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**ARCHAEOLOGICAL ASSESSMENT OF
THE PUBLISHED ROUTE (PRELIMINARY)
OF THE A30 HONITON-EXETER IMPROVEMENT**

by

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SUMMARY

This report contains an archaeological assessment of the preliminary line of the Published Route of the A30 Honiton-Exeter Improvement and has been prepared at the request of 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. 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 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 total of 38 sites described in the report three have been immediately identified for preservation in some form: these are all Listed Buildings. One site which is a probable prehistoric or Roman enclosure has been identified for full area excavation. This is a cropmark site which has been recorded in the course of aerial reconnaissance whereby the buried archaeological features were revealed as differential marks within the growing crops. A further four sites have been identified as requiring archaeological evaluation in the form of limited trial excavations. These include a complex of deserted farmsteads with medieval origins at Fair Oak, Clyst Honiton, which had a brickworks in the 18th century. A potential Roman settlement site near Fenny Bridges has also been included; this lies just to the north of the Roman road between Exeter and Honiton - the present A30. The area contains much evidence for brickmaking in the last 300 years including some standing remains of a works established in the 19th century. Many of the sites identified relate to landscape features such as boundaries which are not appropriate for full-scale excavations. These include the important discovery of a medieval deerpark in Aylesbeare parish.

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1. INTRODUCTION

This report describes the results of an archaeological assessment of the preliminary line of the Published Route of the A30 Improvement between Honiton and Exeter. The assessment was funded by the Department of Transport and carried out by Exeter Museums Archaeological Field Unit between January and April 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 trunk Road Honiton to Exeter Improvement* by P.J. Weddell (EMAFU Report 89.19) 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 historical 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). This 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 basic 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 known 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. In addition a small amount of additional basic research (i.e. Tithe Maps and Apportionments) was carried out on areas not included in the original preferred route (see 2.12). 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 DTp 0303/P/267-279). These include all the design proposals including slip-roads, junction works, cuttings, embankments etc.

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 where 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 the 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 (Fig. 1)

1.2.1 *The preferred route*

Of the three routes initially suggested by the Department of Transport for the section of new road between the M5 Motorway at Exeter and Strete Raleigh, the Blue Route was chosen as the preferred route. East of Strete Raleigh the Green route was the only alternative. The plan of the final preferred route was published in August 1988 (Drg. No. 3460/P/352).

From Junction 29 of the M5 Motorway the route runs to the south of the present A30 passing to the south of the village of Clyst Honiton, and Exeter Airport. At Lower Southwood Farm the alignment of the route turns north-eastwards towards Straightway Head, passing to the north of the hamlet of Allercombe. After rejoining the course of the present A30 just east of Straightway the route follows the same general alignment towards Honiton. Its course consists of two loops to the north of the present road at the

river crossings of the Tale at Fairmile and the Otter at Fenny Bridges. The existing dual carriageway is reached just to the east of Iron Bridge. The total length of this route is 17.66km.

It should be noted that the line of the Blue Route to Strete Raleigh, unlike the rest of the A30/A303 improvement scheme, represents a completely new communications corridor. The preferred route in this area cuts across the line of existing routeways and boundaries which generally follow a more north-south alignment. The course of the present A30, which is of Roman origin (see below 2.9), forms the dominant east-west route corridor through this part of East Devon.

1.2.2 *The Published Route (preliminary)*

This route is broadly the same as the preferred route in its overall course and general alignment. Minor changes have been incorporated into the route in its detailed form but these do not affect areas considered in the Preliminary Assessment. The route as shown in Figs 2-5 includes the major junction works.

1.3 Topography

The area crossed by the proposed route divides into three south-flowing river valleys: the Clyst, Tale and Otter. These valleys are generally wide and gently sloping, with the countryside between also of undulating character. The only major topographical feature is an escarpment, formed by the deposition of Triassic pebbles, which rises to a height of 160m at Straightway Head. The soils to the west of this feature are fertile marls overlying Permian mudstones. The eastern dip slope of the escarpment, however, is frequently marked by more barren heathland. Permanent grassland is the predominant feature of the landscape, but there is some arable land in the well-drained soils in the west of the area.

2. ARCHAEOLOGICAL AND HISTORICAL SITES

The sites identified in this assessment are described by parish as they occur geographically from west to east. Topics such as Roman roads, which have a more general significance over the whole route, are treated separately.

2.1 Sowton parish

The preferred route passes through the northern extremity of this parish just to the south of the current A30 carriageway.

2.1.1 *Sowton Lodge* (SX97029313)(Fig. 2 No. 5, Fig. 6)

This is a former lodge to Bishops Court (which lies further south) and is dated 1834. It is single-storeyed with two cross-wings and rear lateral stacks. It is protected as a Listed (Grade II) Building of Special Architectural or Historic Interest by the Department of the Environment. The building lies adjacent to the present motorway slip road.

Status

This building would have to be demolished to make way for the new junction with the

M5 under the present design proposals.

Fieldwork

No further work has been undertaken on this site.

Recommendations

As a Listed structure, the demolition of this building should if possible be avoided. As well as possessing its own intrinsic value the building forms part of a larger complex of historic buildings including the Bishops Court to which it formed a lodge. This was a residence of the Bishops of Exeter in medieval times. Listed Building Consent will however be required if this structure is to be demolished and arrangements for appropriate recording work to be carried out should to be made with English Heritage.

2.1.2 Cropmark enclosures or settlement sites (Fig. 1 No. 2; Figs 6, 7)

Two buried archaeological sites, which were recorded as cropmarks by aerial reconnaissance, lie to the south of the present A30 carriageway (Devon SMR SX99SE/112, 113).

(a) SX97759332: a single-ditched rectangular enclosure c. 50m square, with linear features adjacent.

(b) SX97849324: a group of small rectangular enclosures, possibly three adjacent. These sites are probably of prehistoric or Roman origin and are likely to represent agricultural settlements. They were identified during the summer of 1984 when weather conditions favourable to producing cropmarks prevailed. Few similar sites have been examined by archaeological excavation, but where they have (as at Hayes Farm, Clyst Honiton - see Simpson *et al* 1989) the sites have been found to be much more complex and extensive than the aerial photographs suggested. The group of fields immediately south of the present A30, approximately as far east as Sowton Lane (SX97259320 to SX98159332) must therefore be regarded as of archaeological interest.

Documentary research

The area in which these sites lie was formerly part of a large open common called Sowton Heath. The eastern part of this common was called Herring Down and this was not enclosed for agricultural cultivation until the late 16th century. It is therefore possible that traces of earthworks belonging to these archaeological sites could have survived above ground up to that time.

Fieldwork

This group of fields lying immediately to the south of the A30 was examined in detail. The area was generally quite level and featureless with no signs of faint earthworks on the surface. The pasture had been improved and reseeded with grass recently. These observations suggested that the archaeological sites represented by the cropmarks have been levelled by ploughing and now only survive below ground.

Status (Fig. 7)

The northernmost enclosure cropmark site ((a) above) lies entirely within the construction corridor of the new road and any associated archaeological deposits will be destroyed. The southern site ((b) above) lies outside the main corridor.

Recommendations

Further investigations in the form of evaluation excavations should be carried out on site (a) in order to determine the nature and extent of the surviving remains. It is particularly important to define the limits of the archaeological remains here which as suggested above may extend well beyond the confines of the visible cropmark. This is likely because of the varying character of the archaeological deposits and soils. Further area excavations will be required on this site before construction begins if the present scheme is carried out to ensure that a comprehensive record is made of the archaeological deposits prior to their destruction.

2.1.3 *Deserted farm site: Jacket's* (SX98109330)(Fig. 2 No. 3; Figs 8, 9)

A holding of about 16 acres belonged to this tenement which formed part of Sowton Manor. It was certainly in existence by 1620 but the date of its origin is not known (see Alcock 1975). The buildings were still in existence in 1839 (Sowton Tithe Map) but had disappeared by 1888. The road to Sowton Lane was also subsequently straightened in the vicinity of the farm.

Documentary research

No further specific references to this site have been located in documentary searches which might throw light on its antiquity. More information about the post-medieval history and of the occupiers of the farm has been recorded.

Fieldwork (Plate 3)

No trace of this site survives above ground; the area has been intensively cultivated in recent years. At the time of the survey it contained a crop of sugarbeet. Sherds of 18th- and 19th-century pottery were found across the field as well as a few pieces of worked flint. Some fragments of cob and plaster have also been unearthed in the past during ploughing. The course of the lane which runs past this site was altered in the 19th century and traces of the line of the earlier road are visible in the field opposite the farm site.

Status (Fig. 9)

The farm site and the line of the earlier road lie within the proposed construction corridor including the sliproad for Sowton and the area of landscaping.

Recommendations

Further investigations in the form of evaluation excavations should be undertaken on this site in order to assess the nature and extent of archaeological deposits. These should demonstrate the existence of any medieval remains here as this has not been possible by documentary research. These may also reveal information relating to sites 2.1.5 and 2.1.6 below.

2.1.4 *Brickfield* (SX98409323)(Fig. 2 No. 4)

The existence of a brickworks in this area is suggested by the field names Brickfield in 1775, and Brick Acre in 1804 (Alcock 1975, 168; Map 4). The brickworks had evidently disappeared by the mid 19th century as there is no reference to it in the Sowton Tithe Apportionment of 1837.

Documentary research

No further information about this probable brickworks has been identified in parish records and other documentary sources for Sowton. It is possible that this was a temporary operation set up for a specific building project or refurbishment, in the late 18th century (see also site 2.2.2 in Clyst Honiton). The 18th-century antiquarian Dean Milles, in his published collections towards a history of Devon (1754-77), did remark that some brick clay was found close to the River Clyst. This suggests that brickmaking was being carried out in the vicinity at that time.

Fieldwork

No traces of quarrying or other brickmaking activities were visible on the surface of this field. Most of the area lies within the floodplain of the River Clyst and under permanent pasture. Archaeological investigations carried out in 1990 during the construction of a new water main in the lower Otter valley in East Devon identified the existence of a number of quarry pits in the floodplain of that river. These were evidence of a temporary brickworks set up at the turn of the 19th century. This was in a very similar topographical situation.

Recommendations

Further investigations should take the form of observations made during a watching brief whilst construction work is in progress, with provision for rapid salvage excavation of any features identified at that stage.

Additional sites: Sowton parish

The following sites in Sowton parish have been identified during the current programme of documentary research and fieldwork:

2.1.5 *Palaeolithic hand-axe found at Jacket's* (SX981933) (Fig. 2 No. 33)

This implement was found in 1985 by the owners of the site and subsequently deposited in Exeter Museum. It was identified by Derek Roe of the British Museum as an ovate handaxe, the lower part of which has broken off. It probably originates from the Acheulian period of the Palaeolithic Age, or slightly later in the Mousterian period and is therefore over 50,000 years old. The context of the implement is not known since it was found on the surface during ploughing but it is likely to have originated from the underlying river gravels.

Recommendations

Although evaluation excavations have been recommended for the Jacket's site itself it is unlikely that deposits contemporary with this artefact will be revealed since they will lie well below the archaeological levels of the medieval and post-medieval periods. Observations should however be made during a watching brief whilst construction work is in progress to allow for the recovery of artefacts which may be unearthed from much deeper levels at this stage.

2.1.6 *Possible Roman road - Sowton Lane* (Fig. 2 No. 34; Fig. 10)

Study of field boundary alignments and trackways from the c. 1840 Tithe Maps of the area has indicated the possible track of a road running from the A30 west of Clyst

Honiton to Topsham. This broadly follows the line of Sowton Lane through Sowton village, then south-westwards to Clyst Road and on to Topsham via Blue Ball Road (Fig. 10).

The alignments of the surviving stretches of road are generally very straight and direct. Topsham was the site of a Roman port which served Exeter and the A30, as described below, represents the survival of the Roman road between Dorchester and Exeter. A map of the major road routes of Devon and Cornwall produced by John Ogilby in 1675 shows the road through Sowton as a route to Topsham. The present day road no longer extends beyond the village.

Status (Fig. 9)

The scheme corridor cuts the projected line of this road in the vicinity of Jackets.

Recommendations

Excavations within the site of Jackets may locate archaeological deposits relating to this feature. In addition observations should be made during a watching brief with provision for rapid salvage excavation of any features identified at that stage.

2.2 Clyst Honiton parish

After crossing the River Clyst the route passes to the south of the village of Clyst Honiton and then skirts the parish boundary with Farringdon.

2.2.1 *Deserted settlement: Dillings (SX98919314) (Fig. 2 No. 5; Figs 12, 13)*

The site of this farm which was also known as Withen in the 18th century is now occupied by Marlborough Cottages. There were, however, two further dwelling houses to the north, as shown on the Tithe Map of 1839 (Fig. 13). Another house lay immediately to the east of the farm site. On the 1st edition OS 6" map (sheet 81NW) surveyed in 1887-8 only Marlborough Cottages are shown.

Documentary research

Further information about the later history of this site has been obtained from the records of the Dean and Chapter of Exeter in the Cathedral Library (henceforth D&C in references). These include a map of the Chapter's property in Clyst Honiton which is dated 1798 but which is a copy of an earlier map (D&C 98/8789). Part of this is reproduced in Fig. 11).

The name of this tenement is derived from a William Dilling who surrendered his interest in the property in 1717. The building to the north of the main farm site is depicted on the 1798 map (Fig. 12) but in a different form to that shown on the 1839 Tithe Map (Fig. 13). It adjoins a field which was called Barns Close and this probably indicates the nature of the building at that time.

Fieldwork

Only the site of the northern building was visited as the main farm site is not affected by the scheme. The situation is very low-lying, a small stream runs just to the north. The site is now a small pasture field crossed by a rough track running towards an electricity

sub-station just to the west. No traces of the building can be seen above ground although a few fragments of Heavitree building stone were visible on the surface of the track.

Status (Fig. 17)

As the above site is not recorded on Ordnance Survey maps the precise location of the building is difficult to plot. It seems likely however that the scheme corridor will impinge slightly on its northern edge.

Recommendations

In view of the limited impact of the road scheme on this site and the lack of evidence for settlement here no further investigations are recommended apart from observations during a watching brief (see 3.3 below).

2.2.2 Deserted settlements: Fair Oak (SY00129308)(Fig. 2 No. 6; Figs 14-18)

The Tithe Map shows a group of houses in this area which were collectively known as Fair Oak. The main farm site appears to have been situated alongside the lane running south into Farringdon (at the above NGR). The present Fair Oak Farm is also shown on the Tithe Map adjoining the road towards Aylesbeare. These sites were all depicted on the 1st edition OS 6" map (1890), but the original farm site has now disappeared.

Two fields to the east of the farm sites were called by the name of 'Croft' in the Tithe Apportionment. This might suggest the presence of further settlement sites in the vicinity. The name Fair Oak is documented as early as 1292 according to the English Place Name Society (Gover *et al* 1932, 584).

Documentary research

It is now apparent that the site described above at SY00129308 contained two formerly separate farmsteads known as Smeaths and Wilsons or Fair Oak. These, like the settlements previously described, have acquired their names from occupiers in the 17th century. They are shown as separate farms on the 1798 Clyst Honiton map (Fig. 14). Wilsons or Fair Oak occupied the southern part of the site close to the stream and Smeaths the northern part. Both appear to have once been approached directly by a trackway which branched off from the road between Clyst Honiton and Aylesbeare. The later history of each site, derived mainly from the Dean and Chapter records, is summarised below.

(a) *Smeaths* This tenement may be associated with a John Smythe mentioned as living in Clyst Honiton in a subsidy roll of 1581 (Stoate 1988, 74). It is more certainly linked however with Richard Smeath who is named in a church rate for Clyst Honiton parish in 1675. He paid 1s.10d 'for his tenement at Fair Oak' (Fursdon I.56). In 1798 Smeaths tenement contained 39 acres (D&C 25/75115) including a dwellinghouse, courtlage, gardens and outhouses. Prior to this it had been divided into three parts. In 1702 these were held by Zachary Lang, Thomas Raymond Junior and Richard Smeath (D&C 4552 Survey). It is not known if these parts each included a separate dwellinghouse. During the 18th and 19th centuries Smeaths and Wilsons were held by the same tenant. The buildings belonging to Smeaths were abandoned by 1839 when the Clyst Honiton Tithe Map was published and the two holdings were farmed from the Wilsons site, by then known as Fair Oak (Fig. 15).

(b) *Wilsons* Anthony Wilson is named in the 1581 subsidy roll mentioned above and it is likely that his family gave its name to this tenement. In the 1675 church rate John Wilson paid 2s.10d 'for his tenement at Faire Oake', indicating that it was a more valuable holding than that of Smeaths above. In fact by 1798 it contained 42 acres and was therefore only marginally larger. The earliest surviving lease for this holding is dated 1756. It was granted by the Dean and Chapter of Exeter to Ann Lang and was for a term of 21 years. There are also records of a Francis Wilson leasing land adjoining the farm in Farringdon parish in 1639 (DRO, DD3994).

The premises were known as 'Wilsons Tenement or Ffair Oak' and contained 40 acres or thereabouts (D&C 6020/4). As noted above this tenement was amalgamated with that of Smeaths in the late 18th century giving a holding of some 80 acres. The new site for Fair Oak Farm on the Aylesbeare road appears to have become established by 1851 and by 1861 the original Wilsons site was known as Fair Oak Cottage (Census information) (Fig. 16).

Summary Although no medieval documentation for Clyst Honiton has survived in the Dean and Chapter records it seems likely that Wilsons and Smeaths represent the survival of a substantial medieval settlement at Fair Oak. A lease of 1661 (D&C 4552/4/2) refers to 'a cottage and garden lying att Fair Oake' granted to Thomas Ellyott. This site has so far not been identified. The medieval settlement at Fair Oak could therefore have been much more extensive than that depicted on the 1798 map.

Fieldwork (Plates 4, 5)

The site lies on the northern side of a small valley whose stream forms the parish boundary between Clyst Honiton and Farringdon. The upper part of the field has been enclosed as an overflow carpark for Exeter Airport but the remaining area is under permanent pasture. There appears to have been little disturbance to the area since the settlements were abandoned and extensive earthworks survive. The trackway described above leading from Clyst Honiton is visible as a slight hollow running into a level open area which may formerly have been a courtyard or green. The sites of buildings adjacent to the existing lane on the eastern side are discernible as a series of terraces or steps up the valley side (Plates 4, 5). Parallel ridges reminiscent of the remains of medieval arable cultivation known as 'ridge and furrow' are visible to the west of the settlement site. In fact these were probably used for growing apple trees in the numerous orchards which are known to have been cultivated in the 18th and 19th centuries here. These ridges may however have been originally caused by medieval ploughing. Detailed field survey should permit a more accurate interpretation of these features.

Status (Figs 17, 18)

The sites of the buildings shown on the 1798 map are at present not precisely located on the large-scale OS maps. The position of the site in relation to the scheme corridor has been provisionally plotted on Fig. 17. It seems likely that the majority of the buildings attached to Smeaths tenement lie within this area. Detailed field survey as recommended below should permit more precise location in relation to the road scheme. This should also locate any further sites within the corridor which are not mapped.

Recommendations

As the state of preservation of the archaeological remains here is likely to be very good in view of the survival of the above-ground remains it is recommended that:

- (i) The first stage in the recording of these features should consist of a detailed measured survey of the visible earthworks. This will permit an interpretation of the whole site and enable the areas identified for further recording to be chosen. The survey should locate the remains more accurately in relation to the proposed scheme corridor as the cartographic limitations make it difficult to plot the settlements in relation to modern large-scale OS maps.
- (ii) Following the field survey evaluation excavations should be carried out on a limited scale at selected locations identified during that survey. These should provide information on the date, nature and state of preservation of the archaeological deposits relating to the overall settlement at Fair Oak.
- (iii) Depending on the results of the evaluation excavation further large-scale area excavations may be necessary.

Brickfield (Fig. 2 No. 7; Fig. 14)

There is also a field bearing this name in the Apportionment which at that time was under pasture. This would suggest that any associated brickworks or kilns had long been disused.

Documentary research

Further evidence for the existence of brickworks in this area has come from the Dean and Chapter records. A survey of the Clyst Honiton properties belonging to the Chapter was made in 1778. The inventory for Smeaths includes '2 Brickfields' of six acres in extent. By the time of the survey for the 1798 map these were known as 'Higher and Lower Brick Close' and were described as arable or pasture (Fig. 14). It seems likely therefore that the operations connected with brickmaking were conducted around 1778 and had ceased by the end of the 18th century. This, as noted above 2.1.4, is again likely to have been a temporary operation for a specific project. The destination of the bricks has not been identified.

Fieldwork

No clear traces of pits or quarries were visible here although the ground surface appeared to be more irregular than that of the surrounding fields. No clear evidence for the ridges described above was obtained in the brickfields and it is possible that the operations have disturbed or destroyed these features. Detailed field survey would give a more accurate interpretation of the development of the landscape here.

Status

The scheme corridor includes substantial parts of both brickfields described above.

Recommendations

- (i) This area should be included in the measured field survey which has been recommended for the settlement sites already described.
- (ii) Should it be possible to identify possible areas where kilns or other structures may have been located evaluation excavations should be undertaken on these sites. This may be followed by more extensive area excavations if the results indicate that this is

appropriate.

(iii) Observations should be made during a watching brief whilst construction work is under way, with rapid salvage excavations being carried out where necessary.

2.2.3 *Wares Farm* (SY00729300)(Fig. 2 No. 8; Fig. 15)

This farm lies on the parish boundary between Clyst Honiton and Farringdon though just inside the latter parish. The farm buildings are shown on the Clyst Honiton Tithe Map of 1839 (Fig. 15), so there may be a historical connection with this parish. The farm is thought to have been in existence by 1452 (Gover *et al.* 588).

Documentary research

No further evidence for the medieval status of this site has been forthcoming. However the Ware or Weare family were residents of Clyst Honiton parish from at least the 16th century. Richard Weare is listed in the parish subsidy rolls of 1525 and 1544. In 1581 the name Thomas Weare is listed twice as well as a John Weare (Stoate 1979, 1986 and 1988). The 1675 church rate for Clyst Honiton shows a later Thomas Weare living at Holbrook and paying 3s.9d in rates. The other members of the Weare family, Edmond, John and William, were occupying cottages which paid only 7d or 9d in rates. This suggests that Wares Farm did not exist in Clyst Honiton under that name in the 17th century.

In Farringdon parish where the farm buildings lie Wares Farm is recorded in the Land Tax Assessments from 1780 when it was known simply as 'Thomas Ware's'. No members of that family are recorded as being resident in Farringdon in the 16th-century subsidies after 1524 when Richard Ware moved to Clyst Honiton. In a church rate dated 1604 Edward Weare is recorded as occupying Northfields; this is now situated to the south of Fair Oak. In a later rate of 1626 Robert Weare and Thomas Weare are both listed with others in connection with Northfields. On the OS Surveyors Draft maps of 1801 Wares Farm is marked as 'Dairy House'. This name is not recorded elsewhere.

The conclusions which can be drawn from the above information are limited but it seems certain that the name Wares Farm is of relatively recent origin. Before 1850 the property bore a different name; Dairy House was one of these but before 1801 it seems to have been recorded under a different name. One possibility is 'Northfields' which is mentioned above. In view of the fact that the holding was occupied in the 17th century by two or three people it is quite likely that it contained more than one farm site. The present Northfield lies only about 400m to the west of Wares Farm, therefore the latter could have existed under the same name, i.e. Thomas Ware's part of Northfields. The earliest date for this settlement is not known but the date cited by Gover *et al* is misleading in that it cannot refer to Wares Farm. It is nevertheless likely that the farm was in existence by the 17th century.

Fieldwork

The existing farm buildings and outhouses of Ware Farm belie its possible antiquity being of modern date. The area in front of the farm through which the proposed road will pass is now used as a lorry and machinery park and contains modern temporary structures.

Status

The scheme corridor passes immediately to the north of the main farm site encompassing the sites of some of the temporary structures. A new access road is also to be constructed on the south-eastern side of the farm.

Recommendations

Further investigations should take the form of observations made during a watching brief whilst construction work is in progress to include any necessary rapid salvage excavation where appropriate. Attention should be paid to the area in front of the present farm site where earlier settlement traces may survive.

2.3 Aylesbeare parish

The route passes through only the northern extremity of this parish before it turns eastwards into Rockbeare parish.

2.3.1 Deerpark (SY01129300)(Fig. 2 No. 10)

A small copse at Marwood Cross is named on OS maps as Deer Park Copse (1:2500 sheet 81.5, 6" 81NW, both surveyed 1888, published 1889). The Tithe Apportionment field names in this area are uninformative, so the original extent of any deer park is not clear. Nothing is known historically of a park here, although the manor of Aylesbeare was held by a member of the Courtenay family in the 13th century.

Documentary research

Evidence for the existence of a deer park in Aylesbeare has come from an undated early 17th-century church rate for the parish:

	£. s. d
Thomas Jeynes for his pt of the Deare pke	0. 2.00
Edward Yarde Gent. his pt of the Deare Pke	0. 1.00

The name Jeynes is significant since a farm called 'Jeans', no longer extant, lay in the western part of the parish in the mid 19th century. It was situated south-west of Marwood Cross, only 350m from Deer Park Copse. It seems likely therefore that the park had been 'disparked' by the 17th century and turned over to agricultural use. This was the common fate of many such parks from the 16th century onwards especially where, as at Aylesbeare, there were no major resident landowning gentry.

In the 17th century the Yarde family were closely associated with the manor of Treasbear in Clyst Honiton, the lands of which abutted the north side of Aylesbeare parish (i.e. to the north of Deer Park Copse). It is quite probable that Edward Yarde's portion of the deer park lay to the north of the Aylesbeare road. The full extent of the deer park is not certain at present although it is likely to have extended from the parish boundary with Clyst Honiton in the west to Beautiport Farm in the east, where the area to the north-east of the farm was known as The Park in the 19th century. The link with Beautiport Farm is more clearly stated in a deed of 1681 where Francis Wilson (son of the Francis cited above) granted to John Cholwich of Exeter eight closes of land containing 50 acres, part of the farm of 'Deere Parkes and Beautiport in Aylesbeare' (DRO DD3994). This undoubtedly represents Edward Yarde's portion of the deer park in the early 17th-century rate. In a rate of 1680 Francis Wilson paid 1s.2d for unnamed

lands in the parish. An area of over 150 acres is indicated by the assessment in the 17th-century rate which would include much of the north-western part of the parish.

This park represents a previously unknown deer park: it is not mentioned by Edward Shirley who produced summary lists of known parks in his work on English Deer Parks (1874). The connection with Beautiport as mentioned above could link the park with the Raleigh or Ralegh family, ancestors of Sir Walter, in the medieval period. Sir John de Ralegh was living at Beautiport in the 14th century.

Fieldwork

An examination of the surviving hedgebanks did not reveal any evidence for the remains of the deer park boundaries. The banks frequently employed in these situations, known as 'deer-leaps', had a gentle slope on the outer face and a steep slope and ditch on the inner face. This would enable animals to enter the confines of the park but would hinder escape. The parish boundary between Clyst Honiton and Aylesbeare consists of a substantial hedgebank but has a ditch on the north (outside) which has frequently been re-cut to improve drainage (Plate 6). The bank does however contain mature oak trees suggesting a previously wooded environment.

