

NEW ROAD BIDEFORD TORRIDGE DEVON

Results of a Desk-Based Appraisal & Walkover Survey



South West Archaeology Ltd. report no. 160630

New Road, Bideford, Devon Results of a Desk-Based Appraisal & Walkover Survey

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Work undertaken by SWARCH for Maria Bailey
of Maria Bailey Planning

Summary

This report presents the results of a desk-based appraisal and walkover survey undertaken on land either side of New Road, Bideford, Devon. This work was undertaken by South West Archaeology Ltd. on behalf of Maria Bailey of Maria Bailey Planning, in order to advise on the archaeological potential of the sites.

Limited archaeological works have taken place in the immediate vicinity of the site, and archaeological undertakings in the town have had mixed success over the last two decades, but have revealed evidence of the development of the town and its river frontage. The western site was formerly part of the Medieval (manorial) estate of Old Ford, and located in close proximity also to Meddon Street, an area of known area Medieval activity. The 19th century development within the New Road area, especially around and within the eastern site means that the potential for discovery of earlier remains is restricted. However, remains pertaining to the 19th century, if found, may help to phase the reclaiming of riverside land and the construction of New Road and or the wharf.

The walkover identified that parts of the site have been heavily terraced, which would have removed any archaeological features or artefactual remains, though that some of this has occurred in reclaimed land which may have protected buried remains. The western half of the site can also be seen to be on steeply sloping land which is likely to reduce its archaeological potential. The site is currently heavily overgrown and shows evidence of 20th century surfaces and structures.

No archaeological earthworks or other remains were observed, and despite the proximity of the medieval Old Ford House, the archaeological potential of the site is low.



June 2016

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CONTENTS

<i>CONTENTS</i>	3
<i>LIST OF FIGURES</i>	4
<i>LIST OF TABLES</i>	4
<i>LIST OF APPENDICES</i>	4
<i>ACKNOWLEDGEMENTS</i>	4
<i>PROJECT CREDITS</i>	4
1.0 INTRODUCTION	5
1.1 PROJECT BACKGROUND	5
1.2 TOPOGRAPHICAL AND GEOLOGICAL BACKGROUND	5
1.3 HISTORICAL BACKGROUND	5
1.4 ARCHAEOLOGICAL BACKGROUND	5
1.5 METHODOLOGY	6
2.0 DESK-BASED ASSESSMENT AND CARTOGRAPHIC ANALYSIS	7
2.1 HISTORICAL BACKGROUND	7
2.2 CARTOGRAPHIC EVIDENCE	7
3.0 ARCHAEOLOGICAL BACKGROUND	12
3.1 BASELINE DATA	12
3.2 WALKOVER SURVEY	16
3.3 ARCHAEOLOGICAL POTENTIAL	20
4.0 CONCLUSION	21
5.0 BIBLIOGRAPHY & REFERENCES	22

LIST OF FIGURES

Cover plate: View showing the fairly level concrete yard to the northern part of the site, bounded by wire fences, with open views to the river; from the north-west.

FIGURE 1: SITE LOCATION.	6
FIGURE 2: THE 1833 BIDEFORD MAP.	8
FIGURE 3: EXTRACT FROM THE 1841 TITHE MAP.	9
FIGURE 4: EXTRACT FROM THE FIRST EDITION OS MAP OF 1888.	10
FIGURE 5: EXTRACT FROM THE SECOND EDITION OS MAP OF 1903-1904.	10
FIGURE 6: EXTRACT FROM THE THIRD EDITION OS MAP OF 1932.	11
FIGURE 7: MAP OF NEARBY HER ENTRIES.	13
FIGURE 8: VIEW OF THE STONE WALL WHICH ENCLOSES THE PROPOSED DEVELOPMENT SITE ON THE WEST SIDE; FROM THE SOUTH.	17
FIGURE 9: VIEW OF THE MAIN COMPOUND OF THE DEPOT SITE, SHOWING SECURITY FENCING AND GATES.	18
FIGURE 10: THE NORTHERN HALF OF THE SITE, COVERED IN CONCRETE SLABS; FROM THE NORTH WEST.	19
FIGURE 11: DETAILED VIEW TOWARDS THE OVERGROWN SOUTHERN END OF THE SITE; FROM THE NORTH WEST.	20
FIGURE 12: VIEW OF THE DENSE FOLIAGE AT THE NORTHERN END OF THE SITE, FROM THE PATH TO DEVONSHIRE PARK; NORTH-WEST.	23
FIGURE 13: VIEW OF THE ELECTRICITY SUBSTATION ON THE EASTERN SIDE OF THE SITE; FROM THE EAST-NORTHEAST.	23
FIGURE 14: VIEW ALONG THE EASTERN BOUNDARY OF THE SITE, THE A386 ROAD; FROM THE NORTH.	24
FIGURE 15: VIEW OF THE NORTH END OF THE PROPOSED DEVELOPMENT SITE; FROM THE WEST.	24

LIST OF TABLES

TABLE 1: TRANSCRIPT OF THE APPORTIONMENTS OF THE PLOTS OF LAND WHICH SPAN AND SURROUND THE SITES.	8
TABLE 2: TABLE OF THE HERITAGE ASSETS WITHIN AND SURROUNDING THE SITES.	16

LIST OF APPENDICES

APPENDIX 1: BASELINE PHOTOGRAPHS	23
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1.0 Introduction

Location:	New Road
Parish:	Bideford
County:	Devon
NGR:	Western site; SS 45302 26012. Eastern site; SS 45341 25915.
SWARCH ref.	BNR16

1.1 Project Background

This report presents the results of a desk-based appraisal and walkover survey carried out by South West Archaeology Ltd. (SWARCH) at New Road, Bidford, Torrridge, Devon. The work was commissioned by Maria Bailey of Maria Bailey Planning (the Agent) in order to identify any archaeological remains that might be affected by any future use of the site.

