



# Devon Historic Coastal and Market Towns Survey

## Tiverton



**Cornwall Archaeological Unit**



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<b>Report author</b>	<b>Dr Fiona Fleming</b>
<b>Checked by</b>	<b>Nick Cahill</b>
<b>Approved by</b>	<b>Andrew Young</b>



### **Cornwall Archaeological Unit**

Cornwall Council

Fal Building, County Hall, Treyew Road, Truro, Cornwall, TR1 3AY

Tel: (01872) 323603

E-mail [cau@cornwall.gov.uk](mailto:cau@cornwall.gov.uk) Web: [www.cornwall.gov.uk/archaeology](http://www.cornwall.gov.uk/archaeology)

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The views and recommendations expressed in this report are those of Historic Environment Projects and are presented in good faith on the basis of professional judgement and on information currently available.

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## **Cover illustration**

Looking westwards from The Works towards the Gatehouse of Tiverton Castle. Taken 15/11/2013

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<http://www.middevon.gov.uk/index.aspx?articleid=2645>

## Abbreviations

CA	Conservation Area
CAU	Cornwall Archaeological Unit, Cornwall Council
EH	English Heritage
EUS	Extensive Urban Survey
DCC	Devon County Council
HER	Historic Environment Record
HLC	Historic Landscape Characterisation



HUC	Historic Urban Character
HUCA	Historic Urban Character Area
HUCT	Historic Urban Character Type
NGR	National Grid Reference
NRHE	National Record for the Historic Environment
OS	Ordnance Survey



## 1 Summary

Tiverton was assessed during 2013 as part of the Devon Historic Coastal and Market Towns Survey (DHCMTS). Part of a national programme of Extensive Urban Surveys initiated and supported by English Heritage, DHCMTS aims to increase understanding of 17 medieval towns within the county, prioritised because of their high historical significance and archaeological potential and the immediacy of development pressure. Tiverton was chosen due to substantial Local Development Plan proposals for in-filling, central and edge expansion along with proposed market town enhancements. The town has high archaeological significance, its potential origins lying in a high status Roman roadside settlement and its having been part of the Royal estates of King Alfred the Great, possibly from as early as the 7<sup>th</sup> century AD. Tiverton is first documented in 899, probably developing as a Saxon market town and Hundred centre by around the 10<sup>th</sup> century and as a market borough by the 11<sup>th</sup> to 12<sup>th</sup> centuries.

DHCMTS constitutes a deepening of Devon's Historic Landscape Characterisation (HLC), completed in 2004. Standard, easily available sources are used to identify Historic Urban Character Types (HUCTs), which divide a town up on the basis of land use. Incorporating time-depth allows a town's urban extent and uses to be mapped during the different periods of its history.

The HUCTs are then grouped together to define distinct geographical areas – Historic Urban Character Areas (HUCAs) – distinguishable by their specific origins, historical development, plan-form, buildings and degree of survival. HUCAs are the principle tool for describing the character of the historic towns included in the survey. The survey results are held digitally in a GIS database (the main project output) as part of the Devon Historic Environment Record (HER) and presented in a report for each town together with a project synthesis to be published at the end of the project. Information about the survey and a detailed method statement are presented in a background and method document accessible on the DCC website.

Tiverton is situated around 18km north of Exeter in the gently undulating landscape of Mid Devon. Its historic urban core occupies a low spur of land above the confluence of the rivers Exe and Lowman, deriving its early name *Twyfyrd* (two fords) from the original fording places to either side (Figs 1 and 2). The town's distinctive landscape setting and topography has helped define its growth and urban character over nearly 2000 years of historic development. Situated within an ancient farming landscape, Tiverton may have originated as a small high status Roman settlement on the Roman road north from Exeter, later becoming the site of an early medieval Royal estate and possible minster. Tiverton's economic development and urban character has long been defined by its relationship to the rivers Exe and Lowman, which during the post-medieval period resulted in marked urban expansion due to a flourishing textile industry. Although much of Tiverton's pre-18<sup>th</sup> century architectural heritage has been destroyed due to a series of catastrophic fires, it nonetheless retains much of its historic and aesthetic integrity, due in no little part to its exceptional landscape setting.

Following a decline in the 18<sup>th</sup> and early 19<sup>th</sup> centuries, Tiverton's commercial and industrial buoyancy was restored following improved road and rail links and the construction of the Grand Western Canal. The Heathcoat Factory remains the dominant industrial focus of the town, but Tiverton's role today is largely one of provincial market and commuter town, serving both Exeter and Taunton and the surrounding district. Its current geographical extent is now around ten times greater than the late medieval town and combines areas of previously rural and semi-rural character and land use within the present day urban fabric. The distinctive and varied topography of its setting, the phased development of the town, both planned and organic, and the changing function of the town over centuries of occupation have resulted in distinctive character areas within the present urban extent. These are played out across 26 HUCAs (Fig 14), most of which are considered to have medium-high heritage significance, both above and below ground.

Historic Urban Character Area (HUCA)		Heritage significance	
Number	Name	Above ground	Below ground
1	Ashley Park	Medium	Medium
2	West Exe Expansion	Low	Low
3	West Exe	High	Medium
4	Cottey Brook Expansion	Low	Low
5	Heathcoat Development	High	High
6	Broomhill development	Medium	Medium
7	Gotham	High	High
8	Tidcombe Development	High	High
9	Tidcombe Expansion	Low	Medium
10	Blundell's Road	High	Low
11	Great Gornhay	Medium	High
12	Lowman River Development	Low	Medium
13	Cowleymoor Infill	Low	Low
14	Moorhayes Expansion	Low	Medium
15	Park Road and Brickhouse Hill	Medium	Medium
16	Newpark	Medium	Medium
17	Elmore	High	Medium
18	Lowman Green	High	High
19	Barrington Street and Park Street	High	Medium
20	St Andrew Street	High	High
21	Town Centre	High	High
22	Civic Centre	Low	Medium
23	Cattle Market	High	High
24	St Peter Street	High	High
25	Castle Barton	Medium	High
26	The Works and Castle Street	High	High

## 2 Town context

The study area encompasses the present (Autumn 2013) extent of Tiverton, incorporating the Town Centre, West Exe and extending across Pinnex Moor and Cowleymoors to the north and north-east, across to Tidcombe, to the east, across Broomhill and Cotteylands, to the west, and incorporating parts of Ashley Park, to the south-west.

### 2.1 Location and setting

Tiverton is located in Mid Devon, an area characterised by gently undulating hills and wide valley bottoms. Situated around 18km north of Exeter, 30 km south-east of Taunton and 6km north-west of Cullompton, the modern town now straddles the Exe Valley, close to where it widens out from the heights of Exmoor on its route southwards to the coast at Exmouth.

Historically, the earliest settlement at Tiverton occupied the low spur of land between the confluence of the rivers Exe and Lowman, focussed around the early medieval

manor and church on the hillcrest, where the ground falls away steeply to the Exe's eastern banks. A growing market economy and a new bridging point across the River Exe by the 13<sup>th</sup> century created a new access point into the town from the west and prompted an expansion of settlement between the two rivers during the later and post-medieval periods. From the post-medieval period onwards, and gathering pace into the 18<sup>th</sup> and 19<sup>th</sup> centuries, there was also increasing development along the western banks of the Exe, facilitated by the new bridging point but largely fuelled by the prospering textile industry to which the town attributes much of its economic growth and philanthropic beneficence. By the late 19<sup>th</sup> century, Tiverton's urban extent had subsumed a number of outlying farmsteads and rural villas, many of which have continued to influence the town's development and urban character. The late 20<sup>th</sup> century saw increased expansion across outlying areas, resulting in a notable infill of housing across Pinnex and Cowleymoors, to the north-east of Tiverton, St Aubyns Park and Tidcombe, to the east, and Broomhill and Cotteylands, to the west.

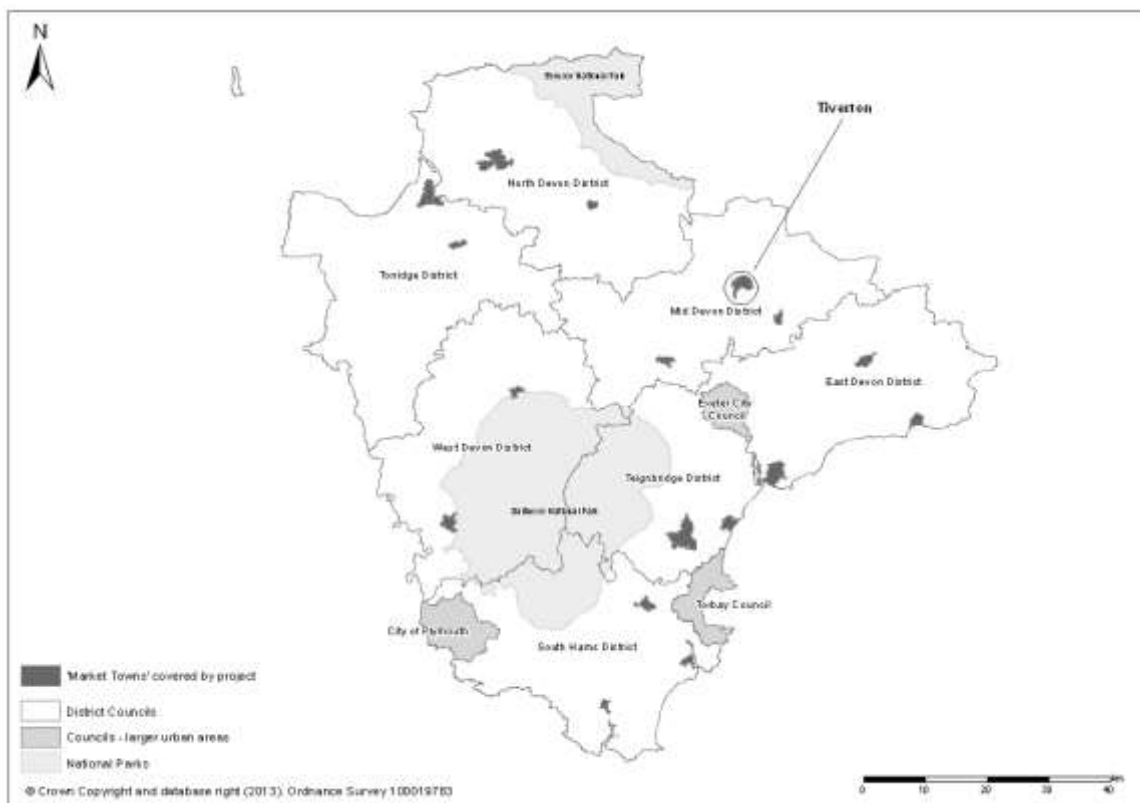


Fig 1 Location map

The principal roads into Tiverton from the surrounding district appear largely determined by the primary routeways in existence by the medieval period, and probably earlier, which typically followed the higher contours of the valley slopes and ridgetops. The route of the Roman road north from Exeter to a marching camp at Bolham, north of Tiverton, may have run along the high ground parallel to the Exe's eastern bank, north along what is now St Andrew Street, and continuing along Castle Street to join Park Road at the point where the old turnpike stood. Its precise route through the town centre is not so evident but may have run through the present day market place. The modern roads along the valley bottoms in Tiverton are largely post-medieval roads, many constructed under the Turnpike Acts of the 18<sup>th</sup> and 19<sup>th</sup> centuries.

During the early 19<sup>th</sup> century a section of the Great Western Canal was opened in Tiverton, although it survived only a short time before competition from the railways forced its closure. It now forms part of the Grand Western Canal and Country Park, a

local nature reserve and Conservation Area. A railway branch line from Exeter was constructed along the Exe valley corridor in the later 19<sup>th</sup> century, sweeping in to Tiverton from the south-west and then northwards across Cowleymoore. Disbanded in the 1960s as part of the Beeching cuts, much of the southern section now forms part of a late 20<sup>th</sup> century link road, Heathcoat Way. This road is met in the north-east of town by a modern ring road that runs around Tiverton's northern outskirts. Heathcoat Way then continues north-east to join the A361, which links the northern Devon towns with the M5 motorway to the east.

The following historic environment designations exist within the town: much of the historic core of Tiverton, along with the Heathcoat Factory and workers' housing in West Exe is a Conservation Area. Tiverton Castle (the uninhabited buildings) (MDV1379) and The Great House, St Peter Street, (MDV1366) are both Scheduled Monuments (20121221). There are numerous Listed Buildings, a number of these High Grade I or II\* Listed, especially within the historic core to the east of the river and the Heathcoat Development in West Exe.

## **2.2 Geology and topography**

Tiverton's underlying geology is principally formed of Bude Formation Carboniferous sandstones and mudstones, unconformably overlain by Permian 'Tidcombe Sands' sandstones and Cadbury and Halberton Formation Breccias. Extensive deposits of alluvium and river gravels overlie the bedrock along the low lying river valleys, with variable colluvium and head deposits on the higher ground (British Geological Survey [www.bgs.ac.uk](http://www.bgs.ac.uk)). The reddish soils formed by the underlying sandstones and Breccias are characteristic of those parts of Devon that make up the Devon Redlands (Natural England [www.naturalengland.org.uk](http://www.naturalengland.org.uk)). The hills that surround Tiverton are typical of this natural character area, low and gently undulating and thickly populated by ancient hedgerows and narrow winding lanes. Small irregular fields would traditionally have supported a mixed arable and pastoral farming regime. In contrast, the river valleys of the Exe and Lowman are characteristically wide and flat, with lush floodplains and meadows that offer good grazing. To the north-east of the town the low spur on which the castle and church are sited broadens out to a low plateau comprising Pinnex and Cowleymoors. The large regular enclosures shown on the c1840 Tithe map for much of this area may indicate areas of post-medieval or later enclosure, although landuse continues to suggest mixed arable and pastoral agriculture, with many areas of orchards and meadow.

The historic core of the town largely occupies the low spur of ground above the River Exe and is broadly delimited by Fore Street and Gold Street to the south, Barrington Street to the east, the southern edge of Peoples Park to the north, and the River Exe to the west. In addition, St Andrew Street runs south from Fore Street, on what is possibly the route of the Roman road from Exeter. The Town Leat feeds into the town from the north along the ward boundary, turning west along Water Lane and then south through the Cattle Market. The Leat provided an essential source of fresh water to the town and initially ran through the centre of all the main streets, although it is only visible today in Castle Street and along the back walls of the Cattle Market, being largely culverted. Its line creates several fixation points within the historic townscape.

Since the late to post-medieval periods, growing expansion of the town has resulted in its present urban character, which now incorporates both the valley floors and the surrounding hill slopes, many of which are elevated above the historic town core. The floor of the Exe Valley at Tiverton lies at a height of 60m OD, with the castle sitting above the river at around 70m OD. From here the low spur broadens to the north-east to form a wide plateau between 70m-80m OD in height. Elsewhere, the surrounding hills reach heights of around 150m to 230m OD, so that from almost every viewpoint in Tiverton's townscape there are far reaching vistas that pull the rural landscape in. Although much of Tiverton's pre-18<sup>th</sup> century architectural heritage has been destroyed due to a series of catastrophic fires, it nonetheless retains much of its historic and aesthetic integrity, due in no little part to its exceptional landscape setting.

Tiverton's economic development and urban character has been long defined by its relationship to the rivers Exe and Lowman, their waters providing the power for local industry since the medieval period and extensive meadows along their borders providing rich grazing lands. The earliest settlement at Tiverton was located at the point where the River Exe widens out from a narrow gorge onto wide lush floodable pasture land. It is also the first effective bridging point across the river when approaching from the south. The high ridgeway roads from the west may have run down to the bridging point across a causeway (Wellbrook Street); the wide floodplain here would probably have been a constant lake during winter months and susceptible to persistent flooding at other times. Tiverton was therefore strategically placed and tactically defensible as well as having control of a major crossing point of the River Exe.

Today the wide valley floors are the focus of much large-scale civic, retail and recreational provision, in many areas retaining valuable green space as the town continues to expand. Particularly during the late 20<sup>th</sup> century and early 21<sup>st</sup> century, there has been considerable infill of residential areas and expansion outwards onto the surrounding hills, with particularly notable development of Cowleymoor to the north-east of the town, historically an area of enclosed upland plateau and small farmsteads.

### **2.3 Previous work**

There are currently 22 archaeological 'events' - assessments, geophysical survey, evaluations, watching briefs/excavations - recorded in the Devon HER within and adjacent to the study area for Tiverton. These events comprise the following:

- EDV4150 - Desk-based assessment and visual evaluation in 2006 of Howden Court in HUCA 1 by Southwest Archaeology (no description available).
- EDV4170 - Watching brief undertaken in 2006 to the rear of 19 St Peter Street in HUCA 24 by Exeter Archaeology (no description available).
- EDV4301 - Archaeological assessment of land at Hartnoll Farm (to the east of the study area) (no details available).
- EDV4183 - Archaeological evaluation and recording in 2004/2005 at 44 Fore Street in HUCA 21 in advance of development. Archaeological evaluation and recording undertaken by Exeter Archaeology in response to a proposal to erect residential units at the rear of the property. Six evaluation trenches were excavated over the line of the proposed foundation trenches and a watching brief undertaken during removal of foundations of the eastern boundary wall. The earliest deposits were a series of late 16<sup>th</sup> or 17<sup>th</sup> century cultivation soils. Later deposits at the southern end of the site were dated to the 18<sup>th</sup> and 19<sup>th</sup> centuries and included material associated with the construction and demolition of industrial workshops, one of which contained a cellar. Part of a greenhouse was exposed in the northern part of the site.
- EDV4493 - Desk-based assessment and survey of the Electric Bingo Hall (HUCA 23) by Southwest Archaeology in 2007 prior to demolition, with evaluation and excavation undertaken during redevelopment of site (no description available).
- EDV4237 - Archaeological Evaluation at Waylands (HUCA 14) in 2007 by Exeter Archaeology where trenching revealed activity of Neolithic date.
- EDV4257 - Evaluation at Tumbling Fields in HUCAs 8 and 20 by Wessex Archaeology prior to redevelopment in 2007. No evidence of the historically attested mill complex was exposed. The evaluation demonstrated extensive modern disturbance at the site with up to 2 metres of post-medieval deposits probably resulting from raising the ground level above the floodplain when the mill was rebuilt after the fire in 1850.

- EDV4290 - Archaeological assessment at Old Blundell's Garage in HUCA 18 by CgMs Consulting in 2005 prior to redevelopment (no description available).
- EDV4386 - Detailed visual non-intrusive survey in 2008 of a small, two storey building at the rear of 4 Barrington Street in HUCA 18 by M. Watts (no description available).
- EDV4632 - Archaeological evaluation and historic building appraisal in 2010 of the former Tiverton and District Hospital in HUCA 19 by Exeter Archaeology prior to the redevelopment of the site. As part of the archaeological and appraisal prior to redevelopment of the site, 45 1 metre trenches were excavated. No features pre-dating the post-medieval period were exposed. The earliest features were a ditch (412) and pit (513) in trench 5 which may be 17<sup>th</sup> century in date. Several cobbled surfaces were also exposed of 18<sup>th</sup> or 19<sup>th</sup> century date. Walls and interior surfaces associated with the 19<sup>th</sup> century brewery were also exposed in trenches 4 and 5 and 19<sup>th</sup> century ditches and garden features in trenches 1, 2 and 6.
- EDV4646 - Archaeological evaluation and historic building recording at Belmont Hospital in HUCAs 17 and 19 undertaken in 2010 by Exeter Archaeology in advance of redevelopment (no description available).
- EDV4408 - Archaeological assessment in 1999 of proposed redevelopment in St Andrew Street in HUCAs 20 and 21 by Exeter Archaeology. Report to identify the archaeological impact of the proposed construction of new District Council Offices and public library. Structures proposed for demolition were inspected.
- EDV4435 - A historic landscape assessment in 2007 of the setting of Knightshayes Park and Garden (adjoining HUCA 14 to the north) by the National Trust. An assessment of the views into and out of the site, and their designed or opportunistic nature, correlated with a topographical analysis and understanding of known historical, cultural and economic connections.
- EDV4893 - Archaeological and cultural heritage assessment in 2008/2009 by AC Archaeology of the proposed Tiverton Eastern Urban Expansion Area (extending into HUCA 12 from the north-east), including a targeted geophysical survey and trial trench evaluation. An archaeology and cultural heritage assessment, including a targeted geophysical survey and trial trench evaluation (Event 4957) of the proposed Tiverton Eastern Urban Expansion Area. A site walkover was also undertaken.
- EDV6007 - Archaeological watching brief on land at Rix Farm, Bolham (to the north-west of the study area), carried out in 2012 by AC Archaeology during groundworks associated with the installation of a new slurry tank. No archaeological features or deposits were present, and no evidence was found for former palaeochannels within the alluvium. The few finds noted in the topsoil were of 19<sup>th</sup> or 20<sup>th</sup> century date and not retained.
- EDV4953 - Desk-based assessment of site on Blundell's Road (HUCA 12) in 2003 by Wessex Archaeology, including documentary, cartographic and photographic research (no description available).
- EDV4957 - Targeted magnetometry survey and trial trench evaluation within the Tiverton Eastern Urban Expansion Area (to the east of the study area) by AC Archaeology in 2008/2009. Following completion of the initial archaeological assessment of the Tiverton Eastern Urban Expansion Area 12 areas were chosen



for detailed magnetometry. Many of the linear features probably relate to former field boundaries but a number of curvilinear features were also recorded potentially relating to the locations of ring ditches or other prehistoric activity. Eleven evaluation trenches were subsequently excavated targeting particular anomalies identified during the geophysical survey. Archaeological features were revealed in Trenches 1, 4, 5, 7, 8, 10 and 11 but the anomalies targeted in Trenches 2, 3, 6 and 9 proved to be natural.

- EDV4996 - Watching brief at Cranmore Cottage, Exeter Hill (to the south of the study area in 2009 by Southwest Archaeology. No archaeological features were observed, and only a single sherd of 19<sup>th</sup> century stoneware was recovered. The excavation of the foundation trench and turf removal for level reduction within the footprint a proposed extension to Cranmore Cottage was monitored. No archaeological features were observed and only a single sherd of 19<sup>th</sup> century stoneware was recovered.
- EDV5858 - Archaeological recording at St. Peter's Church House (HUCA 26) in 2003 by Exeter Archaeology. Forty-five metres of trenches aligned east-west were excavated centrally within the plot. Work recorded a north-south ditch containing late 18<sup>th</sup> to early 19<sup>th</sup> century pot. One sherd of 13<sup>th</sup> to 15<sup>th</sup> century pot was also recovered.
- EDV6073 - Walkover survey at Cowley Moor (HUCAs 13 and 14) in 2001 by Exeter Archaeology to look at sites of potential archaeological interest identified by examination of documentary, photographic and cartographic searches (no description available).
- EDV6079 - Monitoring by Southwest Archaeology in 2013 of the excavation of an access track and compound for flood relief works on land adjacent to the A361 west of Little Gornhay (adjoining HUCA 13 to the north-east). The groundworks revealed no archaeological remains or features and all finds were subsequently discarded.
- EDV6111 - Watching brief undertaken in 2012 by AC Archaeology in advance of a new extension to the rear of Clare House Surgery (HUCA 23). Undated features were present but may relate to 18<sup>th</sup>/19<sup>th</sup> century gardening activity, possibly the planting of trees.

### **3 Historical development**

This section summarises the development of the town through time (Figs 7-13), highlighting the key components and influencing factors, as part of the process of identifying its historic urban character. It is not intended as a detailed historical narrative.

Historic Environment Record numbers (prefix MDV) have been included for cross reference with the DCC database of archaeological sites and historic buildings (where site-specific descriptions and bibliographical references can be accessed).

Cross reference is also made to the Historic Urban Character Areas (HUCAs).

#### **3.1 Prehistoric**

There is little direct evidence for prehistoric settlement within the Tiverton study area, although the higher ground to the north-east of the town clearly saw substantial human activity from the Palaeolithic through to the Bronze Age, as demonstrated by the numerous scatters of flints and pottery recovered, to date, through physical survey and archaeological evaluation. Individual finds include a Neolithic polished flint axe (MDV14093) found at Glebelands, in the east of Tiverton (HUCA 9), a Bronze Age sandstone axe hammer (MDV14761) recovered from the River Exe and a Bronze

palstave axe (MDV14087) found 'near Tiverton'. The probable remains of prehistoric ring ditches and enclosures (MDV56027; MDV7811; MDV54066, for example) have been identified beyond Great Gornhay on Lower Moor, to the north-east of Tiverton, both as cropmarks showing up on aerial photographs and through geophysical survey. Although these lie outside the current town extent, they further support the presence of an increasingly settled farming landscape in this area throughout prehistory.

There is currently no suggestion for Iron Age activity underlying Tiverton itself, although its setting would make it an ideal choice for settlement of this period. To the south of the town, and just beyond its urban extent, however, is the univallate hillfort of Cranmore Castle (MDV1360): a Durotrigian silver salter (MDV42188) found on its northern slopes dates to between 60BC and AD20. Whether there was mirroring Iron Age settlement on the opposite heights above the Rivers Exe and Lowman remains to be shown, but clearly the confluence of these two rivers commanded a significant place in the local landscape, both generally as a major crossing point over the River Exe and, from the Late Iron Age onwards, as a defensible control point at a time when society was moving from a subsistence based regime towards a more structured and controlled market economy.

### **3.2 Roman presence**

The evidence for Roman settlement at Tiverton as such is tantalising, with a single sherd of 3<sup>rd</sup> to 4<sup>th</sup> century pottery (MDV35872) recovered, to date, from a site towards the southern end of St Andrew Street (HUCA 20). A Roman coin (MDV103671) found nearby also dates to the 3<sup>rd</sup> century. Further north, three Roman coins (MDV1380) dating to the early 1<sup>st</sup> and 2<sup>nd</sup> centuries were found in Castle Street (HUCA 26) and a possible fragment of Roman tile (MDV71066) from pits to the west of the Cattle Market (within HUCA 24). The scant evidence, to date, may indicate a Roman roadside settlement close to the confluence of the Rivers Exe and Lowman, with some suggestion for a higher status Roman settlement on the higher ground, broadly located in the vicinity of St Peter Street and the present day Cattle Market (HUCA 23).

The historic line of St Andrew Street and Castle Street may reflect the route of the Roman road northwards from Exeter through Tiverton, to the Roman marching camp (MDV12694) at Bolham. Snell (1892, 11) documents an account by an antiquary of the town, a Mr James Davison: that a Roman road 'passes a 'down' called Exeter Hill, where the road was named Long Causeway and was well paved for the distance of a mile'. The 'Long Causeway' is depicted on Tozer's 1790 map (Fig 16) as a continuation of Castle Street northwards through what is now People's Park to the old turnpike at Romney Pitts, where a public lavatory block now stands (HUCA 16). Low earthworks along the line of this route are still visible within the park grounds, although these may rather reflect the remains of the 18<sup>th</sup> century road; Snell (*ibid*, 11) states that in 1678 'a merchant of Tiverton named John Lane left 20s per annum for the repair of the long causeway... in pitching and paving of it'. If this was the route of the Roman road through Tiverton, then its line through the historic centre of the town may have been through what is now the Cattle Market (HUCA 23). The Town Leat fed into the town through this area in the 13<sup>th</sup> Century and may have been channelled along a surviving lane or roadway for ease. The Cattle Market was a bowling green and gardens by the 18<sup>th</sup> century, as shown on Tozer's 1790 map (Fig 16), and Sampson (2004, 49) reflects that this central area of town probably 'never supported houses'.

An alternative contender for the route of the Roman road through Tiverton is along St Andrew Street and up St Peter Street, continuing northwards through what is now The Works and along the western edge of People's Park, again joining Park Road at the point of the old turnpike; Park Walk is shown on Tozer's 1790 map (Fig 16) and is still in current use. The top of St Andrew Street and parts of St Peter Street saw some modification during the medieval and post-medieval periods, however (see below). It seems more probable that the current line of St Peter Street reflects a relatively early realignment of the main route up the hill, orientated towards St Peter's Church and the Saxon settlement on the hilltop and predating the new bridge that was constructed

over the Exe in the mid to late 13<sup>th</sup> century. The medieval burgage plots may then have formed around this new alignment, leaving the area to the east that is now the Cattle Market as open ground, possibly with a back lane where the Roman road originally ran.

Whichever may be the case, Bolham Roman fort was decommissioned by the late 1<sup>st</sup> century, yet some form of roadside settlement may have continued at Tiverton into the 3<sup>rd</sup> to 4<sup>th</sup> centuries, as the pottery and coins found, to date, potentially indicate.

### 3.3 Early medieval 'Twyfyrd'

There is no clear evidence for the development of settlement at Tiverton between the 5<sup>th</sup> and 6<sup>th</sup> centuries, although it seems likely that some manner of occupation continued during this period, given its preferential location. Tiverton itself is first documented in AD899 in the will of King Alfred the Great, when he granted several of his Devon holdings, including Tiverton, or *Twyfyrd*, to his youngest son, Aethelweard. The name *Twyfyrd* derives from the two fording places across the Rivers Exe and Lowman; the additional *-ton* suffix is a Saxon place-name element and likely refers to settlement at Tiverton at some point from around the mid-7<sup>th</sup> century. A Saxon Scaetta (MDV42185) dating to between AD600 and 775 found on the northern slopes of Cranmere Castle certainly suggests some degree of Saxon presence in the local area during that period. It is probable that Tiverton was a minster and royal vill as early as the 8<sup>th</sup> century and a hundred centre by the 10<sup>th</sup> century (Higham 2008; Sampson 2004). Tiverton's royal status indicates that it would also have had a resident reeve and an early market, or *port*; Higham (2008, 188) suggests that early rural markets based at hundred centres grew to serve minster communities. The combination of minster, royal vill and market centre would have influenced its development as a specialised settlement nucleus, potentially also granting it a degree of low-level proto-urbanism by the 10<sup>th</sup> century.

By the time of Domesday (1086) the Tiverton estates had become part of the dower of Gytha, widow of Earl Godwin and mother of King Harold, only to be confiscated by William the Conqueror following the Norman Conquest. The entry for the royal manor at Tiverton, or *Tovretone*, documents two mills amongst its holdings, which Keene, Butler and Bodman (2004, 7-8, 32, 75) potentially place in the vicinity of the present Heathcoat Factory, at West Exe (HUCA 5), and on the site of Hobby Horse (St Andrew's) Mill (MDV21346) at the foot of St Andrew Street on the River Lowman (HUCA 20). No church is recorded, although a church at Tiverton was supposedly consecrated by Leofricus, the first Bishop of Exeter, in 1073 (Sampson 2004, 22; Snell 1892, 21) and remnants of an 11<sup>th</sup> century church appear incorporated into the fabric of the existing 15<sup>th</sup> century building. The parish of Tiverton was divided into four portions, Pitt, Prior, Clare and Tidcombe, by the 12<sup>th</sup> century, but the origins of these may date to the Saxon period or earlier (Sampson 2004, 22). A manor at 'Little Tiverton' is also documented by Domesday, held by Gerard for Ralph Pagnell, Sheriff of Yorkshire. Thorn and Thorn (1985, 32. 8) place Little Tiverton manor at West Exe (HUCA 2), although more recent sources (Keene, Butler & Bodman 2004, 8; Sampson 2004, 18) place it in the Little Silver-Collipriest area (HUCA 8).

The early medieval settlement plan of Tiverton probably incorporated the church precinct and manorial centre, possibly with an adjacent market area and some subsidiary housing (Fig 7). A map of Tiverton dated 1777 (Fig 16) shows a 'Green' adjacent to the Castle in the area now known as The Works, which may reflect the early market place (HUCA 25). A second manor may have existed in the vicinity of Little Silver (HUCA 8), as suggested above. At least two mills were located on the Rivers Exe and Lowman (Fig 6) and it is probable that a number of additional early medieval farmsteads existed within the present urban extent, of which Tidcombe, a Saxon place-name meaning 'Tida's Valley' (Gover, Mawer, Stenton 1932, 544), may be just one (HUCA 8)(Fig 7).

Note that the GIS mapping has been created based on present-day urban plots as shown on the 2007 OS Mastermap and where early medieval elements are suggested their shape and extent are, of necessity, approximate.

Before the bridge was constructed over the River Exe in the later 13<sup>th</sup> century, there was a shallow fording place a short distance upstream (Sampson 2004, 28). This probably lay somewhere underneath the present Heathcoat factory complex (HUCA 5); an 18<sup>th</sup> century plan of Blundell School land reproduced in Keene, Butler and Bodman (2004, 8) shows the shifting course of the river in this area, so the precise spot remains unknown, but it is possible that it aligned with the eastern end of Wellbrook Street and the top of St Peter Street. The suggested early medieval routes into Tiverton from the west follow the high contours of the ridgetops, adjoining at the western end of Wellbrook Street (HUCA 6), which may then have been a causeway across the Exe floodplain to the fording point (Fig 2). On the eastern bank of the River Exe, early medieval routes feed into Tiverton from the south, east and north. Again, these largely respect the higher contours or ridgetops, the roads from the south and east feeding down to fording points across the River Lowman (Fig 2). The road through Tiverton from the south was probably aligned on the earlier Roman road from Exeter (see above); Snell (1892, 11) also suggests that the road from Halberton, to the east, may incorporate the route of a Roman road called The Portway that struck off the major Roman road between Taunton and Exeter at St Leonards Moor, near Uffculme.

There has been much realignment and re-engineering of the early medieval roads within Tiverton's historic core in subsequent periods, but the early medieval line of St Andrew Street may have run to the west of the present Town Hall (see Sampson 2004, 89). St Peter's Street may have been formed through a realignment of the earlier Roman route up the hill to create a more direct route towards the church and the Saxon estate centre on the hilltop. Fore Street and Gold Street are late medieval additions, although there may have been a prior trackway running east from the top of St Andrew Street to the crossing point over the River Lowman during the early medieval period. The original crossing point over the River Lowman probably lay to the south-west of the present bridge near the foot of Gold Street, where the present road level is substantially raised above the original ground level (HUCA 21). The main early medieval route into Tiverton from the south-east may have led from the crossing point of the River Lowman and broadly followed the line of Barrington Street; the current line of Barrington Street is probably late or post-medieval in date, but may also supersede an earlier trackway, which led uphill from the ford to feed into the top end of the manorial complex (Fig 2).

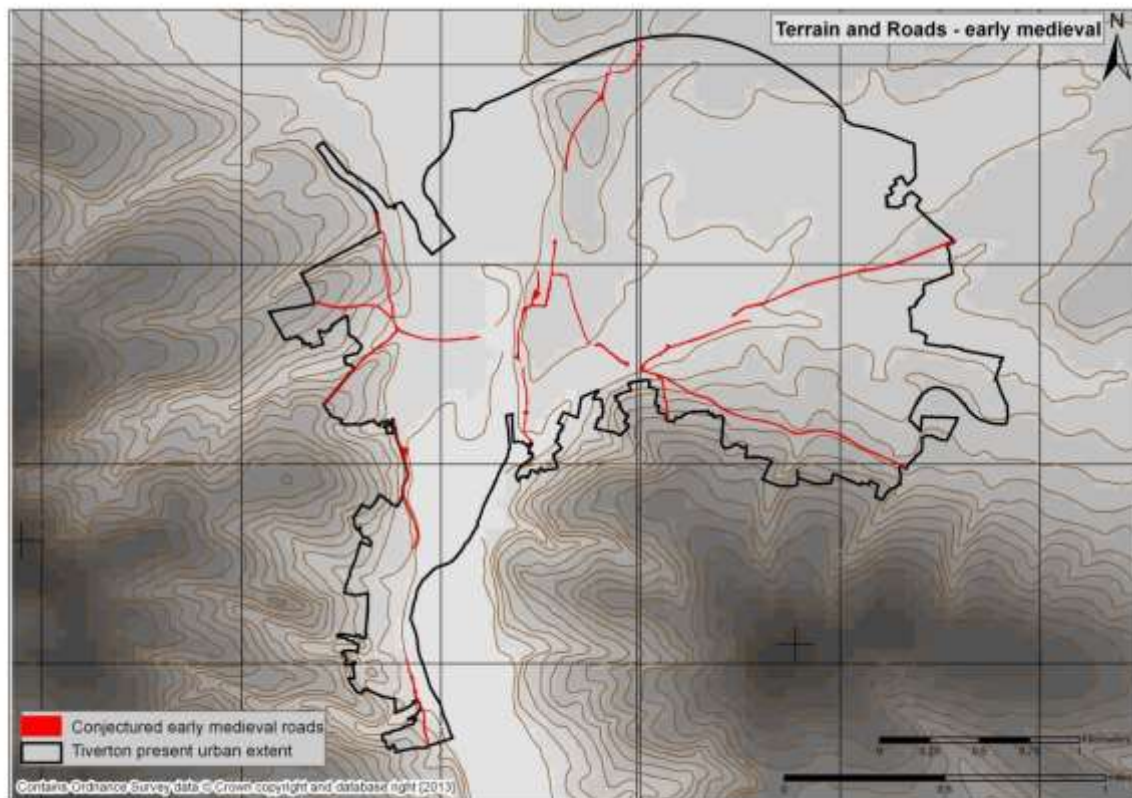


Fig 2 Suggested routes of early medieval roads into Tiverton, drawn from sections of the present road network. Gaps in the road network are due to uncertainties in the route of the earlier roads or the constraints of mapping to modern boundary lines.

### 3.4 Medieval market town

Henry 1<sup>st</sup> bequeathed Tiverton manor to the de Redvers family and Tiverton Castle was built by Richard de Redvers c1100 (Mid Devon District Council 2005; White 1850, 306). Although the manor passed out of royal ownership the de Redvers family were a principal power in Devon during the early 12<sup>th</sup> century when the castle was built and were clearly exercising this through their stronghold at Tiverton. The castle held a defensive position on top of the cliff overlooking the River Exe and probably originated as a motte and bailey, with additional ditching or a moat (*ibid*, 21). By the 12<sup>th</sup> century the castle precinct probably incorporated the area bound by Castle Street to the east, Newport Street to the south, St Peter Street and the cliff to the west (HUCA 26) (Mid Devon District Council, 2005, section 3). Snell (1892, 118-119) refers to a description of the castle defences by the 18<sup>th</sup> century historian Martin Dunsford: that Castle Street and Bartows Causeway were the regular approach to the eastern gate of the Castle, with an outer gate at the south-east angle from which Dunsford surmised Newport Street derived its name (port was taken in this instance to mean 'gate' but is more likely to have referred to a new market place outside the early medieval estate centre). Dunsford describes the gate as being surmounted by a Gothic arch and documents a wall with battlements and small arches with branches of hewn stone united beneath the Lancastrian Rose that guarded the causeway (Castle Street). The north and south walls were defended by a wide moat, with a drawbridge connecting the round tower with the churchyard and a further possible drawbridge between the outer gate and Newport Street (*ibid*, 119). Around this time a substantial deer park was created at Ashley Park, extending to about 620 acres (HUCA 1) (*ibid*, 20), part of the wider designed landscape that would have surrounded the medieval castle at this time.

By the 12<sup>th</sup> century, Tiverton had become the head of a rural deanery overseeing a dozen parishes (Sampson 2004, 22). In addition to the parish church there were a number of medieval chapels within the town, including St Mary's chapel (MDV19293)

on Exe Bridge; St Peter's Chapel on St Peter Street (HUCA 24) - later the Steps Meeting House (MDV5359), constructed in 1607; St Thomas's chapel (MDV12362) on the site of the current Town Hall (HUCA 21) and St Andrew's Chapel (MDV13848) - later the site of the 19<sup>th</sup> century Bridewell (HUCA 20).

By the later 12<sup>th</sup> century, the manor was held by William de Redvers, who granted Tiverton borough status. Although no charter survives, by 1220 Tiverton was being taxed as a borough and burgage rents were paid on properties in the town (Sampson 2004, 25). The survival of medieval burgage plots and tenement boundaries along the principal streets of Tiverton is particularly well demonstrated on 19<sup>th</sup> century maps, such as Woods' c1840 circular map (Fig 18) and the OS c1880 25 inch map, and many continue to remain fossilised in the boundary walls and back plots of the modern street plan. In 1238 a leper hospital existed somewhere in Tiverton, although its location is unknown (*ibid*, 29).

Throughout the 13<sup>th</sup> century the manor of Tiverton saw many changes, principally the carving out of smaller manors from estate lands and the fragmentation of holdings through processes of sub-infeudation (*ibid*, 25). By 1297 the manor of Tiverton had passed to Hugh de Courtenay as part of a much larger, and substantially wealthy, inheritance, demonstrating the continuing status of the earldom of Devon as the local landowner of this time and, by default, the high status of Tiverton itself. A rationalisation of de Courtenay's holdings at Tiverton combined the manors of Great and Little Tiverton and created a new deer park; Newpark is mentioned in a reeve's account of 1308 (*ibid*, 31). The precise extent of Newpark is not documented, although it 'adjoineth the place' (Westcott 1996, 203) and potentially incorporated Godsbear, to the north of the town, stretching from the present People's Park eastwards across Cowleymoor (HUCAs 13, 15, 16 and 25) (Sampson 2004, 31). The deer park originally extended to around 160 acres and was traversed by a church path (Snell 1892, 19-20); Park Walk is shown on Tozer's map of 1790 (Fig 16) and is still in existence today skirting the western edge of People's Park (HUCA 16).

An area of medieval deer park may also have existed under the site of the present Heathcoat Factory (HUCA 5) extending out towards Cotteylands. This may have been part of either Ashley Park or Newpark but there is some uncertainty over the naming of the deer park, or deer parks, to the north of Tiverton Castle. Godsbear is also documented, as is Castle Barton (Sampson 2004, 120; Snell 1989, 20), but it is not clear whether these refer to separate deer parks or were they were all part of one larger park in this area. A reproduction of a 1791 plan in Keene, Butler and Bodman (2004, 8, 33) records the line of a park pale, although how this related to the contemporary river course is uncertain. In close vicinity to the park pale stood Pale House (approximately where the present Church Street meets Leat Street) and Pale Bargain Mill (*ibid*, 35-39). A Pale Barton is shown a little to the north, fronting the line of Old Leat (*ibid*, 33). Sampson (2004, 70) documents a deed dating to 1563 that gives the bounds of a field called Boysham, which afterwards housed Boysham Mill (see Keene, Butler and Bodman 2004, 8). The northern boundary was given as 'New Park belonging to the Lord of the Manor'. The eastern boundary was given as 'Town Gardens', which is taken to refer to the foot and lower slopes below the Castle and St Peter's Church, the course of the River Exe at this point lying to the west of Boysham. This may suggest that to the west of the castle a deer park boundary bordered the old course of the River Exe, while to the north of the castle a deer park may have lain adjacent to, or incorporated, the medieval Castle Barton farm (HUCA 25). By the late 17<sup>th</sup> century the deer parks were deparked and the land amalgamated under a new Tithe 'portion' for Tiverton called All Fours, adding to the four original portions of Pitt, Clare, Tidcumbe and Priors; the Tithe for the new portion of All Fours, known as 'buck and doe money' (Snell, 1892, 20), was the provision of one buck and one doe to be shared amongst these (Sampson 2004, 120).

In around 1240-1250 a source of fresh clean water was donated to the town in the form of the Town Leat. The water stems from a spring on Norwood Common, to the

north of Tiverton, and was originally channelled to run into the town along Water Lane and Castle Street (HUCAs 19 and 26) to join with the River Lowman. The 1790 Tozer map (Fig 16) shows the leat running through all the principal streets of the town, although this configuration is almost certainly late or post-medieval in date. The donor of the leat is traditionally held as Isabella de Fortibus, Countess of Devon, in 1250 (Lysons and Lysons 1822), although alternative accounts exist (Mid Devon District Council 2005; Sampson 2004, 26; Snell 1892, 26; White 1850, 313). Also around this time about 150 acres of land at La More, or Elmore, were given as common land to the poor of the town to keep their cattle (HUCAs 17, 19 and 13). This land was given in perpetuity to the poor, but was gradually whittled away and sold off, so that by the late 19<sup>th</sup> century only about 5% of the original extent remained (White 1850, 313).