Status

The proposed scheme corridor cuts through the possible boundary of the park at two points, (i) just east of Wares Farm and (ii) south of Lower Southwood where the parishes of Aylesbeare and Rockbeare meet.

Recommendations

Further investigations should take the form of observations during a watching brief whilst construction work is in progress, with particular attention paid to the field boundaries in this part of Aylesbeare parish as well as the parish boundaries. This should include provision for rapid salvage excavation and for the recovery of any significant palaeoenvironmental material from the banks themselves.

2.4 Rockbeare parish

The route cuts through the central area of this parish, running in a north-easterly direction. It passes just to the north of the hamlet of Westcott and about 350m to the north-west of the hamlets of Upcott and Allercombe.

2.4.1 Portway (Fig. 3 No. 12)

This name is applied to a field lying on the north side of the lane leading from Southwood towards Clyst Honiton (1843 Tithe Apportionment No. 353). The name suggests an important routeway leading to a town or market place and the lane mentioned above must have formed part of this routeway. Its overall course is not at present certain but it is significant that the alignment of the lane closely follows that of the parish boundary.

Documentary research

No further information has come to light on this feature.

Fieldwork

The existing road is a relatively narrow lane which links the hamlets of Westcott and Southwood in Rockbeare with Clyst Honiton. In this area it is bounded closely by hedgebanks although towards Clyst Honiton itself the lane becomes wider with narrow verges on either side. It is impossible to ascribe any date to these features.

Recommendations

Further investigations should take the form of observations made during a watching brief whilst construction work is in progress, with particular attention paid to the areas in the vicinity of the existing lane (UC1625).

2.4.2 *Medieval open fields* (Fig. 3 No. 13; Fig. 19)

It seems likely that each of the settlements mentioned above as hamlets, together with the larger hamlet of Marsh (now Marsh Green), were each surrounded by a system of open fields which were cultivated communally by the inhabitants. These open fields, which formerly contained narrow subdivided plots, have since been enclosed and amalgamated and therefore are not obvious on modern maps. There is some clear evidence, however, for the existence of open fields to the north and west of Upcott, indicated by the behaviour of surviving trackways which turn sharply at right-angles and change direction. These were formerly access roads to the fields, and their course often indicates the former boundaries of the furlongs. The course of the parish boundary with Whimble follows a similar pattern and suggests that the fields existed when it was laid out. Further evidence comes in the form of field names such as Headland Orchard (Tithe Apportionment No. 551) and Footland (*ibid.*, No. 517) which indicate strips of land at the end of furlongs where the plough was turned. The preferred route crosses this group of fields at Upcott, between SY03829428 and SY04209468.

Documentary research

(i) *Fields* Analysis of the pattern of land ownership within this group of fields has revealed a network of intermixed holdings belonging to different tenants, particularly at the northern edge of the area against the parish boundary (Fig. 19). The farmers of Higher and Lower Upcott, Pithead, Allercombe, Downs, Marsh Green and even Westcott (some way to the south-west) all had parcels of land here (Rockbeare Tithe 1844). This pattern probably reflects a phase of communal clearance of woodland to extend the area of available agricultural land. The northern trackway to Allercombe (described below) may indeed have marked the limit of woodland at some point. This interpretation of the origin of these fields is given credence by the ownership pattern; it is not limited to the inhabitants of Upcott but at least five other holdings are represented here. The date of the clearance operations is not known but it may have been a gradual process with the land being shared out amongst participants as it became available.

(ii) *Trackways* In the records of the Quarter Sessions of the Midsummer session 1791 are papers relating to the diversion of a highway leading from 'Rockbeare Church Towne to the villages of Upcott and Allercombe' (DRO QS 113A/163/1). This road joined the present main road from Rockbeare at what is now Westfield House. It passed northwards through the adjoining field, turned at right angles to the east and then turned northwards again before crossing a small valley to the east again. At this point the road bifurcated with one branch passing to Upcott and the other to Allercombe (Fig. 19). The road to Allercombe does not survive in any form although the one to Upcott is

perpetuated as a farm trackway (as described above).

Fieldwork

The fields to the west of the old lane to Upcott are mostly under arable cultivation. The lane itself now functions only as a farm track providing access to fields to the north. The field pattern here has to some extent been rationalised by the amalgamation of some of the smaller parcels. The hedgebanks in this area bear evidence of having been created from former woodlands. There are a larger number of mature oak trees within the banks, often widely spaced.

Status

The impact of the road scheme in this area is as described above.

Recommendations

Further investigations should take the form of observations made during a watching brief whilst construction work is in progress. This should include recording of the hedgebank section faces where appropriate within the field system and on the parish boundary. These investigations should also include provision for the recovery of palaeoenvironmental material where this is present. Analysis of such material should provide information on the nature of the surrounding environment in historic times. If suitable material survives, dating of the banks themselves may also be possible.

2.5 Whimple parish

The area within this parish affected by the route lies entirely to the south of the present A30 and it forms the eastern slope of the pebble ridge escarpment. The route passes between East Strete and Strete Raleigh Farms and thence to the B3180 at Straightway Head.

2.5.1 Bramberry field (SY04659475)(Fig. 3, No. 15)

This field name is recorded in the Whimple Tithe Apportionment of 1841 (No. 976). It is possible that the 'berry' element in the name may refer to earthworks of ancient origin, but the situation of the field in a valley seems to preclude a defensive site. Further research will be needed to discover any earlier forms of this name. A later sale catalogue (DRO, 69/9/2 Box 9/21), in fact refers to it as 'Brambury' mead (1884).

Fieldwork

The field referred to above lies in the very bottom of a stream valley and is under pasture. There are no traces of earthworks or other surface irregularities in the vicinity.

Status

The scheme corridor passes to the north of the field in question.

Recommendations

Although no earthworks were located here it is still conceivable that buried remains of such features may survive in the general area. It is therefore recommended that further investigations should take the form of observations made during a watching brief whilst construction work is in progress. This should include provision for rapid salvage

excavation where appropriate.

2.5.2 *Brickyard, Strete Raleigh* (SY05309530)(Fig. 3 No. 16; Figs 20-23)

This brickworks was in existence by 1841 (Tithe Map) but its date of origin is at present not known. It appears to have been working up until 1884 when it was put up for sale, but no trace has yet been found in commercial directories after this date. Both bricks and tiles were made here and the site contained kilns, sheds and reservoirs according to the description in 1884 (DRO 69/9/2/Box 9/21).

The brickworks are sited on the line of a road which formerly ran in a straight line north-eastwards from Marsh Green to the present A30 near Straightway Head. This road no longer exists to the north of the brickworks site.

Documentary research

In view of the lack of cartographic evidence for the brickworks in the early 19th century (e.g. OS 1st ed. 1806, Greenwoods Map of Devon 1827) it seems likely that the brickworks here were set up in the 1830s. The brickworks were probably established by Capt. Thomas Wentworth Buller whose family owned the manor of Strete Raleigh, and who also owned a pottery works near Bovey Tracey. There may however have been some small-scale quarrying and brickmaking prior to this date.

In 1850 White's Directory records William Robinson as 'brick and tile maker' at Strete Raleigh. In the 1851 Census for Whimble six brickmakers are listed in the parish as well as one 'brick labourer'. The majority lived at the Hand and Pen (on the A30 near Strete). The Webber family were heavily involved in the running of the brickworks. They were well-known brickmakers in Devon and had worked at other sites in Exmouth and Morchard Road. By 1871 only three brickmakers are recorded in the parish census and in 1881 only one. Records of the works after the 1880s are few and far between: the railways were by now providing access to cheaper imported bricks. According to local information the last bricks were produced here in 1901.

Fieldwork

Evidence of quarrying in this area was observed at some distance from the main site, notably beside East Strete Farm. The most substantial surviving features of the brickworks are two buildings:

- (i) Brickyard Cottage: now a dwelling but said to have contained a waterwheel and other machinery (Plate 9).
- (ii) An open-sided building standing in a field to the south of Brickyard Road (C 306) (Plates 7, 8).

The latter building is an interesting structure: it has been used for agricultural purposes since the closure and has therefore survived almost intact. It was identified by former occupants of the brickyard as a brick-drying shed and its plan and construction suit this function. The building is rectangular and completely open-sided with the roof supported by narrow brick piers, three on the north/south sides and two on the east/west side. On the eastern side one of the central piers has been removed to allow access to wide machinery. The roof is hipped and tiled with locally-made tiles and the structure is in generally good condition although overgrown with vegetation in places. The bricks are plain rectangular and unfroged. The building is not shown on the 1842 Tithe Map but

appears on the 1884 map (Fig. 21) within a larger complex of buildings. The other buildings and quarries shown in this field do not survive and there are few signs of their presence above ground.

To the north of Brickyard Road there are forestry plantations which have obscured many of the surviving remains. This area contains extensive dumps and quarries as well as traces of leat systems leading from the upper pond. This pond is in the adjoining field to the east and was presumably a quarry hole which was later used as a reservoir (Plate 10). The outlet for water is on the south-east side. This opens into a brick-built culvert which carries the flow underneath the trackway. The culvert has already deteriorated seriously during the 1990-1 winter due to severe frosts: the arch on the western side of the track has partially collapsed. The reservoir served at least two leats, one to the south along the side of the road and the other running north alongside the trackway. These seem to have served the lower ponds although the courses are difficult to trace at present. Of the other buildings shown in the 1884 and 1888 maps very little remains above ground. Fragments of brick structure were visible in the hedge at the entrance to Brickyard Cottage.

Status (Fig. 23)

The scheme corridor enters the site from the south-west taking in the brick-drying shed and then passes east-west across the centre of the site and through the upper pond.

Recommendations

Recommendations for further recording are as follows:

- (i) *Brick-drying shed*: detailed plan and elevations of the building.
- (ii) *Main site*:
 - a) detailed intensive survey of the ground remains to include a limited amount of vegetation clearance where appropriate
 - b) excavation of any areas which may be identified in the survey (a) above

Recommendations for preservation are as follows:

The brick-drying shed is a very interesting structure which has obviously escaped notice during past Listing Programmes. The views of English Heritage as to whether it meets the criteria for listing should be sought. Consideration might then be given to the dismantling and re-siting of the building should this be scheduled for demolition.

2.5.3 *Castle Fields* (Fig. 3, No. 17; SY05809560)

Two fields bearing the names 'Little Castle' (Tithe Apportionment Nos. 1025-6) lie on the south side of the B3174 to Ottery St Mary. In the 1884 sale (*op. cit.*), Nos. 1026-7 were called 'Castle Field' and No. 1025 (part) was described as 'adjoining Little Castle'. These names evidently refer to an archaeological feature, probably in the form of earthworks, although its location is unknown at present. This area was unenclosed common land until the mid 19th century and therefore any such features could have survived as obvious landmarks until enclosure took place.

Documentary research

No further references to these names have been identified in documentary sources. The southern boundary of these fields is shown on the OS Surveyors Draft maps of 1801 and

appears to mark the limit of unenclosed land at that time.

Fieldwork (Plate 11)

No visible remains of earthworks or other indications of archaeological remains were visible here. The ground surface had been ploughed in the past to produce a very level pasture field and it is likely that any remains which did survive above ground have been removed. Future ploughing may give some indication of the nature of any archaeological deposits which survive below ground.

Status

The southern of the two 'Little Castle' fields lies within the scheme corridor, which includes provision for a new junction layout at this point.

Recommendations

Although no specific archaeological site has been identified here it is possible that remains associated with a prehistoric defensive earthwork or similar site still exist below ground. Should any specific evidence for such a site be located in the future by aerial reconnaissance or through chance finds discovered during ploughing, evaluation excavations may be necessary.

As a minimum provision further investigations should take the form of observations made during a watching brief whilst construction work is in progress, with provision for any rapid salvage excavations where necessary.

2.6 Talaton parish

The route passes through the southern extremity of this parish after crossing the present A30 at Birdcage Copse. The River Tale is crossed at about 400m north of Fairmile.

2.6.1 Talaton Mill and leat (SY08659730 & SY08559749)(Fig. 4 No. 21; Figs 24-26)

The mill site itself lies about 200m to the south of the preferred route. There was a mill in Talaton at the time of the Domesday Book but it is not certain if this was Talaton Mill or Talewater Mill further upstream. The mill was in operation until 1925 and was sometimes also referred to as Taphouse Farm. The mill leat runs from a weir at SY08459851, 1.2km to the north, and is cut by the route at SY08559749. Along a leat of this length there may well have been other mill sites apart from the surviving one. Further documentary research should identify any further mills.

Documentary research

The ecclesiastical archives of the Devon Record Office include a church rate for the parish of Talaton. This is dated 1593 and is one of the earliest surviving such documents for the county. This includes the entry:

'Philip Channon for his mills and land in Talaton called Eastcott: 3s'

This refers to the site of the mills at Escot although it obviously gives no further indication of the site. The other mills mentioned in this document appear to have been at Larkbeare and Talewater.

Fieldwork

The surviving mill buildings lie some 150m south of the scheme corridor and are probably of late 18th- or 19th-century date. The existing mill itself is a brick and stone structure of three storeys and is Listed as of Special Architectural or Historic Interest, Grade II. The adjoining Mill Farm is also Listed. A wheelpit for a millwheel was located 50m to the north of the present buildings at a point where the mill leat turns sharply at right angles to the east. Two cogs from the mill machinery were also visible in the undergrowth here. At 140m north of here a small brick bridge was observed (Fig. 25). This passed over the main leat. At this point a channel flows off from the main leat in an easterly direction and rejoins the River Tale, after following a series of right-angled bends. This may have been an overflow or bypass channel or may have served a separate mill wheel on another site. No sluices were visible although much of the channel was overgrown.

Status (Fig. 26)

The scheme corridor passes to the north of the standing mill building and the wheelpit site located above. It cuts across the main leat at its junction with the overflow channel and also takes in the small bridge.

Recommendations

Recommendations for further investigations are as follows:

A limited amount of recording will be necessary on this site. This should include a measured record of the bridge and of the surviving leat walls including the channel on the east side. Some clearance of vegetation may be necessary in the case of the latter areas. Observations should also be maintained during a watching brief whilst construction work is in progress, with provision for rapid salvage excavation where necessary.

Recommendations for preservation are as follows:

Disturbance to the Listed mill buildings to the south should be avoided. Should the area be required as a compound or for use as offices etc. consideration will need to be given to the impact of such proposals on this site and if necessary Listed Building Consent will have to be sought.

2.6.2 Brickworks near Talaton Mill (SY086976)(Fig. 4 No. 22; Fig. 26)

This site possibly lay to the north of the mill and was situated between the road to Talaton and the River Tale. It is first documented in 1777 (DRO, 961M/T23) as a 'brick plott' but as this was an assignment of a lease it had evidently been in use for some time before this date. The exact location of the site is uncertain, the only details given being the bounds on the south and west side as the River Tale. A field named 'Brick Meadow' is recorded in the Tithe Apportionment (No. 649; see Fig. 12), although this may refer to another site.

Documentary research

No further information has come to light from documentary sources although the general conclusions about the brickfields in Sowton and Clyst Honiton (2.1.4 and 2.2.2 above) are also relevant here. In support of this there is local tradition that a brickworks was set up in the floodplain near Fairmile to provide materials for rebuilding Escot House.

Work on rebuilding the house was begun in c. 1680 by Sir George Yonge and the majority of the fabric was of brick construction. This house was burnt down in 1808 and again had to be rebuilt. It was finished in 1837. Brickmaking activities in this area may therefore date back to the late 17th century, much earlier than the examples already cited. The area between the River Tale and the mill leat just above the present mill site seems a likely area for the operations in view of the description of the bounds in 1777 (above) (OS 597 on Fig. 25).

Fieldwork

There are no traces above ground or indications in the ground surface here for the brickmaking activities including quarrying. The fields are currently under pasture and therefore afforded no opportunity for fieldwalking.

Status (Fig. 26)

The scheme corridor cuts through the field in question just to the north of the church of St Philip and St James.

Recommendations

Unless any specific sites can be located by chance discoveries during ploughing or other means further investigations here will be confined to observations made during a watching brief whilst construction work is in progress. Rapid salvage excavations of any remains revealed at that stage should also be provided for.

2.7 Ottery St Mary parish

This large parish is traversed by the route in two areas: on its north-western corner near Straightway Head and on its northern side where the majority of land affected in this parish lies. The parish of Talaton separates the two areas. The route does not diverge far from the present A30 and follows a generally similar alignment near the settlements of Taleford, Gosford and Ash.

2.7.1 Church of St Philip and St James (SY08749741)(Fig. 4 No. 23; Plate 12)

This church was built around 1838 by Sir John Kennaway in Early English style. It lies in the parkland surrounding Escot House further to the north. It formed the parish church for the ecclesiastical parish of Escot which was created in 1840 out of adjoining parts of Ottery St Mary and Talaton. It is protected as a Listed Building of Special Architectural or Historic Interest, Grade C (now equivalent to Grade II). The preferred route passes about 100m to the north.

Documentary research

No further information has been recorded.

Status (Fig. 26)

The actual road carriageway passes some 70m to the north of the church although the limit of the associated works (as shown on detailed drawings) is within 35m of the building. The latter boundary is only about 12m north of the graveyard enclosure surrounding the church.

Recommendations

Disturbance to the site (including the enclosure) such as accidental damage by contractors' vehicles should be avoided.

2.7.2 Medieval open fields (SY08859755 to SY09609775)(Fig. 4 No. 24)

A system of medieval open fields similar to that described in 2.4.2 above existed in the area on the north side of the A30 (undoubtedly a Roman road at this point - see 2.9 below) just east of the River Tale. This covers an area of about 80ha. There is a characteristic trackway called Longlands Lane which is shown on the Tithe Map. This provided access to all the fields. Although most individual holdings had been amalgamated by the mid 19th century the communal nature of the landholdings is shown by the different tenements which held land there. There were seven of these: Hoskins Farm, Chaplins, Gosford, Lower Gosford, Taleford, Clapperentale Farm and Ash. The preferred route cuts through this area between the NGRs given above.

Documentary research

No further information has been recorded.

Fieldwork

Most of the fields in this area have been ploughed in recent years, often to improve the pasture. The fields at the western end have been enlarged by amalgamation and thus the boundaries have been grubbed out. Most of the surviving boundaries consist of only low banks with hawthorn or other similar hedge species on top. Some of the boundaries are defined only by fences. Longlands Lane still survives as a trackway and is maintained as a public right of way.

Status

The impact of the scheme remains as stated above but also includes additional sliproads to the Patteson's Cross junction and the Feniton road.

Recommendations

Further investigations should take the form of observation made during a watching brief whilst construction work is in progress. Provision should also be made for the recording of hedgebanks where appropriate and also for the recovery of palaeoenvironmental material which survives (see 2.4.2 above).

2.7.3 Patteson's Cross (SY09579764)(Fig. 4 No. 25; Fig. 24; Plates 15, 16)

This is a memorial cross designed by Butterfield and stands on the junction of the A30 with the road to Gosford. It was erected in the late 19th century to the memory of John Coleridge, missionary Bishop of Melanesia, who was murdered by natives in 1871. It consists of a square brick column on a stone base with a stone cap surmounted by a cross. It is protected as a Listed Building, Grade II.

Documentary research

No further information has been recorded.

Fieldwork (Plates 15, 16)

The cross is still in fairly good condition despite standing within a few metres of the

existing A30 carriageway. The base is surrounded by low iron railings, the whole being set in a small terrace. The main inscription is on the southern side, facing Ottery St Mary; it is still legible although some of the letters are beginning to fade.

Status

The monument lies within a junction that is to be upgraded and altered. Sliproads will link the proposed new carriageway with the existing A30 and Gosford Lane at Patteson's Cross.

Recommendations

This feature should be preserved and measures taken to safeguard it during construction work. The course of action which the Department of Transport takes to achieve this should be agreed in advance with English Heritage.

2.7.4 ?Prehistoric settlement site near Patteson's Cross (SY096977)(Fig. 4 No. 26; Fig. 27)
A prehistoric habitation site is suggested by a concentration of flint and chert artefacts found in a field to the west of the cross. About 150 pieces were found in a small area. These formed part of the Carter Collection in Exeter Museum.

Further sites of this kind are likely to be found along the route but their discovery has been hampered by lack of fieldwork and the predominance of pasture fields in the area.

Fieldwork

In the area to the north of the present A30 there were five fields within the scheme corridor available for fieldwalking to recover lithic finds. In some cases these were only partially ploughed or the surface was obscured by the remains of the harvested crops. The results were as follows (see Fig. 27):

Field	108/111	no finds
	112	8 pieces flint and chert
	120	15 pieces flint and chert
	123	no finds
	124	1 late Neolithic/Early Bronze Age flint scraper

Although the lithic scatters themselves have not as yet indicated the existence of specific sites they do provide evidence of general prehistoric activity in the area. Further fieldwalking may produce more significant results.

Recommendations

Should any prehistoric settlement or funerary sites be identified in the future, through further fieldwalking or aerial reconnaissance, evaluation excavations will be necessary in advance of the construction programme. As a minimum provision the area between the River Tale and the Exeter-Waterloo railway line should be examined after soil-stripping and before construction work. Rapid salvage excavation of any remains revealed at that stage should also be provided for.

2.7.5 Castle Hill (SY109987)(Fig. 4 No. 27; Fig. 28)

This place-name is applied to the area to the north-west of Skinner's Ash, now traversed by the Exeter-Waterloo railway line. The antiquity of the name is not certain but it is

shown on the 1st edition OS 6" map, sheet 70NW (1891). The Tithe Map does not provide any further information and the field names in this area are also uninformative. An estate map of 1825 (DRO, B961M/E2) carries the name Castle Hill, however, and Benjamin Donn's map of Devon (1765) calls the area Tower Hill. The nature and location of the feature to which these place-names refer are at present unknown but this may be elucidated by further documentary research and fieldwork.

Documentary research

The name Castle Hill is recorded in documents of the Kennaway family in the Devon Record Office (DRO 961M/T8). These refer to land belonging to the tenement of Skinners Ash and the earliest use of the name Castle Hill is in 1823. Two houses alongside the road, then known as Ash Lane now Buckerell Lane, were known as Castle Hill Cottages. None of the earlier deeds, which date back to 1800, refer to this name. The name is used however on the OS Surveyors Draft map of 1806-7. No further information relating to the possible 'tower' (Donn's Map - see above) has been forthcoming. The name could therefore refer to a former landmark in the form of a building, perhaps a folly of some kind. Alternatively it may indicate the presence of former earthworks here of a similar nature to those described above in 2.5.3.

Fieldwork

Castle Hill lies on gently sloping ground which rises to about 90m above the River Otter. There is no prominent hill or natural feature from which the name could have been derived. No earthworks were observed in the area although it should be noted that it is intensively farmed.

Status

The impact of the road scheme is as described above.

Recommendations

It is possible that more information about this site will come to light through fieldwalking or aerial reconnaissance in the future. If a specific site is located within the scheme corridor evaluation excavations will be necessary in advance of construction work. As a minimum provision further recording should take the form of observations made during a watching brief whilst construction work is in progress. This should include provision for any rapid salvage excavation which may be necessary. Reference should also be made to sites 2.7.6 and 2.7.7 below which may be related to this site.

2.7.6 Prehistoric ring ditches (SY10659880)(Fig. 4 No. 28; Fig. 28)

These features were discovered as cropmark sites by aerial reconnaissance in 1985 (Devon SMR SY19NW/86). There appear to be two circular ditches lying close together (less than 20m apart) in a field to the north of Castle Hill. Without proper archaeological excavation their date and purpose cannot be certain, but ring ditches generally represent the sites of round barrows (i.e. burial sites) of the second millennium BC. They are often found in groups, and the fact that a ditch survives below ground to give a cropmark indicates the undisturbed survival of archaeological and palaeoenvironmental material. Some connection may be possible between this site and the place-name Castle Hill described above although the features lie over 100m to the north.

Status

These sites lie to the north of the road corridor and are not threatened by the proposed works.

Recommendations

Although these features lie outside the corridor it should be noted that other cropmark sites may be discovered in the near future in the course of routine aerial reconnaissance. Such sites would normally require evaluation excavations to be undertaken if they lie within the scheme corridor. The cemetery may be more extensive with elements not yet recorded from the air, so particular care will be required in the watching brief in this area.

Additional site: Ottery St Mary parish**2.7.7 Possible Roman site near Castle Hill (Figs 27, 29)**

During the course of fieldwalking in this area a sherd of Roman pottery was recovered from the field to the west of the railway line (No. 124 on Fig. 27). This field was not properly ploughed at the time of the visit and was therefore not ideal for fieldwalking. The sherd is not badly abraded and therefore has probably not moved very far from its source. The pottery is not closely dateable as it appears to be a locally made coarseware type. There is likely to be a Roman settlement site in the vicinity of this field although its precise location will only be determined by further fieldwork or aerial reconnaissance. It is significant that Roman finds have recently been recovered from fields on the opposite side of the valley near Alington. The site at a river crossing adjacent to a Roman road is a typical one for a small Roman settlement.

Status

The scheme corridor passes through the centre of this field.

Recommendations

In view of the probable existence of a Roman settlement here it is recommended that evaluation excavations are carried out initially within the field identified above. If appropriate further large-scale area excavations may then be undertaken to record the archaeological deposits identified in the evaluation prior to their destruction by road construction works.

2.8 Feniton parish

The route enters the western part of Feniton parish between Fenny Bridges and Buckerell Cross. It then crosses the River Otter before rejoining the existing A30 dual-carriageway east of Iron Bridge.

2.8.1 Fenny Meadow: site of battle 1549 (SY114988)(Fig. 4 No. 30; Fig. 28)

During the Prayer Book Rebellion of 1549 the rebels from Cornwall and the west of Devonshire unsuccessfully laid siege to Exeter (Hoskins 1952, 233-4). During this time troops were sent down with Lord Russell to suppress the rebellion. The two sides met in battle at this site just above the River Otter, with rebels attempting to block the nearby main road into Exeter. The rebels were defeated here in July 1549 and the relief

of Exeter followed soon afterwards.

There are unlikely to have been fortifications of any substance here since the battle site was probably chosen at short notice. There may well be burials of those who fell in the battle here, however, as well as miscellaneous finds of weapons.

Documentary research

No further information has been recorded.

Fieldwork (Plate 14)

The site lies in the floodplain of the River Otter and is very level. The field in which the battle is said to have taken place is called 'Bloody Meadow'. It has been used as water-meadows for the last 60 years or so and has only been ploughed once in that time. The present farmer recalled that two 'cannon balls' had been found over 50 years ago during trenching for water supply. The whereabouts of these finds is not known.

Status

The scheme corridor passes through the centre of the battle site.

Recommendations

Although the site is clearly of great historic interest there are unlikely to be archaeological deposits relating to the event as it took the form of a single battle of fairly limited duration. Provision should however be made for observations during a watching brief whilst construction work is in progress to allow for the recovery of associated artefacts and for the recording of any archaeological features. In particular provision will need to be made for the excavation and recording of any burials which may be encountered, and for their subsequent re-interment elsewhere.

