



Devon Historic Coastal and Market Towns Survey

Totnes



Historic Environment Projects

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Totnes

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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 south-east over Totnes and the River Dart from the keep of Totnes Castle

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Abbreviations

CA	Conservation Area
EH	English Heritage
EUS	Extensive Urban Survey
DCC	Devon County Council
HE	Historic Environment, Cornwall 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
SHDC	South Hams District Council

1 Summary

Totnes was assessed during 2014 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. Totnes was chosen due to substantial Local Development Plan proposals for in-filling and edge expansion along with proposed market town enhancements. The town has high archaeological significance, its origins potentially rooted in a Saxon burh established at some time during the 10th century AD. Although Totnes is located on an ancient trackway and river crossing over the River Dart, there is no certain evidence for underlying settlement at Totnes prior to this date. A small amount of Iron Age and Roman material from within the grounds of Totnes Castle and further east along Fore Street may, however, indicate high status late prehistoric and Roman occupation activity in the vicinity. There may also have been an early settlement at Cherry Cross, on the southern outskirts of the modern town, although the precise date and location of this remains unknown.

Totnes is first documented as 'Totanaes' in the late 10th century. It replaced the earlier local burh at Halwell and may have been a planned burh rather than an organically grown town. Totnes may have adopted some or all of the population and function from Halwell and by the 10th century it possessed a royal mint and a minster church, later re-founded during the 11th century as a Benedictine Priory. Totnes was one of four Domesday boroughs in Devon by the 11th century when the manor of Totnes was awarded by William, Duke of Normandy to the Breton Judhael. Judhael was charged with fortifying the town and had a motte and bailey castle constructed in the north-western corner of the Saxon burh, originally with earth and timber defences but later of stone. Despite having a shell keep constructed during the 13th century, the castle appears to have lost its defensive role by the 14th century. Totnes, however, flourished as a market town from this period with particular prosperity during the 15th to 17th centuries as a result of its textile industry. The town is particularly renowned for the exceptional survival of its 16th and 17th century merchants' houses.

Totnes is situated around 40km south of Exeter in the rolling hills of Devon's South Hams District and around 10km west of Paignton and the coast (Fig 1). The strategic location of the town at the highest tidal crossing point of the River Dart meant it was well placed historically for both commerce and defence. The place name element *nes*, 'nose', refers to the spur of land on which Totnes is situated; the prefix *tot* has been alternatively suggested to refer to either 'Totta', a personal name or 'Tot', a lookout. Two ancient trackways run from east to west through the town from the fording point over the River Dart and from south-west round to north-west across the south-western edges of the medieval town and castle. Totnes Castle, and any prior late prehistoric through to early medieval settlement on the hilltop, was therefore strategically located beside the crossroads of these two major historic routeways. The Saxon burh enclosed the route up from the river and would have had control over traffic passing along it. Nonetheless, the River Dart probably remained the primary trade and transport link as late as the 19th century and the advent of the railway.

An early settlement is thought to have existed at Cherry Cross, in the vicinity of Snail Mill and St Peter's Quay. Although the date and function of settlement at Cherry Cross remains unknown this area had become incorporated within the manor of Little Totnes by the 13th century, when the primary manor of Totnes was divided in two. By the late 13th century additional medieval boroughs were established at Bridgetown, on the eastern side of the river, and at North Ford, somewhere to the north or north-east of Malt Mill; the precise location of this borough is unclear and it had disappeared by the 16th century. Up until the 13th century the spur of land on which Totnes sits would have been surrounded by tidal marshes on three sides. Two dams built across the marshland during the 13th and 16th centuries resulted in major reclamation of the river foreshore

and saltmarshes. This allowed for the expansion of the Town Mill and riverside quays although large inland areas remained under cultivation and enclosure until well into the late 20th century when these open areas became substantially infilled through an expansion of housing and the construction of large scale industrial estates, civic development and recreational provision.

In common with many Devon towns, Totnes prospered during the late to post-medieval periods as a result of the booming textile and tin mining industries. This resulted in the distinctive rows of fine 16th to 17th century merchants' housing that predominate along the main streets of the town centre. The Town Mill beside the River Dart was expanded during the 16th century as a result of the textiles boom and one of the mill buildings from this period still survives, now in use as the town's Tourist Information Centre. During the post-medieval period the town's quaysides were extended southwards along The Plains from the bottom of Fore Street. The quays were a hub of maritime activity and industry well into the early 20th century, although the coming of the railway in the late 19th century had some impact on the level of trade. Over the course of the late 20th century the quaysides have become a mix of commercial premises and riverside bars and cafes. The industrial warehouses have been converted into residential apartments and there are open walks along the riverside.

Ironically, the decline in wealth during the 17th and 18th centuries has saved many of the fine post-medieval buildings of the town from being wholly redeveloped. The regeneration of the town during the early 19th century as a provincial market centre led to some modification and refronting of buildings along the main town centre streets of Totnes and Bridgetown, which included the introduction of commercial shopfronts to many previously residential buildings. The heritage of post-medieval development in Totnes and Bridgetown remains well preserved, however.

During the early to mid-19th century many fine villas were constructed on the high ground along the rural edges of Totnes and Bridgetown, following the upper middle class fashion of this period for large residences within extensive grounds and a bucolic setting. As a result the still semi-rural town edges of Totnes and Bridgetown remain green and leafy, with narrow steep lanes preserving the network of medieval or older rural lanes that led into the town from the surrounding countryside. The new and improved turnpike roads to the west and north-west of Totnes and to the north of Bridgetown also attracted an expansion of residential development during the early to mid-19th century, comprising both larger detached villa residences and more modest urban town houses and terraces. During the late 19th and early 20th centuries, however, there was relatively limited town expansion, with large areas remaining open meadow, orchards and garden enclosures, particularly across the areas of former saltmarsh.

During the later 20th century there has been considerable expansion and infill within and around Totnes and across the rural farmland to the south-east of Bridgetown. The role of the town today is largely one of provincial market town, but its particular character has also attracted a thriving artisan community. Its proximity to the South Devon Coast and its aesthetic historic urban fabric and landscape setting have also made Totnes a popular tourist destination and the town and riverside are colourful bustling places, in contrast to the quieter leafy lanes on the town's outskirts. Looking across the town from Totnes Castle reveals a jumble of historic rooftops that crowd around the town centre, clearly distinguishable from the more orderly rows of 19th century and later rooftops beyond.

The current geographical extent of Totnes and Bridgetown is now considerably 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 complexity of historic development within Totnes remains to be fully explored, as traditional accounts of the town have tended to focus primarily on the Saxon burh, castle and medieval town. There are many important questions about the history and development of Totnes that remain unanswered and which offer much potential for rewarding future research.

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.

Historic Urban Character Area (HUCA)		Heritage significance	
Number	Name	Above ground	Below ground
1	Totnes 'High Street'	High	High
2	Totnes Castle	High	High
3	Fore Street	High	High
4	Cistern Street and Leechwell Street	High	High
5	The Priory	Medium	Medium
6	The Grove and Warland	High	High
7	Leechwell	Medium	Medium
8	Moorashes	Low	Low
9	The Plains	High	High
10	Town Mill	Medium	Medium
11	Northgate	High	High
12	Weirfields, Malt Mill and Borough Park	Medium	Medium
13	Broad Marsh	Low	Low
14	Hampstead	Medium	Low
15	Barracks Hill and Ashburton Road	Medium	High
16	Plymouth Road	Medium	Medium
17	Maudlin Road and Kingsbridge Hill	Low	Medium
18	Cherry Cross and St Peter’s Quay	Medium	High
19	Baltic Wharf	Low	Low
20	Bridgetown Quays	Medium	Medium
21	Bridgetown	Medium	High
22	Bridgetown North	Medium	Low
23	Bridgetown Expansion	Medium	Low
24	Westonfields Expansion	Low	Low
25	Weston	Medium	Medium

The distinctive and varied topography of the setting of Totnes and Bridgetown, the phasing of historic development, both planned and organic, and the changing function of the town over centuries of occupation, have resulted in distinctive character areas – HUCAs - within the present urban extent. These themes are played out across the town in such a way that 25 distinct HUCAs can be defined (Fig 14), most of which are considered to have medium-high heritage significance, both above and below ground.

2 Town Context

The study area encompasses the present (Spring 2014) extent of Totnes, incorporating the Town Centre and extending across Moorashes to Cherry Cross and St Peter’s Quay in the south, along Plymouth Road past Broomborough and Follaton in the west, along Barracks Hill and Ashburton Road and incorporating the Edward VI Grammar School complex in the north-west, across the River Dart to incorporate Hempstead Manor Farm in the north, and across the River Dart to incorporate Bridgetown and extending as far as Weston in the east (See Figs 3, 4a and 4b).

2.1 Location and Setting



Fig 1 Location map

Totnes is located in Devon’s South Hams District, an area characterised by rolling hills and patchwork fields, with narrow winding lanes banked by high ancient hedgerows. Inland valleys are typically deep and enclosed, whilst towards the coast the steep sides of drowned tidal estuaries, or rias, are typically wooded and drop sheer to the water (Devon County Council 2002). Situated around 40km south of Exeter and around 10km west of Paignton and the coast (Fig 1), the modern town of Totnes is centred on a high promontory overlooking the highest tidal crossing point of the River Dart. Traditional accounts of the town typically focus on the Saxon burh, the Norman Castle and the medieval borough of Totnes, but the town’s development beyond these confines has been less well discussed and has a far greater complexity than is currently suggested.

The earliest known settlement at Totnes, the Saxon burh, occupied the crest of the promontory, straddling an ancient trackway that ran uphill from a fording point over

the River Dart. There is currently no evidence for an Anglo-Saxon bridge over the river at Totnes, although this is not to say one did not exist. The Dart Valley at this point would have been wide and shallow, however (see Fig 2), with tidal mudflats and marshes to negotiate. It seems likely that this crossing point may have been only periodically accessible dependent on both tides and seasonal conditions, suggesting that the primary river crossing points lay further upstream, possibly nearer Dartington, which was probably a key settlement in the area alongside the burh at Halwell, prior to Totnes being established. The strategic position of the town may initially have been intended as defensive at a time when southern England was threatened by attack from the Danes. As such, it is likely that it was positioned to control the river as a major routeway, rather than a crossing point *per se*, and would have been well located to prevent unwanted traffic reaching further inland. It is also positioned at a point where major routeways along the ridgeways either side of the Dart Valley converge. The location of Totnes may, therefore, have been intended to facilitate control over a wide rural hinterland, as the town rapidly developed as a trading port and market centre.

2.2 Geology and topography

The natural promontory on which the historic core of Totnes sits is formed of an outcrop of Ashprington Volcanic Formation Tuff, igneous bedrock dating to the Middle Devonian period. The outcrop intrudes through lower lying Middle Devonian mudstones, siltstones, limestones and sandstones of the Norden Formation, sedimentary deposits formed in deep sea conditions. Extensive alluvial deposits overlie the bedrock along the river margins and across areas of former tidal marshes, laid down during the Quaternary period (British Geological Survey: www.bgs.ac.uk). The underlying sandstones have weathered to form characteristically reddish or pink soils, typical of many parts of South Devon (Devon County Council 2002).

Totnes is situated within a broader plateau of land to the south of Dartmoor, typically dissected by steep, wooded valleys. The promontory occupied by the historic town sits at the head of a ria, a drowned estuary with large tidal expanses and extensive mudflats. The town is positioned above the lowest bridging point of the River Dart, although the mean tidal point currently extends as far as the weir to the north of town. The lower lying ground surrounding the promontory was largely tidal creeks, saltmarsh and mudflats well into the late to post-medieval periods. Sandy deposits from post-medieval tin mining upstream on Dartmoor have resulted in progressive silting up of the River Dart, causing recurrent problems for river traffic to Totnes (Totnes Town Council 2014). The river itself has narrowed as the marshland surrounding the town has been gradually drained and reclaimed. The reclaimed land was probably used predominantly as meadow pasture, arable enclosure and orchards well into at least the late 19th century, as suggested by the c1840s Tithe map and apportionment for Totnes and the 1855 Town map. The hills that surround Totnes are typical of this part of south-east Devon, low and gently undulating and thickly populated by ancient hedgerows and narrow winding lanes. A patchwork of small irregular fields supported a mixed arable and pastoral farming regime, with predominantly pastoral land use on the steeper valley slopes. Beyond the 19th century extent of Totnes and Bridgetown, as shown on the OS First Edition c1880 mapping, there is a mixed pattern of enclosure, some larger and irregular in shape and some narrower with curving boundaries. This suggests that from the post-medieval period onwards the town gradually expanded into areas of medieval or early medieval cultivation.

2.3 Previous archaeological work

Totnes has seen some degree of archaeological work, to date, with 24 archaeological 'events' - assessments, geophysical survey, evaluations, watching briefs/excavations - recorded for the study area in the Devon HER.

The majority of these events are associated with small-scale watching briefs and/or intervention and evaluation on restoration and development sites in and around Totnes's historic core, such as St Mary's Church (HUCA 1); Totnes Castle, Northgate

Lodge, Castle Street and Castle Cottage, Collins Road (HUCA 2); 28 South Street, Paradise Cottage, South Street, Numbers 39, 44, 64 and 71 Fore Street (HUCA 3); Leechwell Gardens and the Immersion Bath at Leechwell Gardens (HUCA 4); Monksway, Ramparts Walk and 10 Priory Avenue (HUCA 5); land to the east of Steamer Quay Road, Bridgetown (just outside the current town extent). Where the results of these have been made evident, they largely reflect medieval to post-medieval and later activity through successive phases of occupation. The evidence from Totnes Castle provided information on the structure and composition of the Norman motte and the extent and nature of an underlying Saxo-Norman occupation layer (Devon HER). A small quantity of Iron Age and high status Roman material is also recorded from archaeological evaluations within the castle grounds (Devon HER).

There are some archaeological evaluations in Totnes included within the Devon HER but not currently included in the Events Record. These include (but may not be limited to):

- Archaeological assessment (MDV64252) of St Peter's Quay (HUCA 18), which recorded structural features dating to the 19th century and showed that the quay lay on land reclaimed during the post-medieval period
- Two episodes of archaeological investigation at the former Evans and Cutler Garage site on North Street (HUCA 1), which recorded a section of the Saxon/medieval defensive ditch and rampart and various artefacts including fragments of Iron Age pottery (MDV60108) and stratified pottery sherds dating to the 11th and 12th centuries and between the 13th to 16th centuries (MDV46801)
- Excavation of the former school playing ground at Church Close (HUCA 1), which revealed a cultivation surface associated with an early medieval tenement overset by a medieval cobbled surface and clay bonded wall interpreted as medieval encroachment towards the town wall and ramparts. Pottery finds included a sherd of 11th/12th century coarseware and variable numbers of sherds suggesting occupation between the 13th to 16th centuries (MDV55388)
- Excavation of back plots at 61-65 Fore Street (HUCA 3), which recorded prehistoric flints and fragments of Roman pottery and tile (MDV41986), and a subsequent excavation, which recorded evidence for a sequence of buildings between the 16th to 18th centuries (MDV41821)
- Archaeological evaluation (MDV69612) to the rear of 36 Fore Street (HUCA 3), which recorded evidence for the terracing of the burgage plots and pottery dating between the 13th and 16th centuries. Underlying this was evidence for plough marks, indicating an agricultural land use preceding the spread of medieval urban development
- Archaeological evaluation (MDV53882) to the rear of 54 High Street, on South Street (HUCA 3), which revealed evidence for a section of clay bonded medieval town wall, the base of a clay bonded wall of a possible late to post-medieval tenement building (MDV53885), an undated rubbish pit (MDV53883) and an 18th/19th century stone lined drain (MDV53884)
- Archaeological recording at 17 South Street (HUCA 6), which recorded part of the medieval town boundary ditch (MDV71009), an east to west aligned post-medieval stone wall (MDV71010), a post-medieval well (MDV71011) and a 19th century cobbled surface (MDV71012)
- Archaeological evaluation and excavation of a possible immersion bath associated with the medieval Leechwell (HUCA 4), now part of the Leechwell Gardens off Leechwell Lane (MDV71623). The bath was thought to be erroneously identified and may be an industrial feature. No medieval finds, features or deposits were recovered

3 Historical development

This section summarises the development of the town through time (Figs 5-13), 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

A collection of flints (MDV41986) from excavations at 61 to 65 Fore Street (HUCA 3) confirms prehistoric activity on the promontory above the River Dart but wider evidence for prehistoric communities within the current urban extent remains scarce; two flints (MDV18247) of Neolithic or Bronze Age date were recovered from Totnes Castle (HUCA 2) during geotechnical investigations in 1999 following a landslide, whilst a further flint scatter (MDV102517), consisting largely of primary waste flakes, was recorded during excavations on land to the east of Steamer Quay Road, to the south of HUCA 24. Individual finds include a crudely formed brown chert Neolithic axehead (MDV8168) from the garden of a house on Ashburton Road (HUCA 15), the pointed butt of a Neolithic greenstone axe (MDV12892) from an unknown location, and a Bronze Age looped and socketed axe (MDV29494) found in 1921, also from an unknown location.

Beyond urban Totnes, to the east, at True Street, a prehistoric enclosure (MDV57035) is suggested by cropmark evidence recorded through aerial photography. The enclosure lies alongside the ancient trackway down to crossing over the River Dart from the east. To the west of Grattons Farm and north of Hampstead Manor Farm, to the north of Totnes, aerial photographs also show cropmarks suggesting a prehistoric embankment or enclosure (MDV44341). Although these two enclosures lie outside the current town extent, they are potential evidence for an increasingly settled farming landscape in this area from the Middle Bronze Age onwards; the morphology of both enclosures suggests a probable Iron Age origin. Whilst current evidence for this in the vicinity of Totnes remains ephemeral, fragments of Iron Age pot (see MDV63143) are recorded from archaeological work carried out at Totnes Castle (HUCA 2), suggesting that the earliest settlement at Totnes may also date from this period. The walkover survey of Totnes observed a more complex series of earthworks to the north and west of the keep and inner bailey than suggested by historic maps. Some of these may reflect further defensive outworks and/or a series of moats associated with the castle; some may alternatively reflect the presence of the lawn tennis ground in this area, shown on the 1855 Town map. Some, however, may be older in origin and a comprehensive survey of these is recommended to clarify whether a prehistoric enclosure on the natural hilltop above Totnes preceded the later burh and castle.

3.2 Roman

Current evidence for Roman settlement at Totnes includes fragments of Roman pottery and tile (MDV41986) recorded during excavations at 61 to 65 Fore Street (HUCA 3), suggesting a possible Roman building in the vicinity. Roman material (see MDV903), including fragments of roof tile, has also been recorded by archaeological work carried out at Totnes Castle (HUCA 2), again hinting at the presence of a Roman building nearby. There is also some indication for a high status Roman settlement at Totnes sited near the hilltop.

Other Roman material mainly consists of individual coin findspots; a corroded brass coin (MDV9066), undateable, from near the old Church Walk, High Street (HUCA 1); a large brass coin of Vespasian (MDV9111) found in the garden of Leechwell Cottage (HUCA 17) in 1932; a corroded brass coin (MDV8416), undateable, from the vicinity of St Peter's Quay (HUCA 18), exact location unknown. These coins may be the result of

casual loss from traffic along the main trackways and the river. The Roman coin from St Peter's Quay may reflect activity associated with an early settlement at Cherry Cross and potentially a quayside or mooring point in the vicinity, preceding that documented by the 13th century (see MDV64252).

There are historic references to Totnes being the Roman Station *Statio ad Durium Amnem* (see Lysons and Lysons 1822, for example) This hypothesis appears largely based on its position on the River Dart and its perceived location at the termination of the Fosse Way, although there is currently no hard evidence to support this. Barracks Hill to the north-west of Totnes may follow the line of a Roman road (MDV38147), suggested by the name Longcause. It is possible, therefore, that the hilltop now occupied by Totnes Castle was sited at a Roman crossroads. This would make the possibility of a high status Roman settlement in the vicinity even more likely, although its function and purpose remains unknown.

3.3 Early medieval

There is no documented evidence for settlement at Totnes prior to the 10th century, when it replaced Halwell as one of the four Saxon burhs in Devon. There is, however, some physical evidence for both Iron Age and Roman settlement activity in proximity to Totnes Castle, High Street and Fore Street that suggests a small settlement may have established itself on the promontory above the River Dart prior to this time. Although no physical evidence for the continuity of settlement at Totnes between the Roman period and the 10th century can currently be shown, it is not improbable, given its strategic location.

Totnes is first documented from the coinage of the Saxon King Edgar, who established a royal mint in Totnes sometime between AD 958 and AD 975. The name of Totnes appears on this early coinage as Totanais; the suffix element nais, or ness, is commonly taken to mean a 'nose' of land, referring to the promontory on which the town stands (Gover, Mawer and Stenton 1932, 334). The prefix element *tot* is taken by some (Rea 1923, 2; Russell 1984, 7) to mean 'lookout', contesting the derivation given in Gover Mawer and Stenton (1932, 334) as an Old English personal name, *Totta*.

Although Totnes is first documented in the late 10th century, it may have been a burh from some time before this (Hooke 1999, 95; Russell (1984, 7). Coinage dating to King Edgar's reign (AD 943-975) includes the wording *Sancta M*, considered to refer to the church of St Mary (HUCA 1), implying that Totnes was probably also a minster by the late 10th century (Higham 2008, 67; Hooke 1999, 95; Russell 1984, 7). The Domesday Book records that the lord of the manor, Judhael, gave land to St Mary's, also indicating that a church existed by this time (Higham 2008, 100).

The oval defences of the early burh are still preserved as distinct fixation points within the current townscape, bounded by South Street, to the south, and the back line of the Guildhall and North Street, to the north (HUCA 1). Originally there may only have been gates into the town to the east and west, on Fore Street and High Street, originally the line of the ancient trackway uphill from the river (Russell 1984, 6). To the west the burgal defences are lost to the Norman motte and bailey castle (HUCA 2), which was supplanted across this end of the burh by the end of the 11th century. Within the extent of the Saxon burh (HUCA 1), the lines of burgage plots are still distinct as long narrow plots running back from High Street to the defensive boundaries. Higham (2008, 187) suggests the original burgage plots may have been larger in size, becoming subdivided into the more characteristic narrow tenements under pressure from population growth and economic activity from the late 10th century onwards.

In addition to an early settlement at Totnes, there was probably a small core of settlement at Cherry Cross (HUCAs 17 and 18), to the south of the town, although a precise date for this remains unknown. This settlement may have originated around an early landing place in the vicinity of St Peter's Quay (HUCA 18), which the discovery of a Roman coin (MDV8416) from this area (see above) suggests could have been in use from at least the Roman period. A branch road from the ancient trackway across to the

north ran down towards St Peter's Quay (Fig 2). The ancient 8 acre estate of Cherry Cross is documented to have stood on the high ground to the south (Russell (1984, 5). The name Cherry Cross may derive from the Old English place name elements *cyrice*, meaning 'church', and *tun*, meaning 'farm' (*ibid*); an 11th century charter for Judhael de Totnes documents St Peter's Chapel (MDV8414), which may be the church referred to. This was the earliest religious house documented for Totnes (Devon HER) and, although its precise location is unknown, it is currently thought to have been located near or under Bowling Green Quay, now the outside seating area of the Steam Packet Inn (HUCA 18).