1.2 Topographical and Geological Background

The site is located south of the historic core of Bideford, on the western side of the Torrridge River, at an altitude between c.4-12m. AOD. The sites lie on either side of New Road, the A386. The one to the western side of New road is triangular in shape, the eastern, riverside site is a narrow rectangular strip of land fronting the River. Immediately to the south of the eastern site is Old Ford House and the riverside site meets Commercial Wharf to its north.

The soils of these areas are well drained, fine, loamy or silty soils of the Manod Association (SSEW 1983); these overlie mudstone and siltstone of the Bude Formation, with inclusions of sandstone of the Bude formation in the area of the site to the west of New Road (BGS 2016).

1.3 Historical Background

The sites are located to the south of Bideford and its bridge, which was supposedly built by Sir Thomas Grenville in the early 14th century. The town was under the ownership of the Grenvilles up until 1744. It was sold to John I Clevan of Tapely in 1750. Immediately to the south of the western site is the Medieval building that is Old Ford House which was a 14th century hall. The western proposal site probably falls within the boundaries of the Ford Estate, which may have been owned by the Lord of the Manor in the Medieval period. The town itself was famous for its trade links in the 17th and 18th centuries, with links to Carolina, Virginia and Spain and also a large share in the Newfoundland Trade. In 1643, civil war forts were constructed on either sides of the river and parliamentary garrison was placed in the town. The eastern site, part of the HUCA 6 in the Bideford Historic Coastal and Market Towns Survey (Ratcliffe 2015), is significant as it reflects the 19th century expansion from an international trading port to an industrial town.

1.4 Archaeological Background

There is little in the way of archaeological evidence for settlement in the area before the Early-Medieval period, although a Neolithic forest may have once been present adjacent to where Bideford Bridge now stands. Archaeological works within the wider town have recovered occasional flints suggesting that some prehistoric activity did occur in the general area. It was not until the Medieval period that significant activity can be seen to occur, with evidence for the

Medieval expansion of Bideford along Meddon Street; and for a Medieval Hall at Old Ford House. This dramatically develops during the Post-Medieval and Modern periods when the success of trade links led to significant expansion of Bideford, and its particularly its quayside activities.

1.5 Methodology

This work was undertaken in accordance with best practice. The desk-based assessment follows the guidance as outlined in: *Standard and Guidance for Archaeological Desk-Based Assessment* (ClfA 2014).



FIGURE 1: SITE LOCATION (THE SITE IS INDICATED).

2.0 Desk-Based Assessment and Cartographic Analysis

2.1 Historical Background

Bideford, meaning 'by the ford' first appears in the written record in the Domesday Book referenced as 'Bediforda', under the ownership of Richard de Granville. It became a borough in the early 13th Century and remained under the ownership of the Grenville family line up until 1744.

The town was granted a Charter of Independence in 1573 by Queen Elizabeth due to its substantial growth under Sir Richard Grenville, who established considerable trade with the American Colonies of Virginia and Carolina. The tobacco trade, with Virginia especially, was a valuable source of income and the relationship lasted for over 200 years. Bideford flourished in the 17th Century, when it had a large share in the Newfoundland Trade, sending more ships in 1699 than any other port, besides London and Topsham. Bideford became established as one of the most successful ports in the county and indeed country at that time, surpassing Barnstaple as the trading port front runner for the North Devon area. However, by the early 19th Century, foreign, overseas trade collapsed somewhat in Bideford as its interests refocused away to Bristol and Liverpool. This left only coastal trading in the area. However, even though trade had declined, local businesses revived the town's fortunes (Lysons 1822).

The railway was introduced to Bideford in the 19th Century, resulting in an increase in holiday trade, from which the town profited greatly. Unfortunately, this rail link was removed in the 1960's and further economic decline occurred.

The sites are located to the south of the main town and Bideford Bridge, on either side of New Road. Evidence suggests that construction of New Road occurred in the 19th Century, more specifically the mid 1820s. The 1717 map of Bideford, produced by an unknown surveyor, illustrates Bridge Street which crosses New Road to the north of the two sites. At this time, three houses create a blockade across the entrance way of the now New Road, thus suggesting it was not a major roadway at this time. A record from 9th June 1824 reveals a Turnpike Road Act was passed for 'the making of a new Line of Road on the Western Side of the River Torrridge' which, most probably, relates to the New Road which is clearly named on the 1888 First Edition OS Map (see Figure 4) and was its existence by 1840.