2.8.2 Down's Barn (SY11089880)(Fig. 4 No. 31; Fig. 28)

This is shown on the Feniton Tithe Map (c. 1840) and recorded in the Apportionment as Down's Barn and Courtlage (No. 654). It formed part of the glebe of the parish and was included in a small holding of 12 acres. There is no indication of this building on the 1st edition OS 6" map surveyed in 1887 (sheet 70NW). Nothing more is known of the history of this site although further information should be forthcoming from church records.

Documentary research

A glebe terrier for the parish of Feniton dated 1571 lists the church property at that time but gives no indication of Downs Barn or other buildings in this area (DRO 1090A/DVI/623). An abstract of title to property in Feniton dated 1794 mentions a close of land called the Downs but no buildings. It seems likely therefore that no medieval settlement relating to this site exists here.

Fieldwork

The site is a pasture field and contains a fairly modern field barn of the Dutch type, although not on the site of the Downs Barn itself.

Status

This site lies within the scheme corridor.

Recommendations

Further investigations should take the form of observations made during a watching brief whilst construction work is in progress, with provision for rapid salvage excavation of any archaeological features which might be identified.

2.9 Roman road, Exeter-Honiton

As noted in the introduction, the course of the present A30 undoubtedly follows a Roman alignment from Honiton to Exeter. There is ample documentary evidence in the form of place-names, including the Anglo-Saxon charter of Ottery St Mary (2.10 below). There is also the settlement of *Strete* which is mentioned in the Domesday Book and which took its name from the road in the vicinity of Straightway Head. Furthermore, there are also several field names in Ottery St Mary parish adjacent to the A30 which include the -street element (e.g. Boostreet, Bathstreet, Barberstreet). These names often imply a very substantial paved road of Roman origin. There is evidence for the existence of this paving surviving into the 18th century particularly in the vicinity of Fairmile (Donn's Map of Devon 1765, Fig. 30, and Davidson 1833, 60).

Recent excavations alongside the Exeter to Dorchester road near Axminster have revealed the presence of Roman occupation extending over a wide area adjacent to the road. The existence of similar occupation sites adjoining the Honiton to Exeter road cannot, therefore, be ruled out. The most likely areas for such occupation are in the vicinity of Patteson's Cross and east of Fenny Bridges where the proposed route passes close to the Roman road.

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 A30) 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 line of the existing A30 may therefore reflect the overall alignment of the Roman road but not its exact course. Sections of Roman roads may thus have survived in fields adjoining the present road.

Fieldwork

(i) *Roads* The area around the A30 at Birdcage Lane was examined in the field as the proposed route cuts across from the south-east at this point. The field immediately to the west of Birdcage Lane is under pasture and slopes down sharply to the north into a coombe. The present A30 is elevated above the level of this field. No surface indications of an earlier road were visible. The field to the west is under woodland and therefore presented no visible surface indications. To the north of the A30 Birdcage Lane is continued as a lane leading to Larkbeare (UC 2181). Both fields either side of this lane were under pasture with no visible surface indications. The field to the east however was stated by the farmer to be very stony and always dry against the hedge alongside the A30. This could indicate the presence of a substantial road foundation just to the north of the present road although the modern carriageway appears to have been extensively terraced into the field at this point. The area to the east of here is under woodland (Larkbeare Brake) and did not permit detailed observations to be made. Beyond this wood was another pasture field although no indications of the presence of an earlier road beneath the surface were visible.

(ii) *Settlements* It has already been noted under 2.7.7 above, with reference to the find of Roman pottery, that a Roman settlement is likely to be found in the vicinity of the present A30 around Fenny Bridges. Roman sites have already been identified in the area to the south of the road here. Evidence for further sites to the north of the road may also come to light during the course of routine archaeological fieldwork.

Status

The scheme corridor crosses the present A30 between Straightway Head and Fairmile. Further east at Patteson's Cross it passes close to the carriageway on the northern side, crossing two fields called Higher and Yonder Boostreet.

Recommendations

Further investigations should take the form of observations made during a watching brief whilst construction work is in progress. The area around the Birdcage Lane junction is of particular significance. Should any settlement sites of Roman date be subsequently identified subsequent to this assessment, area excavations will be required.

2.10 Anglo-Saxon estates

2.10.1 *Strete* (Fig. 31)

The Roman road described above carries parish boundaries along almost its entire length between Fairmile and Exeter. The only exception to this is at Whimple where the majority of the parish lies to the north of the road. There is however an area of c. 250ha lying to the south of the A30 belonging to Whimple parish. The settlements within this area are Strete, East Strete, and Strete Ralegh and it is fair to assume that this land unit represents the Domesday estate of *Strete* which was formerly bounded by the Roman road. This is confirmed by the fact that in the Middle Ages Strete was included in East Budleigh Hundred, lying to the south of the A30 road, rather than Cliston in which Whimple parish lay.

The preferred route cuts through the south-western boundary of this estate, north of Upcott at SY04209468 and through the eastern boundary, the B3180, at SY06359588.

Fieldwork

The south-western boundary of this estate which is also a parish boundary is defined by a hedgebank with occasional small trees. The bank itself is not distinct from many of the ordinary field boundaries in this area. It is possible that the estate boundary originally followed the small stream to the south as a natural boundary and that the surviving line was the result of later alterations perhaps in connection with woodland clearance (see 2.4.2).

The eastern boundary lies on the eastern side of the B3180 road and is also a parish boundary. The boundary is represented by a relatively narrow but high bank surmounted in places by mature oak trees. Possible traces of stone revetment were observed. No indication of the antiquity of this feature could be determined.

Status

The impact of the scheme corridor is as already described above.

Recommendations

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 section faces of banks if appropriate and for the recovery of any palaeoenvironmental material which is present. The rapid salvage excavation of any buried features which are identified at this stage should also be provided for.

2.10.2 Ottery St Mary (Fig. 31)

The parish of Ottery St Mary, as it existed up to c. 1840, formed a land unit of some antiquity and importance. In 1061 Edward the Confessor granted the manor and hundred of Ottery to the canons of St Mary at Rouen. The charter describing this grant survives and it includes a description of the bounds of the estate. These bounds have been examined by Rose-Troup (1939) and were concluded to be the same as those of the ecclesiastical parish. The parish itself also formed a hundred in the Domesday Book as well as in medieval times, and was administered as a single manor by its ecclesiastical owners.

The preferred route cuts the western side of the estate along its boundary with Strete (2.10.1 above). The road here (B3180) is described as a *Herepath* or 'army path' in the 11th-century charter. It forms part of a long ridgeway stretching from the coast near Exmouth to the Blackdown Hills in the north. It is possibly prehistoric in origin, as it appears to be cut by the Roman road.

On the western side the boundary with Feniton is cut at SY10989877 at Castle Hill (see 2.7.5 above). This is described in the 12th-century charter as lying between *Heathfield Mere* and the River Vine. Rose-Troup (1934, 203) suggests that this area was common or waste land in the medieval period.

Fieldwork

The comments concerning the eastern boundary of Strete described above also relate to

the western boundary of this estate.

The western boundary with Feniton is defined by a substantial bank surmounted by a broad, fairly thick hedge. Occasional mature oak trees also occur on the bank, a public right of way runs along the eastern side which may reflect the former presence of a trackway here.

Status

The impact of the scheme corridor is as already described above.

Recommendations

The recommendations for further investigations outlined in 2.10.1 also apply to these boundaries. These relate to observations during a watching brief particularly on the sites of the hedgebanks and in close proximity to them. Provision should be made for recording the section faces of the banks and for the recovery of any palaeoenvironmental material.

2.10.3 ?Prehistoric boundary, Ottery St Mary (Fig. 31)

There is a very marked boundary feature in the eastern side of the Ottery estate which can be traced for at least 6km in a north/south direction. In this area it runs between two major Roman roads (the A30 and A3052 Exeter-Dorchester road) but at the northern end it appears to extend beyond the A30. Its course through Ottery St Mary parish closely reflects that of the parish boundary which lies 300m to the west, and at the southern end it carries the parish boundary between Aylesbeare and Harpford. The course immediately to the south of the A30 is not certain but it would appear to link up with the parish boundary between Whimple and Talaton where it joins that road (see Fig. 31). This arrangement suggests that the feature is cut by the Roman road and is likely to be of prehistoric origin. Further work on this feature will therefore be necessary as the suggested course is cut at SY06559628.

Fieldwork

The fieldwork was carried out at the point where the scheme corridor crosses this line just to the east of the B3180 at Straightway Head. There is an existing field boundary on the course of the suggested prehistoric estate boundary at this point. The hedgebank here however is not distinctive or prominent and it has been altered in modern times with revetments of concrete blocks. Any archaeological evidence for this feature is likely to survive below ground or beneath the existing bank.

Status

The impact of the scheme corridor is as already described above.

Recommendations

The recommendations for further investigations outlined in 2.10.1 above also apply to this feature. These relate to observations during a watching brief particularly on the sites of the hedgebanks and in close proximity to them. Provision should be made for recording the section faces of the banks and for the recovery of any palaeoenvironmental material.

2.11 Parish boundaries

As well as the sites described above in 2.10, which themselves formed parish boundaries, the preferred route cuts through several other medieval parish boundaries. Some of these employ natural features, mainly streams and rivers, i.e. Clyst Honiton/Sowton (River Clyst); Talaton/Ottery St Mary (River Tale). Others follow the course of an ancient road or track, i.e. Whimble/Ottery St Mary (Herepath in 2.10.2); Ottery St Mary/Talaton (Roman road 2.9).

The remaining boundaries follow man-made features normally hedgebanks or banks and ditches:

- i) Clyst Honiton/Aylesbeare: cut at SY00869308, (see 2.3.1 above Fig. 2, No. 9);
- ii) Aylesbeare/Rockbeare: cut between SY01829320 and SY02159324 (see 2.3.1 above Fig. 3, No. 11);
- iii) Rockbeare/Whimble: cut at SY04209468 (see 2.10.1 above and Fig. 31);
- iv) Ottery St Mary/Feniton: cut at SY109899877 (2.10.2 above; Fig. 4, No. 29);
- v) Feniton/Gittisham: cut at SY11649883 - this may be an old watercourse (Fig. 4, No. 32).

The above parish boundaries with the exception of (v) have been dealt with in the chapters indicated.

Feniton/Gittisham boundary

No visible traces of this boundary were observed in the field.

Recommendations

The recommendations for further investigations on these features are contained in the chapters above. These are related to the provision of recording work during a watching brief. For the Feniton/Gittisham boundary the same recommendations should apply.

2.12 Additional survey areas

In addition to the road corridor described in the Preliminary Assessment two further areas were examined in the field. These were later alterations to the Preferred Route and were not included on the original drawings. The areas were as follows:

- (i) At the M5 interchange on the western side of the motorway;
 - (ii) Between the Iron Bridge and the Honiton Bypass at the eastern end of the scheme.
- No additional areas of archaeological interest were identified in the former area. The sites relating to area (ii) are listed below.

2.12.1 *Smithy at Nags Head* (Fig. 5 No. 37)

A smithy is shown on the 1st edition OS 6" map of 1888 to the south of the main road opposite Nags Head Farm. In the Tithe Apportionment for Gittisham parish of 1838 it is recorded as a dwelling house.

Fieldwork

The site of this house is now under the westbound carriageway of the existing A30. Other similar sites adjoining the south side of the road have already disappeared.

Recommendations

No recommendations pertain to this site.

2.12.2 Roman road

The A30 between Honiton and the Iron Bridge formerly displayed a very long straight alignment of characteristic Roman nature. It has subsequently been considerably widened with the addition of a new carriageway on the southern side. The eastbound carriageway now reflects the position of the earlier road. A study of maps which pre-date the improvement suggests that the Roman road probably consisted of a single straight alignment between the site of Hamlet and the River Otter at Fenny Bridges (Fig. 35). Further alterations have taken place with the construction of the Exeter-Waterloo railway line with the consequent bends in the road at Iron Bridge. At this point the Roman road must have passed in a direct alignment through this area towards the River Otter (Fig. 32).

Fieldwork

The fields to the north of the present A30 at Iron Bridge were examined. These were pasture or of sown grass but yielded no evidence for the position of the Roman road.

Status (Fig. 33)

The proposed road joins the existing A30 immediately east of Iron Bridge at SY12159892. The preliminary layout design includes sliproads to and from the existing road on both sides of the new road.

Recommendations

In view of the potential survival of a section of Roman road in the fields adjacent to the Iron Bridge it is recommended that particular attention be paid to this area during a watching brief whilst construction work is in progress and that provision be made for the recording and rapid salvage excavation of any surviving remains of Roman road.

2.12.3 Prehistoric field system (Fig. 34)

Analysis of the field pattern in the vicinity of the A30 to the west of Honiton has demonstrated the existence of groups of field boundaries which follow a completely different alignment from that of the Roman road (A30) (Fig. 34). This is particularly noticeable at the western end of the borough of Honiton where the medieval burghage plots all respect the Roman alignment. These too appear to have been inserted into an earlier field pattern. It is likely therefore that the Roman road has cut through an existing field system and that some of the associated boundaries have survived as field banks. Most of the surviving evidence lies to the east of Hamlet and Hayne Lane and, most strikingly, to the north of the A30.

Fieldwork

Very few of the relevant field boundaries on the south side of the A30 have survived due to modern developments around the main road. This is particularly the case in the area to the south of Hamlet and Roebuck Farm where three N/S boundaries have disappeared. Any archaeological evidence for the nature of the prehistoric field system is therefore likely to survive only below ground.

Status

Most of the area affected is within a slip road to the south of the main carriageway.

Recommendations

Further investigations should take the form of observations made during a watching brief whilst construction work is in progress. This should include provision for rapid salvage excavations of archaeological features identified at this stage.

3. CONCLUSIONS

3.1 Summary of results

In addition to the 32 sites already identified in the Preliminary Assessment a further six have come to light during the course of the present assessment. The list of sites is as follows, Nos 1-32 reading from east to west, Nos 33-38 additional sites (see Figs 2-5).

<u>No.</u>	<u>Site</u>	<u>Chapter</u>	
1.	Sowton Lodge: listed building.		2.1.1
2.	Cropmark enclosures.	2.1.2	
3.	Deserted settlement, Jacket's.	2.1.3	
4.	Brickfield, Sowton parish.	2.1.4	
5.	Deserted settlement, Dilling's.	2.2.1	
6.	Deserted settlements, Fair Oak (Smeaths and Wilsons).	2.2.2	
7.	Brickfield, Fair Oak.	2.2.2	
8.	Wares Farm, farmstead of uncertain date.	2.2.3	
9.	Parish boundary: Clyst Honiton/Aylesbeare.	2.11/2.3.1	
10.	Deer park, Aylesbeare.	2.3.1	
11.	Parish boundary: Aylesbeare/Rockbeare.	2.11/2.3.1	
12.	Portway, ancient road.	2.3.1	
13.	Medieval open fields, Upcott, Rockbeare.	2.11/2.3.1	
14.	Parish and Saxon estate boundary; Rockbeare/Whimple (Strete).	2.10.1/2.11	
15.	Bramberry field name.	2.5.1	
16.	Brickworks: Strete Ralegh.	2.5.2	
17.	'Castle' field names.	2.5.3	
18.	Medieval parish and Saxon estate boundaries; Whimple (Strete)/Ottery St Mary	2.10.2/2.11	
19.	Prehistoric ridgeway: Ottery St Mary boundary.	2.10.3	
20.	Roman road Exeter-Honiton, Birdcage Lane area.	2.9	
21.	Talaton mill and leat.	2.6.1	
22.	Brickfield nr Talaton mill.	2.6.2	
23.	Church of St Philip & St James, Escot; listed building.	2.7.1	
24.	Medieval open fields, Ottery St Mary.	2.7.2	
25.	Patteson's Cross, 19th-century memorial; listed building.	2.7.3	
26.	Lithic scatter. ?Prehistoric settlement site.	2.7.4	
27.	Castle Hill, place-name.	2.7.5	
28.	Prehistoric ring ditches.	2.7.6	

<u>No.</u>	<u>Site</u>	<u>Chapter</u>
29.	Medieval parish and Saxon estate boundary; Ottery St Mary/Feniton.	2.10.2/2.11
30.	Fenny Meadow, site of battle, 1549.	2.8.1
31.	Down's Barn, Feniton.	2.8.2
32.	Medieval parish boundary: Feniton/Gittisham.	2.11

Additional sites

33.	Palaeolithic axe, Jackets (3 above).	2.1.5
34.	Possible Roman road Clyst Honiton-Topsham.	2.1.6
35.	Roman site near Castle Hill, Fenny Bridges.	2.7.7
36.	Roman road at Iron Bridge.	2.12.2
37.	Smithy at Nags Head near Honiton.	2.12.1
38.	Possible prehistoric field system.	2.12.3

It is clear from the above summary list that the proposed route of the Honiton to Exeter Improvement passes through a complex historical landscape of great antiquity. Our knowledge of the archaeological sites which lie within this area is still incomplete. Sites of prehistoric or Roman date which cannot be identified by surface indications or through documentary research, still await discovery in this area. The range of sites which have so far been recorded does however cover an extremely wide timescale and includes a broad range of archaeological sites. Possible prehistoric settlement sites have been identified in the form of a cropmark enclosure site at Sowton and in the form of scatters of lithic material near Patteson's Cross. These represent an extremely important archaeological resource and it is significant that more attention has been paid to funerary sites of this period than to actual settlement sites. This is particularly the case in the 'lowland' part of Devon away from Dartmoor.

The extent of Roman settlement in east Devon is at present virtually unknown despite the fact that the area is traversed by a major cross-country Roman road (the present A30). Sites of this period are clearly of considerable significance in terms of their archaeological potential.

In the western part of the area two deserted settlement sites of possible medieval date have also been identified within the proposed scheme corridor. In the case of Fair Oak there is documentary evidence to suggest that a substantial medieval settlement has contracted over the last 500 years, culminating in the shift of the original settlement to a new site alongside the Aylesbeare road.

An unexpected result of this archaeological assessment has been the uncovering of extensive documentary evidence for brickmaking in this area in the post-medieval period. This is very much an aspect of industrial activity which has not been widely recognised in rural contexts in Devon.

Finally, it should be noted that the assessment has drawn attention to the great antiquity of the existing landscape of this part of Devon. It is quite conceivable that some present day field patterns, roads and trackways had their origin in prehistoric times. The impact of the Roman road construction in this area has also been noted, as has the

effect on the landscape of medieval farmers and landowners. The discovery of a previously unknown deer park in Aylesbeare parish is one significant result of this landscape study. Although such sites cannot be excavated, analysed and recorded in the same way as settlement or industrial sites they represent an equally significant part of the archaeology of the area.

3.2 Recommendations for preservation and further investigations

Proposals for further archaeological input into the road scheme include the following options in accordance with PPG Note 16 as outlined in 1.2 above.

3.2.1 *Preservation*

Usually this means the preservation of the site *in situ*. If necessary steps should be taken to protect such sites during construction work. The following sites have been identified for preservation:

No. 1 Sowton Lodge

No. 25 Patteson's Cross

NB. Site No. 23 Church of St Philip and St James included in the preliminary assessment lies outside the present scheme boundaries. The mill buildings at Talaton (No. 21) also fall within this category and it has been recommended that disturbance to both these sites be avoided. It has also been suggested that measures may be taken to preserve the brick-drying shed at Strete Raleigh (2.5.2).

3.2.2 *Area excavations*

In view of the likely survival of prehistoric or Roman archaeological deposits within Site 2 (the cropmark enclosure at Sowton) this site should be earmarked for full area excavation. The existence of a similar class of site to the north of the A30 at Hayes Farm (near Exeter Airport) which has been subject to excavation, adds to the archaeological value of the site. Full area excavations will also be required on those sites where evaluation excavations identify this as a requirement for fully recording the surviving archaeological deposits. No other sites can be certainly identified at present but it may be anticipated that any Roman or medieval settlement sites are likely to require full area excavation.

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 evaluations should determine whether the site is worthy of preservation or whether further area excavations are required to fully record the remains which will be destroyed.

The following sites have been identified for evaluation excavations:

No. 2 Cropmark enclosure

No. 3 Deserted settlement: Jackets

Nos 6, 7 Deserted settlements and brickfield at Fair Oak

No. 5 Roman site near Castle Hill

Further evaluation excavations may be necessary at the following sites:

- No. 17 Castle Fields (near Straightway Head)
- No. 26 Prehistoric lithic scatter sites
- No. 27 Castle Hill

3.2.4 *Field survey*

In a few cases a detailed record is required of the surviving above-ground remains. This will involve the production of detailed drawings using survey equipment and will not necessitate any disturbance to the site. Where appropriate this should precede any evaluation excavations which are recommended for such sites.

The following sites are identified for field survey:

- Nos 6, 7: Deserted settlements and brickfield at Fair Oak
- No. 16: Brickworks at Strete Raleigh
- No. 21: Features at Talaton Mill

3.2.5 *Building recording*

One building which will require further record has been identified within the current proposals. If demolition is unavoidable the level and detail of the record should be agreed with English Heritage. Site identified for building recording:

- No. 1 Sowton Lodge (Listed Grade I)

3.3 **Watching brief and possible salvage excavations**

3.2.1 *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. 4 Brickfield, Sowton
- No. 5 Deserted settlement near Dillings
- No. 8 Wares Farm - undated farmstead
- Nos 9-11 Deer park and parish boundaries
- No. 12 Portway system
- No. 13 Medieval fields and trackways, Upcott
- Nos 14, 18 Medieval parish and Saxon estate boundary
- No. 17 Castle Fields *
- No. 20 Roman road, Birdcage Lane area
- No. 21 Talaton mill leat
- No. 22 Brickfield near Talaton Mill
- No. 24 Medieval field system
- No. 26 Prehistoric lithic scatter sites *
- No. 27 Castle Hill area *
- No. 29 Medieval parish and Saxon estate boundary
- No. 30 Fenny Meadow site of battle
- No. 31 Down's Barn

- No. 32 Medieval parish boundary
- No. 33 Palaeolithic axe find (Jackets) *
- No. 34 Possible Roman road Clyst Honiton-Topsham
- No. 35 Roman site near Castle Hill *
- No. 36 Roman road at Iron Bridge
- No. 38 Possible prehistoric field system
(* see 3.1.2 above)

3.2.2 *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.

3.2.3 In view of the conclusions outlined in 3.2.1 and 3.2.2 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 Acer Consultants Ltd. Particular thanks are due to Mr C.R. Wilson who provided copies of the necessary plans and schedules as well as additional helpful information about the route. The project was administered by C.G. Henderson (EMAFU). 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. Fieldwork was carried out by S.J. Blaylock with assistance from M. Gardner, T. Dixon and R. Parker. Documentary research was undertaken by R. Goodyer, J.Z. Juddery and A. Collings. The illustrations were prepared by T. Dixon.

Appendix I: List of sources consulted

Devon County Sites and Monuments Register (County Hall, Exeter)
Sheets SX99SE; SY09NW, NE, SW, SE; SY19NW.

Devon Record Office (DRO)

Tithe Maps and Apportionments for the parishes of:
Sowton; Clyst Honiton; Aylesbeare; Farrington; Rockbeare; Whimble; Ottery St Mary;
Talatan; Feniton; Buckerell; Gittisham.

D & C: Dean and Chapter of Exeter records of Clyst Honiton Estate.
Diocesan records of various dates including church rates.

OS 6" maps, 1st edition.

69/9/2 Collection of 19th-century and later sale catalogues.

961M Kennaway estate papers.

QS: records of Exeter Quarter Sessions.

Published sources

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Gover, J.E.B., Mawer, A. and Stenton, F.M. 1932 *The Place-Names of Devon.*

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Stoate, T.L. 1979 *Devon Lay Subsidy Rolls 1524-7.*

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----- 1988 *Devon Taxes 1581-1660.*

Unpublished sources in Westcountry Studies Library

Fursdon, G.A.T. 1926-7 MS Transcriptions of Devon Church Rates.

Greenwood's Map of Devon 1827.

Milles, J. *Parochial History of Devon.*



Fig. 1 The overall line of the Published Route (Preliminary).



Fig. 2 Location of sites: Sowton, Clyst Honiton and Aylesbeare.

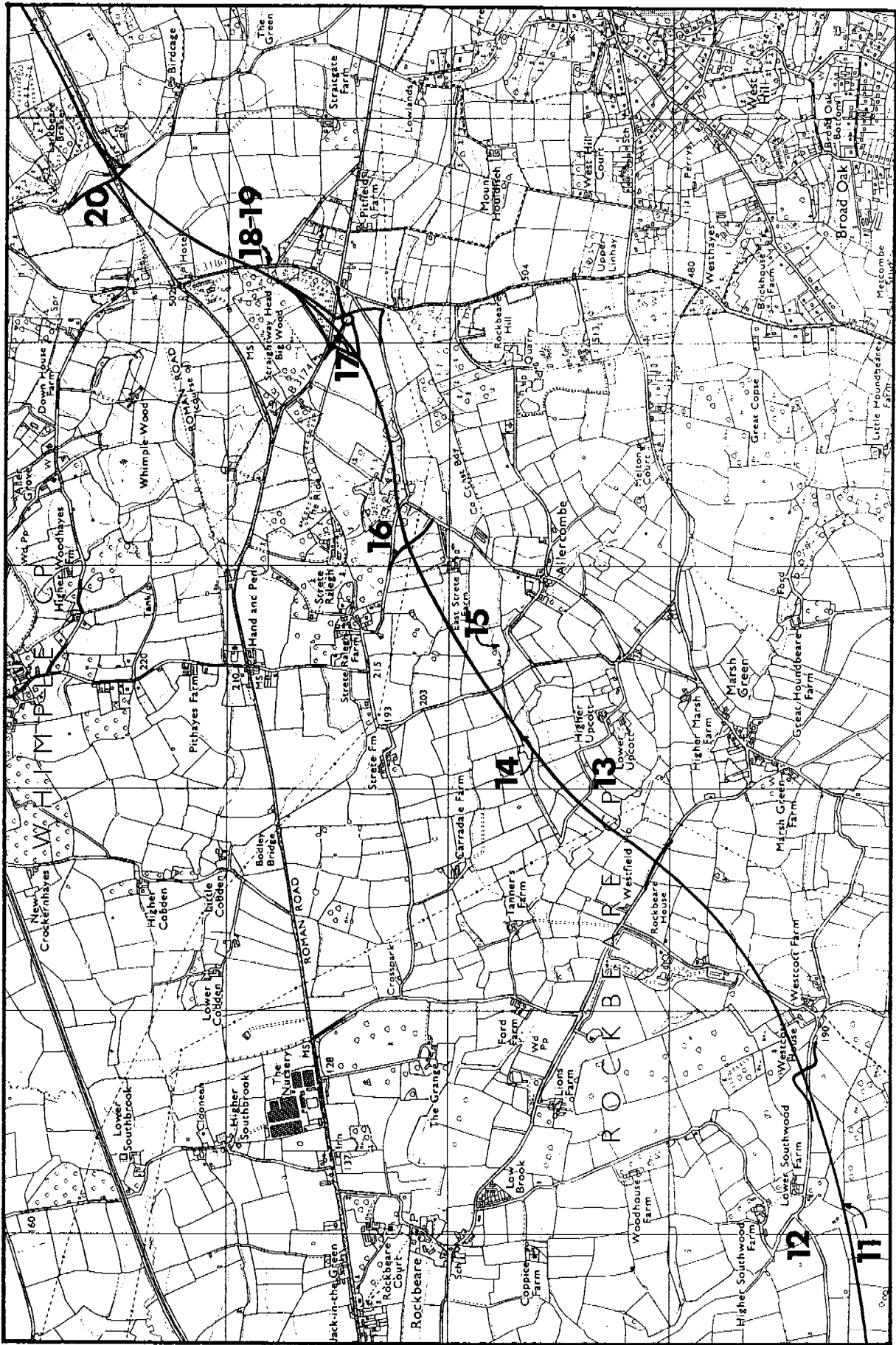


Fig. 3 Location of sites: Rockbeare to Ottery St Mary.