Prior to the 13th century the promontory on which Totnes stood was surrounded by substantial tidal marshes to the north and south and the river to the east (Fig 6). To the south the tidal marshes extended across the low lying land between Totnes and Cherry Cross, later known as Moorashes and Town Marsh (HUCAs 8 and 9). A tidal creek extended up the valley beside St Peter's Quay past Snail Mill (Rea 1923, 2); a stream runs down to this point through Lake Gardens (HUCA 18), from the higher ground to the south. A second tidal creek may have run up towards Moorashes Cottages to the south of Victoria Street (HUCA 6). On the western side of Ticklemore Street the historic tenement boundaries showed on the 1855 Town map curve from south-west round to the north. This curve may represent a continuation of the defensive boundary formed by the Grove and Victoria Street. It may also reflect the line of an earlier river foreshore; Bank Lane, to the west, is an historic right of way and may derive its name from a bank above the early foreshore, which probably continued northwards approximately along the line of Tail Mill and the present-day Coronation Road (SHDC 2014, 3.1). To the north of the town saltmarshes extended west across Priory Marsh (HUCAs 5 and 11) along a narrow creek fed by Malt Mill Lake, which was tidal to a point north of the junction between Castle Street and Belmont Terrace (*ibid*).

By the later 11th century the early medieval settlement plan of Totnes probably preserved much of the oval morphology of the Saxon burh, incorporating the church precinct and a central marketplace (HUCA 1) (Fig 6). This may originally have been much wider than the current High Street and triangular in shape, possibly preserved by the present-day line of High Street to the south but extending northwards to the south-west boundary wall of the churchyard and widening towards the west. In addition there was probably a small settlement at Cherry Cross and St Peter's Quay (HUCA 18). An early medieval estate and farmstead may also have existed within the present urban extent, at Follaton (HUCA 16), documented in the Domesday Book as *Foletona*, or 'Fol Farm', (Gover, Mawer, Stenton 1932, 544) (Fig 6).

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, by default, approximate.

The age, and indeed even the existence, of an ancient trackway across the River Dart at Totnes is not certain, nor to what extent it determined the location and function of the Saxon hilltop burh. The river may have been much wider during the early medieval period or had a slightly different meander from its present course. The low lying valley floor would have comprised wide tracts of saltmarsh and the river itself was tidal past this point. Even given the existence of small islets and rises of land, the fording of the river here would have been problematic and possible only at low tide or in dry seasonal conditions. It is likely that the primary route from the south originally followed the ridgeway to the south-west of Totnes, descending via the hollow way that is now Collins Road and heading north along the valley through Cott towards an easier fording point at Dartington (Fig 2). The routeway across the river at Totnes may have existed as a more secondary route, being only periodically accessible but developing in importance and significance as the river narrowed and land was reclaimed. Although conjectural, this emphasis would give more weight to Totnes being established as a defensive settlement controlling the river access against potential attacks upriver and less weight

to its being a primary defence over a river crossing point. It would also explain its development as a key river port and trading centre serving a wide rural hinterland.

The early medieval, or older, road into Totnes from the south-west (Fig 2) is now known as Harper's Hill. It was documented as Harperyswylstrete in 1437 (Gover, Mawer and Stenton 1932, 334) and its name is thought to be a corruption of 'herepath', a Saxon word meaning a military road (Totnes Town Council 2014). Whether the 'strete' element of its medieval name also reflects a Roman function is unknown but the road appears to have been cut as a terrace between the steep slopes of Broomborough Hill and Windmill Down as it descends from the heights to become Cistern Street (HUCA 4). At the junction with High Street and Collins Road the primary route may have continued north-west down Collins Road towards Cott and Dartington, with a branch to the south-east along Leechwell Street towards Harberton and Cherry Cross (HUCA 18). The route down to the river crossing followed the line of High Street and Fore Street (HUCAs 1 and 3) to continue eastwards on the far side of the river along the main street through Bridgetown (HUCA 21) and towards Berry Pomeroy via True Street.

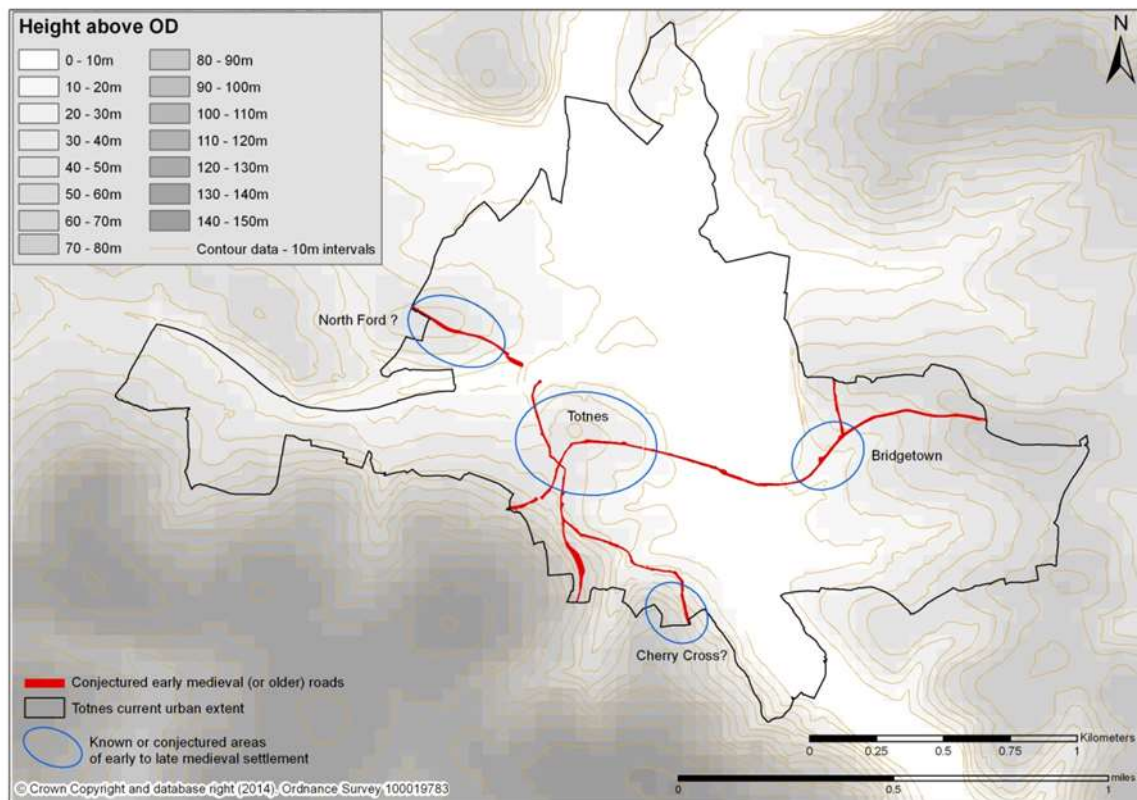


Fig 2 Terrain map for Totnes with landform and contour data at 10m intervals. Also shown are conjectured early medieval or older routeways into Totnes and known or conjectured areas of settlement by the medieval period

3.4 Medieval

By Domesday (1086) Totnes was recorded as one of three boroughs in Devon, alongside Barnstaple and Lyford, with 95 burgesses within the town and 15 outside the town working the land (Thorn and Thorn 1985, 17-1). By this time, too, the manor of Totnes had been included within a grant by King William of 107 Devon manors to Judhael, an English subject of Breton origin. Judhael is responsible for the construction of Totnes Castle (HUCA 2), which originated as a substantial earthen motte built across the north-west corner of the Saxon burh, at the highest point of the natural hilltop. The steep slope to the north acted as a natural defence and a moated ditch was constructed along the southern side, fed by water from a local spring. There was an outer bailey

surrounded by a ditch and both the motte and bailey were originally surrounded by a timber stockade, which was gradually replaced by stone (Russell 1984, 8). An additional area of outer bailey is also indicated, extending across to the eastern side of Castle Street (HUCA 11). Curving historic boundaries on this side of the street appear to align with elements of the castle earthworks and may follow a line south to incorporate the two westernmost tenements at the corner of High Street and Castle Street (HUCA 1) (Fig 7). The plots fronting High Street along the base of the castle motte were probably also once part of the castle precinct. On the meadow slopes to the north of the castle are a series of still visible earthworks that indicate a greater complexity and potential chronology of activity in this area than suggested by historic mapping or archaeological evaluation, to date. Some of the earthworks may reflect additional outer defences and/or moats associated with the castle, but some may have an older origin. The hilltop would be a natural location for prehistoric or Romano-British settlement and small quantities of material belonging to both these periods have been recovered from the vicinity. The recommended survey of this area (See 3.1 above) could help our understanding of the phasing, nature and extent of occupation on the site of Totnes Castle.

During the 11th century St Mary's Church was re-founded as a Benedictine priory by Judhael, although it continued to be used by the townspeople, becoming the parish church in the 13th century when the priory founded its own church immediately adjacent (Higham 2008, 67). In addition to the church, Judhael appropriated the land between the church and the town wall for the construction of priory buildings and granted around 5 acres of land (probably the larger part of HUCAs 5 and 11) to the north of the town wall into priory ownership; this largely constitutes the originally open land sloping down from the town wall to Malt Mill Brook, which marks the parish boundary (Russell 1984, 11). A discussion of the medieval priory buildings (HUCA 5) is given in Russell (1984, 10-12); the partial remains of some of these are still preserved within the post-medieval Guildhall (MDV9085) and neighbouring Grammar School (MDV9083), constructed following the dissolution of the priory in the mid-16th century.

The church of St Mary was gradually rebuilt and enlarged during the 15th century, discussed in detail by Russell (1984, 34-42). Following the rebuild the larger church abutted the south-west corner of the priory church and the southern side of the priory cloister. A new north aisle was added to St Mary's in the 16th century following the dissolution of the priory, a second north aisle being added in the 19th century (ibid, 37). Construction of a new church tower began in 1445, followed by new churchyard walls. At some point during the later 15th century Middle Almshouses (MDV9106) were constructed on the north side of High Street adjacent to 11 High Street, originally the site of the 'Old Church House' (Rea 1923, 13). The almshouses were pulled down c1590 by the mayor of the town; Rea (ibid) and Russell (1984, 37) name him as Richard Savery, Totnes Museum Society (2003, 60) as John Hannaford.

At some point during the medieval period the town defences were rebuilt in stone, but this may have been only partial and limited to sections bordering the main gateways into the town, a point discussed in some detail by Russell (1984, 12-17). This may explain why John Leland, on visiting Totnes during the 16th century, wrote that 'this town hath been walled but the walls be clene down' (ibid, 12). Remnants of stone walling (MDV9102) are recorded to the south of the East Gate, between 1 and 2 South Street, but elsewhere in Totnes the evidence suggests largely clay bonded ramparts, probably around nine metres wide and perhaps four metres high, some with slate facings, and an outer ditch around ten metres wide and five metres deep (Higham 2008, 184). The stone and timber sections probably represent different phases of defensive construction, which almost certainly took advantage of the natural topography. Along the northern side of South Street (HUCA 1) there is a section of raised roadway running along the backs of the medieval burgage plots; something akin to this is also visible along the northern side of The Grove (HUCA 3). Opinion seems divided as to whether these raised levels represent walkways within the town walls or access routes to them from lower ground levels outside them (see Rea 1923; Russell

1984). There has been much modification of the defensive line along South Street, in particular, probably associated with access to the market from the south; some of the existing stone walling is probably post-medieval or later in date and possible tethering rings for livestock are inset at regular intervals along the section backing the old pannier market. Nonetheless, the defensive boundary line remains largely well-preserved, even if its modern-day fabric is considerably altered.

The East and West Gates are likely to have been the earliest entranceways in and out of the town, with the North Gate (MDV9095) possibly a 12th century addition, originating as a postern gate through the castle defences to gain access to the northern marshes (Devon HER). The existence of a South Gate is conjectural, but may be associated with a Shambles Gate (MDV9097) to the south of the old pannier market; the 1855 Town map records this site as 'South of Shambles Gate'. From an early stage of the medieval period Totnes began to expand eastwards beyond the town walls. Tenements are documented between the East Gate and the river prior to 1086, running north and south off Fore Street (HUCA 3) (SHDC 2014, 3.1). To the south these are strongly delimited by the line of The Grove and Victoria Street, but the northern boundary line is less distinct, indicating that early development along the north side of Fore Street was more piecemeal (*ibid*). Changes in the morphology of tenement boundaries and subtle differences in street levels generally indicate a phasing of expansion along Fore Street; the gradual reclamation of land and a narrowing of the river during this period would also have permitted progressive expansion of settlement along Fore Street as the river foreshore shifted further eastwards. Archaeological evaluation to the rear of 36 Fore Street (MDV69612) recorded evidence for pottery dating between the 13th and 16th centuries and the terracing of burgage plots into the natural slope. Evidence for plough marks indicating cultivation of the area prior to the spread of urban development was also recorded (Devon HER). Overall, the indication is for gradual and piecemeal development along Fore Street during the medieval period, with some areas remaining under cultivation possibly as late as the 13th century.

The 1855 Town map indicates a strong linear fixation line that appears to run along the western edge of the former priory lands on the north side of Fore Street. This line continues across to the properties lying immediately adjacent to the East Gate that run south off Fore Street and along South Street. Some of these tenement plots have a different morphology to the narrow linear plots further down Fore Street, being wider and more irregular in shape and backed by the aforementioned fixation line to the east. This probably reflects an area of later medieval infill around the outskirts of the town walls on what was previously part of the defensive bank and ditch; a permit dating to 1437 was granted to Reginald Wise by the lord of the manor to build houses on former murage land against the town wall to the north of the East Gate (Rea 1923, 3; Russell 1984, 16). The eastern boundary of this land on the north side of Fore Street was given as the foss or ditch of the Priors Garden (Rea 1923, 3), probably part of the former defensive ditch around the town; the fixation line running from north to south between the Fore Street plots probably preserves part of its line.

A borough at Bridgetown (HUCA 21), on the eastern riverbank, was established by Henry de Pomerai as a rival to Totnes c1232 to 1247 (SHDC 2014; 4.1). The origins of the earliest settlement at Bridgetown are unknown, but the medieval extent can be established through the survival of burgage plot boundaries, which suggests this originally reached only as far east as the junction of Weston Lane, possibly expanding along the southern side of Bridgetown Hill during the later and post-medieval periods. As the burgesses of Bridgetown were granted the same rights to buy and sell goods as the burgesses of Totnes, the borough would have had its own marketplace, probably along the main street (Fig 7).

A second borough was established at North Ford prior to 1250, possibly preceding that of Bridgetown (Beresford 1984, 420). Its precise location and extent is now unknown, but it lay somewhere to the north of Malt Mill Brook and may have abutted, or stood just beyond, the southern borough boundary of Dartington; the Devon HER includes a

1992 reference to a section of embankment that may mark its southern boundary but the location of this, or whether it continues to survive into the present day, is not known. Current understanding is that the borough occupied a low rise of land in the vicinity of the present-day Borough Park and Totnes railway station (HUCA 12) (Devon HER). However, an alternative suggestion can be made following a topographic analysis of the terrain and primary roads on the western side of the Dart Valley (see Fig 2), which suggests that areas of known or conjectured medieval or earlier settlement were typically located on the hill spurs above the valley floors. The optimum location for North Ford, therefore, may be slightly to the south-west, aligned along the north-eastern side of Barracks Hill and possibly extending north-eastwards across the far side of the present Ashburton Road (Fig 2). The ford over the Malt Mill Brook that gave the borough its name may have existed in the vicinity of the Malt Mill Bridge (HUCA 12).

There were 68 burgesses recorded for North Ford in 1326 and the c1840s Tithe map shows narrow plots in the vicinity of Redworth House (HUCA 15) that may reflect relict burgage plot boundaries or medieval cultivation strips. It is probable that a marketplace would have been associated with the borough and this would have most likely stood on or near the main routeway into Totnes from the north-west and Dartington, again potentially suggesting a focus towards Barracks Hill (HUCAs 12 and 15). Although there is no certain evidence for the borough of North Ford in this location, the wider evidence indicates that this may be a more preferential location than the poorer low ground to the west of Broad Marsh; this area would have been relatively poor low-lying land within the tidal reaches of the River Dart, potentially unsuitable for permanent settlement. North Ford was relatively short-lived (known documentary references date it up to 1500) and no certain traces of the borough visibly survive above ground. It is recommended, however, that future development in the vicinity of both Borough Park and Redworth bears the above possibilities in mind during any evaluative work.

During the medieval period there was an expansion of settlement to the south-west of Totnes beyond the West Gate, incorporating the top end of High Street (HUCA 1) and both Cistern Street and Leechwell Street (HUCA 4). The earliest phase of expansion was probably the top section of High Street, just outside but immediately adjacent to the West Gate (HUCA 1). The present-day character of this area, with its regular linear plots and tall, narrow, buildings standing with gable end facing the road, is remarkably similar to that within the town walls. The expansion of settlement along Cistern Street probably also began relatively early during the medieval period, possibly associated with the division of Totnes Manor into Little and Great Totnes by the late 12th century (Devon HER). The earliest documentation of tenements (MDV44484/44486) in this area, however, dates to the late 15th century (Devon HER).

At the centre of this phase of settlement expansion stood the medieval cattle market known as the Rotherfold (MDV44488). This originated as a much larger triangular area between the junction of Cistern Street and Leechwell Street but was progressively encroached upon over the course of the late to post-medieval periods. The marketplace and the settlement that grew up around it would have been well placed to capitalise on trade traffic approaching from the south and north, reflected by its position at the convergence of the primary routeways from these directions. The origins of the Rotherfold are not clear, nor the point at which it became a cattle market serving the wider town. If the Rotherfold originated as a marketplace serving the burgesses of Little Totnes, this must have created competition with those within the town of Totnes itself, although this is not documented. The town had been granted an eleven day fair by the early 12th century, which would require the allocation of a sizeable and semi-permanent space. The location of a fairground at Totnes is also not documented but the position of the Rotherfold at a crossroads on level ground on the outskirts of town would be a favourable option. Whatever its original purpose and function, the gradual encroachment of the Rotherfold reflects the changing drivers of development in this area during the late to post-medieval period.

Leechwell Street is named after the medieval holy well (MDV9058) that stood some 100m to the south-east (HUCA 4). The Leechwell possibly dates back to at least the 12th century and currently consists of a deep stone reservoir with three stone troughs set into its floor to collect water fed by a culvert on its west side (Devon HER). The well is reputed to have healing properties and was traditionally used in the treatment of eye ailments, lameness and skin conditions; the leeches used as part of this treatment may have influenced the well's name (Devon HER). A possible immersion bath (MDV71623) is associated with the well, located about 50m to the south-east of the Leechwell within what is now the Leechwell Gardens. This is not substantiated, however, and may be an industrial feature (Devon HER).

The Leechwell has also been associated with the medieval St Mary Magdalene Leper's Hospital (MDV9084), established on Maudlin Road to the south-east c1384 (Devon HER). As lepers were usually housed in isolation, it is unlikely they would have used a publicly accessed well, but in addition to being positioned on the outskirts of the medieval town the location of the hospital may have been influenced by the reputation of the waters for healing skin conditions. Accurate documentation is lacking, but the hospital may have gone out of use by the early to mid-17th century, subsequently being used as a temporary billet for soldiers during the Civil War and for the casting of bells for the Maudlyn Chapel. The buildings were then adopted as almshouses up until the early 18th century when the site was abandoned and redeveloped (Devon HER).

Totnes is known to have had three medieval mills, although none are documented in the Domesday record for the town. The Town Mill (MDV18438) (HUCA 10) was in existence by at least the 13th century, when a miller was first documented as a member of the Totnes Town Guild (Russell 1984, 22). Town Mill originated as a tidal mill; it was powered by the ebb tidal flow, which was diverted along a leat from the marshland to the north (Devon HER). By the 13th century access to the Town Mill was likely via Mill Lane, off Fore Street, which by this time probably extended across reclaimed foreshore to the new bridge. The line of the early medieval and medieval river foreshore may originally have stood further to the west, however, closer to the junction with Ticklemore Street. If so, and the Town Mill is older than 13th century in date, then Mill Lane was probably a later access off Fore Street; prior to this access to the mill may have been along the foreshore or by another route now lost beneath the present-day streetscape. Russell (1984, 34) records that in the 15th century the meadow north of Mill Lane was used as rackfields for drying cloth. The current surviving Town Mill building dates to the 17th century and is presently the Tourist Information Centre.

Snail Mill (MDV43491) (HUCA 18) near St Peter's Quay was the mill belonging to the manor of Little Totnes and is first documented in a deed of 1275. Rea (1923, 3) mentions a later deed of 1331 that documents the stream from Syterescombe (probably the one running down through Lake Gardens) that runs down to Little Totton mill pond (Snail Mill); the 1855 Town map shows two mill ponds to the south of the mill below Orchard Terrace. Prior to the 13th century and the construction of a dam at Warland a tidal creek ran up the north side of Snail Mill towards Moorashes; this would have extended across the low-lying ground currently occupied by the late 20th century development at Home Meadow and Westward Close (HUCA 8). The relationship of the mill to the medieval settlement at Cherry Cross and St Peter's Quay is presently unknown, although a site walkover demonstrated that the mill was situated just above the point where the natural slope of the land levelled out, suggesting it originally stood close to the earliest foreshore and may, therefore, be another tidal mill in origin.

A third mill recorded in Totnes was Malt Mill, also referred to by Rea (1923, 4) as Castle Mill. Neither the origin of this mill nor its precise location is certain, although Rea (ibid) mentions a deed dated 1333 that places the 'Kings Way' on both sides of the mill. According to Rea, this puts the mill at the bottom of Collins Road, by the railway bridge (HUCA 12). Russell (1984, 23) includes a map that places Malt Mill to the east of lower Castle Street; the c1840 Tithe map and apportionment for Totnes shows a tannery at

this point. A site walkover suggested a likely location for Malt Mill between the junction of Castle Street and Collins Road, opposite the tannery site and where a group of mid-19th century warehouses are now redeveloped for residential use (HUCA 12). The northernmost building may be older in origin, however, as may the remains of walling to the north of this building; the c1840s Tithe map and apportionment for Dartington record a barn, yard and garden at Crops Barn at this location. The topography of this location would place Malt Mill on the Malt Mill Brook at or near the highest reach of a former tidal creek and accessible from the town via Castle Street. It also broadly concurs with the location proposed by Rea (*ibid*). To date, however, the precise location of Malt Mill remains conjectural and no certain remains of the mill are known to survive.