The 14<sup>th</sup> century was a dynamic period in Tiverton's history. In 1344 a grant of land to Hugh de Coleprust for the use of burgage plots indicates the increasing expansion of the town into the countryside by this time, as the local population increased along with the pressure for additional housing and land. A 1390s document of the de Courtenay household lists expenses paid to scholars of St Nicholas, indicating that the town had a school by this point, although its location is unknown. The woollen and textiles industry that became the staple industry of the town from the 15<sup>th</sup> century onwards has its roots in this period, which also saw its share of Plague outbreaks and political unrest. Snell (1892, 32) documents an old deed referring to a field called 'The Butt' or 'Gilberts Close' at the foot of Exeter Hill on Elmore Common, which had a tree in the centre traditionally used for archery practice, a compulsory practice during the 14<sup>th</sup> century following the outbreak of the Hundred Years War with France (Sampson 2004, 38). In Elmore, a field named 'Tree at Butt' is recorded in the Tidcombe Tithe apportionment adjacent to a field named Gribble Close, the two fields now underlying the area enclosed by Siddalls Gardens (HUCA 13).

A market and fair must have existed at Tiverton from an early period but in 1257 King Henry III granted confirmation of a market on a Monday and four annual fairs, each lasting for three days, around the feast days of St Thomas (6<sup>th</sup>-8<sup>th</sup> July), St James (24<sup>th</sup>-26<sup>th</sup> July), St Giles (31<sup>st</sup> August-2<sup>nd</sup> September) and St Andrew (29<sup>th</sup> November-1<sup>st</sup> December) (Mid Devon District Council 2005; Sampson 2004). A market place may have existed in Newport Street during this period (HUCA 25), named as such in late 13<sup>th</sup> century documents (Sampson 2004, 15). Snell (*ibid*, 269) records that Newport Street was traditionally a bullock market, with the top of St Peter Street and the Works a sheep market; the sign of a lamb can still be seen today on the wall of what used to be The Lamb Inn. Although no market is documented for Castle Street (HUCA 26), this area may also have been in use as an early market place, its 'cigar' shape and funnelled entrances north and south being characteristic of market places of this period (Cahill 2013). The adoption of Newport Street and Castle Street as market places by the 13<sup>th</sup> century would be in keeping with other medieval towns where expansion beyond the confines of the manorial centre reflected the growth of urban activity and self-governing market boroughs (Aston and Bond 1976, 85). The running of the Town Leat through Castle Street in the late 13<sup>th</sup> century may also suggest it was part of the town's jurisdiction rather than the manor's by this point.

The site of the medieval fairground, if indeed there was a designated site, is not known, although one suggestion may be the present Cattle Market (HUCA 23). Whether this area at one time contained a section of the Roman road through Tiverton remains conjectural, but the area was historically always open ground (Sampson 2004, 49 and see above). The course of the Town Leat ran through this area by the 13<sup>th</sup> century and today runs along a strongly defined back wall to the medieval burgage plots fronting St Peter Street, creating a strong 'fixation point'; this probably reflects the back line of the medieval planned settlement along St Peter Street, with the area now occupied by the Cattle Market lying outside the medieval town extent. A strip of land thought to be an alleyway joining this area with St Peter Street was donated for the common use of all burgesses of Tiverton in 1314 (*ibid*, 32). The medieval and later expansion of the town continued to respect this area as an area of open ground, probably due to the shift in

emphasis to the south once Fore Street and Gold Street became the main commercial focus, shifting the emphasis away from the top of St Peter Street and Newport Street. The open ground was probably used for garden plots up until the 18<sup>th</sup> century when a bowling green was created (see Fig 16) and became the site of the Pannier Market in 1830 (White 1850, 307).

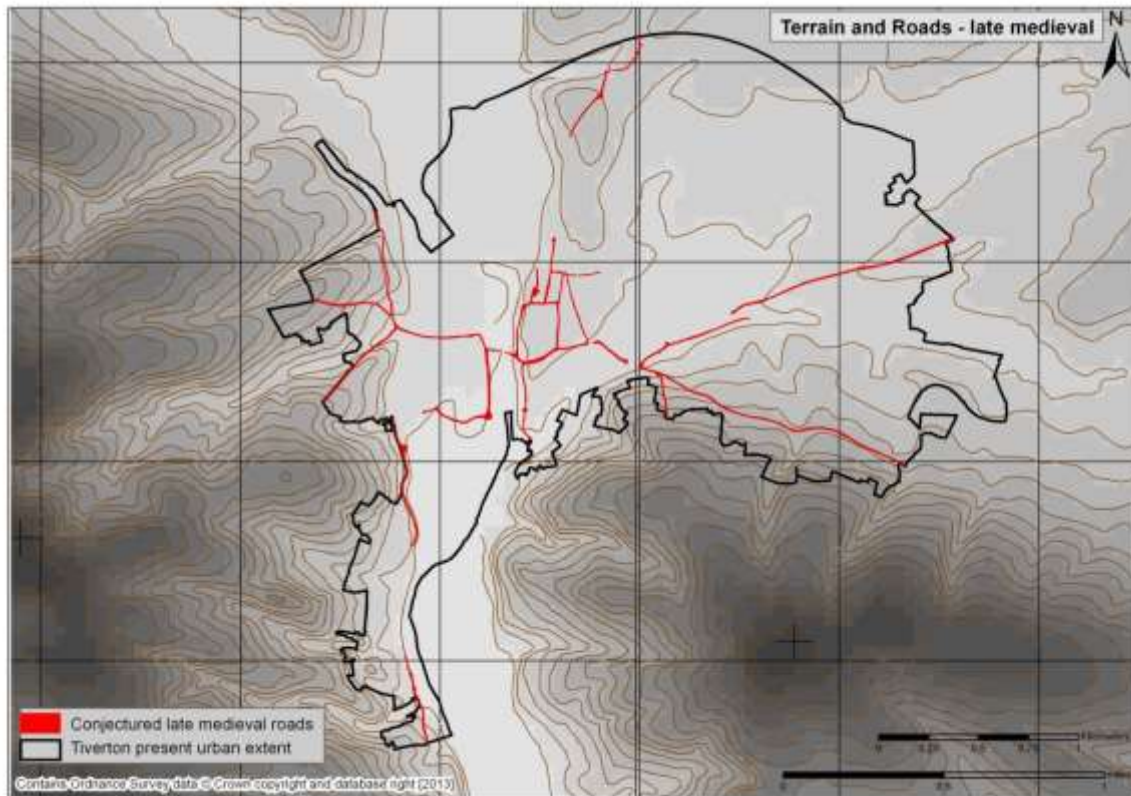
The Devon Lay Subsidy of 1332 records that taxes paid by Tiverton town ranked it 16<sup>th</sup> out of the 19 Devon boroughs, Exeter ranking highest (Sampson 2004, 35). Local traders named in the list include a blacksmith, roofer, two millwards, a tailor, a maker of coats of mail, a painter, parker and tanner, two skimmers and a merchant (*ibid*). During the 15<sup>th</sup> century the flourishing cloth industry and increased local trade links brought prosperity into the town, increasing the prominence of the local merchants and forging the way ahead for a period of economic growth and expansion based on local trade and industry. Alongside the export of cloth from the numerous fulling mills along the River Exe, local merchants imported a range of goods and foodstuffs that included crestcloth, wine, herring, figs, raisins, tar, alum, woad, canvas, sugar, madder, hops, soap, haberdashery, teasels and vegetables (*ibid*, 51). One of Tiverton's most prolific merchants during the late 15<sup>th</sup> century was John Greneway, father to John Greneway Jr who was also a wealthy merchant and one of the town's early philanthropists.

Changes in the town of Tiverton by the 13<sup>th</sup> century had brought the construction of a bridge across the River Exe at West Exe; the bridge was almost certainly in existence by 1289 when a chapel dedicated to St Mary is documented as standing on the bridge itself (Sampson 2004, 29). The bridge was constructed some distance to the south of the early fording place across the River Exe, possibly due to the practical requirements of constructing a bridge across a narrow span of the river or to avoid existing structures such as mills; the town mill was located close to the original fording point and may have obstructed the construction of a bridge at this point. The bridge may also have been positioned to create a more direct access between it and the crossing point over the river Lowman to the east. Whatever the original intention, the new bridge created a new access point into the town from West Exe, which by the 14<sup>th</sup> century prompted the development of Fore Street as a new commercial thoroughfare (HUCA 21). This probably resulted in a shift of commercial emphasis away from the area around Tiverton Castle and St Peter's Church although this clearly remained, and continues to remain, a key civic and religious focus in the town, albeit now side-lined from the main town centre rather than centred within it.

The construction of the new bridge over the river in the 13<sup>th</sup> century would also undoubtedly have fuelled the development of West Exe (HUCA 3) from this point, and may also have resulted in the construction of new routes from the high ground to the west down to the new bridging point, along what is now Broad Lane (Fig 3). A 14<sup>th</sup> century document records 'the Barr' at Tiverton, which Sampson (*ibid*, 32) interpreted as lying at the top of Bampton Street (HUCA 19), also named in Tozer's 1790 map (Fig 16) as 'Towns End'. This may reflect the northernmost extent of the town by the 14<sup>th</sup> century, with Bampton Street forming its eastern boundary line.

A 17<sup>th</sup> century deed for the new Town Hall (Sampson 2004, 89) gives more clues about the possible road layout in the vicinity of Exe Bridge once the bridge was built: Fore Street (then called High Street) stood to the east of the Town Hall and St Andrew Street to the west. A lane joining High Street and St Andrew Street ran to the south of the Town Hall. Land owned by John Prowse bordered the Town Hall to the north, suggesting that Fore Street may not originally have continued westwards to meet Angel Hill; as suggested above, it seems probable that Fore Street and Gold Street originated as a trackway running from St Andrew Street to the fording point across the River Lowman.





*Fig 3 Suggested routes of late medieval roads into Tiverton, drawn from sections of the present road network. Gaps in the road network are due to uncertainties in the route of the earlier roads or the constraints of mapping to modern boundary lines.*

The plot on which the Town Hall sat was probably situated on the southern edge of land running eastwards off St Peter Street; maps of 1790 (Tozer) and 1840 (Woods) show a building named 'Town House' in front of St George's Chapel (Fig 16), which may be the site of the original Town Hall. The western end of Fore Street was probably realigned to the north of the Town Hall when it was extended towards Exe Bridge, possibly coinciding with the lowering of Angel Hill (originally Oat Hill); Snell (1892, 269) documents that 'Angel Hill has been considerably lowered near the Congregational Chapel (the old Steps Meeting House) where the pathway was called The Steps'.

By the late medieval period the town of Tiverton probably extended beyond the original Saxon or early medieval settlement focussed around Tiverton Castle and the church to include Castle Street and Newport Street, St Peter Street and St Andrew Street, Fore Street and Gold Street. Settlement at West Exe was also expanding from its centre around the 13<sup>th</sup> century bridgehead. The present day Cattle Market may have still been outside the main area of urban development and the land to its east may have remained predominantly part of Elmore Common. Bampton Street and Barrington Street may have been constructed towards the end of the medieval period although an early post-medieval date for these is also possible.

### **3.5 Post-medieval: the cloth trade, fires, floods and civil war**

By the early 16<sup>th</sup> century the cloth trade dominated Tiverton's industry, being both highly profitable and labour intensive. The many stages of cloth production provided work for large numbers of the local populace, including women and children, and during the 16<sup>th</sup> to 17<sup>th</sup> centuries the population of Tiverton nearly doubled in size (Lysons and Lysons 1822). Many of the workers continued to work on the land during the day, spending their evenings working at the looms (Sampson 2004, 56). A vast infrastructure of fulling mills and mill leats sprang up along the Exe and Lowman rivers, along with numerous rackfields for drying out lengths of cloth. The location of a number

of rackfields are known from old deeds and estate plans or can be surmised from documents such as the c1840s Tithe apportionments, where the name 'rackfield' is associated with many enclosure names; a street in West Exe is still known as Rackfields to the present day (HUCA 3)(Keene, Butler and Bodman 2004, 11). The early mills along the River Exe at Tiverton were largely fed by undershot wheels, due to the shallow fall of the river at this point, whilst on the River Lowman the overshot wheel was more typical (*ibid*, 5). Corn and fulling mills often shared a site, but during periods of short water supply, the corn mills took priority (*ibid*, 9). By the time the industry peaked in the early 18<sup>th</sup> century 56 fulling mills were recorded for Tiverton and its nearby villages (*ibid*, 11). Despite the changing course of the river, the greatest proliferation of these lay in the area of West Exe and the present Heathcoat factory (HUCAs 3 and 5).

Living conditions for the majority of ordinary mill workers and ancillary trades-people in Tiverton were often harsh and insanitary. Characteristic of the mill workers accommodation along streets in West Exe, for example, were courts, or 'colleges', comprising little more than hovels of cob and thatch (Keene, Butler and Bodman 2004, 11; Sampson 2004, 80). These courts were typically accessed from the main street by a narrow passageway between the buildings and they contained a central yard long enough to stretch out the chains of wool used by the weavers (*ibid*). A number of these courts are still preserved within the present-day streetscape; on Leat Street (HUCA 5), for example. At the opposite extreme, many local mill owners and merchants grew exceptionally wealthy through the manufacture and export of the kersey cloth for which Tiverton was becoming renowned. Their prosperity during the 16<sup>th</sup> to 18<sup>th</sup> centuries resulted in the construction of large villas and houses on the town edges as well as a substantial legacy of investment in charitable housing, hospitals and schools.

In 1517 John Greneway (Jr) was responsible for enlarging the south aisle of St Peter's Church (HUCA 25) and the addition of the Greneway chapel (Sampson 2004, 58). In 1529 he also willed money for the construction of almshouses (MDV12364) and a chapel (MDV17233) on Gold Street (HUCA 21), originally sufficient for five men (White 1850, 313). In 1577 John Waldron had almshouses (MDV1378) for eight men built on Wellbrook Street (HUCA 5), then standing amongst open fields, each man also receiving a stipend of 1s (*ibid*, 314). George Slee had his 'Great House' (MDV1366) built at the foot of St Peter Street in 1610 (HUCA 24), next to which he built almshouses (MDV12363) for six poor widows or aged maidens, each of these also receiving a weekly stipend of 1s (*ibid*, 314). Some years later, in 1696, John Alstone gave £500 for almshouses to be built for six poor fullers in Birchen Lane, West Exe, although these no longer survive.

In the early 1580s Tiverton Castle (HUCA 25) was leased by Roger Gifford, who married into the Prouse family, one of the leading Tiverton families at this time. The lease described the castle as comprising 'a court, gardens, pound, stable, barns and mansion house, along with lands called Little Park' (Sampson 2004, 74). Previously the Giffords had been renting a house on High Street (Fore Street) (HUCA 21), highly desired by the richest people in the town by then as a place to live (*ibid*). A George and Roger Gifford are also documented in a deed of 1611 as having 'lately severed, enclosed and hedged' Middlehill, a part of Ashley Park (HUCA 1) (*ibid*, 91).

In 1601, Peter Blundell, one of Tiverton's best remembered merchants and philanthropists bequeathed sufficient funds to build a free grammar school (MDV12365) to house up to 150 local boys (*ibid*, 82). A further bequest provided for six selected scholars to attend colleges at Oxford and Cambridge Universities. The site of the school was a 4½ acre field called Brownhams, beside the River Lowman at Lowman Green (HUCA 18). At one time white stones outside the school gate read 16 PB 04; these are no longer to be seen, but it was said that when the River Lowman rose over the stones the boys could have a holiday (Mid Devon District Council 2005). Cock fighting was a regular sport at the school up to the 19<sup>th</sup> century, while by 1626 at least, a building on the school green (MDV30620), to the north-east of the school, housed the Court of

Assizes (Lysons and Lysons 1822). Blundell's School moved to new premises in the east of town (HUCA 10) in 1882, the original school buildings passing to the National Trust in 1954. In 1609, Peter Blundell's nephew, Roger Chilcott, also bequeathed money for the provision of a school (MDV1367). Its site on St Peter Street replaced a house burnt down in a great fire in 1598 (HUCA 23). The school was to educate 100 local boys only; girls were specifically excluded. The premises later became a Bluecoat School and have since seen use as a gymnasium, a military store during World War II, the headquarters of the sea cadets, a pottery studio and one time home of Tiverton Museum.

On August 10<sup>th</sup> 1615 King James signed a warrant granting Tiverton a Charter of Incorporation as a borough (Lysons and Lysons 1822; Sampson 2004, 89). The borough boundary equated to that of the parish, covering a little over 17½ acres. The Corporation of governors comprised a mayor, a recorder, 24 burgesses, a town clerk and a clerk of the peace and had the power to pass its own by-laws and summon offenders to court. The town was to have its own prison and a Town Hall (MDV18285) was built to officiate from. In 1615, the first mayor of Tiverton, Richard Hill, alias Spurway, bequeathed a house in St Andrew Street to be used as a Bridewell or prison (HUCA 20). The original Town Hall was built to the east of its present site at the top of St Andrew Street (but see discussion of this above), previously the site of the medieval St Thomas Chapel (MDV12362). The official Borough Seal of Tiverton was designed to reflect all the key components of its historical past up to that point, chiefly the castle and church, the two fording points across the rivers and a woolpack signifying the trade in which the foundations of the town's prosperity lay.

In early 1698 a bill was passed 'for erecting a hospital and workhouse, or house of correction, in Tiverton, and for the better governing thereof, and the relief of the poor there' (Sampson 2004, 132). This neatly coincided with a bequest of £50 by Thomas Rice in 1696 towards the building of a hospital for the poor. A field known as The Deanes, part of the Greenway's Charity lands, was selected for the hospital (MDV1368) (HUCA 19), at that time in a rural location and surrounded by fields (*ibid*, 133). The hospital buildings were designed by John Abbot and took six years to complete.

Although Plague continued to periodically beset the population of Tiverton throughout the post-medieval period, the town's particular *bête noire* during this time was a series of catastrophic fires. The fire of 1598 broke out in Wellbrook (HUCA 5), to the west of the River Exe (Sampson 2004, 77). The flames crossed the river and within just a few hours had engulfed the town as far east as the Greenway Almshouses (HUCA 21). More than 400 homes were destroyed. Another disastrous fire on August 5<sup>th</sup> 1612 started in a dyehouse on Angel Hill (HUCA 21) and again spread eastwards, this time destroying more than 600 homes but without loss of life. Fortunately some of Tiverton's now iconic buildings survived the blaze, including Saint Peter's Church (HUCA 26), the Great House and Chilcott's School, on St Peter Street (HUCA 24) and Waldron's and Greenway's Almshouses (HUCAs 5 and 21). As a result of these, and several smaller fires over the course of the 16<sup>th</sup> and 17<sup>th</sup> centuries, there was much rebuilding of the town and people were given incentives to build, often financial (*ibid*, 79). A plot of land adjacent to Greenway's Almshouses on Gold Street was leased to John Webber on condition he built on it; up until the late 16<sup>th</sup> century the town extent may have ended with Fore Street and the almshouses probably stood on the town outskirts. Gold Street probably remained largely undeveloped into the early 17<sup>th</sup> century and the great fire of 1612 (Snell 1892, 24).

In addition to the catastrophic fires, the 16<sup>th</sup> to 18<sup>th</sup> centuries brought further calamity to Tiverton through storms and severe flooding. A flood in 1625 destroyed 53 houses in the town (Lysons and Lysons 1822; White 1850, 307). There were severe floods in September 1692 and December 1695, the latter resulting in water so high that 'the boys rowed about in tubs and trundles in Peter Blundell's school and green' (Sampson 2004, 134) (HUCA 18). Three months prior to the flood of 1692 an earthquake rocked the town, while the adverse weather brought bad harvests, extreme cold and high winds; a storm in 1636 resulted in repairs to Blundell's School (*ibid*, 97) and a 'great

storm' in 1703 also severely affected the town, taking the roofs off many of the buildings, including St Peter's Church (Sampson 2004, 137; White 1850, 307).

By the late 16<sup>th</sup> century, under the reign of Queen Mary, Tiverton was experiencing the religious conflict resulting from the increasing rise of Protestantism. Under Queen Elizabeth, ten of Tiverton's chapels were granted away, leaving St Peter's Church, and possibly a chapel-at-ease at Cove, as the only remaining places of worship in Tiverton parish (Sampson 2004, 70). Breakaway dissenter groups became increasingly common into the 17<sup>th</sup> century, the most extreme of these being the Anabaptists. The scale of dissenters within Tiverton, known qualitatively as 'the old dissent', reflected a wider trend amongst the east Devon cloth towns, where there were substantial numbers of independent traders and manufacturers; an Anabaptist group in Tiverton was amongst the leading factions debating Church doctrine, forging links with similar groups further afield in Europe, particularly Holland where links through the cloth trade were already well established (*ibid*, 93).

With the outbreak of Civil War in 1642, Tiverton appears to have vacillated between support for both the Royalist and Parliamentary causes. The town opposed a Royalist advance in 1643, with a skirmish in Gold Street (HUCA 21) resulting in many local townspeople being wounded or slain (Sampson 2004, 102); after having passed backward and forwards between both sides, the final stand in Tiverton saw Royalist troops under Sir Gilbert Talbot holding the Castle and St Peter's Church (HUCA 26), which had been fortified by earthen banks to form outworks (MDV45919) running along Newport Street and up Castle Street and Bartows Causeway, the other sides of the Castle being protected by the moat and the steep drop to the River Exe. Parliamentary troops were quartered in Blundell's School awaiting General Fairfax, and during this time a number of houses in the upper part of St Peter Street and Newport Street (HUCAs 23 and 24) were pulled down to create an unobstructed view of the Castle from this point (*ibid*, 104). Under Fairfax Tiverton was reclaimed into Parliamentary control.

As a result of growing religious tolerance in the 1680s a number of new chapels and meeting houses were constructed in Tiverton. A Baptist chapel was constructed in 1687 in Newport Street (HUCA 26), close to its present site, with a Presbyterian chapel built in Back Lane (HUCA 5), West Exe. A Presbyterian meeting house was built on Angel Hill around 1689. A meeting house for Congregationalists, or Independent Calvinists, was established in 1687 on the site of St Peter's Chapel at The Steps, on the west side of St Peter Street (HUCA 24) (Lysons and Lysons 1822).

### **3.6 The Eighteenth Century**

By the early 18<sup>th</sup> century building in Tiverton was beginning to follow the popular fashion of using brick, and a brick-making industry had established itself in the town; a lease of 1708 records that Thomas Bigg, bricklayer, was given permission to 'dig up clay, burn bricks and cut down timber' in Oxen Park (possibly now Twyford Place, HUCA 19) for building two houses (Sampson 2004, 139). Brickhouse Tenement (MDV62898) (HUCA 15), at the top of Park Road, may also indicate a brickworks in the vicinity. Amory House, in St Peter Street (HUCA 24) and Gotham House, on Phoenix Lane (HUCAs 21 and 22) are two fine examples of the 18<sup>th</sup> century fashion for brick-built architecture in Tiverton. The opportunity for a renewed phase of building in Tiverton during this period followed the aftermath of a further two devastating fires in the town.

A fire in October 1730 took hold in a bakery in Newport Street but was relatively contained to Castle Street and the top of Bampton Street, but in June 1731 a fire started in a bakehouse in Gold Street and spread rapidly eastwards, consuming much of Gold Street and Fore Street and spreading halfway up both Bampton Street and Barrington Street (Sampson 2004, 153). Part of Greenway's Almshouses (MDV12364) (HUCA 21) was lost as was the Market House (MDV24595) belonging to the Corn Market on Bampton Street (HUCA 21) and the Market Cross (MDV14095) on Fore

Street (HUCA 21). George Davey replaced the home he lost during the 1731 fire with Gotham House (MDV18041) in Phoenix Lane off Fore Street (HUCA 21) (*ibid*, 156). The charitable donations received by Tiverton following this fire totalled £10,000, including a £1000 donation from King George himself. In 1732 an Act was passed stipulating that all new buildings were to have roofs of lead, slate or tiles, although surviving buildings could remain thatched. Tradesmen who used open fires in their work, such as dyers, brewers, chandlers and metalworkers, were prohibited from working near the principal streets of the town and from having work places that contained stacks of combustible materials, such as hay, furze or wood (*ibid*, 155).

During the 18<sup>th</sup> century, the altruism of many of Tiverton's wealthier residents continued. In 1713 a Bluecoat Charity School for 60 poor boys was opened by The Reverend John Newte, using the Church House in St Peter's Churchyard (HUCA 24) and with William Markham as Master (Sampson 2004, 141). In 1714 John Newte established a second Bluecoat school for 50 girls, run by Markham's wife. Also in 1714 a site was selected on the corner of Fore Street and St Andrew Street (HUCA 21) for a new non-conformist church (St George's Church, now Church of England and amalgamated with St Paul's) designed by John James. The site had originally consisted of an inn called The Cross Keys and a number of houses with large back plots, the whole bought for about £500 (*ibid*, 143). The church (MDV15283) was constructed out of fine yellow Ham stone and was finally finished in 1730, having spent some time as a warehouse. In 1728 a new Baptist Chapel was built in Newport Street (HUCA 26), again using the new fashion for brick. In 1785, the historian Martin Dunsford, acting as churchwarden, set up a scheme to introduce Sunday schools to Tiverton. Schools were established in St Peter Street (HUCA 24), Bampton Street (HUCA 21), Elmore, (HUCA 18), St Andrew Street (HUCA 20), Town's End (HUCA 19), Wellbrook (HUCA 5) and West Exe (HUCAs 2 and 3), teaching 240 children in total, of all denominations. By 1788 the scheme extended to introduce basic education for workhouse children, who were to spend four hours a day in the school there (*ibid*, 184).

Having lost so much of its pre 18<sup>th</sup> century buildings in previous fires, the principal character of Tiverton's town core reflects its Georgian heritage and the rebuilding of the town from the 1730s onwards. Both St Peter Street (HUCA 24) and St Andrew Street (HUCA 20) largely retain their Georgian character, while on Fore Street, Gold Street and Bampton Street (HUCA 21), the elegant facades of the 18<sup>th</sup> century terraced buildings can still be seen above many of the later 19<sup>th</sup> century shop fronts.

Along the principal streets of 18<sup>th</sup> century Tiverton, coffee shops and restaurants were making an appearance alongside the many inns and alehouses; a 1779 Land Tax assessment lists 35 inns and public houses in the town, stretching from West Exe across to Elmore (Sampson 2004, 180). A bowling green was established on the open ground in the centre of town, now the Cattle Market (HUCA 23), which was largely the domain of the gentlemen of the town. A contemporary report of Tiverton's social provision by the 18<sup>th</sup> century historian Martin Dunsford (Sampson 2004, 187) details tea parties, bowls and walks in and around the town, with the surrounding hills and woods 'the means of much diversion to the lovers of the chace'. Assemblies, concerts and card parties were enjoyed during the winter months.

Recreation and leisure in any form were largely confined to the wealthy few and contrasted with the effects of an uncertain wool trade on the workers and tradesmen of the town. Rising numbers of poor were in need of welfare provision and tensions amongst the cloth workers often broke out into rioting and protest (*ibid*, 146). In 1720, Tiverton woolcombers attacked the houses of local merchants over the import of inferior cloth to bolster supply shortages resulting from the export of Tiverton cloth to markets in the Far East. The woolcombers feared for their jobs, as demands for new fabrics and changing markets brought uncertainty and unrest. The woollen industry at Tiverton began to decline in earnest from around 1745 onwards, partly through continuing rivalry from other markets and, later on, through the adverse effects of the Seven Years War on trade with the Continent (Lysons and Lysons 1822; Sampson

2004, 169). By the late 18<sup>th</sup> century, the falling demand for cloth was affecting a number of Tiverton's mills, some of which changed hands at this time as failing mill owners sold them on, others changing use; deeds for Town Mills (HUCA 5) document the transferral of a mortgage of three grist, or corn, mills formerly fulling mills (Keene, Butler and Bodman 2004, 35). By the end of the 18<sup>th</sup> century, the war with France and the loss of the European markets forced a rise in taxes and the final collapse of Tiverton's cloth industry, a letter of 1798 observing that 'the mill streams, fulling mills and tenter grounds (were left) quite unoccupied' (Sampson 2004, 191).

In 1758 the Mayor and parishioners of Tiverton petitioned the House of Commons for an Act to repair and improve the roads around the town, which were in a ruinous condition. The resulting Tiverton Turnpike Trust held its first meeting in the Town Hall in April 13<sup>th</sup> 1758 (Sampson 2004, 168). Toll gates were erected near Hunts House, at the Foot of Exeter Hill, At Ashley Gate (HUCA 1), Cottey House (HUCA 6) and Bonny Pit Gate (HUCA 15). Those exempt from tolls included all traffic transporting woollen goods to the mills or tenters and dyewoods to and from mills (*ibid*). The tolls were set to make a profit but also to ensure the cloth industry was not adversely impacted. As part of the improvement of roads into Tiverton a new road was carved out along the floor of the Exe Valley between Ashley and the Bartons (HUCAs 1 and 2) to avoid heavy wagons and horses from having to make the steep ascent onto the old roads running along the higher ridgetops (*ibid*, 169); this now forms part of the current A396 from Exeter.

As a result of Acts passed following the fire of 1731, the streets of the town were widened and improved, with new houses 'regularly built' (White 1850, 307) and some realignment and rerouting of the existing road layout. Paving was introduced and street lighting installed (*ibid*). A further scheme of improvement in the 1790s was approved under a Bill passed in April 1794, despite having been met with some disapproval from local residents (see Sampson 2004, 193-194). Following the 1794 Act, houses were bought up in West Exe, near Exe Bridge (HUCA 3), on Angel Hill and in Gold Street (HUCA 21), near the Pound, and in Bell Lane, near St Peter's Church (HUCA 23). A fire in June of that year destroyed all the houses on both sides of West Exe (HUCA 3), from Birchen Lane to Wellbrook. Premises on Angel Hill and the lower end of St Peter Street and Fore Street (HUCA 21) were also destroyed and the rebuilding of property in these areas was to the new street alignment (Sampson 2004, 194). Road surfacing and paving was introduced, starting with lower Gold Street near the Pound (HUCA 21). Langport stone was used, along with material from the local rivers and flint from the Blackdowns (*ibid*).

In addition to new roads, it was proposed that a canal should be built to link Tiverton with Taunton and Exeter. The decision was made in 1792 but the project was beset with difficulties and construction of the canal (MDV1497) was never fully completed, the terminus being finally located at Tiverton in 1914 to the south of The Lodge (also known as Zephyr Lodge or Giffords Lodge) bordering onto Canal Hill (HUCA 8).

### **3.7 Nineteenth Century expansion**

Building in Tiverton in general accelerated during the course of the 19<sup>th</sup> century, both in the form of residential housing as the population of the town increased, and in civic building as the need for social, educational and recreational provision grew alongside. By 1851, the population of Tiverton had reached 11,000 (Sampson 2004, 227) and the OS 25 inch map of c1880 shows that by the late 19<sup>th</sup> century the town extent was beginning to stretch north-east across Elmore Common (HUCA 18), with pockets of growth in the east, particularly around the Tiverton Canal basin (HUCA 8) and along Blundell's Road (HUCA 10), where development was beginning to extend across open farmland that still fossilised the pattern of medieval strips that made up part of the town's former open field. West Exe (HUCAs 3 and 5) was beginning to spread outwards to the west and north-west, and southwards along the new road to Exeter; the growth of West Exe was predominantly due to the influence of John Heathcoat who created a

new planned industrial town (HUCA 5) around the lace factory he established on the site of the former Heathfield and Company mill.

John Heathcoat was also a major influence on the wider development of 19<sup>th</sup> century Tiverton. Buying the Heathfield premises in 1815 re-introduced a regular source of employment to Tiverton and the town flourished as a result. In 1852 Heathcoat went into partnership with his son-in-law, Ambrose Brewin, and the influence of Heathcoat and Company on the town throughout the later 19<sup>th</sup> century is notable for the numerous buildings and institutions established to house and educate the local workforce, many of which have considerably shaped its urban character into the present day. Principal amongst these are:

- Exleigh House (MDV24649) (HUCA 5), a stuccoed villa built for his business partner Ambrose Brewin in 1820, accessible by a bridge over the River Exe until it was swept away in 1960, and now subsumed within the present Heathcoat Factory site.
- A British School (MDV89329) (HUCA 26) built in Bampton Street by Ambrose Brewin in 1847, providing for 100 children.
- A British School (MDV89306) (HUCA 18) built in Chapel Street, Elmore, by Ambrose Brewin in 1848, providing education for 100 boys and 50 girls under a master, mistress and 6 pupil teachers (White 1850, 312).
- A British School (MDV2681) (HUCA 5) built to the design of Gideon Acland Boyce established outside the gates of the Heathcoat Factory in 1841. White (1850, 312) noted that the school contained three rooms to provide for 180 boys, 150 girls and 240 infants, 14 pupil teachers being taken on to assist the master and two mistresses.
- Much of West Exe North, including Wellbrook Street, John Street and Leat Street (HUCA 5), developed during the 19<sup>th</sup> century to provide housing for Heathcoat factory workers.
- St Paul's Square, West Exe (HUCA 5), developed by Heathcoat's daughter, Caroline Brewin, and including St Paul's Church (MDV49308), a school designed to look like a terrace of four houses (MDV24647), and rows of elegant terraced artisan housing for factory workers, deliberately intended as a planned urban middle-class design.
- Heathcoat Hall (MDV49310) (HUCA 5), a working men's social club on Wellbrook Street by John Hayward of Exeter, opened in 1876

By around 1822 a gasworks built for the Heathcoat and Company Factory at West Exe was also providing gaslight to parts of the town (Sampson 2004, 211). An Act of Parliament in this year further approved the introduction of street lighting in Tiverton (*ibid*, 212), although gas lighting was not installed in West Exe until 1898 (*ibid*, 274). In September 1890 Parliament passed the Tiverton Electric Lighting Order, permitting the domestic use of electricity, eight years after it was first used elsewhere in Britain (*ibid*, 270).

In 1825 a Bill was passed to allow Tiverton provision of a market place and the removal of the existing markets from the streets (Sampson 2004, 216). In addition to markets, the Corporation was permitted to hold fairs in the market place; this may reinforce the hypothesis that this area was historically a medieval fairground. The New Market (MDV24651) was opened on 8<sup>th</sup> June 1830.

The original workhouse on Belmont Street was replaced with a new building (MDV1368) in 1837 to a new design by Sir Gilbert Scott and William Moffat. In 1867 the Tiverton and District Infirmary was established in Bampton Street (Sampson 2004, 254). In 1889 a sanatorium was established by Blundell's School for boys with infectious diseases; it was located to the east of the new school buildings near the entrance to

Great Gornhay and now houses Blundell's Preparatory School. An Isolation Hospital for Tiverton was established at Post Hill in 1901 (*ibid*, 271).

The provision of new civic buildings included the building of a new Bridewell in St Andrew Street to replace the former Gaol. In December 1844 it was agreed that a police superintendent and three constables would be established in a building next to the Town Hall (Sampson 2004, 236). A new Town Hall was constructed by 1844 a short distance west of its original site; permission was sought from the Bishop of Exeter to move the boundary wall of St George's Church so that the top of St Andrew Street could be realigned towards the east to allow for the new site (*ibid*, 249), probably overlying the site of the old Town Hall in the process.

The need for greater provision of schooling in the mid-19<sup>th</sup> century involved a move in 1841 of the Charity 'Bluecoat' school at St Peter's Church to provide a fee paying Middle School for boys at a new premises in Castle Street (MDV24616) (HUCA 26). The old Charity School became a fee paying Middle School for girls (Sampson 2004, 257). A National School was established on the west side of St Andrew Street in 1814, providing for 350 children (*ibid*, 230). By 1841 this had moved to new premises (MDV24470) on the opposite side of the street (the present site of Tiverton Museum) (*ibid*, 231). In 1882 Blundell's School, for older boys, moved to new premises at Horsdon (HUCA 10), on Blundell's Road. The new buildings were designed by Hayward of Exeter and constructed of red Halberton stone, the school being officially opened on May 9<sup>th</sup> 1882 (*ibid*, 263). The old building was eventually bought by Thomas Ford, a local brewer, who had it converted into six residences, on the proviso that the façade remained unaltered (*ibid*, 264).

New church building during the 19<sup>th</sup> century included:

- An Independent Chapel at Elmore (MDV2683) (HUCA 18) in 1843, with adjoining burial ground.
- A Providence Chapel (MDV2680) for the Bible Christians established in 1887 on the site of the old National School on St Andrew Street (HUCA 20). It closed in 1957 and is now an Assembly of God chapel.
- The replacement of the Steps Meeting House (MDV5359) (HUCA 24) with a new Independent Chapel (MDV12369) in 1831.
- The building of St James' Catholic Church (MDV24579) at the corner of Rackenford Road and Longdrag Hill (HUCA 6) in 1836
- The temporary closure of St George's church (MDV15283) (HUCA 21) in 1841 for extensive repair work.
- Extensive restoration of St Peter's Church (MDV17297) (HUCA 26) between 1853 and 1856.
- The discontinuation of burials at St Peter's and St George's Churches in 1855 and provision of a new cemetery on Park Road (HUCA 15). Two chapels, one for Anglican (MDV89123), one for Dissenters (MDV89183), were constructed, designed by Gideon Acland Boyce.

In addition to residential expansion and an increase in civic building, 19<sup>th</sup> century Tiverton was benefitting from the wider national growth in recreational and leisure facilities. Tiverton's first public baths were opened on the site of the former Gaol in St Andrew Street (Sampson 2004, 261) (HUCA 20). The 1855-95 town map of Tiverton records a 'Swimming Bath' adjacent to the Police Station and Bridewell. Bicycle and Athletic clubs were established in Tiverton by 1880, holding their annual meetings at the Cricket Club in Elmore (*ibid*) (HUCA 18). Horse racing was a popular feature of Tiverton's social calendar by 1823, the Tiverton Races being held in a field on the north-west of town near Castle Gate (HUCA 16), now the site of the East Devon College and Tiverton High School (*ibid*, 214). In 1887 the People's Park (HUCA 16) was opened to commemorate Queen Victoria's Golden Jubilee (*ibid*, 266). The park was officially



opened on June 23<sup>rd</sup> 1888 and it contained a bandstand presented by Alderman Lane and a drinking fountain near the northern gate (*ibid*). By 1897, to coincide with Queen Victoria's Diamond Jubilee, new parks were planned at West Exe (HUCA 2) and Elmore (HUCA 12); the Recreation Ground at West Exe was finally opened on former Pitt Glebeland in June 1900 (*ibid*, 273).

The 19<sup>th</sup> century was generally a period of improvement and one of the most urgent priorities was to provide better sanitation in crowded towns, where disease and infection was ever a threat. In Tiverton the Rivers Lowman and Exe, and even the Town Leat, the town's only fresh water supply, were frequently contaminated by the run-off from cesspits and house-slops (Sampson 2004, 240) and a report by a Commissioner for the Board of Health, Thomas Webster Rammell, condemned the back streets of the town for their filth and squalor (*ibid*). Early remedial efforts included the rebuilding of Lowman Bridge (HUCA 18) and the lowering of the Lowman riverbed to increase water flow (*ibid*, 241).

The improvement of Tiverton's roads continued apace during the 19<sup>th</sup> century, finally accompanied by the construction of the Tiverton stretch of the Grand Western Canal and the introduction of a railway branch line connecting with the mainline at Tiverton Junction.

The shape of the town changed markedly during the early 19<sup>th</sup> century as new roads were constructed or existing ones modified to create easier and wider routeways. In around 1806, two houses and their gardens were removed from the top of Angel Hill where it joined St Peter Street (HUCA 21) to create a wider thoroughfare (Sampson 2004, 200). The replacement of Exe Bridge with a wider structure was undertaken in 1818 (*ibid*, 211). In 1813-1814 the road running southwards from Tiverton along the western bank of the River Exe towards Exeter was extended and a new road constructed from the top of The Works near Tiverton Castle (HUCA 26), to run north out of Tiverton following the Exe Valley towards Bampton (*ibid*, 203). In 1837 a new road was constructed to run from Penny Park, at the western end of Wellbrook Street (HUCA 6), to Nomansland. The new road began from St James' Roman Catholic Church to run south-west up Long Drag Hill, now the route of the B3137 (*ibid*, 228). To maintain the tolls for the Tiverton Turnpike Trust at the Tiverton, a new Toll House (MDV23051) was built at the foot of Long Drag Hill (*ibid*).

Work resumed on the Grand Western Canal at Tiverton to complete the stretch from Holcombe Rogus to Tiverton, terminating at its present basin on Canal Hill (HUCA 8). The staple trade of the canal was the transport of lime, and at one point there were 20 limekilns in use on the canal wharves (Sampson 2004, 228). By 1838 the canal extended to Taunton, opening the way for a greater variety of goods and trade. The railway came to the town in 1848 when a 4½ mile section of branch railway was constructed to run from Tiverton Junction on the mainline of the Bristol and Exeter Railway (*ibid*, 238). Additional rail links were constructed to run north between Tiverton and Morebath along the Lowman valley/Blundell's Road route (part of the Tiverton and North Devon Railway) in July 1884 and to run into Tiverton from Exeter to the south along the Exe Valley in May 1885. This line served a small halt on Broad Lane in West Exe (HUCA 2) built in 1928 to serve West Exe and the Heathcoat Factory (*ibid*, 264), before linking with the main station via a length of track running from Broad Lane across the River Exe.

### **3.8 The 20<sup>th</sup> Century to Present-day**

Following early 20<sup>th</sup> century social reforms and the Housing Act of 1933, there was a move to tackle housing conditions through building Council housing to replace urban slums. The first phase of Council housing was constructed on a site at the top of Chapel Street, Elmore, off Watery Lane, where the field 'Tree at Butt' had long ago been used for archery practice during the war with France. The new buildings were named Council Gardens, later Siddalls Gardens (HUCA 13). In 1945-6, new Council housing was provided at West Exe South and on land at Cottey House Farm, the latter being

Tiverton's first prefabricated buildings (*ibid*, 323). In the early 1950s properties in Water Lane and William Street (HUCA 19) and Phoenix Lane (HUCA 22) were demolished to make way for housing, with a further 12 cottages demolished at Little Silver (HUCA 8) in 1954 (Sampson 2004, 329). Council housing was the greatest cause of urban expansion by the 1950s, with further building at Cotteylands (HUCA 6), Wilcombe (HUCA 9) and Cowleymoor (HUCA 13), the latter combining conventional homes with Hawkesley aluminium bungalows and prefabricated concrete 'Cornish Units' (*ibid*, 326). A new estate was also built in West Exe South at The Walronds (HUCA 2) (*ibid*). By the 1960s Cotteylands and West Exe South had become virtually amalgamated through recurrent infill (*ibid*, 337).

In addition to improved housing for local residents during the 20<sup>th</sup> century, Tiverton also made increasing provision for its residents' health, education and welfare. The town progressively gained improved hospital care as well as the increased provision of schools and a variety of leisure and recreational facilities.

### **Civic**

In 1931 Tiverton's Infirmary (renamed the Tiverton and District Hospital (MDV76462) was extended to the north, progressively incorporating the site of a disused brewery (MDV76476) between Bampton Street and Barrington Street (HUCA 19) and taking over one of Tiverton's few remaining 17<sup>th</sup> century houses (MDV24602) as nurses' accommodation. In 2001 a new hospital was constructed on the derelict Globe Elastic site on Kennedy Way (Sampson 2004, 357) (HUCA 16). In 1948, the Tiverton Workhouse (MDV1368) on Belmont Road (HUCA 19) was acquired as Belmont hospital for geriatric care by the new National Health Service. By 1998 the hospital was largely closed down; the Melrose Unit (added in 1985) survived but all other patients were transferred to the existing District Hospital (*ibid*, 357). Other care facilities were established at Pinnex Moor House (MDV24663) (HUCA 13) and, from 1964-1999, at Tidcombe Hall (MDV24507) (HUCA 8), later Tidcombe Rectory.