2.2 Cartographic Evidence

2.2.1 The 1833 Bideford Map

This is the earliest detailed cartographic evidence for Bideford and includes the two sites of proposed development. It shows that the urban development of the town ceased at Meddon Street at this time, just south of Bideford Bridge. The river narrows as it flows upstream and it is assumed that the land areas either side of it are mud flats. It is possible to see that south of the Bridge the land has started to be reclaimed, with some development occurring. A roadway (New Road) already bisects the two sites by this date, although it would appear that the width is less than it is today. More importantly New Road did not continue further south than Ford House, probably due to the parkland woods and stream which ran to the south of the estate. This may suggest that the Turnpike Road had not been constructed/completed by this date, especially as on the 1717 map buildings still blocked the present entrance to New Road.

The two sites have no boundaries, buildings or other development shown within their general vicinities.

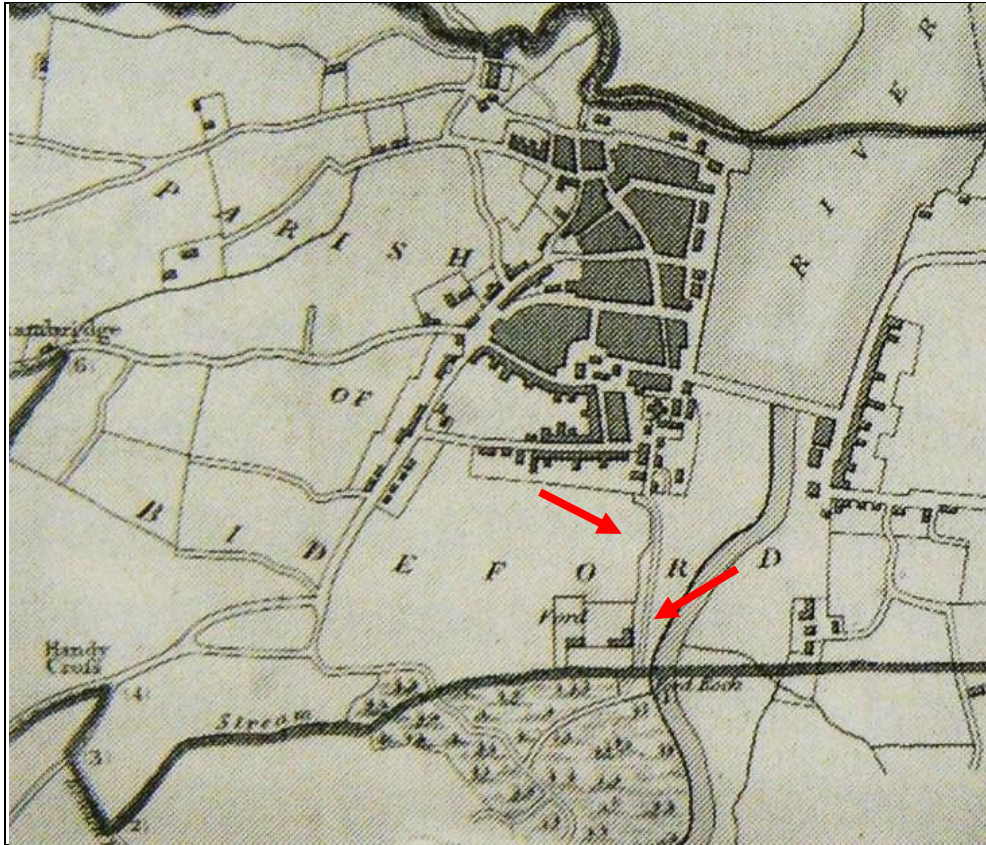


FIGURE 2: THE 1833 BIDEFORD MAP. THE APPROXIMATE LOCATIONS OF THE SITES ARE INDICATED WITH RED ARROWS.

2.2.2 The 1841 Tithe Map

The Bideford Tithe Map (dated uncertainly to 1841) suggests that the eastern riverside site had not been reclaimed from the river/shore by this date. The western site is in contrast depicted, although it appears to have comprised parts of four separate enclosures at this time (see Figure 3). These four fields are described in the accompanying apportionment as orchards, gardens and waste which were part of the Ford House estate, owned at this time by John Pyne and occupied by John Grant.

Map/Plan Number	Landowner	Occupier	Name & Description of Land/Premises	State of Cultivation
711	John Pyne	John Grant	Woods	Pasture
712	John Pyne	John Grant	Orchard	Orchard
713	John Pyne	John Grant	Orchard	Orchard
714	John Pyne	John Grant	Waste	Waste
715	John Pyne	John Grant	Waste	Waste
716	John Pyne	John Grant	House and Court	Waste
717	John Pyne	John Grant	Garden	Garden
718	John Pyne	John Grant	House and Court	Waste
719	John Pyne	John Grant	Copse	Copse
720	John Pyne	John Grant	Bulls Closure	Arable
721	John Pyne	John Grant	Bryants Hill	Pasture

TABLE 1: TRANSCRIPT OF THE APPORTIONMENTS OF THE PLOTS OF LAND WHICH SPAN AND SURROUND THE SITES. THOSE EMBLODENEED AND IN BLUE ARE THOSE WHICH ARE DIRECTLY WITHIN THE SITES.



FIGURE 3: EXTRACT FROM THE 1841 TITHE MAP. APPROXIMATE SITES ARE INDICATED IN RED.