During the early 13th century a dam, or raised road levee was constructed at Warland (Weirland) (HUCA 9), running in a line southwards from Ticklemore Street to Snail Mill (SHDC 2014, 3.1; Russell 1984, 27). The dam cut across two small tidal creeks and in some areas may have been as much a consolidation of sloping foreshore as a dam. The lie of the land to the west of Warland, on the west side of Ticklemore Street and along the south side of Victoria Street, slopes gently upwards, suggesting that this was always slightly elevated ground; Ticklemore Street is documented as 'Picklemore' or 'Pricklemer' Street in 16th century town accounts, the name taken to mean a small point of land or moor (Rea 1923, 11; Russell 1984, 7). Prior to the 13th century a tidal creek probably ran westwards along the south side of Victoria Street towards Moorashes, where it would have been joined by the stream that still runs down from the Leechwell today. This stream continues to flow down through the Leechwell Gardens and past Moorashes Cottages, flowing broadly eastwards along the line of St Katherine's Way to The Plains and the river. From the 13th century onwards new areas of reclaimed land were formed at Moorashes (HUCA 6), behind the Warland Dam to the west, and a new road link was created between Fore Street and St Peter's Quay. In 1270 property belonging to Walter le Bon and his wife was donated by them for the construction of a chapel at Warland. The Chapel of the Holy Ghost and St Katherine (MDV9082) may have been served by a Trinitarian Friary for a time before being appropriated to Exeter Cathedral in 1801. The partial remains of the chapel walls are preserved within a surviving early 16th century house (MDV90103) at No. 10 Warland.

Several large estates and farmhouses now incorporated within the present-day urban extent were probably in existence by the medieval period, if not before. Lower Broomborough Farm, on Plymouth Road, (HUCA 16), may have originated as a medieval farmstead, although the current house (MDV92365) is 18th century in date (Devon HER); Broomborough itself, around 300m to the south, is documented as Bromburhe by 1276 but may have an earlier, as yet undated, origin in the name Brouneberge (Gover, Mawer and Stenton 1932, 334). Hampstead Manor Farm (MDV9091), on the northern bank of the River Dart (HUCA 14) may also have a medieval or earlier origin, although the current farmhouse dates to 1603 (Devon HER); the manors of Broadhempston and Little Hempstone relate to the Domesday manor documented as Hamistona in 1086 (Gover, Mawer and Stenton 1932, 514). How Hampstead Manor Farm relates to this manor, however, is not clear from the currently available literature. On the eastern edges of Bridgetown are the farming settlements and estates of Higher Weston and Great Court; Lower Weston is now lost under the spread of modern development. Higher and Lower Weston may be of contemporary or later date to the original settlement of 'Weston' ('West Farm'; possibly underlying Great Court or Weston House), which is documented by 1242 (*ibid*, 507).

A fair was granted by Henry I to the lord of the manor, Wido de Nonant, in 1131. The fair began on May 1st and lasted for eleven days (Russell 1984, 21). As mentioned previously, the location of a fairground at Totnes is not documented; the Rotherfold (HUCA 4) is one possible location, although this was probably in use as a live cattle market from a relatively early stage. A weekly provisions market was held every Saturday; the meat section was held in the shambles, on the site of the current marketplace (HUCA 1). Fish was sold at the top of High Street near the junction with

Castle Street and there were permanent stalls along High Street where the Butterwalk is now situated (Russell 1984, 21) (HUCA 1).

The earliest roll of the Town Guild encompasses the first half of the 13th century. Russell (1984, 22) documents that from the identifiable occupations of guild members, there were 16 smiths or others connected with shipbuilding, 3 fishermen, 3 merchants, 3 tanners, 3 shoemakers and 5 cloth makers. One miller is also documented. The first Guildhall stood on the site of 8 High Street (HUCA 1). Following the construction of a new Guildhall on the site of the medieval priory c1553, the old Guildhall was used as a hall for measuring and stamping cloth (Rea 1923, 13; Russell 1984, 22).

In 1206 the burghers of Totnes obtained a charter from King John granting them the right to a guild of merchants with free rights to buy and sell. The wealth of the medieval town was based in the trade and export of wool, cloth, slate from the local quarries south of the town and tin from Dartmoor.

The increased commercial rights for local merchants brought the opportunity to capitalise on a growing local market economy and these factors were probably responsible to some extent for the expansion of settlement beyond the West Gate along Cistern Street and for the extra-mural boroughs of North Ford and Bridgetown; the positioning of these areas of settlement along the principal routes into the town from the east, south and north is surely telling in this respect. On the same basis, the demise of North Ford may have been a reflection of the precarious fortunes of Totnes during the later medieval period, which appears to have seen a sharp, if temporary, decline during the 14th century (Russell 1984, 31).

Around the late 12th century a bridge (MDV9056) was constructed over the river at the eastern end of Fore Street, just to the north of the present-day bridge (HUCA 10). This may originally have been wooden; in 1856 an oak timber was recovered from the foundations of the early bridge, bearing the date AD 1205 (Devon HER). A chapel (MDV9096) dedicated to St Edmund, King and Martyr and St Edward the Confessor was constructed at its western end c1250 and was still standing, though ruinous, c1880, having spent part of its life as a blacksmith's shop. Its site is currently marked by a narrow traffic island in the middle of Coronation Road. With the construction of the bridge this routeway across the river would have become more important and economically viable. Regular bequests are documented throughout the 15th century to keep the bridge well maintained and the originally narrow bridge was widened at least once during the 17th century (Devon HER).

By the later medieval period a road was established from the North Gate, running down Castle Street towards Malt Mill. Its destination beyond the site of Malt Mill is not certain, as beyond this point would have been marshland and the river; if the borough of North Ford was located in the vicinity of the present-day Borough Park (HUCA 12) then Castle Street may have led to this by the late 13th century. Smallbridge (MDV584450) is documented in 1510 and may have been a bridge over the Malt Mill Brook in the vicinity of Malt Mill. A place called Le Sculpe, (meaning unclear) is documented in several early 16th century deeds as lying outside the North gate on the route to Malt Mill and Smallbridge; Rea (1923,4) suggests this may have been Shooters Hill (HUCA 11).

The construction of the Warland Dam created a new road link between Fore Street (HUCA 3) and St Peter's Quay (HUCA 18). By the 15th century there was increased reclamation of land along the western banks of the River Dart and c1450 a new Town Quay (HUCA 9) was constructed on the east side of Ticklemore Street at the junction with Fore Street. Its eastern extent probably only reached as far as the present-day western side of The Plains, with everything south-eastwards of Town Quay and the Warland Dam still tidal marshes at this point (SHDC 2014, 3.1). An entry in the Devon HER refers to this new Town Quay (MDV9088) as New Quay and places it closer to the current riverbank, north of the old Bowling Green; this location is probably erroneous, however, as this area would still have been tidal marshes in the 15th century.

To the south-west of Totnes (HUCAs 6, 7 and 8) are two narrow lanes of medieval, or older, date, which remain preserved in the modern streetscape. Leechwell Lane (MDV44482) (HUCA 7) forms a link between Maudlin Road and the Shambles Gate on South Street. The lane is characterised by high stone walls along most of its length and retains most of its original route, although it is now dissected by an early 21st century linkway between St Katherine's Way and Leechwell Street to create an access road for car parking. The boundary walls of Leechwell Lane have created strong fixation points, which have determined the pattern of historic boundaries and plots along its length, a pattern that remains strongly preserved even into the present day. A second lane links Maudlin Road with The Grove and runs north across the higher slopes at the top of Moorashes (HUCA 8), descending to the valley floor at what is now St Katherine's Way before running east along the front of the late 17th century Moorashes Cottages (MDV63145) to The Grove (HUCA 6). This lane is not walled like Leechwell Lane and has lost some of its original line through the construction of St Katherine's Way. Nonetheless, its line has still created a strong fixation point that has determined both historic and modern boundaries and the pattern of modern housing development. The lane would have created a shortcut along the drier ground skirting the marshland to the southern outskirts of the town, although whether this was its original intention is unknown. Leechwell Lane, on the other hand, may have been deliberately created to access the Leechwell from the southern approaches to Totnes and from the town itself. The reason for this lane being so substantially walled is not clear, but this echoes the construction of walled burgage plot boundaries in the town, many of which remain well preserved and highly distinctive components of the modern-day townscape.

3.5 Post-medieval

The 16th century was a time of particular prosperity in Totnes, largely the result of a boom in tin mining on Dartmoor and a flourishing textile industry. Totnes established a thriving export trade to ports in France and the Iberian Peninsula during this period, fast becoming the second wealthiest town in Devon behind Exeter (Russell 1984, 45). The increased number of wealthy merchants brought many changes to the town, including the expansion of the Town Mill, the ongoing development of the riverside wharves and quaysides, the construction of fine merchants' housing and new civic buildings along High Street and Fore Street and increased social provision for the poor and infirm.

Town Mill

The Town Mill (HUCA 10) saw a period of disuse during the early 16th century, when the tenant of the mill, Barnard Smith, built a dam across Priory Marsh to improve the quality of his meadow pasture bordering the river (Russell 1984, 59); the dam also effectively prevented the Town Mill from using the tidal ebb of the River Dart as its source of power. Russell (*ibid*) documents the dispute this caused in greater detail, but by c1581 the lease of the mill had passed to Geoffrey Babb who redeveloped the site from a single corn mill to include three grist mills, a shelling mill and four fulling mills (*ibid*). To reinstate an effective power source, Babb enlarged and lengthened the old tidal leat (MDV19591) and replaced an earlier barrier of furze and timber with a stone-built weir, Swallowfields Weir (MDV9033), across the main stream of the River Dart at a place historically known as Buckham's Marsh (Devon HER).

Swallowfields weir has seen substantial alteration and repair since its initial construction and the standing fabric is largely 19th century or later in date. This has resulted in its significance to the town's commercial and social history being undervalued to the point where the structure has no statutory protection. A site walkover indicated that there may be surviving elements of older structures and ground surfaces relating to the weir and its components that would benefit more detailed survey. In addition to its industrial history servicing the Town Mill, the weir has long provided a place of recreation and leisure. A fish ladder and hatch was first constructed at the weir during a partial rebuild in the early 18th century (Devon HER); White (1850) wrote that 'the sporting and angling of the neighbourhood are of the best description'. The pools created by the weir

have long been used as popular swimming haunts, whilst the weir itself has created a focus for riverside walks, becoming an important part of the local landscape aesthetic. The leat also survives largely intact, creating a dynamic green space within the modern townscape; traditionally local schoolchildren were taught to swim in the leat before progressing to the larger pools above the weir (Vodden 2004, 59). The post-medieval Town Mills were largely demolished in the 1930s for the construction of Coronation Road, bar a 17th century mill building (MDV18438) now the Tourist Information Centre.

Post-medieval quaysides

A growth in the export trade of Totnes during the 16th century would inevitably have led to increasing development of the quaysides along the River Dart, although there is no certain evidence for how or when this occurred. By the early 16th century the boom in tin mining was at its height and Totnes exported the tin from Ashburton, the busiest of the Devon stannary towns. The mining processes caused great quantities of sand to be washed downstream towards Totnes Bridge, however, choking the river channels. The shipping used to carry the tin was also of wider draft, itself causing problems with navigability (Russell 1984, 46). Dredging was required to help keep the river channels open and it seems likely that modification and improvement of the quaysides at Totnes would have been part of a greater process of change during this time.

Clearly The Plains (HUCA 9) were undergoing a transition by the late 16th century, developing as an edge-of-town area of mixed usage. In 1589 John Norris founded Lower Almshouses (MDV9104) on the corner of Fore Street and The Plains, suggesting (by analogy with other Devon towns, such as Tiverton, for example) that this was still an undeveloped area on the edge of town. Excavations for sewerage works on The Plains in the 19th century uncovered evidence for a post-medieval bullring (MDV9068); there is documentary evidence for its use between 1554 and 1678 (Devon HER) and it continued to be popular into the early 19th century; the last recorded occasion of bull baiting in Totnes was at the peace celebrations on 22nd June 1814 (Russell 1984, 79). The current Seven Stars Inn (MDV18439) was rebuilt on the north side of Fore Street facing The Plains in the late 17th century, on the site of the former inn attached to the medieval priory (Devon HER).

By the late 17th century The Plains had been substantially reclaimed, suggesting that the quaysides had also shifted eastwards by this time; Town Quay is shown on the c1840s Tithe map for Totnes and the 1855 Town map, but its precise date of construction is not known. Merchants' housing was being constructed on the east side of The Plains from the late 18th century, but material evidence for what this replaced remains lacking.

The 1855 Town map shows Riding Place Quay to the south of Town Quay; Riding Place Quay and Ashford Slip are documented as the 'ancient ford' over the River Dart, which went out of use once Vire Island was extended northwards to the bridge in the early 19th century (Totnes Museum Society 1981, 14). This ford was in use during the post-medieval period for vehicle traffic that was too heavy or wide for the original bridge (Russell 1984, 27). If and how this was associated with the fording point across the river prior to this time, however, is currently unknown as up until at least the mid-15th century the riverbank would have stood further to the west, with Riding Place Quay still an area of river and tidal mudflats (SHDC 2014, 3.1). Town Marsh, to the south of The Plains (HUCA 9), was not reclaimed until later in the 19th century and prior to this the tidal marshland may still have come up close to The Plains. A post-medieval quayside may, however, have extended southwards from The Plains between Town Marsh and the river; a quay is recorded on the c1840s Tithe map for Totnes, shown as Marsh Quay on the 1855 Town map and a bowling green that stood to the south of Marsh Quay until well into the 20th century was first mentioned in the town accounts of 1679 (Russell 1984, 79).

Post-medieval merchants' housing

One of the most distinctive legacies of the post-medieval period in Totnes is the number of fine merchants' houses constructed along High Street (HUCA 1) and Fore Street (HUCA 3) during the 16th and 17th centuries. Detailed listings and descriptions of these buildings and their distinctive double courtyard, or 'deux corps de batiments' style are given elsewhere (e.g. Devon HER; Cherry and Pevsner 1989). This architectural style is rare in Devon, typically seen in only the wealthier towns and therefore indicative of the relative wealth of the Totnes merchants (SHDC 2014, 1.1). The scale of their survival in Totnes is remarkable and a dominant component of the town centre's historic character. Ironically the scale of their survival may partly be due to a decline in the fortunes of Totnes merchants during the 18th and early 19th centuries, which led to a fall in the number of new houses being built.

Some merchants' housing on High Street (HUCA 1) did, however, see some refronting and interior modification during the 18th and 19th centuries; this street was a highly favoured residential location during the post-medieval period and the quality of its housing and the difficulties and cost associated with clearing and rebuilding probably saved it from substantial redevelopment (Cherry and Pevsner 1989, 867). Merchants' housing on Fore Street (HUCA 3) may not have seen modification on the same scale as that on High Street, although some refronting during the 18th and 19th centuries is still in evidence. Nonetheless, a small number of houses adjacent to the East Gate on the south side of Fore Street have retained more details of their original 16th/17th century frontages; The Elizabethan House (MDV9080), currently Totnes Museum, is a particularly fine surviving example of Tudor architecture. The higher quality post-medieval merchants' housing may, however, have been largely confined to the south side of Fore Street in the area immediately south of the East Gate, opposite the former priory lands and with long burgage plots extending southwards to Victoria Street (SHDC 2014, 3.1). Poorer tenements of mixed usage may have been more typical further down Fore Street towards the quays and this lower end of Fore Street may generally have seen greater regeneration from the 17th century onwards. Archaeological evaluation of sites at 21-25 and 39 Fore Street (MDV59861/28072) has revealed quantities of post-medieval pottery largely dating to the 16th and 17th centuries, although residual pottery suggests tenements on lower Fore Street were occupied from at least the 13th century onwards (Devon HER). These tenements appear to have been almost wholly redeveloped from the early 19th century onwards; one notable exception is 'The Mansion' at 36 Fore Street (MDV16361), built in 1797 and home of King Edward VI College from 1887. This building now houses Totnes Library.

Although few of the buildings on High Street or Fore Street retain many medieval elements, the process of post-medieval construction followed by partial later remodelling now means that some houses to the east of the town walls on the south side of upper Fore Street look older than those on High Street despite being part of a later stage of development. In contrast, many buildings on High Street look later in date than those on upper Fore Street, despite being within an area of primary urban development. Equally, the present-day visual character of lower Fore Street remains notably different from upper Fore Street, with a more variable morphology and size of plots, which has created a less crowded and more open feel to the streetscape. The building stock within this area is largely 19th century in origin.

Totnes contains several individual houses beyond the historic town core that are of post-medieval date and worthy of note:

- Hampstead Manor Farm (MDV90991), to the north of the River Dart currently stands within Totnes's urban extent (HUCA 14). The farmstead was probably part of the wider Domesday manor of Hamistona, becoming fragmented from this at some point prior to the 16th century. The current farmhouse may contain medieval elements but its predominant architecture is early 17th century in date; a family crest on one of the bedroom walls is dated 1603 (Devon HER).
- The Priory (MDV18251) (HUCA 5) is a late 17th century house built within the former priory gardens, overlying an earlier medieval priory building. Walter

Smith acquired the major extent of the priory site and associated holdings in 1542 but granted the main priory buildings and churchyard to the town (Russell 1984, 48). It is not known whether there was any modification or rebuilding of this additional priory building prior to the late 17th century.

- A terrace of cottages at 1-18 Moorashes (MDV63145) (HUCA 6) were referred to as 'Morass' Cottages in 1652. A medieval lane still runs from Maudlin Road (HUCA 8) to the south, across the higher valley side that skirted the tidal creek and marshes at Moorashes (HUCA 6) and along the north front of this terrace, where it joins The Grove (See Figs 7 and 8). The Kingsbridge Inn (MDV90308) (HUCA 4) is reputedly the oldest inn in Totnes, dating to c1684 and refronted in the early 19th century
- Sefton House (MDV91768) in Bridgetown (HUCA 21) is a 16th to 17th century merchant's house that was refronted during the later 19th century. There were probably other similar post-medieval houses within the historic core of Bridgetown but only Sefton House remains; the borough saw extensive redevelopment during the 19th century and most of the building stock along the western extent of Bridgetown Hill dates to this period (SHDC 2014, 4.1).

Civic and social provision

In 1553, less than twenty years after the dissolution of Totnes Priory (MDV9060) in 1536, some of the priory buildings (HUCA 1) were redeveloped as part of the new Guildhall (MDV9085). In 1624 the Guildhall was substantially reconstructed from the former priory refectory and a prison cell was added below the first floor council chamber, on the site of the former priory kitchen. Extensive alterations were carried out again in 1829 and in 1897 a front loggia was added incorporating the pillars from the former Church Walk (MDV9065) (Devon HER). A grammar school (MDV9083) was also constructed in 1553 to the east of the Guildhall, incorporating parts of what may have been the prior's residence. The grammar school was rebuilt in 1630 to form a two storey building and continued in use until 1887 when it moved premises to 36 Fore Street (MDV16361) (Russell 1984, 49). The site of the former grammar school is shown as a police station on the c1904 OS mapping and is now converted to residential use. Russell (1984, 70) notes that in 1697 the water supply from Broomborough to the town was improved by replacing the open gutters along the main streets with wooden pipes.

During the 16th and 17th centuries there were many endowments and bequests made by the wealthier residents of Totnes to provide for the poor and infirm. Many of these bequests made dedicated provision for such things as poor relief, the education and apprenticeship of poor children, and the care of the sick (viz. White 1850). A number of almshouses were founded in Totnes during this period; Lower Almshouses (MDV9104) was founded by John Norris on the corner of Fore Street and The Plains (HUCA 9) in 1589, later adjoined by eight additional rooms to the south funded by the town Corporation (Devon HER). An almshouse for six poor men was founded by James Rodd in 1654 within part of the former medieval Rotherfold (HUCA 4), which had clearly been substantially infilled by this time. Russell (1984, 85) documents a group of almshouses north of the shambles; these may have stood in the area of the current Market Square fronting onto High Street (HUCA 1) but were removed in 1848 during the rebuilding of the post-medieval Market Hall (MDV16252) (*ibid*, 93). White (1850) documents an ancient almshouse founded by William Douse in the 20th year of the reign of Elizabeth 1; Douse is also documented as having donated lands to the leper Hospital of St Mary Magdalen (MDV9084) in 1577 (Lysons and Lysons 1822). The distribution of almshouses may indicate the extent of Totnes by the 16th century, or where there were pockets of disused or under-developed land within the town limits.

In 1594 the town corporation built a new Market Hall (MDV16252) in the meat market, or shambles (HUCA 1); this was rebuilt in 1848 (see above). In 1596 Queen Elizabeth 1 granted Totnes the right to an additional three day fair to be held on 27th October (Russell 1984, 23). Horse fairs were traditionally held on The Plains (HUCA 9) by the

late 18th century but it is not known when these began. The old Guildhall (MDV9100) on High Street was converted into use as a cloth hall once the new guildhall was established on the site of the former priory. A corn and seed market was established on the south side of Fore Street (HUCA 3) on the site of the present-day United Free Church. In 1611 Richard Lee had a covered walk (Church Walk: MDV9065) built along the north side of High Street (HUCA 1) in front of St Mary's Church, which he donated to the town as a market and exchange. An upper room was for the use of local merchants to discuss business. Below this was an open colonnade, which by 1653 had become a seed and fruit market (Russell 1984, 67). The south-western extent of The Rotherfold on Cistern Street (HUCA 4) had become a sheep market (MDV44490) by at least 1675 and continued in use until 1962 (Devon HER). The upper storey of Church Walk was rebuilt in 1718 and saw later use as a ballroom but in 1878 the whole structure was demolished as it had become unsafe (Devon HER). The Butter Walk on the north side of High Street, and its smaller twin, The Poultry Walk, on the south side of High Street next to the market (HUCA 1), were probably the result of piecemeal redevelopment of the street frontages along central High Street from the late 16th century onwards, the gabled houses here being refronted with deep jetties supported by columns overhanging the streets below. The majority of the present-day colonnades date to an 18th century replacement of the earlier post-medieval columns (Cherry and Pevsner 1989, 874). The redevelopment along the north side of High Street in particular during the 16th to 17th centuries probably involved a marked shift of the building line forwards, reducing the wider triangle of the early medieval marketplace. The original medieval frontage may have been closer in line with the churchyard wall to the east, widening towards the castle precinct in the west.

The 17th century was a time of declining fortunes for the merchants of Totnes. Along with the rest of the country, Totnes experienced the impact of periodic plague outbreaks and the financial levies of the Civil War. The woollen trade in Devon was in a more general decline by the later 17th century but Totnes also failed to embrace the rising demand for serge that profited other Devon cloth-making towns, such as Exeter and Tiverton (Hoskins 1954, 504; Russell 1984, 61). The late to post-medieval maritime trade of Totnes had been focussed on the textile and tin-mining industries and the port had never reached the status of some of the larger ports on the south coast, such as Dartington, Brixham and Teignmouth, that profited during the 17th century through the Newfoundland fishing trade (Fisher 1999, 385). The silts from the mines had contributed to the silting up of the river channel but conversely the weir that was constructed during the 16th century to power the new Town Mills led to severe flooding problems that involved expensive litigation cases for the town corporation; ironic given the added problems of keeping the river channels free of silt and navigable for merchant shipping. In 1719 the town council was declared insolvent and during the 18th century the commercial emphasis in Totnes shifted towards a more rural market economy; a visit by Daniel Defoe c1720 led him to remark that Totnes was a very good 'residential town', with 'excessive plenty of good fish' and other cheap provisions, of some trade but with more gentlemen in it than traders (Hoskins 1954, 504; Russell 1984, 71-72). Such is the flavour that characterises the development of Totnes as a genteel residential town during the 18th and 19th centuries.

