620, 622, 805, 1128, 1154, 1322, 1718



8. Land Tax Assessments Yarcombe Parish 1782, 1785, 1814, 1817
  9. CR 1429-1440 Yarcombe Court Rolls
- B. Westcountry Studies Library
1. Abstracts of Devon Wills by O. Moger & O. Murray.
  2. Typescript collections of Inquisitions relating to Devon.
- C. Devon Cornwall Record Society Library
1. Extracts from Deeds Charters & Grants made c. 1616 by Sir William Pole.
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- " " 1986 Devon Lay Subsidy Rolls 1543-5.
- " " 1988 Devon Taxes 1581-1660.
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- Thorn, F. & Thorn, C. 1985 Domesday Book: Devon.

**Appendix II: List of sites from west to east (see Figs. 3-4)**

1. Roman and other roads east of Honiton.
2. Parish boundary Honiton/Offwell.
3. Parish boundary Honiton/Combe Raleigh (det.)
4. Combe Raleigh/Cheeseway medieval settlements.
5. Parish boundary Combe Raleigh (det.)/Monkton.
6. Linhay and courtyard near Monkton.
7. Burrow/Bury field names, Monkton.
8. Monkton village, mill(s) and deserted settlement.
9. Parish boundary, Monkton/Upottery.
10. Deserted settlement, Higher Yard.
11. Old Bottle Cottage.
12. Stoneburrow place-name.
13. Rawridge manor boundary.
14. New Inn/Summerhayes buildings.
15. Devonshire Inn buildings.
16. Burrow field name east of Devonshire Inn.
17. Crinhayes Farm, three settlement sites.
18. Parish boundary Upottery/Yarcombe.
19. Shutlands Farm deserted site.
20. Croakham Farm deserted site.
21. Stopgate Cottage, 19th-century building.
22. Morwoods Causeway, Roman or later feature.
23. Knightshayne Bottom/Mannings Common, several deserted settlements, mill, barrow field names.