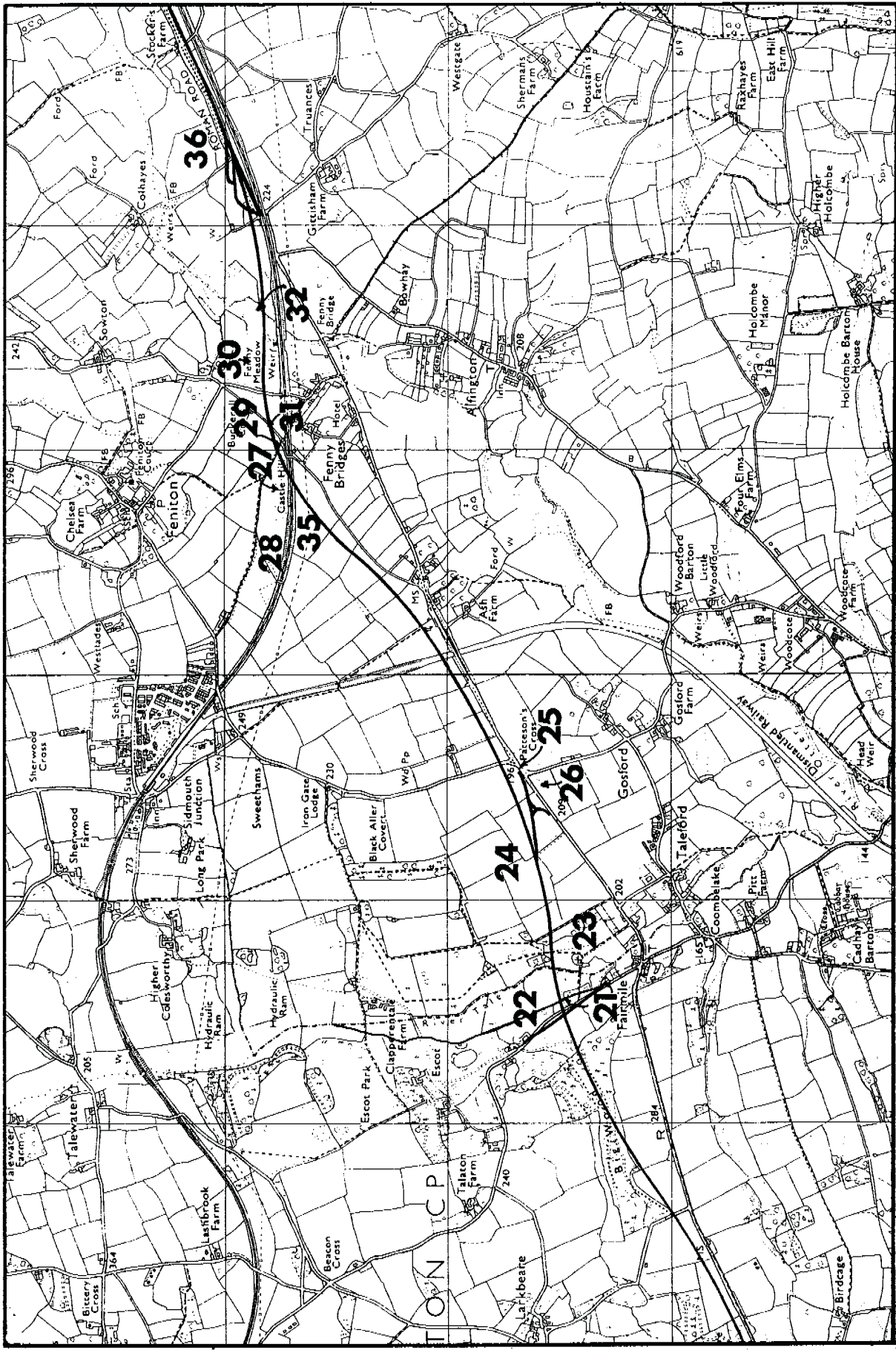


Fig. 4 Location of sites: Ottery St Mary, Talaton and Fenton.

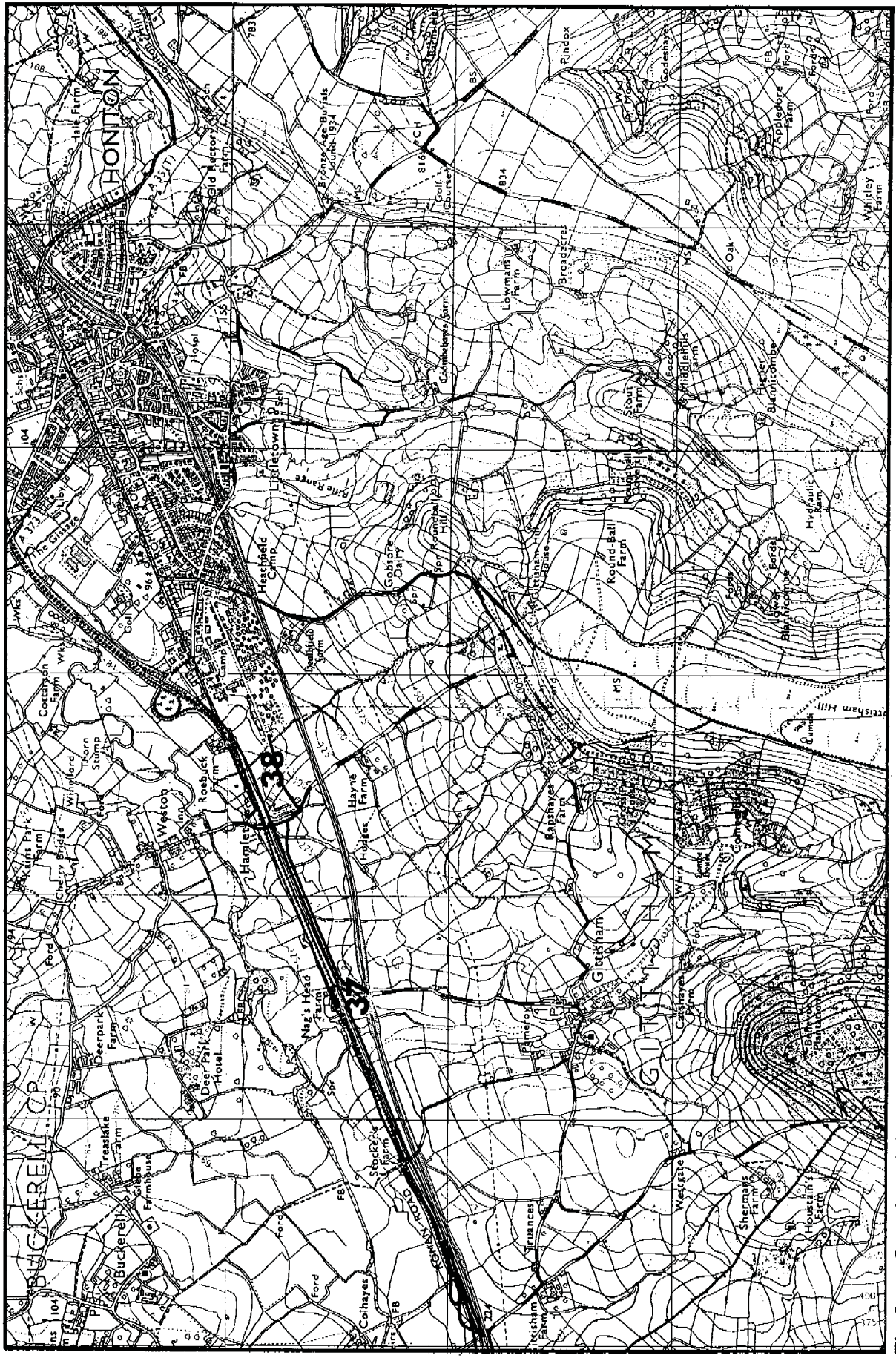


Fig. 5 Location of sites: Iron Bridge to Honiton.

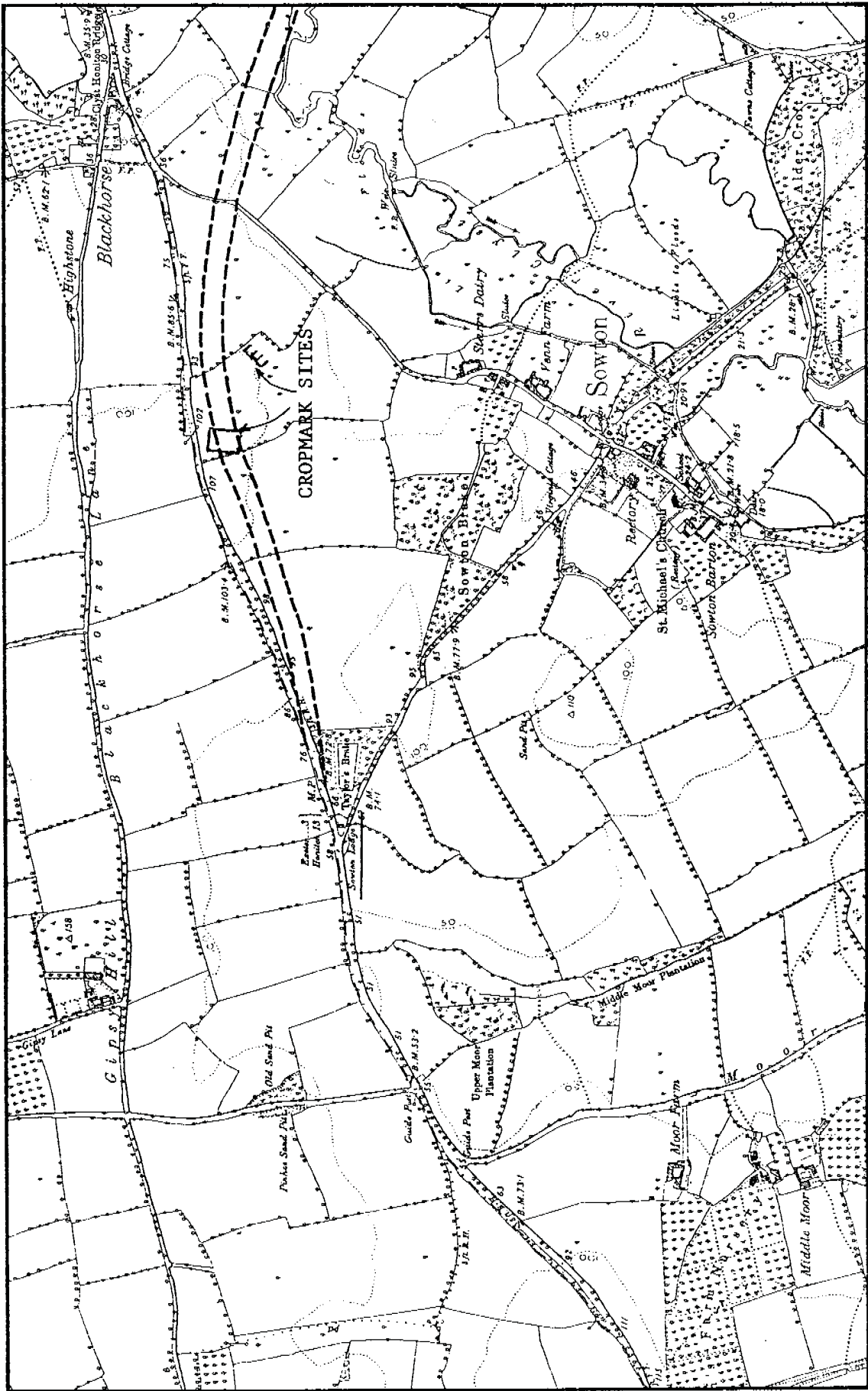


Fig. 6 Location of Sownton Lodge and cropmarks in Sownton parish (base map OS 6" 1st ed. 1888).

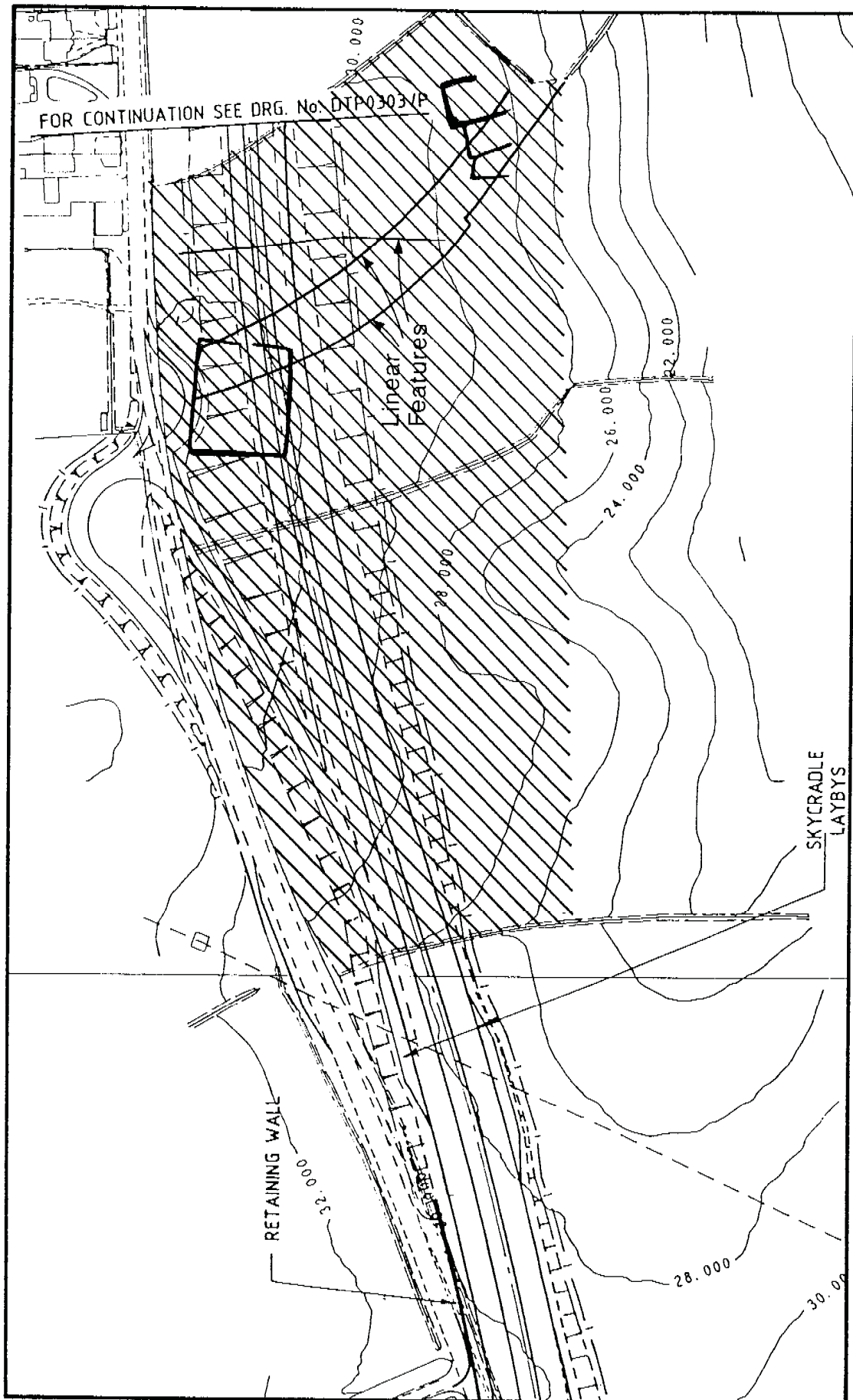


Fig. 7 Location of cropmark enclosure and areas of particular archaeological interest (shaded) in relation to preliminary design layout.

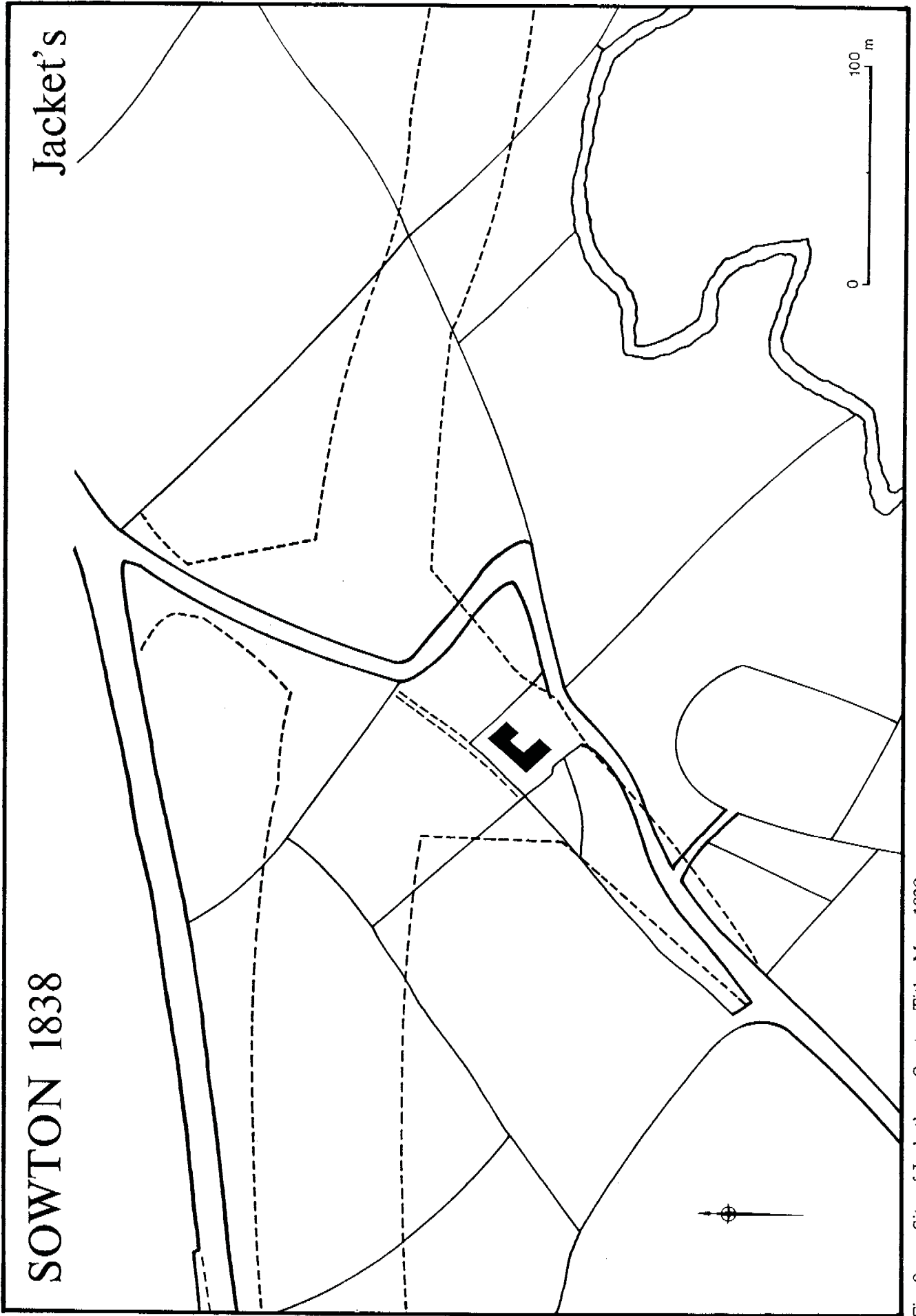


Fig. 8 Site of Jacket's on Sowton Tithe Map, 1838.

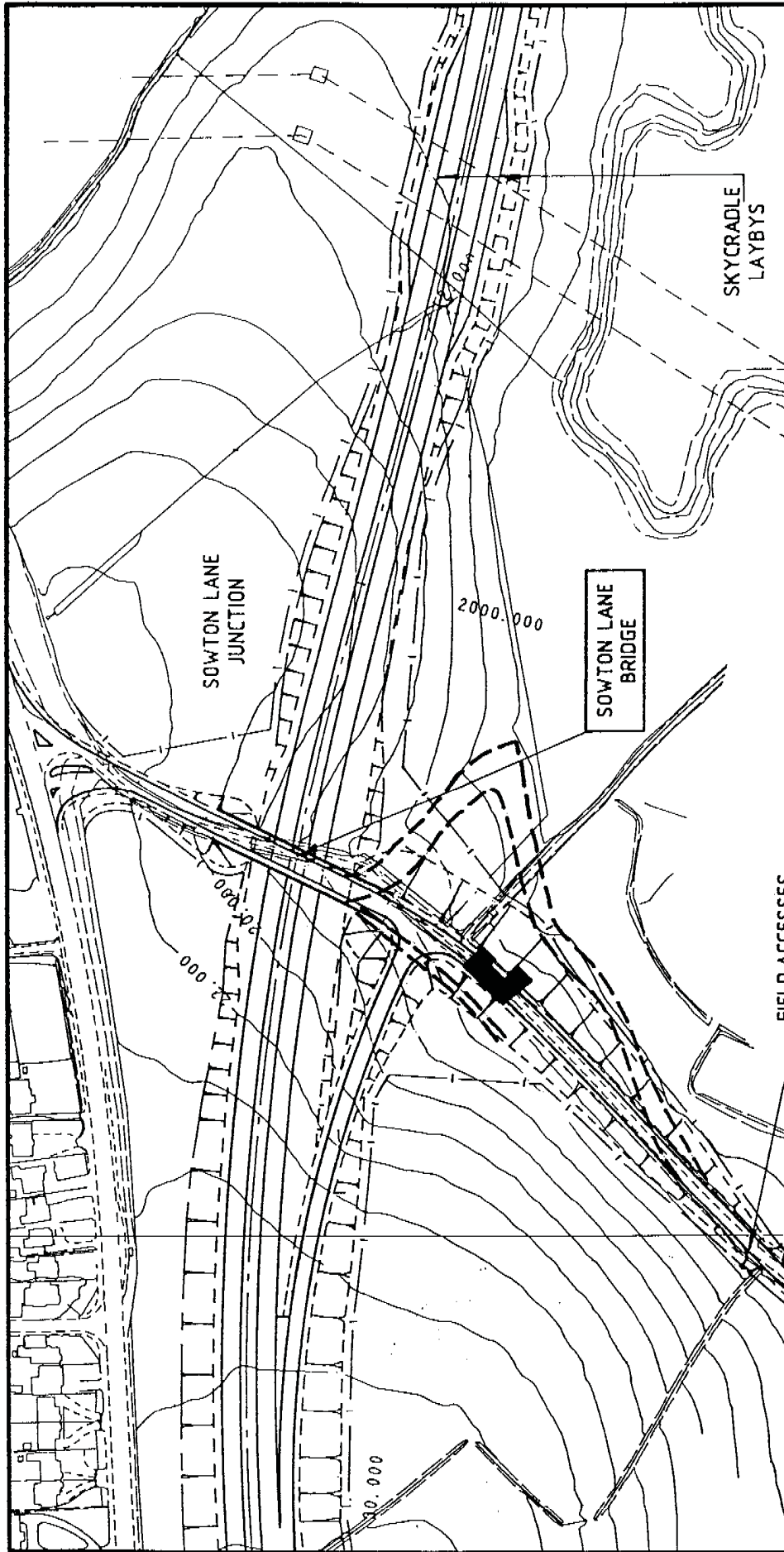


Fig. 9 Location of Jacket's in relation to preliminary design layout.



Fig. 10 OS 1" map (19th century) showing possible line of Roman road, Clist Honiton to Topsham..

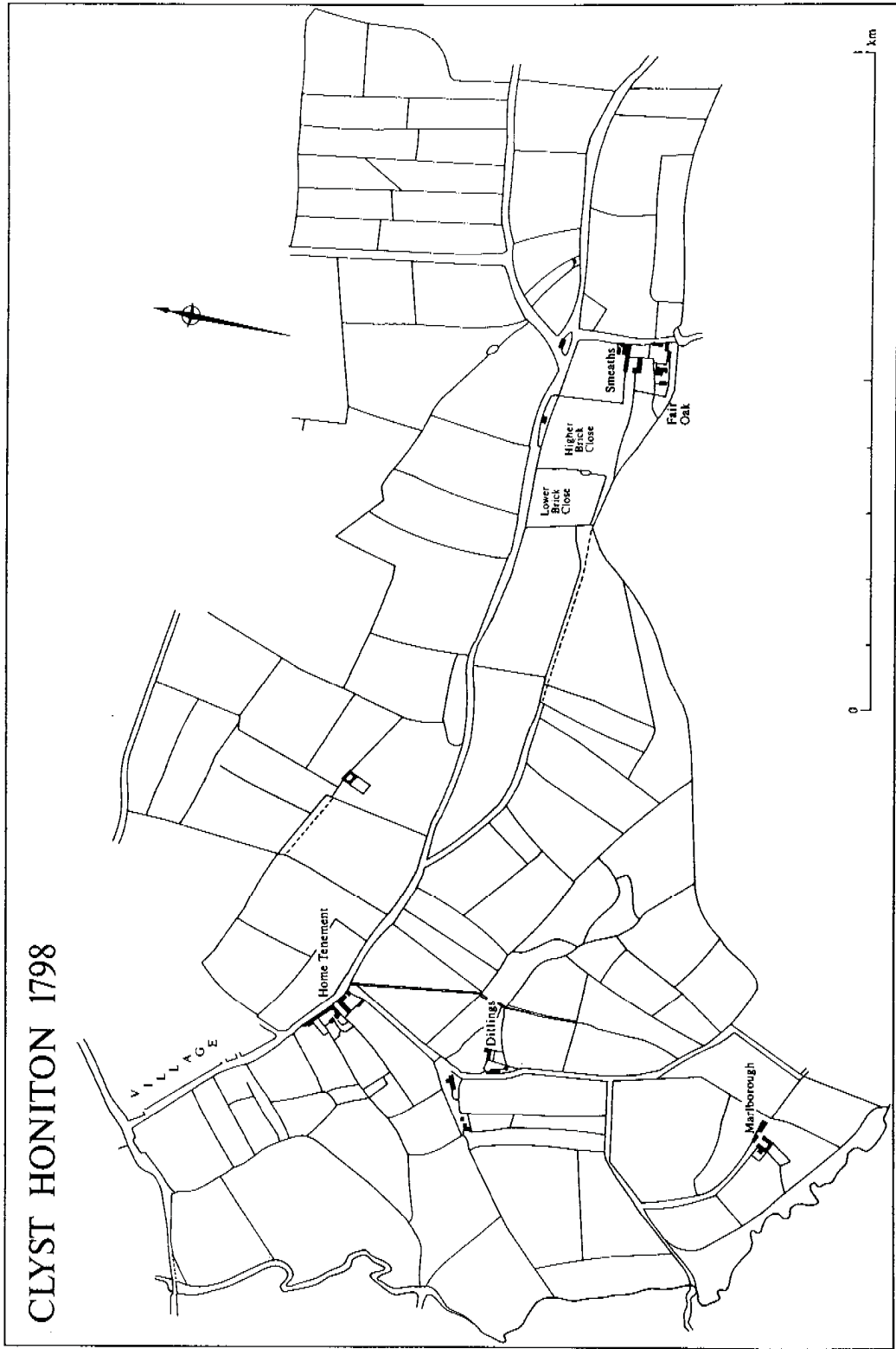


Fig. 11 Part of the 1798 map of the Clyst Honiton estate belonging to the Dean and Chapter.