2.2.3 First Edition Ordnance Survey Map of 1888

The First Edition OS map (Figure 4) shows the two sites to have remained much the same as at the time of the Tithe Map. The triangular plot of land on the western side of New Road is shown to have multiple footpaths running through it on the 1888 First Edition OS Map, suggesting their use at this time as part of the gardens presumably to Old Ford House. There is also a large roughly square building within the area of the western site, located to the south-east corner, although its function is unclear, its size may suggest an industrial function. Further to the north is a very small square structure, which is linked into network of footpaths, this may represent a garden feature, and is located in the approximate location of the present electrical sub-station.

The site to the east of the New Road appears to have widened, with the shoreline being reclaimed in two separate blocks. Its appearance is comparable to the current site layout. The land to the north had also been reclaimed between 1840-1888 and a number of rectangular buildings had been constructed on this part of the reclaimed ground. Within the eastern proposal site hachures are apparent in several locations, which suggests that the reclamation at this date was only partially complete. Centrally located in the southern most part of the site is a small building, of unknown function.

2.2.4 Second Edition Ordnance Survey Map of 1903-04

There are few changes apparent between the 1st and 2nd edition OS maps, and all of the buildings depicted on the 1st edition were still depicted (although in slightly more detail). The two notable differences, are that a well is depicted to the northern edge of the western plot, and that the eastern plot, may have been levelled.



FIGURE 4: EXTRACT FROM THE FIRST EDITION OS MAP OF 1888. THE APPROXIMATE LOCATIONS OF THE SITES ARE INDICATED IN RED.

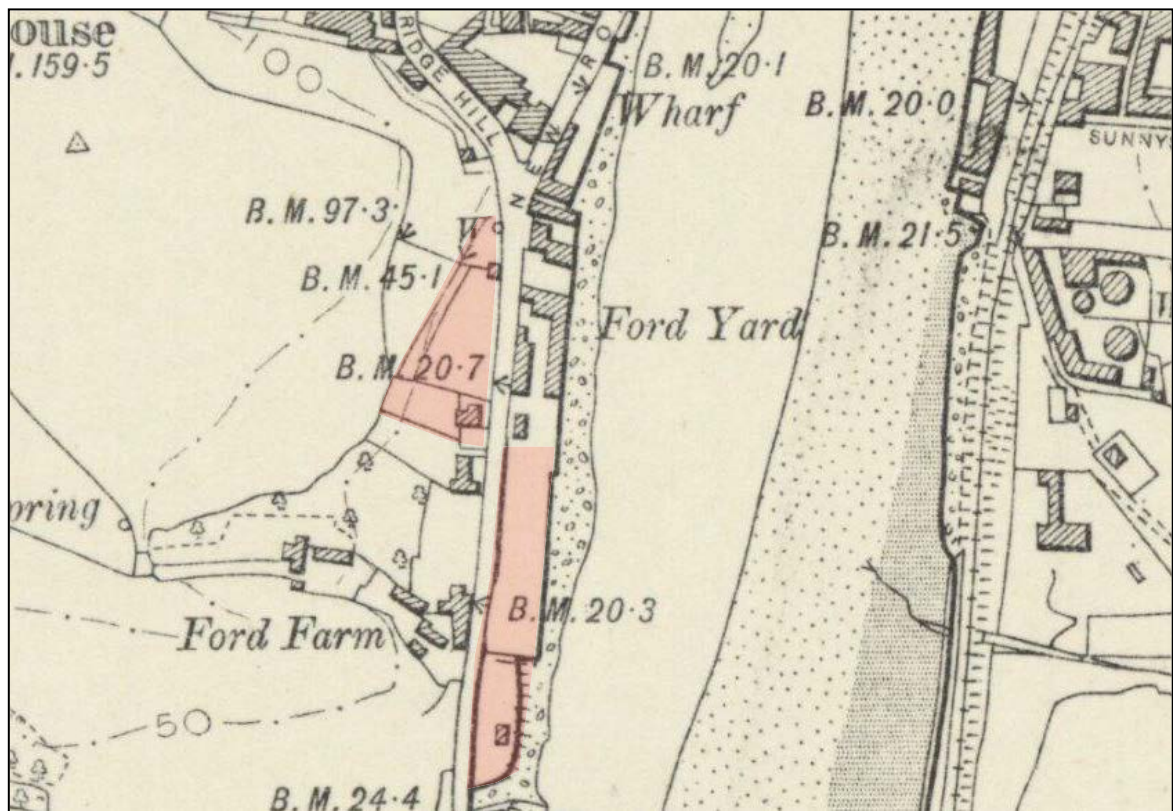


FIGURE 5: EXTRACT FROM THE SECOND EDITION OS MAP OF 1903-1904. THE APPROXIMATE LOCATIONS OF THE SITES ARE INDICATED IN RED.

2.2.5 Subsequent Changes

Substantial development occurs within both sites during the time between the Second Edition and 1932 OS revision map. The plot of land on the western side of New Road holds four new structures to accompany the one which was already there (the larger building to the south). The small building to the north had been demolished by this date. The eastern plot is depicted containing a single large, rectangular building over the northern part of the site, although the small building to the south had been demolished.