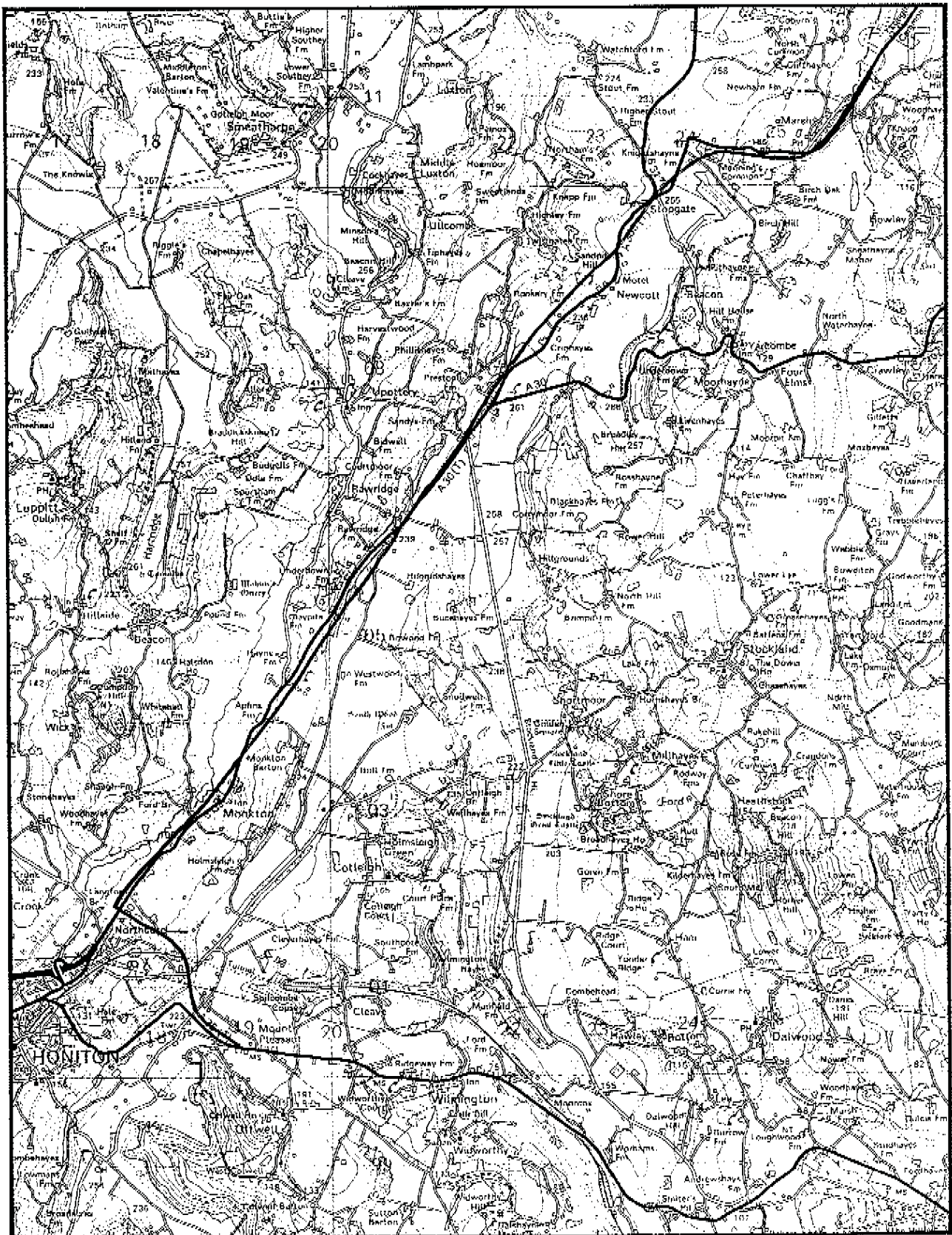


Fig. 1 The Preferred Route of the A30/A303 and A35 Honiton Eastern Bypass

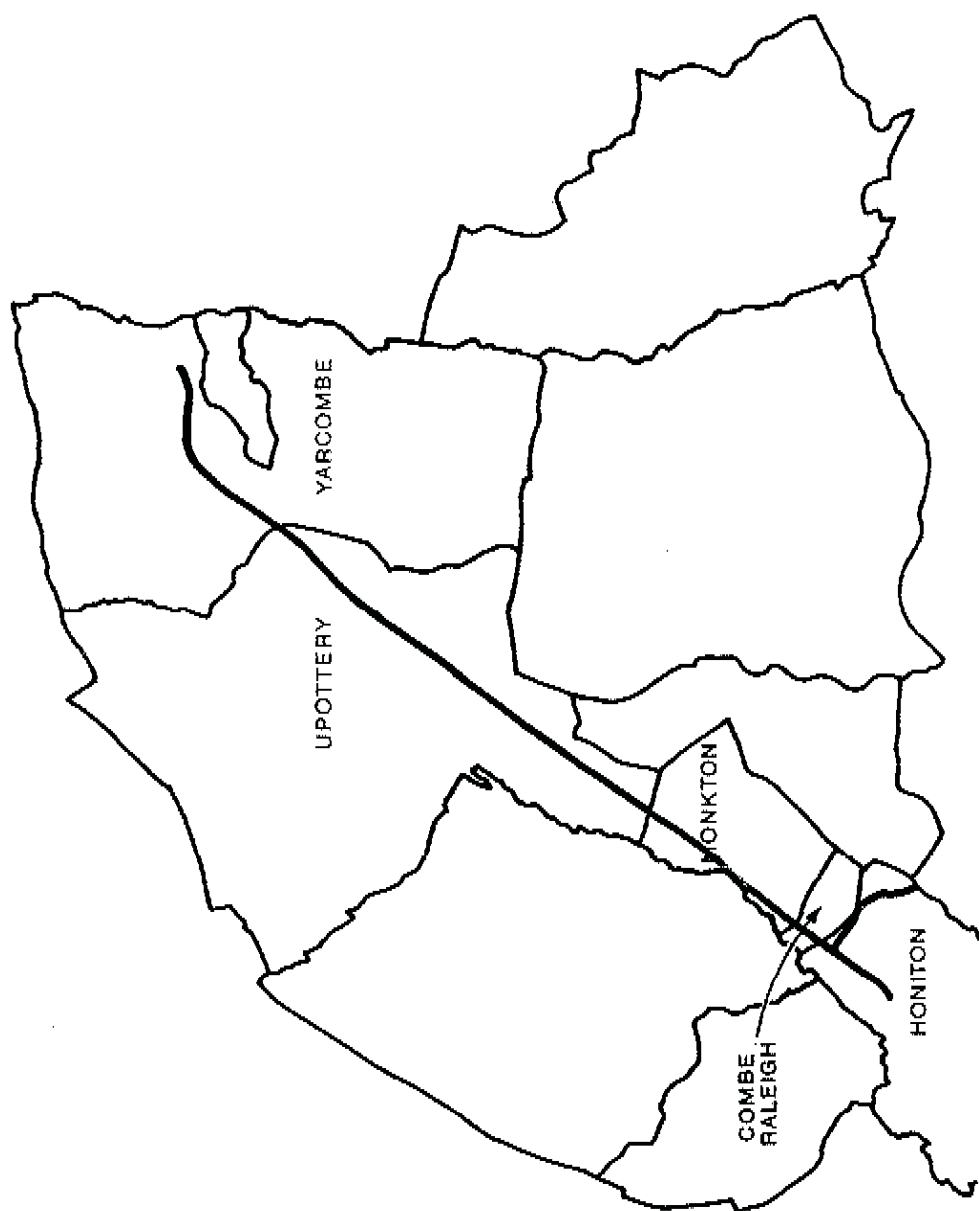


Fig. 2 The Preferred Route shown in relation to the parish boundaries of c 1840

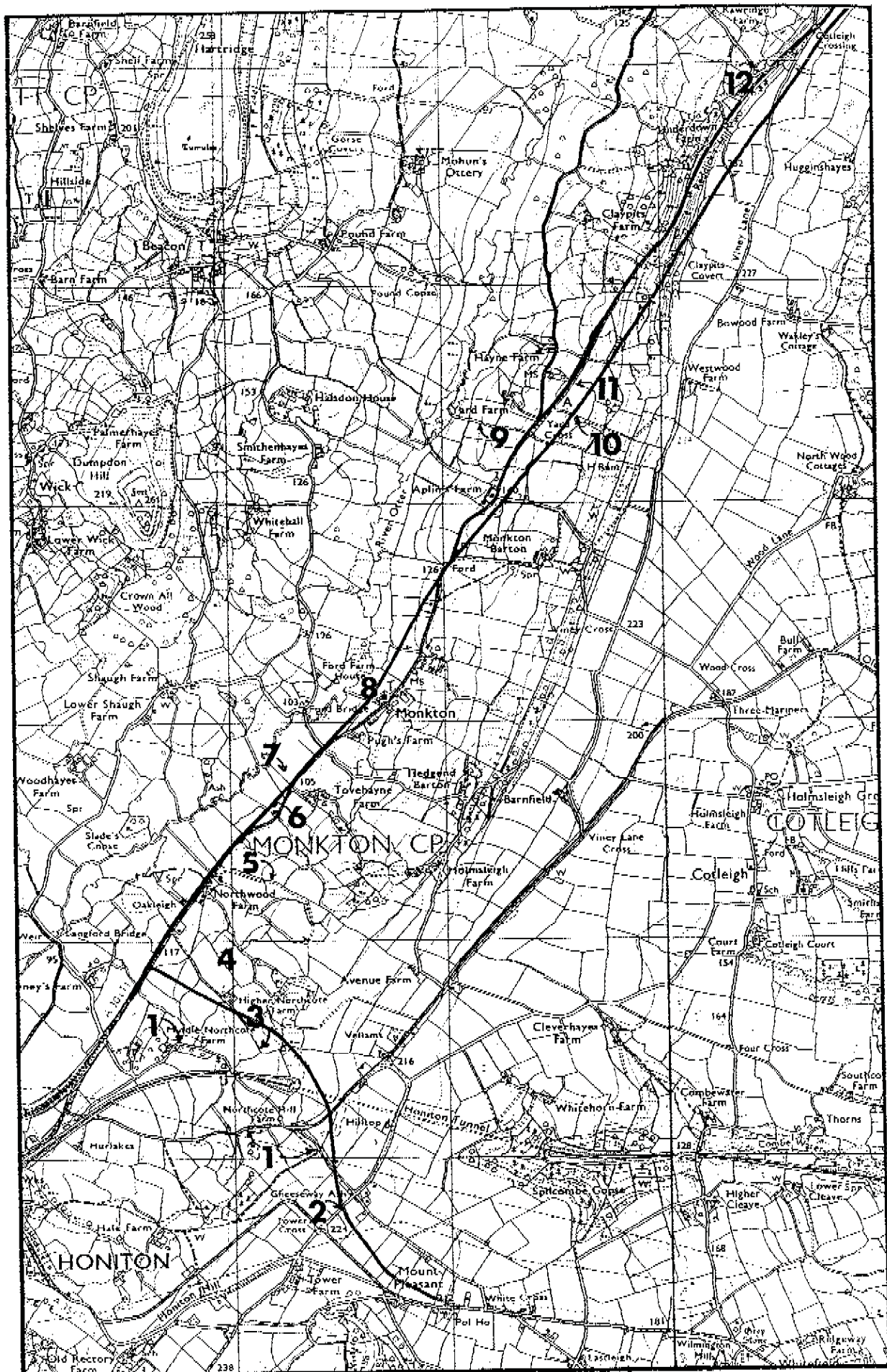


Fig. 3 Location of sites, western section (see Appendix II) 1:25000