3.6 The Eighteenth and Nineteenth Centuries

At the beginning of the 18th century the town of Totnes remained close to its late to post-medieval extent - a small country market town within an enclosed and dominating landscape setting with a growing number of middle class residents Russell (1984, 83). Manufacturing industries were few but riverine trade and activity continued to a limited extent, preserving the relationship between town and river and the qualities of the quays and riverside areas. Due to the decline in local wealth, there was little new building, however, although the modification and improvement of existing post-medieval buildings, particularly within the town centre (HUCA 1), continued apace. A small number of individual 18th century buildings of note in Totnes include:

- A pair of houses at 26 and 28 High Street (MDV35432/35432) (HUCA 1) built by John Amyatt in 1701. Number 28 was in use as a theatre for part of the 18th and 19th centuries and bears the masks of Comedy and Tragedy on its façade.
- The old Guildhall (MDV9100) at 8 High Street (HUCA 1) was rebuilt in 1719 as a domestic residence.
- 'Manor House' (MDV90115) (HUCA 5) is an early 18th century house built for the rectory of Totnes and marked 'The Rectory' on later 19th century mapping. The house faces on to what is now Coronation Road but originally stood within its own formal gardens opposite Town Mill (HUCA 10).
- 'Cottage Farm' (MDV44629) and 'Lower Broomborough' (MDV92365) are early 18th century farmhouses on Plymouth Road (HUCA 16). These farmhouses appear to predate the construction of Plymouth Road in 1765 by the Turnpike Trust but may suggest that an older lane did exist leading out of Totnes in the direction of Follaton.

Giles Welford built 'The Mansion' (MDV16361) at 36 Fore Street (HUCA 3) in 1797 on the site of a former 17th century house with orchard and chapel, the residence of Henry James, the town mayor in 1637 and 1651. Between 1876 and 1887 the property was known as 'Hele's School', after which point it became the premises of King Edward VI Grammar School (Devon HER). 'Steps Cottage' (MDV92351) at 8 Leechwell Street is an 18th century cottage with some unusual exterior details. The cottage is approached via a small set of stone steps and Rea (1923, 3) noted that the steps continue to wind up between interior walls to a small chamber at the top of the building. He also documented a 13th century deed for a tenement named 'La Medeschoale', which he speculated as referring to Steps Cottage, as derived from the French word 'escalier'. Rea (*ibid*) has suggested that Steps Cottage may have originated as an old lookout tower over the river. In addition to these individual buildings there was some construction of new buildings along Leechwell Street, Cistern Street (HUCA 4) and along the eastern end of Plymouth Road during the 18th century; these are generally relatively modest cottages compared to the larger residences in the town centre, indicating workers' and artisan housing on cheaper redevelopment land on the urban edges. This period also saw some limited redevelopment of Town Quay and the northern end of The Plains (HUCA 9), principally a mix of larger residences on The Plains and merchants' houses backed by warehousing on Town Quay. As noted above, the current building stock along the western extent of Bridgetown Hill (HUCA 21) is largely 19th century in date, but there are a small number of 18th century houses within the main street, suggesting a degree of redevelopment in Bridgetown during this time.

The early 19th century was more dynamic in terms of redevelopment in Totnes, which included significant road improvements and the building of a new bridge across the River Dart (SHDC 2014, 1.1). Within the urban core of Totnes, High Street (HUCA 1) and Fore Street (HUCA 3), many of the shop fronts date to the early 19th century indicating its commercial status as a provincial market town. Bridgetown (HUCA 21) also saw a period of active redevelopment by the 11th Duke of Somerset during the early 19th century following the construction of the new bridge (Russell 1984, 87), although in contrast to Totnes this was to reduce the commercial status of Bridgetown and create a largely residential suburb east of the river.

The pattern of development during the mid to late 19th century typically saw residential expansion along the new and improved roads into Totnes and Bridgetown and in the vicinity of the newly constructed Totnes railway station (HUCA 12). In Totnes this is characterised by small developments of terraced housing and workers' cottages along the main routes closer to the town core, along the eastern end of Plymouth Road (HUCA 16) and the bottom of Castle Street (HUCA 11), for example. At Bridgetown this period of redevelopment probably included some conversion of premises along Bridgetown Hill (HUCA 21) from commercial to residential as the commercial status of Bridgetown diminished. There was also some expansion of new housing to the east

along Bridgetown Hill and to the south along Weston Road and Seymour Place. In the main this comprised terraces of modest houses and cottages, such as Coldharbour Cottages (MDV44633) on Bridgetown Hill, for example, intended for workers on the Berry Pomeroy estate and their families (Russell 1984, 87) (Fig 9).

Larger, more genteel, villas constructed throughout the 19th century were typically situated on the semi-rural town edges of Totnes and Bridgetown, in the vicinity of Cherry Cross, Maudlin Road and Plymouth Road on the Totnes side of the river, for example and along Pathfields and Bourton Road at Bridgetown.

Civic, social and religious provision

In tandem with wider social changes nationwide during the 18th and 19th centuries, civic and social improvements in Totnes during this period included greater educational provision and social care. In order to recoup some of the debt incurred by the town corporation during the 17th century the local burgesses resolved to lease 50 borough properties for a nominal rent over a term of 200 years on payment of a lump sum. Such properties included many of the quayside warehouses, the quays and wharves themselves and all tolls received by them, the Town Marsh, the town markets, including the shambles, the sheep market and the Rotherfold, and a few individual plots within the town, including the old Guildhall. This only went some way towards recouping the money owed by the corporation, however, and the 18th century was a period of fairly short shrift in the way of civic and social provision unless it came from private benefactors (Russell 1984, 75). Periodically the town corporation received financial donations, which alleviated the financial stress and this situation appears to have generally improved into the 19th century.

Civic development in Totnes during the 18th and 19th centuries included the conversion of the corn and seed market on Fore Street (HUCA 3) in 1780 to a mayoralty house for corporate dinners and public entertainment. This continued in use into the mid-19th century but the building was finally pulled down in 1877 (Russell 1984, 76). The post-medieval Market Hall (MDV16252) was rebuilt in 1848. Almshouses that stood to the north of the old Shambles fronting onto High Street (Russell 1984, 85; White 1850) were removed in order to move market stalls off the main street (Russell 1984, 93). As part of improvements to the town's water supply, several reservoirs were constructed at high points above the town, such as the one at Harper's Hill (HUCA 4), for example. White (1850) documents the provision of hot, cold and shower baths in The Plains, the locations of which are currently unknown.

Improved social and health care during the 18th and 19th centuries included the establishment of Lamb Almshouse (MDV44491) at 17 Cistern Street (HUCA 4) in 1795. A late 18th century public house, The Lamb (MDV8164), was converted for this purpose and continued in use until the 1830s when the building was demolished during a phase of 19th century redevelopment (Devon HER). The Totnes Union Workhouse (MDV47809) was constructed on Plymouth Road (HUCA 16) c1838-9 to house 380 poor people (White 1850). The building has seen much modification and addition to its original form and was shown as 'Broomborough Hospital' on the OS c1963 map (Devon HER). The building is currently converted to residential use. A cottage hospital is shown on the 1855 Town map, on what is now the north side of Steamer Quay Road (HUCA 20). By the early 20th century this had become 'Fairseat'; the premises may have been converted to residential use when a new cottage hospital (MDV47763) was constructed on Bridgetown Hill (HUCA 22), shown on the c1907 OS map.

As part of the wider national movement of wealthy philanthropists during the 18th and early 19th centuries and the subsequent educational reforms of the mid to late 19th centuries, a number of schools were established in Totnes; one of which was a Bluecoat school (MDV90229) for boys and girls founded by public subscription at 10 Cistern Street (HUCA 4) in 1732. This building still stands, now converted to residential use. Several British and National schools are documented as being established in Totnes during the 19th century (Lysons and Lysons 1822; White 1850), with a British School

for girls in Bridgetown. In 1887 The King Edward VI Grammar School moved premises from the Guildhall to 'The Mansion' (MDV16361) at 36 Fore Street (HUCA 3).

The growing acceptance of religious diversification during the course of the 18th and 19th centuries saw the construction of several non-conformist and Roman Catholic chapels in Totnes. The earliest of these may have been two Presbyterian meeting houses built in 1715 (Lysons and Lysons 1822; White 1850), although the location of these is not known. A new Methodist Church constructed on Fore Street (HUCA 3) occupied the site of two former 17th century merchants' houses, one of which was Collage House (Rea 1923, 12). White (*ibid*) documents a Roman Catholic chapel at Follaton House. In 1832 the Church of St John the Evangelist (MDV47764) was established at Bridgetown (HUCA 21) by the 11th Duke of Somerset. This was intended as a chapel of ease for his estate workers, but owing to contentions with the appointed curate who wished it to be used as a free church, it was not finally consecrated as such until 1888 (Russell 1984, 89).

The river and quays

In 1834 the River Dart Navigation Commission was created by Act of Parliament, permitting modifications to the river and riverbanks in an attempt to improve the navigable river channel (Russell 1984, 89). The 11th Duke of Somerset was one of the key instigators and he embanked an extensive area of Long Marsh, on the south side of the river and created the wharves and quays along Steamer Quay Road (HUCA 20). Russell (*ibid*, 87) documents that during the early 19th century all shipbuilding in Totnes was carried out on the Bridgetown side of the river. The Duke was also responsible for extending The Island (Vire Island from 1978) (HUCA 10) northwards to Totnes Bridge. This lengthened the mill tail from Town Mill but limited access to the old Town Quay on The Plains (HUCA 9) and put the ford at Riding Place Quay out of use (*ibid*). Dredging of the river was carried out to keep the channels clear for commercial river traffic, which still provided valuable revenue to the town through shipments of goods such as coal, culm, corn, and river sand; a sales advertisement for St Peter's Quay (MDV64252) in 1831 included a coal and culm yard as part of its premises. At Apple Wharf (MDV90069), on the east side of New Walk (HUCA 9) stood the mid-19th century Holman's Warehouse, selling a variety of merchandise including oil and coke, corn, seed and grains (Totnes Image Bank 2002, 44) and Symon's Cider Factory (Bennett 1989, 23). These buildings are now converted to residential use. Although the commercial function of the River Dart and its quaysides at Totnes continued beyond the 19th century, however, it was much reduced by the coming of the railway to Totnes in 1848 (Russell 1984, 90). One company that did establish itself in a small way during the late 19th century was Reeves Timber Company, who set up a builders merchants and timber yard (HUCA 19) in 1897 (Baltic Wharf Website 2014; Russell 1984, 99). A timber yard shown on Town Marsh (HUCA 9) on the c1907 OS map may indicate their original business premises, which had extended on to Baltic Wharf by the late 1940s.

Recreation and leisure

From the late 18th century onwards the river and riverbanks at Totnes increasingly became places of recreation and leisure. The Totnes Races were established on Broad Marsh (HUCA 13) c1785 and continued until 1939 and the outbreak of World War II. The racecourse included several crossings of the River Dart, which proved quite a challenge at times of high tide or when the river was in flood (Bennett 1989, 25; Totnes Museum Society 1981, 11). Bull baiting on The Plains (HUCA 9) had commenced as a sport as early as the 16th century and continued until the peace celebrations of 1814 (Russell 1984, 79). A bowling green to the north of St Peter's Quay was first mentioned in town accounts of 1679 (Russell 1984, 79). The approaches to this from The Plains (HUCA 9) were fenced and improved in 1780 and between 1794 and 1795 a tree-lined avenue (New Walk) was laid out. A new bowling green and pleasure ground at the southern end of New Walk opened in 1824 (Totnes Museum Society 1981, 3) and a folly known as The Taunton Monument or The Castle and Keys was constructed to commemorate this; the folly was demolished in the 1950s (Bennett 1989, 57). In 1836

daily steamboat trips started up between Totnes and Dartmouth (Vodden 2004, 13), running from Steamer Quay (HUCA 20) until well into the late 20th century. The 19th century booking office is still in current use running boat trips along the river. In 1844 the Duke of Somerset officially opened The Island (HUCA 10) as a pleasure park (Totnes Image Bank 2002, 60) and planted out the grounds of Totnes Castle for the public to enjoy. The 1855 Town map features a lawn tennis ground in the former outer bailey (this may at least partially account for some of the earthworks visible within this area) but the grounds are also documented to have housed public events such as fetes, fireworks displays and concerts (Totnes Museum Society 1981, 22).

In common with the rest of the country, the 18th and 19th centuries were a time of marked improvements to the primary roads around Totnes, beginning with the Turnpike Acts of the late 18th century. One of the earliest changes was the creation of a new road to Plymouth, bypassing the ancient route along Harpers Hill (HUCA 4). Plymouth Road (HUCA 16) initially ran west off Collins Road past Lower Broomborough and Follaton House but the turnoff from Collins Road was too acute and a later cut was made to the south to create its current line (Russell 1984, 80). Evidence as to whether Plymouth Road was entirely an 18th century creation or whether there was already a medieval or older lane that led out of Totnes in this direction from West Gate is currently inconclusive (e.g. SHDC 2014, 5.1); Donn's map of 1765 shows a junction that could indicate a minor lane towards Follaton but which may alternatively indicate a new road under construction.

The road out of Totnes to the north-west up Barracks Hill was probably a medieval or older route that was improved following the Turnpike Act of 1763 (Devon HER); the road is shown on Donn's map of 1765 and an 18th century beehive toll booth (MDV58451) still survives near the junction with Malt Mill Bridge (HUCA 15). A new road between Totnes and Ashburton, the current A385, was built under a Turnpike Act of 1803; a new link to this was created c1830 to run from Fore Street along what is now Station Road (HUCA 12), bypassing the original descent along Castle Street (HUCA 11). A new road between Totnes and Newton Abbot, the current A381 (north), was built c1810 off Bridgetown Hill (HUCA 22); Donn's map of 1765 indicates that Bourton Lane was the medieval or older route to the fording point on the east side of the river at Totnes from the north.

A new road linking Totnes, Kingsbridge and Dartmouth, the current A381 (south), was built c1820 although Donn's map of 1765 indicates that the original exit to the south via Leechwell Street and Kingsbridge Hill was probably retained almost to the junction to Bowden (for discussion of turnpike roads see Gilbert 2004; Russell 1984). Even with the road improvements of the 19th century the main route through Totnes from east to west involved negotiating the narrow streets of the town centre (HUCAs 1 and 3). This was somewhat eased by the construction of a new bridge (MDV9056) across the River Dart in 1826-28 and the widening of the East Gate archway in 1835.

In 1848 the South Devon Railway was opened between Newton Abbot and Totnes, following on to Plymouth in the following year. A pumping station (MDV74301) designed by Isambard Kingdom Brunel stood to the north-east of the main station (HUCA 12) and was originally intended to function as part of the atmospheric railway that ran between Exeter and Newton Abbott. The atmospheric system was problematic and locomotive power took over within two years of the pumping station being built, so it may never have been fully operational; the pumping station was acquired by Daws Dairy in 1934 (Devon HER) and was later taken over by Unigate (Vodden 2004, 109) but is currently disused. In 1872 a branch line was constructed between Totnes and Ashburton and in 1873 the Totnes Quay Goods Branch (MDV22460) was constructed, linking the main line with Marsh Quay on The Plains (Russell 1984, 92).

The coming of the railway had an impact on both road and river traffic. The tolls received from the turnpike roads were affected and in 1881 the toll gates on Totnes Bridge were removed and burned; two granite gate piers (MDV92290) on The Plains (HUCA 9) may be the remains of this gate, although alternative reports give these as

piers belonging to the gate to the town marshes (Devon HER). Commercial river traffic to Totnes was almost wiped out by the improved railway links, although a degree of river trade did continue well into the 20th century. The railway failed to bring significant new trade to Totnes by the end of the 19th century but the location of the station on the north-western outskirts of the town (HUCA 12) did promote the gradual development of modest industrial premises and residential terraces in the vicinity of Malt Mill Bridge, St Johns Terrace and Weirfields into the early 20th century (Fig 10).

3.7 The 20th Century to Present day

Despite the changes that had taken place by the end of the 19th century the population of Totnes saw a drop in numbers between the latter half of the 19th century and the start of the 20th century, probably reflecting a wider systemic decline in agricultural regions during this period as the impact of the Industrial Revolution took its toll. By the end of the 19th century residential expansion beyond the urban core remained typically piecemeal and largely confined to the higher ground above the former tidal marshes and wetter valley slopes (Fig 10). During the early 20th century the creep of housing along the main arteries into town remained gradual. Large areas of the former tidal marshes and lower valley slopes remained open ground, typically in use as orchards and garden plots (Figs 11 and 12). Early to mid-20th century OS mapping shows several nurseries and allotments at Leechwell Gardens and Moorashes (HUCAs 6-8) and Malt Mill (HUCA 11). As the 20th century progressed it was these areas that typically saw the greatest leaps in residential development, along with some considerable swathes of rural green belt on the north-west edges of Totnes and the south-east edges of Bridgetown.

Some of the earliest phases of late 20th century residential development in Totnes were driven by the provision of social housing following the Housing Acts of the 1930s. Housing stock was typically semi-detached or terraced, some of this the distinctive Cornish Unit housing, a popular form of post-war prefabricated housing stock. By the early 1950s the provision of both social and private housing in Totnes had resulted in considerable expansion and infill, notably the ribbon developments along Plymouth Road (HUCA 16), Station Road and Borough Park (HUCA 12) and several smaller estates, such as those in-filling the former priory lands at Priory Avenue and Manor Way (HUCA 5) (Fig 11).

Larger detached residences in substantial garden plots were becoming established along Barracks Hill at Redfields (HUCA 15) and on Totnes Down Hill at Cherry Cross (HUCA 18) by the early 1950s and along Maudlin Road and Kingsbridge Hill (HUCA 17) by the 1960s, continuing the 19th century fashion for selective development on the town outskirts (Figs 11 and 12). A similar trend at Bridgetown saw an increased number of large detached and semi-detached villas in substantial garden plots along Jubilee Road and Bridgetown Hill (HUCA 22) by the early 1950s (Fig 11). By the early 1960s, however, development across Westonfields at Bridgetown (HUCA 24) had accelerated to completely infill the previously open farmland between Bridgetown Hill and Lower and Higher Weston, completely engulfing the farmstead of Lower Weston. Increased infill continued into the early 1960s (Fig 12), with housing stock across this later phase of expansion typically a mix of detached, semi-detached and terraced houses and bungalows within characteristically sprawling estate developments.

During the latter part of the 20th century and into the present day, residential development in Totnes has been relatively constrained, extending little beyond the swell of mid to late 20th century expansion. New builds have typically comprised smaller developments of select housing, often with imaginative architectural detail, as at Copland Meadows off Barracks Hill (HUCA 15), or the redevelopment of former industrial premises, such as the former Reeves timber yards on the site of the Town Marsh at Warland (HUCA 9). There has also been relatively recent redevelopment of some of the commercial and maritime buildings along the former quaysides both sides of the River Dart, along The Plains and New Walk and at Baltic Wharf on the Totnes side (HUCAs 9 and 19) and along Steamer Quay Road on the Bridgetown side (HUCA 20).

This incorporates new commercial premises amidst residential conversion but typically retains architectural elements and details that preserve or respect aspects of earlier commercial or industrial function.

Totnes's growing popularity with alternative thinkers and artists of all descriptions during the 20th century has introduced a bohemian element to the architectural design of some individual buildings in the town, both older renovations and new build properties. There has also been a propensity for creating secret garden spaces within derelict plots or hidden corners of the town, such as the former Sheep Market on Cistern Street (HUCA 4), for example. The Leechwell Gardens (HUCA 7) has also seen considerable restoration and is currently a beautifully maintained community green space adjacent to an area of extensive car parks created through civic works between Leechwell Street (HUCA 4) and The Grove (HUCA 6) on the site of a former 19th century cattle market (MDV44492) to the east of the medieval Rotherfold (Fig 13). The result is an eclectic mix of historic and innovative modern architecture and green space that gives Totnes its unique 21st century character. Indeed, the quality of innovative and sympathetic infill urban architecture in present-day Totnes is exemplary and significantly contributes to the appeal of Totnes as a modern visitor attraction.

Civic, social and leisure

There was little notable change in civic provision in Totnes during the early part of the 20th century, although where this occurred it was largely on the outskirts of the town. Follaton House (MDV13715) (HUCA 16) saw a chequered history of use during the 20th century, including being converted into use as a hospital during the World War I (Totnes Museum Society 2003, 94). It was purchased by Totnes Rural District Council in 1965 and subsequently became the headquarters of South Hams District Council.

By the mid-20th century the town side edges of Broad Marsh were being encroached upon, initially to house the town's fire and ambulance stations and subsequently as the site of a substantial industrial estate. Following a fire in 1955 that destroyed the 19th century Market Hall (MDV16252) a new Civic Hall was constructed on the site of the medieval shambles and market square (HUCA 1). The hall was built raised up to allow the town markets to continue in the square below.

By 1930 the Totnes County School for girls (MDV47806) was established on Ashburton Road (HUCA 15). The c1950s OS map shows two school premises either side of Ashburton Road, the Girls High School to the north-east and Redworth Secondary Modern School to the south-west. These combined with the King Edward VI Grammar School in 1960 to form King Edward VI Comprehensive School (Vodden 2004, 46). The c1963 OS map shows Kennicott House (formerly Redworth House) as part of the combined school premises and the Grammar School moved from Fore Street (HUCA 3) to Ashburton Road to join these in 1972. The school is now King Edward VI College and its combined premises currently occupy a large area of grounds both sides of Ashburton Road (HUCA 15). The old Grammar School premises on Fore Street became a Community Education Centre for a time and have recently been redeveloped as the home of Totnes Library.

The provision of health care in Totnes during the 20th century is uncertain. As mentioned above, a cottage hospital (MDV19916) on Bridgetown Hill (HUCA 21) replaced an earlier facility on Steamer Quay Road (HUCA 20). An additional hospital building on Bridgetown Hill is shown on the c1953 OS map. The former Totnes Union Workhouse (MDV47809) on Plymouth Road (HUCA 16) was Broomborough Hospital by c1953 but is now converted to residential use. The Totnes District Hospital was opened in 1993 on Coronation Road by the Duchess of Kent and this left Broomborough Hospital and the cottage hospital at Bridgetown largely redundant; the site of the cottage hospital is currently redeveloped as Varian Court. During the late 20th century a large surgery and healthcare practice was established adjacent to the mill leat on Babbage Road (HUCA 12).

The provision of leisure and recreational facilities in Totnes during the 20th century has increasingly gravitated towards the river and the former marshland on the town edges. Large-scale retail, civic and social provision on previously undeveloped valley bottom land is a late 20th century trend common to many towns and can be seen in Devon at places such as Tiverton and Bideford. The decline in industry and commerce along the River Dart from the late 19th century opened up riverside ground for recreational use. The former quaysides on both sides of the river are home to cafes, restaurants and riverside walks. At the present day there are green walks along the river from Swallowfields Weir through to Baltic Wharf via Broad Marsh and the Mill Tail and through the north of town along the former mill leats. At Bridgetown, riverside walks can be taken along Long Marsh to the south-east. The Castle Meadow to the north-west of Totnes Castle (HUCA 2) is also accessible to walkers and public performances and social events still take place within the castle grounds.