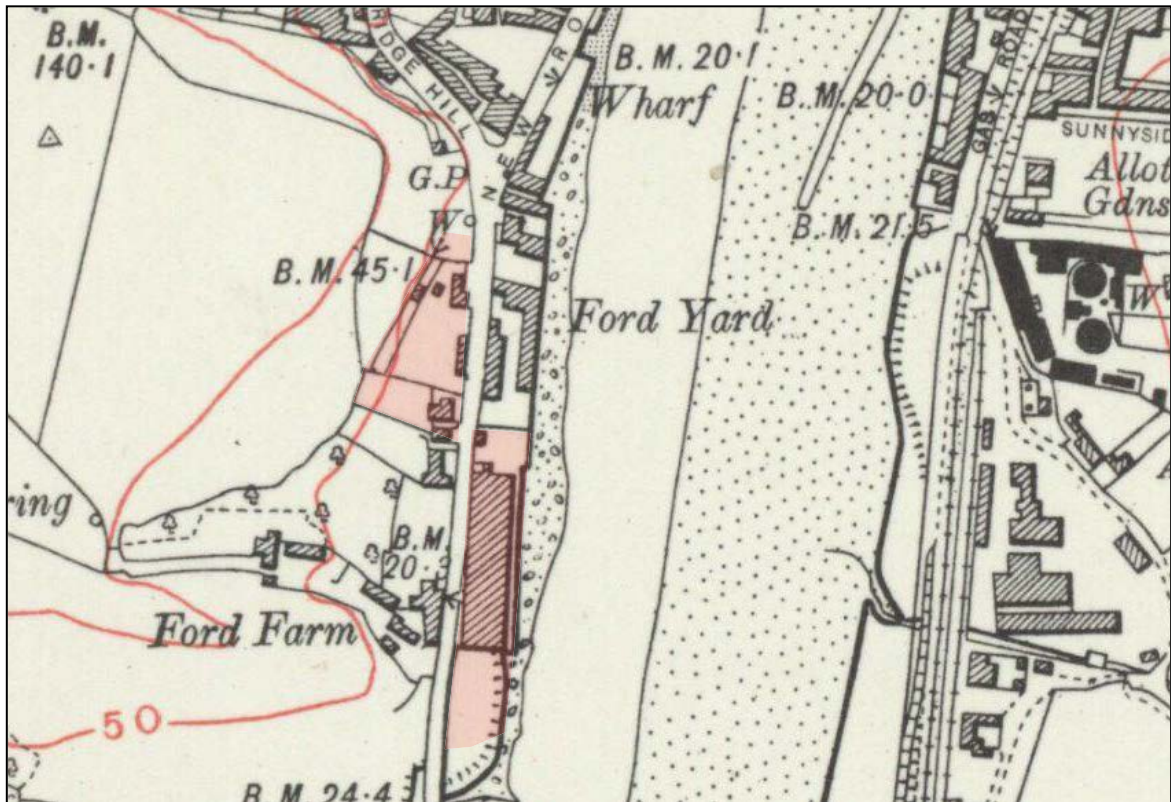


FIGURE 6: EXTRACT FROM THE THIRD EDITION OS MAP OF 1932. THE APPROXIMATE LOCATIONS OF THE SITES ARE INDICATED IN RED.

3.0 Archaeological Background

3.1 Baseline Data

There has been little in terms of archaeological excavation in the area immediately surrounding the proposal site, and in general there are few known prehistoric, Roman or Early Medieval finds/sites exist in the Bideford area. Most of the sites on the Devon Historical Environment Record relate to the Post-Medieval and Modern Periods (see Figure 7 and Table 2).

3.1.1 Prehistoric and Romano-British 4000BC-AD410

There is little indication of Prehistoric and Roman activity and occupation within the sites and adjacent areas. There is evidence of three finds relating to this time period; a palaeoenvironmental record of a possible Neolithic forest area just upstream from Bideford Bridge, a Bronze Age palstave and a Roman coin (details of these finds can be found in Table 2, highlighted in yellow and red).

3.1.2 Medieval AD1066 - AD1540

Two buildings within the area around the sites relate to the Medieval period. Old Ford House, directly south of the triangular, western plot is a Medieval Hall, with good levels of preservation. Meddon Street formed part of the core Medieval settlement and the burgage plots built at that time are still recognisable. There is nothing more of apparent Medieval descent which remains in this area.

3.1.3 Post-Medieval AD1540-Present

The majority of sites in the area identified by the HER are Post-Medieval and Modern. Those on the eastern side of New Road relate mainly to the Ford Timber Yard, built in the 19th century, which was a working quay, many elements of which still survive. These are mostly sites which connected to past industrial development. Those to the western side of the road are generally buildings, most of which are Grade II Listed, built between the 19th and 20th centuries.