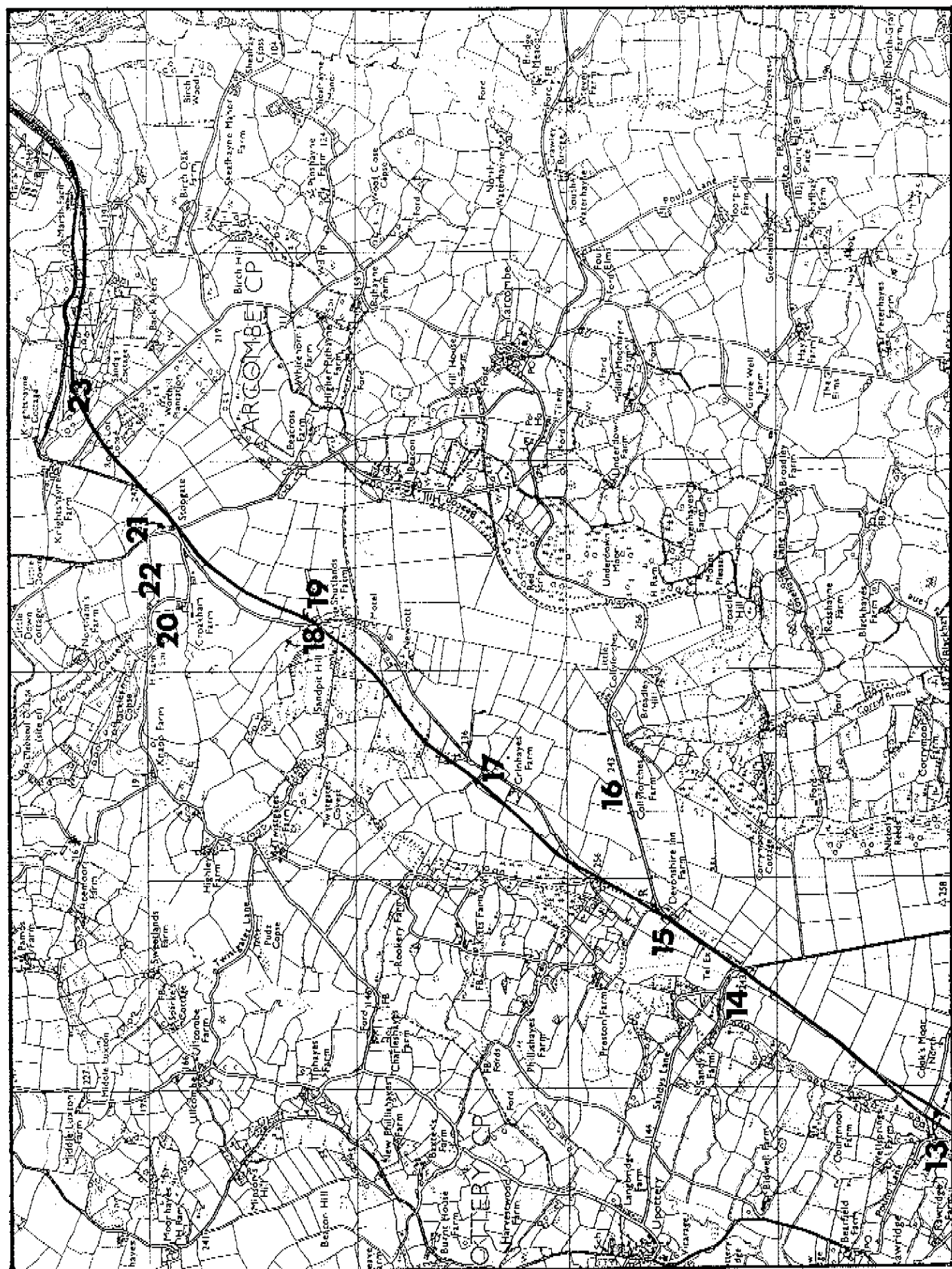


Fig. 4 Location of sites eastern section (see Appendix II) 1:25000 scale

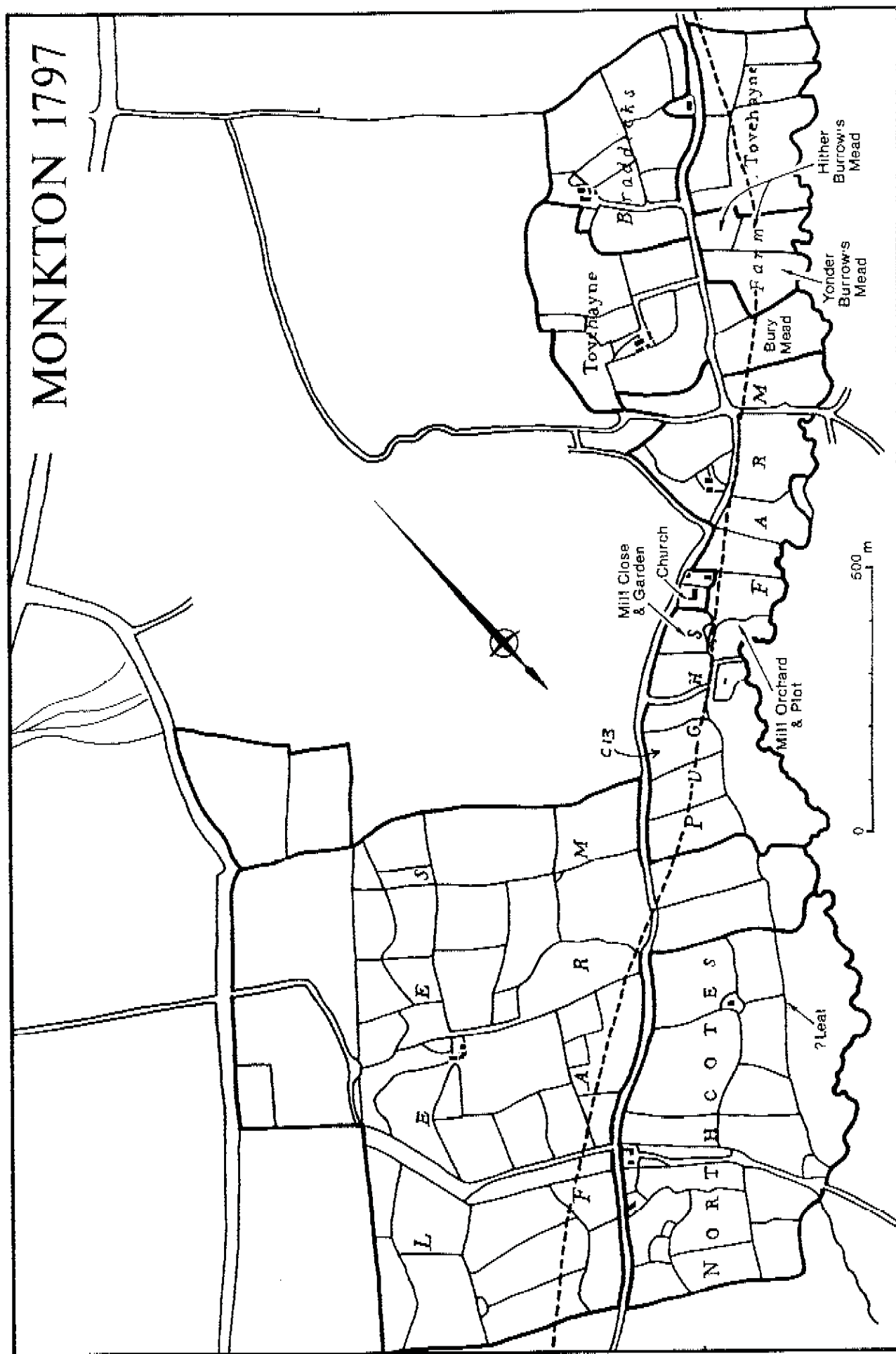


Fig. 5 The Monkton area in 1797 showing sites mentioned in sections 2.2 - 2.4 (based on DRO 54/2/2/6)  
 The dashed line represents the approximate course of the preferred route