Industry and commerce

Some small-scale industry re-established itself in Totnes during the early part of the 20th century. Harris's Bacon Factory (MDV59638) took over the site of the Town Mills (HUCA 10) between 1913 and a bacon factory continued to operate on the site until 1992 when the buildings were demolished to make way for a supermarket. Daws Dairy took over the old pumping station (MDV74301) adjacent to Totnes Station in 1934 and the site continued as a dairy and creamery until 2007, having passed into the hands of Unigate. The station site is currently derelict, although a dairy still stands to its north-east beside the river, on the site of a short-lived 20th century football ground. Symons Cider Factory continued in operation at Apple Wharf, on The Plains into the late 1940s, taking over the former Methodist Chapel (MDV90071) as a cider store.

The outbreak of World War II brought renewed industry to the riverside quays through the building of wooden minesweepers for the Admiralty. Frank Curtis, a yacht builder from Looe in Cornwall, set up shipyards on both sides of the river at Totnes, on Broad Marsh (HUCA 13), at St Peter's Quay and Baltic Wharf (HUCA 19) and on the quays at Bridgetown (HUCA 20); in her childhood memoirs Janet Coggin (2012, 9) documents barges being built during wartime on the narrow strip of water between the sawmills on the quay at Bridgetown and The Island. Following the war Reeves Timber Yards on the site of the former Town Marsh (HUCA 9) rapidly expanded onto Baltic Wharf (HUCA 19). The company capitalised on improvements made to the quaysides at Totnes during World War II as a result of the shipyards there and on the modern motor craft that came into use for short seas trade (Russell 1984, 99). The wooden sheds of the timber yards were a distinctive feature of the Totnes quaysides into the late 1980s but have since given way to small commercial businesses and independent boatyards. The timber yards on the former Town Marsh (HUCA 9) were redeveloped following a fire there in 1989 (Vodden 2004, 26).

There have been changes in the commercial character of Totnes during the 20th century as the town has grown in popularity both as a home to alternative thinkers and practitioners, who have introduced an eclectic and bohemian element to the town's development, and as a tourist destination for people keen to enjoy the historic and aesthetic qualities of the town and riverside. In the town centre (HUCAs 1 and 3) the smaller shops have progressively become a mix of individual retailers, cafes and premises for alternative therapies and artisans. The larger commercial retailers now typically occupy larger premises on the town outskirts, along Station Road (HUCAs 5 and 12) and on the site of the Town Mills (HUCA 10). Broad Marsh is now an extensive industrial estate and Retail Park and independent commercial premises are slowly filling up space along the wharves and quays on both sides of the river (HUCAs 19 and 20).

There have been some marked changes to the road network in Totnes over the course of the 20th century through attempts to improve access through and around the town and alleviate the volume of traffic using the narrow historic streets of the town centre. Coronation Road was constructed in 1937, creating an improved link between the approach into Totnes from Ashburton along Station Road, the current A385, and Totnes

Bridge, avoiding Fore Street. The construction of Coronation Road from The Plains (HUCA 9) involved the demolition of Portland House, next to the Seven Stars Inn, its route overlying the site of the chantry chapel of St Edmund and St Edward (MDV9096) that stood at the end of the medieval bridge. By the early 1950s a new ring road had been constructed from Ashburton Road around the west of Totnes to link up with the road to Kingsbridge and Dartmouth, the A381 (south). This road dissects the historic lines of Barracks Hill (HUCA 15), Plymouth Road (HUCA 16) and Harpers Hill (HUCA 4).

Later 20th century improvements have been the extension of Station Road (HUCA 12) to the east and the building of the Brutus Bridge to create a new link across the River Dart to the Newton Abbott road, the A381 (north)(HUCA 22), avoiding the main street at Bridgetown (HUCA 21). St Katharine's Way was constructed by c1963, initially running off The Plains as far as Moorashes Cottages. A programme of late 20th/early 21st century civic works between Leechwell Street and The Grove (HUCA 7) has created a series of car parks on and around the site of the former 19th century cattle market and a new road linking these running from Leechwell Street to St Katharine's Way. These changes have resulted in some modification of the medieval lane running from Maudlin Road to the Grove via Moorashes Cottages (HUCAs 6 and 8) and the northern end of the medieval Leechwell Lane where it joins South Street (HUCA 6).

Changes to the railway network at Totnes during the 20th century saw the dismantling of the Totnes Quay Goods Branch by the 1950s. Totnes Riverside Station is shown on the c1963 OS map at the branch line junction for the South Devon railway (HUCA 14). This is now one of the termini for the steam railway between Buckfastleigh and Totnes.

4 Historic Urban Character

The origins of established settlement at Totnes lie in its prime location on a spur of land overlooking the River Dart. From here it commanded a strong position of control over commercial trade links along the river and across a wide rural hinterland.

There may have been a prehistoric hilltop settlement adjacent to the trackway and fording place across the River Dart at Totnes, followed by a Roman roadside settlement of relatively high status. Clear evidence for this, however, remains inconclusive at present. By the 10th century a fortified Saxon burh had been established, complete with a Royal mint and probable minster church. The burh would have had a strong defensive capability and may have been strategically positioned to control the passage of traffic along the river and the converging road network. Its function may, however, have been as much commercial as military.

The elliptical form of the Saxon burh at Tones is strongly preserved in the present day streetscape. The ancient trackway that originally formed the single approach uphill from the river crossing still survives in the modern line of Fore Street and High Street (HUCAs 3 and 1). The East Gate marks the entrance to the burh from the east and South Street and North Street broadly respect the line of the Saxon defences. The insertion of the Norman castle into the north-west corner of the burh has altered its form here. The historic extent of the castle's outer baileys is also partially lost under later development. The early medieval plan-form consisted of a central east-to-west main street with small lanes running perpendicular to this at intervals between the burgage plot boundaries. The castle stood to the north-west and the church to the east, just inside the East Gate. The medieval priory stood adjacent to the church to the north-east and the wider priory lands ran down across the valley slopes to the north-east marshes (HUCAs 5 and 11).

The linear form of medieval and post-medieval urban development beyond the town walls broadly respected the line of the ancient trackway, which initially ran from east to west through the town, turning south-west at the historic West Gate. The form and extent of medieval and post-medieval settlement development at Totnes was also partially determined by the tidal creeks and saltmarshes that ran up to the hilltop spur on three sides, to the south, east and north. The earliest river foreshore at Totnes may

have originally extended as far east as Ticklemore Street before the construction of Warland Dam in the 13th century.

Within the late to post-medieval extent of Totnes the burgage plots and expansion tenements are well-preserved and have strongly determined subsequent development within the historic town centre. Along High Street and Fore Street (HUCAs 1 and 3), particularly, the tenement boundaries are typically divided by substantial walls. Along South Street and The Grove the back lines of the plots are clearly defined by the early medieval defensive line, which creates a strong fixation line along the southern side of the town. Although the town may never have been completely walled, there are sections of the medieval town wall preserved to either side of East Gate. In the north the line of the medieval town defences is less clear as the priory lands probably occupied much of this area into the 15th to 16th centuries.

A medieval expansion beyond the West Gate along Cistern Street and Leechwell Street (HUCA 4) developed around a substantial extra-mural marketplace, The Rotherfold, which was primarily a cattle and sheep market. This was placed to capitalise on market traffic approaching Totnes from the south-west but may also have been associated with borough development at Little Totnes. Rival boroughs were also established at North Ford and Bridgetown; North Ford having gone out of use by the 16th century.

To the west of Totnes on Plymouth Road (HUCA 16) and to the north at Hampstead (HUCA 14), and to the east of Bridgetown at Lower and Higher Weston (HUCA 25), there are a number of farmsteads and manor farms, some of which may be medieval or older in origin; Follaton House in the west (HUCA 16) and Hampstead Manor Farm in the north (HUCA 14) are probably associated with the Domesday estates of *Foletuna* and *Hamistona*. These farmsteads and estates are still on the peripheries of urban settlement at Tones and Bridgetown and by and large they remain distinct in form. Lower Weston (HUCA 25) is now lost beneath modern development, however.

The predominant development of the late to post-medieval period in Totnes was the construction of dams across the tidal creeks and marshes to the south of the town at Warland (HUCA 8) and to the north of town on the priory marshes (HUCA 5). The construction of the Warland Dam in the 13th century led to the gradual reclamation of the tidal marshes south of the town and new quaysides were established on The Plains from the 15th century onwards, pushing the riverside eastwards and narrowing the river at this point.

There was little notable expansion of Totnes and Bridgetown between the late medieval period and the early 19th century. Where there was redevelopment this was largely within the historic core where fine merchants' housing replaced much of the housing stock during the 16th and 17th centuries. During the 18th century there was some new building in the area of The Plains (HUCA 9) and along the eastern end of the new Plymouth Road (HUCA 16). There was also a degree of redevelopment along Cistern Street and Leechwell Street (HUCA 4) and on Bridgetown Hill at Bridgetown (HUCA 21). Within the medieval core residential and commercial development was largely constrained within the medieval plan form and burgage plot boundaries but beyond these confines residential plots are noticeably larger and many have deep garden frontages rather than fronting directly onto the street.

From the early to mid-19th century there was a growing fashion for larger detached and semi-detached villa development on the still semi-rural town outskirts. Along Plymouth Road to the west (HUCA 16) these retain more of an upper class urban frontage, although many are within substantial garden plots. Along Maudlin Road and Kingsbridge Hill (HUCA 17), to the south, however, and even more noticeably along Bourton Lane and Jubilee Road at Bridgetown (HUCA 22), there are particularly large properties within extensive grounds, typically surrounded by much ornamental planting. The result is that these areas of Totnes retain a distinctly green and leafy town-edge feel that blends almost seamlessly with the rural fields and lanes beyond.

The quaysides at Totnes had been increasingly expanded and developed on both sides of the river by the early 19th century as a commercial river trade remained buoyant into this period. Local small-scale industries by this time also typically favoured riverside and streamside locations as water was still a major source of power. The construction of Station Road in the early 19th century created a link between Fore Street and Ashburton Road to the north of town. With the coming of the railway to Totnes in the late 19th century this became the location for the mainline station, prompting a node of development centred on Ashburton Road to the north-west and St Johns Terrace and Malt Mill to the south-west (HUCA 12).

By the early 20th century Totnes still largely retained its character as a small riverside town climbing up along the main routes across higher ground, still predominantly linear in form and closely respecting its medieval plan-form. Orchards, meadows and garden plots infilled areas of former saltmarsh closer to the town, with many nurseries and allotments in these areas. On the semi-rural edges larger genteel properties and ornamental grounds created a leafy green space that blurred the urban boundaries. Many historic boundaries and lanes survived within the urban townscape preserving older patterns of access and enclosure. By this time, however, the historic nature of the River Dart and its tidal marshes had been completely obscured by progressive reclamation and the commercial and industrial redevelopment of the sea mills and quaysides. At Bridgetown the only notable development had been along Bridgetown Hill and the heights of Bourton Lane and Jubilee Road in the north (HUCA 22) and around the lower end of Weston Lane and Pathfields in the south (HUCA 23). The quaysides along Steamer Quay Road (HUCA 21) stretched towards Long Marsh but had lost much of their commercial function by the early 20th century apart from the daily steamer trips to Dartmouth. At Westonfields there was still an expanse of rural fields either side of Weston Lane extending towards the hamlets of Lower and Higher Weston (HUCA 25).

From the early to mid-20th century urban Totnes saw significant change in the form of housing infill that expanded across Moorashes (HUCA 8) to the south of town and Westonfields (HUCA 24) to the east of Bridgetown. Apart from the medieval lanes at Leechwell and Moorashes (HUCAs 7 and 8) many historic enclosure boundaries were swept away by this process. There was also considerable infill around Cherry Cross (HUCA 18) to the south, to either side of Plymouth Road (HUCA 16), to the west, and along Barracks Hill and Ashburton Road (HUCA 15), to the north-west. New ring roads were created to steer through traffic to the north and west of town, avoiding the historic town centre.

Recreational space was a growing feature of the town from the 18th century onwards. This was typically located on the town outskirts, at Broad Marsh (HUCA 16), Borough Park (HUCA 12) and Weirfields (HUCA 15), and along the river. This poorer valley bottom land also saw increasing provision of large-scale civic and retail facilities during the latter half of the 20th century as the commercial premises within the historic town centre became increasingly diverse and eclectic. This was largely in response to the changing character of Totnes during this period, which became a popular home to alternative thinkers and practitioners and a prime destination for tourists interested in the historic and aesthetic appeal of the riverside town.

As commercial use along the river and quaysides diminished into the 19th and 20th centuries these areas were increasingly converted to provide leisure facilities and recreational space. Industrial warehousing has seen conversion to residential use and small independent commercial premises. Cafes and restaurants and green walks now take the place of the former industrial quaysides.

Modern day Totnes is very much a sum of its historic parts. The historic core with its steep and narrow streets largely retains its medieval plan-form but its architecture is predominantly post-medieval to late 19th century in date. On the leafy heights there are still large genteel 19th and early 20th century residences but within these are modern renovations that often incorporate spiky innovative architectural details. The former town marshes are now greatly infilled by modern housing and industrial estates, but

medieval lanes still wind through these from the high ground to the former town walls, creating strong historic fixation lines within a largely 20th century urban landscape. Secret garden spaces within the town occupy both historic garden enclosures and former waste ground, creating green spots in hidden corners of the town and along the streamside valleys. The riverside and quays has retained much of its post-medieval industrial heritage in its merchants housing and converted warehouses, but this is now almost exclusively an area of modern residences, recreational space and riverside walks. Cafes, restaurants and urban chic pubs line the waterside and river traffic is largely leisure-based. Modern Totnes is bustling and urban but its aesthetic appeal is firmly rooted in its long and historic past.

The 25 Historic Urban Character Areas (HUCAs) of Totnes 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 Totnes 'High Street' (HUCA 1)

4.1.1 Historic character



High Street above West Gate, looking north-east



The Butterwalk, High Street, looking north-west



The gateway to Eastgate House, looking out on to South Street. The gateway may incorporate part of the town walls



Civic Hall and Market Square from High Street, looking south



St Mary's Church, looking north-west



The Guildhall, looking north-west

This is the town core, comprised of the largely commercial premises along High Street and their more residential back plots, which are delimited to the south by South Street and to the north by North Street. The top of Castle Street is also included up to the point where it meets North Street; historically this constituted the major part of the Saxon burh. There is some suggestion for high status Roman occupation in the vicinity but this currently remains undetermined. Within the north-east corner stand the 15th century parish church of St Mary and the 16th century Guildhall (MDV9085) and Grammar School (MDV9083), which retain part of the 12th century priory buildings, backing on to the former Saxon defences. The former Grammar School is currently converted to residential use. Middle Almshouses (MDV9106) were constructed to the south-east of St Mary's Church adjacent to the East Gate at some point during the medieval period, but these were demolished in 1590.

During the early medieval period that part of High Street within the Saxon burh was probably much wider and closer to triangular in form, being narrower towards the East Gate and widening out towards the West Gate. Originally, the building frontage on the north side of High Street was in line with the south-west wall of the churchyard. This space formed the early medieval marketplace, which was expanded on at some point during the medieval period by the construction of a meat shambles to the south-west, currently the site of the Civic Hall and market square. A market house (MDV16252) was constructed on this site in 1594 and replaced in 1848 (Russell 1984, 93). The current Civic Hall and market square were constructed following a fire in 1955. The 1855 Town map notes the site of a Shambles Gate (MDV9097) accessing on to South Street from the market square; this may have been the South Gate to the medieval town although it was probably later in date than the East and West Gates. Castle Street was probably a later insertion into the medieval street plan, constructed once the castle had declined in use as the street appears to cut through part of the moat or an outer bailey to run north out of town through the North Gate, also a later medieval addition.

Burgage plots were laid out along High Street from the 9th to 10th centuries onwards, initially within the confines of the burh defences but extending beyond the West Gate from a relatively early date. The burgage plots may originally have been fewer in number and wider in form but over time these were gradually sub-divided into a greater number of narrower plots, their boundaries typically characterised by substantial stone walls that create strong fixation lines within the present-day streetscape. The plots at the foot of the castle motte at the junction of High Street and Castle Street were probably post-medieval additions, being located on top of the former castle moat. These plots are shorter and wider than their medieval counterparts on High Street and are cut into the sides of the castle motte. This area is incorporated within HUCA 1 and not HUCA 2 as the present-day character of the building frontages owes more to the historic development along High Street from the post-medieval period onwards than that of Totnes Castle, even though this area probably once lay within the original castle extent.

During the 16th and 17th centuries many of the plots along High Street were redeveloped as fine merchants' housing, characterised by double courtyard buildings whose gable ends fronted the street. By this period the building line on the north side of High Street had moved forward, with jettied buildings overhanging the pavements. Markets were still held along the narrower main street during the post-medieval period, with a fish market at the top of the hill near the junction with Castle Street and the columned jetties adjacent to and opposite the meat shambles used as a Butter Walk and a Poultry Walk (Cherry and Pevsner 1989, 874). A further jettied building (MDV9065) constructed in front of St Mary's Church in 1616 served as a merchants' exchange, with the colonnaded street below used as a corn and seed market.

The present-day character of the area defined as HUCA 1 generally remains one of tightly packed narrow buildings with their gable ends fronting the street, the majority dating from the 16th to 17th centuries but many with later additions and re-fronting. Many of the shopfronts date to the early to mid-19th century when Totnes re-emerged

as a provincial market town. Where High Street extends beyond the West Gate the plots and buildings to either side are of the same character as the majority of those within the town walls. Although this was an area of secondary settlement outside the Saxon burh, its date was probably early enough to have been part of a cohesive development along High Street during the medieval period with the result that no distinction of character can be made between these two areas of High Street from a modern-day perspective.

The post-medieval buildings around the foot of the castle motte at the junction of High Street and Castle Street have seen some significant modification since the early 19th century, with some buildings, such as the Castle Hotel (MDV35418), having amalgamated several older buildings. The street frontage in this area therefore appears to contain wider and more recent buildings than elsewhere along High Street, although there is a longer common history of development. Both historically and in the modern day, HUCA 1 can be distinguished as the area containing the centres of civic, religious and administrative provision to Totnes, once it became a town independent of the medieval manor. The overall present-day character of the area is of an enclosed space with tightly packed buildings crowding the narrow main street, alleviated by the larger open spaces of the St Mary's churchyard and the civic square. High walls still enclose and define the extent of High Street along the backs of the historic burgage plots and the East Gate remains a visible and distinct fixation line marking the entrance to the historic walled town.

Despite some superficial similarities between the character of properties along High Street and the north-west end of Fore Street, just outside the East Gate, there are distinct differences that have resulted from the phasing and infill of settlement along Fore Street during the latter part of the medieval period that merit its inclusion as a separate HUCA (3), both from the point of view of historic development and present-day character.

4.1.2 Heritage significance (above ground)

High – There is a substantial time-depth of historical development within this area from the prehistoric period onwards, elements of which are still retained in the lines of the ancient routeway across the River Dart, the historic defensive boundaries of the Saxon burh and medieval walled town, and the linear boundaries of the medieval burgage plots. Sections of these boundary lines still survive in part as upstanding walls, in places still delimiting the urban tenement plots or being partly incorporated within later buildings. The timber and earth defences of the Saxon burh and medieval walled town may never have been wholly replaced in stone, but their original line is still strongly preserved in the line and topography of the modern street layout. The East Gate (MDV9094) still marks the original entrance to the Saxon burh from the riverside; although the current arched gateway was remodelled in 1550 and widened in 1835, there are surviving sections of medieval town wall within the buildings to both sides (MDV9102/9103). The plots curving around the castle motte at the junction of High Street and Castle Street may partly preserve the line of the original castle moat. These historic boundary lines are significant in preserving the development of Totnes from defensive burh through to medieval commercial town and civic centre.

Elements of the early medieval priory buildings still survive within the 16th century Guildhall (MDV9085) and former Grammar School (MDV9083). The Parish Church of St Mary, which is largely 15th century in date, was extended over parts of the medieval priory following its dissolution and saw substantial restoration during the later 19th century. The relationship between the former priory buildings, the parish church and later Guildhall are significant in relaying the shift in religious control in Totnes during the medieval period and the growth of civic power as the town developed independent of the medieval manor.

High Street is characterised by the high survival of fine 16th and 17th century merchants' houses, many of which have seen some later additions and re-fronting

during the 18th and 19th centuries. The distinctive Butter Walk and Poultry Walk are also 16th to 17th century in origin, although these were substantially modified and added to during the 18th century. These distinctive buildings are testament to the rising prosperity of Totnes during the post-medieval period, its wealth rooted in the flourishing textile and tin mining industries.

The early 19th century shopfronts on many of the buildings along High Street reflect the emergence of Totnes as a provincial market town. Although the post-medieval development of the Market Hall on the former medieval meat shambles is now lost within the 20th century redevelopment of the Civic Hall and market square, these modern buildings still testify to the long-standing commercial and civic function of this area. Within the backs of the former burgage plots are numerous 18th and 19th century buildings that signify the gradual infill and redevelopment of former medieval and post-medieval gardens and outbuildings. Typically these were replaced by relatively modest dwellings or small industrial and commercial premises, reflecting a degree of continuity in how these back plots away from the main streets were developed and used.

4.1.3 Heritage significance (below ground)

High – Archaeological evaluation within HUCA 1 has already demonstrated that there is substantial survival of below ground remains relating to the medieval town defences and burgage plot boundaries as well as medieval and post-medieval buildings and occupation layers. There has also been some hint at older phases of occupation in the vicinity, potentially of Roman or older date. Although substantially built up, there is ongoing potential for the recovery of below ground archaeological remains throughout HUCA 1 from discrete areas of redevelopment, particularly within the less-disturbed back plots. Few areas of wholly undisturbed ground are likely to survive within HUCA 1, although there are some areas of open space within larger garden plots and, notably, within St Mary's Churchyard. Whilst redevelopment of this area is highly unlikely, where utilities and services works are required there is significant potential for the recovery of material remains associated with earlier church buildings or the medieval priory. Within HUCA 1 there is potential for the following key types of buried remains to be found:

- Prehistoric/Roman/early medieval – remains (boundaries, trackways, settlement remains, artefacts, burials) associated with prehistoric occupation; high status Romano-British settlement; early medieval occupation preceding the burh; agricultural activity for any or all these periods
- Early medieval – remains associated with the Saxon burh defences, earthworks and ditches; the early medieval town walls (one of the major ongoing debates); the castle moat or outworks; former church buildings and/or cemeteries
- Early to post-medieval - occupation layers, building remains and material evidence associated with industrial and commercial activity
- Medieval - remains associated with former church buildings and/or cemeteries; the priory; the town walls and gates; the Middle Almshouses; the shambles
- Medieval to post-medieval - remains associated with wells and water management along High Street
- Post-medieval – remains associated with St Mary's Church and churchyard; the Guildhall and Grammar School; Church Walk; the original Market Hall; the post-medieval modification of the East Gate; merchant's housing along High Street
- 18th and 19th century onwards - remains of domestic buildings, industrial and/or commercial premises; remains associated with the 19th century Market Hall

4.2 Totnes Castle (HUCA 2)

4.2.1 Historic character



Totnes Castle, the motte and 13th century keep



Totnes Castle, the outer bailey



Totnes Castle from Castle Meadow, looking south-east



Castle Meadow, looking north-east



The entrance to Totnes Castle from North Street, looking west



Totnes Castle motte cut by post-medieval plots on High Street, looking south-east

HUCA 2 comprises the surviving extent of Totnes Castle (MDV9063) and Castle Meadow to the north-west. It does not necessarily reflect the original area covered by the castle and its outworks, which probably once extended further to the east and south. The castle was constructed across the north-west corner of the Saxon burh by the Norman lord of the manor, Judhael during the 11th century, although the current structure is

14th century in date. To the north-west stood an outer bailey protected by the natural hill slope. Additional baileys probably existed towards the north-east and east; partially surviving earthworks across the northern section of Castle Meadow and curving plot boundaries to the east of Castle Street may be associated with these.