Fig. 12 Detail of the 1798 map showing Dillings site and building marked A.

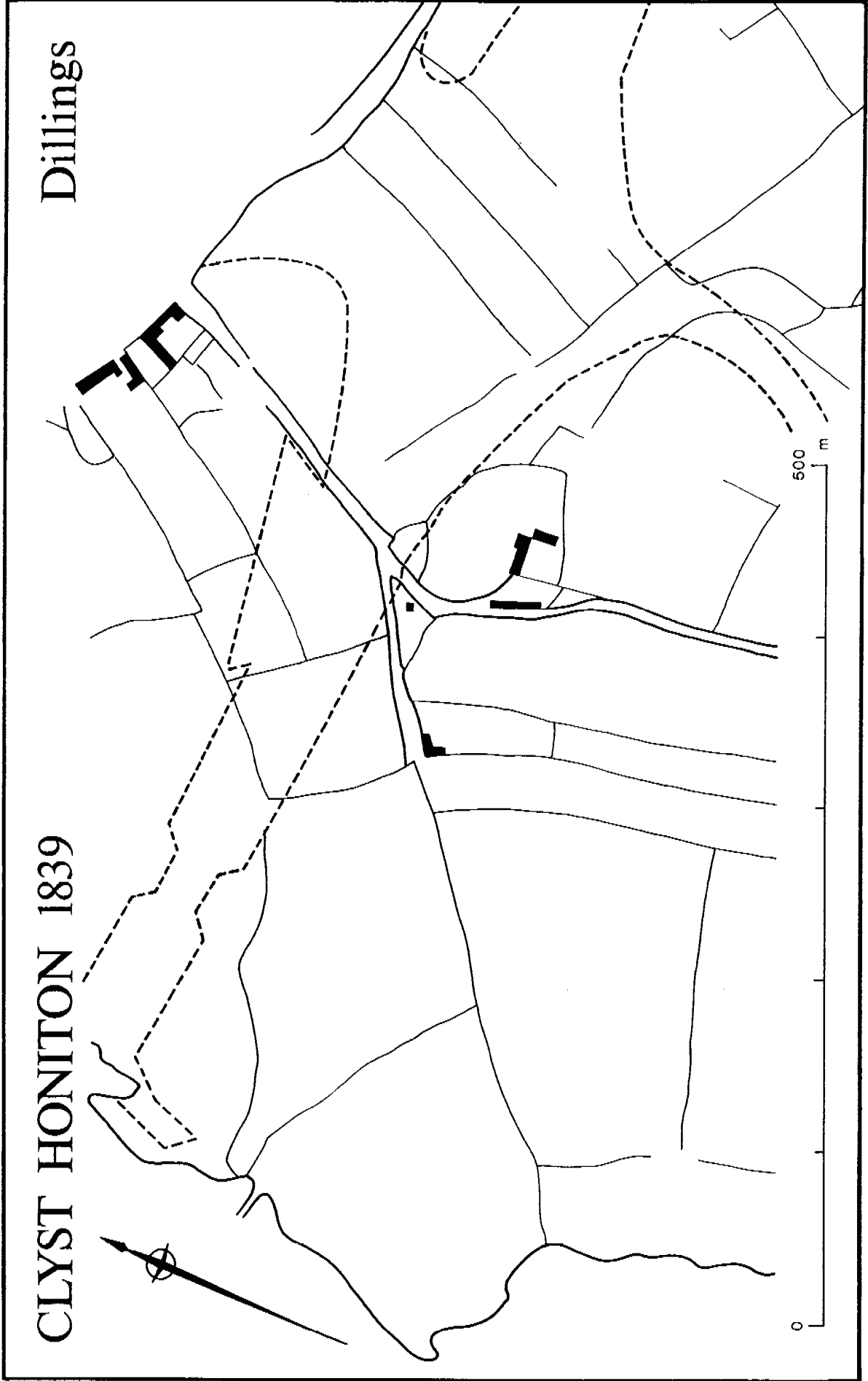


Fig. 13 Clyst Honiton Tithe Map 1839 showing Dillings.

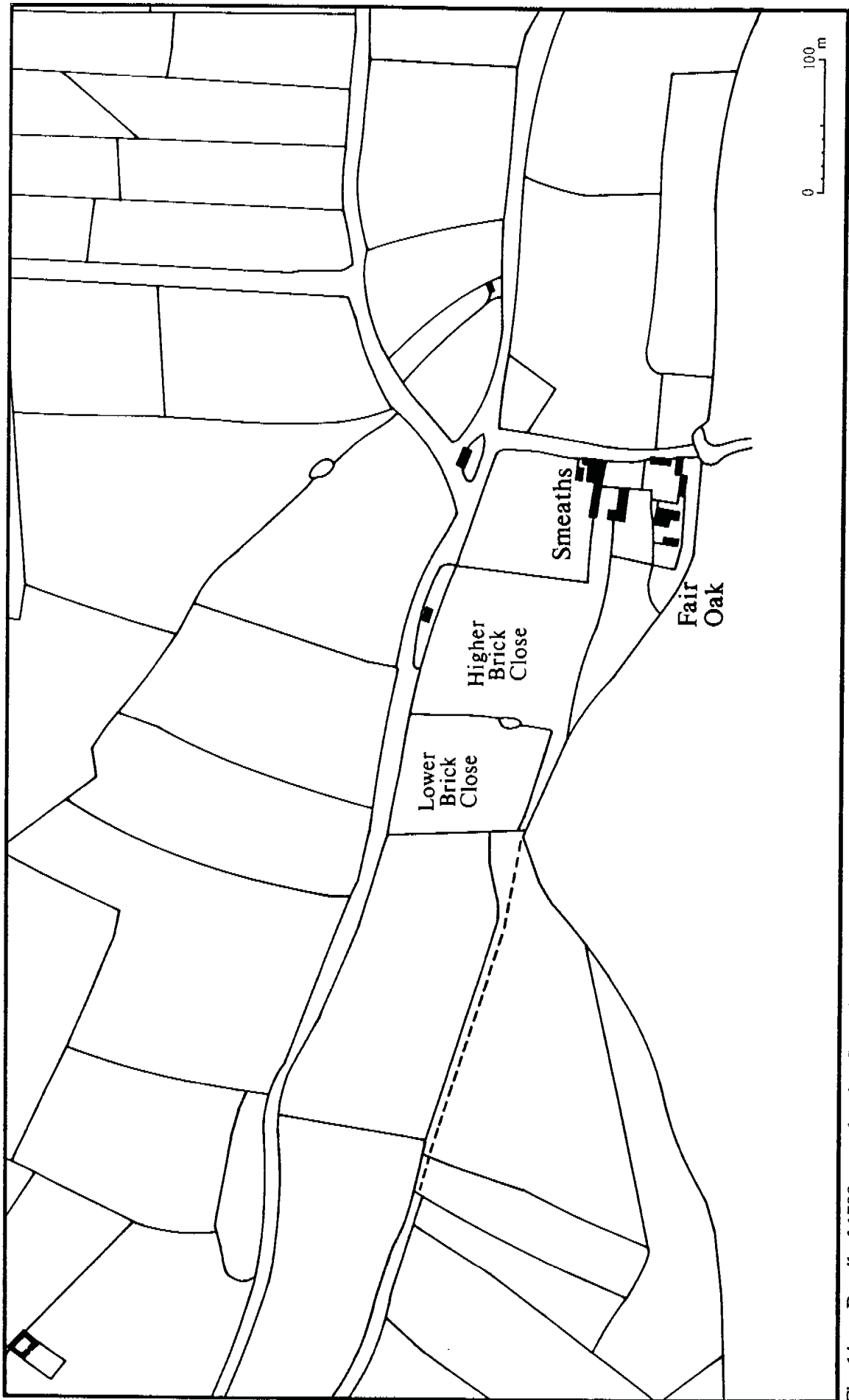


Fig. 14 Detail of 1798 map showing Smeaths and Fair Oak (Wilson's) and Brick Closes.

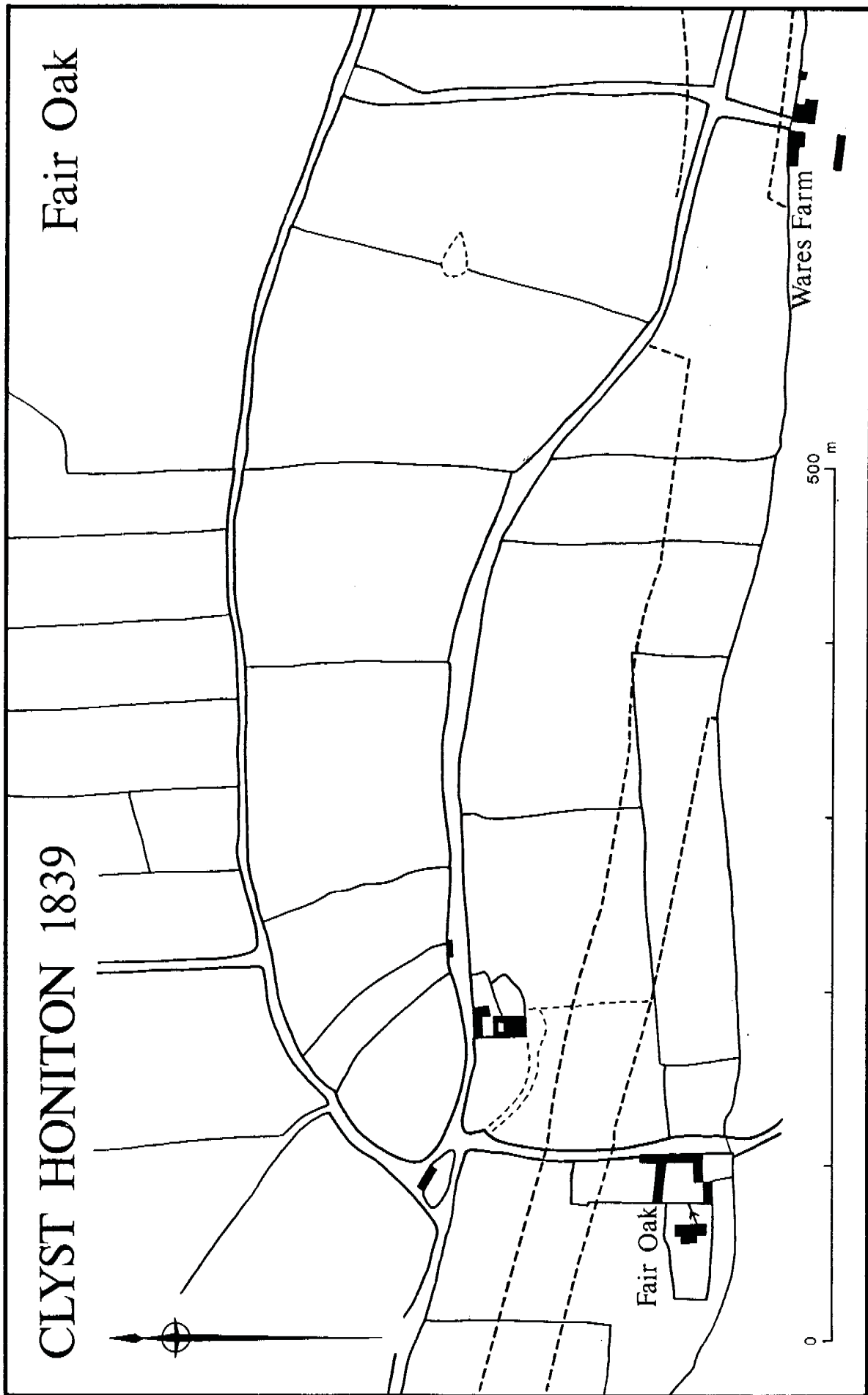


Fig. 15 Clyst Honiton Tithe Map 1839 showing Fair Oak and Wares Farm.

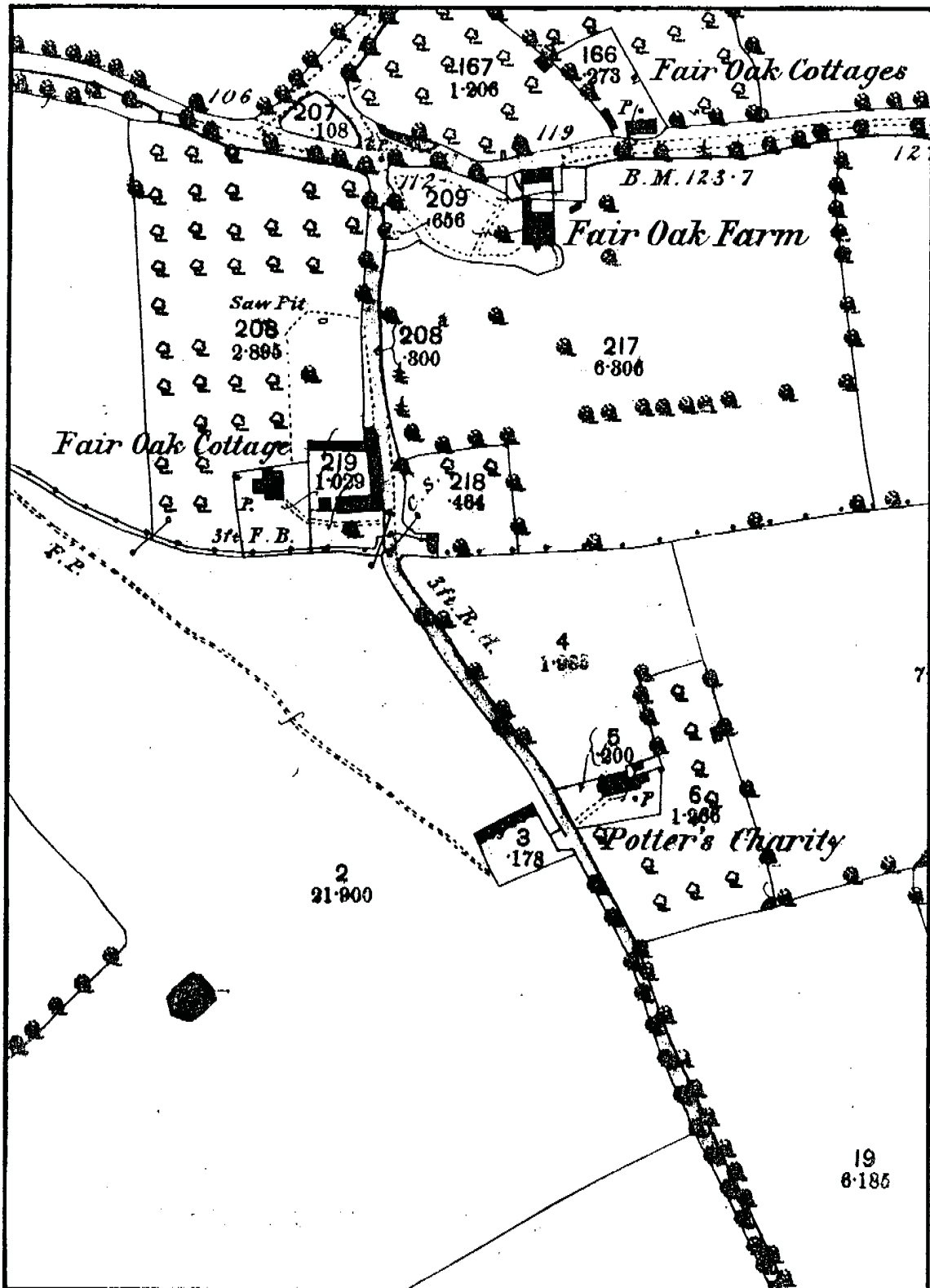


Fig. 16 OS 1st ed. 25" map 1890 showing Fair Oak Cottage and new Fair Oak Farm.

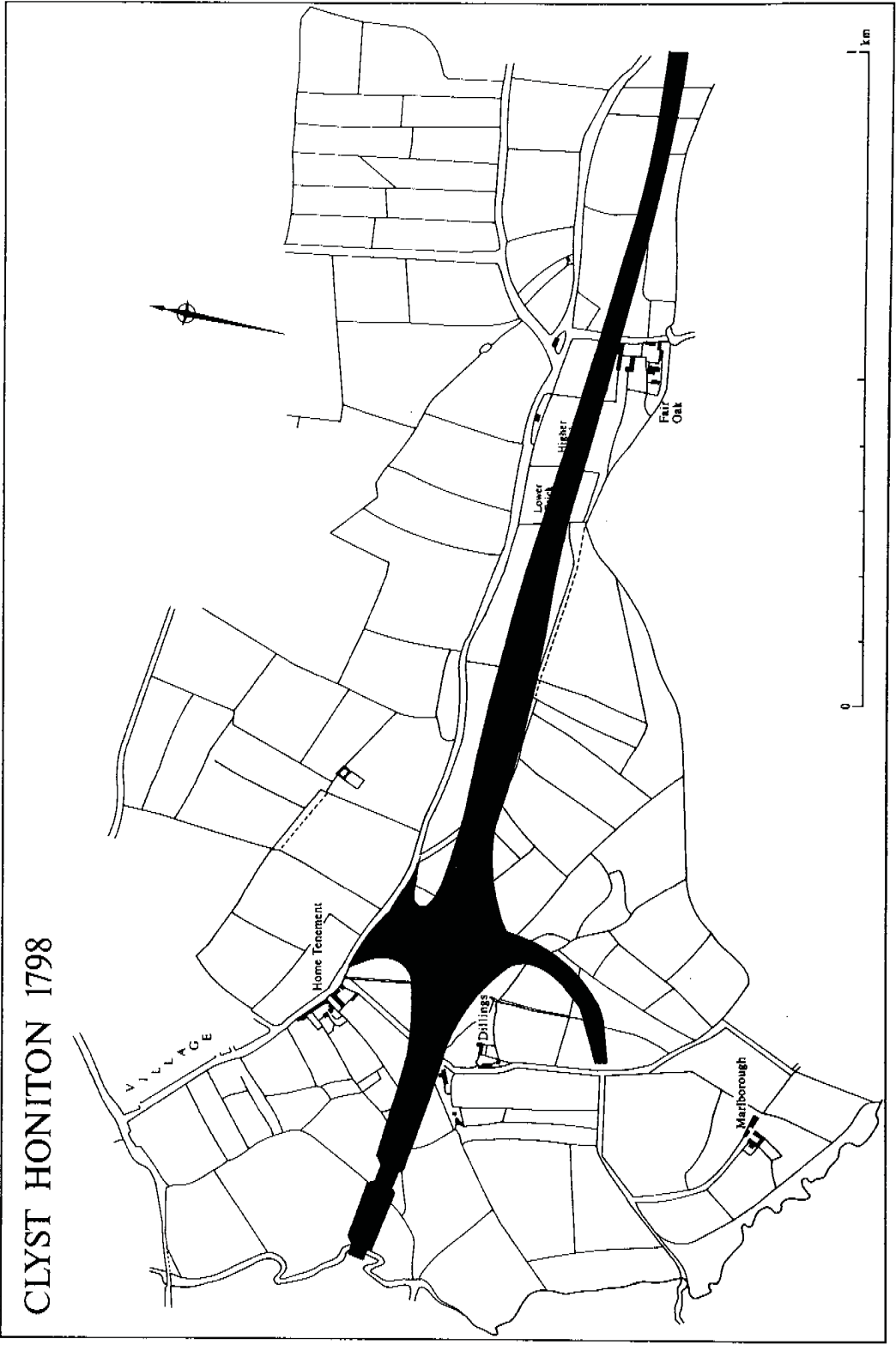


Fig. 17 The 1798 map of Clyst Honiton showing overall impact of scheme proposals.

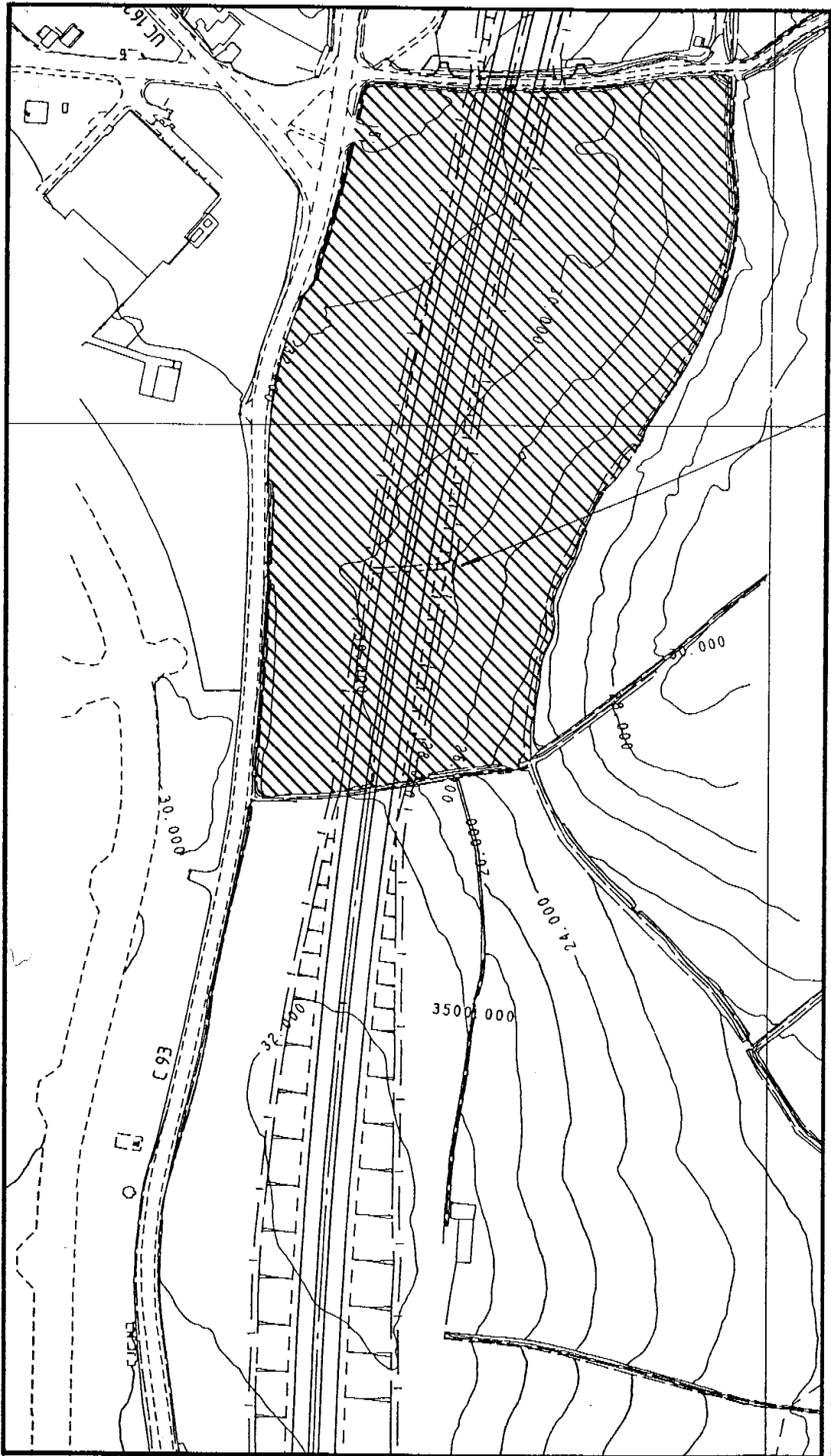


Fig. 18 Areas of particular archaeological interest at Fair Oak (shaded) in relation to preliminary design layout.

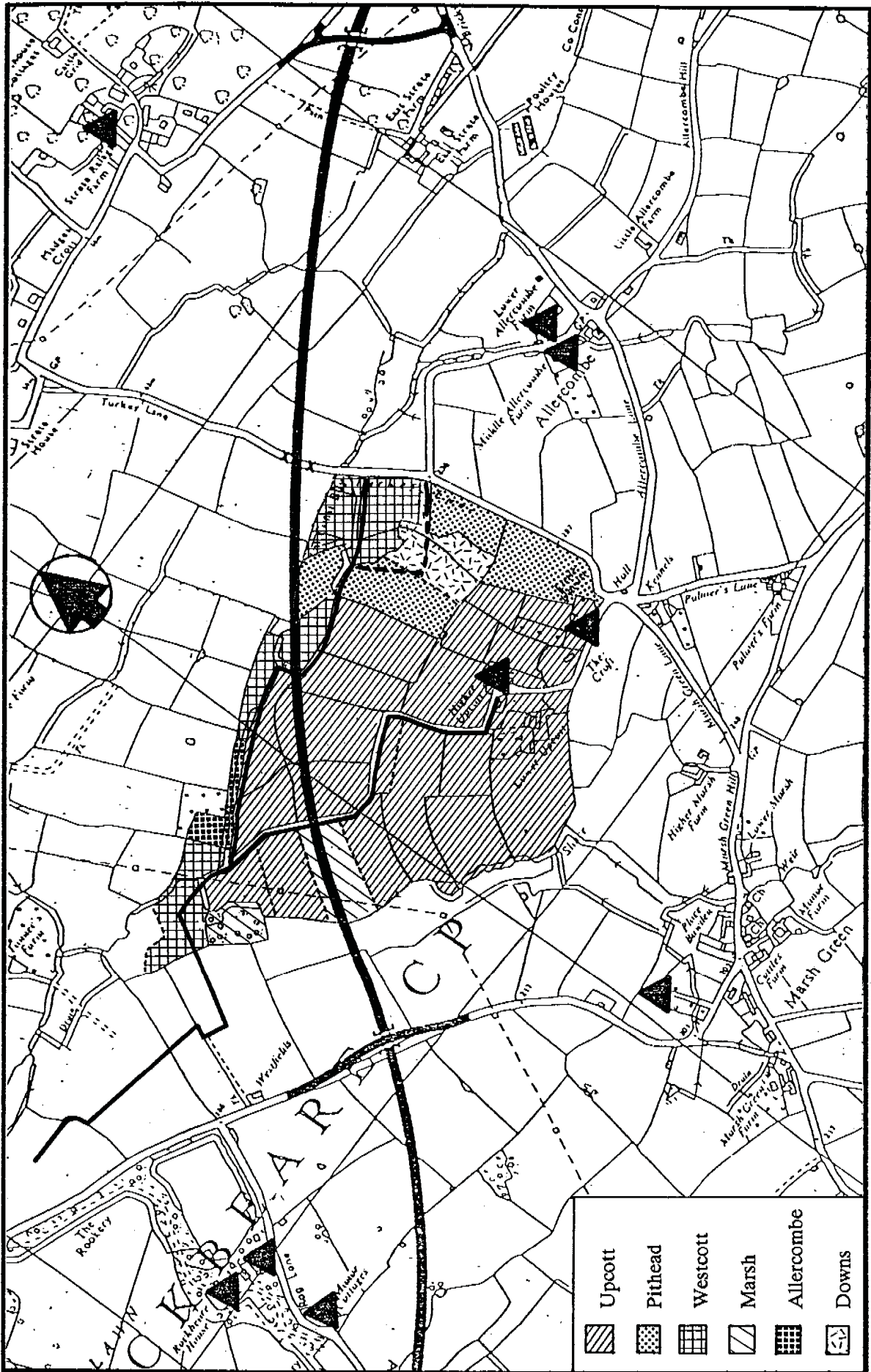


Fig. 19 Fields at Upcott showing tenure in 1844: trackways are shown in red.