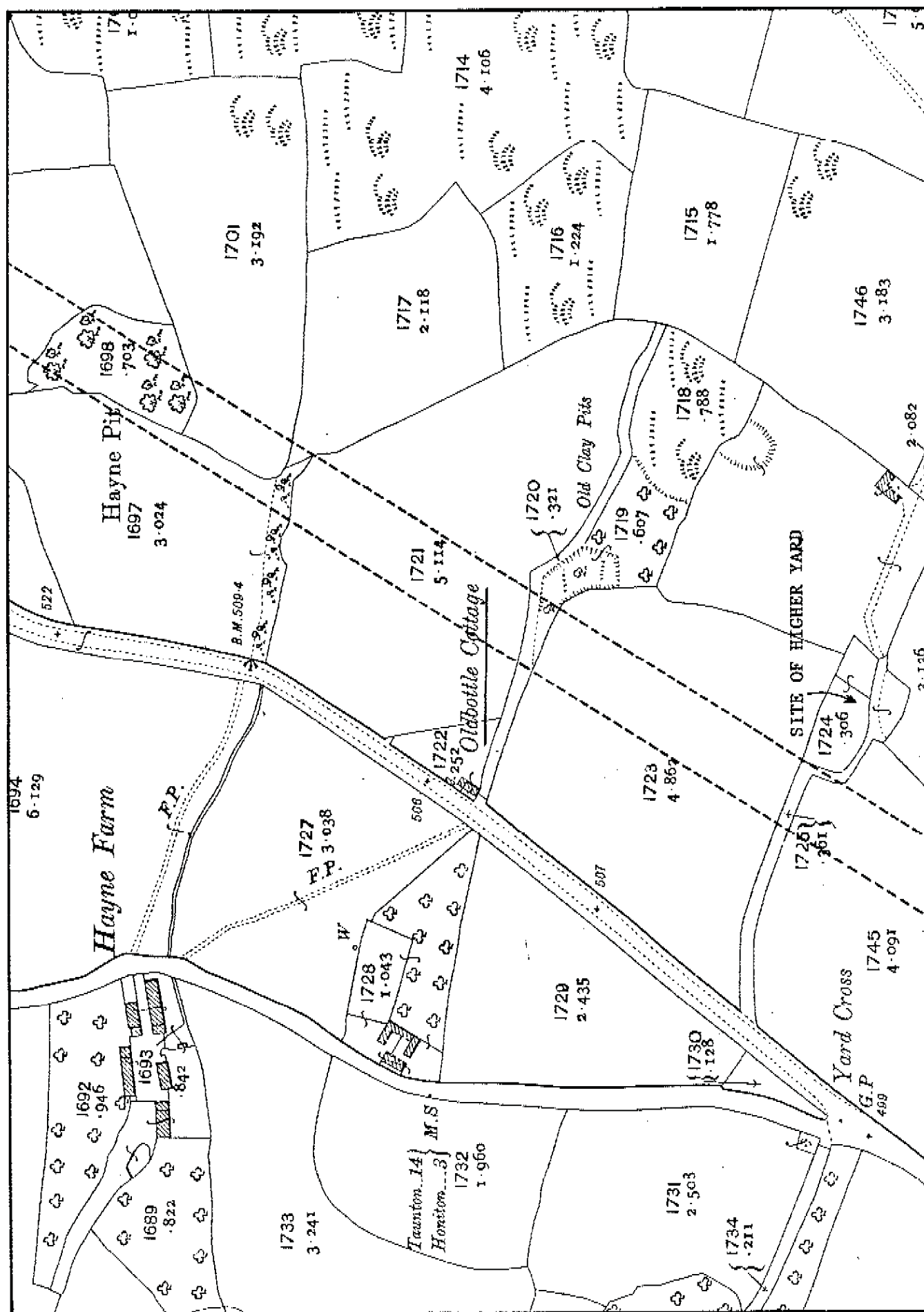


Fig. 6 Sites of Old Bottle cottage and Higher Yard (OS 1906, 1:2500)



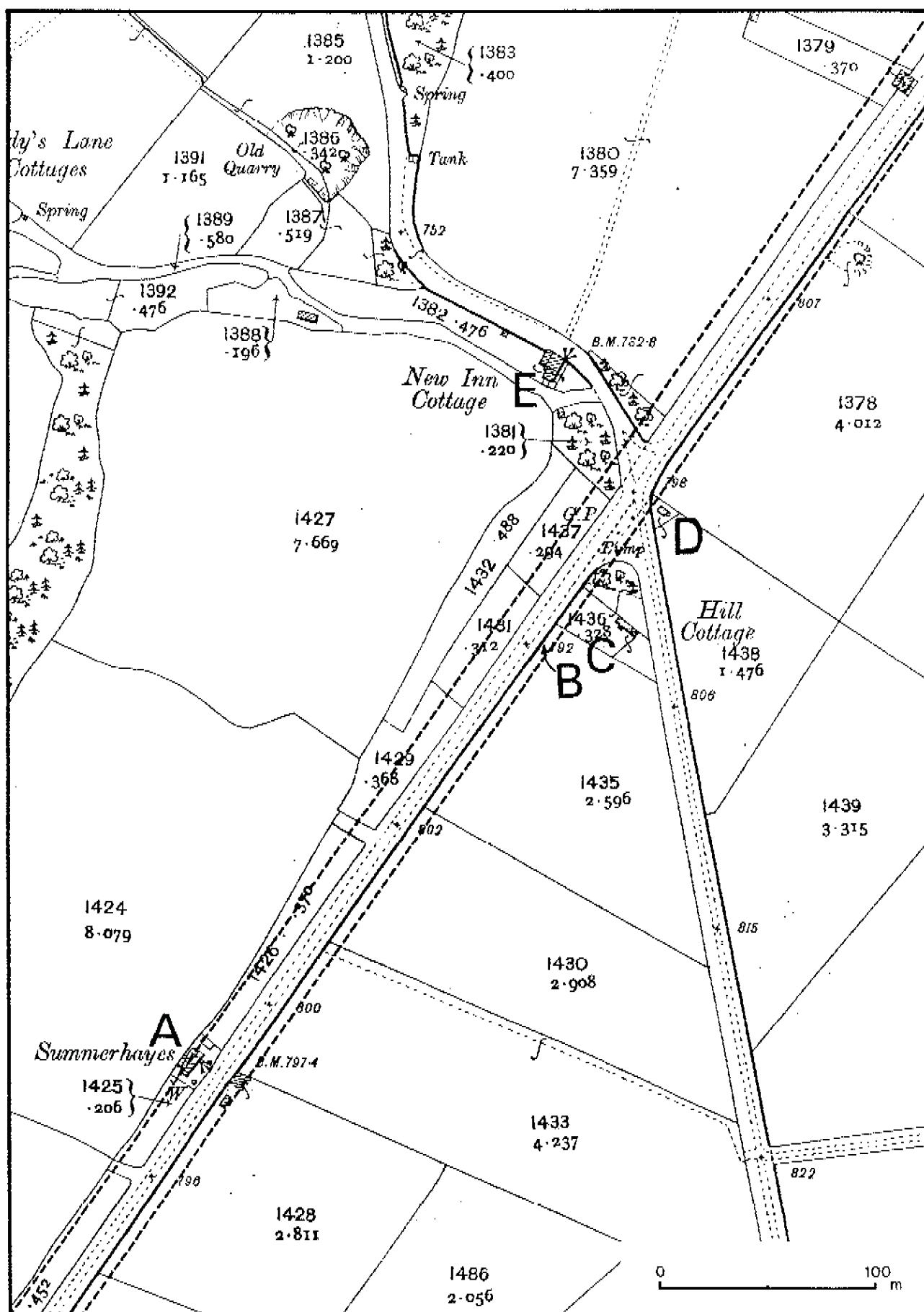


Fig. 7 New Inn Cottage & Summerhayes - see section 2.5.2 for key (OS 1906, 1:2500)