Map No.	HER No.	Name	Record Type	Description
00	MDV103587	Submerged Forest, Bideford	Monument	Palaeoenvironmental sampling suggests the presence of a Late Neolithic submerged forest, and alder carr.
01	MDV14590	Palstave, Bideford	Find Spot	A palstave with shield-shaped moulding on both sides, from Bideford, is in Bideford Public Library.
02	MBD11747	Bronze Coin, Bideford	Find Spot	A bronze coin, an antoninianus of Severus Alexander, AD222-235, reverse Athena, was found in a garden in Bideford. Exact find spot unknown.
03	MDV11756 1200933	Old Ford House	Building	Well preserved medieval hall and cross wing house, possibly 14 th century with added medieval cross-wing. Extended in late 16 th century and again in late 17 th or very early 18 th century. Grade II* Listed Building.
04	MDV108953 3&5: 1209637 17&19: 1209645 7-15: 1282930	Burgage Plots, Meddon Street, Bideford	Building	Regular burgage plots are recognisable to either side of Meddon street. 3, 5, 17, 19 and 7-15 Meddon Street are all Grade II* Listed Buildings.
05	MDV43293	Ford across the River Torridge	Documentary	Possible site of a ford across the River Torridge, found in the 18th or 19th century. There is no archaeological evidence to indicate a precise location or date.
06	MDV65757	Ford near Ford Rock	Documentary	Probable location of a ford across a tributary of the River Torridge.
07	MDV54865	Adit south of Meddon Street	Monument	Site of 18 th or 19 th century adit to the south of Meddon Street in Bideford.
08	MDV11751	Bideford, Civil War Fort	Documentary	Possible site of a Civil War Fort in Bideford.
09	MDV64256	Ford House, Rowe Close, Bideford	Building	Ford House, Rowe Close, Bideford. 'Old Zoo House' is a late 18-19 th century house built at the foot of a quarried hillside.
10	MDV58144	Remain of a wooden barge, River Torridge	Maritime	Remains of a wooden barge in the River Torridge.
11	MDV65746	Slipways, Bideford	Monument	Two slipways were present at this location by 1946. A wooden post was observed adjacent to the retaining wall during fieldwork prior to development in 2001.
12	MDV65747	Crane, Bideford	Documentary	A crane was present at the southeast corner of the covered yard by 1957. The crane has been removed but its platform was observed during fieldwork prior to development in 2001.
13	MDV65748	Open Fronted Structures south of New Road Shipyard	Monument	Open-fronted structures existed to the south of the covered shipyard by 1949. The only structure remaining in 2001 was a concrete ramp.
14	MDV65752	Structures, New Road, Bideford	Documentary	Two structures were present fronting the road in 1932. The area had previously contained a path, possibly predating 'Torridge Hill', which had zigzagged up through the field towards the town. There were greenhouses to the rear of the structures which had gone by 1958 and the site had been cleared by 1976.
15	MDV65751	Depot, New Road, Bideford	Monument	A large structure was terraced into the hillside as a depot by 'North Devon Farmers Limited' between 1932 and 1946. The area had previously been a formal garden, with trees and paths.
16	MDV65750	Building, New Road,	Building	A building was erected to the south of 'Ford

		Bideford		Cottage' between 1886 and 1904. Further structures terraced into the hillside were erected between 1932 and 1946 probably for 'North Devon Farmers Ltd'. The later structures survived for longer than the original building (ea).
17	MDV43276	Shipyards, Bideford	Monument	A small shipyard existed at Ford Yard from at least the 1930s. Run by Blackmore and Sons, it produced wooden minesweepers and small patrol boats during World War Two. Closed in 1956 when the company moved downstream to Cleave House.
18	MDV43275	Ford Timber Yard, Bideford	Monument	Probably a mid-19th century encroachment onto the foreshore. The first full depiction is on the 1889 Ordnance Survey map. Elements of old quays, waterfronts and slipways survive.
19	MDV58459	Shed, Ford Timber Yard, Bideford	Building	Shed on the east side of Ford Timber Yard
20	MDV58458	Bungalow, Ford Timber Yard, Bideford	Building	The bungalow was built in the late 19 th century at the north end of the Ford Timber Yard.
21	MDV58453	New Road, Bideford	Monument	Road between the bottom of Torrridge Hill and the Quay, built by the Bideford Turnpike Trust in the 1820s, to provide a level approach to the Quay from Torrington. Barred by a gate with Turnpike cottage until 1876.
22	MDV75526 1292627	4 Lower Meddon Street, Bideford	Building	Early or mid 19 th century house, with a late 20 th century red-brick chimney on the right side-wall. Grade II* Listed Building.
23	MDV75525 1200919	7&8 Lower Meddon Street, Bideford	Building	Pair of houses, probably early 19th century in date with mid 19th century additions. Almost a mirrored pair with adjoining doorways in the centre. Grade II* Listed Building.
24	MDV75569 1187202	1 Bull Hill, Bideford	Building	Early 19th century house, three storeys, two-window range. Front elevation has a doorway to the right, the position of the right-hand, ground-storey window adjusted to accommodate it. Grade II* Listed Building.
25	MDV75570	24, Bull Hill Bideford	Building	Mid 19th century house, two storeys, three-window range. Doorway in place of middle ground-storey window, with corresponding upper-storey window blind.
26	MDV49503	22&23 Bull Hill, Bideford	Building	Pair of mid 19th century terraced houses. Resurveyed in late 1980s but not listed.
27	MDV22233	16 Bull Hill, Bideford	Documentary	Two crucks with short curved feet, recorded before demolition. Building had walls of cob and stone.
28	MDV65756 1209714	7&8 New Road, Bideford	Building	Pair of houses, mid 19 th century. Round arched doorways have keystones surmounted by eagles with wings unfurled. Grade II* Listed Building.
29	MDV58454	New Road Turnpike Cottage	Building	Turnpike Cottage built in the early 19th century, to control access to Torrridge Hill and New Road. Mid 19th century town plan shows circular building in angle of both roads.
30	MDV65753	Well, New Road, Bideford	Documentary	A well was depicted at this location on the Ordnance Survey 1889-1932 1:2500.
31	MDV65754	Trough, New Road, Bideford	Documentary	The Ordnance Survey 1:500 map of 1888 shows a trough at this location. Nothing