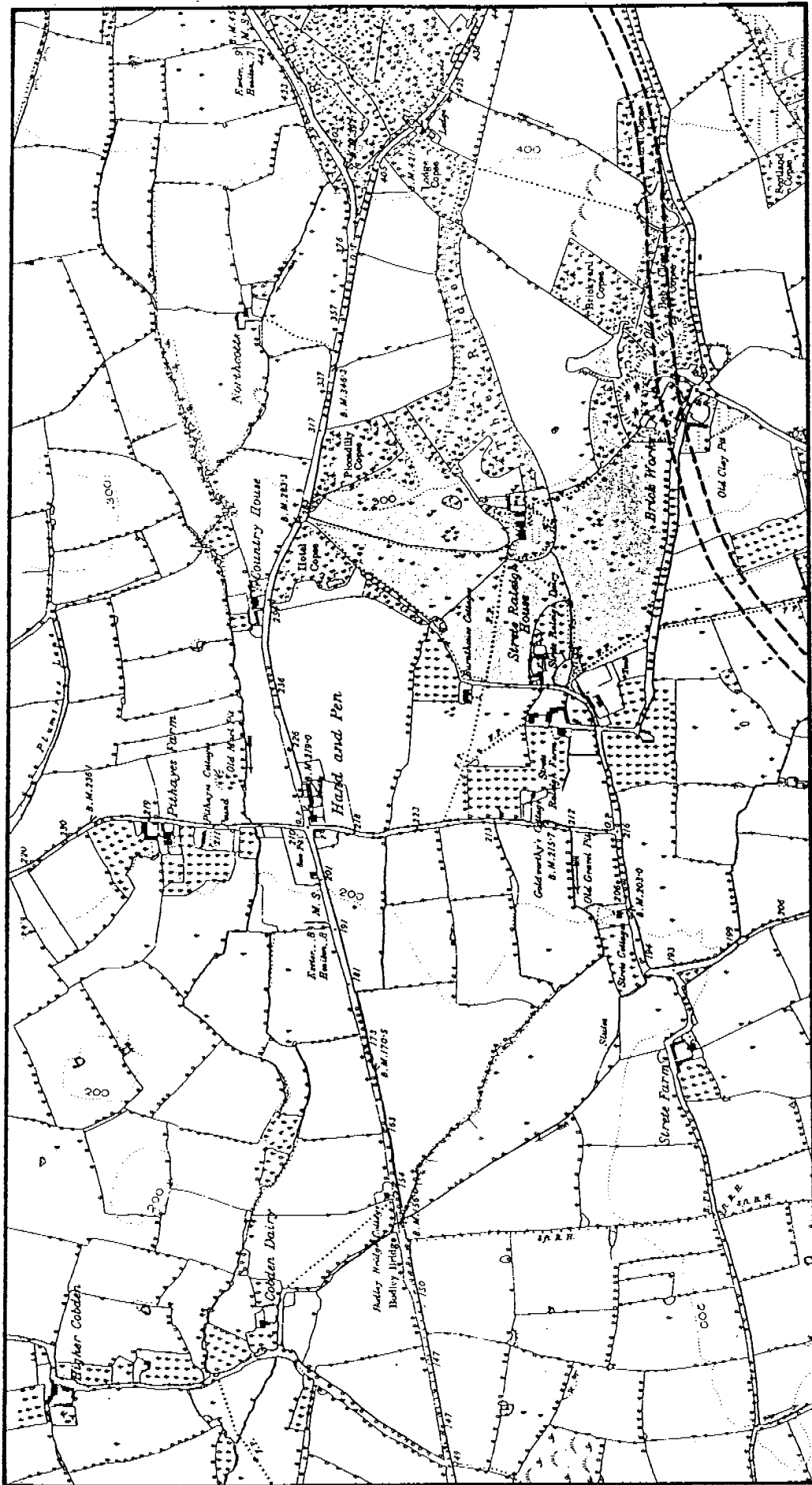


Fig. 20 The Stretre area including brickworks in 1890 (OS 1st ed. 6" map).

BRICKYARD, Strete Ralegh

1884

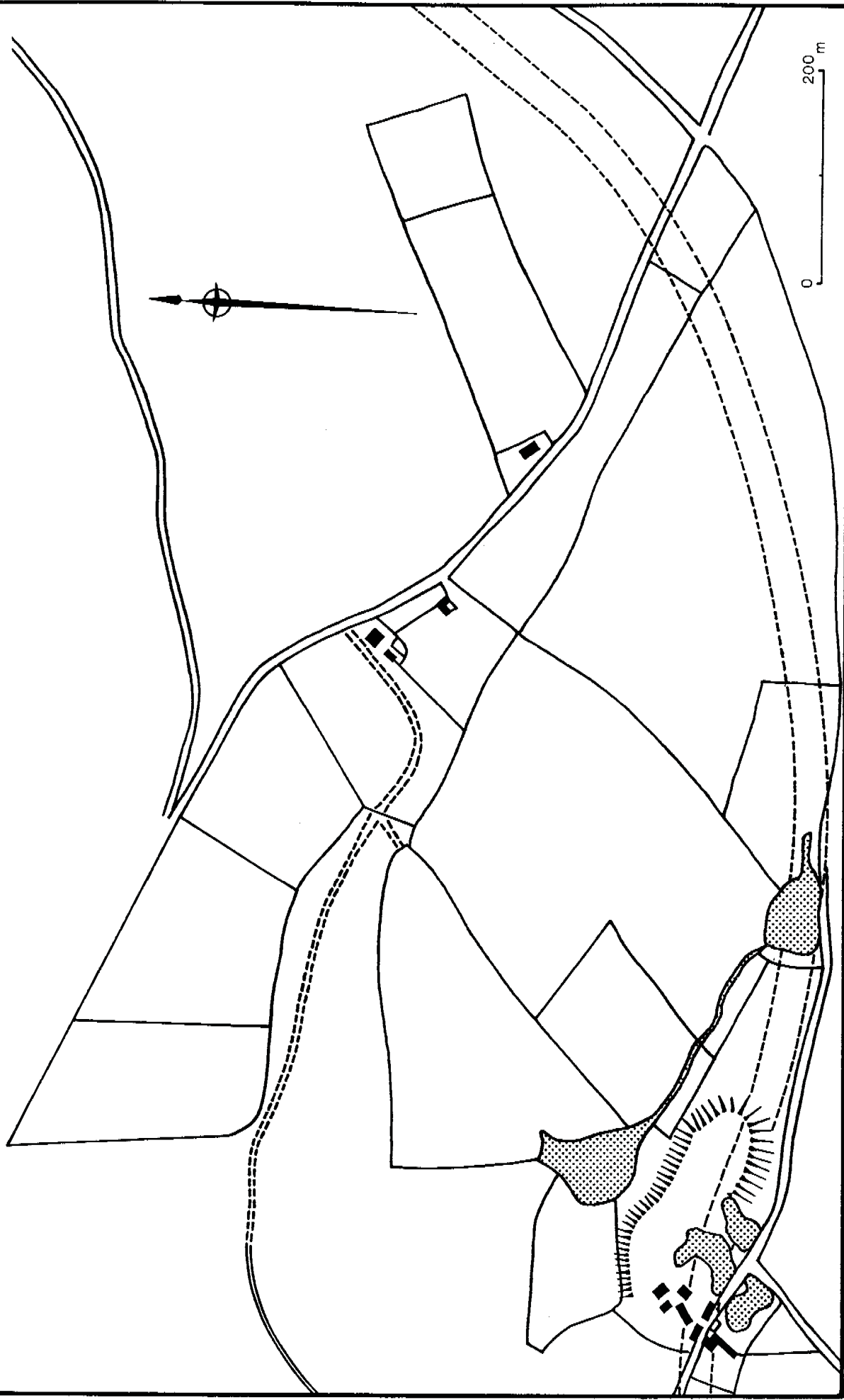


Fig. 21 The brickyard at Strete Ralegh in 1884 (based on DRO 69/9/2 Box 9/21).

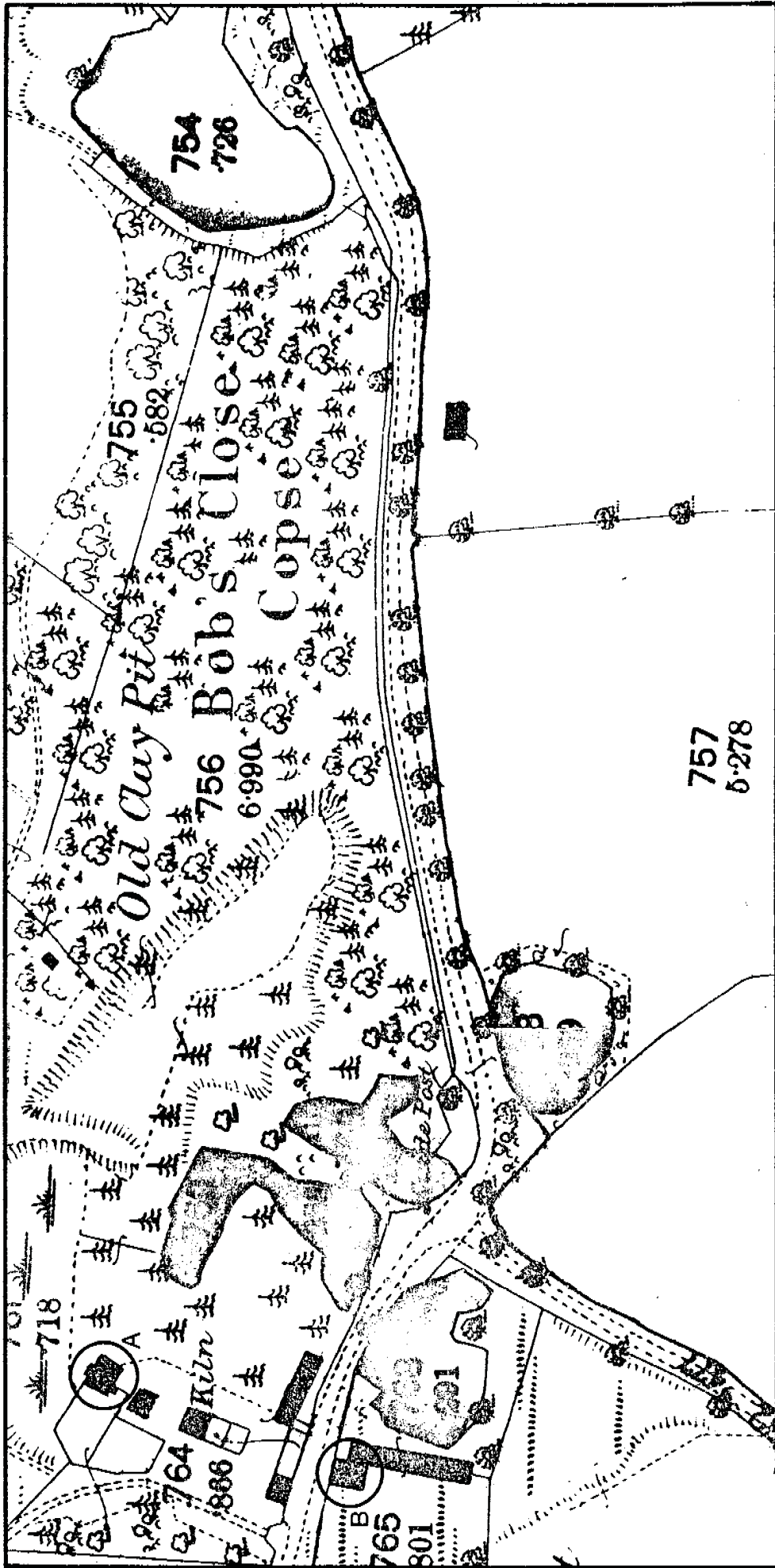


Fig. 22 The brickyard at Strete Raleigh in 1888 (OS 1st ed. 25" map).
 A - Brickyard Cottage; B - Brick-drying shed.

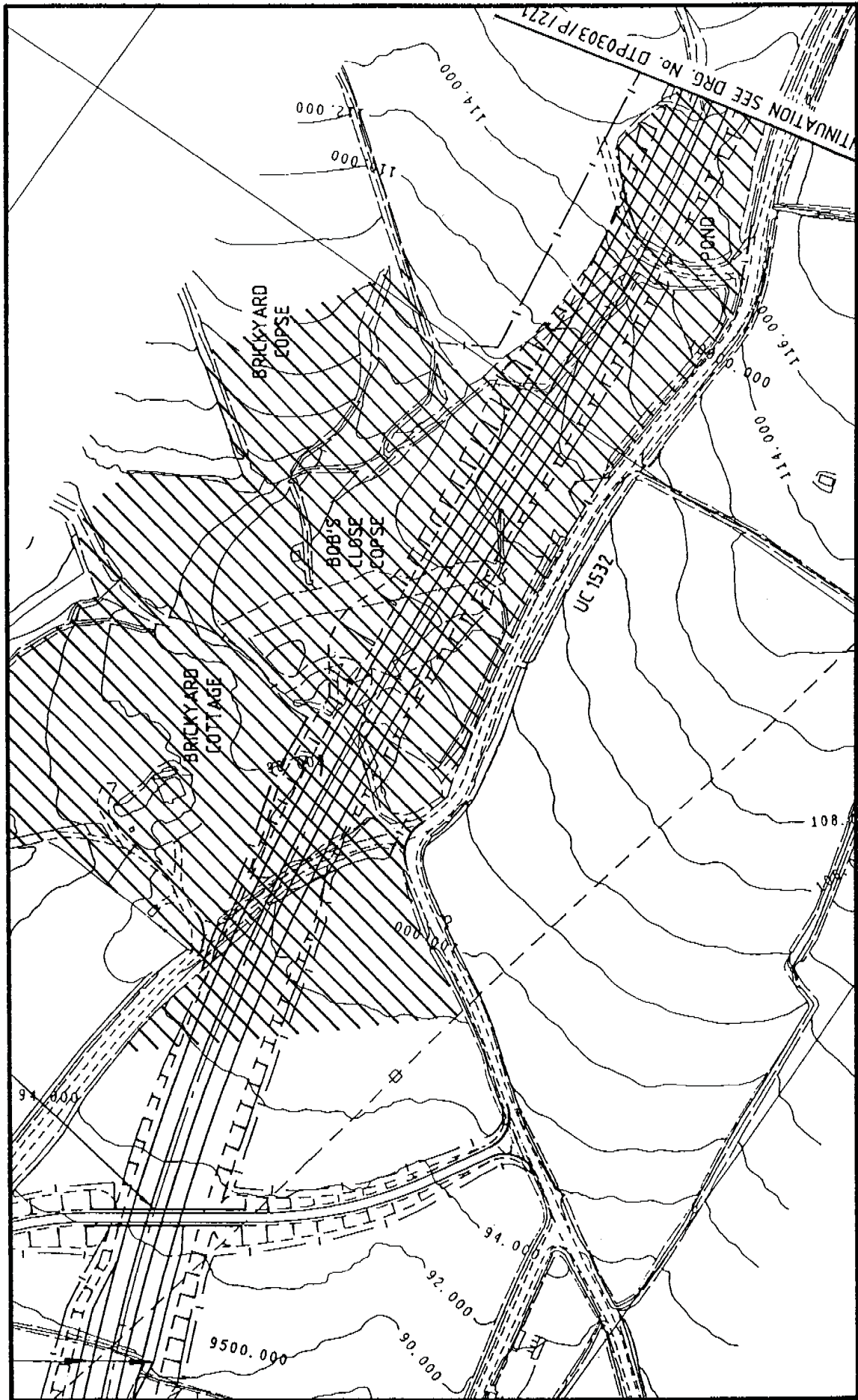


Fig. 23 The brickyard (Site 16) showing extent of areas of particular archaeological interest (shaded) in relation to preliminary design layout.

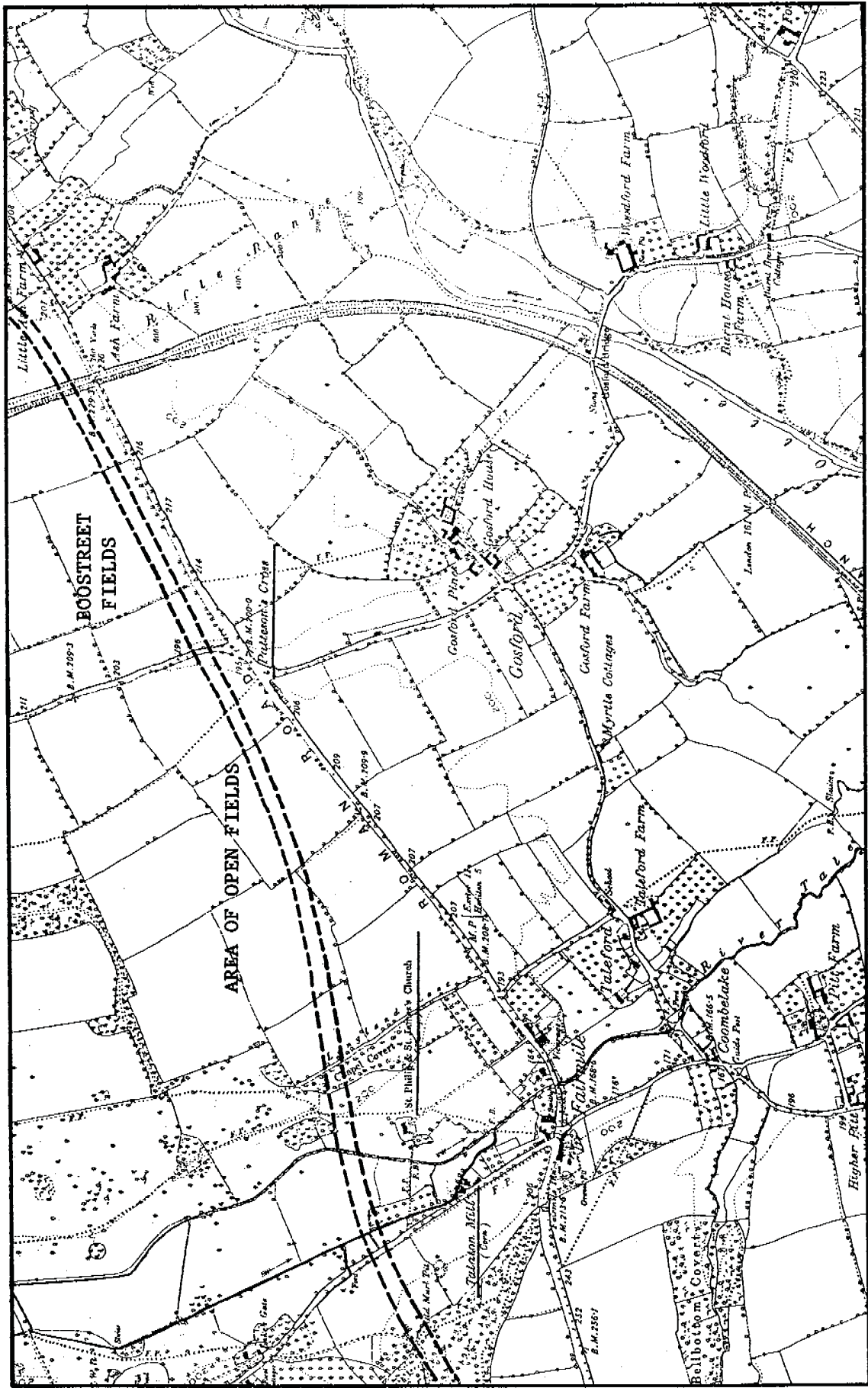


Fig. 24 The Fairmile area in 1891 including Talon Mill and Patteson's Cross (OS 6" 1st ed.).

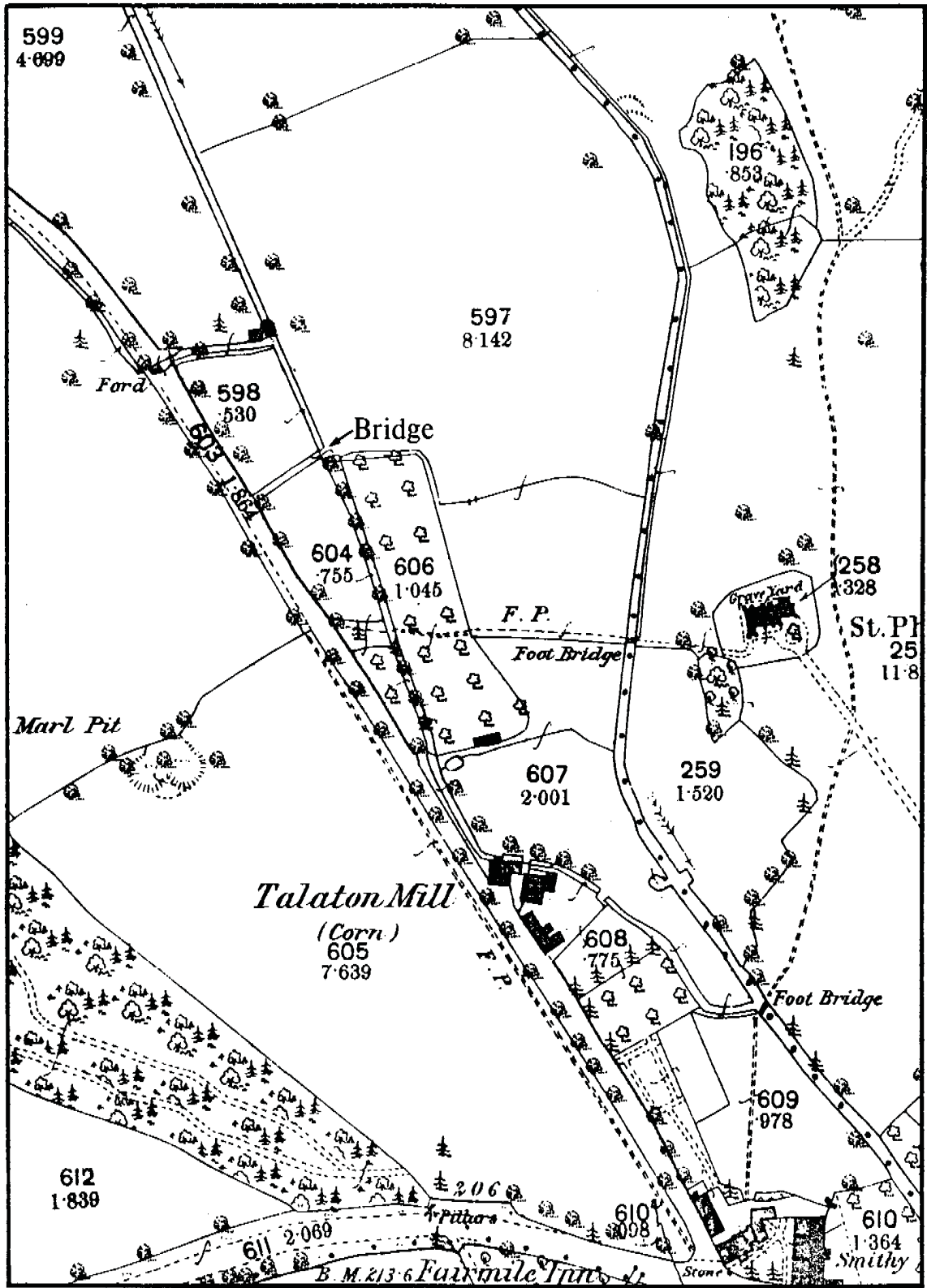


Fig. 25 Talaton Mill in 1888 (OS 25" 1st ed.).

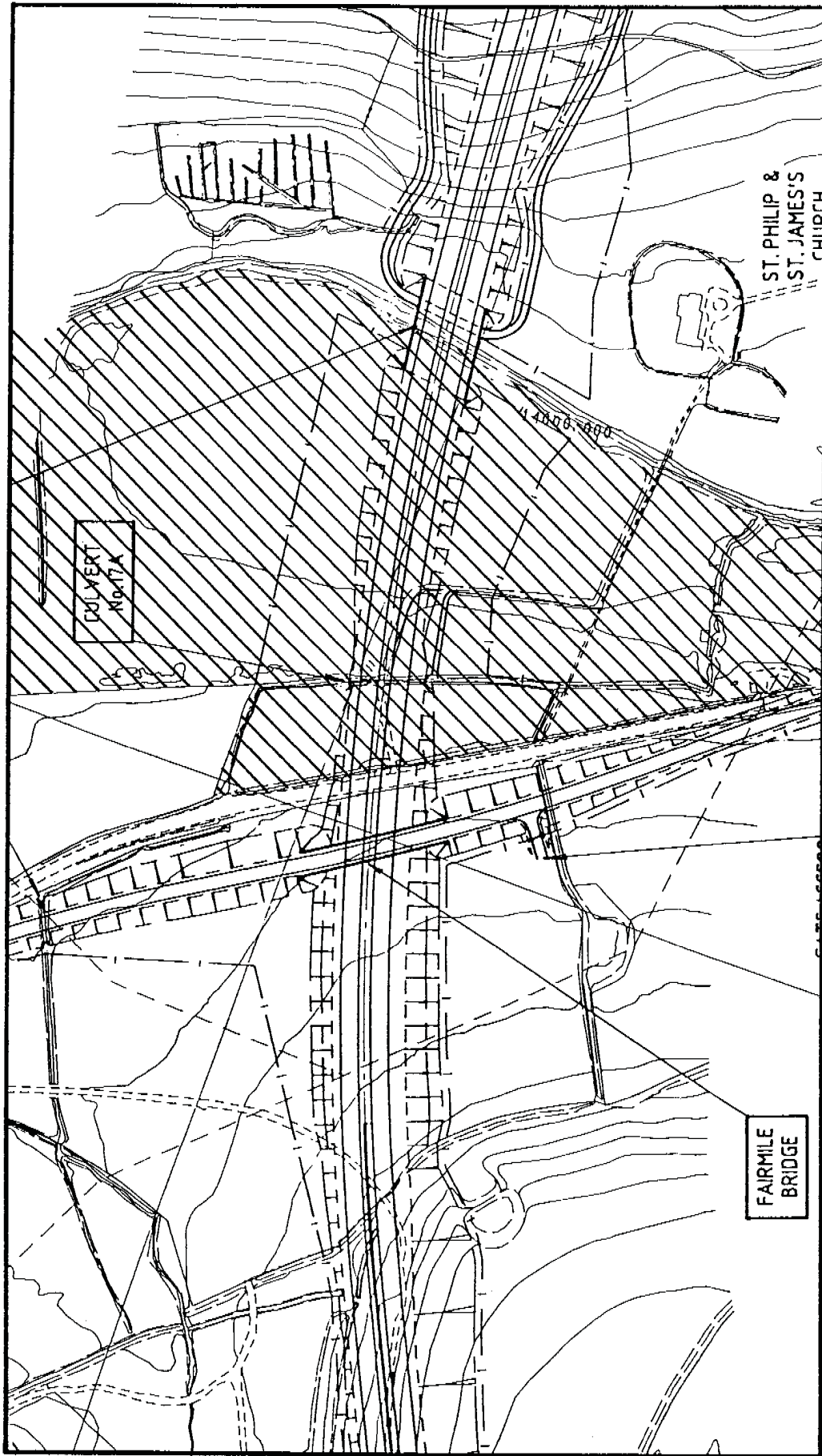


Fig. 26 Talaton Mill/Fairmile showing area of particular archaeological interest (shaded) in relation to preliminary design layout.