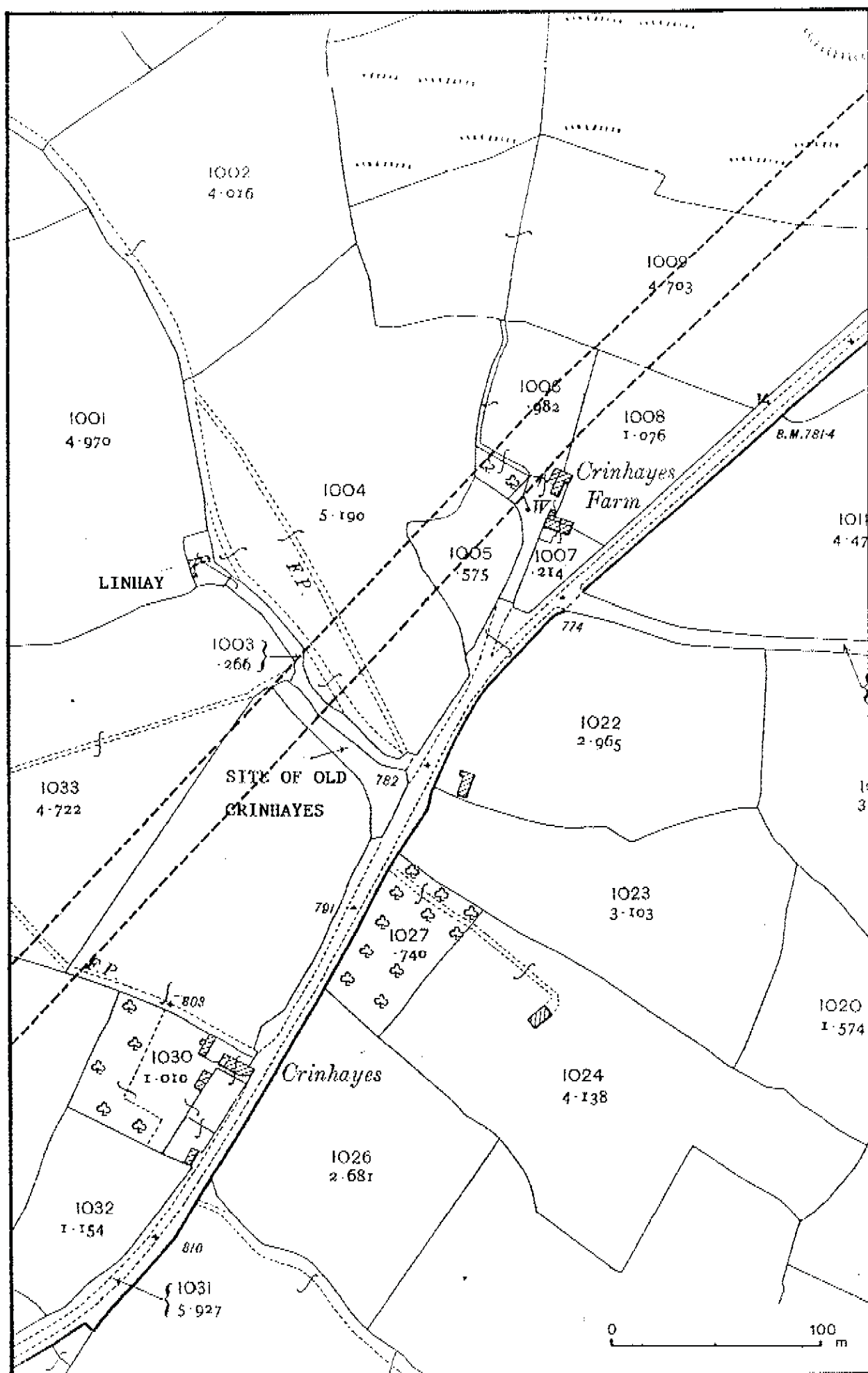


Fig. 9 Settlement sites at Crinhayes, Upottery - see section 2.5.3 (OS 1906 1:2500)