There also appears to be a series of complex earthworks within Castle Meadow beyond those shown on historic and current maps. Currently no clear relationship for these can be discerned from the ground; they could indicate earthworks associated with the outer defences of the castle, or alternatively enclosure boundaries or features preceding the construction of the castle or later earthworks relating to the 19th century lawn tennis ground. If early in origin they may be associated with the Saxon burh defences or an enclosure of Iron Age or Romano-British date; a small quantity of Iron Age and Roman material has been recovered through archaeological evaluation within the castle grounds. The hilltop on which Totnes Castle (HUCA 2) now sits may mark the point of a Roman (or older) crossroads, making the presence of a high status Roman settlement near the hilltop all the more plausible. Clearly there is a more complex history of hilltop occupation underlying the site of Totnes Castle that would benefit from further evaluation and survey.

By the post-medieval period the moat on the town side was encroached upon by urban plots and buildings. Garden terraces (MDV62838) cut into the motte on the town side date from the late 16th to early 17th century. Castle Street and Shooters Hill were probably cut through the castle moat or bailey wall to create a medieval route out onto the marshes via a newly constructed North Gate, although a clearer date for this remains unknown. An 18th century property (MDV92333) at 8 North Street appears to contain a section of the town ramparts running east from the North Gate and these may also reflect part of the castle's former defensive line.

From the post-medieval period onwards the castle and its grounds, including Castle Meadow, have progressively seen a more recreational use. The Duke of Somerset planted out the castle grounds as a pleasure park in 1844 and these have since been regularly used to host public events and gatherings. Castle Meadow is still used as pasture land for sheep grazing but is open for the public to walk through. A section at the bottom of Collins Road is currently in use as allotments.

The present-day character of HUCA 2 reflects its historic time-depth, with Totnes Castle clearly still a predominant focal point within the town, and indeed its environs; it is the thing that passers-by see from both road and rail, the visible symbol, still, of Totnes - functioning in this respect as it always did. The viewpoint across the rooftops of the town from the top of the keep is now a recreational pleasure where it was probably once one of defensive and proprietorial security. The castle baileys are open leafy spaces and Castle Meadow is a semi-rural green space that preserves a rare survivor of the green pasture belt that surrounded much of the town on the landward side until well into the 19th century.

4.2.2 Heritage significance (above ground)

High – The upstanding remains of Totnes Castle in HUCA 2 are currently managed by English Heritage. It is probable that much of the Domesday extent of the castle grounds and defences now lies beneath the current street plan and adjacent tenement plots along High Street and Castle Street but the motte and its 14th century keep and the major part of at least one outer bailey survive well. A complex series of earthworks still visible beyond the castle grounds within Castle Meadow may indicate a longer time depth of settlement on the hilltop at Totnes and the meadow land itself probably preserves a long history of use as sheep pasture.

4.2.3 Heritage significance (below ground)

High – Small-scale archaeological evaluation at Totnes Castle has already demonstrated the potential for surviving below ground remains associated with potential occupation activity from the Iron Age onwards. Both the surviving castle

grounds and Castle Meadow contain large open areas and potentially long undisturbed ground. Within HUCA 2 there is the potential for substantial below ground remains associated with the construction and occupancy of Totnes Castle itself, but there is also some suggestion of underlying occupation layers and features of Iron Age, Roman and Saxon date. The following key types of buried remains may, therefore, be found:

- Prehistoric/Roman/early medieval – settlement remains, trackways, boundaries, artefacts and burials associated with Iron Age, Roman and Saxon occupation of the hilltop preceding the construction of Totnes Castle
- Early medieval – remains associated with the Saxon burh defences; the earliest castle buildings and defences; the castle moat
- Medieval – remains associated with the castle and its outworks
- Post-medieval – remains associated with the final stages of castle occupancy; garden terraces and tenement plot boundaries (adjacent to High Street and Castle Street); buildings fronting on to High Street and Castle Street. 19th century – remains associated with the tennis court and pleasure grounds

4.3 Fore Street (HUCA 3)

4.3.1 Historic character

HUCA 3 comprises the plots and buildings fronting onto Fore Street between the East Gate and Mill Lane. It is delimited to the south by The Grove and Victoria Street, which form the back line of the former medieval burgage plots. A section of the west side of Ticklemore Street between the junction with Victoria Street and the point where it becomes a pedestrian precinct onto Fore St is included within HUCA 6; the historic character of Ticklemore Street is considered to have more in common with the extra mural development of Warland and The Grove during the late and post-medieval periods on areas of former river foreshore and tidal saltmarsh. To the north of Fore Street the back line of the former medieval burgage plots are less distinct as this was probably part of the medieval priory lands and therefore an area of more piecemeal development. The northern HUCA boundary is drawn to the modern-day street plan but respects the historic tenement boundaries where these coincide.

Burgage plots are documented on Fore Street by the time of Domesday but medieval development in this area was probably more gradual and piecemeal than that within the town walls. It was also probably concentrated initially to the south side of Fore Street, where the back line created by The Grove and Victoria Street probably marks an extended defensive boundary. Archaeological evaluation at 36 Fore Street (MDV69612) has recorded evidence of plough marks and agricultural land use dating to the Saxo-Norman transition (broadly the 9th to 12th centuries) and pottery dating to the 13th to 16th centuries. This suggests that prior to the 13th century Fore Street was a mix of scattered tenements and areas under cultivation. A wide strip of land to the east of the town walls, probably equating to the extent of the former defensive bank and ditch, may have remained undeveloped land into the early 15th century when deeds suggest permissions were given to construct housing adjacent to the town walls.

On the north side of Fore Street the priory lands also probably remained largely open agricultural land well into the medieval period; archaeological evaluation at 61-65 Fore Street (MDV103574) recorded evidence for an early medieval tenement dating to around the 11th to 12th centuries. The tenement stood within priory land and was probably endowed by the priory by the 13th century to provide a residence for the vicars of Totnes. The Chapel of St Nicholas (MDV9107) stood adjacent up until the early 16th century. The tenement at 65 Fore Street (MDV14233) is recorded as the site of the medieval priory gatehouse, redeveloped by the late 16th century as a merchant's house. The archaeological excavations at 61-65 Fore Street also recovered a small quantity of prehistoric flint and Roman pottery, including tile (MDV41986). This indicates prehistoric activity along the trackway leading up from the river but also suggests the presence of a high status Roman building in the near vicinity. The exact location and

nature of this and how it related to the Roman material found closer to the top of the hill at Totnes Castle is currently unknown but may indicate a wider area of Roman settlement at Totnes.



Upper Fore Street and East Gate from Station Road, looking west,



Lower Fore Street from Station Road, looking east towards The Plains



The site of the medieval priory gatehouse on Fore Street, looking north-west



The Elizabethan House, Fore Street, currently Totnes Museum, looking south



The Gothic House, Fore Street, with Bank Lane running alongside, looking south



Bank Lane running south-west off Fore Street

The present-day topography of Fore Street also indicates the gradual progression of urban development beyond the town walls and towards the river foreshore over the course of the medieval period. Subtle changes in street level are visible at intervals along the modern street, probably reflecting a progressive levelling out of occupation terraces; archaeological excavations at 36 Fore Street (MDV69612) demonstrated that the northern edge of the burgage plots along Fore Street were typically terraced into the hillside.

Prior to at least the 13th century the river foreshore probably curved around from the south across the back line of the plots on the west side of Ticklemore Street; Bank Lane is a public right of way that may mark a medieval or older lane running along the higher ground of an early riverbank. The earliest line of solid ground along the river foreshore on the northern side of Fore Street is less certain but may originally have extended as far west as the line of the mill tail to the west of Mill Lane, broadly in line with Ticklemore Street and continuing northwards along the line of the present-day Coronation Road.

Although the top end of Fore Street is superficially similar to High Street (HUCA 1) the contrast in historic development of these two areas has resulted in subtle differences in the morphology of tenement plots and the present-day street frontage. The relative decline in prosperity of Totnes during the 17th and 18th centuries has preserved much of the merchants' housing on both High Street and upper Fore Street although both areas saw some modification and refronting of properties during the 18th and 19th centuries. On upper Fore Street, however, the tenement plots immediately adjacent to South Street and the East Gate are typically more irregular in shape; a strong boundary line visible on the 1855 Town map to both sides of Fore Street may reflect the outer line of the medieval defensive bank or ditch. The merchants' houses in this area also appear generally less altered than their counterparts within High Street and there is a rare surviving example of Tudor architecture in The Elizabethan House (MDV9080).

In contrast, the tenements along lower Fore Street probably saw more modest development during the post-medieval period, perhaps more closely associated with a working environment along the riverside and quays. In general, there is even less conformity in the size and shape of tenement plots along lower Fore Street to the east of Station Road and this area appears to have seen a greater degree of wholesale 19th century redevelopment. In similar vein to High Street (HUCA 1), properties along Fore Street from the later 19th century became largely commercial in function, with the back plots being developed piecemeal to contain smaller domestic dwellings and commercial premises amongst the surviving garden plots. The present-day character of Fore Street is distinguished from that of High Street (HUCA 1) by the non-conformity of plot size and a greater chronological and architectural variety in the building frontages. There is also a less tightly crowded feel to the present-day street through being less constrained by the narrower burgage plots within the town walls. The easterly aspect of Fore Street opens out onto the Plains and the riverside (HUCA 9), probably indicating a gradually broadening river-side post-medieval market area at the bottom of the street.

4.3.2 Heritage significance (above ground)

High – The 16th and 17th century merchants' housing along the upper end of Fore Street remains well preserved. There are some fine surviving examples of 18th and early 19th century refronting and the majority of these are at least Grade II or Grade II* Listed Buildings. The Grade I Listed Elizabethan House is a particularly fine and rare survival of an almost complete Tudor house. The lower section of Fore Street contains a variable collection of 18th and 19th century buildings and shopfronts, many of which are also Grade II Listed Buildings. Notable individual buildings include the early 19th century Grade II Listed Gothic House (MDV90094) on Bank Lane, the Grade II* Listed 17th century mansion (MDV16361) at 36 Fore Street, formerly the King Edward VI Grammar School and currently part of Totnes Library.

The refronting of some merchants' houses and a more wholesale redevelopment of parts of Fore Street during the 18th and 19th centuries has resulted in a more cohesive character, which at the present-day largely retains its early to mid-19th century commercial frontage. The combination of this significant survival of historic buildings set with the clear evidence of the topographical structure and morphology of the town have outstanding value in demonstrating the subtle differences in historic development along Fore Street from the medieval period forwards; firstly as a piecemeal expansion of extra mural settlement between the town and the river, becoming progressively infilled during the post-medieval period when the upper end of Fore Street may have been more generally the preserve of the wealthier merchants and the lower section more industrial and commercial in nature.

Within the back plots along Fore Street many of the historic tenement boundaries are preserved by substantial stone walls and narrow cut-throughs mark the medieval lanes between the burgage plots. The pedestrian precinct running between 63 and 65 Fore Street to the Co-operative supermarket follows the line of the driveway to The Priory (MDV18251), a post-medieval house on the site of older priory buildings (HUCA 5). The group of buildings at 61 to 65 Fore Street may respect older building layouts and boundary lines associated with the priory gatehouse (MDV92286) and guesthouse and the medieval St Nicholas Chapel (MDV9107). Older historic boundaries may be preserved by the walls of tenements adjacent to South Street and the East Gate, which may follow the line of the former defensive bank and ditch around the town walls, and Bank Lane, which may preserve a medieval or older route across the top of an early riverbank or foreshore. The surviving boundaries and lanes running off Fore Street preserve much of the pattern of late to post-medieval urban development in this area but the precise dating and phasing remains to be shown.

The Brutus Stone (MDV9057) is set into the pavement outside 51 Fore Street and features prominently in popular legend regarding the foundation of Totnes. Significant as a popular visitor attraction, its historic provenance and function is still a matter of debate and is not discussed by this report.

4.3.3 Heritage significance (below ground)

High – Archaeological evaluation within parts of Fore Street have demonstrated the potential for surviving below ground remains associated with occupation and activity in this area from the prehistoric period onwards. Although much of HUCA 3 is developed land with few areas of open ground except for small areas within the back plots, where redevelopment occurs there is significant potential for below ground remains to inform and expand our understanding of the historic development of this area. Historic boundaries and lanes preserve much of the late to post-medieval pattern of urban development in HUCA 3 but occupation layers and material features preserved below ground could potentially further inform understanding of the extent of prehistoric activity along the ancient trackway leading up from the river, of the location and form of any Roman settlement in the vicinity, of the topography of earlier river foreshores and routeways across these, and of the development of Fore Street as an area of piecemeal extra mural expansion between the town and the river from the medieval period forwards. Within HUCA 3 the following key types of buried remains may be found:

- Prehistoric – boundaries, trackways, artefacts and burials associated with settlement or transitional activity along the trackway uphill from the river
- Roman – material settlement remains, boundaries, trackways, artefacts and burials associated with an area of high status Romano-British settlement bordering the trackway uphill from the river
- Early medieval – remains associated with the defensive bank and ditch outside the town walls; with the extended defences along the back line of tenement plots on the line of The Grove and Victoria Street; with ancillary priory buildings and boundaries; with agricultural, industrial and settlement activity alongside

the trackway and on earlier river foreshores – cultivation marks, tenement and enclosure boundaries, industrial and settlement remains, artefacts, burials

- Medieval and post-medieval – remains associated with settlement, agriculture and industry along Fore Street and earlier river foreshores – cultivation marks, tenement and enclosure boundaries, industrial and settlement remains, artefacts, burials; with St Nicholas Chapel, the priory gatehouse and guesthouse and the medieval vicarage 18th and 19th century onwards – remains associated with settlement and industry along Fore Street and in the back plots

4.4 Cistern Street and Leechwell Street (HUCA 4)

4.4.1 Historic character

HUCA 4 comprises the plots and buildings along the uppermost end of High Street and all of Cistern Street, along the lower south side of Harpers Hill and along Leechwell Street as far as the junction with Maudlin Road. It includes the plots and buildings running off the lower part of Plymouth Road as far west as Ashleigh Villas and the south-west side of Collins Road as far as the 18th century cut of Plymouth Road beside the old Smithy. It also includes the medieval Leechwell to the south-east of Leechwell Street. The site of the 19th century cattle market on Leechwell Street is included in HUCA 7 as it is recently redeveloped land either side of a modern cut between Leechwell Street and Leechwell Lane and its present-day character has more in common with the wider civic redevelopment of that area in recent years.

Historically, Cistern Street, Harpers Hill and Leechwell Street formed part of the ancient routeways that ran south-west along the ridgeways towards Plymouth, Kingsbridge and Dartmouth. All three roads may be early medieval or older in origin and converged at the junction of Cistern Street with Leechwell Street and Collins Road from where a trackway ran eastwards downhill to the river crossing. Harpers Hill may derive its name from 'herepath', the Saxon word for a military road. Collins Road was probably a hollow way leading down to the Malt Mill Brook in the north-west (HUCA 12) and may have been part of an ancient routeway towards Dartington and Ashburton.

Although burgage pots are documented along Cistern Street (MDV44486) and Leechwell Street (MDV44484) by the late 15th century there was probably some settlement of this area prior to this point, perhaps associated with the division of Totnes Manor in the 12th century. The burgage plots in this area (HUCA 4) are variable in form and the historic buildings typically low and wide, standing front on to the street. Although the standing building fabric is typically post-medieval or later in date, there is a clear difference in historic character and settlement morphology that distinguishes it from the top end of High Street (HUCA 1) to the north-east.

In 1326 there were 58 burgesses in Little Totnes and their burgage plots were laid out along the principal streets of this area, concentrated around the medieval Rotherfold (MDV44488), which originally occupied a much larger triangular area between the junctions of Cistern Street and Leechwell Street. As an independent borough, the manor of Little Totnes would have had its own marketplace to capitalise on traders coming in to town from the south-west and it seems likely that The Rotherfold was originally established for this purpose. By at least 1675 a sheep market (MDV44490) was established to the south-west of The Rotherfold, which had much reduced in size by this date having been gradually encroached on by tenements and buildings from the late to post-medieval period onwards.

A narrow lane running off Leechwell Street along the north side of The Kingsbridge Inn (MDV90308) leads to the Leechwell (MDV9058). The current structure is largely medieval in date and comprises a sunken reservoir buried into the hillside with three stone troughs into which the water flows before continuing on towards the town via the Leechwell Gardens (HUCA 7). As a holy well with reputed healing powers it may have even older origins; a Roman coin (MDV9111) found in the garden of nearby Leechwell Cottage, Maudlin Road (HUCA 17), may indicate Roman activity in the near vicinity;

Maudlin Road was the old route uphill from an early settlement at Cherry Cross (HUCA 18), but the proximity of a Roman coin to the Leechwell may also be associated with a springhead or well, perhaps already a holy place.



The top of Cistern Street, looking south-west towards Harpers Hill



Leechwell Street and The Rotherfold, looking south



The Kingsbridge Arms, Leechwell Street, looking south



The sheep market booking hall and current day allotment garden, looking east



The medieval Leechwell, Leechwell Lane, looking south-west



The lower end of Plymouth Road, looking west

The 18th century Plymouth Road Turnpike initially ran from a junction with Collins Road but was relatively quickly altered to its present course, with a new junction to the south off Cistern Street. The 18th century cut is preserved by a now truncated footpath that used to run alongside the old Smithy on Collins Road to join Plymouth Road. The 18th and 19th century terraces and villas that line the lower part of Plymouth Road cut across the former burgage plots in this area. It is unclear whether Plymouth Road was a completely new construction or whether it follows the line of an older lane that ran out from the West Gate towards Follaton (see SHDC 2014, 5.1). If such a lane existed then the burgage plots along the north-west side of upper High Street (HUCA 1) potentially post-dated it.

The majority of housing stock along Cistern Street, Leechwell Street and the lower part of Plymouth Road dates from the 18th to 19th centuries. Along Plymouth Road this is mainly terraced three storey town houses or modest villas of more mixed architectural design, with brick and rendered facades. On Cistern Street and Leechwell Street the housing is also largely of 18th or 19th century date, with a mix of two and three storey dwellings along Cistern Street, part tile hung and rendered buildings that stand face on to the street in contrast to the high narrow gables facing on to High Street (HUCA 1). A house at 6 Cistern Street (MDV90229) was established as a Bluecoat School c1733. On Leechwell Street the housing stock consists of more modest cottages and artisan housing standing within former burgage plot boundaries of variable width and being typically lower and plainer in form. The Kingsbridge Inn (MDV90308) is a rare surviving 17th century building, set within a triangle of land between Leechwell Street and the original Leechwell Lane, and now infilled to the north-east by an early to mid-19th century three story house with a painted render frontage.

As with much of the housing stock within HUCAs 1 and 3, tile hung frontages and painted render are common architectural features of this part of Totnes but along Cistern Street and Leechwell Street a number of cottages are currently distinguished by their particularly bright paintwork, notably those bordering the surviving extent of The Rotherfold. Overall the present-day character of this area is of a bright and relatively open town edge village comprising a mix of commercial premises, artisan housing and more genteel urban villas. The south-western extent of Cistern Street where it crosses the 20th century Western By-Pass to continue along Harpers Hill is almost semi-rural in character; the former sheep market is now a car park and mature planting in gardens to the south of Cistern Street and up Harpers Hill form a leafy backdrop. This green and leafy feel is continued in a tree planted square adjacent to The Rotherfold that replaces the former Rodd's Almshouse (MDV8165), built in 1654 but demolished during the late 20th century; a small hidden allotment garden has also been created out of the former sheep market booking hall (MDV90312) on the corner of Leechwell Street and the modern cut of Leechwell Lane.

4.4.2 Heritage significance (above ground)

High – This area predominantly consists of 18th and 19th century housing in a mix of architectural styles from relatively modest cottages and artisan houses to urban town houses to genteel terraces and villas (on Plymouth Road). As much as the fine architectural merit of many of these buildings, a number of which are Listed Buildings, their variable character also relays the historic development of this area from a semi-rural edge of town market area and independent borough during the medieval period to a small post-medieval satellite community, probably continuing a pattern of small-scale commerce and industry within otherwise residential plots. The construction of Plymouth Road in the late 18th century saw an influx of genteel terraces and villas following the 18th and 19th century fashion for constructing upper middle class housing on the leafier town outskirts.

Notable individual buildings in this part of Totnes include the Grade II Listed medieval Leechwell (MDV9058), also a Scheduled Monument (1020170); the Grade II Listed 17th century Kingsbridge Inn (MDV90308); the Grade II Listed 18th century Steps Cottage (MDV92351) on Leechwell Street, possibly associated with a lookout tower over the

marshes and river to the east (see Rea 1923, 3); the Grade II Listed late 18th century former Lamb Inn (MDV8164), converted into almshouses from an early date and currently in residential use; the Grade II Listed early 19th century terrace (MDV90236) of rendered town houses on Plymouth Road; the Grade II Listed late 19th century booking hall, walls and railings (MDV90312) to the former sheep market (MDV44490).

A strip of open road is all that survives of the once substantial medieval Rotherfold but the post-medieval sheep market booking hall (MDV90312) and grounds, the numerous inns along Cistern Street and The Kingsbridge Inn (MDV90308) on Leechwell Street all illustrate the historic significance of this area as a small commercial suburb of Totnes, capitalising on visitors and market traffic approaching the town from the south-west.

The historic network of routeways out of Totnes to the south-west and the boundaries of the medieval burgage plots and back lanes in this area remain largely preserved in the modern-day streetscape. The high walled lanes leading to and from the Leechwell and the Leechwell itself retain much of their medieval form and character, whilst Harpers Hill still retains much of its terraced form as it draws out of town to the south-west along a still discernible hollow way – despite the deleterious effect of the modern by-pass.

4.4.3 Heritage significance (below ground)

High – The larger extent of this part of Totnes is characterised by urban development with a considerable time-depth of history. Few areas of open and undisturbed ground survive, although there is greater potential for this in the south-west; within larger garden plots and along the lower part of Harpers Hill. There has been little archaeological evaluation within this area but, as with HUCAs 1 to 3, there is significant potential for surviving below ground remains to inform our understanding of occupation activity and the phasing and nature of settlement development in this area.

There is the potential for recovering information regarding the date and nature of the historic routeways into Totnes from the south-west; while most of the primary routes may be at least early medieval in date, Harpers Hill in particular may have an older, possibly military, function. Whether this reflects a Roman construction is also a question that may be addressed through archaeological evaluation.

There is also the possibility for below ground remains to survive in proximity to the Leechwell that may inform on the date and nature of activity associated with an earlier springhead or holy well.