				further is known of the site as this was the only time the town was mapped at that scale.
32	MDV43274	Wooder Wharf, Bideford	Monument	Probably represents a mid 19 th century encroachment onto the river foreshore. Earliest depiction is on the First Edition Ordnance Survey 1889 map. Elements of the old quays, waterfronts and slipways survive.
33	MDV58460	Mill, Commercial Wharf, Bideford	Monument	The mill is the largest building on the Commercial Wharf site, and consists of 2 parallel ranges separated by a narrow slip or alley.
34	MDV58455	Commercial Wharf, Bideford	Monument	Commercial Wharf. Shown as 'town waste' on the 1839 Tithe Map. Commercial Wharf is roughly square in shape, and includes the Mill, St David's House and its gardens, and a large warehouse or shed protruding from the rear of the house.
35	MDV65755 1209995	Chalice House, Torrridge Hill, Bideford	Building	House (formerly Wooder House) of mid 19 th century date. Grade II* Listed Building.
36	MDV14288 1200932	The Folly, Wooda	Building	Mid 19 th century former folly. Converted to a residence in 1982. Grade II* Listed Building.
37	MDV65749	Ford Cottage, New Road, Bideford	Building	Site of a cottage built between 1840 and 1866. Demolished between 1957 and 1976.
38	MDV98952 1209723	Ford House, New Road, Bideford	Building	Large detached house, probably built between 1844-9. Two storeys, four-window range, the two middle windows in a slight projection. Grade II* Listed Building.

TABLE 2: TABLE OF THE HERITAGE ASSETS WITHIN AND SURROUNDING THE SITES. THOSE IN YELLOW ARE PREHISTORIC, RED IS ROMANO-BRITISH, GREEN IS MEDIEVAL, PURPLE POST-MEDIEVAL AND PINK MODERN (SOURCE: DEVON HER).

3.2 Walkover Survey

The proposed development was visited in June 2016 the site boundaries were walked, topography and any visible archaeological features were noted and photographs were taken. Access to the full interiors was not possible to either of the two sites.

The two sites lie to the east and west of the A386, known as New Road, which bisects the location, forming the east and west boundaries of the two separate areas. The sites lie immediately north of Old Ford, a Grade II* Listed medieval property and are south of the large warehouse conversion/development of flats, known as Longbridge Wharf. To the east the River Torrridge forms the boundary of the eastern block of land and to the west there is a large mid 20th century development called Devonshire Park, on Grenville Ridge.

3.2.1 The West Site

The west site forms an elongated triangular plot of land between the A386 road to the east and the steeply terraced slope to the west, which frames Grenville Ridge and the large housing estate of Devonshire Park. To the north a path rises up the slope accessing the housing estate and runs along the western boundary of the site. This is partially enclosed by stone walls to the north-west, which appear 19th century in appearance, and by late 20th century wire fencing for the rest of the western boundary. The ground drops away dramatically from a narrow strip of grass on this west side, the site having been terraced into the natural slope of the river valley. There are numerous mature trees here, including birch, sycamore, ash etc. The northern part of the site appears to be a steep slope, overgrown with scrub, and set into this on the east side is a small electricity sub-

station for Western Power. Behind the sub-station can be seen piles of stone rubble and earth, which may suggest the site has been used for dumping building debris in the past. Further south and to the eastern part of the site there is a large, fairly level yard, currently being used to park a multitude of vehicles. This has been significantly terraced into the ground and it is therefore likely that archaeological deposits may have been lost within the terraced areas. The terracing may be associated with the construction of a large building in the mid 19th century in this approximate location. Further east within the site there is less likelihood of loss of archaeological deposits, though the construction of the road would also potentially have disturbed the ground levels here.

This western site appears to have been unused for several years. There appear to have been some buildings on the site to the rear and south of the open yard area and it backs onto standing metal-framed buildings. No buildings now appear to survive on the site. Any archaeological deposits which do survive will be irrevocably affected by the construction phase of the development and therefore the site may require further mitigation strategies, to identify the survival and value of any below-ground archaeology. The mature trees and thick scrub would complicate any mitigation works at this stage. No earthworks or significant above-ground evidence of any kind was noted during the site visit of the western area, but the site was only viewed from the perimeter fence.



FIGURE 8: VIEW OF THE STONE WALL WHICH ENCLOSES THE PROPOSED DEVELOPMENT SITE ON THE WEST SIDE, RUNNING ALONG THE PATH WHICH RISES TO THE DEVONSHIRE PARK HOUSING ESTATE; FROM THE SOUTH.



FIGURE 9: VIEW OF THE MAIN COMPOUND OF THE DEPOT SITE, SHOWING SECURITY FENCING AND GATES.

3.2.2 The East Site

The eastern site is a narrow rectangular plot of land, sandwiched between the river and A386 road, bounded by wire fences, with a concrete block wall forming its only substantial boundary, to the north. It has expansive views over the river. The northern part of the site is laid level concrete, in poor condition, with weeds and overgrowth forcing its way through the cracks between poured slabs. This appears to have been laid directly over rough ground and does not appear very thick. The concreted area is divided by an east-west aligned wire fence into two compartments. To the south part of the site, there is a raised area, with concreted surfaces and stone walls, as well as some concrete block walls or ramps. This area is covered by overgrowth and scrub, but may represent the remains of buildings or some form of structures.