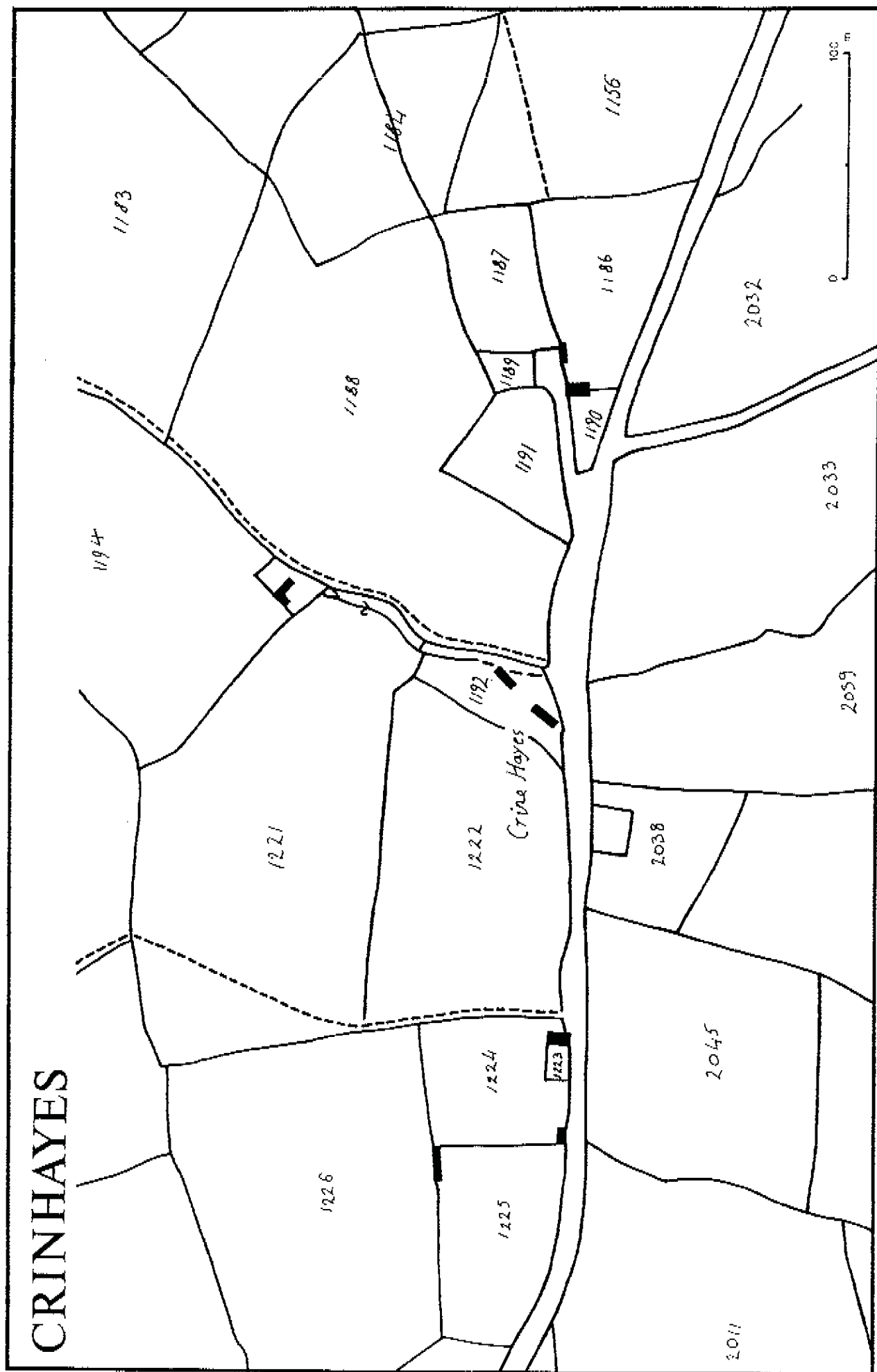


Fig. 10 Extract from Upottery Tithe Map (1840) showing Crinhayes settlement sites

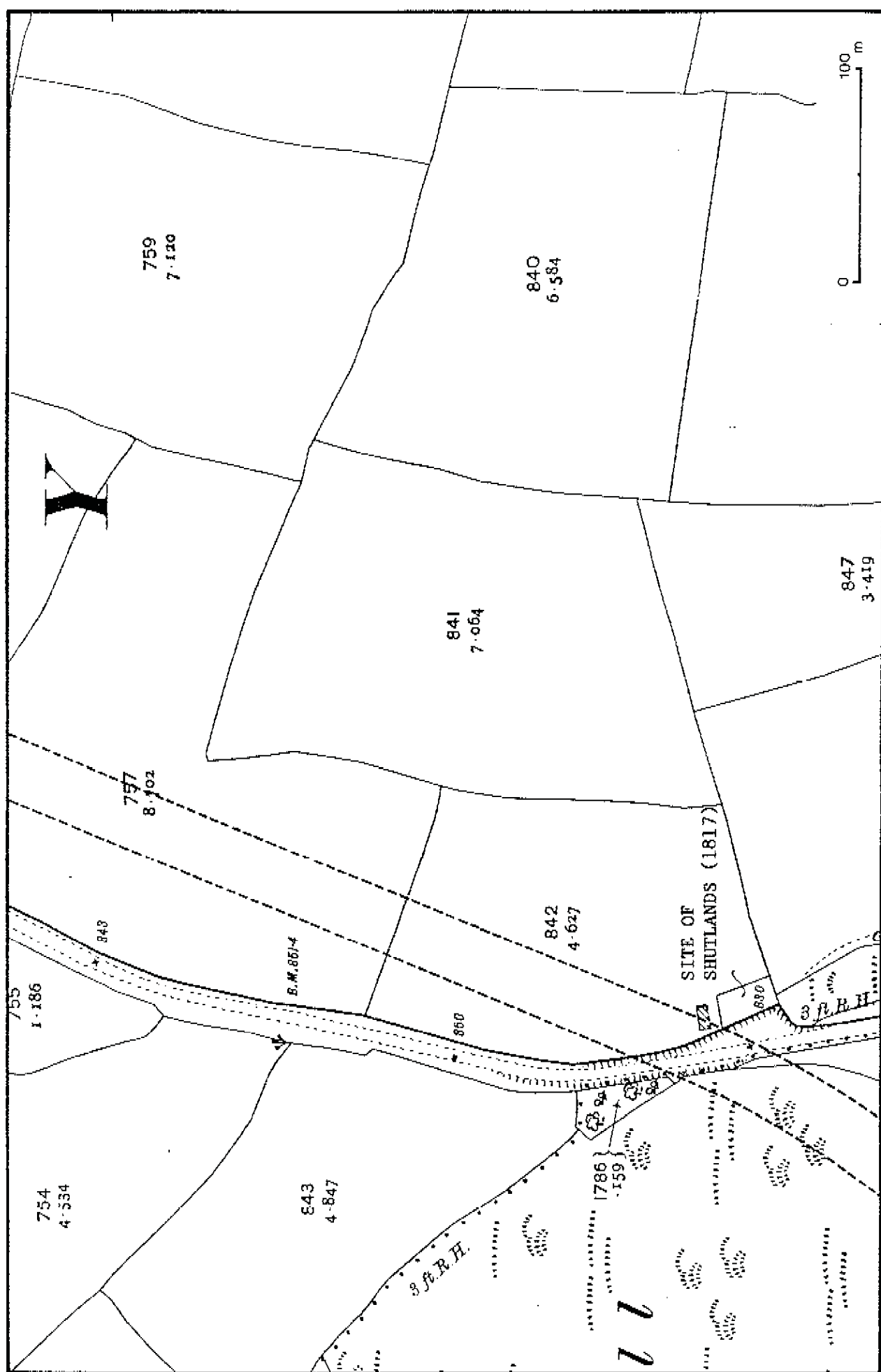


Fig. 11 Site of Shutlands Farm 1817 (base map OS 1906 1:2500)