Tiverton Middle School was constructed in Barrington Street by 1910, on land known as The Wilderness (HUCA 17), given by Sir John Heathcoat Amory (Sampson 2004, 286). The Heathcoat School for boys, serving 300 pupils, was constructed at King Street (HUCA 2) by the LEA in 1913 (*ibid*). By the later 20<sup>th</sup> century the major concomitant of new housing estates was the provision of new primary schools linked with these. Larger secondary schools were also typically being constructed further towards the town outskirts, replacing the smaller town centre schools; a new Secondary Modern (now Tiverton High School) opened on Bolham Road (HUCA 16) in 1960. The site had previously been an Italian POW camp (MDV57281) during World War II, and prior to that the old Tiverton Race Course (*ibid*, 320).

In 1924 Tiverton's first electricity works was constructed, next to the gasworks on Blundell's Road (HUCA 12) (Sampson 2004, 298). A regular water supply to each household in Tiverton was achieved only in 1939 when a reservoir, pumping station and filters was opened at Allers, to the north of the town (*ibid*, 312).

### **Commercial**

The commercial centre of Tiverton saw much change during the course of the 20<sup>th</sup> century, with significant alteration of shop facades and the demolition of several notable buildings, such as the Palmerston Hotel (MDV89309) on the north corner of Fore Street and Bampton Street (HUCA 21), which was demolished in 1961 to make way for new retail development (Sampson 2004, 336). To the south of Fore Street and Gold Street, the Phoenix Lane and Hammett's Lane area has evolved during the 20<sup>th</sup> century as a civic centre, with Phoenix House now housing the Mid Devon District Council Headquarters and the Library, and the surrounding area providing car parking, including a multi-storey complex, and the local bus station.

## Leisure

As a result of the Small Holders and Allotments Act of 1907, a number of allotments sprung up throughout the town during the early years of the 20<sup>th</sup> century, the first being a plot of land next to the Cemetery on Park Road (HUCA 15).

In 1923, concerns over the inadequacy of the municipal baths on St Andrew Street led to the construction of new facilities at Loughborough (HUCA 5), taking their water from the Heathcoat Factory Leat. The baths 'were provided with 57 'dressing boxes' and seating for over 100 persons' (Sampson 2004, 297).

In 1917, the Drill Hall in Newport Street (HUCA 21) was converted to become 'the Electric Theatre', (MDV75284), seeing use as a dance hall and cinema before becoming a bingo and snooker hall in the late 20<sup>th</sup> century. The changing use of the early Drill Hall charts the changing nature of social entertainment and popular culture in Tiverton over the course of the 20<sup>th</sup> century. In 1932, a purpose-built cinema, the Tivoli, opened off Fore Street and remains in use to the present day (Sampson 2004, 304).

In 1935, the recreation ground on Wellbrook Road (HUCA 5) was extended to provide extra walks and pleasure grounds as well as a paddling pool and a boating pond (Sampson 2004, 307). The field that was purchased to create the extra facilities was called 'Old Park' (*ibid*); this may be a reference to this at one time having been part of one of the old medieval deer parks belonging to the Castle. Having survived numerous plans to fill it in and develop it, it was finally agreed to clear the now redundant Grand Western canal for use as a Country Park (Sampson 2004, 343), designated in 1973.

Although not beset by the disastrous fires of the 16<sup>th</sup> to 18<sup>th</sup> centuries, during the 20<sup>th</sup> century Tiverton suffered its fair share of floods. In 1929 the River Lowman – a narrow river with many weirs – burst its banks to a depth of 3½ feet (1.06m), making Lowman Green (HUCA 18) impassable. In October 1949 this area was hit again, whilst in the late summer of 1952 severe flooding of the River Exe affected West Exe on the west side of the river (HUCAs 2, 3 and 5) (Sampson 2004, 301, 326, 328). October 1960 brought particularly bad flooding, with four separate floods in that month alone. Lowman Green was again under water and Little Silver was cut off from the rest of the town (*ibid*, 334). By the end of 1961 a flood prevention scheme was devised, although nothing was implemented until 1967, and then only after yet another flood in 1965 that left West Exe under water yet again (*ibid*, 341).

The later 20<sup>th</sup> century saw some changes to Tiverton's road and rail network. In 1956, cottages along the south side of William Street (HUCAs 19 and 21) were demolished to facilitate traffic flow through the narrow town streets and ease the issues of access to the central market area. Up to this point the only access point to the market was via Bampton Street so a new entrance was added on Newport Street (HUCA 23). Also in 1956, a new road was constructed across the River Exe, from Shillands (HUCA 5) to Kennedy Way, joining the Bampton Road near the present-day Youth Centre (HUCA 16). The reasons for this road were twofold; to take the pressure of traffic away from the town centre and to create a new bridging point over the river to allow the old Exe Bridge to be rebuilt (Sampson 2004, 341). In 1957, 57 properties on the west side of West Exe (HUCA 2) were demolished to widen the road and ease congestion (*ibid*, 330). The creation of the North Devon Link Road by 1984 brought a link to the M5 closer, and in 1985, a new road, Heathcoat Way (HUCA 12), was created, running from Blundell's Road through Higher Moor to connect with the link road there. To extend the link across the river to West Exe, another relief road, Great Western Way, was created following the line of the, by then, redundant railway line.

The railways feeding Tiverton all suffered at the hands of the Beeching cuts in 1963. West Exe Halt (MDV48418) (HUCA 2) saw its last passenger in the October of that year, with both the Exe Valley branch line and the passenger service from Tiverton to Tiverton Junction being axed. The Exeter and Bristol railway continued with freight traffic until 1967, when the railway link with Tiverton was completely severed.

## **4 Historic Urban Character**

The origins of established settlement at Tiverton lie in its prime location between the rivers Exe and Lowman, on a low spur of land that commands a strong position looking out to the surrounding hills and controls major crossing points across both rivers; the two historic fords from which Tiverton (Twyfyrd) takes its name.

During the Roman period, settlement at Tiverton may have consisted as a simple roadside settlement on the lower ground between the confluence of the rivers Exe and Lowman (HUCA 20), situated on the route of the Roman road northwards from Exeter. By the 7<sup>th</sup> to 9<sup>th</sup> centuries there is clearer evidence for the development of a Saxon manor and church on the higher ground to the north (HUCA 26), holding a strongly defensible and highly visible position within the local landscape. It is probable that the early ford across the River Exe at Tiverton lay on an earlier course of the river channel in the lee of the cliff below the defended site on the hilltop, somewhere to the north of the current bridge and now beneath the present-day Heathcoat Factory (HUCA 5).

Early to late medieval development (HUCAs 20 to 24; 26) of Tiverton's historic core bordering Tiverton Castle and St Peter's Church to the east and south retains much of its plan form in the main streets of the present-day town centre. Whilst much of Tiverton's medieval architecture was lost to a series of fires prior to the 18<sup>th</sup> century, the lines of the medieval burgrave plots continued to strongly define development within the town centre, with the majority still visible in the back plots of the modern street frontages. Beyond the town centre, but still within the current urban extent, a number of farmsteads and smaller hamlets may also have had medieval, or earlier, origins. Whilst some of these are now completely subsumed by urban development, many, such as Gornhay, Hay and Tidcombe (HUCA 8), Horsdon (HUCA 10) and Gotham (HUCA 7), have survived to influence the pattern of settlement expansion into Tiverton's rural environs through the whole or partial retention of their forms, boundaries or names. The early medieval to medieval period witnessed the changing shape of urban Tiverton from its original north to south axis with a ford over the river near the church to a new east west axis between the rivers Exe and Lowman that developed following the construction of the new Exe Bridge in the 13<sup>th</sup> century. The subsequent sequence of medieval and post-medieval roads within the town centre is a result of routes developed either to link the new market places that developed due to the shift in commercial focus by the late medieval period or to bypass around them.

The post-medieval growth of Tiverton was largely influenced by the textile industry that flourished between the 14<sup>th</sup> and 17<sup>th</sup> centuries. West Exe (HUCAs 2, 3 and 5), on the western bank of the River Exe, saw particular post-medieval expansion focussed around the mills on this stretch of the river, with new street frontages backed by open fields and rackfields for drying cloth. There was also expanding development along the River Lowman south of Fore Street and Gold Street (HUCAs 18 and 22) and at Lowman Green (HUCA 18), with some additional expansion onto Elmore Common (HUCAs 17 and 19). Numerous mills along the rivers Exe and Lowman subsequently survived in some form into the 18<sup>th</sup> and 19<sup>th</sup> centuries. A group of post-medieval mills at West Exe (HUCA 5) were incorporated into the site of the Heathcoat Lace Factory by the early 19<sup>th</sup> century. Elsewhere the sites of some post-medieval mills, such as Elmore Mill (HUCA 18) and Gold Street Mill (HUCA 18), have become lost within later industrial or commercial development, while others, such as West Exe Mills (HUCA 3) and St Andrew's Mill (HUCA 20), have been replaced by 20<sup>th</sup>/21<sup>st</sup> century residential development.

At Ashley Park (HUCA 1), post-medieval fragmentation of Tiverton's manors saw new manors established at Howden's and Howden's Court during the 16<sup>th</sup> century. Tiverton Castle, the principal manorial seat, had become a private residence by the 17<sup>th</sup> century. Within the current urban extent, the creation of Ashley House by the 18<sup>th</sup> century farther carved into earlier deer park lands. Many of Tiverton's surviving post-medieval and 18<sup>th</sup> century buildings reflect the town's industrial wealth and the philanthropy of its leading merchants and entrepreneurs. These include a number of substantial urban

villas and some particularly fine examples of schools and almshouses, many of which were located on the then edges of the town.

Tiverton's principal roads and streets were largely in place by the end of the post-medieval period, with the new Exe Bridge prompting new access points into the town from the west and east and a shift of commercial focus to incorporate Bampton Street and the newly formed Fore Street and Gold Street (HUCA 21). An additional road into West Exe from the south (HUCA 2) was constructed by the 18<sup>th</sup> century, which also saw some modification of Tiverton's roads under the remit of the Tiverton Turnpike Trust.

There was continuing urban infill and expansion within Tiverton during the 19<sup>th</sup> century, which also saw the distinctive development of artisan housing at West Exe (HUCA 5) by Heathcoat and his family, and the construction of elegant villas towards the more rural edges of the town (notably within HUCAs 1, 6, 8, 10 and 15). At Ashley Park (HUCA 1), there was some aggrandizement of the manors of Howdens and Howden's Court, and further development of Ashley House and within the former Ashley Park lands.

The construction of the railway links with Exeter, Taunton and Bristol created a new focus, with a small halt at West Exe (HUCA 3) and the main station to the west of Lowman Green (HUCA 12). There was some new road building during the 19<sup>th</sup> century, which included a new road out of Tiverton, to the north (HUCA 16) and Long Drag Hill, to the west (HUCA 6). The Tiverton canal (HUCA 8) was finally constructed, surrounded by a small development of Grand Western Canal Company buildings, including wharves and limekilns and a Canal Keeper's cottage.

From the mid-20<sup>th</sup> century onwards there has been much infill within the 19<sup>th</sup> century Tiverton town plan, with considerable expansion into the rural environs. In particular the provision of council housing during the mid to late 20<sup>th</sup> century has dominated the character of parts of West Exe and Cotteylands (HUCAs 2, 5 and 6), Cowleymoor (HUCA 13) and Tidcombe (HUCAs 8 and 9), with the spread of modern housing estates from the late 20<sup>th</sup> and early 21<sup>st</sup> centuries continuing expansion and development in these areas and across Moorhayes (HUCA 14) to the north-east. Many of Tiverton's 19<sup>th</sup> century and earlier villas and estates have also seen changes of use or redevelopment during the 20<sup>th</sup> and 21<sup>st</sup> centuries, notably in areas that had remained almost semi-rural (HUCAs 1, 6, 8, 9 and 15) even into the late 19<sup>th</sup> century.

The low lying ground of the Exe and Lowman floodplains have traditionally seen a shift from the industrial heritage of mills and factories to the home of large-scale industrial centres and modern arterial transport routes. More recently these areas have also been developed to provide leisure facilities and sports grounds. The dismantling of Tiverton's railway in the 1960s has created pockets of green space and walks in the town, with part of its route now a modern link road (Heathcoat Way). The canal has also changed from industrial use to become a country park. Along the River Lowman in the north-east of Tiverton (HUCA 12), previously open ground has become host since the 20<sup>th</sup> century to recreational and leisure facilities and commercial centres, including sports grounds, allotments and industrial parks. Similar provision has developed on previously open ground along the River Exe in the north of town (HUCA 16), formerly an area of medieval deer park. This area also now includes Tiverton High School and East Devon College and the Tiverton and District Hospital. The trend for commercial and recreational development on the low lying 'waste' land of the river floodplains, which is unsuitable for housing, is a process evident in other Devon towns, such as Bideford and Totnes, for example. In Tiverton, the location of the rivers that run through the town have meant that where industrial estates and leisure complexes are traditionally situated on the outskirts of modern towns, those at Tiverton lie right within the urban heart, separating the ancient centre from the residential districts beyond. This lends to the impression of Tiverton as an historic industrial town, similar to those in the midlands or north of England, for example. The landscape setting and historic development of Tiverton, however, firmly root its modern urban character alongside other typical rural Devon market towns.

The 26 Historic Urban Character Areas (HUCAs) are described below, together with a statement of their (Low, Medium or High) above and below ground heritage significance, and photographs to illustrate general character. Relevant Historic Environment Record numbers (prefix MDV) have been included for cross reference with Devon County Council's Historic Environment Record (database of archaeological sites and historic buildings).

## 4.1 Ashley Park (HUCA 1)

### 4.1.1 Historic character



Ashley Court Lodge on the old Exeter Road



Ashley Cottage Toll House, Exeter Road



Ashley Rise, looking north-west



The Lodge, Howden Court

HUCA 1 encompasses that part of the former medieval deer park lands of Ashley Park now incorporated within Tiverton's urban extent. The medieval deer park was created by the de Redvers family around the 12<sup>th</sup> century and extended to around 620 acres (Sampson 2004, 20). The precise area encompassed by the deer park is not known, but it is possible it extended north along the Exe Valley beneath what is now West Exe (HUCAs 2-5). Ashley Park was de-parked by the 17<sup>th</sup> century.

The northern section of HUCA 1 includes the post-medieval manors of Howden's (MDV73133) and Howden's Court (MDV52270), created by the 16<sup>th</sup> century. The name Howden is thought to derive from the old English *hol-denu*, 'hollow valley', possibly referring to the deep gully and stream that runs through Howden's Court. The house at Howden's Court was significantly remodelled to reflect a country residence, including the provision of a gatehouse lodge and semi-formal gardens. Between 1947 and 2000, it was the home of St Aubyn's School. Both Howden's and Howden's Court have seen residential development since the mid-20<sup>th</sup> century; Howden's has been completely

subsumed within a modern housing estate, while Howden's Court still survives, although with some 20<sup>th</sup> century development along the southern edges of its grounds and a very recent housing estate accessed via its main gateway.

The southern section of HUCA 1 includes Ashley House, Lodgehill Farm and Whitehall Farm, all in existence by the 19<sup>th</sup> century, although Ashley House (MDV24573) probably dates from at least the 18<sup>th</sup> century. There has been some 20<sup>th</sup> century infill housing between Ashley House and Howden's Court, with some large detached 20<sup>th</sup> Century residences along the line of the old Exeter Road. The original road is probably at least early medieval in origin and ran along the high ground above the Exe floodplain (Fig 2). During the 18<sup>th</sup> century an extension or realignment of this road took it along the valley floor into West Exe, now the line of the modern A396. An 18<sup>th</sup> or early 19<sup>th</sup> century thatched toll house, Ashley Cottage (MDV24575), is located on this new alignment, now situated opposite the late 20<sup>th</sup> century housing estate of Ashley Rise. During the 19<sup>th</sup> and 20<sup>th</sup> centuries, the Tiverton section of the Exe Valley Railway (MDV1348) also ran along the valley floor to the east of the main road. The line is now redundant and largely returned to garden plots.

Despite its modern encroachment, HUCA 1 retains much of its 19<sup>th</sup> century character and feels spacious, quiet and leafy, particularly along the line of the old Exeter Road. The survival of period buildings, such as Ashley Court Lodge (MDV24576), Ashley House Lodge (MDV24574) and Ashley Cottage (MDV24575) significantly contribute to its historic character. Although the main artery of the A396 running through this HUCA is very busy, at its northern end it is bounded by the woodland of Howden's Court and the Cottey Brook, helping to preserve the integrity of HUCA 1 as a semi-rural leafy suburb at the southern gateway into urban Tiverton.

#### **4.1.2 Heritage significance (above ground)**

**Medium** – HUCA 1 is partly located on an early medieval road into Tiverton along the ridgeway and a section of its route remains preserved within the current pattern of development. A number of historic buildings dating to between the 18<sup>th</sup> and 19<sup>th</sup> centuries also survive; these reflect various functions, both civic and residential, and retain much of their original character. The present-day character of HUCA 1 combines these widely spaced historic residences with small select housing estates intermixed with larger late 20<sup>th</sup> century detached residences set within extensive plots. Collectively they relate the evolution of HUCA 1 from imparked land, through the conscious display of landed estates, to the encroachment of modern housing onto former estate lands. Whilst the former extent of the manors and estates within HUCA 1 is reduced by 20<sup>th</sup> century infill and development, much of their infrastructure remains in the surviving buildings, estate boundaries and historic access ways.

#### **4.1.3 Heritage significance (below ground)**

**Medium** – Although the large 19<sup>th</sup> century and earlier estates within HUCA 1 are gradually being encroached upon, there are still large areas of open ground and gardens remaining undeveloped. The potential for the survival and access to below ground remains in areas of 20<sup>th</sup> century development may be reduced but there is greater potential for archaeological recovery within areas of relatively undisturbed ground. Where buried remains do survive the following key types may be found:

- Prehistoric/Roman/early medieval – settlement, trackways, boundaries or artefacts associated with transitional or seasonal activity, small rural settlements and farmsteads, field systems and access routes.
- Medieval - remains associated with the deer park and its boundaries
- Medieval and post-medieval – remains of manor buildings, ancillary farm buildings, trackways, boundaries
- 18<sup>th</sup> and 19<sup>th</sup> century - remains of estate buildings, estate lands including associated gardens, ancillary farm buildings, trackways, boundaries, artefacts



- 19<sup>th</sup> century - industrial remains associated with the Exe Valley Railway

## 4.2 West Exe Expansion (HUCA 2)

### 4.2.1 Historic character



The Walronds, Exeter Road



Curwood Crescent from Howden Road



The remains of Charlton Cottage within the grounds of Heathcoat Primary School, looking north-east from Broad Lane



The west side of West Exe South, looking north

HUCA 2 is situated on the broad floodplain along the western banks of the River Exe and was probably predominantly enclosed land and water meadow into the early to mid-19<sup>th</sup> century; the OS 1<sup>st</sup> Edition c1880 mapping shows a number of narrow enclosures that may reflect the remains of medieval or late medieval strip fields, although it is also possible that the medieval deer park of Ashley Park extended in this direction. West Exe may have been incorporated within the medieval manor of Little Tiverton (Thorn and Thorn 1985, 32; 8) although an alternative location for this manor may have been the Little Silver/Collipriest area (HUCA 8) (Keene, Butler & Bodman 2004, 8; Sampson 2004, 18).

Broad Lane may have existed by the medieval or later medieval period, possibly originating as an access lane to the open field and later developing as a route down from the ridgeway to the new bridging point over the River Exe. The remaining road system within West Exe was largely in place by the 18<sup>th</sup> century, as shown by Tozer's 1790 map (Fig 16) and the c1840s Tithe maps.

The area of land incorporated within HUCA 2 was developed largely in response to an identified need for council housing from the mid-20<sup>th</sup> century onwards. In the south of



HUCA 2 the distinctive Walronds estate was constructed around Narrow Lane by the 1950s (Sampson 2004, 326). Brewin Road was an early phase of social housing development, with the architectural character of the housing stock typical of the mid to late 20<sup>th</sup> century. Along the southern end of King Street the uniform layout of housing continues the 19<sup>th</sup> century formal planned design of the streets around St Paul's Square (HUCA 5) to the north; the housing stock is of bungalow design but the use of brick also complements the architectural vernacular of St Paul's Square. In contrast to this is the spread of later 20<sup>th</sup> century housing along Broad Lane, which suggests accretive development lacking any obvious cohesion in style or plan. The curving lines of the residential streets and dog-bone cul-de-sacs to the south of Broad Lane are reflected on a larger scale by many of the late 20<sup>th</sup> century suburban housing estates elsewhere in Tiverton and are generally more fluid and organic in their design and character.

Older properties along the west side of West Exe South were demolished in 1957 when the main road was widened to ease congestion (Sampson 2004, 330) and the present housing along this side of the street is late 20<sup>th</sup> century in date. Also on the west side of West Exe South, below Howdens Lane, the site of West Exe Villa, shown on late 18<sup>th</sup> century maps, is now the site of a bus depot and garage. In 1992 Heathcoat Primary School was established on the site of the former Heathcoat School constructed in 1960 on Wellbrook Field, at the western end of Broad Lane (Sampson 2004, 333). Broad Lane itself was truncated just beyond the school by the late 20<sup>th</sup> century, probably coinciding with the construction of Orchard Way and the Deanes. In the grounds of Heathcoat Primary School stands the shell of a building recorded as Charlton Cottage on the OS 1<sup>st</sup> Edition c1880 mapping.

#### **4.2.2 Heritage significance (above ground)**

**Low** – HUCA 2 is largely an area of mid to late 20<sup>th</sup> century development that has subsumed any prior historic development along its edges, and which was predominantly constructed on previously open ground. The Walronds Estate stands out as a distinctive example of mid-20<sup>th</sup> century council planning and largely retains its original aesthetic, which incorporated uniform plan housing on a grid form, surrounded by green planting. This demonstrates a clear visual aesthetic of planning and design and the use of vernacular construction material that has obviously taken its influence from the planned Heathcoat development in HUCA 5 to the north.

Although some roads within HUCA 2 may date as far back as the medieval period, these have been significantly modified by progressive development. One remaining historic building, Charlton Cottage, is at least late 19<sup>th</sup> century in date, although only the walls still stand; the windows are currently boarded and the roof is of corrugated iron.

#### **4.2.3 Heritage significance (below ground)**

**Low** – The majority of HUCA 2 has been developed during the 20<sup>th</sup> century, with little surviving in the way of historic open ground. This will probably have affected the survival of any below ground archaeological remains and where buried remains might survive these are unlikely to be accessed easily except where pockets of redevelopment or road improvement occur. Where buried remains do survive the following key types may be found:

- Prehistoric/Roman/early medieval – settlement, trackways, boundaries or artefacts associated with transitional or seasonal activity, small rural settlements and farmsteads, field systems and access routes.
- Medieval and post-medieval – settlement, trackways, boundaries, artefacts
- Post-medieval - industrial remains of rackfields
- 18<sup>th</sup> and 19<sup>th</sup> century – remains associated with the toll gate at Ashley Gate, settlement remains, trackways, field boundaries and artefacts

## 4.3 West Exe (HUCA 3)

### 4.3.1 Historic character



The east side of West Exe South, looking north



Bridge Street, West Exe, looking east



Exevale House, Broad Lane, looking south-west



The site of West Exe Halt and railway, now a playground

HUCA 3 reflects the area of late to post-medieval development that occurred around the 13<sup>th</sup> century bridgehead at Exe Bridge and the subsequent ribbon development that had extended along West Exe South and West Exe North by the late 19<sup>th</sup> century. This area incorporates Carpenters Close in the south, formerly the site of the West Exe Mills (MDV62053/MDV62080) and the former site of Town Mills (MDV62724), in the north. This area is distinguished from HUCA 5 to the north and north-west by the organic character of historic development around the bridgehead at West Exe and along West Exe south in contrast with the more uniform planned development of St Paul's Square and the streets adjoining the present-day Heathcoat Factory during the 19<sup>th</sup> century. The character of HUCA 3 has also latterly been more affected by late 20<sup>th</sup> century road widening and redevelopment.

Before Exe Bridge was constructed in the 13<sup>th</sup> century, this area was probably largely open ground along the Exe floodplain, possibly part of the medieval deer park of Ashley Park and later under post-medieval enclosure. The sequence of likely development in this area by the medieval period was that Wellbrook Street originated as a causeway linking the medieval ridgeway routes into Tiverton with a fording point to the north of the present-day bridge, probably in the area of the old Town Mills. Broad Lane and West Exe South developed subsequently as new routes into Tiverton from the west along the valley floor once the new bridge was built in the 13<sup>th</sup> century. A nucleus of settlement then developed around the bridgehead from this point forwards; 14<sup>th</sup>

century pottery sherds (MDV14414) were found to the west of West Exe South during excavation at Prospect Place, off St Paul's Street (HUCA 5).

The post-medieval development of West Exe was focussed around the mills constructed along this section of the River Exe. Four fulling mills are documented at West Exe by 1611 (Keene, Butler and Bodman 2004, 46). The last of these was demolished in 1974 and the site is now Carpenter's Close, a development of late 20<sup>th</sup> century apartment blocks. Town Mills, also known as Bury's or Rossiter's Mill, to the north, is documented by 1598 (*ibid*, 34). One of Tiverton's Domesday mills may have lain in the vicinity of Town Mills, possibly slightly to the east, although the shifting course of the River Exe in this area makes it difficult to be certain (*ibid*, 7). The site of Town Mills was taken over by Heathcoat in 1951 to garage factory buses and is currently the site of James Pryce Tractor Centre (*ibid*, 37). To the north-west of Town Mills stand Bridge Buildings, an early 19<sup>th</sup> century terrace built over a mill leat. This building may originally have been industrial in purpose before becoming incorporated in the Heathcoat Factory development, but is now residential. The site of Pale House is recorded to the west of Town Mills on a mid-19<sup>th</sup> century deed plan (Keene, Butler and Bodman 2004, 35). Pale House was associated with the Pale Estate, which included Pale Bargain Mill, and is documented in a 1697 deed (*ibid*, 39). The Pale Estates may reflect land previously belonging to the medieval deer park of Newpark, sold off when the park was de-parked during the 16<sup>th</sup> century.

Tozer's 1790 map (Fig 16) shows that by the 18<sup>th</sup> century there had been an expansion of ribbon development along West Exe South, backed by garden plots and enclosures. In the vicinity of the mills there were also a number of rackfields for drying cloth. In contrast to the west side of West Exe South (HUCA 2), the east side remains almost wholly 18<sup>th</sup> and 19<sup>th</sup> century in date. West Exe North and the western section of Bridge Street also retain largely 18<sup>th</sup> and 19<sup>th</sup> century street frontages, some with later 19<sup>th</sup> century shop fronts. Post-medieval buildings in this part of West Exe were predominantly lost to fire prior to the 18<sup>th</sup> century.

By the late 19<sup>th</sup> century, West Exe Halt (MDV48418) was constructed to the south of Broad Lane to serve the Tiverton section of the Exe Valley Railway (MDV1348). A number of mid to late 19<sup>th</sup> century buildings still survive in the vicinity, including a pair of cottages adjacent to the old Halt, and possibly originally associated with it. Buildings associated with Orchard Leigh, a 19<sup>th</sup> century or earlier farmstead, also survive to the west of the old Halt, bordered by a large area of vestigial orchard and a section of the dismantled railway, now green space. A further section of the dismantled railway and the Halt are presently a car park and children's playground.

Along the main approach into West Exe though West Exe South and where it joins with Bridge Street and Wellbrook Street, the predominant character of HUCA 3 is of 18<sup>th</sup> and 19<sup>th</sup> century mixed residential and commercial street frontages, comprising terraced housing interposed with characterful inns and period shop fronts. Where Broad Street meets West Exe South, there is an open, almost village-like feel, and the area retains a strong flavour of its 19<sup>th</sup> century semi-rural character.

#### **4.3.2 Heritage significance (above ground)**

**High** – HUCA 3 retains many of its 18<sup>th</sup> and 19<sup>th</sup> century heritage buildings, which are integral to its development from semi-rural and developing industrial suburb to a secondary commercial and residential annex of urban Tiverton by the late 19<sup>th</sup> century. Material evidence of the post-medieval and earlier development of this area does not generally survive above ground having been progressively lost to fire and floods and the present-day character of HUCA 3 largely reflects 18<sup>th</sup> and 19<sup>th</sup> century redevelopment. A greater sense of time-depth can still, however, be sensed from the historic road layout in this area and there remains a coherent sense of a late to post-medieval suburb that developed as ribbon settlement along the west side of the river, probably influenced by the growth of the textile industry and the increase in mills along this stretch of the River Exe by the 16<sup>th</sup> century.

Little of the post-medieval industrial heritage of this area now survives above ground; the sites of the fulling mills at West Exe are lost within modern development and although the site of Town Mills retains more elements of its industrial past, the mill buildings no longer stand. The leats feeding Town Mills have been partly incorporated into the Heathcoat Factory development. There are no surviving rackfields, although the name is preserved in areas of West Exe. The post-medieval industrial framework has, however, influenced the pattern of redevelopment from the 18<sup>th</sup> century onwards, and it is still possible to identify historic boundaries along West Exe South that reflect the sites of former mills and rackfields.

On Broad Lane, there are a number of extant 19<sup>th</sup> century or earlier buildings, and the footprint of the 19<sup>th</sup> century railway and West Exe Halt is retained by modern development, although the entire infrastructure has now disappeared, save a pair of cottages that may have been associated with the Halt. There are some remnants of historic orchard and farmland surrounding 19<sup>th</sup> century buildings at Orchard Leigh and this small area retains a coherent village-like feel that reflects its semi-rural origins.

#### **4.3.3 Heritage significance (below ground)**

**Medium** – HUCA 3 is largely redeveloped since the 18<sup>th</sup> century and consists largely of urban street frontages with small back plots. On the west side of West Exe South there has been substantial remodifications through road widening and redevelopment. Although there is little in the way of undeveloped ground, there is some potential for surviving below ground remains associated with post-medieval development of West Exe and the industrial workings of mills and ancillary structures alongside the river.

Much of the area incorporated by HUCA 3 was historic river floodplain up until the spread of post-medieval ribbon development along West Exe South. Beyond the extent of post-medieval development this area probably remained largely agricultural land up until the 19<sup>th</sup> century and it is unlikely that there would be much in the way of below ground remains associated with human activity prior to this time, although there is always a possibility of chance finds associated with casual loss. There are potentially areas of relatively undisturbed ground within surviving orchards and gardens along Broad Lane and there are currently also pockets of open ground on and around the site of the dismantled railway, although the construction of the railway and its infrastructure is likely to have disturbed any buried remains that exist in this area. Where buried remains do survive the following key types may be found:

- Prehistoric/Roman/early medieval – artefacts from these periods may be present, most likely associated with transitional movement across the floodplains and the result of casual loss or seasonal activity.
- Medieval and post-medieval – settlement, trackways, boundaries, artefacts
- Post-medieval - settlement remains along West Exe South, West Exe North and Bridge Street and the eastern end of Broad Lane
- Post-medieval - industrial remains of mill buildings, leats and rackfields
- 19<sup>th</sup> century – settlement remains, trackways and field boundaries along Broad Lane and in the area of King Street and Brewin Road

## 4.4 Cottey Brook Expansion (HUCA 4)

### 4.4.1 Historic character



Cottey Brook and depots from Howden Road, looking south



Claypit Cottages from Howden Road, looking north-west

HUCA 4 is a small area of industrial and commercial warehousing and depots bordering the Cottey Brook and Howden Road. Situated on the Exe floodplain below the ridgeway, the HUCA is bordered by Howden Lane to the west, possibly part of the early medieval route into Tiverton from the south-west and Woodward Road to the east, previously a section of the Exe Valley railway, and incorporates a large warehouse and the Devon Cider Company Brewery to the north.

Historically this area was situated on the Exe floodplain and may have been part of the medieval deer park of Ashley Park, later under post-medieval enclosure. It remained as enclosures and water meadows into the early years of the 20<sup>th</sup> century; The OS 1<sup>st</sup> Edition c1880 mapping shows this area as water meadows containing a series of leats and sluices while the OS c1953 mapping shows a mixture of enclosures and allotment gardens. The Cottey Brook runs through the centre of the HUCA from north to south. Up until the mid to late 20<sup>th</sup> century, Broad Lane continued west to join Howden's Lane, but is now truncated (see HUCA 3, above). Howden Road, which now runs west from West Exe South to join Howden Lane, is late 20<sup>th</sup> century in date, constructed after the Exe Valley railway was dismantled, as is Woodward Road, which follows the line of the old railway track.

The only surviving historic buildings within HUCA 4 are Claypit Cottages, a small terrace of 19<sup>th</sup> century or earlier cottages on Howdens Lane, to the west of the Cottey Brook. The cottages are shown as 'Claypits' on the OS c1880 mapping; given their location beside Cottey Brook and within the Exe floodplain, it seems feasible that the name reflects an area of clay extraction, possibly relating to the brickworks that existed in Tiverton from the 18<sup>th</sup> century (see section 3.6.1, above).

### 4.4.2 Heritage significance (above ground)

**Low** – HUCA 4 is predominantly an area of late 20<sup>th</sup> century industrial and commercial warehousing overlying previously open ground. Where historic roads previously bordered or crossed the HUCA, these are much altered from their original route. The Cottey Brook, which runs through the HUCA from north to south, appears canalised and its original route may also have been altered as part of water meadow management in this area. Claypit Cottages are the only surviving 19<sup>th</sup> century or earlier buildings; the area adjacent to the cottages is presently occupied by a large warehouse and the Devon Cider Company brewery.

#### **4.4.3 Heritage significance (below ground)**

**Low** – The majority of HUCA 4 is currently warehousing or concreted yards, with only small pockets of remaining green space along the Cottey Brook and in the gardens of Claypit Cottages. There was negligible development within HUCA 4 prior to the late 20<sup>th</sup> century, however, so within pockets of undisturbed ground or where hard standings are relatively superficial, there is some potential for the survival of buried remains where these exist. As with HUCA 3, however, this area stood within the historic floodplain of the River Exe and there is likely to be relatively little historic evidence for human activity prior to the 19<sup>th</sup> century. Where buried remains do survive within HUCA 4 the following key types may be found:

- Prehistoric/Roman/ early medieval – artefacts from these periods may be present, most likely associated with transitional movement across the floodplains and the result of casual loss or seasonal activity.
- Late - post-medieval - remains of historic routeways across the floodplain from the higher ground, leading towards the new bridgehead at West Exe. There is some potential for structural remains, enclosure boundaries, trackways or artefacts to be associated with historic settlement or agricultural activity in this area post-dating the construction of these roads.
- 18<sup>th</sup> century - industrial remains relating to clay extraction in the vicinity of Claypit Cottages
- 19<sup>th</sup> century - field boundaries, trackways, sluices and leats associated with water meadow management, and industrial remains associated with the Exe Valley Railway

### **4.5 Heathcoat Development (HUCA 5)**

#### **4.5.1 Historic character**

HUCA 5 encompasses a substantial area of West Exe characterised largely by the Heathcoat Factory and the planned housing and social provision associated with it. Bounded by the present course of the River Exe to the west, it incorporates Leat Street and Shillands, Wellbrook Street as far as the site of Cottey House, the Heathcoat workers' housing bordering St Paul's Square and the northern part of King Street, John Street and Melbourne Street, and the Heathcoat Factory site itself. The present-day character of HUCA 5 is distinguished by the uniform planned layout of streets and houses instigated by Heathcoat in the 19<sup>th</sup> century. As mentioned above, this grid form planning influenced the layout of late 20<sup>th</sup> century development on lower King Street in HUCA 2, although the architectural character of the housing stock in that area is clearly predominantly 20<sup>th</sup> century in its style.

HUCA 5 is situated on the broad floodplain of the River Exe and during the early medieval to post-medieval periods was probably largely open ground, possibly originally part of the medieval deer parks of Ashley Park or Newpark. Wellbrook Street probably served as an early medieval/medieval causeway linking the higher routes into Tiverton from the west with a fording point over the river to the north of the current bridge, although the course of the river has altered since that time.

There was probably a nucleus of medieval settlement at the eastern end of Wellbrook Street focussed around the bridgehead at West Exe; pottery sherds (MDV14414) recovered during excavation at Prospect Place suggest settlement in the vicinity of Exe Bridge by the 14<sup>th</sup> century. Waldron's Almshouses (MDV1378) were constructed on Wellbrook Street in 1579, then an area of open fields on the western extent of the town (Sampson 2004, 73). Waldron's Almshouses and its associated chapel survive as a fine example of 16<sup>th</sup> century construction, retaining many elements of common Tudor architecture, such as the half-timbered jetty, diamond paned windows and carved stonework. The almshouses are technically part of the medieval and post-medieval

development of West Exe associated with HUCA 3. These would historically have lain on the outskirts of the town, adjoining the area of post-medieval settlement that now underlies the 19<sup>th</sup> century redevelopment of St Paul's Square. Inevitably with areas of substantial redevelopment, such as that of the industrial planned town surrounding the Heathcoat Factory, key buildings become separated from the area of historic development with which they are more closely associated. It would be impractical to map such buildings individually but it is indicative of how the complexities of urban development and redevelopment can fragment the historic coherence of an area and complicate our understanding of how it evolved over a period of time.

During the post-medieval period a series of fulling mills were constructed along the banks of the River Exe, several of these under the present Heathcoat Factory site. Tozer's map of 1790 (Fig 16) shows enclosures and rackfields backing houses on Leat Street, which during the 18<sup>th</sup> century extended only as far as the end of the present Heathcoat Factory site. A series of mills and leats are depicted where the factory site now stands, an area documented as Cuckoo Ham, Braysham and Boysham on an 18<sup>th</sup> century deed plan for Blundell's School (Keene, Butler and Bodman 2004, 8). Tozer's map also shows open fields either side of Wellbrook Street during the late 18<sup>th</sup> century.

The 19<sup>th</sup> century Heathcoat Factory and its ancillary buildings have expanded over the course of the 20<sup>th</sup> century, dominating the development of HUCA 5 during these periods. To the east of the current factory stands the early 19<sup>th</sup> century West Exe House (MDV24649), built by John Heathcoat c1830. Its once extensive grounds are now incorporated within the present factory site. Early 19<sup>th</sup> century entrance lodges (MDV24582) to the Heathcoat Factory are still *in situ* and to the east of these stands a former Heathcoat School (MDV2681), currently the factory shop. Distinctive 19<sup>th</sup> century terraced housing along John Street and Melbourne Street was originally constructed for Heathcoat factory workers and John Heathcoat also acquired existing artisan housing at West Exe to house his growing workforce; Heathcoat Square, originally Quick's Court (MDV48486) consists of two terraced three storey buildings around a central court, now garden plots. The buildings originally housed weavers who kept their looms on the top floor.

One of the key components of HUCA 5 is the distinctive development of more genteel artisan housing along St Paul's Street and bordering St Paul's Square, incorporating St Paul's Church and churchyard in the centre of a square of attractive terraced housing. These are built of brick and front the street, with small paned sash windows either side of regular doorways, some having attractive arched brickwork surrounds or narrow porticoes. A Sunday School and Mission Rooms (MDV24647) on the south side of St Paul's Square has been designed to resemble a residential terrace. Along St Paul's Road, the brick terraces are set back from the road behind narrow garden plots and hedging. Heathcoat development at West Exe continued to the west of St Paul's Square through the 19<sup>th</sup> and early 20<sup>th</sup> centuries to include King Street and Queen Street. A working men's social club, Heathcoat Hall (MDV49310), was built on Wellbrook Street c1874 for Heathcoat employees. A further Heathcoat School opened on King Street in 1913 (Sampson 2004, 286). At the junction of King Street and Wellbrook Street stands Greenway Gardens, a small development of late 20<sup>th</sup> century social housing. These two storey brick apartment blocks lie adjacent to Waldron's Almshouses and are built in simple Palladian plan-form, with architectural elements, such as chimney stacks, porch fronts and a Dutch gabled entrance façade, that complement the local vernacular.





The Heathcoat Factory, West Exe



St Paul's Road, looking west to St Paul's Church



Waldron's Almshouses, Wellbrook Street



Wellbrook Street, looking west



Recreation Ground, Wellbrook Street, looking south



Social housing at Shillands, Leat Street

Leat Street was extended towards Loughborough during the early 19<sup>th</sup> century; John Heathcoat bought land at Shillands, on Leat Street, to plant 2000 mulberry trees intended for silk production (Sampson 2004, 312). Shillands was developed for council housing in the 1940s/50s and is now a distinctive estate of terraced housing with a visual aesthetic akin to the Walronds (HUCA 2), being set around a large open green.

Towards the western end of Wellbrook Street are several terraces of late 19<sup>th</sup> and early 20<sup>th</sup> century housing, set back from the road behind narrow garden plots or green



frontage. Beyond these, on the south side of Wellbrook Street is a large recreation ground with leafy walks, a pond and a bandstand. The recreation ground is situated on former Pitt Glebeland and was opened in June 1900 to commemorate Queen Victoria's Diamond Jubilee (Sampson 2004, 273). By the later 20<sup>th</sup> century the park extended westwards to the Cottey Brook yet its footprint retains the boundaries of the late 19<sup>th</sup> century enclosures it replaced. The park currently provides a substantial area of recreational green space and the feel of this area is generally genteel, open and leafy.

#### **4.5.2 Heritage significance (above ground)**

**High** – The surviving historic character of HUCA 5 is predominantly defined by the planned development of 19<sup>th</sup> century housing provision associated with the Heathcoat Factory. This is reflective of a wider trend of 19<sup>th</sup> century industrial planned towns, typified by model industrial villages such as Saltaire, now part of the city of Bradford, and Port Sunlight, on Merseyside. St Paul's Square is a particularly striking and coherent example of the 19<sup>th</sup> century planning and design within HUCA 5, which in contrast to the rows of artisan workers' cottages on John Street and Melbourne Street is evidently genteel and middle class in character. The streets are leafy and wide and the buildings are slightly set back from the street and have more architectural design elements, such as porticoes over the front doorways. The housing on John Street and Melbourne Street is equally part of the planned design but the streets narrower and the buildings closer to the street and much plainer in appearance. In addition to the planned street design there are many late 19<sup>th</sup> and early 20<sup>th</sup> century buildings in this area that significantly contribute to the historic character of HUCA 5 as a whole, many of which are associated with the Heathcoat factory and including the historic factory buildings themselves.

As mentioned above, Waldron's Almshouses are a unique survival of Tudor architecture in West Exe, which was widely devastated by a series of fires between the 16<sup>th</sup> to 18<sup>th</sup> centuries. Although technically more closely associated with the historic development of West Exe within HUCA 3, but separated from this by the 19<sup>th</sup> century Heathcoat development, they are an early example of social provision in 16<sup>th</sup> century Tiverton by wealthy cloth merchants, a trend that was continued by Heathcoat and his descendants long into the 20<sup>th</sup> century; the late 20<sup>th</sup> century development of Heathcoat workers' housing at Shillands continued the provision of accommodation by the Heathcoat Factory and is a coherent example of continuing planned design in this area.

The Heathcoat Factory itself has long standing links with the industrial history of West Exe. Within its grounds, the 19<sup>th</sup> century Exeleigh House still stands, although this is presently empty and significantly encroached upon. It is probable that within the area of the Heathcoat Factory and its surrounding buildings there will be the remains of significant industrial structures, such as former mills and ancillary buildings, which are built into surviving structures. These will be in addition to any associated below ground remains and the identification of such structures would be hugely significant to the understanding of the industrial history of West Exe. Some of the leats that currently survive above ground and run through the Heathcoat Factory site are likely to be at least post-medieval in origin and the site as a whole has considerable time-depth; potentially back as far as at least the early medieval period.

Although the current street layout within HUCA 5 is largely 19<sup>th</sup> century in date, the line of Wellbrook Street probably respects a former causeway across the Exe floodplain, linking the higher ridgeway routes with the early ford across the river, somewhere in the lee of the cliff below St Peter's Church. The ford and any pattern of earlier river channels is now lost beneath the present day Heathcoat Factory site but the line of Wellbrook Street is significant to understanding how the medieval (or earlier) causeway related to the ford and the original approach to the hilltop settlement at Tiverton from the west.