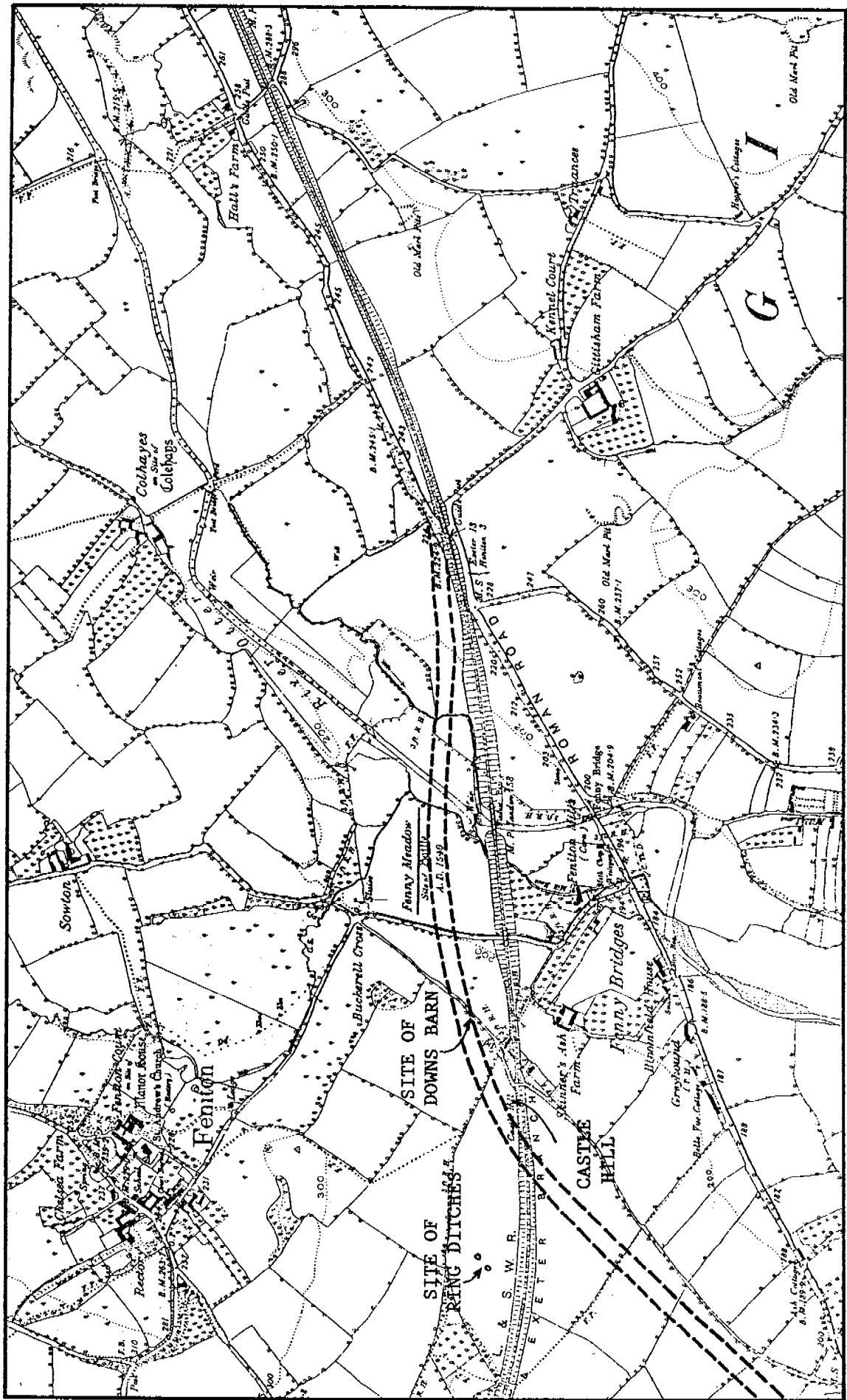


Fig. 28 The Fenny Bridges area in 1891 showing Castle Hill, Downs Barn and Fenny Meadows (OS 6" 1st ed.).

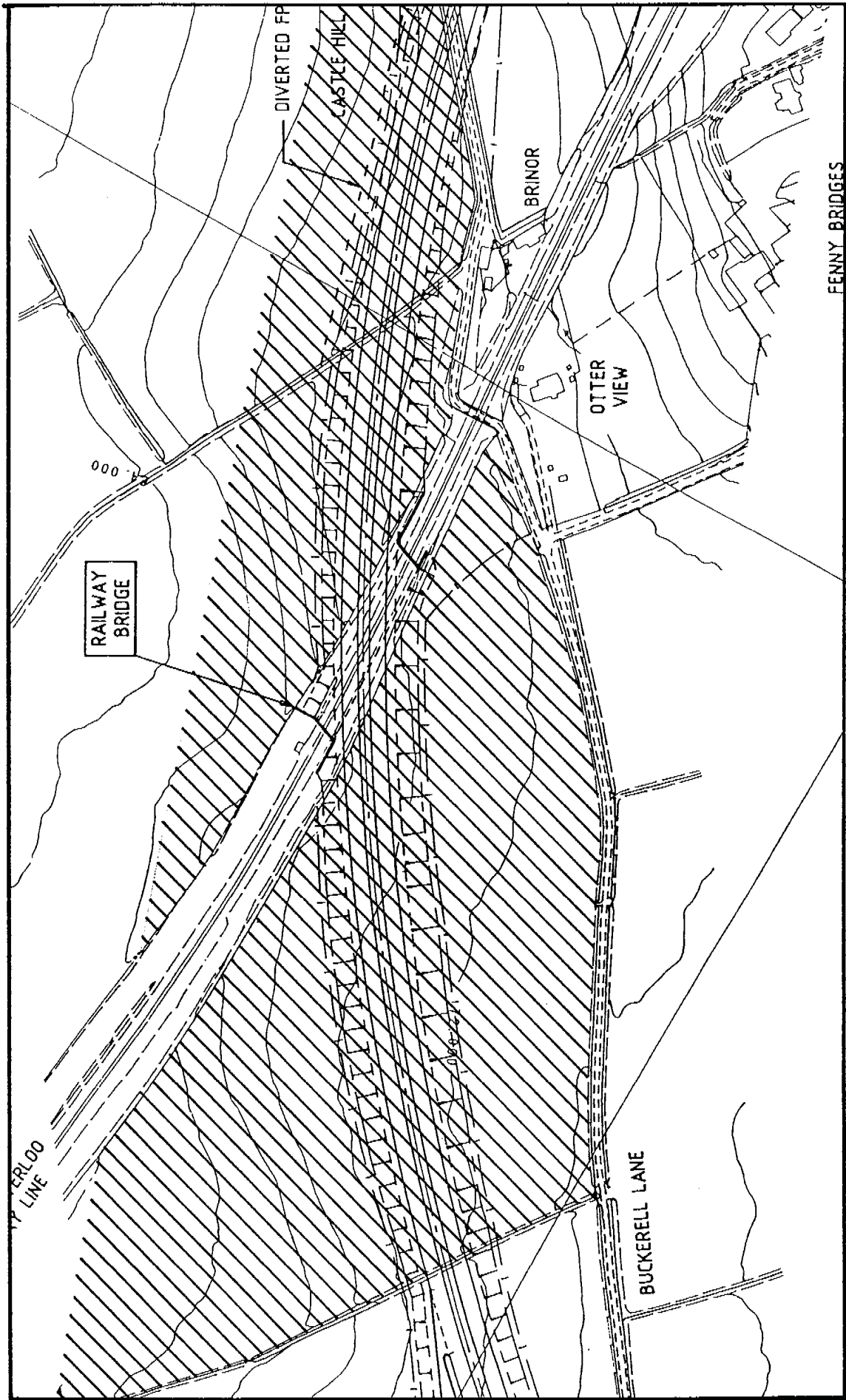


Fig. 29 Castle Hill showing areas of particular archaeological significance (shaded) in relation to preliminary design layout.

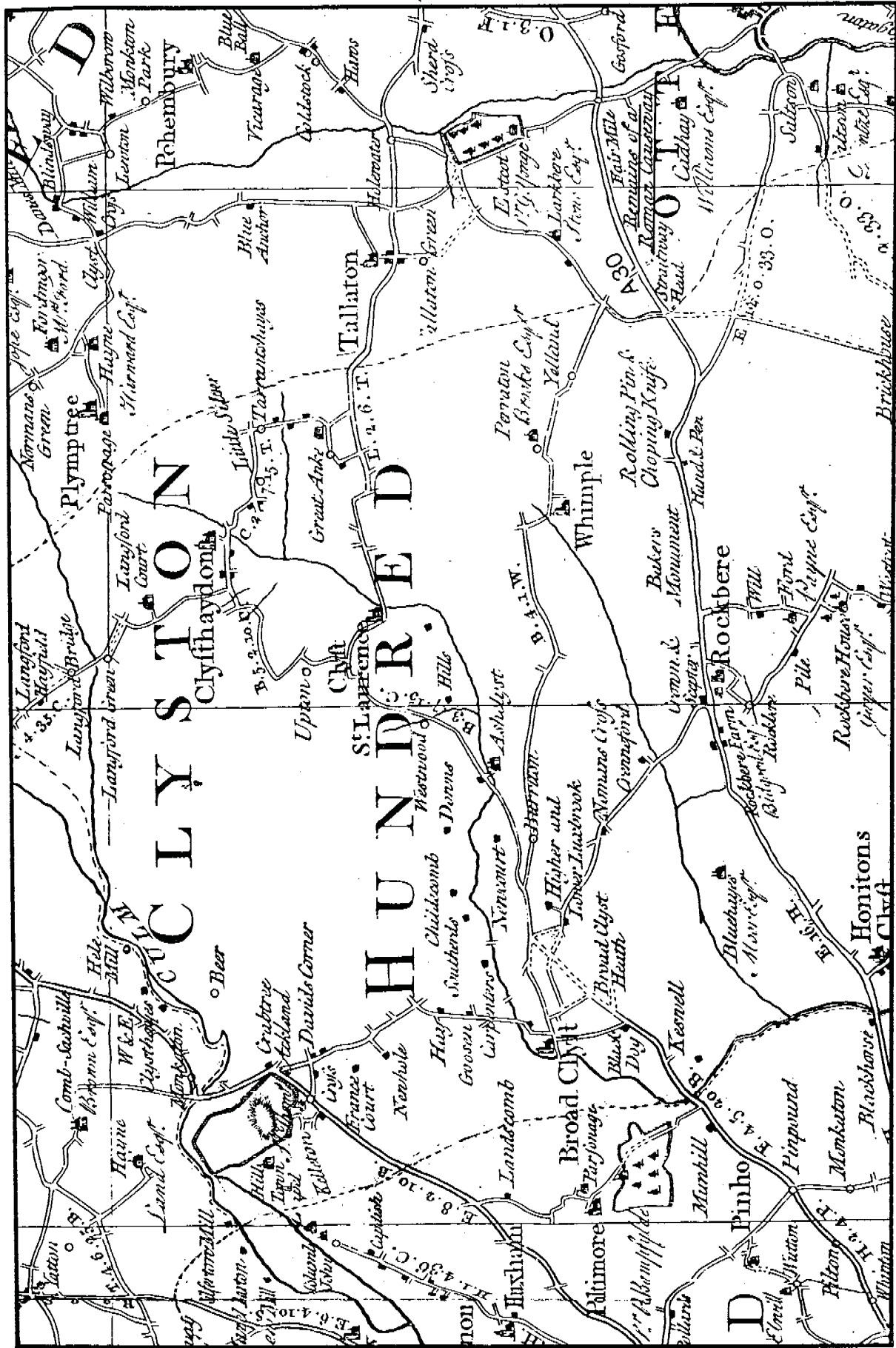


Fig. 30 Extract from Donn's Map of Devon 1765 showing Roman road at Fairmile.

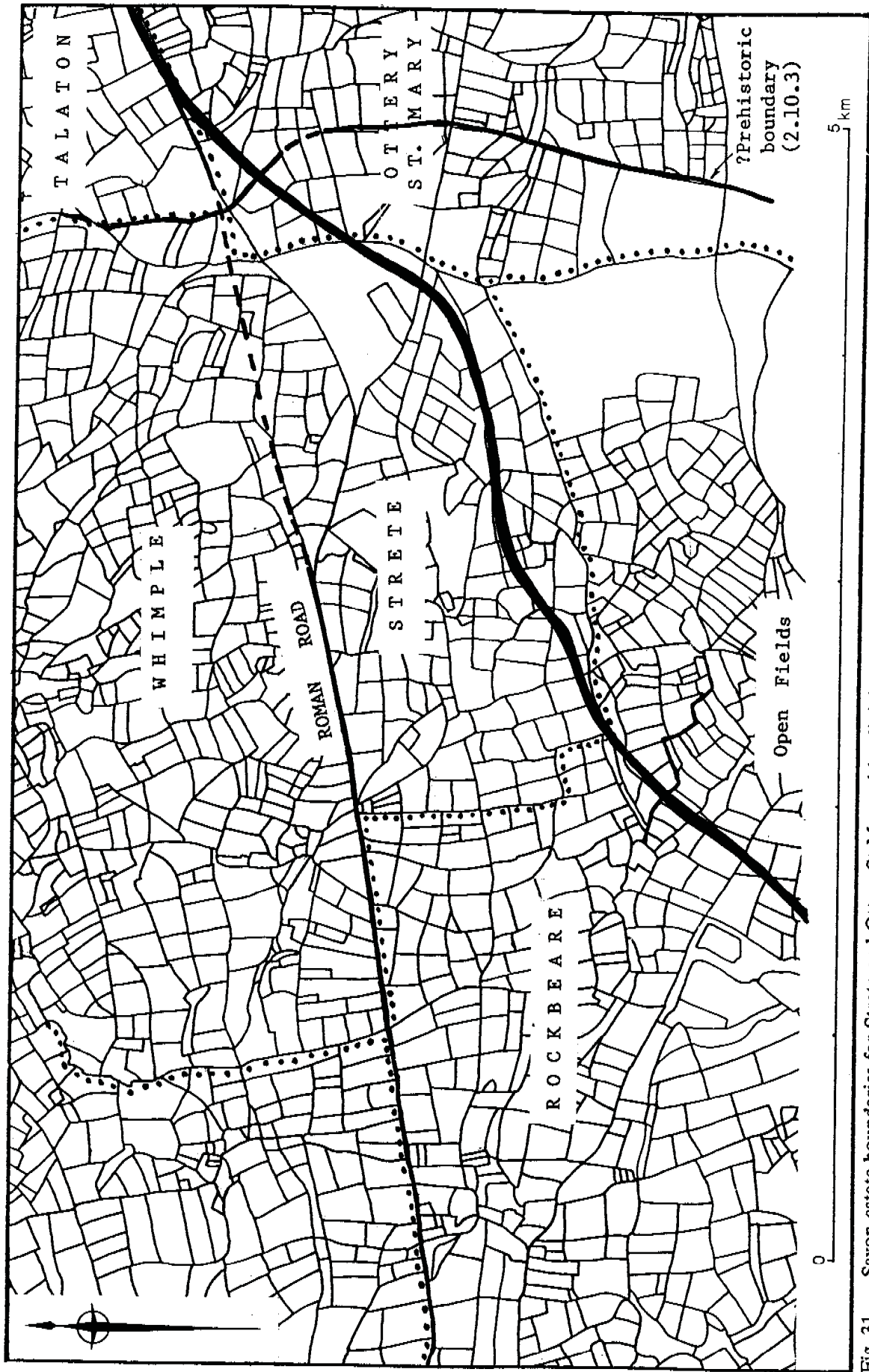


Fig 31 Saxon estate boundaries for Stretre and Ortery St Mary with adjoining parish boundaries.

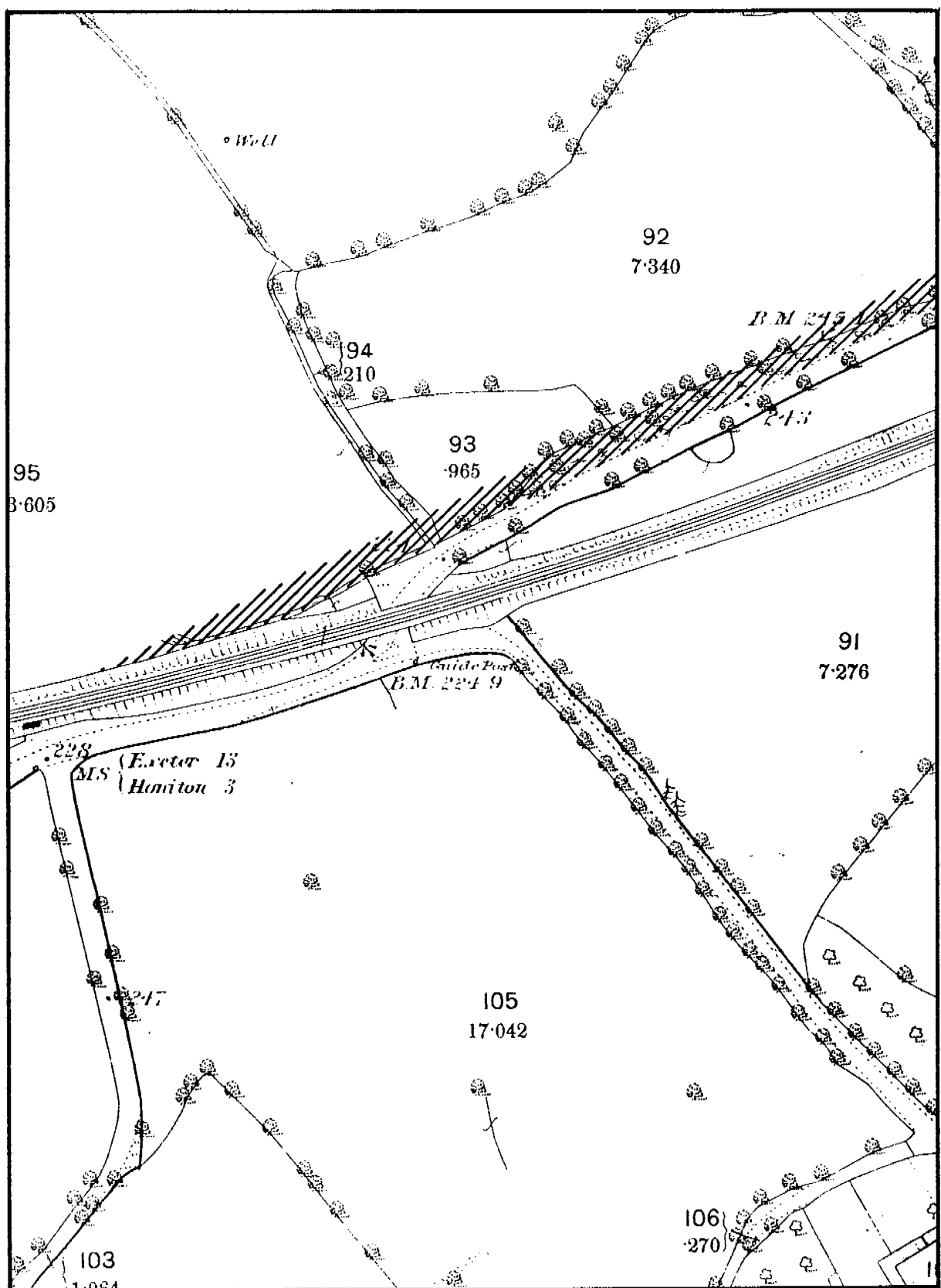


Fig. 32 Iron Bridge in 1881 showing possible location of Roman road (shaded).

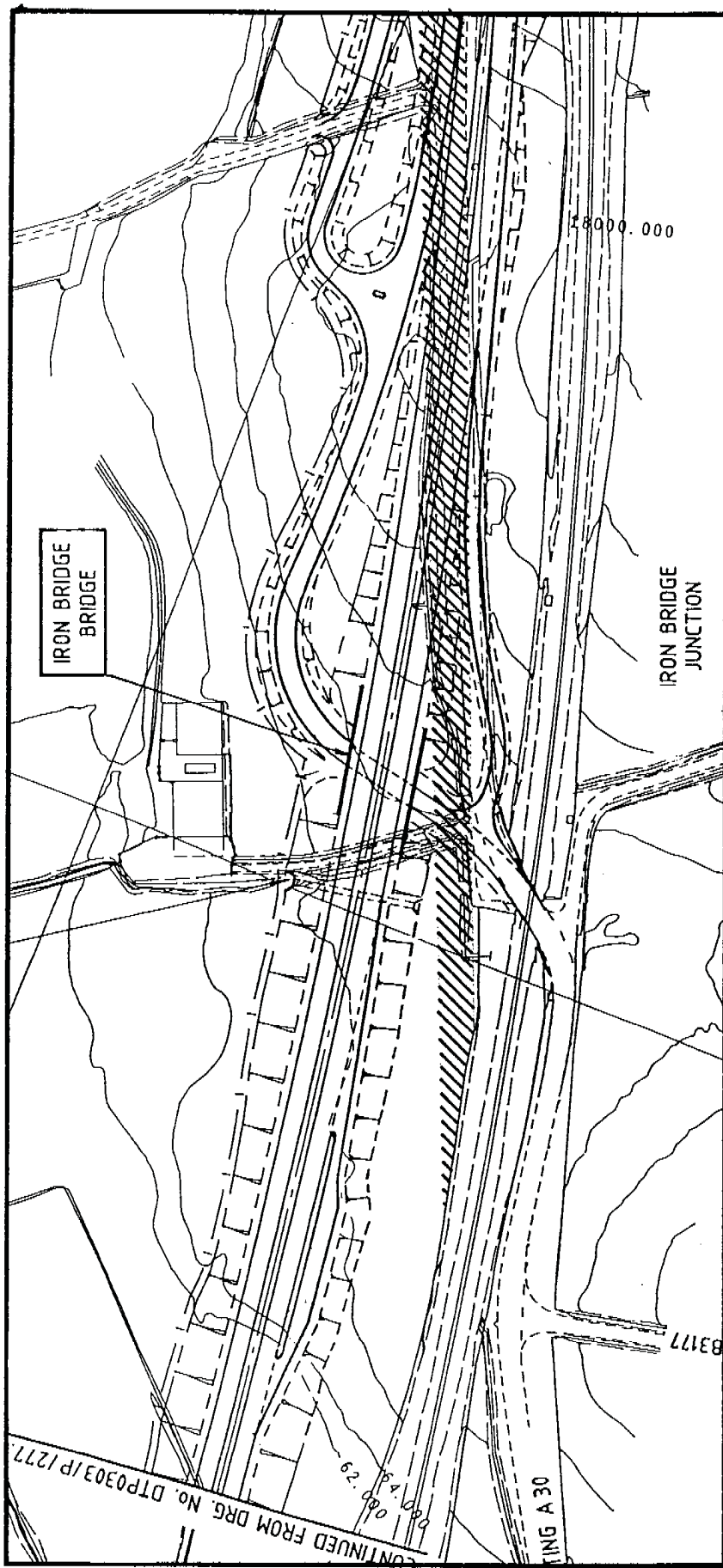


Fig. 33 Iron Bridge showing areas of particular archaeological interest (shaded) in relation to preliminary design layout.

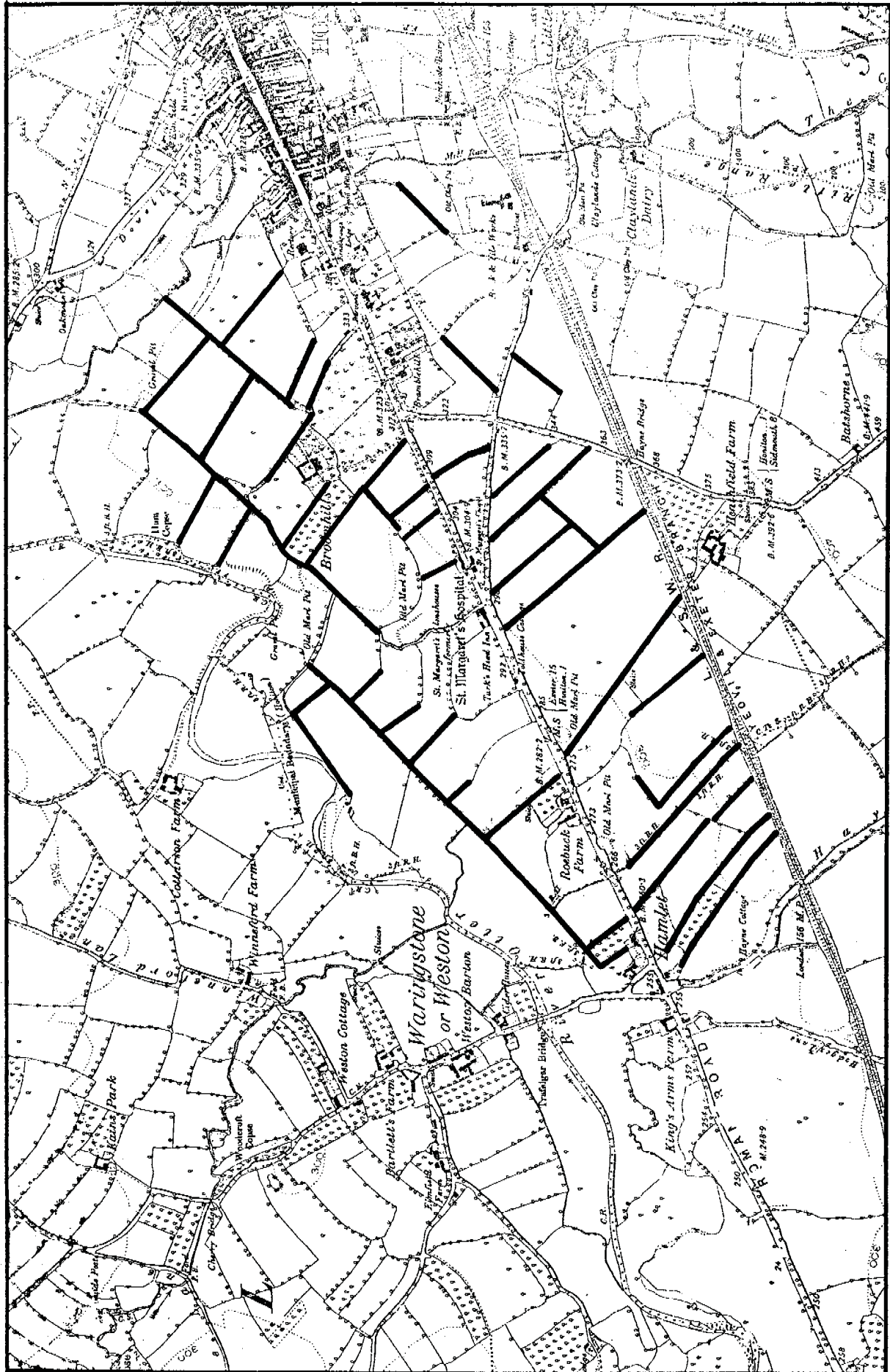


Fig. 34 Location of potential prehistoric boundaries in relation to Roman road (A30) west of Honiton.