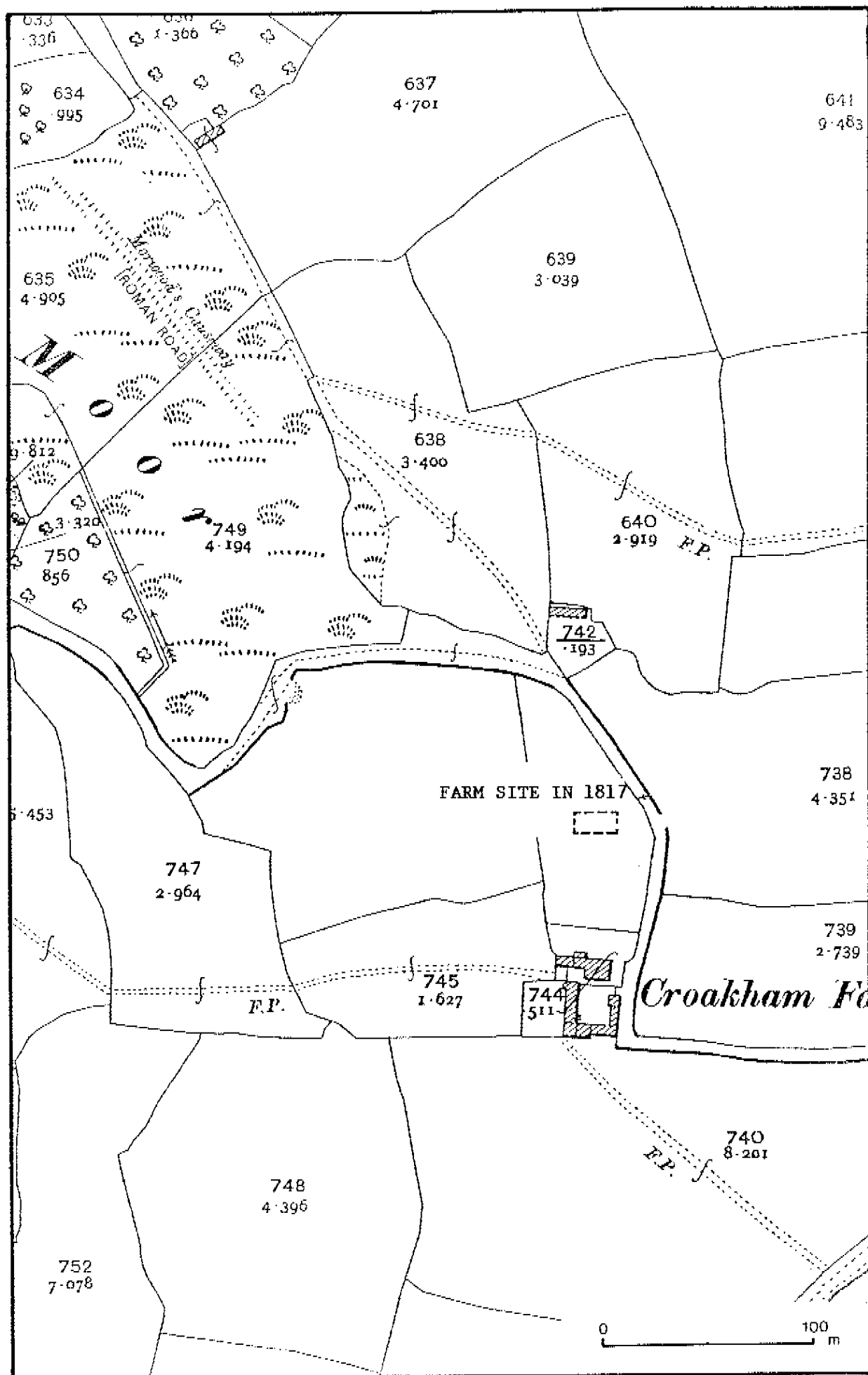


Fig. 12 Site of Croakham Farm 1817; note also Morwood's Causeway shown to the north-west (base map OS 1906 1:2500)

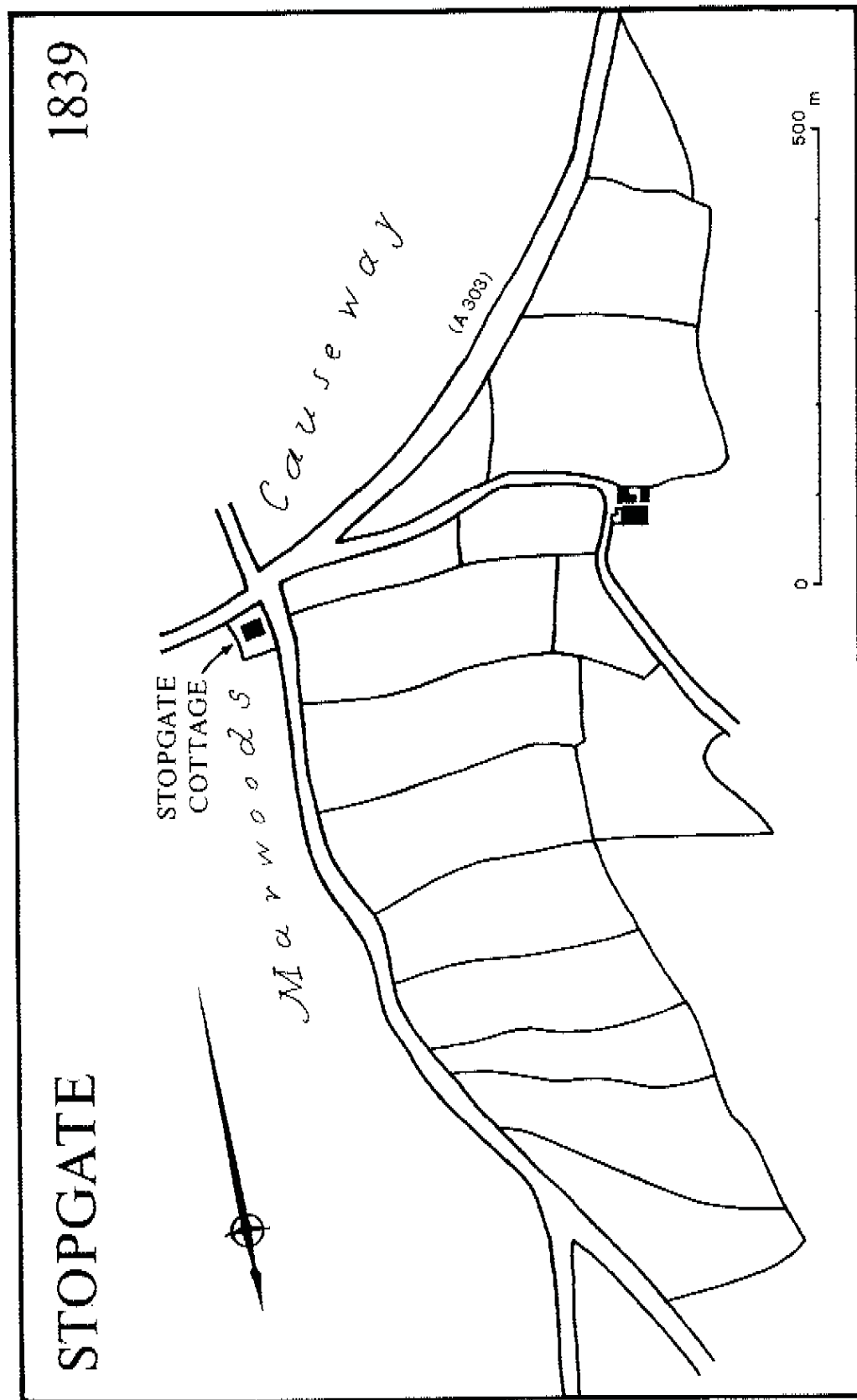


Fig. 13 Stopgate in 1839 (based on Deposited Plan No. 138)