#### **4.5.3 Heritage significance (below ground)**

**High** – The majority of HUCA 5 has been developed since the 19<sup>th</sup> century and the majority is urban streetscape with houses fronting the streets or standing within small historic courts or urban plots. Nonetheless, there is considerable potential for surviving below ground remains associated with the medieval and post-medieval settlement that developed around the bridgehead at West Exe and the post-medieval industry of the area, particularly that associated with the former fulling mills and the Heathfield and Company factory, subsequently the Heathcoat Factory.

The Heathcoat Factory complex now extends across much of the former gardens of Exleigh House. Beneath these and the present-day factory there is some potential for a significant time-depth of archaeological and palaeoenvironmental remains. These are likely to be associated with historic river channels that could demonstrate the shifting nature of the river in this area, and possibly the earliest ford, or fords, that led to the hilltop. There are also likely to be below ground remains associated with the former mills, leats and ancillary structures that were situated along the River Exe prior to being replaced by the Heathfield Factory and Exe House. There are also likely to be the remains of garden features associated with the designed gardens of Exe House itself.

In the vicinity of Wellbrook Street there is some potential for below ground remains associated with a raised causeway across the floodplain, probably of medieval or earlier date. These would be significant to understanding the earliest framework of routes into and out of Tiverton before the construction of the bridge in the 13<sup>th</sup> century. Generally, as the majority of the ground within HUCA 5 stands on an area of former floodplain there is the likelihood for a good survival of both archaeological and palaeoenvironmental remains, where access to these is made possible through redevelopment or road improvement. There are also substantial areas of surviving open space within HUCA 5; within the recreation ground on Wellbrook Street, the open green at Shillands, and within larger garden plots. Within these areas there is both the potential for good survival of below ground remains and greater accessibility to these. Where conditions are therefore suitable within HUCA 5, the following key types of buried remains may be found:

- Prehistoric/Roman/early medieval – palaeochannels of the River Exe, settlement, trackways, boundaries, artefacts and palaeoenvironmental remains
- Early - post-medieval - remains of historic routeways; in particular the causeway across the floodplain from the high ground to the west.
- Medieval and post-medieval – settlement, trackways, boundaries, artefacts; these are most likely to be associated with the development of settlement around the 13<sup>th</sup> century bridgehead but could potentially demonstrate earlier settlement associated with the causeway and the early fording place over the river. If the latter existed it is more likely to underlie the present-day Heathcoat Factory complex and may be significantly disturbed and difficult to access.
- Medieval and post-medieval – industrial remains including mills, leats and ancillary buildings along the riverside and rackfields further inland.
- 19<sup>th</sup> century - field boundaries, trackways, sluices and leats associated with water meadow management. There is also the potential for industrial remains associated with former factory buildings and ancillary structures as part of the Heathfield and Company and Heathcoat factories.

## **4.6 Broomhill Development (HUCA 6)**

### **4.6.1 Historic character**

HUCA 6 comprises a substantial area of late 20<sup>th</sup> century housing that has developed around and within the grounds of a number of large 18<sup>th</sup> and 19<sup>th</sup> century mansions,

specifically Newplace (MDV24580), accessed via Seven Crosses Road, Broomhill (MDV24572), accessed via Southfield Way, Cottey House, previously on Wellbrook Street but now demolished, and Broomfield House, previously accessed via Patches Road but also now demolished. This HUCA also incorporates some late 20<sup>th</sup> century infill at Loughborough, where a number of solitary 19<sup>th</sup> century buildings survive, including St John's Roman Catholic Church (MDV24579) on Long Drag Hill and Elm House (MDV89408) and the former Toll House (MDV23051) on Rackenford Road.



Roundhill at Cotteylands, looking north-east towards the park and Cameron Close



Seven Crosses Road, looking south-west past the entrance to Newplace



Patches Road, looking north



Southfield Way, Broomhill, looking south-west



Upcott Mead Road, above Newplace, looking north-east



Broomhill House from Charter Close, looking south-east

The majority of HUCA 6 is situated on the high ground above the Exe floodplain at the western extent of Tiverton. Historically, Seven Crosses Road, Baker's Hill and Patches Road may have been early medieval routes into Tiverton, adjoining near Newplace, at the western end of Wellbrook Street. Long Drag Hill, now the present A3137, is a 19<sup>th</sup> century addition as part of the Turnpike road improvements (Sampson 2004, 228).

The OS 1st Edition c1880 mapping shows Cottey House, Newplace, Broomfield House and Broomhill standing within extensive grounds and within a broadly rural setting surrounded by enclosed fields and woodland. To the north, Loughborough is a small nucleus of 19<sup>th</sup> century housing, much of which was owned by John Heathcoat and tenanted by workers in the lace factory. The old Toll House (MDV23051) stands on the corner of Leat Street and Long Drag Hill, both extensions to the previously existing road layout in this area as part of the 19<sup>th</sup> century road improvements by the Tiverton Turnpike Trust (Sampson 2004, 228). St John's Roman Catholic Church (MDV24579) on Long Drag Hill was constructed in 1836 and is a fine example of Gothic Revival architecture. The adjoining Presbytery was built in Tudor Gothic style.

Cottey House is now demolished and Tiverton Fire Station stands on or near its site. The high ground at Cotteylands, on the western side of Cottey Brook and accessed via Seven Crosses Road, is now a substantial development of mid to late 20<sup>th</sup> century detached and semi-detached brick built houses with large gardens. The development contains a play park and a substantial area of green space and woodland leading down towards the Cottey Brook. Adjacent to Wellbrook Street near the site of old Cottey House is Gooding Rise, a small development of late 20<sup>th</sup> century detached houses, and Cottey Brook, a late 20<sup>th</sup>/early 21<sup>st</sup> century development of smaller semi-detached part brick, part rendered, housing, with small gardens and link attached garages.

Smaller developments of mid to late 20<sup>th</sup> century housing in HUCA 6 include Wellbrook Green, off Wellbrook Street, and Derick Road, off Leat Street, where the houses are typically small in size and terraced, with small gardens.

Along the northern side of Seven Crosses Road and around the junction of Baker's Hill and Patches Road there are some vestigial remains of 19<sup>th</sup> century character, in sections of preserved walling, surviving designed planting and the remaining few 19<sup>th</sup> century buildings. Newplace still exists within extensive grounds, although several large detached residences were built along the southern and eastern edges during the mid to late 20<sup>th</sup> century. The northern side of Seven Crosses Road does, however, generally retain a spacious leafy feel, reminiscent of its once semi-rural town-edge location.

Broomfield House, on Patches Road is now completely redeveloped, although traces of the original external walling survive. Along Patches Road itself the housing is predominantly large detached bungalows in extensive gardens.

Broomhill House still survives but is now completely surrounded by late 20<sup>th</sup> century development. The earliest phases largely consist of detached and semi-detached bungalows, broadly laid out in regular plan form and the former having reasonably sized gardens. The once extensive grounds at Broomhill have clearly been progressively encroached upon and later phases of development bordering and within the former grounds largely consist of detached houses within more extensive garden plots.

At Loughborough, there remains some sense of the 19<sup>th</sup> century semi-rural settlement that developed as a small nucleus around the meeting of the turnpike roads. This has since seen some sporadic infill of detached housing over the course of the 20<sup>th</sup> century, which now extends along the eastern side of Rackenford Road at the farthest extent of present-day urban Tiverton.

#### **4.6.2 Heritage significance (above ground)**

**Medium**– Much of the rural character of HUCA 6 prior to the later 19<sup>th</sup> century is now lost beneath the spread of 20<sup>th</sup> century development, although some historic names and boundaries may be preserved. The principal road layout of HUCA 6 may be early medieval in origin and remains largely intact, with some later 19<sup>th</sup> century additions as

part of the turnpike road improvements. Several large 18<sup>th</sup> and 19<sup>th</sup> century rural mansions, such as Newplace and Broomhill, survive within the present-day suburbs, although their originally extensive grounds have been progressively encroached upon. The footprints of additional estates also remain well preserved in the modern pattern of development, even where the original house no longer stands. The overall character of HUCA 6 has been determined as much by its walls, lanes and ornamental trees and planting as its standing buildings and these are significant in distinguishing this area as a leafy town-edge suburb, distinct from neighbouring West Exe with its straight urban lines and back-of-pavement housing.

Beyond the rural estates, there are a further number of significant 19<sup>th</sup> century buildings that survive. At Loughborough, 19<sup>th</sup> century housing continues to demonstrate the Heathcoat legacy in Tiverton, while St John's Roman Catholic Church not only illustrates the wider religious tolerance of the mid-19<sup>th</sup> century but stands as a fine example of Gothic Revival and Tudor Gothic architecture. The former toll house at the corner of Leat Street and Long Drag Hill contributes to the story of the Tiverton Turnpike Trust and the legacy of road improvements during the 18<sup>th</sup> and 19<sup>th</sup> centuries.

#### **4.6.3 Heritage significance (below ground)**

**Medium** – This area commands a significant location on the hill slopes above the Exe floodplain, at the western gateway to Tiverton where the historic routeways into the town from the west converge. There may be little consolidated settlement activity prior to the 19<sup>th</sup> century, although there may be some evidence for small historic farmsteads within the predominantly agricultural land and along the major routeways. There may particularly be evidence for settlement or transitional activity around the causeway head and potentially surviving structural evidence of the causeway itself.

Within the suburban development of HUCA 6 substantial pockets of undisturbed ground potentially survive within the extent of the former rural estates. Within these areas any below ground remains may be least disturbed and most accessible. Elsewhere, access to below ground remains may only be possible within pockets of redevelopment or road improvement, although there is also a higher likelihood of disturbance in these areas. Where conditions are suitable within HUCA 6 the following key types of buried remains may be found:

- Prehistoric/Roman/early medieval – settlement, trackways, boundaries, artefacts; these may be associated with transitional or seasonal activity, small farmsteads or roadside settlements and may include structural remains and artefacts reflecting patterns of settlement and agricultural activity, including field systems and boundaries.
- Early medieval - post-medieval - remains of historic routeways; these are likely to be associated with the earliest routes along the ridgeways and with the causeway head at the west end of Wellbrook Street.
- Medieval and/or post-medieval – settlement, trackways, boundaries, artefacts; where these are present these are also likely to be small farmsteads of an agricultural nature.
- 18<sup>th</sup> and 19<sup>th</sup> century – field/estate boundaries, buildings, trackways, artefacts; any below ground remains associated with the development of the larger estates in this area would be significant to understanding the relationship of these to urban Tiverton and the way in which they were encompassed within the urban extent over time. Also remains associated with the turnpikes on Long Drag Hill and Wellbrook Street



## 4.7 Gotham (HUCA 7)

### 4.7.1 Historic character



Gotham from Cotteylands, looking north-west



St Paul's Vicarage, Baker's Hill, looking west



Baker's Hill, looking north-west

HUCA 7 comprises the medieval farmstead and estate land at Gotham (MDV24571), additionally incorporating Wynnards Mead to the east and Penmead to the west. Gotham is documented as Gotte(s)ham as early as 1281 (Gover, Mawer and Stenton 1932); the present-day thatched farmstead is late 16<sup>th</sup> century in origin and remains largely unaltered from this time. The farmstead is situated towards the western extent of present day urban Tiverton and is accessed via Baker's Hill, probably one of early medieval routes into the town across the high ground.

The OS 1<sup>st</sup> Edition c1880 mapping shows two substantial villas on Baker's Hill to the west of Gotham, Springfield and West Exe Vicarage; the latter is named as St Paul's Vicarage on the OS 2<sup>nd</sup> Edition c1904 mapping, with Springfield recorded as Wynnards Mead on the OS c1953 mapping. Penmead is an early 20<sup>th</sup> century detached house and all three residences are clearly carved out of former Gotham land. Currently there is some further infill of large detached mid to late 20<sup>th</sup> century residences along the line of Baker's Hill but unlike HUCA 6, to the east, HUCA 7 retains a largely rural feel. Baker's Hill has the character of a tree lined village road as it runs westwards through HUCA 6, emerging in HUCA 7 as a narrow rural lane, bordered by high hedgerows and with open fields still to either side.

### 4.7.2 Heritage significance (above ground)

**High** – Although the heritage significance of Gotham in relation to the urban development and historic character of Tiverton is of limited value, the 16<sup>th</sup> century farmstead is of high heritage value in itself, being a rare surviving example of the

period and largely complete and unaltered from this time. The building is Grade II Listed and is constructed of cob with brick chimney stacks, a water reed thatched roof and leaded casement windows. The time-depth of settlement at Gotham, however, goes back to the medieval period and possibly earlier, standing as it does on one of the probable early medieval routeways into Tiverton across the high ground. The c1840s Tithe map for Tiverton shows that the principal enclosure boundaries at Gotham remain relatively unchanged since the mid-19<sup>th</sup> century and there is the potential for this pattern of enclosure at Gotham to reflect even earlier medieval origins.

The 19<sup>th</sup> and early 20<sup>th</sup> century additions to HUCA 7 relate the continuing semi-rural aspect of the HUCA into the present day. Wynnards Mead and Penmead are large detached residences set within substantial grounds. St Paul's Vicarage is a commanding example of 19<sup>th</sup> century architecture and is also set within substantial grounds. The vicarage presumably served St Paul's Church, again reinforcing the link with Heathcoat and his influence on Tiverton's development during the 19<sup>th</sup> and early 20<sup>th</sup> centuries.

#### **4.7.3 Heritage significance (below ground)**

**High** – As mentioned above, Gotham has limited heritage significance in relation to the historic development of urban Tiverton but is a significant example of a medieval rural farmstead set within its own farmland. Relatively limited development has occurred during the 19<sup>th</sup> and 20<sup>th</sup> centuries but there continues to be high archaeological potential for well preserved *in situ* buried remains. Although much of the settlement evidence at Gotham may lie in close proximity to, or under, the present farmstead, there are likely to be additional buried remains within areas of relatively undisturbed ground. Such remains could potentially inform on settlement at Gotham from at least the early medieval period, but may well go back into late prehistory. Where conditions are suitable within HUCA 7 the following key types of buried remains may be found:

- Prehistoric/Roman/early medieval – settlement remains, trackways, boundaries or artefacts associated with settlement at Gotham pre-dating the present farmstead.
- Early medieval - post-medieval - remains of historic routeways.
- Medieval and/or post-medieval – settlement, trackways, boundaries or artefacts associated with the current farmstead and related settlement at Gotham.
- 18<sup>th</sup> and 19<sup>th</sup> century - field and estate boundaries, building remains, trackways associated with the development of settlement at Gotham post-dating the construction of the current farmhouse.

### **4.8 Tidcombe Development (HUCA 8)**

#### **4.8.1 Historic character**

HUCA 8 is situated to the south-east of the River Lowman and its historic character is essentially one of 19<sup>th</sup> century development within previously rural environs comprising a number of dispersed older farmsteads and small estates. The HUCA is discontinuous in extent, comprising Tidcombe Hall on the eastern side of Tidcombe Lane, a pocket of 19<sup>th</sup> century development to the west of Tidcombe Lane near Ailsa Brook, the historic settlements of Deyman's Hill, Little Silver and Collipriest Dairy and the 19<sup>th</sup> century ribbon development either side of Canal Hill between Tidcombe Hall and Old Road.

Tidcombe Hall (MDV24507) lies at its easternmost extent; the current building dates to the early 19<sup>th</sup> century, but settlement at 'Tidecumb' is documented as early as 1249 (Gover, Mawer and Stenton 1932, 544). The name, meaning 'Tida's Valley', derives from Old English, potentially implying even older origins. Deyman's Hill to the south of Tiverton potentially dates back to at least 1333 (*ibid*). Little Silver is documented by that name in 1621 (*ibid*, 545) but may have been part of the manor of Little Tiverton (see Keene, Butler and Bodman 2004, 8; Sampson 2004, 18), potentially pushing its back to the early medieval period.



The Avenue, looking south-west



The Grand Western Canal, looking south



Lime Kiln Cottage, looking north-east



Haypark from Canal Hill, looking north-west



Tidcombe Hall from Tidcombe Lane, looking east



Cottages on Tidcombe Lane, looking south

The road into Tiverton from Cullompton runs through HUCA 8 as Canal Hill. The route may have been one of the main medieval, even early medieval, routes into Tiverton from the East along the edges of higher ground, feeding down to the fording point over the River Lowman. Haypark on Canal Hill is first documented as 'Heyparke' from 1638 (Gover, Mawer and Stenton 1932, 545) and still survives into the present day. The estate of Bingwall is first documented as 'Binewalle' from 1238 (*ibid*, 541); the current house (MDV24614) dates to the 18<sup>th</sup> century and is now converted into flats. The Lodge



(MDV24659) on Old Road, previously Alexandra Lodge or Zephyr Lodge, is an 18<sup>th</sup> century house, previously the home of the Blundell Family and now a day centre.

The c1840s Tithe map shows a farmstead at Hellings accessed via a lane from Old Road, a medieval or early medieval routeway into Tiverton from Halberton in the north-east. The Tithe map also shows Lime Kiln Cottage (MDV24514) and Chave Cottage adjacent to the western wharf of the Grand Western Canal. Lime Kiln Cottage precedes the construction of the canal and is 16<sup>th</sup>/17<sup>th</sup> century in date. Chave Cottage is shown as Canal Cottage on the OS 2<sup>nd</sup> Edition c1904 mapping but had disappeared by the late 20<sup>th</sup> century amidst development along Lime Kiln Road. Hellings was located on the Ailsa Brook and is named as Ailsa House on the OS 1<sup>st</sup> Edition c1880 mapping, by which point the Tiverton branch of the Exeter to Bristol railway bisected it across its southern extent. The house had become offices by the late 20<sup>th</sup> century but was subsequently demolished. The site is currently an estate of predominately detached brick housing known as Tidcombe Walk.

The pattern of enclosure shown on the c1840s Tithe map for HUCA 8 includes a number of curvilinear field boundaries that also suggest a medieval or early medieval origin. Small irregular fields are shown clustered around Bingwell, Haypark, Ailsa House, Daymond's Hill and Little Silver, interspersed by the curving boundaries of relict medieval strip fields. It seems likely that these originated as individual farmsteads or estates farmed in severalty during the medieval period in between a wider area of commonly farmed open field on Tiverton's rural edges.

HUCA 8 largely remained as enclosed land and scattered settlement into the early 19<sup>th</sup> century, when construction of the Grand Western Canal (MDV1497) resulted in a nucleus of settlement focussed around the canal basin. The OS 1<sup>st</sup> Edition c1880 mapping shows the canal wharves and limekilns surrounded by a cluster of houses including Withy Cottage (MDV24613), Canal Cottages, the Canal Inn and Canal House.

To the north-west of the canal, a development of large genteel suburban villas were constructed along The Avenue during the late 19<sup>th</sup> and early 20<sup>th</sup> centuries, with smaller developments at St Aubyns Villas and St Aubyn's Park on Canal Hill. HUCA 8 retained its genteel, semi-rural, character well in to the mid-20<sup>th</sup> century, at which point there was significant infill and development along both sides of Canal Hill. The present day character of these areas is one of substantial bungalow estates within medium sized garden plots, interspersed by some detached housing and more recent redevelopment characterised by smaller, more individual estates. Little Silver also saw redevelopment during the mid-20<sup>th</sup> century as a result of slum clearance and the increasing need for social housing provision. This area has again seen pockets of more recent redevelopment, resulting in a mix of mid-20<sup>th</sup> century council housing, small modern estates and a scatter of detached residences.

The spread of modern suburbs now obscures the rural origins of HUCA 8, but along Canal Hill and The Avenue the wider character remains one of 19<sup>th</sup> century genteel suburban villas. The canal basin is now a country park and a valuable area of tranquil green space. Tidcombe Hall and Tidcombe Cottages, at the eastern extent of HUCA 8, retain something of their previously rural character and are linked by Tidcombe Lane, still narrow and winding in places and bordered by high hedgerows.

#### **4.8.2 Heritage significance (above ground)**

**High** – HUCA 8 is a fragmented area of old estates and farmsteads progressively drawn into the urban extent of Tiverton by more consolidated development between the late 18<sup>th</sup> and 19<sup>th</sup> centuries. There are surviving examples of rural country houses and farmhouses dating to around the 18<sup>th</sup> century, although some of these, such as Bingwall, for example, have been converted for modern usage as residential flats or care homes. In many instances the estate lands, enclosures, boundaries and trackways that encompass these former estates and farms remain preserved within the modern pattern of suburban development, even where the original buildings are since demolished; at Bingwall, Haypark, Deyman's Hill and Little Silver, for example. Lime

Kiln Cottage (MDV24514) is a once rural cottage of 16<sup>th</sup>/17<sup>th</sup> century date, now incorporated within the Grand Western Canal Country Park. The physical evidence for historic settlement development and patterns of historic enclosure by the 19<sup>th</sup> century is therefore still to be found within the modern streetscape, even amidst the later spread of suburban housing estates.

There is also some exemplary 19<sup>th</sup> and early 20<sup>th</sup> century architecture within HUCA 8 that includes substantial semi-rural edge-of-town villas and simpler cottages and middle class housing focussed around the Grand Western Canal and its industry. The industrial heritage of the canal, along with its limekilns and wharves, are now preserved as a country park for everyone to enjoy.

#### **4.8.3 Heritage significance (below ground)**

**High** – HUCA 8 retains some considerable areas of open ground within surviving estate grounds, particularly at Tidcombe Hall, Haypark, The Lodge and Deyman's Hill. Additional pockets of undisturbed ground may also survive within the substantial gardens of larger villas and along the route of the Grand Western Canal. Within these areas there is likely to be good preservation of below ground remains, where these exist. The area incorporated within HUCA 8 was predominantly rural farmland up until the 19<sup>th</sup> century but is likely to contain evidence for farming settlement back into at least the early medieval period and potentially back into late prehistory in some instances. Such evidence would inform the development of some of these early farmsteads into larger estates by the medieval period, and could include evidence for settlement, trackways and estate or enclosure boundaries. It would also potentially include evidence for patterns of agricultural activity, such as early medieval strip field boundaries fossilised within post-medieval or later enclosure, for example. A number of ancient routeways traverse the area, such as Canal Hill, Old Road and Tidcombe Lane. Although the current roads may closely respect their original route, there is some potential for below ground remains associated with the construction of earlier roads and the activity and chronology of traffic along these. Within HUCA 8 the following key types of buried remains may therefore be found:

- Prehistoric/Roman/early medieval – settlement, trackways, boundaries or artefacts associated with transitional or seasonal activity, small rural settlements and farmsteads, field systems and access routes.
- Early medieval - post-medieval - remains of historic routeways
- Medieval and/or post-medieval – settlement, trackways, boundaries or artefacts associated with small farmsteads and rural dwellings and larger consolidated estate holdings.
- 18<sup>th</sup> and 19<sup>th</sup> century – field/estate boundaries, buildings, trackways or artefacts associated with the development of small framing estates, large country residences and semi-rural town-edge development.
- 19<sup>th</sup> century – industrial remains associated with the canal and lime production. Remains of domestic buildings and ancillary features associated with Grand Western Canal Company employees, such as cottages, allotments, inns etc.

### **4.9 Tidcombe Expansion (HUCA 9)**

#### **4.9.1 Historic character**

HUCA 9 is situated north of and adjacent to HUCA 8 and comprises the area of land between the Grand Western Canal and the line of the dismantled Exeter to Tiverton railway, which is now preserved as a green artery through the eastern suburbs of Tiverton. HUCA 9 reflects the expansion of late 20<sup>th</sup> century suburban housing estates at Tidcombe over what was previously enclosed farmland. The pattern of field boundaries shown on the c1840s Tithe map indicate some large irregular enclosures in the area of Tidcombe Rectory with narrow curvilinear enclosures to the west of these

suggestive of early medieval to medieval strip fields and potentially part of a broader area of open field on the eastern outskirts of medieval Tiverton. HUCA 9 lacks the historic farmsteads and estate buildings of HUCA 8 and the characterful 19<sup>th</sup> and early 20<sup>th</sup> century edge-of town development, being solely characterised at the present day by a spread of late 20<sup>th</sup> century terraced housing and bungalows.



Marina Way from Tidcombe Lane, looking north-west



The dismantled Exeter to Bristol Railway, looking east

#### 4.9.2 Heritage significance (above ground)

**Low** – The present-day housing stock of HUCA 9 is wholly late 20<sup>th</sup> century in date and of low heritage significance, having little coherence in the mix of architectural styles that arise from typically accretive development; this is in itself, however, authentically characteristic of this period of urban expansion across many town edge developments.

A number of historic lanes and enclosure boundaries are preserved within the pattern of 20<sup>th</sup> century development. The present-day schools and playing fields, in particular, appear to have been established within surviving enclosure boundaries that reflect a time-depth stretching back at least as far as the mid-19<sup>th</sup> century but may well be significantly older. Even within an area of typically late 20<sup>th</sup> century development, there is something of the earlier rural agricultural framework still present within the modern day streetscape.

#### 4.9.3 Heritage significance (below ground)

**Medium** – HUCA 9 does retain some areas of open ground within playing fields, school grounds and the gardens of some properties on Glebelands, to the east of Tidcombe Lane where there are some larger detached bungalows set within substantial plots with wide frontages. Within these areas there is some potential for good preservation of buried remains, where these exist, as there would have been little ground disturbance other than ploughing prior to development during the late 20<sup>th</sup> century. Where below ground remains do survive these are likely to be predominantly associated with agricultural activity as this area was historically farmland up until the late 20<sup>th</sup> century. There may be some physical evidence along the southern and northern margins of HUCA 9 associated with the Canal and Great Western Railway respectively.

Evidence for historic farming settlement in this area may be present, although there is no known evidence for this, to date. There is some evidence for prehistoric activity in this area, however; a Neolithic flint axe (MDV14093) is recorded as being found near Glebelands and a prehistoric flint scatter (MDV19810) is recorded from the Wilcombe Housing Estate. Within HUCA 9 the following key types of buried remains may be found:

- Prehistoric/Roman/early medieval/medieval – settlement, boundaries, trackways or artefacts associated with transitional or seasonal activity, small rural settlements and farmsteads, field systems and access routes.
- Early medieval - post-medieval - remains of historic routeways
- Post-medieval - 19<sup>th</sup> century – boundaries and trackways associated with agricultural activity
- 19<sup>th</sup> century – remains associated with the Tiverton Canal or Great Western Railway

## **4.10 Blundell's Road (HUCA 10)**

### **4.10.1 Historic character**

HUCA 10 is situated to the north of HUCA 9 on what was predominantly enclosed farmland to the east of the River Lowman up until the early 20<sup>th</sup> century. The majority of this HUCA comprises late 19<sup>th</sup> and early 20<sup>th</sup> century development along Blundell's Road, principally associated with Blundell's School, which relocated to Horsdon in 1882.

Blundell's Road was an early routeway into Tiverton from Halberton to the north-east; probably at least early medieval in date but potentially part of a Roman road called The Portway (Snell 1982, 11 and see section **3.3.2**, above). The road feeds down from the high ground to the east of Tiverton and converges with other routeways into the town at Lowman Green, the site of an early crossing point over the River Lowman.

The c1840s Tithe map for Tiverton shows narrow curvilinear enclosures (MDV78721) to either side of Blundell's Road, evidence for early medieval strip field. Larger irregular enclosures are shown bordering areas of early medieval strip field at Horsdon, documented as 'Horsdoune' as early as 1286 (Gover, Mawer and Stenton 1932, 545). These enclosures may suggest the intake of downland during the medieval period, probably farmed in severalty by the farm's occupants. This pattern of enclosure within HUCA 10 survived largely unaltered into the late 19<sup>th</sup>/early 20<sup>th</sup> century, with late 20<sup>th</sup> century and current OS mapping suggesting that some historic boundaries probably remain preserved within the pattern of 20<sup>th</sup> century development into the present day.

The main house and ancillary buildings at Horsdon largely survive to the present day within their mid-19<sup>th</sup> century, or earlier, footprint. To the east are situated the late 19<sup>th</sup> century buildings associated with Blundell's School (MDV60352), which include a lodge and chapel. The principal school buildings are set within extensive grounds, formerly enclosed farmland. Additional 19<sup>th</sup> century residences built as part of the school development include Westlake House, Petergate and North Close on Blundell's Road and Old House on Tidcombe Lane. Alsabrook House is also shown on the OS 1<sup>st</sup> Edition c1880 mapping, situated off Blundell's Road in the west of HUCA 10. A solitary building on Blundell's Road in the east of HUCA 10 was built by the early 20<sup>th</sup> century for use as a school sanatorium and is now Blundell's Preparatory School.

During the late 19<sup>th</sup> and early 20<sup>th</sup> century there was continuing piecemeal development on the south side of Blundell's Road, to the west of Horsdon, with a mix of detached villas and terraced housing along Blundell's Road and Blundell's Avenue. During this period areas of enclosed land still remained as open ground, with some areas of allotment gardens established during the early 20<sup>th</sup> century.

At the present day, Petergate and North Close survive within a mix of early and late 20<sup>th</sup> century buildings resulting from expansion of Blundell's School along the north side of Blundell's Road. Alsabrook House also survives, although now bordered by a small development of late 20<sup>th</sup> century bungalows at Redlands and more recent development at Popham Close, to the east. Popham Close is largely on the site of the demolished Westlake House, but the development has been sympathetically aimed to complement the architectural character of the surrounding 19<sup>th</sup> century buildings. Along Blundell's Avenue the early 20<sup>th</sup> century residences are now interspersed by a mix of late 20<sup>th</sup>

century housing on previously surviving enclosed land. This principally comprises larger detached houses and bungalows within substantial garden plots and the avenue is pleasantly tree lined. On Tidcombe Lane there is a small development of late 20<sup>th</sup> century detached houses with large gardens backing onto Blundell's Preparatory School.

The eastern extent of HUCA 10 retains a semi-rural feel, bordering farmland. The majority of HUCA 10 feels open and leafy, however, with many trees lining the roads and high hedgerows preserved along parts of Blundell's Road and Tidcombe Lane.



Blundell's School, looking west



Blundell's Avenue, looking north-east



Blundell's Road, looking north-west



The gates of Horsdon House, looking south

#### 4.10.2 Heritage significance (above ground)

**High** – The principal buildings within HUCA 10 are part of the Blundell's School development and stand as fine examples of imposing late 19<sup>th</sup> and early 20<sup>th</sup> century civic architecture on a grand scale. The school buildings stand back from the road within extensive grounds and there is a wide open feel to the development of this area. There is a range of architectural styles that lack an overall cohesion but effectively demonstrate the expansion of the school over the course of the 19<sup>th</sup> and 20<sup>th</sup> centuries.

The time-depth of the area incorporated within HUCA 10 goes back into at least the early medieval period, with the remnants of relict strip field boundaries hanging off a main routeway into the town from the east still preserved within the modern development of roads and housing. The early medieval farmstead boundaries at Horsdon also remain largely preserved within the present-day pattern of surrounding



development; the current buildings are probably post-medieval or later in date but it was not possible to verify this through a site visit.

Later 20<sup>th</sup> century infill of the area within HUCA 10 has largely consisted of genteel non-estate housing constructed within a still semi-rural suburb of Tiverton and preserving many historic enclosure boundaries. Recent development is limited and small-scale and does not detract from the HUCA's largely turn-of-the-century architectural character.

#### 4.10.3 Heritage significance (below ground)

**Low** – The western extent of HUCA 10 has been substantially developed since the late 19<sup>th</sup> century although large areas of open ground exist within the playing fields and planted grounds of Blundell's School and within larger garden plots. This area was largely undeveloped rural farmland prior to the 19<sup>th</sup> century and there is unlikely to be much of archaeological significance surviving below ground relative to the historic urban development of Tiverton. There may be evidence for chance finds associated with transitional or seasonal activity during prehistory and possibly settlement remains or field and enclosure boundaries associated with early farming settlement from the late prehistoric period onwards. Much of the area within HUCA 10 may have been downland prior to medieval intake, however, and the likelihood of farming settlement in this area before this date is relatively low. There is some potential for below ground remains associated with the medieval farmstead at Horsdon and generally where open areas of ground survive within HUCA 10 there is the potential for buried archaeological remains to remain relatively well preserved beneath the surface, subject to any disturbance by ploughing prior to the late 19<sup>th</sup> century. Within these areas the following key types of buried remains may be found:

- Prehistoric/Roman/early medieval – settlement, boundaries, trackways or artefacts associated with transitional or seasonal activity, small rural settlements and farmsteads, field systems and access routes; there is, however, a lower likelihood for settlement during this period on areas of former downland
- Early medieval - post-medieval - remains of historic routeways
- Medieval - post-medieval - 19<sup>th</sup> century – settlement, boundaries, trackways or artefacts associated with farming settlement at Horsdon. Additional settlements of this date may exist within this area but there is no evidence for this, to date.

### 4.11 Great Gornhay (HUCA 11)

#### 4.11.1 Historic character



Gornhay Orchard, looking north-west

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Gornhay Orchard (left) and Great Gornhay (right), looking south-west

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HUCA 11 comprises that part of Great Gornhay that now falls within the urban extent of Tiverton. Great Gornhay (MDV62475), documented as 'Gormundeheye' as early as 1249 (Gover, Mawer and Stenton 1932, 543), is situated off Blundell's Road in east Tiverton. The farmstead is shown as Gornhay Barton on the c1840s Tithe map and as Great Gornhay on the OS 1<sup>st</sup> Edition c1880 mapping.

The old farmhouse (MDV88908) is early to mid-18<sup>th</sup> century in date, while the ruins of an adjacent watermill may be 16<sup>th</sup>/17<sup>th</sup> century in date (Keene, Butler and Bodman 2004, 64). The farm buildings at Great Gornhay have been recently modernised to form Coleman Close, a small residential complex incorporating the main farmhouse. The enclosure boundaries at Great Gornhay largely retain their mid to late 19<sup>th</sup> century character although additional boundaries now form back garden plots to the new development. The pattern of enclosure at Great Gornhay, however, originates from the medieval or early medieval period, with comparatively large irregular fields bordering the ancient Barton suggesting land historically farmed in severalty by a single landowner or tenant.

By the late 20<sup>th</sup> century four detached residences were constructed on land at Great Gornhay fronting Blundell's Road, as shown on the OS c1963 mapping. These may have been associated with the Blundell's School complex. More recently, a small estate of detached and semi-detached brick housing sympathetically built to complement the local vernacular has been established at Gornhay Orchard. The original lane leading to Great Gornhay has been preserved and now runs along its eastern boundary.

#### **4.11.2 Heritage significance (above ground)**

**Medium** – The main farmhouse at Great Gornhay survives although the farm complex is now a modern residential development. Some of the historic farmstead's infrastructure, trackways, enclosure boundaries and mill working remains, continue to be preserved within its current setting and the modernisation of the old farm buildings and the recent infill of housing bordering Blundell's Road have largely respected the historic pattern of enclosure.

#### **4.11.3 Heritage significance (below ground)**

**High** – Although Great Gornhay has limited heritage significance relative to the urban development of Tiverton, the farmstead has a high heritage value in itself. Settlement at Great Gornhay potentially dates back into at least the early medieval period and the farmstead settlement and surrounding enclosure retains at least its early 19<sup>th</sup> century form. Despite the extent of recent development, there are still substantial areas of open ground surrounding the farmstead, some of which are now playing fields belonging to Blundell's School. To the north-east of the main farmstead further areas of open ground border the River Lowman, some of these containing traces of the old mill leats that fed the post-medieval mills at Great Gornhay. Anaerobic conditions within the wetter ground alongside the river and mill leats may be suitable for preserving environmental remains; traces of stone lining and wooden stakes within one of the mill leats (MDV21860) is noted in the Devon HER.

Scatters of flint and chert tools and artefacts (MDV30278) ranging between Mesolithic and Early Bronze Age in date have been recovered through fieldwalking to the east of Great Gornhay. Geophysical survey in the near vicinity has also recorded a number of curvilinear boundaries and enclosures (MDV78811/54066/56027) suggesting prehistoric activity in the area. A Roman coin hoard (MDV1590) was found at Little Gornhay, a little over 500m to the north-east of Great Gornhay, in 1845. If Blundell's Road does respect the line of an older Roman road then it is also possible that material evidence of Roman activity may survive below ground where conditions are suitable. Within HUCA 10 the following key types of buried remains may therefore be found:

- Prehistoric – transitional or seasonal activity
- Roman – remains associated with settlement or transitional activity along the site of the Roman road (if this is shown)

- Early medieval - post-medieval - remains of historic routeways
- Early medieval - 19<sup>th</sup> century – settlement, boundaries, trackways or artefacts associated with historic settlement and farming activity at Great Gornhay
- Post-medieval - 19<sup>th</sup> century – industrial remains of buildings and mill workings

## **4.12 Lowman River Development (HUCA 12)**

### **4.12.1 Historic character**

HUCA 12 is an area of largely civic, commercial, and recreational development – what unites it is the extensive spatial setting of large buildings along the banks of the River Lowman in eastern Tiverton. Until the late 19<sup>th</sup> century much of this area may have been farmland although the north-western section lay within the bounds of Elmore Common, granted to the poor parishioners of Tiverton in the 13<sup>th</sup> century (see Section **3.4.1**, above). The pattern of historic enclosure across the area is mixed, with irregular hams and meadows bordering the river and a few curving boundaries that suggest evidence of medieval strip fields, although as this was probably an area of historic floodplain the landuse was probably largely limited to meadowland pasture.

Two post-medieval fulling mills were located at Ham Mills on the River Lowman east of Tiverton; now within the old station yards on Blundell's Road. The mills were in use during the 17<sup>th</sup> century but demolished by 1676 (Keene, Butler and Bodman 2004, 66). Buildings at Ham Mills are shown on the c1840s Tithe map, accessed by a footbridge over a loop of the River Lowman. This was canalised as part of a rerouting of the river in this areas prior to the construction of the Exeter to Tiverton branch railway and Tiverton Station.

Blundell's Road in HUCA 12 is a late 19<sup>th</sup> century extension of its earlier extent within HUCA 10. The original route into Tiverton (possibly early medieval, even Roman, in date - see section **4.10.1**) ran westwards to the fording point over the River Lowman, at the foot of what is now Gold Street. Dissected by the Exeter to Tiverton branch railway during the late 19<sup>th</sup> century, the southern section was subsequently renamed Old Road. The re-routed Blundell's Road served Tiverton Station and the goods yards and by the late 19<sup>th</sup> century this areas also contained the Tiverton gasworks, a saw mill and a row of terraced cottages. An additional nucleus of mid to late 19<sup>th</sup> century cottages are shown bordering the River Lowman on the OS 1<sup>st</sup> Edition c1880 mapping, at the point where the river is now crossed by Heathcoat Way to the north-east of the football ground.

Already by the late 19<sup>th</sup> century the enclosures either side of the River Lowman in HUCA 12 were being gradually utilised for recreation; a cricket field and pavilion is shown to the east of Elmore on the OS 1<sup>st</sup> Edition c1880 mapping, this area expanding over the course of the 20<sup>th</sup> century to comprise the current sports ground, football ground, allotments and the Tiverton Best Western Hotel. An early 20<sup>th</sup> century recreation ground to the west of the sports ground was taken over by the late 20<sup>th</sup> century as a factory site. The site of the now disused Tiverton Station and goods yards is currently mixed warehousing and commercial businesses and the site of Travis Perkins building merchants. A Tesco's superstore stands to the north-west bordering Lowman Green. The railway was dismantled during the late 20<sup>th</sup> century and the section through HUCA 12 now underlies Heathcoat Way, the current A396 link road out of Tiverton to the north-east.

In the north-eastern section of HUCA 12, a substantial lobe of open ground still borders the River Lowman, providing valuable recreational green space. To the south-west, bordering Heathcoat Way, the nucleus of 19<sup>th</sup> century cottages had given way to an abattoir by the late 20<sup>th</sup> century and the site is currently mixed depots and warehousing and a timber mill. To the north of the River Lowman, at the junction of Heathcoat Way and the main A361, is a sizeable late 20<sup>th</sup> century business park.





Blundell's Road, looking east



Station buildings, Blundell's Road, looking north-east



Sports Ground and River Lowman, looking north



The re-routed Blundell's Road, looking west



Allotments off Chapel Street, looking south-east

#### 4.12.2 Heritage significance (above ground)

**Low** – HUCA 12 comprises an area characterised by expansive 20<sup>th</sup> century retail and recreational development with large open spaces comprised of car parking facilities or sports fields in between. It retains significant green areas and much of its historic openness and floodplain character. Its significance to the urban development of Tiverton lies in the development of poor floodplain land for large scale civic, retail and

recreational facilities that is unsuitable for housing – a trend that is seen elsewhere in Devon riverside towns, such as Bideford and Totnes, for example.

Prior to the 19<sup>th</sup> century the area was most likely predominantly meadowland pasture bordering the river. The small extent of 19<sup>th</sup> century development, mainly in the vicinity of the old Tiverton Station, has now been largely subsumed by 20<sup>th</sup> century redevelopment following the dismantlement of the railway. A few 19<sup>th</sup> century buildings in HUCA 12 still stand along Blundell's Road, and some of the station buildings are preserved within the Travis Perkins site. The route of the railway is retained in the current Heathcoat Way.

#### **4.12.3 Heritage significance (below ground)**

**Medium** – There are substantial areas of open ground along the River Lowman that remain undeveloped open green space or playing fields. Where conditions are suitable palaeoenvironmental remains associated with historic channels of the River Lowman or local landuse may survive below ground. Elsewhere in HUCA 12 the levels of late 20<sup>th</sup> century development and redevelopment have probably resulted in considerable ground disturbance. HUCA 12 was largely open floodplain into the late 19<sup>th</sup> century, with little historic evidence for early settlement activity. Some scatters of prehistoric pottery and flints (MDV30257) are recorded on parts of Lower Moor, to the north-east and to the south of Watery Lane (MDV30263), in the north. Crop marks (MDV22042) recorded in aerial photographs suggest a series of linear and curvilinear features in this area that may be evidence of prehistoric settlement activity. Much of this area now lies beneath the business park at Lowman Way or the A361. There may be surviving below ground remains associated with industrial mill buildings, leats and ancillary mill workings along the historic course of the River Lowman, prior to its being rerouted in the early 19<sup>th</sup> century. There may also be surviving below ground remains associated with the railway and any additional 19<sup>th</sup> century industrial premises in its vicinity. Within HUCA 12 the following key types of buried remains may be found:

- Prehistoric/Roman/early medieval/ medieval – settlement, boundaries, trackways or artefacts – this is likely to be limited to transitional or seasonal activity as this area was largely historic floodplain. There may be some evidence for medieval strip fields to the north of the River Lowman under the present day sports ground.
- Prehistoric - 19<sup>th</sup> century - palaeochannels of the River Lowman.
- Post-medieval - 19<sup>th</sup> century – settlement, enclosure boundaries and trackways – this may be associated with small individual rural cottages and enclosed pasture land bordering the river.
- Post-medieval - 19<sup>th</sup> century – industrial remains of mill buildings, leats and mill workings along the historic course of the River Lowman. Also industrial remains associated with the railway and any ancillary industrial premises alongside this.

### **4.13 Cowleymoor Infill (HUCA 13)**

#### **4.13.1 Historic character**

HUCA 13 comprises an area of largely mid to late 20<sup>th</sup> century expansion across parts of Cowleymoor, Higher Moor and Pinnex Moor. This was an area of historic common and downland brought under piecemeal enclosure from the late to post-medieval period onwards and remaining as farmland populated by widely scattered farmsteads into the late 20<sup>th</sup> century.

Parts of Cowleymoor and Higher Moor lie within the portion of All Fours and may once have formed part of the medieval deer park of Newpark. It is also likely that some areas of HUCA 13 had become part of Elmore Common by the 13<sup>th</sup> century; HUCA 13

contains Siddalls Gardens, originally the site of Tree at Butt Field, a part of Elmore Common that was used for archery practice in the 14<sup>th</sup> century (Section **3.4.1**, above).