Although evaluation work within this part of Totnes may be constrained by the present-day urban framework there may be greater potential for archaeological intervention in this largely residential sector than the more commercial areas of HUCAs 1 and 3. There is also the potential for this less densely developed area to have a greater survival of any below ground remains. Where redevelopment or discrete evaluation is carried out the following key types of buried remains may be found:

- Prehistoric/Roman/ early medieval – settlement remains, trackways, boundaries, artefacts, burials
- Prehistoric onwards – remains associated with (ritual) activity and use of the springhead and holy well at the Leechwell
- Roman - post-medieval – remains associated with the historic routeways into Totnes from the south-west; this may include a military construction to Harpers Hill of Roman or Saxon date and sections of an historic lane towards Follaton running from the West Gate or from a junction off Collins Road
- Medieval and post-medieval – remains associated with an extra mural settlement outside the West Gate, possibly associated with the manor and borough of Little Totnes. This might include settlement remains, tenement boundaries, artefacts and remains associated with market activity within the wider extent of The Rotherfold

- 18th and early 19th century – remains associated with the rerouting of the Plymouth Road Turnpike in the vicinity of the smithy and footpath on the south-west side of Collins Road

4.5 The Priory (HUCA 5)

4.5.1 Historic character

HUCA 5 comprises an area of largely 20th century development within and around the grounds of the post-medieval house, The Priory (MDV18251), and the early 18th century Manor House (MDV90115), formerly Totnes Rectory. These two residences and their extensive formal gardens and grounds came to occupy the wider medieval priory lands between the town and the marshland to the north. To the east HUCA 5 extends to Coronation Road, which may broadly mark the line of an early river foreshore before reclamation of the marshes and the silting up of the river bed narrowed the river and pushed it eastwards towards its present line. To the south the HUCA is defined by the line of the medieval town walls and the back line of the medieval tenement plots along Fore Street, although this line is now somewhat obscured by 20th century and later redevelopment. To the west HUCA 5 is bounded by a substantial historic enclosure boundary, walled in places and respected by the eastern side of Priory Hill. To the north HUCA 5 is bounded by Malt Mill Lake; prior to the post-medieval damming of Priory Marsh this was a small creek that was tidal to around halfway along the modern day Belmont Terrace (HUCA 11); the Malt Mill Brook ran into this from the west.

By the medieval period, the area characterised as HUCA 5 was still predominantly open agricultural land on the north-eastern edge of the town bordered by saltmarsh and tidal foreshore on the riverward side. To the south-west the town's defensive bank and ditch circled the base of the town walls; excavation of the former Evans and Cutler garage site (HUCAs 1 and 11) further to the west recorded evidence for a defensive bank and ditch (MDV60108) containing residual pottery dating to the 11th to 12th centuries. A 15th century deed documenting the foss or ditch of the Prior's garden Rea (1923, 3) may also refer to the defensive town ditch although this had probably fallen into disuse by this period. The remains of a medieval undercroft and possible tunnel are recorded underneath The Priory (MDV18251), which may be associated with a medieval prior's residence on the hill slope above the tidal creek that is now Malt Mill Lake.

The priory lands were separated from the priory buildings within the town following the dissolution of the priory in the mid-16th century. The Priory was constructed in the later 17th century and was probably laid out with formal gardens from around this date; the c1840s Tithe map shows formal gardens and a sweeping driveway leading down towards the former priory gatehouse (MDV92286) on Fore Street (HUCA 3). By the early 18th century a rectory was constructed to the west of the Town Mills (HUCA 10), now Manor House (MDV90115). The original approach to the house may have been via Mill Lane (Coronation Road as it is today) but this is not certain. In 1834, however, a new link to the Ashburton Turnpike Road was constructed to run north off Fore Street between The Priory and Totnes Rectory and this opened up the land either side for redevelopment. The 1855 Town map shows that by the mid-19th century the approach to the rectory was via a sweeping driveway off Station Road with formal gardens adjacent to the house to the south and west. The gateway to Totnes Rectory, or Manor house, still stands at the entrance to Manor Way.

A mid to late 19th century villa (MDV90118) was constructed on the east side of Station Road and is marked as 'club' on the c1904 OS map; a cricket ground is also shown by this map on the opposite side of Station Road. The villa is currently the Totnes and District Conservative Club. Even into the early 20th century, however, much of HUCA 5 remained either formal gardens or agricultural enclosures.

During the early to mid-20th century there was significant development of The Priory and Rectory grounds, creating Manor Way, Priory Drive and Priory Avenue. The housing stock of these developments is typically a mix of detached and semi-detached houses of brick and render under tiled roofs. Windows are commonly set within square or

round bays. On Priory Avenue there are some later 20th century bungalows infilling on the southern side.



St Mary's Church and the site of the medieval priory, looking south-west from the Co-op car park across the line of the former town ditch



The top of The Priory, looking east from Priory Hill - a view that, although deceptive in the modern context, probably reflects what most of Totnes would have seen of the house in earlier centuries



Houses in Priory Avenue on the site of the formal Priory gardens, looking east from Priory Hill across an historic boundary wall



Houses in Priory Drive, looking west towards The Priory



Manor House, formerly the rectory of Totnes, looking north-west from Coronation Road



Totnes Hospital, looking north-west from Coronation Road

The current Totnes Hospital is a late 20th century construction situated adjacent to the Rushbrook Centre, which incorporates a late 20th century building originally in use as a doctor's surgery. A supermarket now occupies land to the north of Fore Street, originally part of the driveway to The Priory and still accessed today by a pedestrian precinct off Fore Street that was originally the site of the gatehouse (MDV92286) to the medieval priory.

The present day character of this area is largely the result of the mid to late 20th century development of the gardens and enclosures belonging to The Priory and Manor House. These two residences still survive within their own grounds, now considerably reduced, but the overall feel is of late 20th century town edge expansion between the commercial core and the larger-scale late 20th century civic and retail provision on the low-lying valley floor to the north and north-east. Nonetheless, even within the relatively recent redevelopment of this part of Totnes many historic boundaries and routeways survive as testament to the changes within this area; from open agricultural lands belonging to the medieval priory, through the formal gardens and estate lands of the post-medieval residences to the infill and expansion of small-scale developments that typically respect the historic boundary lines. Station Road is a busy thoroughfare linking the town centre with Totnes railway station and Ashburton Road, the current A381.

4.5.2 Heritage significance (above ground)

Medium – The surviving historic character of HUCA 5 predominantly relates to the 17th and 18th century residences of the Grade II* Listed The Priory (MDV18251) and Grade II Listed former rectory, Manor House (MDV90115), although the formal grounds in which both residences once stood are now substantially reduced. The medieval or earlier landscape that these residences replaced may now be lost beneath a spread of 20th century development but there are still topographical clues to the relationship between the defended medieval town and the agricultural lands between the town and the river. Whilst many of the historic enclosure boundaries in this part of Totnes have been respected by the infill of late 20th century development, however, few of these survive in upstanding form; an exception to this is the western enclosure boundary to The Priory gardens.

The early 19th century villa that is currently the Totnes and District Conservative Club (MDV90118) is a fine Grade II Listed building set into the former grounds of Totnes Rectory (Manor House) and testament to the opening up of development potential along Station Road following its construction c1834. The majority of development in HUCA is of mid to late 20th century date, however and of the immediately pre-war and post-war housing stock typical to town edge infill development of this period.

4.5.3 Heritage significance (below ground)

Medium – There is currently no evidence for settlement or activity in this area prior to the medieval period but this has been suggested in the near vicinity (HUCA 3) and there is some potential for this on the higher ground closer to the town. Where ground conditions are suitable there may also be evidence for the medieval and earlier geography of the river foreshore and tidal margins, although this would only be anticipated along the far eastern and northern extents of this area.

There may be surviving below ground remains of the town bank and ditch adjacent to the former town walls to the south-west. The survival of parts of the medieval priory building beneath The Priory also suggests that there may be wider remains of buildings and structures associated with the priory surviving below ground. The extent of these is probably fairly limited, however, and although some areas of relatively undisturbed garden areas may still surround the post-medieval house the wider area is now primarily one of urban redevelopment.

There is some potential for surviving post-medieval structures associated with both The Priory and the former Totnes Rectory to survive below ground along with material

evidence and structures relating to the plan form of the formal gardens. Once again, however, this is likely to be limited in extent and there may be limited access to these except where pockets of redevelopment or landscaping within the surviving gardens of The Priory and Manor House permit this. Within pockets of redevelopment and where conditions are suitable the following key types of buried remains may be found:

- Prehistoric/Roman/early medieval – settlement remains, trackways, boundaries, artefacts and burials
- Prehistoric/Roman/early medieval – palaeoenvironmental remains associated with palaeochannels of the River Dart, former foreshore lines, tidal margins and marshland
- Early medieval/medieval – remains associated with the town's defensive bank and ditch
- Medieval – remains associated with ancillary priory buildings, including a possible prior's residence and connecting tunnel to the priory buildings within the town
- Post-medieval – remains of residential or garden structures associated with The Priory and Totnes Rectory

4.6 The Grove and Warland (HUCA 6)

4.6.1 Historic character

HUCA 6 comprises that part of Totnes situated to the south of the medieval defensive line formed by South Street, The Grove and Victoria Street and which extends across the south facing slopes along the edges of the former tidal marshland at Moorashes; part of this area may be the 'little moor' preserved in the name of Ticklemore Street. The historical development of this area originated in an extra mural settlement on the town outskirts that began to be settled during the late to post-medieval period; this was probably facilitated by the construction of the Warland Dam in the 13th century, which allowed the low lying ground of Moorashes to be gradually reclaimed. Even into the early 19th century, however, this area was probably only sparsely inhabited until the expanding town began to infill the semi-rural land beyond the town walls.

Prior to the construction of the Warland Dam a small tidal creek ran up towards the southern edge of Moorashes Cottages, probably broadly along the line of the present day St Katherine's Way; a deed of 1652 refers to 'Morass Cottages' (MDV63145) being 'built on morasses or medieval tide marsh' (Devon HER). The medieval river foreshore to the south-east of the town stood further to the west of its current line and the Warland Dam may have been partly a consolidation of this foreshore as much as a dam across the tidal creeks and marshland at Moorashes. The 'dam' ran northwards between Snail Mill (HUCA 8) and Fore Street (HUCA 3) along the line of the present day Warland and Ticklemore Street. A walk along Warland illustrates the still discernible rise of land along its western side in the driveways and gardens of the current tenement plots. In 1270 a local landowner, Walter le Bon, and his wife donated land within the manor of Little Totnes to the Bishop of Exeter for a chantry chapel, the Chapel of St Katherine and the Holy Ghost (MDV9082). The chapel stood on the Warland Dam and was surrounded by extensive gardens. Between the early 14th and 16th centuries the chapel was a hospital (MDV44117) overseen by Trinitarian Friars before passing into the hands of the vicars of Exeter Cathedral. Parts of the chapel still survive within numbers 8 and 10 Warland (MDV90103), the latter being an early 16th century cottage that may contain elements of an older building constructed for the hospital friars.

The line of two narrow medieval or older lanes still run down across the valley slopes to the south-west of this area to join South Street and The Grove. Leechwell Lane links the medieval Leechwell (HUCA 4) with South Street at the point where the medieval Shambles Gate (MDV9097) gave onto the shambles or meat market. The date of this gate is not certain but it may have originated as the South Gate to the medieval town,

post-dating the earlier East and West Gates (see HUCA 1). The second lane runs down from Maudlin Road (HUCA 8) across the valley slope on the northern edge of Moorashes, turning east across the front of Moorashes Cottages (MDV63145) to join The Grove. The approaches to the town walls from the south-west are characterised by these narrow lanes that emerge onto South Street and The Grove at points where there appear to be historic breaks in the bastion walls (MDV90272) or back line of the town defences. These may indicate where gradient slopes were inserted to connect the rampart walks with the lower outside streets.

Adjacent to the corner of Leechwell Lane is an early 18th century slaughterhouse with adjoining cottage and linnhay (MDV90273/92329) that stands opposite the shambles gate; there are also iron rings inset at regular intervals into the bastion wall to the south of the site of the Shambles gate that are probably tethering rings for livestock. The date of the walling is unknown and may not be part of the medieval superstructure. The location of the slaughterhouse and tethering rings adjacent to the meat shambles are likely to reflect a post-medieval context for the meat market and its ancillary features.

During the early 19th century there was an increasing expansion of residential and civic development across this part of Totnes, although the nature of this remained characteristically town edge development. Lower Almshouses (MDV9105) were removed from The Plains (HUCA 9) in 1830 and rebuilt on The Grove, only to be demolished during the late 20th century to make way for a new link road to St Katherine's Way. The Grove Primary School was constructed during the early 19th century, probably originating as a British or National School. The town gasworks are shown adjacent to this on the 1855 Town map, continuing the trend of town edge development during this period. The spread of development along Victoria Street, Ticklemore Street and Warland is also largely early 19th century in date, predominantly comprising relatively modest terraced cottages along Victoria Street and Warland, intermixed with a number of small-scale commercial, industrial and non-conformist religious premises towards the east end of Victoria Street and along Ticklemore Street.

The resulting present-day character of the area within HUCA 6 is of largely modest 19th century cottages, commercial premises and ancillary buildings interspersed by a scatter of surviving older buildings of largely 17th and 18th century date. There is a variety of architectural styles and the scale of buildings also varies between smaller terraces of cottages to larger individual residences. Overall the wider feel is still one of semi-rural town edge settlement, a character enhanced by the narrow streets, the wide use of rustic architectural materials in many of the buildings, the industrial and agricultural character of the numerous outbuildings and back plots and the cottage garden feel of much of the on-street planting. A shift from rural residential village to commercial and industrial town edge is more apparent around the junction of Victoria and Ticklemore Streets where there has also been a greater degree of late 20th century redevelopment and modification to the street plan. Within this part of Totnes, generally, the preservation of historic and topographic boundaries is very high. Notably this includes the medieval lanes into the town from the south-west, the line of the historic town defences and the medieval Warland Dam, which continue to form strong fixation lines that define the HUCA to the north and east and create strong dividing lines within it.

4.6.2 Heritage significance (above ground)

High – The historic boundary lines of the medieval lanes, the walls of the town defences and the Warland Dam remain well-defined within this part of Totnes as substantial walling and raised walks, although the upstanding fabric of these is probably later in date. There are upstanding remains of the medieval Chapel of St Katherine and The Holy Ghost (MDV9082) within the walls and outbuildings of numbers 8 to 10 Warland; 10 Warland (MDV90103) is itself a fine 16th century or earlier cottage. Moorashes Cottages (MDV63145) is a terrace of late 17th century cottages on the edges of the former saltmarsh. These examples of post-medieval buildings are now interspersed by a mixture of 18th and early 19th century architectural styles that illustrate the initially sparse settlement on the town edges gradually infilled by

piecemeal development. The continuance of outbuildings and small former industrial workshops in the back plots demonstrate that this was probably an area of mixed residential and commercial activity from the medieval period onwards; the character of this to the west may have been more semi-rural in character, becoming more urban in form towards Ticklemore and The Plains (HUCA 9) in the east.



Former post-medieval slaughterhouse and adjoining buildings on the corner of Leechwell Lane, looking south-west from the town walls



Looking north-west along the raised defensive line of The Grove and the buildings within the backs of the burgage plots on Fore Street



The east end of Victoria Street, looking east towards Ticklemore Street



Mid-19th century cottages on Victoria Street, looking west



A 16th century or earlier cottage at number 10 Warland, looking west



Looking east along the medieval lane running in front of the 17th century Moorashes Cottages

4.6.3 Heritage significance (below ground)

High – Archaeological evaluation of a property at 17 South Street has recorded evidence for a medieval boundary ditch, post-medieval walling and a post-medieval well, and a 19th to 20th century cobbled surface (MDV71009-71012). It is likely that further below ground remains associated with medieval and post-medieval settlement and small-scale industry in this part of Totnes may also survive and where pockets of redevelopment occur these may be recoverable. The whole valley to the south of Totnes was probably one of the industrial areas of the town, now split across several HUCA's due to subsequent differences in character brought about by historic change.

Along Warland there may be further evidence associated with the medieval chapel and Trinitarian hospital. Where ground conditions are suitable at both Warland and in the vicinity of Moorashes Cottages there may be palaeoenvironmental evidence associated with the former tidal creek and saltmarshes or the wetland environment of the streamside valley prior to and following reclamation of this area. Physical and palaeoenvironmental evidence for the nature and form of the Warland Dam and earlier lines of river foreshore may also survive below ground; evidence of this nature may further inform understanding of the date and scale of these physical changes.

As more concentrated infill settlement of this area did not occur until the late 18th to early 19th centuries it is likely that pockets of relatively undisturbed ground may still survive within garden plots and along the edges of the stream from the west where it flows down the valley at Moorashes. Where conditions are suitable within HUCA 6 the following key types of buried remains may be found:

- Prehistoric/Roman/early medieval – if settlement during these periods occurred on the south-facing valley slope above the marshes there may be surviving below ground remains such as settlement remains, trackways, boundaries, artefacts and burials
- Prehistoric through to medieval – Palaeoenvironmental remains associated with the tidal creek and marshes, the wetland of the streamside valley, earlier lines of river foreshore
- Early medieval to medieval – remains associated with the Saxon burh and town defences along the southern edges of South Street, The Grove and Victoria Street
- Medieval and post-medieval – remains associated with the Warland Dam; remains associated with Chapel of St Katherine and the Holy Ghost and the Trinitarian hospital; remains associated with ancillary activity in the vicinity of the meat shambles and slaughterhouse, and remains associated with small-scale settlement and industry – boundaries, buildings, industrial sites, trackways, artefacts

4.7 Leechwell (HUCA 7)

4.7.1 Historic character

HUCA 7 comprises the east facing valley slopes east of Leechwell Street, now incorporating Leechwell Gardens and a series of car parks bordered by modern development. Historically the higher ground here was cut by a stream, or streams, running down to the tidal creeks at Moorashes (HUCA 6 borders) and alongside Snail Mill (HUCA 8). Much of this area continued as open ground into the late 20th century, largely comprising gardens, orchards and nurseries. The medieval Lechewellhay Garden (MDV16249) is recorded in 1433 as lying between the gardens of the Leper Hospital (MDV9084) on Maudlin Road and Leechwell Lane (MDV44482), the medieval lane running between the Leechwell (MDV9058) and South Street. This places it approximately in the vicinity of the present day Leechwell Gardens. A stone and rubble-lined pond (MDV71623) within the gardens has been interpreted as an immersion bath associated with the medieval Leper Hospital of St Mary Magdalene (MDV9084) but has

more recently been interpreted as an industrial pond of unrecorded date. The date and extent of historic industrial activity on the valley slopes south of Totnes needs further assessment and understanding but may at one time have been a feature of this wider area, now divided between HUCA's 6, 7 and 8.



Leechwell Gardens looking north-east across Leechwell Lane towards St Mary's Church



Leechwell Gardens looking south towards the higher ground of Maudlin Road



Car park on Leechwell Lane, looking west towards the wall of the former cattle market



The stream at Moorashes, looking west across modern development on Leechwell Lane



Modern development along Leechwell Lane in front of Leechwell Gardens, looking south-west



The medieval Leechwell Lane running between two car parks, looking south

In the late 19th century a cattle market (MDV44492) was established on Leechwell Street replacing several former medieval tenement plots. During the late 20th century much of the former gardens, orchards and nurseries within this part of Totnes have been developed as civic car parking space. The cattle market has been demolished to create a link road to these from Leechwell Street (HUCA 4); this now runs east to join the early 21st century Leechwell Lane, an extension of St Katherine's Way and cuts the medieval Leechwell Lane where it runs through the car parks bordered by its high stone walling. The back wall of the cattle market forms the back wall of the westernmost car park and some historic walling still survives within the southernmost car park, possibly associated with an area of nursery gardens and glasshouses shown on the c1953 OS mapping. There is some early 21st century urban development along the modern Leechwell Lane and the link to Leechwell Street comprising a cutting edge architectural design of apartments and town houses; an example of that commitment to interesting modern design which has been a general feature of Totnes in recent decades.

The present-day feel of this area is one of open designed public spaces, with car parking provision contrasting with, but respecting, the historic Leechwell Lane and its high stone walls. Leechwell Gardens is a tranquil leafy space with the stream running through it towards Moorashes. The planting is sympathetic to its medieval origins but contains added leisure space. Alongside the modern redevelopment of the west end of St Katherine's Way and Leechwell Lane there is also some sympathetic planting and green space bordering the stream where it outfalls near the medieval lane leading past Moorashes Cottages towards The Grove (HUCA 6).

4.7.2 Heritage significance (above ground)

Medium – The medieval Leechwell Lane is a key surviving historic structure that preserves an ancient route skirting the marshy ground at Moorashes between Maudlin Road and South Street. It also reflects a possible link between the medieval or older Leechwell and a site of ritual significance that continues into the present day. The Leechwell Gardens may preserve the site of the medieval Leechwellhay Garden; there is some suggestion of historic enclosure boundaries to the south that may be post-medieval to 19th century in date but the current fabric of the gardens themselves is largely modern. The date and function of the stone and rubble-lined pond remains unknown but there may be material evidence for this surviving below ground within the vicinity of the Leechwell Gardens. Aside from these features much of the area within HUCA 7 is now modern civic car parking across areas of previously open ground with little surviving above ground evidence of any historic development.

4.7.3 Heritage significance (below ground)

Medium – There may be some surviving below ground remains associated with the medieval Leechwellhay Gardens and medieval or earlier traffic along Leechwell Lane. The former may be relatively ephemeral but the cover of modern tarmac has probably resulted in minimal below ground disturbance so the survival of any below ground remains is potentially quite high. Below ground remains of the 19th century cattle market may also partially survive beneath the modern redevelopment of that area and the new link road. The former gardens and nurseries are also under cover of modern tarmac but are unlikely to contain below ground remains associated with early settlement activity as much of this was probably relatively wet or marshy ground prior to the late to post-medieval period. Within the open ground of the Leechwell Gardens there may be below ground remains associated with the stone and rubble-lined pond, which has been variously interpreted as a medieval immersion bath associated with the Leper hospital on Maudlin Road or an undated industrial feature. Within HUCA 7 the following key types of buried remains may, therefore, be found:

- Prehistoric through to medieval – material evidence associated with a trackway across the higher valley slopes between Maudlin Road and Totnes, now occupied by the medieval Leechwell Lane

- Medieval and post-medieval – remains associated with the Lechewellhay Gardens
- Medieval to 19th century – remains associated with the stone and rubble-lined pond in Leechwell Gardens, possibly a medieval immersion bath, possibly an industrial feature of unknown date
- Post-medieval to 19th century – historic enclosure boundaries and trackways and possible remains associated with small-scale industrial activity in the vicinity of Leechwell Gardens, although this remains uncertain
- 19th century – remains associated with the cattle market on Leechwell Street
- 19th and 20th century – remains associated with glasshouses and structures in areas of former nurseries.

4.8 Moorashes (HUCA 8)

4.8.1 Historic character

HUCA 8 is an area of late 20th century development at Moorashes, formerly tidal saltmarsh before the construction of the Warland Dam in the 13th century. The extent of the marshes may originally have lain between a small tidal creek running alongside Snail Mill to the south and another small creek running approximately along the line of the present day St Katherine's Way and the 17th century Moorashes Cottages (MDV63145). The route of a medieval lane still runs down from the high ground of Maudlin Road (HUCA 17) to lead along the front of Moorashes Cottages to The Grove (HUCA 6). It seems likely that this lane post-dates the reclamation of the tidal marshland although it may alternatively have been an older lane running along the solid ground at the edge of the tidal reach. Its route is now slightly modified by 20th century development and the construction of St Katherine's Way.