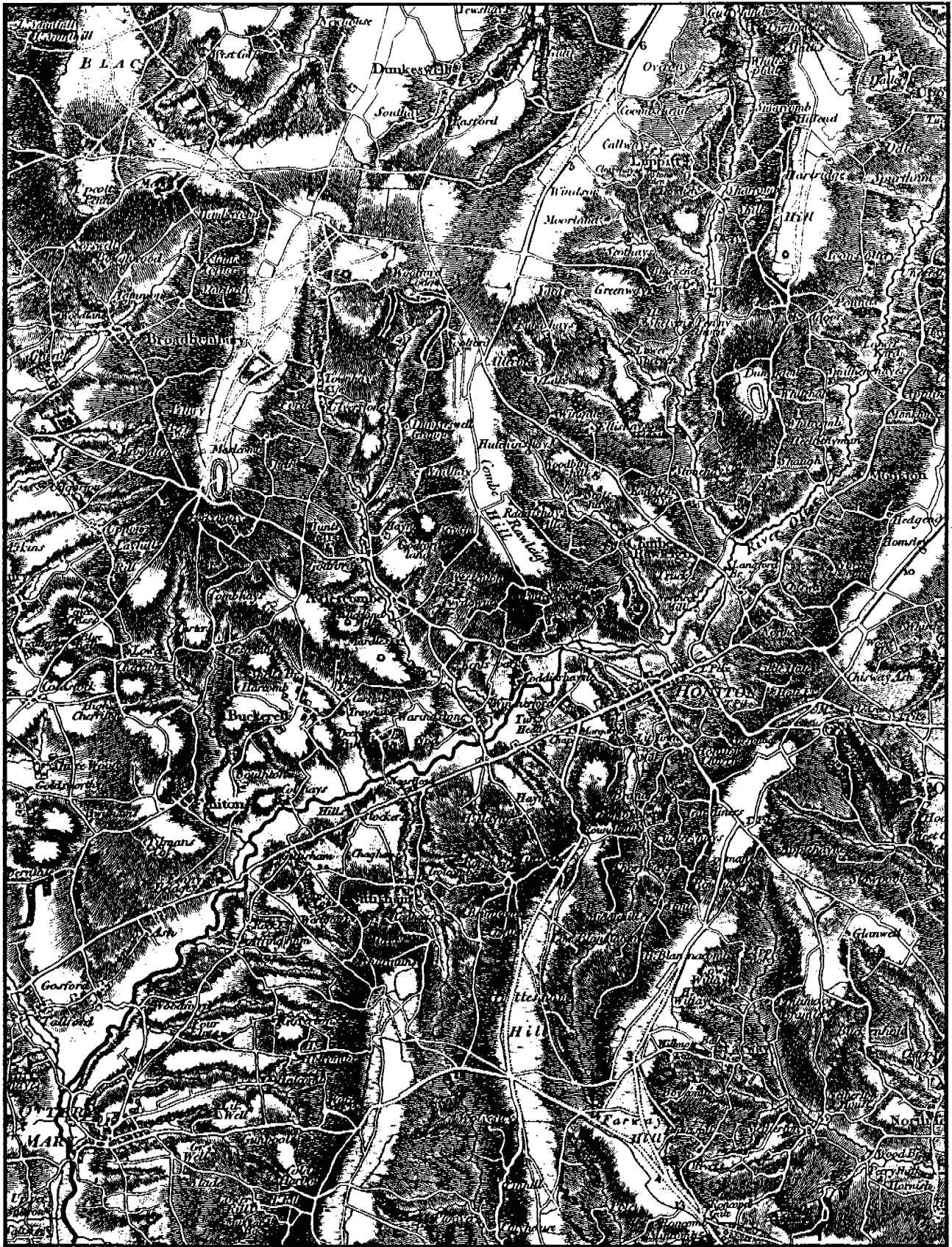


Fig. 35 OS 1st ed. 1" map Honiton area showing Roman road alignment (surveyed c. 1806).

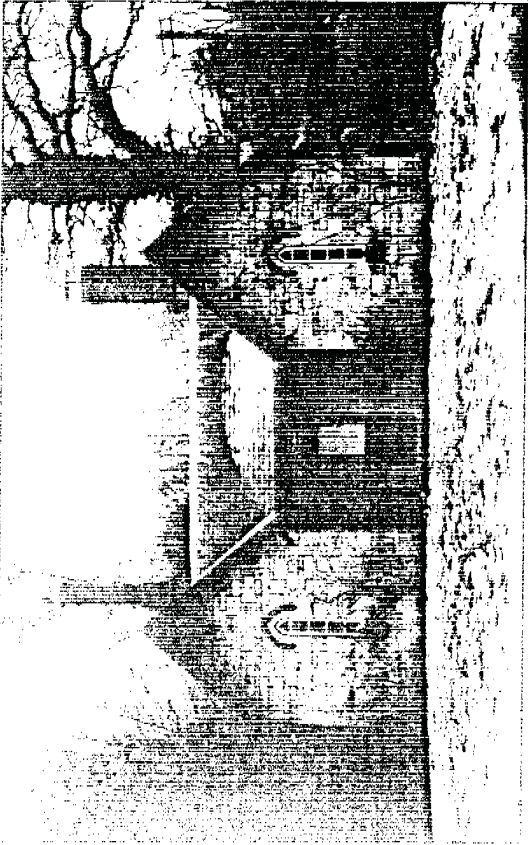


Plate 1 Sowton Lodge.

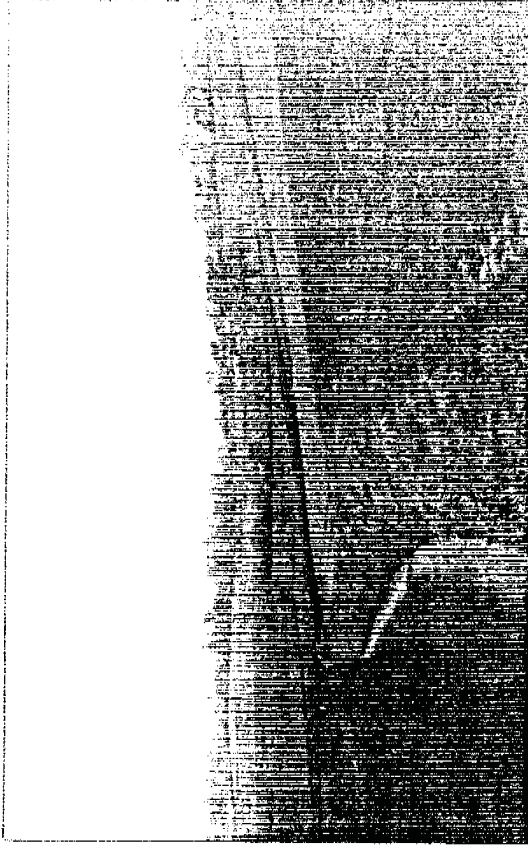


Plate 3 Site of Jackets, Sowton.

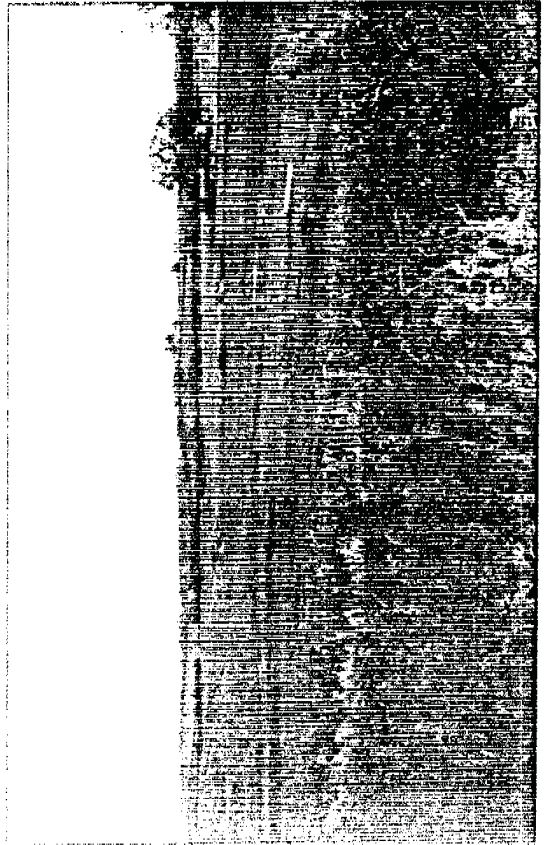


Plate 2 General view across the Clyst valley looking SE.

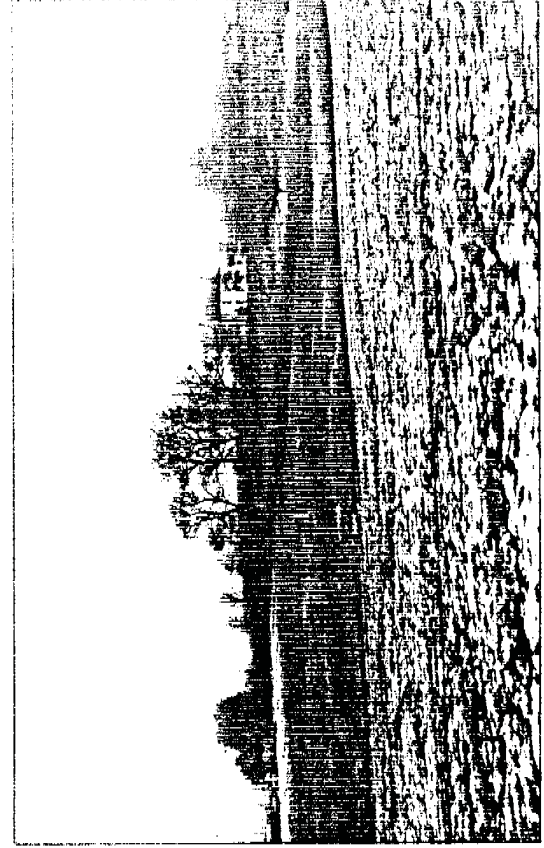


Plate 4 Deserted settlements at Fair Oak looking NE (central area adjacent to hedge).

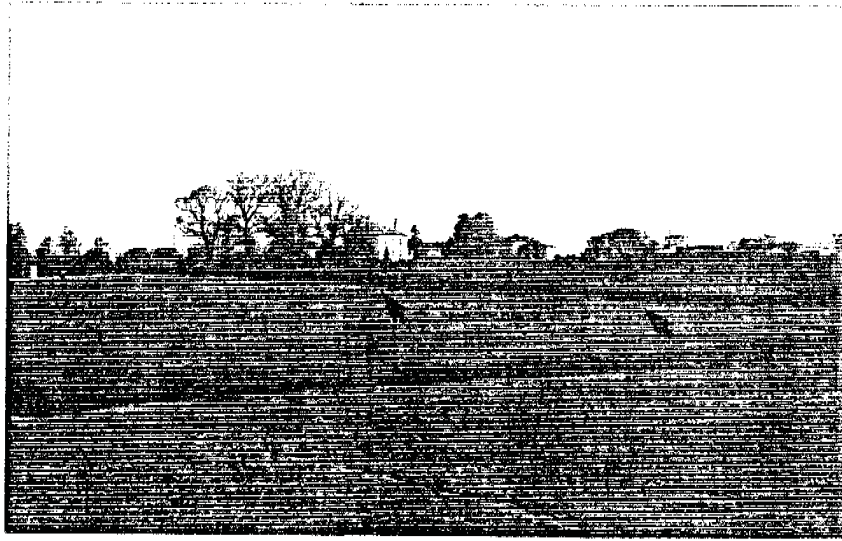


Plate 5 Fair Oak looking NE: terraces are visible alongside hedge (arrowed).



Plate 6 Parish boundary Aylesbeare/Clyst Honiton, also Deer Park boundary.

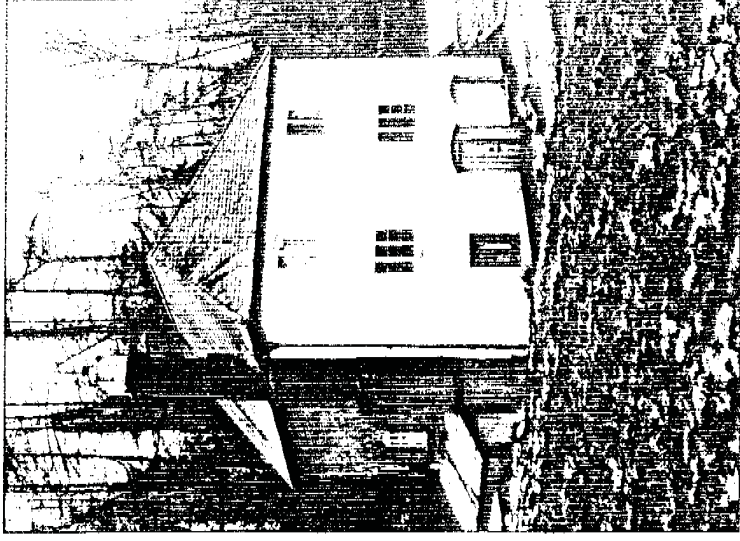


Plate 9 Brickyard Cottage.



Plate 10 Upper pond at brickyard, Strete Raleigh.

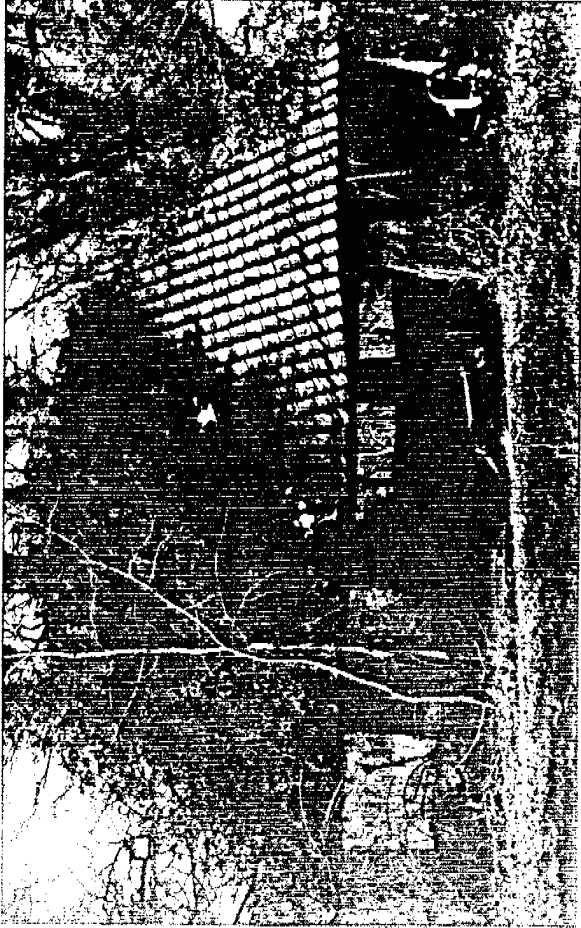


Plate 7 Brick-drying shed, Strete Raleigh looking W.



Plate 8 Brick-drying shed, Strete Raleigh looking E.

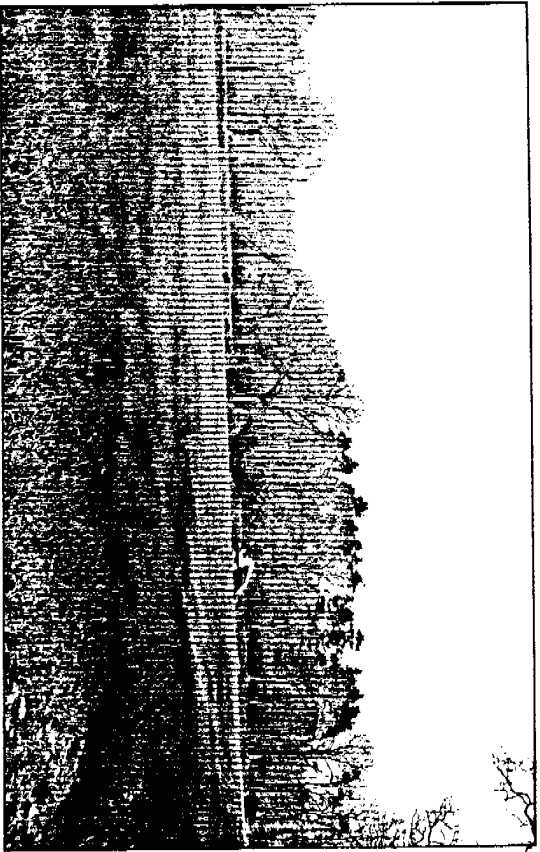


Plate 11 View towards Castle fields.



Plate 13 River Otter above Fenny Bridges.



Plate 12 Church of St Philip & St James.

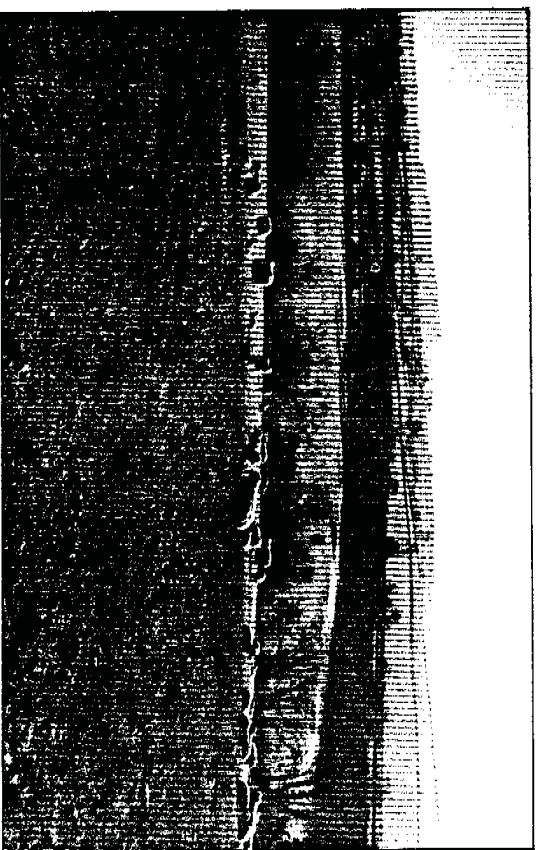


Plate 14 View towards Fenny Meadow battle site.

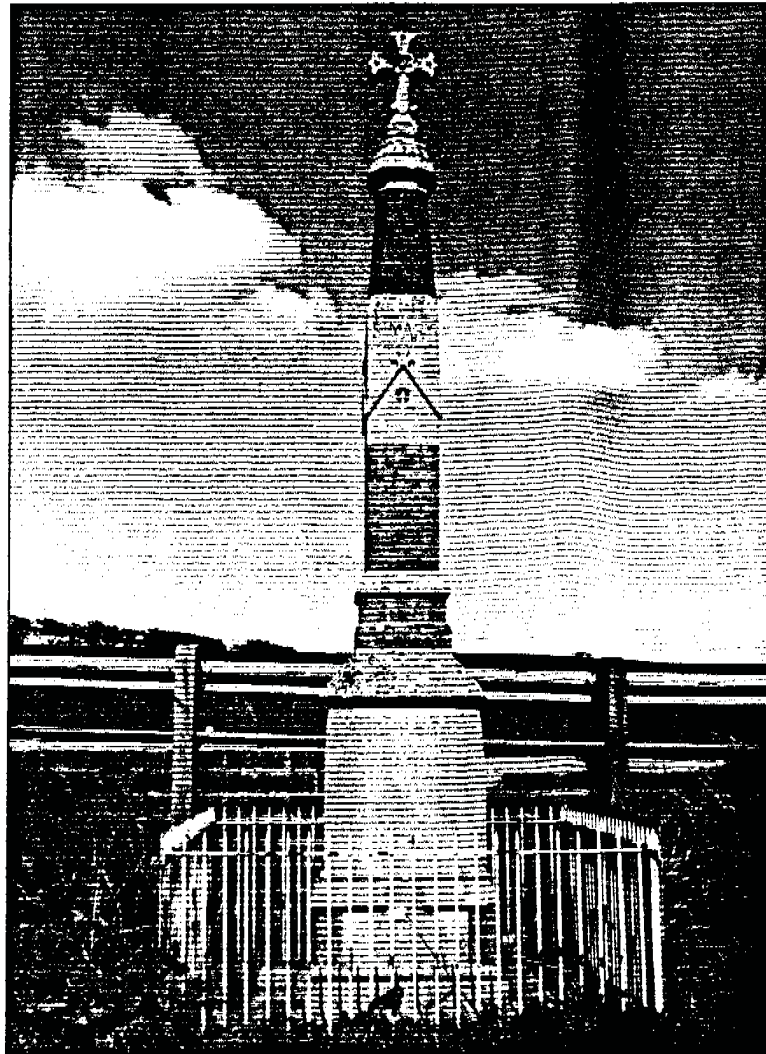


Plate 15 Pottesons Cross looking S.

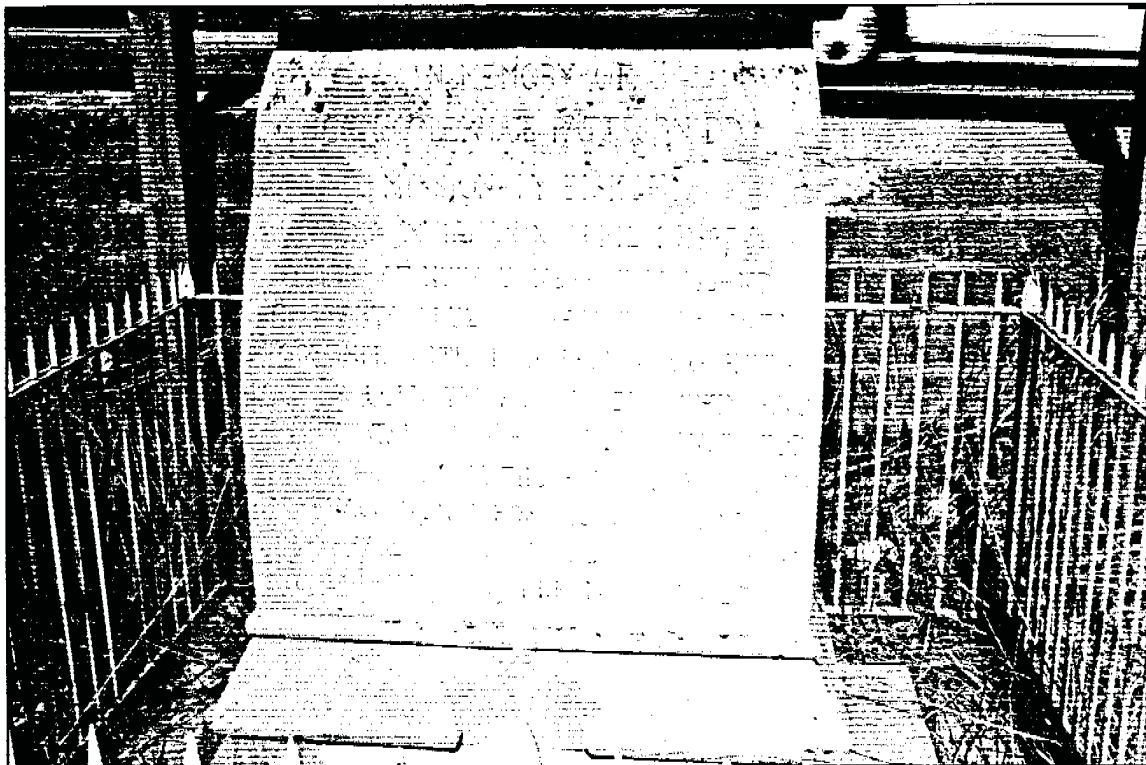


Plate 16 Detail of inscription on base.



Plate 15 Pattesons Cross looking S.

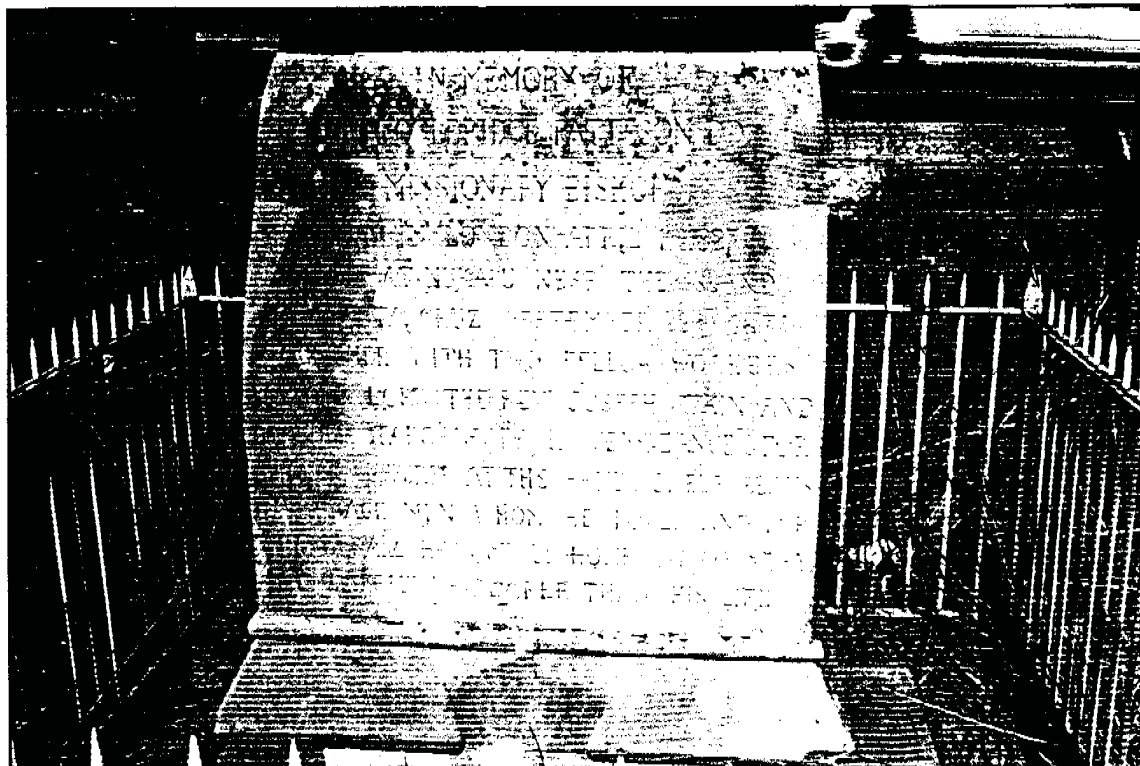


Plate 16 Detail of inscription on base.