Beech Road, looking south-west



Elmore Way, looking south-east



Sycamore Road, looking north



Cowleymoor Road, looking south-west



The dismantled railway, Cowleymoor Bridge, looking north-west



Pinnex Moor Road, looking south

By the early to mid-19<sup>th</sup> century there is evidence for limited expansion along Cowley Moor Road, with the c1840s Tithe map showing a number of scattered cottages to the north-east of Elmore. By the late 19<sup>th</sup> century the Exeter to Bristol railway ran through the area from the south-east to the north-west, prompting a small nucleus of settlement at Cowleybridge. During the mid to late 20<sup>th</sup> century parts of Cowleymoor were substantially developed in response to the need for social housing. A small council estate was established at Council Gardens (subsequently Siddalls Gardens), King's Crescent and Watery Lane, consisting of terraced and semi-detached housing of mixed brick and render. A larger estate was established to the north-east of the railway, accessed via Queensway. This consisted of a mix of conventional brick housing, Hawkesley aluminium bungalows and prefabricated concrete 'Cornish Units' (Sampson 2004, 326), all of which largely survive into the present day. Similar housing continued to be built at Cowleymoor during the mid to late 20<sup>th</sup> century, expanding into Elmore Way and Sunningbrook Road, and extending along Beech Road and Queensway.

Over the course of the 20<sup>th</sup> century there has been increasing infill of Cowleymoor, Higher Moor and Pinnex Moor, initially with mixed estates of bungalow and terraced across Cowleymoor and Pinnex Moor and subsequently with estates of more modern brick semi-detached and link attached housing to the north-east of Lea Road and infilling along Pinnex Moor Road. This late 20<sup>th</sup> century expansion is characteristic of other parts of urban Tiverton, such as Broomhill and Tidcombe (HUCAs 6 and 9) and has typically subsumed some historic farmsteads and country houses. The farmstead of Higher Moor is now replaced by Bluebell Avenue. Cowley Moor House, shown on the OS 1<sup>st</sup> Edition c1880 mapping, had become Westhill School by the mid-20<sup>th</sup> century and is now lost to late 20<sup>th</sup> century development at Redvers Way and St Johns Drive. Pinnex House (MDV24663) is a late 18<sup>th</sup>/early 19<sup>th</sup> century house now subsumed within later 20<sup>th</sup> century development at Pinnex Moor and in current use as a care home.

#### **4.13.2 Heritage significance (above ground)**

**Low** - HUCA 13 almost entirely consists of mid to late 20<sup>th</sup> century social housing estates, of interest to the development of post-World War II housing provision, building styles and layout but not of exceptional architectural merit. There is some coherence in the form and style of these earliest social housing estates, although they now generally lie within an area of greater late 20<sup>th</sup> century expansion and accretive development.

A number of the 19<sup>th</sup> century cottages on Cowley Road survive within later infill. The 18<sup>th</sup> century Pinnex House also survives, although it is no longer residential and its estate and gardens are no much encroached upon by late 20<sup>th</sup> century development. The 19<sup>th</sup> century or earlier farmsteads and estates at Higher Moor and Cowley Moor House no longer survive although some of the enclosure boundaries surrounding these two sites are preserved within the pattern of housing development. The dismantled railway line now provides a green walk through the Cowleymoor suburbs.

#### **4.13.3 Heritage significance (below ground)**

**Low** - HUCA 13 is largely an area of late 20<sup>th</sup> century development with relatively modest housing stock set within small garden plots. There is some potential for surviving below ground remains associated with late 18<sup>th</sup> and 19<sup>th</sup> century farming settlement on what was formerly an area of open downland. It is unlikely that there was any real settlement of this area prior to this period although there may have been short lived or seasonal occupation of the area during the late prehistoric, Roman and early medieval periods. There is likely to be surviving below ground remains associated with the Exeter to Bristol railway line, now dismantled to provide a public footpath and open green space.

A leather shoe sole (MDV30181), probably 17<sup>th</sup> century in date, was found in a peat deposit in the base of an old river channel at the end of Watery Lane, under what is now the junction of Lime Road and Queensway. This suggests that below ground organic remains may survive where undisturbed ground and suitable conditions exist.

Although much of HUCA 13 is now substantially developed, there may be access to below ground remains where pockets of redevelopment occur; this is particularly the case within the earliest estates of social housing where improvement and replacement becomes necessary. Under Siddalls Gardens there may be surviving below ground remains associated with the use of Tree at Butt Field for military archery practice during the post-medieval period.

There is some evidence for prehistoric activity in the area, probably associated with transitional movement of communities across the higher ground; a number of prehistoric flint scatters (MDV30261; 30262; 30263) are recorded in the vicinity of Higher Moor alongside Queensway. Within HUCA 13 the following key types of buried remains may be found:

- Prehistoric/Roman/early medieval – settlement, boundaries, trackways or artefacts associated with transitional or seasonal activity, small rural settlements and farmsteads, field systems and access routes; there is, however, a low likelihood of permanent settlement during these periods on the former downland
- Medieval – remains associated with the deer park and its boundaries
- Post-medieval – remains associated with archery practice and military use of Tree at Butt Field, now under Siddalls gardens
- Post-medieval - 19<sup>th</sup> century – settlement, boundaries, trackways or artefacts associated with scattered farming settlement and small country homes on areas of intake from the former downland. This might include the remains of temporary structures, such as shelters or field barns.
- 19<sup>th</sup> century - industrial remains associated with the Exeter to Bristol Railway

#### **4.14 Moorhayes Expansion (HUCA 14)**

##### **4.14.1 Historic character**

HUCA 14 comprises largely early 21<sup>st</sup> century development around Moorhayes and along Lea Road, which was extended during this period as a ring road around northern Tiverton, joining with Bolham Road, the current A3126, near Tiverton High School.

A farmstead at Moorhayes is first documented as 'Morhay' in 1310 (Gover, Mawer and Stenton 1932, 545). The c1840s Tithe map shows a number of curvilinear field boundaries at Moorhayes suggesting an area of medieval strip field. To the north-east of Moorhayes the boundaries shown on this map are more regular and linear, suggesting the late medieval intake and enclosure of former downland, as implied by the name 'Moorhayes' itself.

A section of the Town Leat runs to the north-west of Moorhayes; the leat still runs above ground in HUCA 14 to the east of Marley Close and Hayne Court, running under Lea Road at Fairby Close. Moorhayes has been redeveloped during the early 21<sup>st</sup> century to create a small commercial park serving the new development along Lea Road.

The Exeter to Bristol railway continued north-west through HUCA 14 until the mid-20<sup>th</sup> century and a section of its dismantled line now extends the green walk from HUCA 13 to the north of Brickhouse Tenement on Brickhouse Hill.

The current housing stock in HUCA 14 is early 21<sup>st</sup> century brick housing comprising a mix of detached and semi-detached housing, terraces, and crescents of modern town houses. Garden plots are generally small, but generous areas of communal ground and open space have been included within the developments, particularly in the area of the Town Leat and the old railway line, and the elevated location provide far reaching views over the town and surrounding hills.



#### 4.14.2 Heritage significance (above ground)

**Low** – The heritage significance of the area within HUCA 14 to the urban development of Tiverton is generally **low**, being largely 21<sup>st</sup> century development on previously enclosed farmland and former downland. The medieval farmstead at Moorhayes has been lost to commercial development on Lea Road. Nonetheless, a number of historic enclosure boundaries remain preserved in the pattern of accretive development within HUCA 14. The course of the Town Leat survives above ground as a feature within the modern streetscape and here the heritage significance rises to **medium**. The route of the Exeter to Bristol railway is preserved as recreational green space.



Lea Road from Bolham Road, looking north-east



Town Leat at Fairby Close, looking south-west



Town Leat at Marley Close, looking north-east



Massey Road, looking west



Rooks Way, looking south

#### **4.14.3 Heritage significance (below ground)**

**Medium** – There is some potential for below ground remains associated with the medieval farmstead at Moorhayes, although these are likely to have been disturbed by subsequent redevelopment. There is also the potential for below ground remains associated with agricultural activity, enclosure and possible settlement from the post-medieval period onwards; a number of boundary ditches (MDV21874; 63565) have been exposed near Moorhayes, one (MDV63565) containing 17<sup>th</sup>-18<sup>th</sup> century pottery. A scatter of post-medieval pottery, a clay pipe and possible Roman sherd (MDV21877) were also recovered to the west of Bolham Road during work on the North Devon Link Road. Crop marks recorded by aerial photography (MDV62899) may indicate relict field boundaries, although the date of these is currently unknown.

There is no certain evidence for settlement of this area prior to the post-medieval period although there is evidence for prehistoric activity in the area; an early Neolithic pit (MDV73766) containing a substantial quantity of pottery and flint was revealed during an archaeological evaluation at Waylands (Leverett and Tyler 2007). The possible Roman sherd (MDV21877) probably reflects Roman activity along the road to Bolham Fort, in the west of HUCA 14 and there may be below ground remains of roadside settlement or transitional activity during this period.

A Rifle Range (MDV72932) at Rix is shown on the OS 1<sup>st</sup> Edition c1880 mapping, the target area lying near Castle Gate to the west of Alsa Brook Meadow. There may be below ground remains associated with the rifle range and its use.

HUCA 14 has retained pockets of open ground as part of its development plan. This is particularly evident in the vicinity of the Town Leat and dismantled railway, but a wide ribbon of green space also borders the A361 to the north and small areas of landscaping and play parks exist within the modern estate housing. Within these areas the survival of any below ground archaeology may be relatively high. Within developed areas there may be more below ground disturbance but the access to below ground remains may be more likely where redevelopment occurs. Within HUCA 14 the following key types of buried remains may therefore be found:

- Prehistoric – remains associated with transitional or season occupation and subsistence
- Roman – remains associated with roadside settlement or transitional activity along the road to Bolham Fort. Some of these may be military in character.
- Medieval – settlement remains, boundaries, trackways or artefacts associated with late medieval settlement and enclosure at Moorhayes
- Post-medieval - 19<sup>th</sup> century – boundaries, trackways or artefacts associated with post-medieval farmland enclosure and agricultural activity. This might include the remains of temporary structures, such as shelters or field barns.
- 19<sup>th</sup> century - industrial remains associated with the Exeter to Bristol Railway and remains associated with the Rix Rifle Range.

### **4.15 Park Road and Brickhouse Hill (HUCA 15)**

#### **4.15.1 Historic character**

HUCA 15 extends from Park Road and the north side of Belmont Road to the northern end of Brickhouse Hill. The area of the HUCA falls within the tithe portion of All Fours and may have formed part of the medieval deer park at Newpark. A Roman road leading out of Tiverton to Bolham Fort may have run northwards from the point of the old turnpike gate at Romney Pitts. Possible evidence for a section of Roman road (MDV63460) is recorded to the west of Brickhouse Tenement, under what is now Oakfields; the line of the Roman road probably struck more directly north than the current road line of Park Road and Brickhouse Hill, historically the road north to



Brickhouse Tenement, looking south-east



Norwood Road, looking west



Park Road, looking north



Middle Mead, looking east



St George's House on Park Road, looking south



Terrace on Belmont Road, looking north

Bampton and remodelled as part of the 19<sup>th</sup> century turnpike improvements. The eastern boundary of HUCA 15 has been drawn along the medieval Town Leat, which is also the Ward Boundary. The leat is culverted in places and now feeds into the town under Belmont Road and Water Lane.

During the late 18<sup>th</sup> century Tiverton's eminent historian Martin Dunsford built the Villa Franca (MDV24661) at the southern end of Park Road, at that time a substantial detached residence beyond the town extent, bordered by open fields. BY the mid-19<sup>th</sup> century this had been joined by the equally substantial Park Villa (MDV89115) (now St



George's House) and Eastfield (MDV89120). A terrace of red brick houses was also constructed along the north side of Belmont Road by the mid-19<sup>th</sup> century.

By the early to mid-20<sup>th</sup> century a small development of semi-detached villas was constructed along Park Road, Middlemead and Park Close. The architecture of these is typical of this period, comprising a mix of half brick, half render buildings with protruding front gables containing square or rounded bay windows and details such as stained glass windows and arched brickwork around the doorways. Additional development during this period included some limited development along Brickhouse Hill and Norwood Road. This mainly constituted large brick built detached villas in substantial garden plots, with some simpler brick terraces along the southern side of Norwood Road. Along Barton Road there appears to have been more accretive development during the early to mid-20<sup>th</sup> century, with semi-detached and detached housing in a mix of styles. Oakfields is a later 20<sup>th</sup> to early 21<sup>st</sup> century development of mixed brick and render semi-detached and terraced housing including part brick herringboned roads and pavements with integrated parking areas, with some green verges and roadside planting.

#### **4.15.2 Heritage significance (above ground)**

**Medium** – As a whole, HUCA 15 characterises the gradual expansion of genteel middle class housing into the semi-rural Tiverton suburbs and generally has an open feel, with Brickhouse Hill in particular retaining the semblance of a rural lane bordered by high hedgerows. By the late 20<sup>th</sup> century allotments had been established to either side of Tiverton Cemetery. The elevated location of Brickhouse Hill affords some far reaching views over the surrounding countryside, reinforcing the HUCA's rural origins.

Along Park Road in the south of HUCA 15 are some fine surviving examples of late 18<sup>th</sup> and early 19<sup>th</sup> century villas; Villa Franca, Eastfield and St George's House are all Grade II Listed Buildings, which are redolent of this period's fashion for constructing semi-rural town-edge villas on the leafier town outskirts. Neighbouring these, the development of turn-of-the-century semi-detached housing along Park Road also retains much of its original vernacular character and architectural features, as does the subsequent development of housing along Middle Mead and Park Close. Although more modest than the neighbouring villas, these developments continued the trend for genteel residential housing on the town outskirts – the leafy suburban streets also echo the ornamental planting of the park opposite and the grounds of the surrounding villas.

Equally redolent of the edge of town semi-rural and ornamental character is Tiverton Cemetery - typical of the expansive civic uses found on the edge of built-up areas in the 19<sup>th</sup> century. Tiverton Cemetery effectively marks the edge of the town at the time but nonetheless displays the civic pride and Victorian sensibilities as to the proper celebration of death, burial, ritual etc. The perimeter walls and gate piers of the cemetery and the surviving Anglican mortuary chapel are Grade II Listed.

Tiverton Cemetery and its neighbouring allotments largely respect the pattern of historic enclosure in this area of HUCA 15; the lines of historic field boundaries are also preserved in the development at Middle Mead and to the east of Park Road, where the Town Leat and Ward Boundary creates a strong fixation point.

#### **4.15.3 Heritage significance (below ground)**

**Medium** – The area incorporated by HUCA 15 was probably an area of former downland that saw later enclosure and was only gradually encroached upon by the urban expansion of Tiverton during the late 18<sup>th</sup> to early 19<sup>th</sup> centuries. By the medieval period much of this area was probably incorporated within the royal deer park of Newpark or Godsbeare and there may be surviving below ground remains associated with this, such as the pale enclosure ditch and boundaries or enclosure boundaries for controlling the movement of deer.

There is currently no evidence for occupation activity prior to the medieval period, although this may have existed; whilst it is unlikely that there was much in the way of

permanent settlement there may be evidence for short-lived or seasonal occupation that could include the remains of temporary structures and enclosure boundaries. Likewise, there may have been seasonal or transitional activity across this area of higher ground associated with prehistoric communities.

A concentration of stone (MDV63460) within a field at Oakfields may be evidence for a section of the Roman road out of Tiverton towards the Roman marching camp at Bolham, although no evidence of metallurgy was found. If this was a section of the Roman road there may be evidence for associated traffic or roadside settlement along its extent, some of which is likely to be military in nature.

There are some surviving areas of open ground in HUCA 15, within the allotments, in larger garden plots and in the surviving grounds of the Villa Franca, Eastfield and St George's House. Some pockets of undisturbed ground may survive within the bounds of Tiverton Cemetery. The survival of any below ground remains is likely to be relatively high in these areas, although it is more likely that areas for redevelopment will offer the greatest opportunity for accessing any archaeological deposits. Within HUCA 15 the following key types of buried remains may be found:

- Prehistoric – artefactual evidence associated with seasonal or transitional activity across the higher ground.
- Late prehistoric - early medieval – settlement remains, boundaries, trackways or artefacts associated with short-lived or seasonal occupation on the high ground, probably transhumant in nature.
- Roman - remains of a Roman road northwards out of Tiverton and artefactual evidence or structural remains associated with roadside settlement or traffic movement along its extent. Much of this would probably be military in nature.
- Medieval – remains associated with the deer park and its boundaries
- Post-medieval - 19<sup>th</sup> century – boundaries, trackways or artefacts associated with post-medieval farmland enclosure and agricultural activity. This might include the remains of temporary structures, such as shelters or field barns.

## **4.16 Newpark (HUCA 16)**

### **4.16.1 Historic character**

HUCA 16 is a substantial area of predominantly late 20<sup>th</sup> century civic, commercial and recreational development in the north-west of Tiverton. In contrast to the higher ground within HUCA 15 to the east, this area was largely low lying ground bordering the River Exe; the OS 1<sup>st</sup> Edition c1880 mapping shows the area within HUCA 16 as large regular enclosures containing a series of leats and sluices, suggesting the land closest to the river was predominantly an area of water meadows and pasture-land by the 19<sup>th</sup> century, and probably earlier.

To the east the ground rises sharply up to the edges of People's Park, where a footpath skirts the high ground northwards from Tiverton Castle. This may have been a medieval church path leading into the top of Tiverton from the north towards St Peter's Church (see Section **3.4.1**, above); Tozer's 1790 map (Fig 16) shows the path as Park Walk, leading north from the castle to join with the Bampton Road (now Park Road) at the turnpike. A road called The Long Causeway originally ran through what is now People's Park; this road, shown on Tozer's 1790 map (Fig 16), is at least post-medieval in date and probably respects the route of the Roman road northwards out of Tiverton (see Section **3.2.2**, above). When first constructed People's Park would have complemented the leafy town edge suburbs being established along Park Road (HUCA 15) but the park was created as public recreational space and is included within HUCA 16 as its present day character is more coherently part of the large-scale recreational space that has been established to the north of Tiverton. The historic origins of this area are probably

also more closely tied to Tiverton Castle and the Castle Barton than with the area covered by HUCA 15 to the east.



Kennedy Way, looking north-east



Jampot Cottage, Castle Gate, looking north



Looking west over HUCA 16 from Park Walk



Romney Pitts, Park Road, looking south



People's Park and earthworks of The Long Causeway, looking south

During the medieval period the area incorporated within HUCA 16 was probably part of the deer park of Godbeare and/or Newpark. Where it borders Tiverton Castle, in the south, it may also have been part of the medieval Castle Barton; orchards are shown adjoining Tiverton Castle and Castle Street on Woods 1840 map (Fig 18) and Horse Park Orchard and Great Orchard are shown belonging to Castle Barton in the All Fours Tithe apportionment.

Around 1813-14 a new road, currently the A3126/A396, was constructed from the top of The Works near Tiverton Castle to follow the Exe Valley northwards towards Bampton (Sampson 2004, 203). A toll cottage still stands at Castle Gate on its western side; the name 'Castle Gate' is possibly a surviving reference to the medieval deer park. The cottage (MDV14089), known as Jampot Cottage or Castle Gate House, is recorded as late 18<sup>th</sup> century in date, suggesting it either pre-dated the road, or that the construction of the road occurred earlier than recorded. Fields to the south-west of Jampot Cottage were the site of the Tiverton Races during the early 19<sup>th</sup> century (see Section **3.7.1**, above). The site of the racecourse became an Italian POW camp (MDV57281) during World War II and is now the site of Tiverton High School and East Devon College, constructed in the early 1960s.

A second toll cottage originally stood at Romney Pitts on Park Road, at the northern end of what is now People's Park. The cottage is shown on Tozer's map of 1790 and is shown on the OS 1<sup>st</sup> Edition c1880 mapping as Bonny Pitt. The OS c1953 mapping shows the site as a public lavatory block, currently still standing but not in apparent use. People's Park was constructed in 1887 to commemorate Queen Victoria's Golden Jubilee (Sampson 2004, 266). The park occupies a field previously named Govett's Field and now incorporates the road shown as The Long Causeway on Tozer's map of 1790 (and see above). Raised earthworks on the same alignment are still visible in the park grounds, although these are currently undated.

By the later 20<sup>th</sup> century a new bridge had been constructed over the River Exe from West Exe and a link road, Kennedy Way, built to join this to Bolham Road (now the A396). Kennedy Way is now home to a trading estate and superstore, a football ground and rugby ground and the Tiverton District Hospital. A youth centre and swimming pool currently borders People's Park along Park Hill and to the north of these are a series of playing fields and sports grounds. On the west side of Park Hill, below the Castle, is a small static homes park.

#### **4.16.2 Heritage significance (above ground)**

**Medium** – The area incorporated within HUCA 16 still retains a generally open feel that harks back to its historical use as a deer park and subsequently as meadowland pasture and cultivated land on the rural outskirts of Tiverton. Substantial areas of open ground still survive within the various sports grounds and school playing fields and within People's Park. Beside the river Exe, to the west, there is a lens of green space that appears undisturbed and unaltered from its use as water meadows during the 19<sup>th</sup> century or even earlier.

The overall sense of the area is typically one of large-scale late 20<sup>th</sup> century civic, retail and recreational provision on poorer floodplain land, a characteristic seen elsewhere in Tiverton, along the River Lowman (HUCA 12), and other Devon riverside towns. The current pattern of development nonetheless closely respects the historic pattern of enclosure and many of the historic boundaries remain, particularly surrounding the People's Park and the numerous sports grounds. The Park Walk, possibly a medieval churchway along the edge of the high ground, survives and raised earthworks in the People's Park itself may be the remains of a post-medieval roadway, possibly itself preserving the original route of the Roman road out of Tiverton to the north.

The only standing building of historic merit is Jampot Cottage at Castle Gate. People's Park still retains its original park gates and lodge house and much of the designed planting of trees.

#### **4.16.3 Heritage significance (below ground)**

**Medium** – There is currently no evidence for prehistoric activity within the area covered by HUCA 16, although there may have been transitional movement or seasonal occupation activity along the River Exe during this period. There is probably surviving below ground evidence for historic river channels where the river changed its course over time. The waterlogged ground conditions are probably suitable for the preservation of organic remains and palaeoenvironmental evidence.

There is the potential for surviving below ground remains within the area that relate to the Roman road out of Tiverton and the subsequent use of the area as a medieval deer park. Associated with the road may be artefactual evidence relating to the movement of traffic along its extent and possibly structural remains associated with settlement or temporary shelter. Remains associated with the deer park may include enclosure ditches and boundaries or temporary structures associated with the shelter or movement of deer.

There may be below ground remains associated with a medieval churchway around the exterior of what is now People's Park and with the known post-medieval road that ran through this area before the park was built. This road may reveal evidence of older origins, possibly Roman in date.

At Romney Pitts, to the north of People's Park, and in the area of Castle Gate, there may be below ground remains associated with the 18<sup>th</sup> to 19<sup>th</sup> century turnpikes. Within the site of Tiverton High School and East Devon College there may be below ground remains associated with the World War II POW camp.

Although there has been much development of the area within HUCA 16 since the late 20<sup>th</sup> century, there is good potential for below ground remains to survive within areas of open ground and below relatively shallow surface structures. Within waterlogged ground closer to the river there is likely to be good preservation of buried remains, organic materials and palaeoenvironmental evidence.

To summarise, within the area of HUCA 16 the following key types of buried remains may be found:

- Prehistoric – artefactual evidence associated with transitional or seasonal activity along the River Exe. This may include the remains of temporary structures or shelters.
- Late prehistoric – early medieval - there may be evidence further inland from the river for more permanent late prehistoric, Romano-British or early medieval farming settlement, including settlement remains, boundaries, trackways or artefacts, although there is currently no indication for this.
- Roman - remains of a Roman road northwards out of Tiverton and artefactual evidence or structural remains associated with roadside settlement or traffic movement along its extent. Much of this would probably be military in nature.
- Medieval – remains associated with the deer park and its boundaries.
- Medieval - post-medieval – remains associated with a possible churchway and the road through People's Park.
- Post-medieval - 19<sup>th</sup> century – remains associated with the toll cottage and turnpike at Romney Pitts and the turnpike at Castle Gate.
- Early 20<sup>th</sup> century – remains associated with the World War II POW camp under the site of the current Tiverton High School and East Devon College.



## 4.17 Elmore (HUCA 17)

### 4.17.1 Historic character



Elmore Mills, Chapel Street, looking north-east



Chapel Street, looking north-east



The north end of Chapel Street, looking north



The former Brewin School, Chapel street



Salvation Army Barracks, Chapel Street



Elmore Chapel, Chapel Street

HUCA 17 comprises predominantly 18<sup>th</sup> and 19<sup>th</sup> century development along Chapel Street; this runs from the eastern end of Gold Street to join Belmont Road and incorporates the site of the former Elmore Mills in the south-east, Cherry Gardens in the north, and a block of land to the west of Chapel Street that remained relatively undeveloped into the early to mid-20<sup>th</sup> century.

Historically, HUCA 17 probably constituted the major part of Elmore Common, which may previously have been part of the medieval deer park of Newpark. Elmore Common was donated to the poor parishioners of the town in the 13<sup>th</sup> century.

A mill (MDV62726) probably existed at Elmore from at least the early 15<sup>th</sup> century (Reeve's account of 1424 in Keene, Butler and Bodman 2004, 67). Tozer's 1790 map (Fig 16) and Woods' 1840 map (Fig 18) show the mill buildings straddling the River Lowman at Elmore, with a leat beside. By the late 18<sup>th</sup> century the mill had probably changed from a fulling mill to a grist mill (sales particulars for 1888 in Keene, Butler and Bodman 2004, 69). The mill buildings are shown as Lowman Iron Works on the OS 2<sup>nd</sup> Edition c1904 mapping, now the site of Tesco's superstore. A second mill at Elmore is documented, probably at Cherry Gardens (Keene, Butler and Bodman 2004, 67); the current house is at least 18<sup>th</sup> century in origin and sits beside a stone revetted stream that joins the River Lowman from the north.

Tozer's 1790 map (Fig 16) suggests some development along the southern end of Chapel Street, formerly Elmore, in the vicinity of Elmore Mill. A straggle of buildings stretches along Chapel Street to the north; these are backed by enclosures and garden plots, many with narrow curvilinear boundaries suggestive of relict medieval strip farming. The enclosure of Elmore Common was a piecemeal affair that continued into the late 19<sup>th</sup> century, by which time only about 5% of the original extent remained (White 1850, 313); the OS 2<sup>nd</sup> Edition c1904 mapping still shows the land backing Chapel Street to the west as predominantly enclosures and gardens.

The current housing stock along Chapel Street largely dates between the late 18<sup>th</sup> and 19<sup>th</sup> centuries, with a limited extent of 20<sup>th</sup> century infill and redevelopment. Some notable 19<sup>th</sup> century Grade II Listed buildings survive, including a red brick former Heathcoat School (MDV89306) commissioned by Ambrose Brewin, Heathcoat's son-in-law, in 1848 and Elmore Chapel (MDV2683), simple grey stone rubble Congregational Church built in 1843. A Salvation Army barracks shown on the c1855-95 Tiverton town map still stands on the western side of Chapel Street.

The c1840s Tithe map shows a small nucleus of settlement around the junction of Chapel Street and Belmont Road, which includes Cherry Gardens, on the northern side of Belmont Road. The Tithe map also shows a lane leading off Chapel Street and re-joining it just to the south of this nucleus. Some late 19<sup>th</sup> century infill and redevelopment has resulted in a group of small terraces, some fronted by long narrow garden plots, with a cohesive character and an almost village-like air. The back lane was truncated by the late 19<sup>th</sup> century and currently exists only as a back access running behind two early 20<sup>th</sup> century terraces fronting Chapel Street.

The land to the west of Chapel Street remained primarily gardens and enclosures into the early 20<sup>th</sup> century, when some areas were converted for use as allotments. The undeveloped land ran up to Barrington Street, to the west, and included an area of land known as the Wilderness (see Sampson 2004, 286). A distinctive Arts and Crafts style house called The Wilderness was constructed on this plot by the late 19<sup>th</sup> century. A small early 20<sup>th</sup> school bordered this by the early 20<sup>th</sup> century, this now encompassed within The Castle Primary School, originally built as Tiverton Middle School in 1910, and latterly Tiverton Grammar School (Sampson 2004, 286).

#### **4.17.2 Heritage significance (above ground)**

**High** – Despite some 20<sup>th</sup> century infill and redevelopment, principally towards the southern extent of Chapel Street, there are some distinctive late 18<sup>th</sup> and 19<sup>th</sup> century buildings in HUCA 17, residential, civic and ecclesiastical, some of which are Grade II Listed. In particular these include the former Brewin school and Elmore Congregational Chapel. Even the simpler 19<sup>th</sup> century terraces along Chapel Street lend a cohesive character to the area comprising HUCA 17; the north of Chapel Street where it joins Belmont Road is particularly redolent of a semi-rural edge-of-town settlement nucleus by the later 19<sup>th</sup> century. Buildings surviving from the former Elmore Mills towards the south of Chapel Street have been partially restored and developed, with some elements



of their historic fabric still visible; from the detail on Tozer's 1790 map (Fig 16) this may be at least 18<sup>th</sup> century or earlier in date. The Wilderness, fronting Barrington Street, is a distinctive example of late 19<sup>th</sup> century Arts and Crafts design, although replacement PVC windows have recently been installed along its front façade. The Tiverton Middle School buildings, now The Castle Primary School, are a fine example of early 20<sup>th</sup> century civic design.

#### **4.17.3 Heritage significance (below ground)**

**Medium** – Historically the area covered by HUCA 17 probably lay within one of the medieval deer parks belonging to the castle, which by the 13<sup>th</sup> century was donated as common land to the people of Tiverton. Prehistoric activity within the area is so far undocumented but may have occurred, probably as seasonal or transitional occupation, which may have left traces of temporary structures or shelters, boundary enclosures and trackways across the open ground. During the Romano-British and early medieval periods there may have been areas of more permanent farming settlement, but there is currently no evidence for this.

Below ground remains of medieval date may survive in association with a royal deer park in this area. Between the late and post-medieval periods this area was common land and there may be ephemeral traces of below ground remains associated with this, such as trackways, stock boundaries and artefactual loss. More substantial below ground remains may survive associated with the mill buildings, leats and mill workings at Elmore Mill and a possible second mill site at Cherry Gardens.

There are potentially some areas of undeveloped ground within the area of HUCA 17, principally within the grounds of the Castle Primary School and the area of rough ground, previously allotments, that lies behind Chapel Street and to the south of the former Belmont Hospital. There may also be smaller pockets of relatively undisturbed ground within the grounds of Elmore Chapel and in larger garden plots. Survival of below ground remains is likely to be higher in these areas although the opportunity to access the archaeological potential of the area may be through pockets of redevelopment where below ground remains are likely to have seen greater disturbance. Within the area of HUCA 17 the following key types of buried remains may be found:

- Prehistoric – artefactual evidence associated with transitional or seasonal activity. This may include the remains of temporary structures or shelters.
- Late prehistoric – early medieval - there may be evidence for more permanent late prehistoric, Romano-British or early medieval farming settlement, including settlement remains, boundaries, trackways or artefacts, although there is currently no indication for this.
- Medieval – remains associated with the deer park and its boundaries.
- Medieval - 19<sup>th</sup> century – industrial remains associated with Elmore Mill and a possible mill site at Cherry Gardens.
- Post-medieval - 18<sup>th</sup> century – boundaries, trackways or artefacts associated with the use of this area as common land.
- Post-medieval – 19<sup>th</sup> century – structural remains or artefacts associated with progressive domestic settlement of this area during this period

### **4.18 Lowman Green (HUCA 18)**

#### **4.18.1 Historic character**

HUCA 18 comprises Lowman Green, Station Road, incorporating Old Blundell's School, and Gold Street. These combined areas were probably largely undeveloped until the early years of the 16<sup>th</sup> century, prior to which they were probably enclosures and meadows bordering the River Lowman.



Old Blundell's School, Station Road



The Elms, Station Road



Ford across the River Lowman, to the south of the current bridge, looking south-west



Lowman Green from the foot of Gold Street, looking east



Looking west along Gold Street, from the end of Lowman Bridge



The back of Greenway's Almshouses from Gold Street, looking south

Station Road may respect the line of an early medieval, or older, route that forded the River Lowman near what is now the eastern end of Gold Street; the early medieval routes into Tiverton from the east and south-east probably converged at this point. By the 18<sup>th</sup> century a toll gate and toll house (MDV14092), shown on Tozer's 1790 map (Fig 16), stood at the eastern end of Station Road bordering Blundell's School land. The 1855-95 Tiverton town map shows additional buildings and a timber yard fronting Station Road. The toll house was demolished in the 1970s and the former timber yard

is currently the site of Old Blundell's Garage. An early 20<sup>th</sup> century residential apartment block stands on former Blundell's School land to the south-west of Blundell's Garage, documented as Schoolhouse Mead on the c1840s Tidcombe Tithe apportionment.

The current bridge (MDV89106) over the River Lowman is 18<sup>th</sup> century in date and replaced an older, possibly 17<sup>th</sup> century bridge (MDV37213), which stood a little upstream towards Elmore Mills. A shallow fording place exists to the south-west of the current bridge; this is shown on Tozer's 1790 map (Fig 16) although its date of origin may be medieval or older. Tozer's map also shows Gold Street Mill (MDV63409) and a mill leat at this point on the River Lowman, to the west of Blundell's School and accessed via a lane off Gold Street. The mill was probably worked between the 16<sup>th</sup> and 19<sup>th</sup> centuries but had become the site of Riverside House by the early 19<sup>th</sup> century, subsequently incorporated within a 20<sup>th</sup> century redevelopment of the Greenway's Almshouses. Gold Street has been altered considerably from its original level through phases of re-engineering and resurfacing from the 18<sup>th</sup> century onwards. The development of Gold Street proper may not have occurred until after the fire of 1612 (Snell 1892, 24), prior to which it was probably still an undeveloped lane outside the built-up area of the town. Its eastern end would originally have stood at river level where it joined the ford over the River Lowman.

Greenway's Almshouses (MDV12364) were founded somewhere between 1505 and 1529 by John Greenway on land bordering a medieval burgage plot named as Germanie (MDV64255), then on the edge of town. The almshouses and associated chapel still stand and are a fine example of Tudor architecture. They suffered damage during the great fire of 1731 and have been substantially added to during the 18<sup>th</sup> and 19<sup>th</sup> centuries.

Blundell's School (MDV12365) was founded in 1604 by Peter Blundell and originally consisted of three one-storey halls, now converted into two storeys. The buildings have been in residential use since the construction of the new Blundell's School buildings at Horsdon (HUCA 10) and in the ownership of the National Trust since 1954. During the 17<sup>th</sup> century, a building (MDV30620) on the front green of old Blundell's School housed Tiverton's Court Assizes.

Lowman Green is shown on Tozer's 1790 map (Fig 16), with a cluster of buildings on its eastern side. The immediate area around Lowman Green demonstrates the end of the late 18<sup>th</sup> to 19<sup>th</sup> century commercial core of Tiverton and the start of town edge residential development in the vicinity of the green and the River Lowman and extending to the south-east past Blundell's School. A fine late 18<sup>th</sup> to early 19<sup>th</sup> century house (MDV24505) (shown as The Elms on the c1855-95 Tiverton town map) still stands opposite Blundell's School on Station Road. Its original walling to the front survives but its gardens and grounds to the rear are now replaced by a tarmac covered parking area. To the north of Lowman Green stand a group of 19<sup>th</sup> century residences that originally faced the Elmore Mill leat and which the c1840s Tithe map shows were accessed from Chapel Street via a small bridge over The River Lowman. The Green is now a small civic space at the eastern end of Gold Street, a paved precinct that contains a small police station and a public lavatories block on the site of a manor pound (shown on the c1855-95 Tiverton town map). Within the precinct is an early 20<sup>th</sup> century clock tower (MDV24504), whilst to the west on Lowman Bridge stands an early 20<sup>th</sup> century statue of King Edward VII (MDV89108).

Both sides of Gold Street are principally characterised by 18<sup>th</sup> and early 19<sup>th</sup> century residential buildings with later commercial frontages, many of which are Grade II Listed. Many of the buildings now stand at three storeys, typically characterised by brick facades and sash windows symmetrically placed either side of a central doorway. Other buildings of mixed two or three storeys high have rendered facades with sash windows, some of which are positioned within upper bays. Architectural details include fan lights, painted cornicing and dentilled fascias below tiled roofs. Shop fronts on the ground floor are predominantly early 19<sup>th</sup> century in date. On the south side of Gold

Street a terrace of late 17<sup>th</sup> to early 18<sup>th</sup> century buildings stands adjacent to Lowman Bridge. These retain their original facades and front a railed pavement set well below current street level. The narrow courts and back alleys of these buildings contain exposed brickwork and half timbering and clearly run downhill towards the river. Within the back plots are cobbled paths and yards hinting at earlier domestic levels behind the current street frontages.

#### **4.18.2 Heritage significance (above ground)**

**High** – The area within HUCA 18 contains a concentration of Listed buildings, including the Grade I Listed Blundell's School and the Grade II Listed Greenway's Almshouses. The area's significance, however, lies in its development during the late medieval period as a new commercial axis within the town along a previously undeveloped lane leading from a fording place over the River Lowman. Behind the current building facades along Gold Street are narrow courts and back plots, which still retain elements of earlier architectural details and clues to earlier ground levels. The majority of back plots along Gold Street retain their post-medieval tenement boundaries leading down towards the river. Evidence of the area's previously town edge character still survives in the presence of Greenway's Almshouses (these were typically constructed on the town outskirts), the location of Blundell's School and the mills and cottages edging the River Lowman. That this area was gradually brought within the urban extent of Tiverton during the 18<sup>th</sup> and 19<sup>th</sup> centuries is demonstrated by the engineering of the roads and road levels at the eastern end of Gold Street and the successive construction of river crossings. This area became a civic and commemorative space during this time, a trend that commenced with the use of Blundell's School grounds for the holding of the court assizes. The present-day character of the wider area within HUCA 18 reflects the late 18<sup>th</sup> and 19<sup>th</sup> remodelling of Tiverton's commercial core, which extended beyond Gold Street to encompass Lowman Green and the southern end of Chapel Street. The area of HUCA 18 therefore retains many visible elements, both historic and aesthetic, that illustrate its historic development and the scale of planning that took place on this once rural town edge to bring it within the scope of Tiverton's commercial core.

#### **4.18.3 Heritage significance (below ground)**

**High** – There is significant potential within the area of HUCA 18 for below ground remains associated with early routeways into Tiverton from the south-east and the earliest crossings over the River Lowman. Evidence of activity within the area of HUCA 18 prior to the early medieval period is not currently documented but this is likely to have occurred and may be most prevalent along these original routeways. The changes in the location and nature of fording/bridging points over the River Lowman by the medieval period may be evidenced in surviving below ground remains, with particularly good survival possible along undeveloped areas of riverbank and along the riverbed. Within the current development of buildings along the south side of Gold Street there may be below ground remains associated with the boundaries of extension tenement plots, the buildings and artefactual evidence pertaining to Greenway's Almshouses and the industrial remains of Gold Street Mill. Within the grounds of Blundell's School there is the potential for below ground remains, both structural and artefactual, to be associated with the school itself and with other buildings and activities within the grounds, such as the post-medieval court assizes building and the cockfighting pit. Towards the eastern end of Station Road there may be below ground remains associated with the 18<sup>th</sup> century toll house and turnpike gate.

Some areas of undeveloped ground potentially survive with the grounds of old Blundell's School and bordering the River Lowman, although the majority of HUCA 18 has seen ongoing redevelopment from the post-medieval period, largely due to rebuilding and road improvements following devastating fire damage. Previously open areas of ground around Lowman Green are now largely brick-paved, although this hard surface may be relatively superficial. Within the back plots and gardens may be evidence of earlier settlement and boundaries, even where these have been disturbed by later occupation. The preservation of below ground remains in undisturbed areas is

likely to be relatively high and may survive only partially disturbed elsewhere. The opportunities for redevelopment in the area of HUCA 18 may permit reasonable access to below ground remains. Road improvements in the area may also expose evidence of earlier road levels and the engineering of subsequent roads and street surfaces. Artefactual evidence for domestic, commercial, civic and industrial activity may be widely present beneath current areas of development within the area of HUCA 18. Within areas marked for redevelopment and where pockets of undisturbed ground do survive in HUCA 18 the following key types of buried remains may therefore be found:

- Prehistoric/Roman/early medieval/medieval – there may be structural or artefactual remains associated with transitional activity and/or settlement along the line of the early routeways into Tiverton from the east and south-east.
- Prehistoric - medieval – evidence for earlier fording/bridging points over the River Lowman
- Post-medieval – remains of post-medieval tenement boundaries, buildings and artefacts along Gold Street. There may also be evidence for earlier road surfaces, changes in road and bridge approaches over the River Lowman and evidence of road engineering. Also structural and artefactual remains associated with Blundell's School and other buildings within its grounds.
- Post-medieval to 19<sup>th</sup> century – industrial remains, including buildings, mill workings and leats, associated with Gold Street Mill
- 18<sup>th</sup> century – remains associated with the turnpike gate and toll house on Station Road
- 18<sup>th</sup> and 19<sup>th</sup> century – structural building remains and road surfaces, artefacts

## **4.19 Barrington Street and Park Street (HUCA 19)**

### **4.19.1 Historic character**

HUCA 19 is an area of predominantly late to post-medieval and later expansion along Barrington Street, the northern end of Bampton Street and Park Street, which to the east may have resulted in gradual encroachment across Elmore Common. The area incorporated within the HUCA also includes the former Belmont Hospital on Belmont Road, originally the site of the Tiverton Union Workhouse (MDV1368), constructed in 1704 on Greenway's Charity land on Belmont Road and replaced in 1837 with the current building designed by Sir George Gilbert Scott and William Moffatt. The building was extended during the later 19<sup>th</sup> century and taken over by the National Health Service in 1948 as the Belmont Hospital. Following the construction of the Tiverton and District Hospital on Kennedy Way (HUCA 16), the building fell into disuse and is currently undergoing redevelopment into residential apartments.

During the medieval period the majority of this area was probably part of Elmore Common, although it is unclear how far west the common extended. Barrington Street was probably constructed during the late or post-medieval period to bypass the congested medieval market core to access the north of town and the route out of town northwards. Part of its line may, however, partly respect an early medieval or medieval trackway that led uphill from the crossing point over the River Lowman (HUCA 18) towards the early medieval estate centre and subsequent castle (HUCA 25). Park Street is shown as Towns End on Tozer's 1790 map (Fig 16), suggesting that this point had marked a prior urban extent of Tiverton. By the 13<sup>th</sup> century the Town Leat fed into Tiverton along Water Lane; this is now largely culverted through HUCA 19.

To the east of Park Street and Barrington Street the layout of 19<sup>th</sup> century and later housing stock typically respects the post-medieval expansion tenement boundaries, resulting in a combination of street frontages tight to the main street and with long narrow garden plots, courts and terraces behind. The south of Water Lane is backed by 19<sup>th</sup> century terraced buildings accessed from Barrington Street. Twyford Place, to the



north of Water Lane, displays a similar configuration of housing, with terraces of early to mid-19<sup>th</sup> century buildings perpendicular to Park Street, but retaining much more of their original character, and with a number of these being Grade II Listed. The north side of Water Lane has seen much redevelopment through the 19<sup>th</sup> and 20<sup>th</sup> centuries and is currently a mix of 20<sup>th</sup> century detached and semi-detached housing.