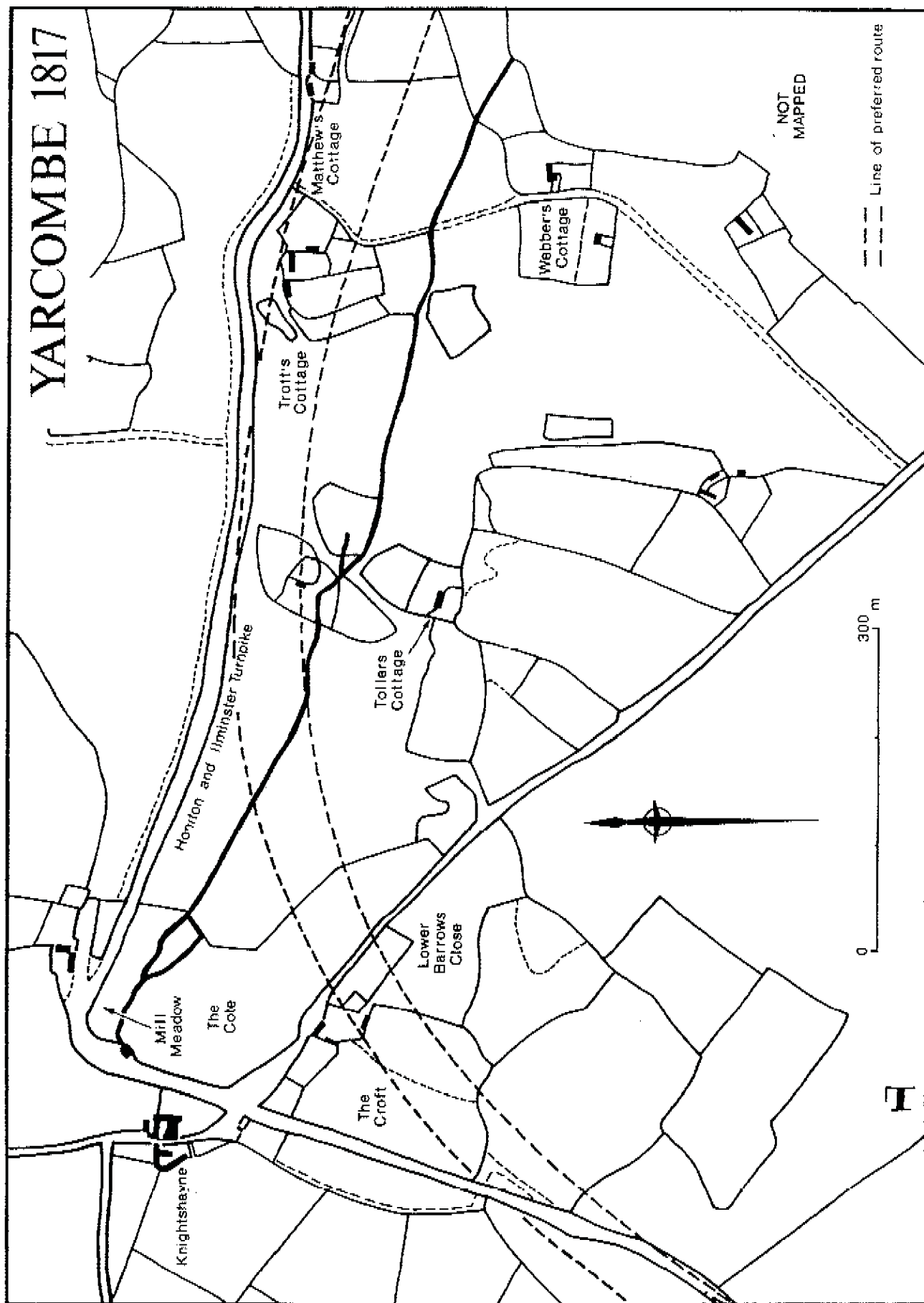


Fig. 14 Knightshayne/Mannings Common, Yarcombe in 1817 (based on Yarcombe Enclosure Map)



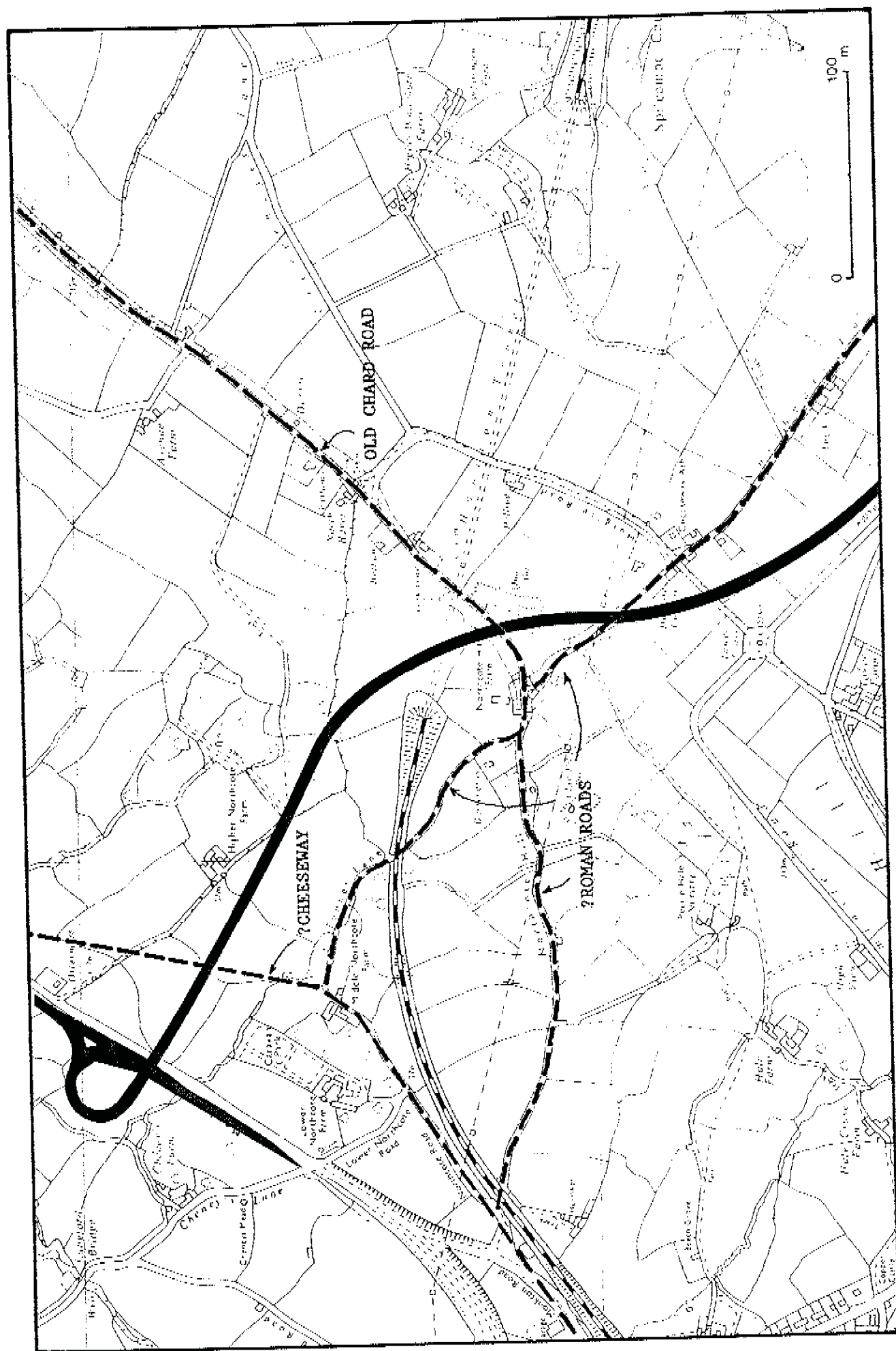


Fig. 15 The Roman and medieval road system at the eastern end of Honiton (A35 Eastern Bypass shown in red)