This eastern site has been abandoned and unused for several years and was previously used as a rubbish sorting/waste depot or similar from the late 1990s onwards. There appear to have been some buildings on the site during the 20th century, metal framing lies around, but these do not appear to have survived in any capacity and may have been fairly shallow structures.

The elongated riverside frontage of the proposed development site would have been a prime location in historic times for warehousing, wharves and similar structures; therefore there is great potential for post-medieval and medieval evidence below ground. The site has not been intensively used in the 20th century but the archaeological deposits in the upper subsoil are expected to have been disturbed, to some extent. However, deeper/older deposits and features cut into the natural may well survive in better condition, the presence of Old Ford house may suggest medieval archaeology is present in the wider area and may therefore survive *in situ*. Any archaeological deposits will be irrevocably affected by the construction phase of the development and therefore the site may require further mitigation strategies, to identify any vulnerable below-ground archaeology, which may need to be considered for monitoring/recording.

No earthworks or significant above-ground evidence of any kind was noted during the site visit of the eastern area, but the site was only viewed from the perimeter fence. There are direct views from the eastern site to Grade II* Listed Old Ford and the site lies between the heritage asset and the river. Important issues of impact will need to be considered on the change or blocking of these views in consideration of this heritage asset during the development process.



FIGURE 10: THE NORTHERN HALF OF THE SITE, COVERED IN CONCRETE SLABS; FROM THE NORTH WEST.



FIGURE 11: DETAILED VIEW TOWARDS THE OVERGROWN SOUTHERN END OF THE SITE, WHERE THERE MAY BE THE REMAINS OF STRUCTURES ASSOCIATED WITH THE INDUSTRIAL OR RIVERSIDE FORMER USE OF THIS SITE; FROM THE NORTH WEST.

3.3 Archaeological Potential

As should be apparent from the description, no earthworks or significant archaeological features were noted during the site inspection. However, full access was not possible to the entire site, and the tree and scrub cover of the western portion would have completely obscured any earthworks. The land on the eastern site is re-claimed from the river in the 19th century and any archaeological deposits are likely to relate to this. Any earlier deposits (if they exist) would be at such a depth that they are unlikely to be affected by any proposed developments.

If they are present, archaeological deposits could only survive on the western parts of the site. The south-west of this part of the proposal site has been significantly terraced into the hillside in the 19th century, and any deposits pre-dating this building are unlikely to survive within this area. Given the relatively steep slope of the site archaeological deposits seem unlikely. Thus the archaeological potential of the site is deemed to be *low*.

4.0 Conclusion

There has been limited archaeological investigation within Bideford, most pertaining to the expansion of the town. That which has occurred has demonstrated the Medieval and Post-Medieval expansion and development of the settlement, particularly with reference to its trade links with the British colonies during the 17th and 18th centuries. Assessment has identified that the areas covered by the site show evidence for their having previously been part of this: the western area forming lands associated with a Medieval manor and later garden areas relating to Old Ford House, and then subsequent partial development. The eastern site developing during the 19th century as part of land reclamation from the river. As such, evidence relating to these periods and activities could be expected on the site.

The walkover survey suggests that portions of the western site show signs of having been terraced, and this would have truncated any archaeological features or remains in these areas. The eastern site has been reclaimed from the River Taw, and it may be that this has protected archaeological deposits beneath. The western site is situated on steeply sloping ground, a factor which is likely to have limited its use, and so whilst archaeological features may survive in this area, they are likely to be limited in extent. Despite the site being heavily overgrown, no surviving earthworks were visible.

In summary, despite the proximity of Medieval settlement to the western portion of the site, later development and the local topography are likely to limit the scope for the presence and survival of archaeological remains. To the east, the reclamation of land may have deeply buried archaeological remains, to the point at which they may not be affected by future development. Little detail is known about the exact nature and phasing of this reclamation, and it may be that future archaeological works phase the 19th century development of this site. The archaeological potential of the site is deemed to be *low*. No further archaeological work would be plausible until the ground has been cleared, although the low potential of the site would indicate that further work is unlikely to be required.

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Bideford Tithe Map and apportionment c.1840

1833 Bideford Map

1888 Ordnance Survey 1st Edition Map

1903-4 Ordnance Survey 2nd Edition Map

1932 revised Ordnance Survey Map

APPENDIX 1: BASELINE PHOTOGRAPHS



FIGURE 12: VIEW OF THE DENSE FOLIAGE AT THE NORTHERN END OF THE SITE, FROM THE ZIG-ZAG PATH TO DEVONSHIRE PARK; NORTH-WEST.



FIGURE 13: VIEW OF THE ELECTRICITY SUBSTATION FOR WESTERN POWER, WHICH STANDS IN A SMALL FENCED ENCLOSURE ON THE EASTERN SIDE OF THE SITE, TOWARDS THE NORTHERN END; FROM THE EAST. NORTH EAST.



FIGURE 14: VIEW ALONG THE EASTERN BOUNDARY OF THE SITE, THE A386 ROAD; FROM THE NORTH.



FIGURE 15: VIEW OF THE NORTH END OF THE PROPOSED DEVELOPMENT SITE (EASTERN SITE), SHOWING THE CONCRETE BLOCK NORTHERN BOUNDARY AND WIDE VIEWS TO THE RIVER; FROM THE WEST.



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