Upper Barrington Street, looking south-east



Lower Barrington Street, looking south-east



Water Lane, looking east



Lodge gate at Belmont Hospital, looking east

Late to post-medieval tenement boundaries have dictated the pattern of development along the west sides of Barrington and Park Street and the east side of upper Bampton Street, although their shape and size have been constrained by the street layout and the convergence of Bampton and Barrington Streets. All three streets are typically narrow with residential frontages hugging the main street and narrow or non-existent pavements. The current housing stock is largely late 18<sup>th</sup> to 19<sup>th</sup> century in date, due to major redevelopment following serious fires during the post-medieval period and early 18<sup>th</sup> century; the former Blagdon's Almshouses (MDV24606) on upper east Barrington Street (now flats) were destroyed by fire and rebuilt in 1833.

An early 17<sup>th</sup> century house (MDV24602) survives at 5 Bampton Street, being of two storeys and constructed of coursed purple rubble stone with mullioned windows fronting the street and having two projecting wings to the rear. The house was incorporated into the premises of a brewery (MDV76476) that stretched between Barrington Street and Bampton Street during the 19<sup>th</sup> century. Both the house and the brewery then became part of the old Tiverton and District Hospital during the late 19<sup>th</sup> century, with the 17<sup>th</sup> century houses used as nurses' accommodation.

Some areas of open ground and garden plots survived into the late 19<sup>th</sup> to early 20<sup>th</sup> century, notably along the west side of Barrington Street and bordering the terraces of housing running eastwards off Barrington and Park Streets. These may reflect the impact of fire damage in this area but may alternatively indicate that development along Park Street and Barrington was relatively piecemeal during the post-medieval period, infilling between earlier nodes of development at the top and bottom of the street during the 18<sup>th</sup> and 19<sup>th</sup> centuries and only becoming wholly developed by the later 20<sup>th</sup> century. It is very likely that the middle section along the west side of Barrington Street was still open space by the time of the Civil War as the line of sight created between Blundell's School (HUCA 18) and Tiverton Castle (HUCA 26) by the demolition of buildings along the south side of Newport Street (HUCA 23) would only have been possible if this was the case.

#### **4.19.2 Heritage significance (above ground)**

**High** – The principal housing stock within the area of HUCA 19 comprises 18<sup>th</sup> to 19<sup>th</sup> century terraced housing, partly fronting the main streets and partly as terraces within former tenement plots. Although there has been some 20<sup>th</sup> century redevelopment, this is limited and the survival of historic buildings of some age and interest is reflected by a number of Listings, including a fine early 17<sup>th</sup> century building at 57 Bampton Street.

The area within HUCA 19 retains many elements of its medieval and post-medieval heritage, with the medieval Town Leat running through a culvert along Water Lane and with the pattern of development strongly respecting the post-medieval expansion tenement boundaries. The area is significant as an area of late to post-medieval development that probably extended along a newly formed route between the fording point over the River Lowman and the north of town, created to avoid the congestion of the central market core. This route probably ran across part of the former Elmore Common and development around the nodes created at its junctions with Gold Street and Newport Street may have been relatively rapid, bringing these areas fairly quickly into the town's urban extent. In between these nodes development may have been more piecemeal, reflective of the area as a town fringe development. The current architectural character of the area is relatively coherent and uniform, the narrow streets containing modest terraces of two storey buildings of simple brick construction and fronting the street. This model is continued within the back plots away from the street frontage, only with larger garden plots. The area is distinct from the late to post-medieval town fringe development within HUCA 18 as it contains no elements of civic town edge development but is almost wholly residential and largely redolent of small artisan dwellings and small-scale domestic industrial premises.

#### **4.19.3 Heritage significance (below ground)**

**Medium** – The area within HUCA 19 was probably part of the former medieval deer park and subsequent common land of Elmore Common. It may have contained a minor trackway that ran uphill to the north from the fording point over the River Lowman, which by the early medieval period accessed the Saxon estate centre and later castle on the hilltop. This trackway may be partly respected by the late or post-medieval line of Barrington Street. The medieval Town Leat runs across its northern extent. Evidence for activity in this area of medieval or earlier date may survive as below ground remains associated with these features.

Below ground remains of late to post-medieval date may survive within the area of HUCA 19 associated with historic tenement boundaries and the progressive residential development of this area. Post-medieval to 19<sup>th</sup> century remains, both structural and artefactual, have been shown to survive below ground in the vicinity of the former Tiverton Union Workhouse and Belmont Hospital; archaeological evaluation at Tiverton Union Workhouse (MDV1368) revealed building foundations, pits and artefacts of early 18<sup>th</sup> century date, suggesting that further below ground evidence of the original workhouse may also survive.



Few areas of undeveloped ground survive within the area of HUCA 19, although some garden plots along Barrington Street and in the vicinity of Water Lane may only have seen development since the beginning of the 20<sup>th</sup> century. The preservation of below ground remains across much of the area may be impacted by ground disturbance but, as shown by the excavations at Belmont Hospital, may still be accessible within areas of redevelopment. Within the area of HUCA 19 the following key types of buried remains may therefore be found:

- Prehistoric/Roman/early medieval/medieval – below ground remains are likely to be limited to artefactual evidence related to traffic along the trackway uphill from the River Lowman but may be associated with the remains of structures, boundaries and additional trackways relating to settlement or agricultural activity in this area, possibly of a temporary or seasonal nature.
- Early medieval - medieval – remains of an early trackway uphill to the north from the fording point over the River Lowman and accessing the early medieval estate centre and later castle.
- Medieval – remains associated with the construction and course of the Town Leat.
- Post-medieval – tenement boundaries, buildings, road surfaces, artefacts. There is likely to be evidence for fire damage in this area and of the nature of rebuilding following this.
- Post-medieval to 19<sup>th</sup> century – remains associated with the Tiverton Union Workhouse and 19<sup>th</sup> century Belmont Hospital
- 18<sup>th</sup> and 19<sup>th</sup> century – building remains, garden plots, road surfaces, artefacts

## **4.20 St Andrew Street (HUCA 20)**

### **4.20.1 Historic character**

HUCA 20 comprises that part of St Andrew Street which lies south of the Town Hall and St George's Church, and which now extends beyond the Great Western Way (currently the A396) to Little Silver Bridge.

This HUCA comprises an area of largely late to post-medieval development along St Andrew Street, although the broad alignment of the current street originated as an early route into Tiverton from the south, probably of Roman or earlier date. The line of St Andrew Street extends south towards the late prehistoric Cranmore Castle (MDV1360) on Exeter Hill and may closely respect the route of a prehistoric trackway along the eastern bank of the River Exe. This may have been later incorporated by the Roman road north from Exeter, with a small roadside settlement developing between the confluence of the Rivers Exe and Lowman at the foot of St Andrew Street by the 3<sup>rd</sup> to 4<sup>th</sup> century (based on coin and pottery finds - see Section **3.2.1**, above). St Andrew Street continued to form the main route along the eastern side of the River Exe during the early medieval period, by which time the Roman road through the centre of Tiverton may have become redundant and a new alignment towards the church and castle sites formed along St Peter Street.

A mill stood on the River Lowman to the south-east of St Andrew Street until 1993, when the site was redeveloped into residential units. St Andrew's Mill (or Hobby Horse Mill) (MDV21346) underwent many guises and changes of name over the course of its working life, but may originally have been the site of one of Tiverton's two Domesday mills belonging to Tiverton Manor.

St Andrew's Chapel (MDV13848) is documented from 1554 and stood on the east side of lower St Andrew Street, later the site of a 19<sup>th</sup> century police station and bridewell (MDV19138/19139). These historic buildings still survive, although they are currently redeveloped as residential apartments. An adjacent late 19<sup>th</sup> century fire station



Upper St Andrew Street, looking south



Lower St Andrew Street, looking south



The former British National School, now Tiverton Museum



Current development of St Andrew's Mill site, looking south-west



Looking north towards the top of St Andrew Street and the Town Hall



Lane between tenement plots from St Andrew Street, looking west

(MDV19140) also retains its external historic structure but has been recently redeveloped for residential use.

Tozer's 1790 map (Fig 16) shows housing along the west side of St Andrew Street, with lesser development on the east side, principally focussed around the junction of a small lane running down to St Andrew's Mill. Much of the current housing stock along St Andrew Street is 18<sup>th</sup> to 19<sup>th</sup> century in date, the buildings typically standing within narrow back plots leading down to the River Exe, some with back lanes. These plots are characteristic of later and post-medieval expansion tenements, their boundaries in many cases preserved within the present day streetscape.

Along the central section of St Andrew Street (now the bottom end of the upper section) the houses are more disposed towards genteel terraced town houses, many of which are Listed Buildings. These are largely constructed of brick and render with slim porticoes around the front doorways and large sash windows. St George's (Pitt) Rectory (MDV24471) stands on the east side of St Andrew Street and is late 17<sup>th</sup> century or earlier in origin, although much recast and altered during the early 18<sup>th</sup> century. Along the west side of the upper end of St Andrew Street, towards Fore Street and the Town Hall, the buildings are of 18<sup>th</sup> century or older date, but with a more modest appearance and including some 19<sup>th</sup> century modification to commercial use, such as the former Star Inn (MDV74682), for example.

At the lower end of St Andrew Street, now south of the Great Western Way, the housing stock is simpler, with more of a village-like feel, and with some earlier 17<sup>th</sup> century cob buildings. In contrast to the upper section of St Andrew Street there is little indication for tenement plots, with the shape and size of plots in this area generally irregular and more organic in form. There are some areas of more recent 20<sup>th</sup> century infill and redevelopment, particularly on the site of the former St Andrew's Mill and closer towards Little Silver Bridge.

The Exeter to Bristol railway cut through St Andrew Street from the late 19<sup>th</sup> century, resulting in the demolition of some existing buildings, including the Kings Arms public house (MDV66861). The line was dismantled in the 1960s as part of the Beeching cuts and replaced by the Great Western Way, currently the A396.

Notable late 19<sup>th</sup> century buildings on St Andrew Street include the former British National School (MDV24470), currently the home of Tiverton Museum and the former Bible Christian Chapel (MDV2680), now the Providence Chapel.

#### **4.20.2 Heritage significance (above ground)**

**High** – The principal housing stock of HUCA 20 comprises fine examples of 18<sup>th</sup> to 19<sup>th</sup> century terraced housing. Towards the upper end of St Andrew Street these typically front the street and stand within later or post-medieval tenements, the boundaries of which remain well preserved within the current pattern of development. Some 17<sup>th</sup> century buildings also survive; notably St George's Rectory and a terrace of cob cottages towards the lower end of St Andrew Street, near Little Silver Bridge. Former civic 19<sup>th</sup> century buildings include the former Bridewell, fire station and British National School, although these have all undergone redevelopment and a change of use.

Despite being cruelly sliced in half by the Great Western Way the continuity of St Andrew Street can still be experienced as a pedestrian walking along it. In relation to the historic development of Tiverton, St Andrew Street is probably an ancient route, although it came to lie outside the early and possibly high medieval extent of the town and is more significant as a late to post-medieval ribbon development along a historic route that had become somewhat marginalised by that time. Due to its becoming a bit of a backwater in relation to the main town centre St Andrew Street has preserved some of its backend character. By the late 18<sup>th</sup> century it had become a quiet town edge residential street containing some relatively genteel upper class houses. During the 19<sup>th</sup> century St Andrew Street developed a notable civic role, with the construction

of a school, police station, bridewell and fire station – perhaps influenced by the construction of the new Town Hall at its upper end.

#### **4.20.3 Heritage significance (below ground)**

**High** – The area within HUCA 20 potentially contains a considerable time-depth of human activity and is principally an area of post-medieval development with high potential for surviving below ground remains. There may be some areas of relatively undisturbed ground within some of the back plots leading down to the River Exe, but within areas of redeveloped ground there is likely to be good preservation of buried remains where older occupation layers and building foundations are relatively shallow and where the deeper excavation of 20<sup>th</sup> century redevelopment is absent.

Towards the upper end of St Andrew Street buried remains may be present associated with the historic routeway along the valley, potentially of prehistoric or later date. There may also be related evidence for prehistoric occupation activity along its extent, although there is currently no known evidence for this. There is, however, the potential for further below ground remains associated with a late Roman (3<sup>rd</sup> to 4<sup>th</sup> century) roadside settlement at the lower end of St Andrew Street, situated between the confluence of the rivers Exe and Lowman. In the vicinity of Little Silver Bridge there may be below ground remains associated with an early fording place or bridging point over the River Lowman.

St Andrew's Mill (formerly Hobby Horse Mill) probably stood on the site of one Tiverton's Domesday mills and there may be below ground remains in the vicinity of the former mill associated with earlier mill structures, leats and ancillary mill workings dating from the early medieval period onwards. Recent evaluation of the site by Wessex Archaeology (Devon HER EDV4257) prior to redevelopment, however, failed to turn up any evidence of historic mill buildings. The site appeared to have been raised up above the floodplain in the 19<sup>th</sup> century by around 2m, which had resulted in substantial redeposition of earlier ground levels. Post-medieval and earlier ground levels are likely to lie well below the current ground level and to have been considerably disturbed.

Additional below ground remains of early medieval or medieval date may survive associated with St Andrew's Chapel under the site of the former Bridewell. Little Silver and Collipriest Dairy have been associated with the site of a manorial centre for the Domesday manor of Little Tiverton and there may be below ground remains relating to this in the vicinity of Little Silver Bridge and the lower end of St Andrew Street, although there is currently no physical evidence for this.

There is likely to be below ground remains associated with post-medieval and 18<sup>th</sup> century development along St Andrew Street, including structural and artefactual remains, evidence for tenement boundaries and earlier ground surfaces, garden plots and possibly small-scale industrial premises towards the rear of former tenement plots. There are also likely to be below ground remains of 19<sup>th</sup> century date associated with the former police station and bridewell and additional civic buildings such as the fire station and the former National School. There may also be industrial remains associated with the Exeter to Tiverton railway. To summarise, within HUCA 20 the following key types of buried remains may be found:

- Prehistoric – medieval - remains associated with an early routeway along the Exe valley.
- Prehistoric – structural and artefactual evidence of occupation activity along the line of the ancient routeway, perhaps of a transitional or seasonal nature.
- Prehistoric to post-medieval – remains associated with historic courses of the River Lowman and earlier fording places or bridging points, probably in the vicinity of Little Silver Bridge

- Roman – structural and artefactual remains associated with a small late Roman roadside settlement in the vicinity of St George’s Rectory. Evidence for traffic along the route of the Roman road, some of which may be military in nature.
- Early medieval - 20<sup>th</sup> century – industrial remains of mill buildings, leats and mill workings associated with St Andrew’s Mill
- Early medieval – medieval – remains associated with the manor of Little Tiverton, such as structural remains, boundaries, trackways or artefacts
- Medieval – remains associated with St Andrew’s Chapel under the site of the former police station and bridewell
- Post-medieval – tenement boundaries, buildings (domestic and industrial), ground surfaces, artefacts
- 19<sup>th</sup> century – remains associated with the police station and bridewell. Also industrial remains associated with the Exeter to Tiverton railway.

## **4.21 Town Centre (HUCA 21)**

### **4.21.1 Historic character**

HUCA 21 comprises those streets considered to have formed Tiverton’s late medieval commercial core, principally Angel Hill, Fore Street and Bampton Street. Together these streets, along with the later addition of Gold Street (HUCA 18), continue to form the major part of Tiverton’s current town centre.

Angel Hill, originally named Oat Hill, probably dates from the construction of the Exe Bridge in the late 13<sup>th</sup> century. At that point it was probably a steep lane or simply a set of steps leading uphill to the south of the later Steps Meeting House (Snell 1892, 269) to join St Peter Street and St Andrew Street, which may broadly have formed one continuous street during the medieval period (see Section 3.3.2, above). Angel Hill today continues east to merge with Fore Street, but the current form of this junction is the result of a re-alignment of the top of St Andrew Street, probably coinciding with the construction of the current Town Hall in the 19<sup>th</sup> century. The Town Hall (MDV18285) now stands on the corner of Angel Hill and St Andrew Street, on or near to the site of the medieval St Thomas’ Chapel (MDV12362). Next to the Town Hall is the early 20<sup>th</sup> century Tudor style Memorial Library and Hall (MDV89364). This building stands on the site of the former Angel Hill Hotel, constructed in the early 19<sup>th</sup> century. The former hotel gardens ran down to the River Exe, an area occupied by a rackfield (MDV39199) during the 18<sup>th</sup> century. Additional buildings either side of Angel Hill range between early and late 18<sup>th</sup> century in date, some with 19<sup>th</sup> century shop fronts; a number of buildings along this street are Grade II Listed.

The junction between Angel Hill and St Peter Street is currently a wide triangle containing a central island furnished with a 19<sup>th</sup> century lamp standard (MDV79006). The configuration of road alignments and street levels in this area have been considerably altered; a late 18<sup>th</sup> or 19<sup>th</sup> century raised pavement with iron railings (MDV89359) currently running between St Peter Street and Fore Street is probably 17<sup>th</sup> century in origin and the current level of Angel Hill was probably lowered around the same time to create an easier route to and from the Exe Bridge.

The construction of Exe Bridge in the 13<sup>th</sup> century resulted in the promotion of the east-west route between the crossing points over the rivers Exe and Lowman either side of the town. Fore Street (MDV78996) was subsequently developed around the 14<sup>th</sup> century as a new, probably deliberately laid-out, market street along the former back lane linking St Andrew Street to the crossing over the River Lowman at what is now the foot of Gold Street (see Section 3.4.3, above); the west end of Fore Street is wide and broadly cigar-shaped, characteristic of its early use as a market place. A market cross (MDV14095) stood somewhere in this area in the 17<sup>th</sup> to 18<sup>th</sup> centuries, near Coggans



Well. A building named 'Town House' is shown to the north of St George's Church on Tozer's 1790 map (Fig 16) and may reflect the site of the post-medieval Town Hall.



Looking east along Angel Hill towards Fore Street and St Peter Street



Angel Hill from Fore Street, looking north-west



Looking west along Fore Street towards the Town Hall; the wide street probably indicates the site of the late medieval market place



St George's Church, Fore Street, looking south-west



Bampton Street, looking north



Market House on Bampton Street, looking south-west



The narrow strips of medieval burgage plots run off both sides of Fore Street, remaining well preserved within the current pattern of development. Early buildings on Fore Street were destroyed by a series of post-medieval fires and the current building stock is largely 18<sup>th</sup> and 19<sup>th</sup> century in date, with some 19<sup>th</sup> century shop fronts. An exception is the 17<sup>th</sup> century or earlier building (MDV24628) on the south side of Fore Street, considerably modified and converted but retaining a half-timbered and jettied rear wing. St George's Church (MDV15283) on Fore Street is early 18<sup>th</sup> century in date.

Tozer's 1790 map (Fig 16) shows Phoenix Lane and Hammett's Lane running south off Fore Street to the River Lowman. A building shown at the junction of Phoenix and Hammett's Lane is probably Gotham House (MDV18041), an early 18<sup>th</sup> century brick town house, probably constructed following the fire of 1731. Raymond Penny House (MDV24645) on Phoenix Lane is early 19<sup>th</sup> century in date and also appears to have replaced earlier buildings on that site (see Fig 16).

Bampton Street (MDV78999) probably defined the eastern extent of the late medieval town of Tiverton and both sides of the street are characterised by the narrow strips of medieval burgage plots still preserved within the modern pattern of development. a number of markets are known to have been held in Bampton Street, including a corn market (Snell 1892, 269); a market house (MDV24595) constructed on the west side of Bampton Street in 1699 was rebuilt in similar style to the original following the fire of 1731 and still stands today. As with Fore Street, the current building stock of Bampton Street is principally late 18<sup>th</sup> to 19<sup>th</sup> century in date; both streets now largely comprise small town centre shops and commercial businesses.

#### **4.21.2 Heritage significance (above ground)**

**High** – The present-day character of the town centre streets incorporated within HUCA 21 reflects its role as the town's centre of commerce and place of civic congress. Although the sense of historic character and development from late medieval market area through upper-end post-medieval and 18<sup>th</sup> century residential street to 19<sup>th</sup> century commercial core has suffered some visual downgrading, the area retains many essential elements relating to these phases of development along with an underlying core of authenticity. The morphology of the main town centre streets reflects their former use as marketplaces, which continued until the mid-19<sup>th</sup> century when the Cattle Market was established as a central market area. The tenement boundaries that run off the main streets largely reflect the original burgage plots of the medieval borough, the boundaries of which are substantially preserved in many of the back plots.

Notable civic, ecclesiastical and commercial buildings of the 18<sup>th</sup> to early 20<sup>th</sup> centuries include the current Town Hall and Memorial Library and Hall on Angel Hill, St George's Church on Fore Street and the Market House on Bampton Street. Some substantial residential buildings of the post-medieval era survive within HUCA 20, many of these being Grade II Listed. Numbers 23 and 23b Fore Street are a modified early 17<sup>th</sup> century building, which retains a half-timbered and jettied wing to the rear. Gotham House is a fine example of an early 18<sup>th</sup> century brick-built town house and 18<sup>th</sup> century buildings also lie behind many of the later 19<sup>th</sup> century shop fronts on Angel Hill, Fore Street and Bampton Street, having replaced earlier buildings lost to post-medieval fires.

#### **4.21.3 Heritage significance (below ground)**

**High** – The time-depth of activity within the area covered by HUCA 21 is considerable and archaeological evaluation within the town centre has demonstrated that even beneath the many layers of development and redevelopment, there is substantial evidence for occupation dating back into at least the medieval period, if not earlier. Although relatively few areas of undisturbed ground survive within this area, the likelihood of continuing redevelopment of the town centre offers much potential for the further recovery of significant buried remains.

There is good potential for surviving buried remains with the area of HUCA 21 to be associated with the routes of historic trackways and their subsequent alteration and

realignment. There may also be evidence for the original line of the Roman road through Tiverton where it cuts the town centre streets. The remains of burgage plot boundaries and structural or artefactual evidence associated with late and post-medieval occupation, commerce and industry are likely; there may also be below ground evidence associated with the various marketplaces and their function during these periods. There is also likely to be below ground evidence associated with the historic course of the Town Leat through the town centre and along its main streets.

Below ground evidence associated with the series of fires that occurred in this area probably survives, as well as structural and artefactual evidence for the phase of 18<sup>th</sup> and 19<sup>th</sup> century redevelopment that took place, ranging from evidence for upper class residences and high-end living and later civic and commercial development. Within areas marked for redevelopment and where pockets of undisturbed ground survive in the area of HUCA 21 the following key types of buried remains may be found:

- Prehistoric/Roman/early medieval – settlement, boundaries, trackways or artefacts - these may particularly be associated with a former back lane running towards the ford over the River Lowman, the earliest access to and from Exe Bridge in the 13<sup>th</sup> century and the original line of the Roman road where it cuts the town centre northwards.
- Roman – remains associated with the Roman road from Exeter to Bolham Fort.
- Medieval – remains associated with the historic course of the Town Leat and structural remains of buildings, burgage plot boundaries, street surfaces, artefacts.
- Post-medieval – structural remains of buildings, boundaries, road surfaces, artefacts; there is likely to be evidence for fire damage associated with these.
- 18<sup>th</sup> and 19<sup>th</sup> century – building remains, garden plots, road surfaces, artefacts.

## 4.22 Civic Centre (HUCA 22)

### 4.22.1 Historic character



Phoenix Lane, looking north to Fore Street



Phoenix Lane, looking south-east

HUCA 22 comprises the area to the south-east of Fore Street that was principally an area of post-medieval or later industrial development along the northern side of the River Lowman on what was originally an area of open meadow or orchards.

Tozer's 1790 map (Fig 16) indicates that even by the late 18<sup>th</sup> century the area of land between Fore Street and the River Lowman probably remained largely garden plots and meadow. These back plots may have formed the rear of former late or post-medieval tenement plots running south off Fore Street but this is not clear from Tozer's map;

early 19<sup>th</sup> century mapping suggests that the wider extent of this area adjacent to the River Lowman may have remained largely undeveloped by that point. Tozer's map shows Phoenix Lane running south off Fore Street with the medieval Town Leat running alongside towards the River Lowman. Whether Phoenix Lane existed at the time the Town Leat was constructed, or whether it post-dated it, is currently unknown. Hammett's Lane is shown running off Phoenix Lane to the east. This lane is probably of late or post-medieval date, constructed by at least the mid-17<sup>th</sup> century to serve Hammett's Mill (MDV65704) on the River Lowman (see Keene, Butler and Bodman 2004, 72). A number of buildings are shown adjacent to Hammett's Lane on Tozer's map, including Clarke's Row (MDV65706), a late 18<sup>th</sup> century terrace of cottages built for woollen workers at Hammett's Mill. The mill site was taken over by the Starkey, Knight and Ford Brewery (MDV1373) in the late 19<sup>th</sup> century; the 1855 Town Map shows a road and bridge over the River Lowman from the brewery site, giving access onto Station Road (HUCA 18) to the south-east of Blundell's School. Hammett's Lane, the cottages, mill and brewery buildings no longer survive and Phoenix Lane and the back plots off Fore Street have become an area of civic development, currently housing the Council offices, town library, public parking and the Western National bus station.

#### **4.22.2 Heritage significance (above ground)**

**Low** – There is little of significant heritage value remaining above ground within the area incorporated by HUCA 22. The now open civic space has completely obliterated the lines of historic development, such as the course of the historic lanes and any tenement plot boundaries that may have existed. Hammett's Lane and the cottages along its length are lost to redevelopment and Phoenix Lane is currently a widened area of pedestrian precinct. The Town Leat probably survives culverted beneath the precinct; although whether this follows its historic course is currently unknown. The Council offices and town library now occupy the site of the former brewery and earlier mill by the River Lowman. The area is, however, representative of the large-scale civic provision that is typical of non-town-centre redevelopment during the later 20<sup>th</sup> century, the redundant industrial sites and poorer ground along the Lowman floodplain being characteristic of this type of regeneration, where housing development would be unsuitable.

#### **4.22.3 Heritage significance (below ground)**

**Medium** – It is possible that the large-scale levelling of this area ahead of redevelopment during the later 20<sup>th</sup> century has significantly disturbed any surviving below ground remains. Where built surfaces are relatively shallow, however, there may be reasonable preservation and where waterlogged deposits are present the preservation of organic remains may also be good.

Prior to the post-medieval period there may be little evidence for activity in an area that was probably predominantly water meadow or orchards until the construction of Fore Street and Gold Street accelerated development in this area. There may be ephemeral evidence associated with the line of the Roman road through Tiverton; the exact route of this remains unknown but may clip this area to the north-west in the vicinity of Phoenix Lane. There may be some below ground evidence for late or post-medieval occupation in this area, which might include tenement plots, boundaries, structures and former ground surfaces, as well as artefactual evidence. There is also likely to be below ground evidence for the historic course of the Town Leat where it ran to the river.

As indicated by Tozer's 1790 map (Fig 16), Hammett's Mill was probably a post-medieval mill standing alone by the River Lowman. There may be below ground remains associated with the mill and ancillary mill workings, such as leats and weirs, and with the former Hammett's Lane and the woollen workers cottages alongside. There is also likely to be below ground remains associated with the 19<sup>th</sup> century brewery and related structures and boundaries; this may include evidence for the road and bridge over the River Lowman that formerly led to Station Road alongside

Blundell's School – the lane is still mostly present on the north-east side of the River, although partially within an area of residential redevelopment.

Evidence for late 18<sup>th</sup> and 19<sup>th</sup> century redevelopment of this area may exist below ground. This is likely to be related to redevelopment around Phoenix Lane following the fire of 1731. Structural and artefactual evidence relating to occupation and small-scale industry within the backs of plots running off Fore Street may also be present. Within areas marked for redevelopment and where ground conditions are suitable in HUCA 22 the following key types of buried remains may be found:

- Prehistoric – medieval – remains associated with historic courses of the River Lowman.
- Prehistoric – if there is evidence for prehistoric activity this is likely to be through artefactual remains associated with transitional or seasonal movement across the area. There may be evidence for prehistoric trackways or temporary shelters associated with this.
- Roman – remains associated with the road between Exeter and Bolham Fort
- Early medieval - medieval – remains associated with agricultural activity alongside the river, including trackways, boundaries, artefacts.
- Medieval – remains associated with the medieval Town Leat
- Post-medieval – remains of buildings, industrial premises, boundaries (possibly tenement boundaries in places) and artefacts associated with activity within the back plots of tenements off Fore Street – these may only be present furthest away from the river and possibly in the vicinity of Phoenix Lane.
- Post-medieval – 19<sup>th</sup> century – remains associated with the redevelopment of genteel residences in this area following the fire of 1731, probably largely limited to the area around Phoenix Lane. Also of the late 18<sup>th</sup> century development along the former line of Hammett's Lane, largely associated with the provision of accommodation for workers at Hammett's Mill. Potential for industrial remains associated with the mill on Hammett's Lane, including mill buildings, leats, weirs and ancillary mill workings.
- 19<sup>th</sup> century – remains associated with Starkey, Ford and Knights Brewery on Hammett's Lane

## **4.23 Cattle Market (HUCA 23)**

### **4.23.1 Historic character**

HUCA 23 has been defined as the area currently incorporated within the present day Cattle Market, to include adjacent car parking and access areas. This area has been characterised independently from the rest of Tiverton's town centre as it appears historically to have always been open ground, first bordering and then contained within Tiverton's medieval and later medieval urban extent. Its original purpose and ongoing usage remains to be fully understood, but it appears always to have remained distinct from the developing town centre. This may have been the site of a medieval fairground although documentary evidence has not so far confirmed this. The current boundaries are drawn to modern mapping units and may not accurately reflect the historical extent of this area, which by the 18<sup>th</sup> century was largely back garden plots around a bowling green - see Tozer's 1790 map (Fig 16). The area may not have been fully incorporated within the town centre until the early 19<sup>th</sup> century when it became the site of the Market Hall.

The likely alternative routes for the Roman road north from Exeter along St Andrew Street (HUCA 20) are either approximately the line of the present day St Peter Street (HUCA 24) or else running through the present Cattle Market and into Castle Street (HUCA 26). A fragment of possible Roman tile (MDV71066) is recorded from pits

between the Cattle Market and St Peter Street, which may indicate the presence of a high status Roman settlement to the south-east of the current Castle and church, although this remains to be fully demonstrated.

During the 13<sup>th</sup> century the Town Leat was constructed to run through the Cattle Market from Castle Street (HUCA 26) and down across Fore Street (HUCA 21) to join the River Lowman. The Leat currently runs through an open culvert to the west of the Cattle Market, along the back walls of tenement plots along St Peter Street. The back walls of these tenements form a strong fixation point and may define the historic western boundary of this former open space. The course of the Town Leat through this area may further support the argument that both the Cattle Market and Castle Street were areas outside the built up extent of the town by the 13<sup>th</sup> century. They may both have originally been multi-purpose public spaces outside the medieval town, such as washing and drying areas, animal pounds and/ or extra mural market places or fairground sites.



Market Hall and booths, looking south



Town Leat, the Cattle Market, looking south



Back plots to Fore Street from the Cattle Market, looking south



Parking and access areas, the Cattle Market, looking south

The pattern of medieval tenement boundaries indicate that the area contained within HUCA 23 was largely framed by medieval and later medieval burgage plots on at least three sides; there is no clear evidence for burgage plots along the south side of Newport Street although potentially 13<sup>th</sup> century pottery and features (MDV75285) are recorded underlying the site of the old Drill Hall (HUCA 21) (see Section **4.21.1**). The medieval tenement boundaries running off Newport Street to the south may have been destroyed by demolition in this area during the Civil War (see Section **4.21.1**).

The former Clare Rectory (MDV45298) was probably situated on the south side of Newport Street from the early 17<sup>th</sup> century, under or close to the site of the early 19<sup>th</sup> century Clare House (MDV24658), currently under redevelopment. Recent excavations at the former Drill Hall (MDV62052) to the east of Clare House exposed layers of rubble containing 17<sup>th</sup> century pottery. The 19<sup>th</sup> century Drill Hall was converted into a cinema known as the Electric Theatre in 1917 but is also now under redevelopment.

The current Cattle Market was established in 1830 to create a central market place away from the main streets (Sampson 2004, 216). The present day Market Hall (MDV24651) and market booths (MDV89356) date from this period and are Grade II Listed. Up until this point the area may have remained as garden plots or open space, a pocket of surviving green space within the built up town extent. Now the historic Market Hall and market booths are bordered by car parking areas and a public thoroughfare, with a small pedestrian precinct that exits onto Bampton Street to the east (HUCA 21). The present day character of the area continues to be that of a commercial space and place of public congress, where the historic provision of a commercial market place combines with the increasing modern need for public access ways and parking areas.

#### **4.23.2 Heritage significance (above ground)**

**High** – The present day character of the area within HUCA 23 is one of bustling open space where modern civic and commercial structures crowd the original historic market buildings. Away from the busy thoroughfare, however, the substantial walls and boundaries continue to define the area; to the west these preserve the back line of the burgage plots along St Peter Street (HUCA 24) that constitute the earliest planned development of the expanding medieval town. The medieval Town Leat is visible above ground in some areas of HUCA 23 and both it and the walls along which it runs form a strong historical fixation point. The significance of the Town Leat in this area is that it reflects its historic origins as an open space beyond the medieval town extent. Both the course of the leat and the preserved back line of the medieval burgage plots are significant to understanding the historic development of this area from the 13<sup>th</sup> century and its original relationship to the medieval town. The area comprised within HUCA 23 itself probably stood outside the 13<sup>th</sup> century extent of the built up town and likely remained largely open ground until at least the 18<sup>th</sup> or early 19<sup>th</sup> century.

The Market Hall and booths survive as largely unaltered examples of early 19<sup>th</sup> century buildings and are Grade II Listed. Although the redevelopment of the neighbouring area during the 20<sup>th</sup> century has resulted in a somewhat amorphous conglomeration of pedestrian access ways, retail premises and car parks, the wider area within HUCA 23 nonetheless retains many of the essential elements of its original and continuing historic character and development. Its significance lies in the fact that although the form of this area has changed markedly since the medieval period it continues to function as a multi-purpose public space, providing access between other areas of the town and neighbourhood and serving a continuing commercial and civic role.

#### **4.23.3 Heritage significance (below ground)**

**High** – Archaeological evaluation proximate to the area within HUCA 23 has recorded material evidence of human activity and occupation from potentially as early as the Roman period onwards. Although the area has been largely redeveloped since the 19<sup>th</sup> century it may have been predominantly open ground prior to this point. Much of the present-day ground surface is developed as car parking or pedestrian precinct and these are likely to be relatively superficial. There are likely to be deeper foundations to some of the surrounding buildings but overall there is high potential for areas of low ground disturbance and good preservation of any buried archaeological remains.

Within the area of HUCA 23 there may be surviving below ground remains associated with the Roman road north from Exeter; this may also be associated with a high status Roman settlement in the near vicinity. Prehistoric activity is not currently documented for this area but may be present; an ancient routeway along the Exe valley on this side



of the river probably existed, likely continuing the line of the routeway leading north past Cranmore Castle to the south of the town. This route probably influenced the course of the later Roman road but there is no certain evidence for this, to date.

There is also likely to be surviving below ground remains associated with the function(s) of the area as an open space between the medieval period and the early 19<sup>th</sup> century. These could include structural and artefactual remains associated with the medieval Town Leat, a medieval marketplace or fairground, a post-medieval bowling green and domestic garden plots spanning these periods.

There is already evidence for structural and artefactual remains associated with buildings dating between the 13<sup>th</sup> and 17<sup>th</sup> centuries along the south side of Newport Street. Specifically there is likely to be surviving evidence associated with the 17<sup>th</sup> century Clare Rectory. Below ground remains associated with the 19<sup>th</sup> century Drill Hall may survive although this area is now substantially redeveloped. There are also likely to be below ground remains associated with the 19<sup>th</sup> century market place and Market Hall although these may be predominantly artefactual in nature. Within areas marked for redevelopment, therefore, and where pockets of undisturbed ground survive in HUCA 23 the following key types of buried remains may be found:

- Prehistoric – settlement remains, boundaries, trackways or artefacts associated with activity along a probably ancient routeway along the eastern side of the Exe Valley. Activity may have been seasonal or transitional in nature.
- Roman – remains associated with the road between Exeter and Bolham Fort; this may partially respect the line of an earlier routeway and remains associated with the Roman road may be partly military in nature.
- Roman – remains associated with a high status settlement in close vicinity to the Roman road.
- Medieval – below ground remains associated with the Town Leat and evidence associated with the probable function of this area as a market area and/or fairground
- Medieval – post-medieval – structural remains or artefacts associated with buildings and boundaries along the back line of former burgage plots
- Medieval – 19<sup>th</sup> century – remains associated with the cultivation of garden plots
- Post-medieval – remains associated with the 17<sup>th</sup> century Clare Rectory
- 19<sup>th</sup> century – early 20<sup>th</sup> century - remains associated with the market place and Market Hall; the 19<sup>th</sup> century Drill Hall and electric cinema.

## **4.24 St Peter Street (HUCA 24)**

### **4.24.1 Historic character**

St Peter Street may have seen some of the earliest medieval expansion beyond the Saxon manor and church on the hilltop to the north. The current line of St Peter Street may closely respect an early routeway northwards from crossing points over the rivers Exe and Lowman, of potentially Roman or even prehistoric date. An alternative route for the Roman road may have lain some way to the east, in the vicinity of the current Cattle Market (HUCA 23), with St Peter Street being an early medieval realignment of the road to the (Saxon) manor and church. Roman tile (MDV71066) found in pits between St Peter Street and the Cattle Market (HUCA 24) may indicate the presence of a high status Roman settlement in this area; this would originally have respected the line of the Roman road and may have been cut by the early realignment of this to form St Peter Street.

The OS 1<sup>st</sup> Edition c1880 mapping shows medieval burgage plots characteristically lining both sides of St Peter Street; on the river side these are relatively short and can

be seen today as steep garden plots behind the present-day buildings. Historically, the course of the River Exe probably lay further to the west; a 16<sup>th</sup> century deed refers to an area at the foot of the slope bordering the river's eastern bank as 'Town Gardens' (Sampson 2004, 71). The present day view of St Peter Street and St Peter's Church from Exe Bridge emphasises the striking location of the earliest node of settlement on the steep hilltop above the river and the early medieval expansion that occurred southwards along its leading edge. The view from the original fording place over the River Exe would have given the impression of a commanding and highly defensible high status site. The documentary record of 'Town Gardens' indicates that the relationship between town and river was initially focussed around the ford and the eastern riverbank at the foot of the hill; this relationship has subsequently been diminished through erosion of this area due to the shifting course of the river.

The top end of St Peter Street widens out towards The Works and Newport Street. Tozer's 1790 map (Fig 16) shows an island of additional buildings to the south-east of the churchyard, now vanished. Historically this area contained a sheep market and its wide shape may indicate the location of an early medieval marketplace; this area, perhaps together with some of what later became the castle precinct, may have been the earliest market area in Tiverton. Newport Street to the east (HUCA 26) was probably a relatively early extension to this – its name meaning 'new market'.

With the shift in commercial focus towards Fore Street by the 14<sup>th</sup> century some of this marketing focus at the top of St Peter Street was lost. During the Civil War military outworks (MDV45919) were built across the top of St Peter Street to defend Tiverton Castle, resulting in the demolition of existing housing and some partial remodelling of the area to the south of the church; The construction of these outworks, which extended along Newport Street and Castle Street (HUCAs 21 and 26), probably obscured the form of the early medieval market area at this point.

Although St Peter Street remained a high status street into the post-medieval period it became more typified by large merchants' houses, schools, almshouses etc. Characteristically these are perhaps more indicative of town-edge character, reinforcing the shift of focus away from St Peter Street, and possibly Newport Street, as the principal early medieval town core towards the late to post-medieval commercial centre comprised of Fore Street and Bampton Street and latterly Gold Street (HUCA 21).

Towards the southern end of St Peter Street, on its eastern side, stand Slee's Almshouses (MDV21783) and George Slee's Great House (MDV1366). Constructed in the early 17<sup>th</sup> century, Slee's Almshouses are of rubble stone and timber construction with some 19<sup>th</sup> and 20<sup>th</sup> century renovations and are Grade II Listed. The Great House is also early 17<sup>th</sup> century in date, built of purple slatestone rubble with freestone dressings and mullioned windows. The building is a rare surviving example of a wealthy Tiverton wool merchant's house and may also have housed some Guild facilities. As such it is both Grade II\* Listed and a Scheduled Monument (1003836).

Opposite The Great House, on the west side of St Peter Street, stands the former Chilcott's Free School building (MDV1367), built in 1611 by Roger Chilcott, Peter Blundell's nephew. This building is a largely unaltered example of Elizabethan style architecture and is also Grade II\* Listed. Currently meeting rooms for Mid Devon District Council, the building has also seen use as a wartime military store, the headquarters of the sea cadets, a pottery studio and the home of Tiverton Museum. Adjacent to the south stands the Grade II Listed United Reformed Church (MDV12369). This building stands on the site of the former Steps Meeting House (MDV5359), built in 1687 as a Congregationalist meeting house (Sampson 2004, 125).

An early 19<sup>th</sup> century Grade II Listed Methodist Church and school (MDV24477) stands half way down St Peter Street on its eastern side. Elsewhere on St Peter Street the principal housing stock is typically 18<sup>th</sup> and 19<sup>th</sup> century in date, typically featuring tall narrow brick and render town houses, often three storied and with large multi-paned sash windows and slim porticoes around the front doorways. A particularly fine example

is Amory House (MDV21601), and early 18<sup>th</sup> century Grade II\* Listed brick fronted house, currently a community centre for the elderly. As with much of Tiverton's urban core, St Peter Street experienced the devastating effects of the post-medieval fires that periodically swept the town but survives as a particularly authentic example of a high status Georgian and early Victorian residential street located on the then town edges and with a number of civic buildings within its extent.



St Peter Street from Angel Hill, looking north



The view towards St Peter Street from Exe Bridge emphasises the striking location of the earliest settlement at Tiverton on the hilltop above the river



St Peter Street, looking north



Current development of St Andrew's Mill site, looking south-west



Chilcott's School, St Peter Street



Entrance to The Great House, St Peter Street

#### **4.24.2 Heritage significance (above ground)**

**High** – The current line of St Peter Street probably reflects an early medieval (or even Saxon) realignment of the Roman road north from Exeter. A Roman settlement of some status may have been located beside the Roman road through Tiverton and the early medieval realignment of this to form St Peter Street is likely to have cut through this.

Settlement along St Peter's Street probably represents the earliest expansion of Tiverton beyond the Saxon manorial estate centre and church on the hilltop; The well preserved burgage plots and boundaries running off both sides of the street may also be the earliest in origin; those on the west side of the street are relatively short in comparison, probably constrained by the topography of the site. The morphology of the northern end of St Peter Street may be due to the location of the earliest market place in Tiverton, which probably continued northwards into The Works (HUCA 26).

The present day character of St Peter Street is of a quiet backwater to the main town, reflecting the shift in commercial focus away from this area from the 14<sup>th</sup> century. Along with the church and castle to the north (HUCA 26), St Peter Street now appears removed from the main town centre, belying the former significance of this area as the earliest font of settlement at Tiverton. The majority of the current building stock in St Peter Street consists of largely unspoilt 18<sup>th</sup> and 19<sup>th</sup> century urban residences, many of which are at least Grade II Listed. Amongst these, particularly towards its southern extent, are some fine early 17<sup>th</sup> century buildings, both civic and residential.

The genteel residences, with their sophisticated architecture, allude to the desirability of St Peter Street as a refined town edge residential street by the 17<sup>th</sup> to 18<sup>th</sup> centuries. The construction of schools, meeting houses, churches and almshouses between the 17<sup>th</sup> and 19<sup>th</sup> centuries largely occurred towards the southern end of St Peter Street, towards the junction with Angel Hill (HUCA 21). This collection of typically town edge civic and non-conformist religious buildings signifies the role of this end of the street as a focus of marginalised civic and unorthodox religious provision, a role that continued well into the 20<sup>th</sup> century; the Town Hall on Fore Street (HUCA 21) determined the main civic focus towards this western node of Tiverton's town centre and The Great House (MDV1366) was used to house the Council Offices from 1974. The area's civic role was reduced during the later 20<sup>th</sup> century, however, with the shift of the council offices to the south of Fore Street and the trend for locating large-scale civic buildings such as schools and hospitals on the town outskirts. In contrast, despite also being situated on the edges of the historic town centre from the 14<sup>th</sup> century, St Peter's church (HUCA 26) continues its central role as the parish church.

#### **4.24.3 Heritage significance (below ground)**

**High** – There is potentially a considerable time-depth of activity along St Peter Street, the origins of this area potentially lying in the route of a Roman (or older) road and the location of a high status Roman settlement. Alternatively it may reflect the realignment of the Roman road by the early medieval period, which effectively cut through any underlying Roman settlement and forged a new primary route along the ridgeway towards the Saxon settlement and church on the hilltop. In either case there is likely to be surviving below ground remains associated with a high status Roman settlement in the vicinity and there may also be evidence for prehistoric activity, probably associated with transitional or seasonal use of the routeway and any temporary occupation of this area that resulted from this.

Although the current buildings stock along St Peter Street is predominantly 17<sup>th</sup> to 19<sup>th</sup> century in date, there is likely to be considerable below ground remains associated with settlement from potentially as early as the 10<sup>th</sup> century, possibly even older. This is in contrast to other areas of Tiverton's historic core, such as Bampton Street and Gold Street, for example, where the earliest settlement in some areas may be of 16<sup>th</sup> century or later date. Associated settlement evidence is likely to include structural remains of buildings and burgage plot boundaries and artefactual remains dating from the early medieval to post-medieval periods. At the top end of St Peter Street there may be

below ground evidence for activity associated with the earliest market place in Tiverton, although this might have been largely destroyed by the construction of military outworks in this area. There is likely to be surviving evidence of these below the present ground surface and neighbouring buildings as well as possible artefactual evidence for military activity associated with these. Although much of the area comprised within HUCA 24 is developed land there is significant potential for multi-period buried remains to survive within the gardens and open areas of back plots and along the riverside. Within such areas or where redevelopment occurs, the following key types of buried remains may be found:

- Prehistoric/Roman/early medieval – evidence associated with an early routeway along the ridgeway above the River Exe that was adopted as the line of the Roman road north from Exeter (note the alternative route for this to the east through the Cattle Market – HUCA 23).
- Prehistoric – remains associated with transitional or seasonal activity along an early routeway, potentially including temporary settlement structures, trackways and artefactual evidence.
- Roman – remains associated with a high status settlement and the road between Exeter and Bolham Fort.
- Early medieval – post-medieval – structural remains of buildings and/or burgage plot boundaries, artefacts.
- Early medieval – 19<sup>th</sup> century – remains associated with a market place at the top of St Peter Street.
- Post-medieval – structural and artefactual remains associated with military outworks to Tiverton Castle and military activity associated with these.
- 18<sup>th</sup> and 19<sup>th</sup> century – building remains, garden plots, artefacts

## **4.25 Castle Barton (HUCA 25)**

### **4.25.1 Historic character**

HUCA 25 comprises the area to the north of The Works and Castle Street that straddles Bartows Causeway and which may historically have formed part of the medieval Castle Barton. The true extent of the Castle Barton is not currently known, although it probably extended beyond this area to the north and east into areas contained within HUCAs 15, 16 and 19. The c1840s Tithe map and apportionment for All Fours (the tithe portion created out of former deer park lands) lists 26 units for Castle Barton, which at that point extended northwards and westwards to the River Exe; the total area comprised a little over 140 acres, approximating the 160 acres of medieval deer park at Newpark (see Snell 1892, 19) and suggesting the two may have largely corresponded.

Bartows Causeway was formerly part of Long Causeway, shown on Tozer's 1790 map (Fig 16) as running northwards from the top of Frog Street (now Castle Street). The Long Causeway may have been a medieval or late medieval road constructed to run north from the eastern castle gate, which documentary accounts locate halfway along the west side of Castle Street (HUCA 26) (Snell 1892, 118-119). The road may have replaced an existing trackway or back lane, probably all that remained of the former Roman road through Tiverton from Exeter where it ran northwards to Bolham Fort. The Long Causeway was still extant by the 18<sup>th</sup> century, having been duly maintained by a local merchant, John Lane (Snell 1892, 11). The causeway is shown as truncated on the c1840s Tithe map and by the early 20<sup>th</sup> century its revised northern extent had become a lane accessing People's Park. This is now narrowed to the east by a late 20<sup>th</sup> century brick-built terrace, which partly overlies the original causeway.

Tozer's 1790 map (Fig 16) shows two buildings on the east side of Bartows Causeway, Bartows Building being one of these; Bartow may be a corruption of Barton, perhaps



indicating that these were once farm buildings associated with the Castle Barton. Bartows Building is probably Old Bartows (MDV89320) (an early 19<sup>th</sup> century remodelling of an earlier house), currently standing back from the road on the east side of Bartows Causeway. The building shown to the north of Bartows Building on Tozer's map may be the late 16<sup>th</sup> or early 17<sup>th</sup> century farmhouse (MDV22267) now situated at the northern end of Park Terrace on the east side of Bartows Causeway, currently converted into three houses. Both Tozer's 1790 map (Fig 16) and Wood's 1840 map (Fig 18) demonstrate that much of the area characterised as HUCA 25 remained as orchards and gardens into the late 19<sup>th</sup> century; an extensive orchard to the west of Bartows Causeway on Woods' map is shown as Castle Orchard (Fig 18).

Development along the east side of Bartows Causeway continued through the 18<sup>th</sup> and 19<sup>th</sup> centuries and much of the present-day housing stock along this side dates from these periods. A large detached residence, Rosebank (MDV24608) contrasts with the extended row of small rendered cottages forming Park Terrace, to its north, some of which are double fronted with glass-roofed front verandas. The former 17<sup>th</sup> century farmhouse (MDV22267) situated at the northern end of the terrace has been remodelled to reflect the architectural style of the wider terrace .



Park Terrace, Bartows Causeway, looking north-east



Former 16<sup>th</sup>/17<sup>th</sup> century building, now part of Park Terrace, looking north-east



Bartows Causeway from Castle Street, looking north



Higher Red Gate, Bartows Causeway, looking north-west

During the early 20<sup>th</sup> century St Peter's Rectory was constructed on the west side of Bartows Causeway adjacent to People's Park; several late 20<sup>th</sup> century detached bungalows now infill its grounds to the south and east, these latter facing onto Bartows



Causeway. A mid to late 20<sup>th</sup> century cul-de-sac of detached and semi-detached brick and render housing was also constructed on the west side of Bartows Causeway at Higher Redgate. These houses retain much of their original detailing, such as narrow wooden casement windows, some set within front bays, asbestos slate roofing and open porch fronts with carved wooden supports. Both St Peter's Rectory and Higher Redgate stand on what was previously Castle Orchard. More recently there has been some late 20<sup>th</sup> century infill and redevelopment at the southern end of Bartows Causeway, around the junction with Castle Street.

The historic character and development of the area within HUCA 25 can be summarised as the progressive transition of the previously medieval deer park land into the orchards and farmland of the Castle Barton. This open farmland contained a number of small farms to the east, gradually infilled by larger detached residences and terraces of smaller artisan housing by the 18<sup>th</sup> and 19<sup>th</sup> centuries. Piecemeal infill and development during the early to mid-20<sup>th</sup> century has continued to reflect better quality housing and traditional design elements, such as brick construction and stuccoed facades. A discrete area of late 19<sup>th</sup> and early 20<sup>th</sup> century development at Isca House to the north of Tiverton Castle, on Park Road, is included in HUCA 26 as this was probably also land associated with the former Castle Barton whose historic development and character strongly concurs with the area to the east of Park Road and along Bartows Causeway.

#### **4.25.2 Heritage significance (above ground)**

**Medium** – The historic origins of the area within HUCA 25 as orchards and farmland on former medieval deer park lands are no longer clearly discernable from the present day fabric of buildings and roads. Although this area was probably part of the Castle Barton by the later to post-medieval period it probably does not represent the entire extent of this and the Castle Barton itself is no longer wholly identifiable. Historic elements do survive in places, however, such as Old Bartows (MDV89320) and the former 16<sup>th</sup> to 17<sup>th</sup> century farmhouse (MDV22267), probably both originally rural farmhouses set within open farmland. There are few if any historic boundary lines as much of this area, particularly to the west of Bartows Causeway, remained as open orchard into the mid to late 19<sup>th</sup> century. The current line of Bartows Causeway probably respects the post-medieval line of The Long Causeway, which may itself respect the line of a Roman (and possibly prehistoric) road running north along the Exe Valley from Exeter.

There is some significance in the area of HUCA 25 as a town-edge semi-rural space that retained the orchards and fields that gave it its open character well into the late 19<sup>th</sup> to early 20<sup>th</sup> century. The east side of Bartows Causeway had started to see some infill by the early 19<sup>th</sup> century but Castle Orchard on the west side of Bartows Causeway only began to be developed from the early 20<sup>th</sup> century when St Peter's Rectory was built.

#### **4.25.3 Heritage significance (below ground)**

**High** – There are many elements to the development of the area comprised by HUCA 25, some of which possess a considerable time-depth of activity. This area is within close proximity to the probable site of the early medieval manorial centre and later Castle. Any material remains that survive within this area might, therefore, significantly increase our understanding of the development of the early Saxon settlement focus in this area and the relationship, if any exists, with the probable Roman (or older) road and any associated settlement of that date in the vicinity.

There is already some evidence for prehistoric activity in this area, possibly associated with traffic along a routeway pre-dating the Roman road in this area; a flint blade (MDV55709) was recovered from Lower Redgate and a bronze palstave (MDV14087) found 'near Tiverton' is recorded within this area by the Devon HER. There is good potential for surviving below ground remains to be associated with a Roman road through this area, which may be associated with settlement or military-related roadside activity. There may be sub-surface remains associated with the medieval deer park of Newpark or Godsbeare and medieval to post-medieval remains associated with the subsequent function of this area as the Castle Barton. There may also be post-medieval

remains associated with farming settlement along the east side of Bartows Causeway by at least the 16<sup>th</sup> to 17<sup>th</sup> centuries.

It is possible that the military outworks constructed around Tiverton Castle during the Civil War extended into the south of this area and there may be below ground remains associated with these.

Aside from the grounds of St Peter's Rectory, there are few areas of HUCA 25 that remain undeveloped ground, but the deep foundations of late 20<sup>th</sup> century development may only have created significant ground disturbance on the west side of Bartows Causeway. Within areas on the east side of the street there may be some pockets of relatively undisturbed ground where there is relatively good preservation of below ground remains. Within these areas or where redevelopment occurs, the following key types of buried remains may therefore be found:

- Prehistoric – settlement remains, boundaries, trackways or artefacts associated with passage and/or settlement bordering the ancient routeway along the valley. Settlement may include evidence for temporary shelters of a seasonal nature.
- Roman – remains associated with the road between Exeter and Bolham Fort and with a high status settlement.
- Early medieval – settlement remains, boundaries, trackways or artefacts associated with the earliest settlement focus on the hilltop above the river (these are most likely to be located in the west/south-west of this area)
- Medieval – remains associated with the deer park and its boundaries
- Medieval – Post-medieval - remains associated with the Castle Barton
- Post-medieval – remains of buildings, boundaries, trackways or artefacts (most likely associated with farming settlement within this area)
- Post-medieval – remains associated with the Long Causeway and with military outworks to Tiverton Castle.

## **4.26 The Works and Castle Street (HUCA 26)**

### **4.26.1 Historic character**

Within HUCA 26 the area around the church and castle (The Works) is considered to have formed the core of Saxon settlement and the early medieval manor at Tiverton; Tiverton Manor (MDV16967) was recorded as Tovretone in the Domesday Book and was in the lordship of the Earls of Devon by the 13<sup>th</sup> century. The rest of the HUCA incorporates probable medieval expansion eastward towards what is now Castle Street (and probably including the north side of Newport Street), but laid out in part on what had been part of the castle grounds. The castle (MDV1379) was constructed by the 12<sup>th</sup> century, although the current buildings date from the 14<sup>th</sup> century, with much re-modification during the 16<sup>th</sup> and 17<sup>th</sup> centuries, by which time the principal castle buildings had become a private residence. Remains towards the rear of the present buildings include a square keep (MDV13846) of possible 13<sup>th</sup> century date. This part of Tiverton Castle is currently a Scheduled Monument (20121221).

St Peter's Church (MDV1369), to the south of the castle, dates from the 15<sup>th</sup> century, but a church probably stood on or near this spot from at least the 11<sup>th</sup> century (the present church building incorporates a re-sited 12<sup>th</sup> century doorway). St Peter's Church would originally have been a dominant focus of the earliest focus of settlement here on the hilltop above the river. The location of St Peter's Church may have prompted a realignment of the Roman (and likely prehistoric) route uphill along the valley, forming what is now St Peter Street (HUCA 24). The church was probably originally situated adjacent to the earliest market place, which may have extended northwards from the top of St Peter Street along what is now The Works. When the

castle was constructed in the 12<sup>th</sup> century the market area within The Works was probably incorporated into the castle complex, later becoming part of the castle tiltyard; a map of 1777 included in Harding's (1844) history of Tiverton (Fig 15) shows the northern end of The Works in front of the castle as a much wider open area called The Green. The physical juxtaposition of the main street leading into the market place area with the church to one side is a classic medieval plan; churchyards often being used as market areas themselves up until the 13<sup>th</sup> century (see Aston and Bond 1976).



Tiverton Castle from The Works, looking south-west



Tiverton Castle from St Peter's Churchyard, looking north



St Peter's Church, looking north



The Works, looking north



Castle Street, looking north



Castle Street, looking north

The main focus of settlement at Tiverton probably shifted away from the early core around the church and castle from the 14<sup>th</sup> century with the development of Fore Street. St Peter's Church nevertheless continued as the main religious focus of the wider parish, despite the location of the church becoming increasingly peripheral to the focus of later and post-medieval settlement. Tiverton Castle was also increasingly towards the edge of the developing settlement core and by the 17<sup>th</sup> century had become a private residence. The former castle 'Green' and the Castle Barton homestead may have remained largely unaltered into the 18<sup>th</sup> to 19<sup>th</sup> centuries but by the late 19<sup>th</sup> century this area at the northern end of The Works had seen some housing infill and the alignment of buildings along its eastern side saw further change during the mid to late 20<sup>th</sup> century, which also involved some redevelopment of the Castle Barton farm. The southern end of The Works by St Peter's Church remains comparatively open and a semblance of its former status as an open market area still survives although later 19<sup>th</sup> and 20<sup>th</sup> century development has encroached upon this to the east. The 19<sup>th</sup> century Lamb Inn (MDV24652), on the corner of The Works and Newport Street, is a reminder of the former function of this area as a sheep market (a sheep is still emblazoned on the front of the building) despite now being divided into flats.

Castle Street (formerly Frog Street) defines the eastern boundary to the former castle grounds and probably the extent of Saxon and early medieval settlement in this area. Before the castle was constructed it may have existed as a back lane that preserved the line of the Roman road through Tiverton; three 1<sup>st</sup> to 2<sup>nd</sup> century Roman coins (MDV1380) are recorded from Castle Street, reinforcing the likelihood that the Roman road north from Exeter originally ran along this route. During the early medieval period the area around Castle Street probably functioned as an extra mural market area or multi-purpose open space outside the Saxon and early medieval settlement core (similarly to the Cattle Market (HUCA 23) to the south); the Town Leat was constructed to run through this area in the 13<sup>th</sup> century, indicating that it may have still stood beyond the built up settlement area at this time.

It is possible, however, that the construction of the castle (roughly during the 12<sup>th</sup> century) resulted in a reorganisation of the road layout in this area. The configuration of St Peter Street, Newport Street and Castle Street may indicate that Castle Street became the site of the main entrance into the castle around this time. This change may have been the reason behind an extension of the early medieval market at the top of St Peter Street (HUCA 24) along Newport Street, once the market place on The Green was incorporated into the castle grounds. A moat is documented to have surrounded the castle by the time the Civil War outworks were constructed, but is likely to have predated these. Access to the east gate of the castle across this moat may be the origin of 'The Long Causeway' (see Snell 1892, 118).

It is likely that settlement either side of Castle Street occurred relatively soon after the castle was constructed (probably somewhere between the 12<sup>th</sup> to 14<sup>th</sup> centuries), possibly as a small planned extra mural settlement to the east of the castle, focussed around the castle's eastern gate. The wide cigar shape of Castle Street today likely reflects the early market place retained by this development, which was fairly rapidly encroached upon by burgage plots to either side. The present day streetscape still retains many of the narrow medieval burgage plots, their historical boundaries closely respected by the current housing stock. Today the Town Leat runs through an open stone-lined channel down the centre of Castle Street and, although the date of this construction is not known, it may coincide with the development of Castle Street as part of the expanding medieval town, probably post-dating the earliest development along St Peter Street but preceding that of Fore Street.

A plaque on the front of No. 24 Castle Street names its rear court as Hit or Miss Alley, previously Hippopotamus Court, and at one time the entrance to the castle tiltyard. A lane and entrance onto Castle Street from the Castle Green shown on a 1777 map in Harding (1844) is probably this same alley. It is likely that this exit onto Castle Street

also reflects the position of the original eastern castle gateway that was reinforced during the Civil War as part of the defensive outworks (see Section **3.5.3**).

An L-shaped range of cob cottages (MDV24464) at nos 1-5 Redgate are situated on the west side of Castle Street at the junction with Bartows Causeway and Silver Street. These are 16<sup>th</sup> to 17<sup>th</sup> century in date and may have originated as larger dwellings, now subdivided. This building and adjacent buildings to the south (also still standing) are documented in the Tithe apportionment for All Fours as the house and homestead associated with Castle Barton.

Similarly to St Peter Street (HUCA 23), Castle Street may have become somewhat sidelined to the medieval town once the main commercial focus moved to Fore Street and Bampton Street, and later Gold Street (HUCA 21). A number of civic buildings were established here by the 19<sup>th</sup> century, emphasising its relatively town-edge location by this time. Notable civic buildings include the mid-19<sup>th</sup> century Grade II Listed Bluecoat School for Boys (MDV24616), now St Peter's Church House and the late 19<sup>th</sup> century girls' middle school (MDV89403), currently the Masonic Hall. The principal housing stock along both sides of Castle Street today is also largely early to mid-19<sup>th</sup> century in date, largely comprising a mix of relatively modest brick and render terraced housing. The majority are two storey plain fronted buildings retaining original features such as sash windows, slim porticoed front doorways and slate or red pantiled roofs; a number are Listed Buildings.

The overall present-day character of HUCA 26 reflects a provincial urban streetscape of quiet residential streets away from the commercial hub but unusually lacking the more typically centralised location of the parish church and manorial centre within many historic medieval towns (see Aston and Bond 1976, for example). The tranquil leafiness of St Peter's churchyard and the ornamental planting to the rear of the former castle lend to the semi-rural town edge feel that serves to emphasise the change in historic focus and status of this area. Nowadays it is more of a quiet backwater to the main town in contrast to its former position at the heart of the developing settlement.

#### **4.26.2 Heritage significance (above ground)**

**High** – HUCA 25 contains both St Peter's Church and the historic fabric of the former Tiverton Castle. Both remain principal buildings within the town, despite their now peripheral location to the main town centre. Their significance lies not only in their substantial architectural merit but also their historic role in the development of Tiverton from a Saxon centre and minster to provincial town and parish. The shift in power and authority away from manorial lordship to Town Council and the local burgesses is emphasised by a concurrent shift of commercial focus away from the church and castle; by the 16<sup>th</sup> century the new Town Hall on Fore Street had become the civic focus although St Peter's Church retained a central role within the wider parish.

The Works is now somewhat modified from its early medieval and medieval extent but still retains some of the wide, open area that reflects its probable use as a medieval marketplace and then post-medieval castle tiltyard. The 16<sup>th</sup> to 17<sup>th</sup> century buildings at Lower Redgate, originally part of the Castle Barton farm, are rare survivors of this period of Tiverton's history and their relationship to the castle and earlier manorial centre is still discernable within the modern built fabric of this area.

The historic character of Castle Street is coherently 19<sup>th</sup> century but with an underlying morphology that still reflects its medieval origins and probable function as a market area. This may originally have been more of an open space on the edges of the early medieval settlement before being incorporated within the developing medieval town. Castle Street may preserve the line of a medieval back lane on what was formerly a Roman (or older) road through this area. The wide cigar shape of Castle Street reflects the encroachment of the market area by the developing medieval burghage plots, the historic boundaries of which are strongly preserved within the modern streetscape. The original eastern castle gate and entranceway is probably preserved by back alley within the former Hippopotamus Court at No. 24 Castle Street. The medieval Town Leat still

runs above ground along the centre of Castle Street, now contained within a stone-built channel with a series of small stone bridges crossing this.

Along Castle Street there are some surviving 19<sup>th</sup> century civic buildings of merit, including the former Bluecoat School for Boys (MDV24616) and the girls' middle school (MDV89403), currently the Masonic Hall, which signify the function of this area as a town edge civic centre by this time.

The present character of HUCA 26 is coherent as a now quiet residential backwater on the peripheries of the modern town. In addition, the standing fabric of the HUCA, its buildings, boundaries and the morphology of its streets, retain substantial authentic elements relating to its status as the focus of earliest settlement, commerce and authority in Tiverton and the way in which this changed as the medieval town developed. The view of the church and castle from Exe Bridge today is one of high visual aesthetic, with the steep cliff above the river and its ornamental planting emphasising the dramatic landscape setting of these two key components of the early town. The conscious choice of this commanding location for a settlement of some importance and status is a crucial aspect of its historic development. By the later medieval period its visual impression to visitors would have been deliberately enhanced by the designed landscape that by then surrounded the castle and church – the approach from the river, the ornamental grounds and the wider deer parks and orchards. The only surviving impression of the former scale of these is the present view towards the castle and church from Exe Bridge as much of the ground to the north of the castle has been substantially redeveloped.

#### **4.26.3 Heritage significance (below ground)**

**High** – The probable time-depth of activity within the area of HUCA 26 is likely to date back into prehistory. The hilltop location of the earliest settlement at Tiverton is likely to have been determined by the physical juxtaposition of an early fording place over the River Exe from the west and its junction with an ancient routeway along the ridgeway above the river to the east. This commanding position probably attracted traffic through this area from an early date but the first evidence for any kind of permanent settlement here dates to the Roman period. A high status Roman settlement may have existed somewhere to the south-east of the present St Peter's Church, probably respecting the Roman road that ran northwards from Exeter towards Bolham Fort. At a later point the hilltop location became the established focus for the earliest known settlement at Tiverton, at the heart of the royal Saxon manor and early medieval minster and the developing early medieval town.

As the area of the HUCA has not seen substantial 20<sup>th</sup> century redevelopment and as there are large areas of relatively undisturbed ground surviving within the castle grounds and churchyard, it is likely that below ground remains in this area are relatively well preserved. There may be surviving below ground remains associated with prehistoric activity in the area, which may include evidence of temporary or short-term settlement along the ancient trackway. There may also be below ground remains associated with the Roman road through Tiverton, particularly in the vicinity of Castle Street, and with a high status roadside settlement. Artefactual remains of Roman date may include some of a military nature.

There is likely to be considerable below ground evidence of settlement and activity here during the early to late medieval periods. These may principally include structural and artefactual remains associated with a royal Saxon centre, extra mural settlement and market areas, an early church (and possible cemetery), the castle and associated grounds and ancillary buildings – to include a moat, causeway, outworks (and gateways), ornamental gardens, deer park and Barton farm, burgrave plot boundaries and associated buildings, both domestic and industrial, the construction of the Town Leat and the possible modification of its route along Castle Street to contain it within a central channel.



Post-medieval below ground remains associated with the defence of the castle during the Civil War are likely to include parts of the defensive stone outworks and gateways and may include evidence associated with the demolition of buildings in the area of Newport Street prior to their construction.

To summarise, within the area of HUCA 26 the following key types of buried remains may be found:

- Prehistoric – settlement remains, trackways, boundaries or artefacts associated with traffic along an established ancient routeway and possibly settlement of a temporary, seasonal or short-lived nature.
- Roman – remains associated with a high status settlement to the south-east of St Peter's Church.
- Roman – remains associated with the road between Exeter and Bolham Fort.
- Early medieval - medieval – remains associated with a royal Saxon centre and possible early medieval manor house, to include building and boundary remains, an early market place, artefactual evidence.
- Early medieval – remains associated with an early church and possible minster, perhaps with a related cemetery.
- Medieval – Post-medieval - remains associated with Tiverton Castle, to include structural remains of buildings and defences, a moat, causeway, ornamental grounds, deer park and Barton farm.
- Medieval - post-medieval – remains associated with extra mural settlement at Castle Street, to include market areas and related activity, burgage plot boundaries, building remains, artefactual evidence.
- Medieval – remains associated with the Town Leat.
- Post-medieval – remains associated with defensive military outworks to Tiverton Castle, to include the tiltyard and artefactual evidence of Civil War conflict. Also remains of buildings, boundaries, artefacts; these may include evidence for demolition of buildings on Newport Street ahead of the construction of military outworks to the castle during the Civil War.

## **5 Suggestions for future research**

- Investigate the possibility for a high status Roman settlement to the south-east of St Peter's Church and any potential relationship between this and the subsequent royal Saxon centre. This could be achieved through map-based and documentary analysis, field-work, such as trial trenching and geophysical survey, and archaeological evaluation and recording during infill development in the vicinity of the Cattle Market, St Peter's Castle and Newport Streets and The Works.
- Establish the route a probable Roman road may have taken through Tiverton and whether it determined boundary lines within the early medieval settlement. This could be achieved through the same means as above but extend to include areas such as Fore Street, Angel Hill and St Andrew Street to the south and People's Park and Park Road to the north.
- Continue to refine the understood extent of the early medieval settlement focus and the phased expansion and function of the urban centre during the medieval period, assessing elements such as the location of a possible manor house, parish church, market places, burgage plots and routeways.
- Investigate the location of Little Tiverton manor, whether at West Exe or Little Silver, through map-based and documentary analysis, fieldwork, such as test-pitting and trial trenching within garden plots, geophysical survey and

fieldwalking, and archaeological evaluation and recording during infill or redevelopment works.

- Achieve a clearer understanding of the location, function and chronology of the corn and woollen mills along the rivers Exe and Lowman and their associated infrastructure of leats and rackfields. Establish clearer evidence for the location of the two Domesday mills, already considered to have stood in the vicinity of St Andrew's Mills (HUCA 20) and Town Mills (HUCA 5). This could utilise all the above methods but include core sampling and palaeoenvironmental analysis of riverine palaeochannels, alluvial and waterlogged deposits, where these are exposed through archaeological evaluation and recording.
- Detailed historic buildings study within the historic core of the town – using large scale historic maps, documentary sources and field work
- Inventory and photographic record of architectural styles, details and materials (adding to the Conservation Area Appraisal information)
- Detailed recording of other elements of the historic fabric – e.g. boundary walls, pavements, lamp posts, wells, leats, drains, railings
- Carry out a socio-economic study of the rise and decline of the post-medieval woollen industry in Tiverton and its impact on the town
- Carry out a study of the post war provision of social housing, education and welfare facilities, including elements such as architectural styles, planning design and social attitudes to poverty and unemployment.

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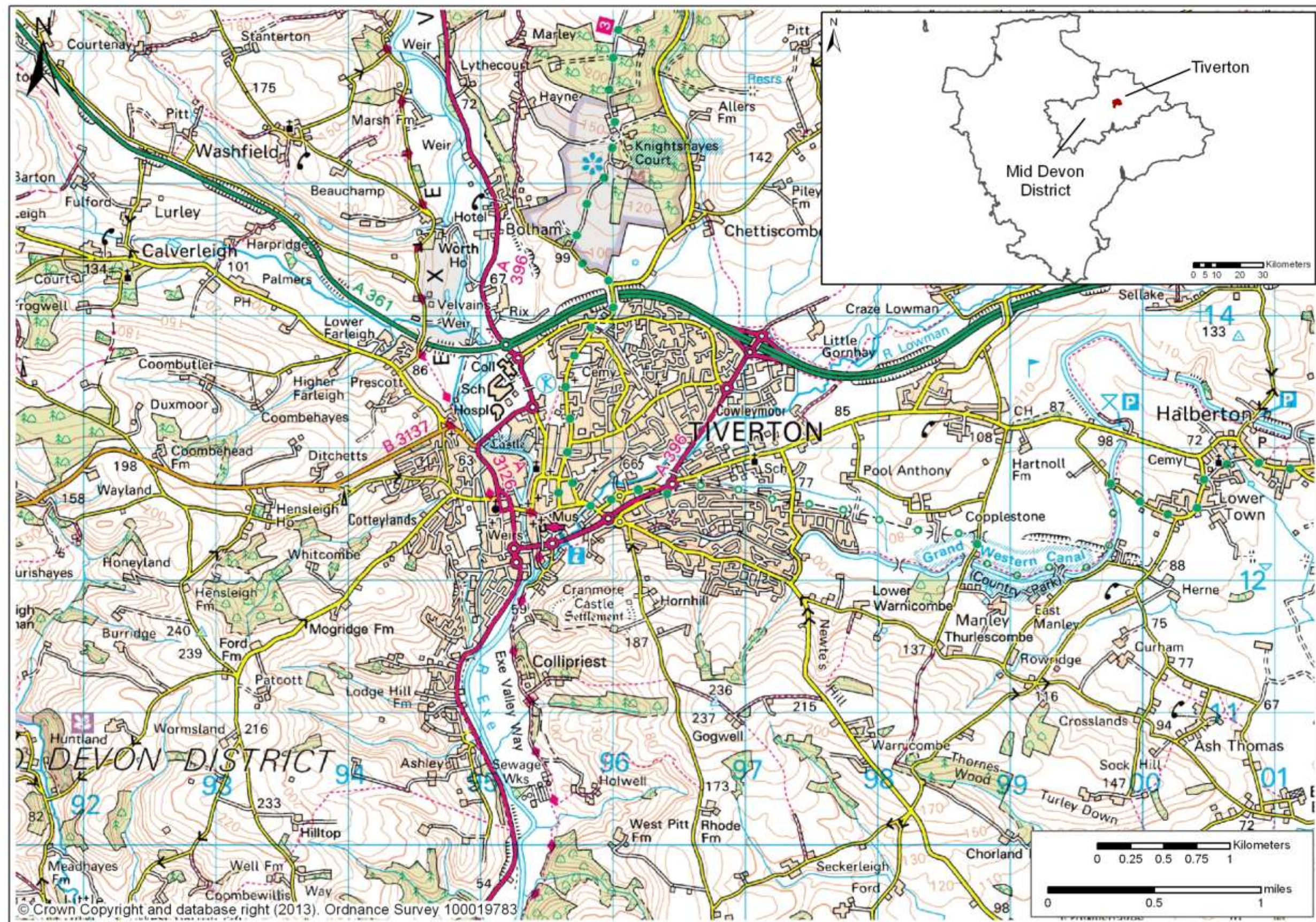


Fig 4 Location and setting



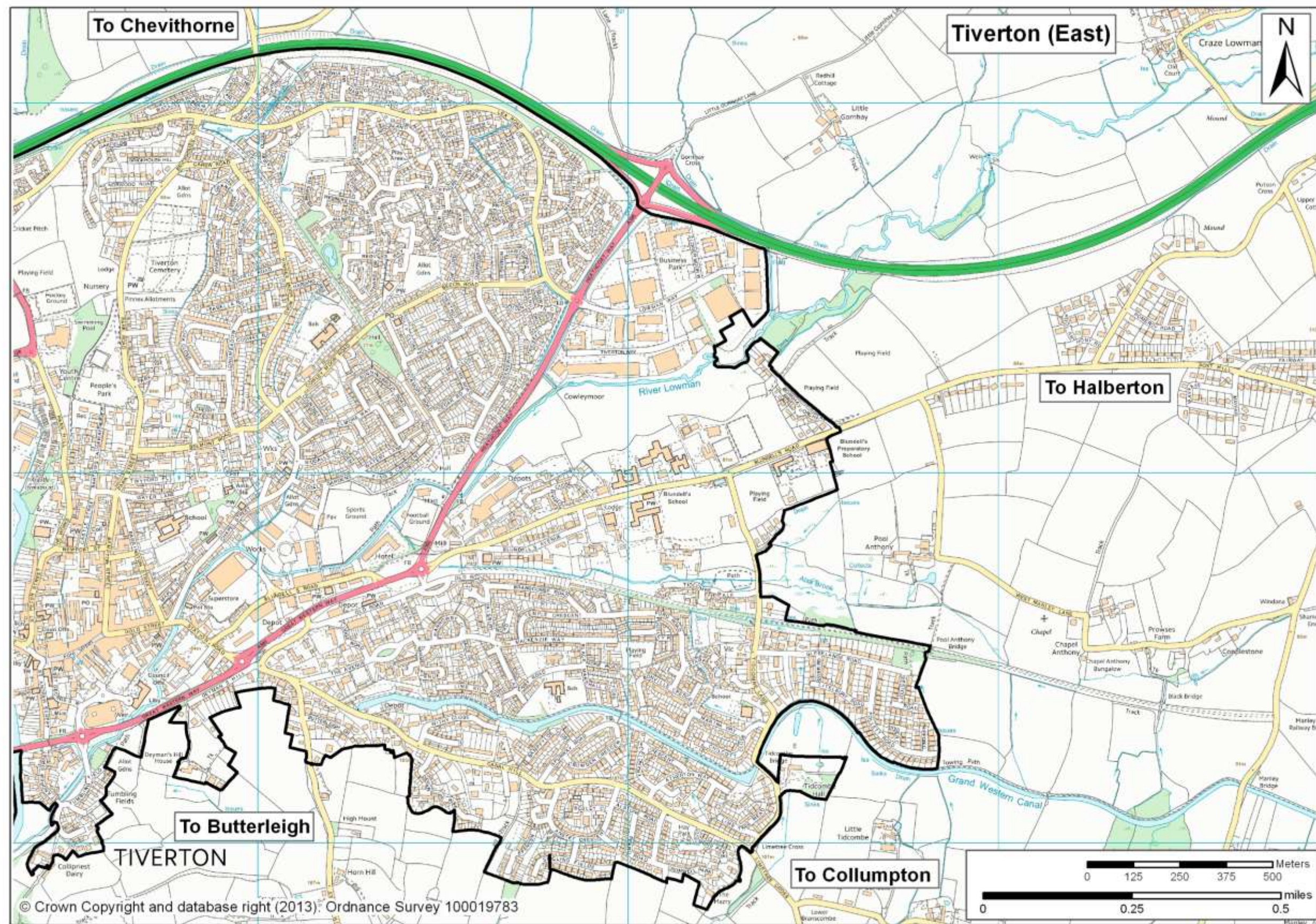


Fig 5a Roads and streets (Tiverton East)



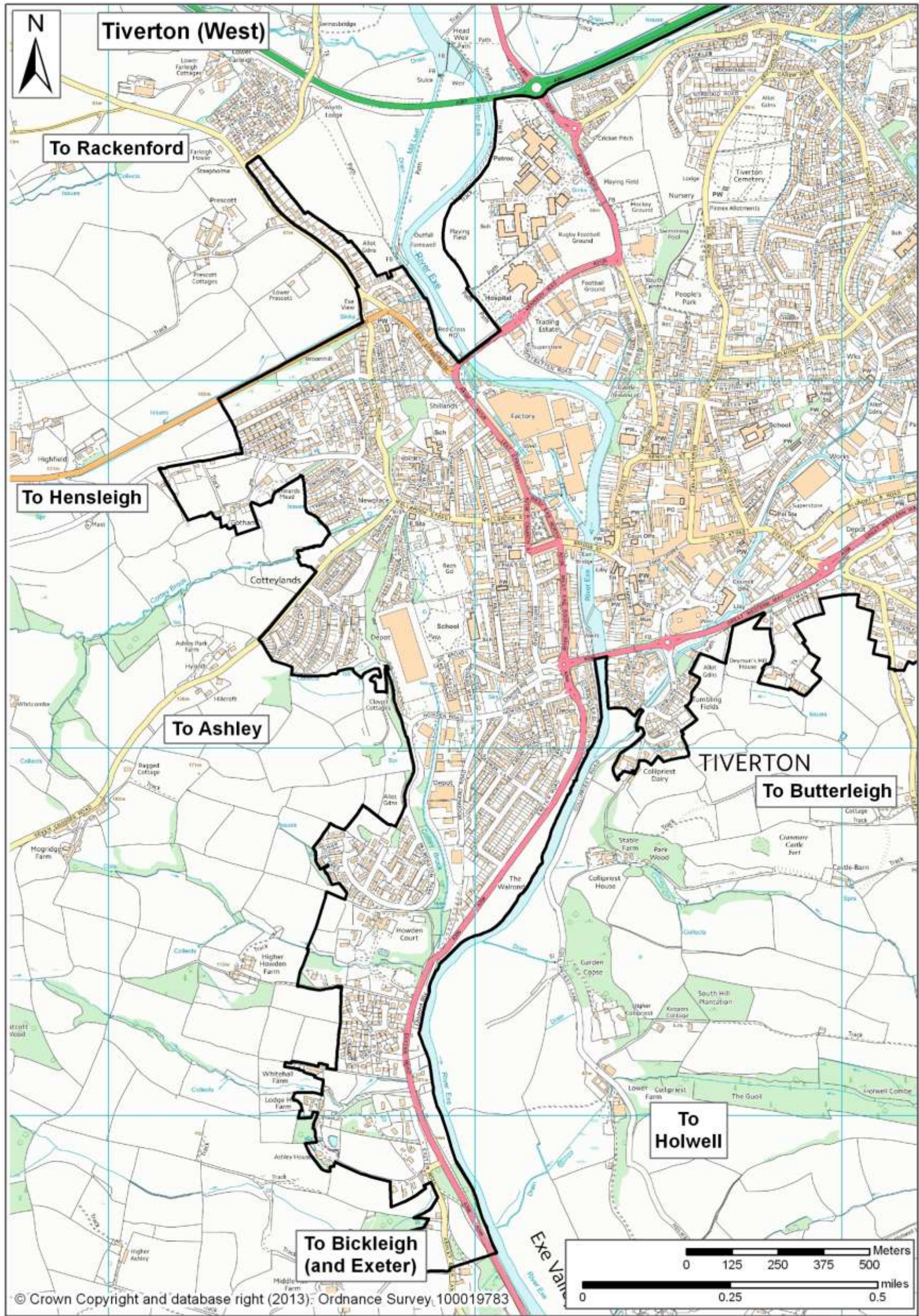


Fig 5b Roads and streets (Tiverton West)



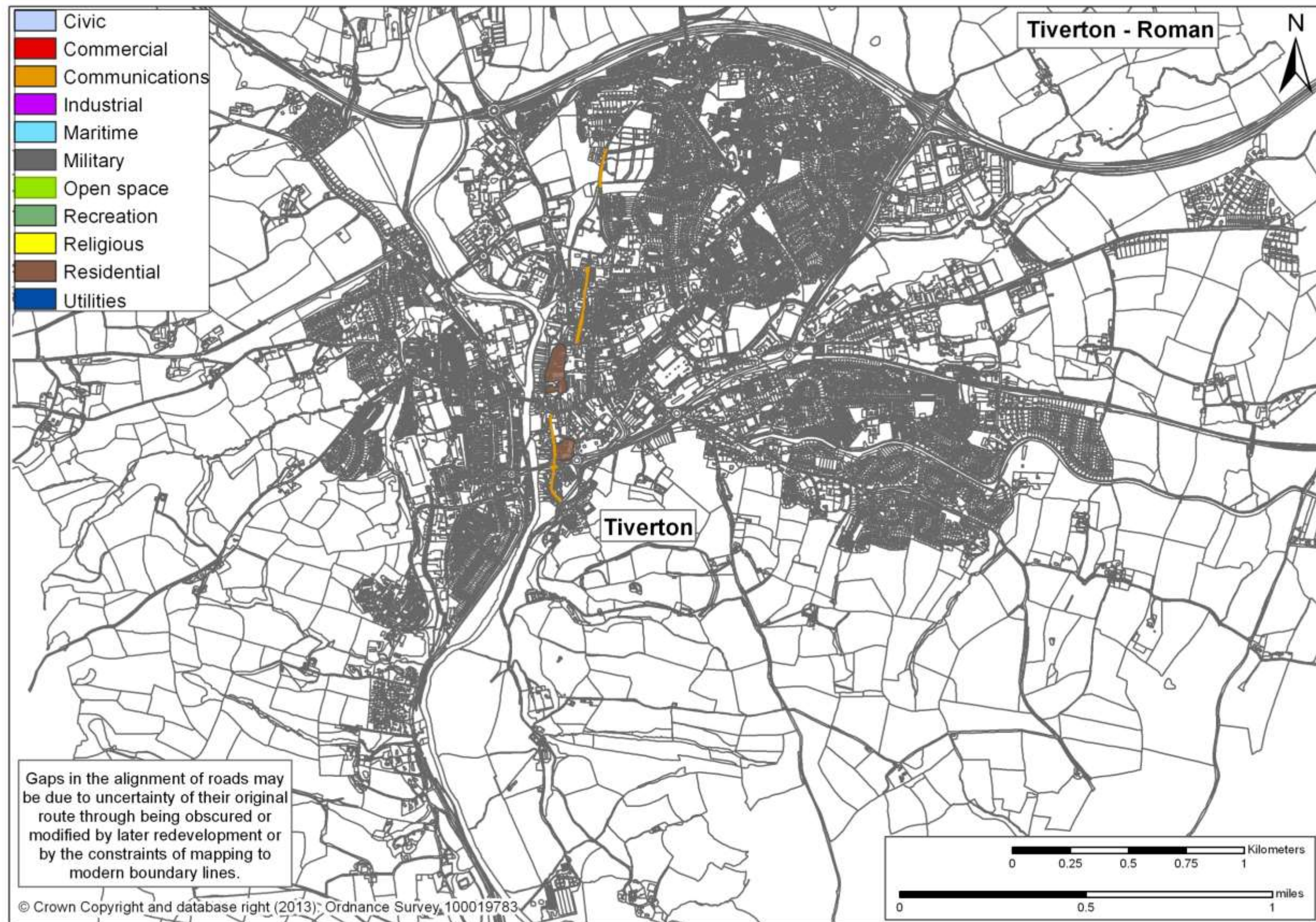


Fig 6 Historic development (Roman. AD43 - 409)



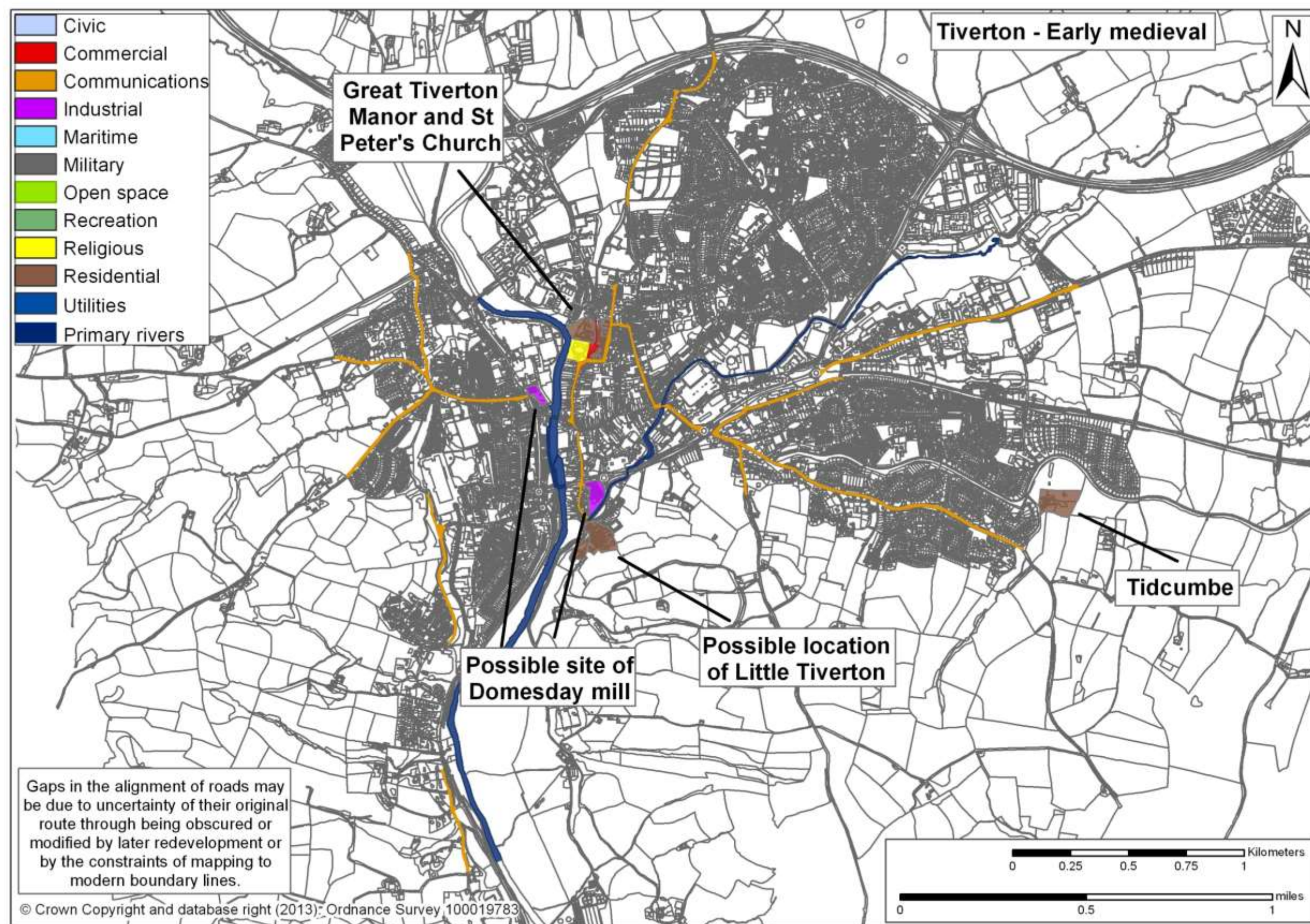


Fig 7 Historic development (Early medieval. 410 - 1065)



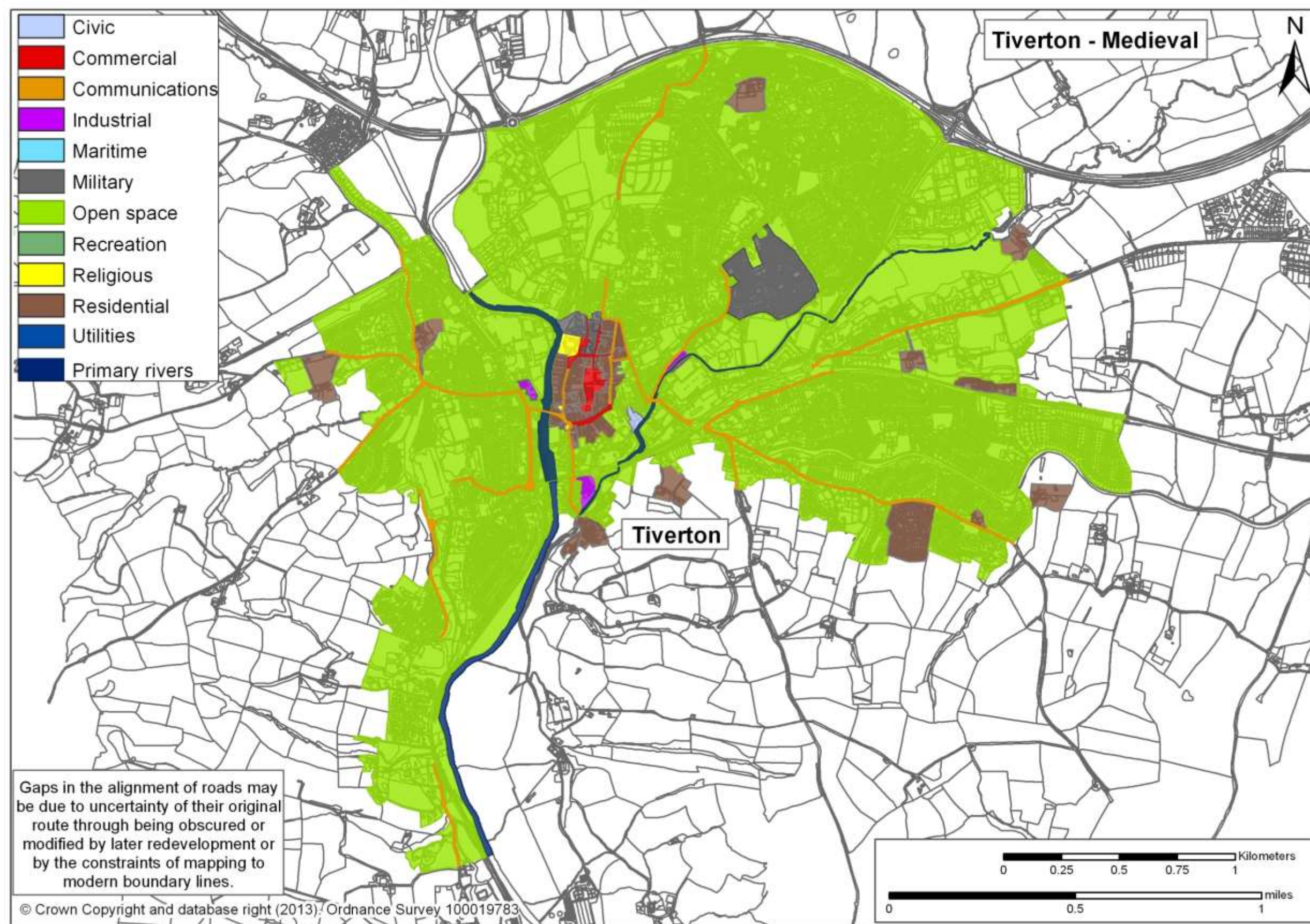


Fig 8 Historic development (Medieval. 1066 – 1539); this includes some aspects of potentially late medieval development, such as the construction of Exe Bridge and the development along Fore Street



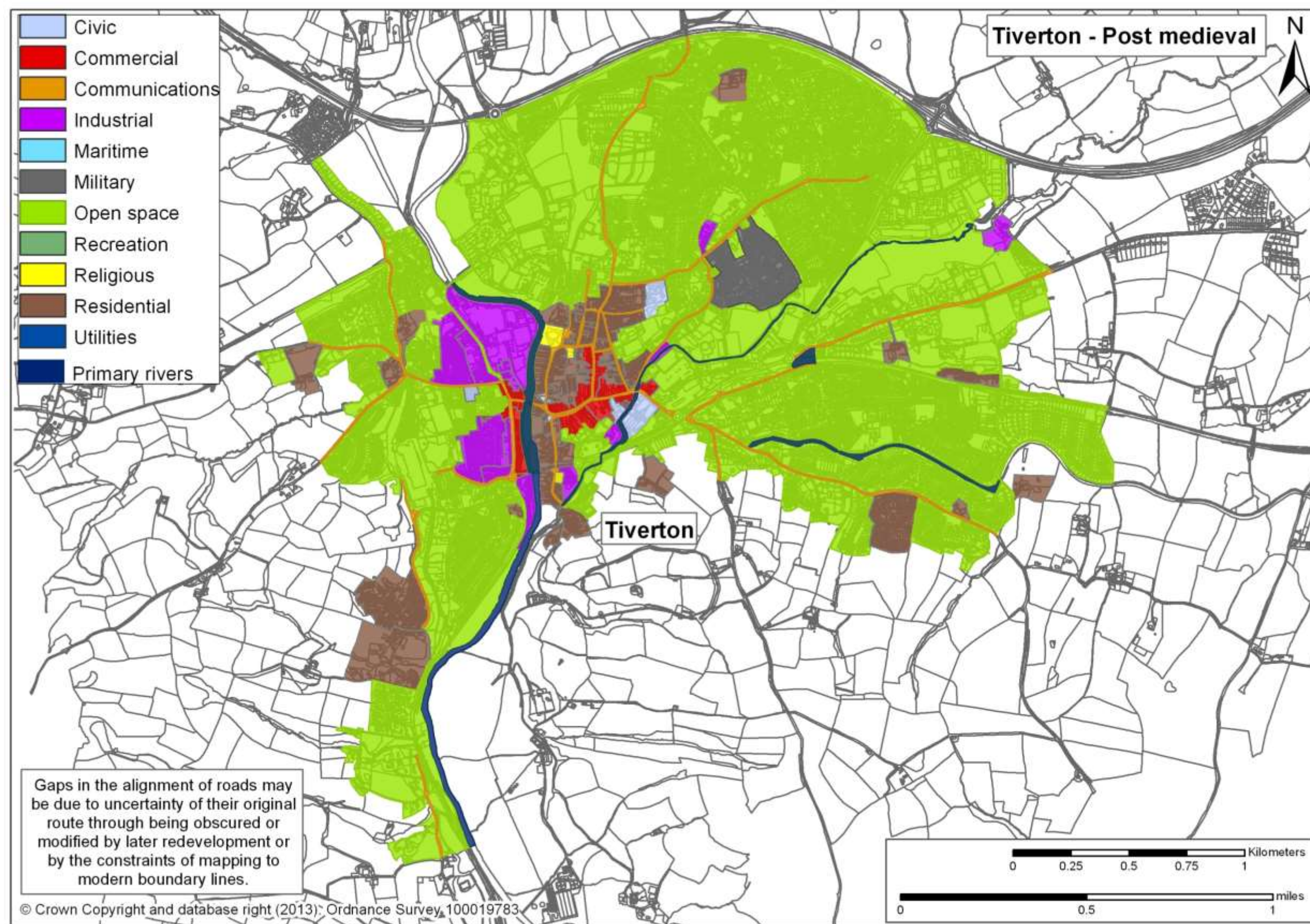


Fig 9 Historical development (Post-medieval. 1540 - 1699)



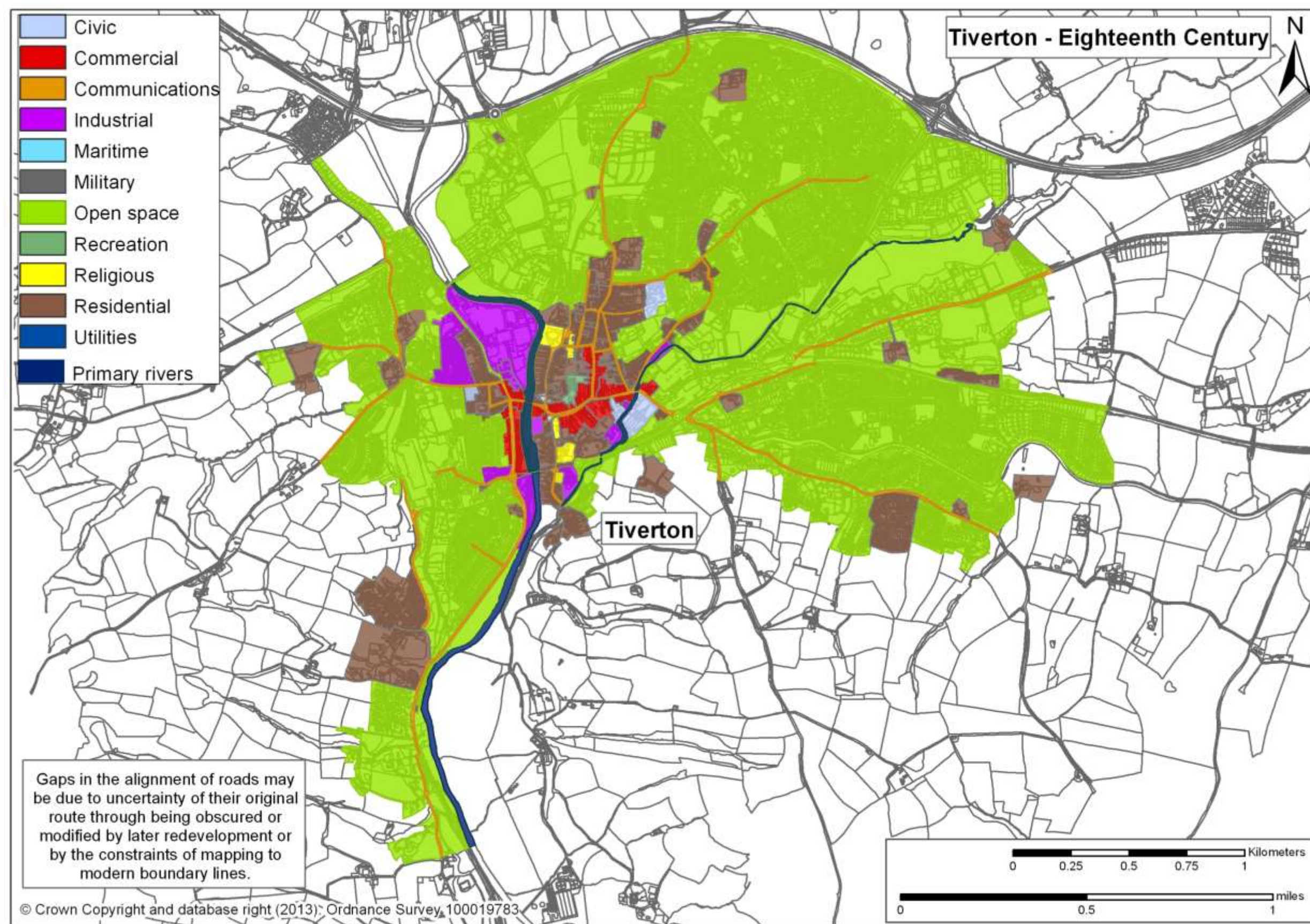


Fig 8 Historical development (18th century. 1700 - 1799)



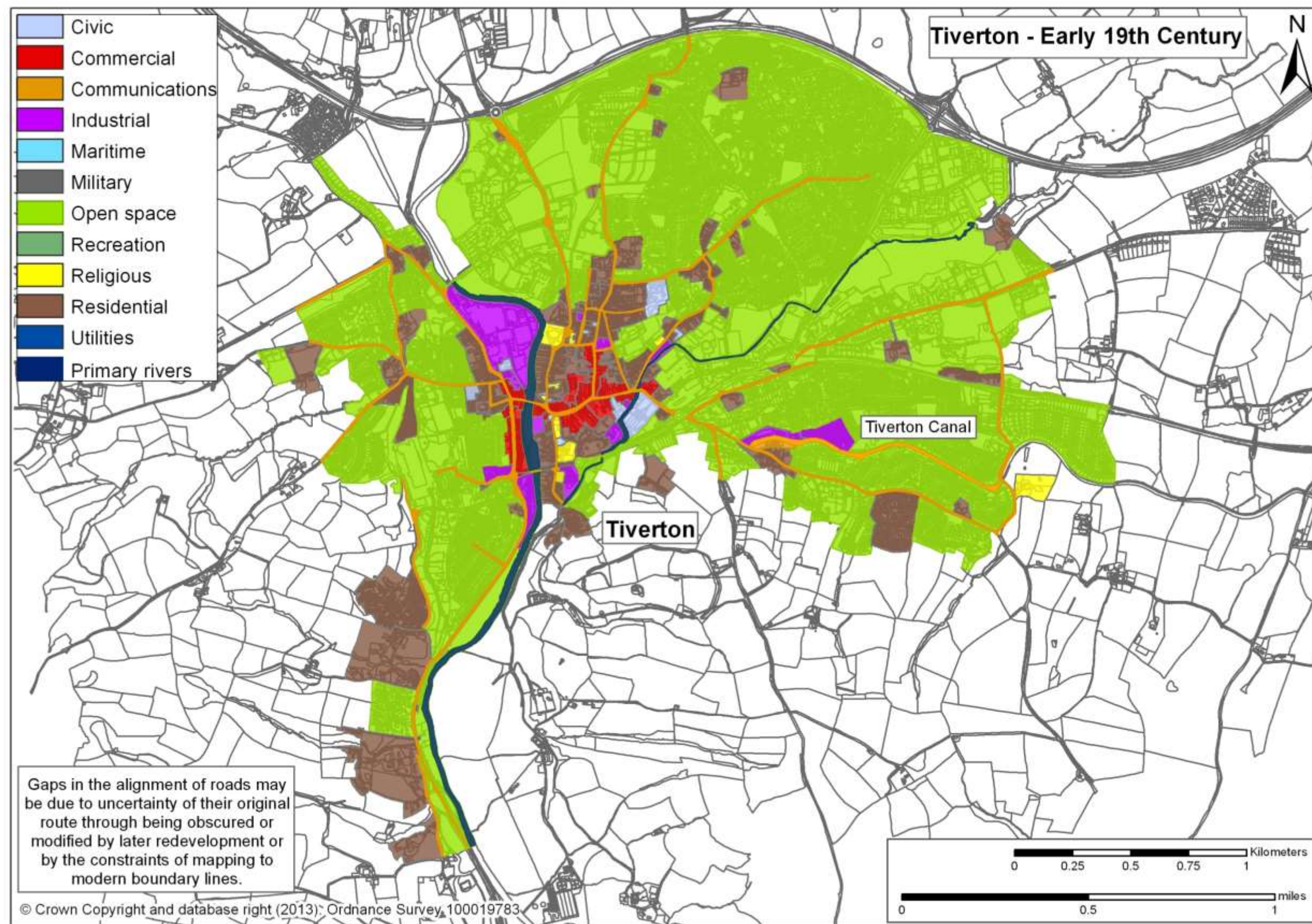


Fig 9 Historical development (Early 19<sup>th</sup> century. 1800 - 1849)



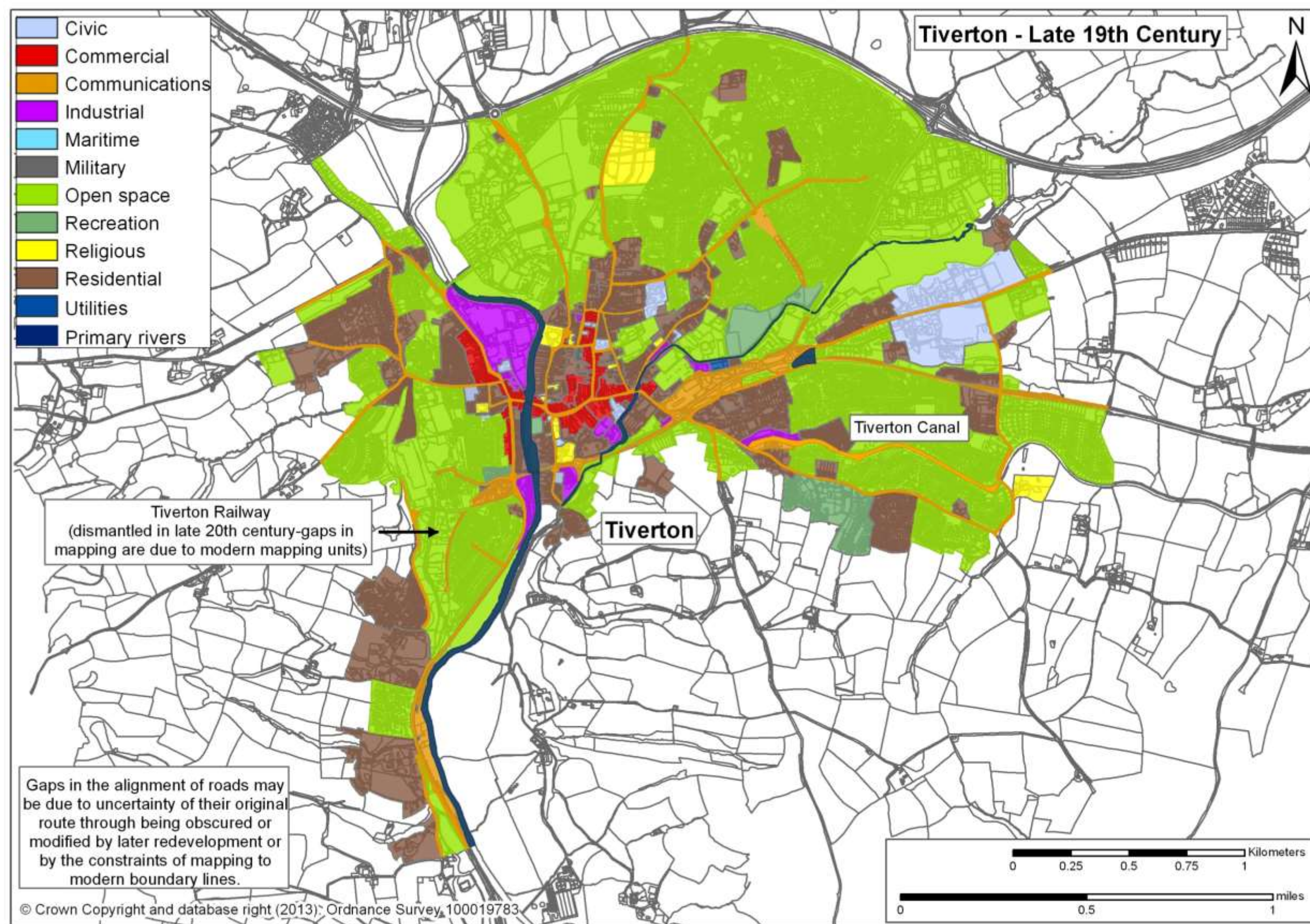


Fig 10 Historical development (Late 19<sup>th</sup> century. 1850 - 1900)



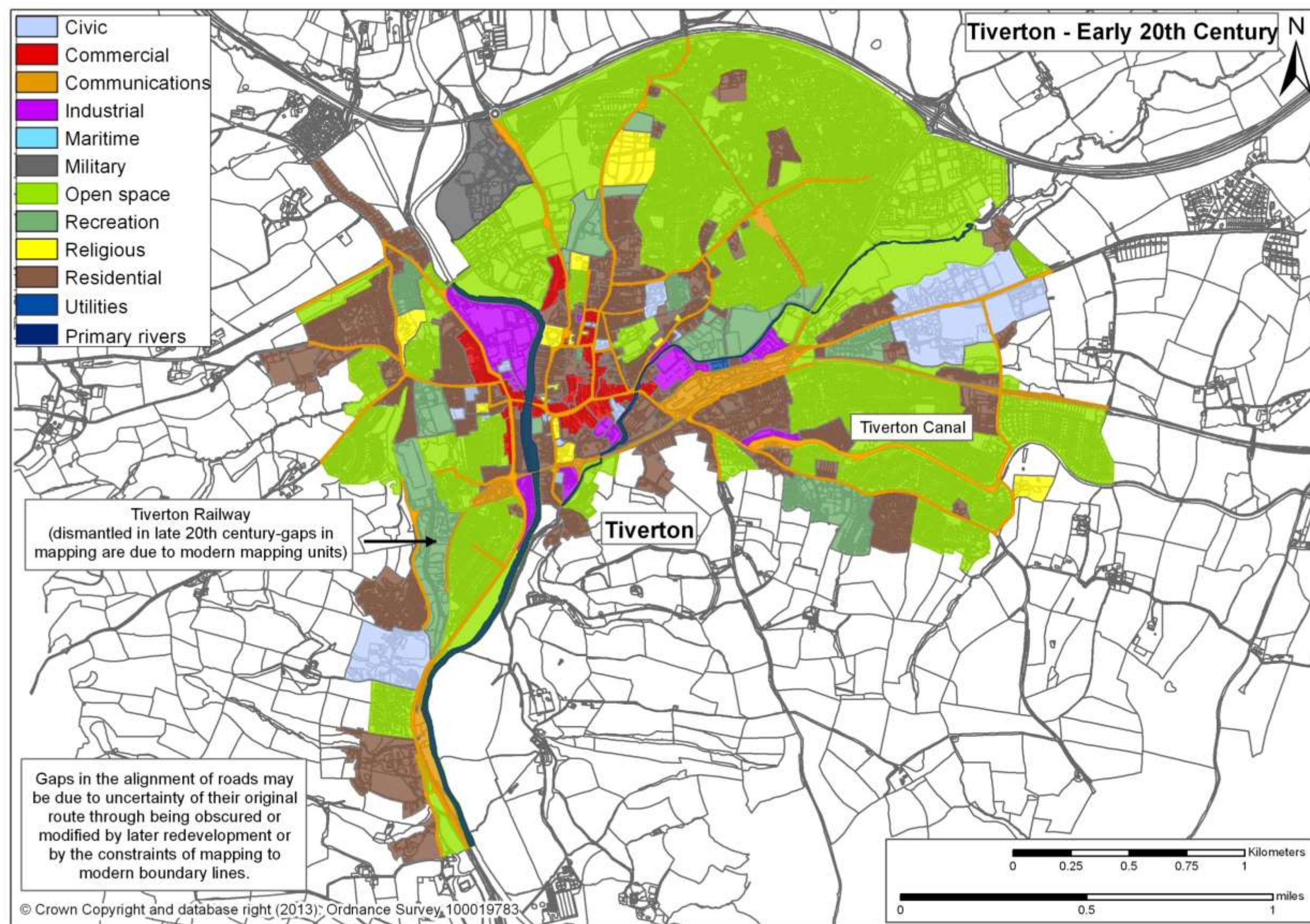


Fig 11 Historical development (Early 20<sup>th</sup> century. 1900 - 1949)



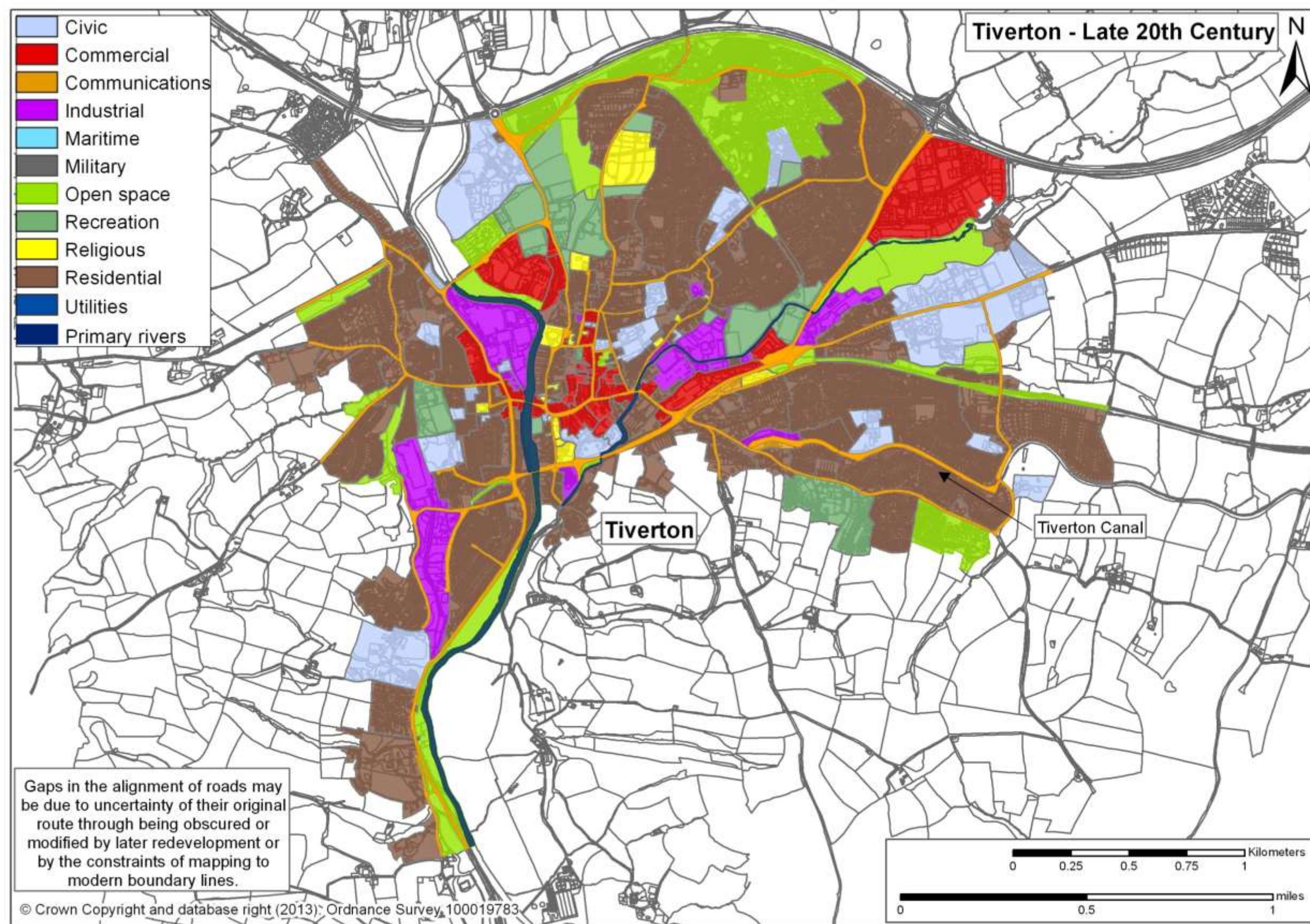


Fig 12 Historical development (Late 20<sup>th</sup> century. 1950 - 1999)



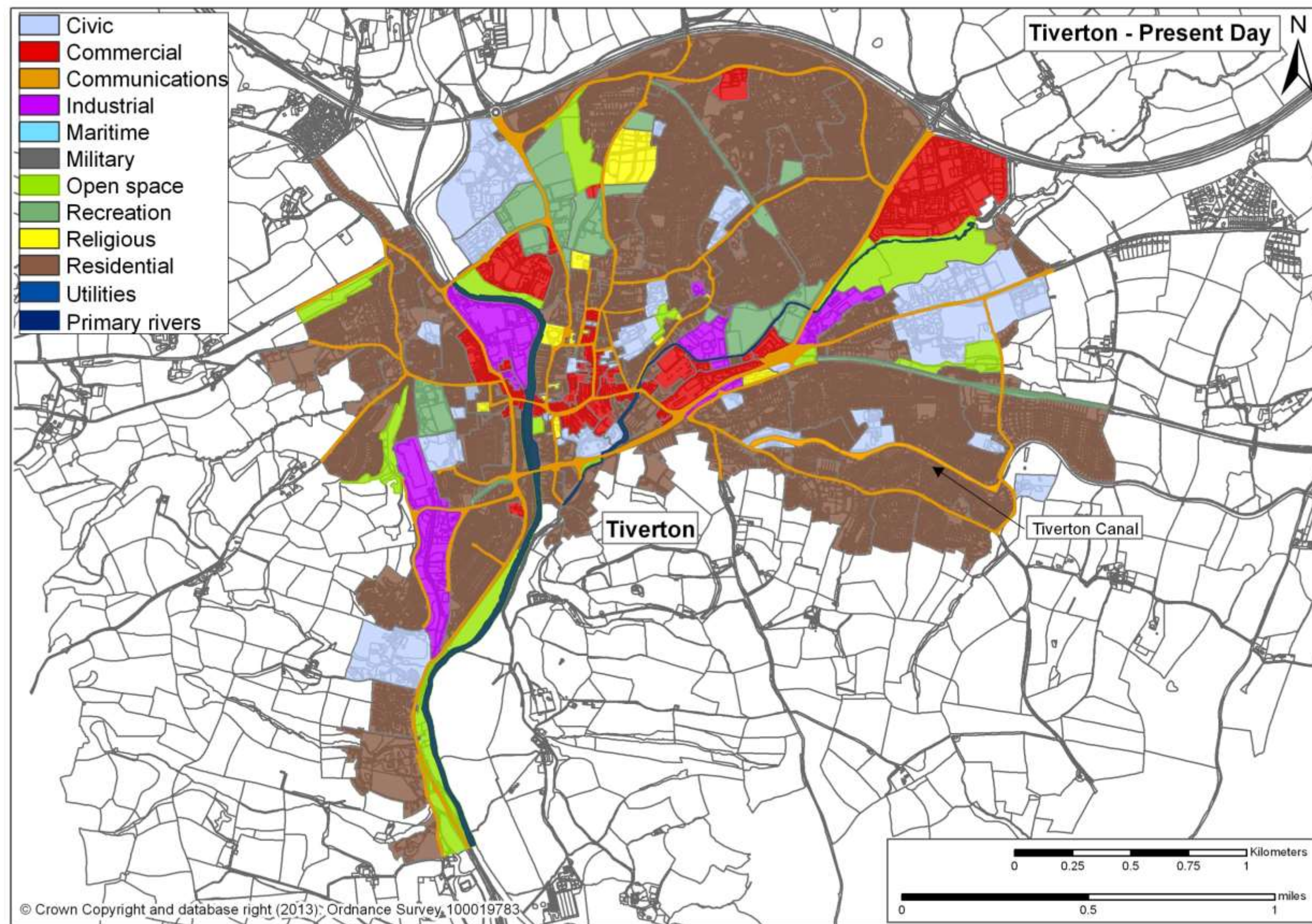


Fig 13 Historic Character Types (Present-Day HUCTs) 2014



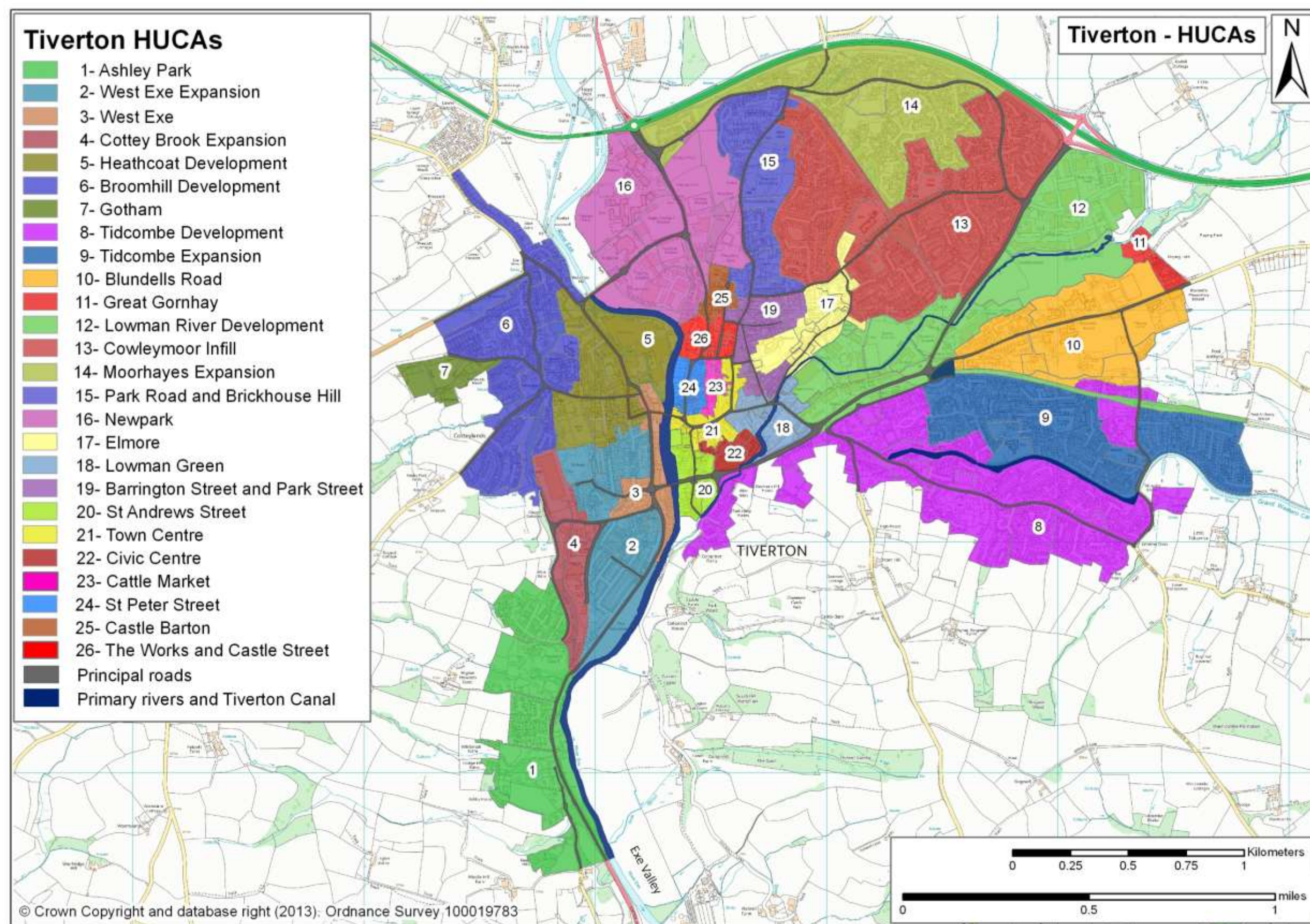
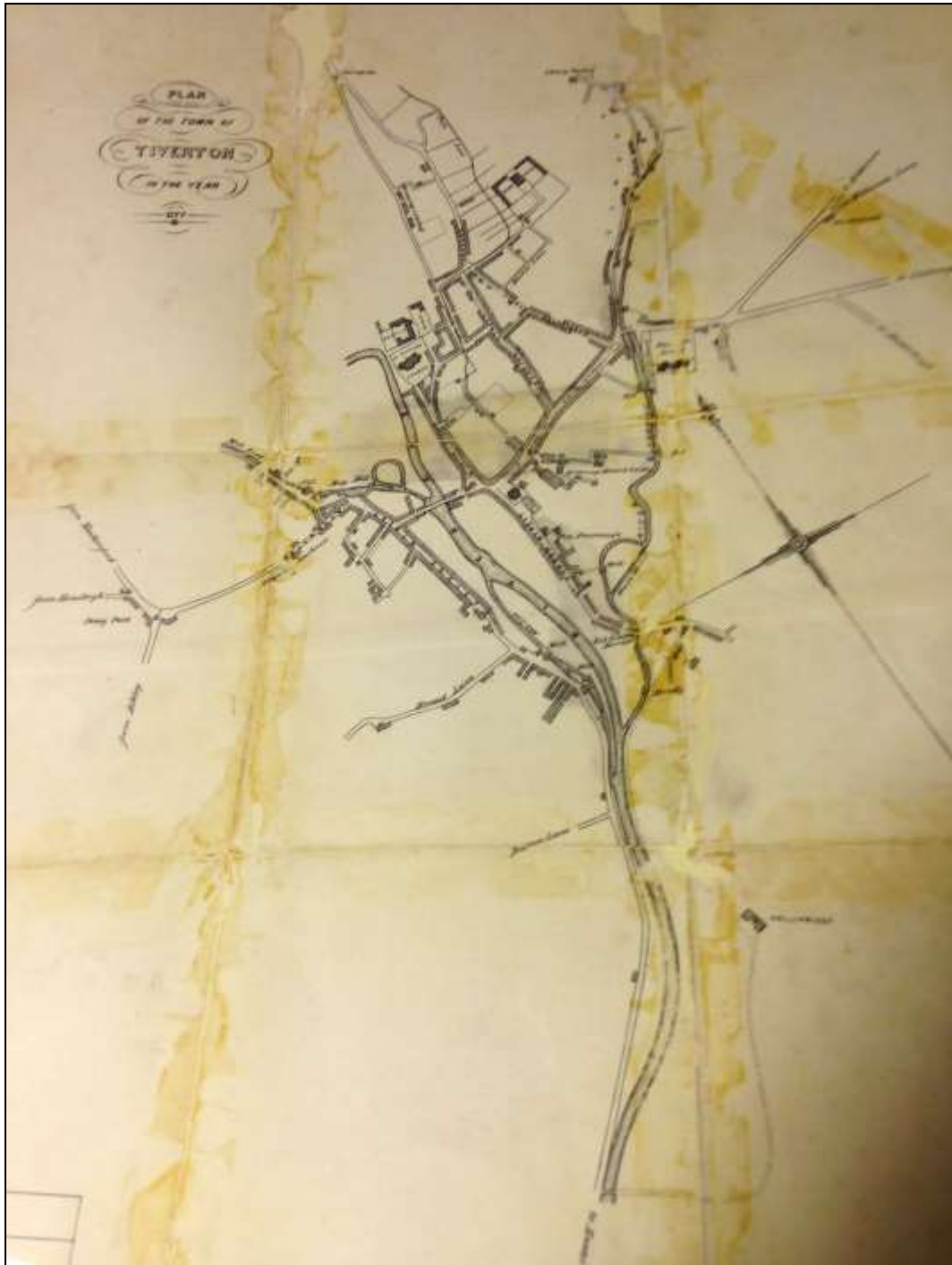


Fig 14 Historic Character Areas (HUCAs) 2014

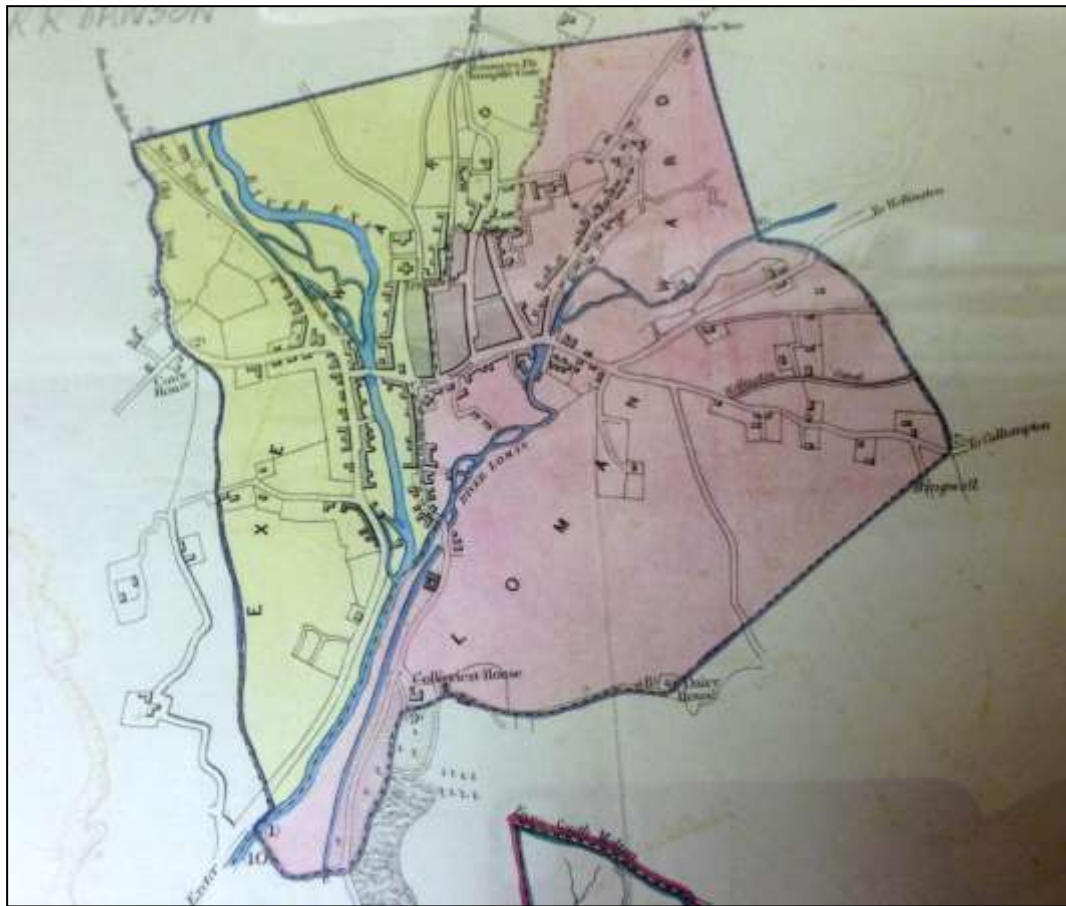




*Fig 15 Plan of Tiverton dated 1777. Issued with Harding's (1844) History of Tiverton; held by Tiverton Museum, reference 1985.247.3*







*Fig 17 Map of Tiverton by Robert K. Dawson, dated 1837, scale 4" to 1 mile; held by Tiverton Museum, reference 1989.1374.3*