Following the construction of the Warland Dam the tidal marshes would have become reclaimed land, probably in use as meadowland or pasture. The c1840s tithe map for Totnes shows three large enclosures within this area, with one smaller enclosure to the south. The westernmost of the larger enclosures bears the field name Moor Ashes and shows land use as pasture; the remaining two appear to part of town lands. The large size of these enclosures may indicate that they were part of the town's common land. The smaller enclosure is marked as an orchard and appears to contain a cottage or agricultural building and a well.

By the mid to late 20th century the whole of this area was redeveloped as modest estate housing. Denys Road and Magdalene Close are both shown on the c1953 OS mapping and comprise a mix of semi-detached properties and short terraces of bay fronted tile hung houses typical of pre to early post-war housing stock and some semi-detached bungalow housing. Magdalene Close is a small cul de sac of post-war Cornish Unit social housing. Secondary development began at The Carrions following the construction of St Katherine's Way, consisting of modest late 20th century terraced rendered housing and bungalows with detached garage blocks. This development encroached on the grounds of a detached earlier 20th century residence with a short driveway leading down to Moorashes Cottages, now truncated.

Besides the sloping topography of this area and the survival of the narrow medieval lane leading down from Maudlin Road there is little to signify the historic nature of the tidal marshland and its subsequent reclamation and enclosure. Nonetheless the modest forms of mixed housing in this part of Totnes are characteristic of late 20th century infill development and housing provision on areas of poorer, and therefore cheaper, land.

4.8.2 Heritage significance (above ground)

Low – There is little surviving historic fabric within this part of Totnes save the route of the medieval (possibly older) lane across the former marshes towards the town from the high ground of Maudlin Road (HUCA 17). There is some preservation of the historic

enclosure pattern in the phasing of late 20th century development on the north side of Denys Road. The primary housing stock is all mid to late 20th century in date and fairly modest in form. The Cornish Unit social housing at Magdalene Close is common to early post-war social provision within South-West England.



Denys Road from the junction with Maudlin Road, looking north-east



Magdalene Close from Maudlin Road, looking north-east



Development at The Carrions from St Katherine's Way



The Carrions, looking west



Late 20th century residence now within 'The Carrions' development, looking south-west



The medieval lane running down from Maudlin Road towards The Grove, looking north

4.8.3 Heritage significance (below ground)

Low – this area of Totnes would have been tidal marsh or wetland up until the late medieval period after which it was probably open ground, possibly town common land, in use as meadowland or pasture. It was only developed for settlement from the mid to late 20th century but there may have been some small-scale industrial activity around the edges of the tidal marshes – as with HUCA's 6 and 7 the nature and extent of any historic industrial activity to the south of Totnes needs further assessment.

Some evidence for activity along the line of the medieval lane across the lower ground from Maudlin Road may survive below ground but this is likely to be ephemeral and now largely obscured beneath modern redevelopment. Although likely to be limited, within HUCA 8 the following key types of buried remains may be found:

- Prehistoric/Roman/early medieval – settlement, trackways, boundaries, artefacts, burials – if these are present they are likely to be limited to areas of higher ground on the former marshland margins
- Prehistoric - early medieval – palaeoenvironmental remains associated with the former tidal saltmarshes
- Medieval (possibly older) – remains associated with activity and traffic along the medieval routeway across the edges of the marshland at Moorashes
- Post-medieval - 19th century – enclosure boundaries

4.9 The Plains (HUCA 9)

4.9.1 Historic character

HUCA 9 comprises The Plains and New Walk and extends as far as the creek to the north of St Peter's Quay in the south and incorporates the Royal Seven Stars Inn and the modern development at Bridge Terrace to the north. This was an area of late to post-medieval reclamation on former saltmarsh or tidal river foreshore. Following the construction of the Warland Dam in the 13th century and the creation of a new link road between the town and St Peter's Quay, the new eastward line of the river bank was ripe for development. A stone bridge (MDV9056) across the River Dart was constructed around the late 12th to early 13th century and a chantry chapel (MDV9096) stood at its western end from c1250. A monastic inn was also established at the western end of the bridge during the 13th century, obviously located to provide for travellers crossing the river to Totnes from the east. The inn was replaced by the Royal Seven Stars Inn (MDV18439) in around the 17th century.

A new Town Quay was built on the eastern side of Ticklemore Street in the mid-15th century to facilitate the shipping of stone for the construction of a new church tower at St Mary's. It probably wasn't long after this that the quaysides were extended eastwards and then southwards along the new riverside to access the deeper water channels (see Figs 7 and 8). Lower Almshouses (MDV9104) were removed from the site of the former Town Quay in 1830, at which point they were already considered to be ancient buildings, presumably post-dating the peak of industrial activity on Town Quay.

A fording place across the River Dart was historically accessed via Riding Place Quay and Ashford Slip, both at least post-medieval in date. Whether the original ford was close to this location prior to the quays being built is not known; the river would have been considerably wider prior to reclamation of this area but this may always have been a shallow crossing point. The existence of animal wades beside bridges is not uncommon, however, and access to the river at Ashford Slip may have been used for this purpose regardless of any earlier fording place. The ford went out of use when Vire Island (HUCA 10) was extended northwards to the bridge.



The Plains, looking north towards the Royal Seven Stars Inn



18th century former merchant's house and warehouse on The Plains, looking east



Looking north-east from The Plains towards Bridge Terrace and the 19th century toll cottage adjacent to Totnes Bridge



Looking south along the river at low tide and the backs of warehousing on Town Quay.



Former industrial buildings belonging to Symons Cider Factory on The Plains, now residential, looking east



Looking south along the line of the former Totnes Quay branch line on New Walk to Marsh Quay and the old Reeves timberyards, now both redeveloped into residential use

From the post-medieval period and into the early to mid-20th century The Plains continued to be a largely industrial quayside area. Lower Almshouses were constructed on the corner with Fore Street in the late 16th century and although some merchants' housing had been constructed at its northern end by the 18th century the majority of buildings were probably warehouses and stores. The area was also home to some popular social activities by the post-medieval period; a bullring (MDV9068) existed on

The Plains from at least the mid-16th century and a bowling green was established on the north side of the creek running alongside St Peter's Quay in the 17th century. New Walk was laid out in the late 18th century to link the bowling green with The Plains. By this time the quaysides had probably extended as far south as Marsh Quay but a creek still ran between Marsh Quay and St Peter's Quay and Town Marsh to the west of Marsh Quay remained open saltmarsh and pasture until the early 20th century.

By the late 18th to early 19th century the character of The Plains was changing. Lower almshouses were ruinous by 1822 and in 1836 they were moved and rebuilt on The Grove (HUCA 6). A new bridge and a toll cottage with toll gates were constructed a little to the south of the former medieval bridge. The construction of fine housing along the west side of The Plains introduced a more genteel character and a folly known as The Taunton Monument or The Castle and Keys was constructed at the southern end of the tree lined avenue at New Walk in 1824 but was demolished in the 1950s. A monument (MDV92279) to a native of Totnes, John Wills, was erected on the northern end of The Plains in 1864.

On the quaysides, however, there were still industrial warehouses, such as Holmans, the backs of which were built directly onto the furthest edge of reclaimed land, rising sheer above the water's edge. The Symons cider factory also had substantial business premises on Apple Wharf. The construction of the Totnes Quay branch line (MDV22460) in 1873 continued the industrial activity of the quays. Reeves timber merchants had established a business on Town Marsh by the early 20th century and their distinctive wooden timber sheds survived until their destruction by fire in the late 1980s. The historic character of The Plains and New Walk from the late to post-medieval period until the early 20th century was therefore one of continuing mixed residential and industrial use, with a more genteel flair to the northern end of The Plains, in particular, as the 19th century progressed.

During World War II The Plains and the riverside wharves to the south-east (HUCA 10) were used to build wooden minesweepers but increasingly from the mid to late 20th century the maritime use of the riversides was confined to Baltic Wharf (HUCA 10), with the quaysides and warehousing on The Plains and New Walk taking on more of a recreational function. Restaurants and cafes now line the riverside walks and the former warehousing has been sympathetically converted to residential apartments that largely respect the buildings' earlier industrial architecture and function.

The present-day character of this part of Totnes is of a wide open genteel street with the former merchants' housing and warehouses on the former quaysides still redolent of their industrial past. The northern end of The Plains comprises small commercial premises and restaurants while the southern end and New Walk is more residential in character with riverside walks and an open green on the site of the former bowling green continuing the open feel. A new development now stands on the site of the former Reeves timberyards and the terminus for the Totnes Quay Goods branch line (MDV22460) is now the site of a residential apartment building.

4.9.2 Heritage significance (above ground)

High – The post-medieval quaysides are now occupied by 18th to 19th century buildings, largely warehousing but with some merchants' houses and a former Wesleyan Chapel. These buildings are now predominantly residential or commercial premises, although the industrial form and architecture of the quayside slips and warehouses still respects their industrial heritage.

The Grade II* Listed Royal Seven Stars Hotel (MDV18439) is a 17th century inn on the site of an older 13th century monastery guesthouse and inn. There are some surviving examples of late 18th century buildings and warehousing along the northern end of The Plains but the majority of building stock on The Plains is early 19th century in date. The toll house (MDV12890) on the western end of Totnes Bridge is mid-19th century and two stone gate piers (MDV92290) now located on The Plains may be associated with the former toll gate that stood beside this, although an alternative suggestion is that

these belong to the gates to the Town Marshes. The Wills Monument (MDV92279) still stands at the northern end of The Plains. Together these buildings illustrate the transition of The Plains from a late to post-medieval industrial quayside to a more genteel area of mixed residential and commercial use that increasingly became a focus for social activity and commemorative space. The Royal Seven Stars Inn continues the provision of hospitality to visitors and locals by its 13th century predecessor. Alongside the medieval chantry chapel this would have created a focus around the medieval bridgehead catering for the comfort and welfare of visitor traffic to Totnes from the east. The construction of the new Totnes Bridge and the toll cottage and gates in the early 19th century demonstrates the continuing importance of this major route into Totnes, for which The Plains increasingly provided the primary commercial catchment.

The historic streetscape of The Plains at its northern end is as good as anywhere of its type, with a series of important historic buildings yet retaining an open wharf-side area and place of public resort. The visibly authentic historic character of this area retains significant internal value and historic integrity.

Towards the southern end of New Walk the building stock is mainly late 20th century in date, reflecting the final infill of the town marshes and the increasingly residential function to a formerly industrial riverside.

4.9.3 Heritage significance (below ground)

High – The majority of HUCA 9 was tidal saltmarsh or river into the late to post-medieval period and Town Marsh remained as saltmarsh pasture into the early 20th century. There is good potential for surviving below ground remains associated with the progressive reclamation of land and a range of human activity on the riverside quays during the late and post-medieval periods. Despite being within an area of continuing redevelopment this is likely to have avoided any flood risk by being placed on top of the earlier quaysides rather than cutting down into them. Below ground remains may be difficult to access, however, except by the opportunity for discrete evaluation as a result of redevelopment or improvements to roads or services: at the turn of the 19th century, for example, trenching for sewers on The Plains exposed an oak post and ring associated with the post-medieval bullring (MDV9068) along with a scatter of animal bones. The development of the quays at Totnes remains a significant research question with the potential to extrapolate out to the regional context for their growth. The below ground potential for this area, therefore, is highly significant.

North of The Plains, in the vicinity of the Royal Seven Stars Inn and Bridge Terrace, there may be surviving below ground remains associated with the medieval chantry chapel (MDV9096) at the end of the original Totnes Bridge. Parts of the chapel survived into the 19th century when it was used as a blacksmith's shop but the buildings were pulled down and the site now lies under the 20th century Coronation Road. There may also be surviving below ground remains associated with the 13th century monastic inn in the vicinity of the Royal Seven Stars Inn. Any remains associated with either building may be relatively insubstantial, however, and access to these likely to be limited to the kind of keyhole investigation typical of urban redevelopment or road improvement.

Parts of the medieval bridge survive within the riverbed to the north of the current Totnes Bridge but there are no recorded remains of this in the area of Bridge Terrace, which has seen ongoing redevelopment since the medieval period, with the site having been levelled prior to the construction of the recent residential apartment block. Within this area – and other parts of Totnes where the interface between land and river has shifted over time – there may be considerable archaeological potential within the riverbed itself, as well as there being former riverine deposits and palaeochannels beneath the current land surface. Where pockets of redevelopment or improvements occur in HUCA 9, therefore, and where conditions are suitable, the following key types of buried remains may be found:

- Prehistoric/Roman/early medieval – remains associated with activity along the ancient trackway and river crossing (in the north of HUCA 9 only) - trackways,

boundaries, artefacts. Palaeoenvironmental remains associated with the former marshland, river palaeochannels and former river foreshore(s) Medieval - post-medieval - remains associated with the earliest bridge(s) over the river at Totnes; with the chantry chapel; with the monastic inn

- Late - post-medieval – remains associated with industrial and commercial activity along the quays and riverside
- Post-medieval – remains associated with the bullring
- Post-medieval to 19th century – remains associated with the bowling green at the southern end of New Walk; with the Castle and Keys foll19th century – remains associated with the Totnes Quay Goods branch line

4.10 Town Mills (HUCA 10)

4.10.1 Historic character

HUCA 10 comprises an area of Totnes to the north of HUCA 9, which extends south and east to incorporate a supermarket and public car park, the development along the mill tail to the rear of Bridge Terrace, the riverside walk along the west bank of the River Dart and Vire Island. Like HUCA 9, the area within HUCA 10 remained largely tidal saltmarsh or river into the late to post-medieval period, only being reclaimed once a dam was built across Priory Marsh to the west in the 16th century. A Town Mill (MDV181438) is recorded from at least the 13th century, located on Mill Lane. During the 16th century the mill was expanded and a more substantial weir and leat constructed; the leat still runs to Town Mill from Swallowfields Weir, although the structure of the present-day weir is now largely 19th century in date. Mill Lane may have been a late medieval lane along the edge of the river foreshore at that time and even during the 19th century remained a semi-rural leafy lane bordered by the mill leat.

At its peak Town Mill may originally have extended across both sides of Mill Lane; the mill tail to the west of Mill Lane and a section of the leat that ran from Malt Mill Brook were still visible on early 20th century OS mapping. Meadowland to the north of Town Mill was used as rackfields during the post-medieval period Russell (1984, 34). A 17th century or older building associated with the Town Mill still stands to the west of the car park. A 19th century woollen mill (MDV56664) to the north of this building replaced four of the post-medieval fulling mills and saw various use as a granary and warehouse. The post-medieval mill leat was lengthened when Vire Island was extended to Totnes Bridge in the 19th century and archaeological evaluation of the Harris's Bacon Factory site ahead of redevelopment recorded evidence for additional sections of culverted leat (MDV59637) to the east of Town Mill that were also part of the wider mill site by the 19th century. A canal basin and wharves (MDV45220) are also recorded at the site of Town Mills by the late 19th century.

By the early 20th century the Town Mill site had been appropriated for use as a bacon factory. A row of factory workers' cottages (MDV58799) were constructed to the north of the bacon factory and still survive to the present day within a leafy enclave on the eastern side of the former mill leat. In the early 1990s the bacon factory site was redeveloped as a supermarket. Along the riverbank to the east a footpath runs from Swallowfields Weir to Totnes Bridge from where there is access on to Vire Island.

The present-day character of HUCA 10 is of a town edge retail centre bordered by residential development at Bridge Terrace overlying the mill leats and recreational space in the green walks and open space along the riverbank and on Vire Island.

4.10.2 Heritage significance (above ground)

Medium – The post-medieval Town Mill (MDV18438) and the 19th century granary (MDV56664), along with the mill leats and ancillary structures are of significant historic value in relation to the industrial heritage of this part of Totnes. Together they relay the historic development of Town Mill from a peripheral sea mill powered by the ebb tidal

flow to a post-medieval mill complex powered by a series of leats made possible by the reclamation of the former saltmarsh and the engineering of the industrial leats and Swallowfields Weir. Much of the post-medieval mill complex is now lost to later redevelopment, however. The bacon factory that replaced part of the mill site in the early 20th century was itself replaced by a modern supermarket and car park. The factory workers' cottages ((MDV58799) are all that remain of the bacon factory complex, along with the surviving mill buildings once incorporated within this.



The 17th century or older Town Mill, looking north-east



The 19th century woollen mill and former granary, looking north-east



The former 19th century woollen mill and granary, looking north from the public car park and supermarket



Row of cottages built for Harris's Bacon Factory workers, looking north-west



Residential development to the rear of Bridge Terrace across the mill tail



Vire Island looking south from Totnes Bridge

4.10.3 Heritage significance (below ground)

Medium – Archaeological evaluation (MDV59637) on the site of the car park has recorded a series of culverted leats associated with the post-medieval mill and former bacon factory. It is possible that additional evidence of post-medieval industrial activity associated with the mills and the bacon factory may survive below ground in this area. Where ground conditions are suitable there is also some potential for palaeoenvironmental remains associated with the former marshland and earlier river foreshore(s). Within HUCA 10 the following key types of buried remains may be found:

- Prehistoric - early medieval – palaeoenvironmental remains associated with former saltmarsh, tidal margins and earlier lines of river foreshore
- Medieval - remains associated with the medieval Town Mill and the tidal leat
- Post-medieval – 19th century – remains associated with the post-medieval mill complex, leats and ancillary structures; to the north of Town Mill this might include material evidence for rackfields
- 20th century – remains associated with the bacon factory

4.11 Northgate (HUCA 11)

4.11.1 Historic character

HUCA 11 comprises Castle Street and the North Gate (MDV9095), the north side of North Street and the early 19th to 20th century development that now occupies the top of Lower Collins Road and Belmont and Alexandra Terraces. Castle Street and North Gate appear to date from around the 12th century; North Gate was most likely a postern gate giving access onto the marshland to the north. Documentary accounts suggest that Totnes Castle was probably past the peak of its use by the 12th century, although the stone masonry of the keep appears to indicate its continuing importance at some level.

Castle Street may have been cut through part of the castle's outer bailey to improve access towards the north and to Malt Mill; although the precise date of Malt Mill is undocumented it is likely to have been at least medieval in date. Shooters Hill also cuts through part of an outer castle bailey and may be contemporary with Castle Street; although documented by the early 16th century, it is probably significantly older. By the late 13th century Castle Street was the route out of town to the borough of North Ford, located across the Malt Mill Brook to the north or north-west.

It is not clear how far the outer bailey, or baileys, to Totnes Castle may originally have extended beyond Castle Street towards the priory lands to the east, although the strong walled western boundary to The Priory (MDV1111) (HUCA 5) may preserve some historic division between the two. Visible terraces and earthworks extend into Castle Meadow to the south-west of Totnes Castle; these were probably associated with an outer castle bailey but may alternatively be associated with the Saxon burh or even older prehistoric or Romano-British occupation on the hilltop. The steep north-facing slope above Lower Collins Road illustrates how far the construction of the castle defences took advantage of the natural topography.

A section of a ramparts walk to the east of North Gate appears to be preserved within an early 18th century property (MDV92333) on North Street; a curvilinear property boundary follows its line around to the north-west and may reflect part of a defensive boundary associated with the castle bailey or earlier defensive town outwork. Archaeological evaluation work to the east of this boundary, on the site of the North Street car park, exposed a steep rampart and ditch (MDV46802) falling away to the north that was probably also part of the original town defences; a further steep v-shaped ditch (MDV60108) was recorded on the opposite side of North Street and residual 11th to 12th century pottery from a lower ditch fill indicates that it probably declined in use and became infilled from around this time.



Castle Street and Northgate from the top of Shooters Hill, looking south



Shooters Hill, looking north towards Malt Mill



The top of Lower Collins Road from Castle Street, looking west



The junction of Castle Street and Belmont Terrace, looking east



The south side of Belmont Terrace, looking east



Priory Terrace on Priory Hill, looking south towards the town

The present-day character of HUCA 11 is largely one of early 19th century residential development. Larger detached early 19th century residences border Castle Street and Shooters Hill, land that was previously part of the medieval castle demesne. Smaller modest urban terraced housing crowds the top of Castle Street and there is a mix of individual villas and residences along North Street and the lower end of Castle Street and along Lower Collins Road. Even into the early 20th century the slopes above Malt Mill Brook to the east of Castle Street remained meadow or orchards and it is possible this area was always cultivated ground to some extent. During the early to mid-20th century there was some infill development of red brick terraces along Priory Hill and

Belmont and Alexandra Terraces. During the late 20th century some of the housing on the north side of North Street was demolished to create the North Street car park.

The genteel feel of much of the housing stock within HUCA 11 contrasts with the steep narrow streets and high walled historic boundaries that border the main route out of the town to the north. The strong preservation of historic boundaries in this part of Totnes, many of which are defined by high stone walling, are of particular note and include the walled boundaries along Castle Street and Shooters Hill and the curvilinear boundary along the back plots of houses on the east side of Castle Street in the vicinity of the North Gate. These may be highly significant as they potentially represent the line, and possibly the surviving fabric, of the former castle and/or borough walls. The stone arch of the North Gate also remains as one of the two surviving medieval gateways into the town.

4.11.2 Heritage significance (above ground)

High – Residential development of this part of Totnes was largely post-medieval and later in date but there are some fine examples of early 19th century villas on Castle Street and Shooters Hill, including Northgate House and the Grade II Listed Northgate Lodge (MDV75678). A Grade II listed early 18th century cottage (MDV92333) on North Street appears to be located on the eastern edge of an historic defensive boundary and may contain part of a walled rampart walk within its curtilage.

If this historic boundary does represent the line and/or historic fabric of the former castle or borough walls then this merits further investigation. There are also further significant upstanding walled boundaries in this area relating to the main medieval routes out of town to the north and the earlier defensive boundaries these cut through. Evaluation of these could significantly inform understanding of the nature and extent of the Saxon burh and subsequent Norman castle in this area and the nature of decline and redevelopment as the castle and the town defences became progressively redundant. They may also shed light on the possible existence of earlier prehistoric or Romano-British occupation in this area, although this is less certain.

4.11.3 Heritage significance (below ground)

High – There is considerable potential for surviving below ground remains in this area of Totnes to be associated with the defensive earthworks to the Saxon burh and medieval town and with the outer baileys of the medieval castle. There may also be some potential for evidence associated with earlier Iron Age or Romano-British occupation in the vicinity of the hilltop on which Totnes Castle now sits. There were probably substantial areas of relatively undisturbed and lightly cultivated ground within this area into the early 19th and 20th century, although much of this area is now substantially redeveloped. Where pockets of undisturbed ground do survive or where pockets of redevelopment occur within HUCA 11 the following key types of buried remains may be found:

- Prehistoric/Roman – settlement, boundaries, trackways, artefacts or burials associated with occupation activity on and around the slopes above Malt Mill Brook and the hilltop on which the castle now sits
- Early – post-medieval – remains associated with historic routeways
- Early medieval – remains associated with the Saxon burh defences; with the earliest phases of construction and occupation at Totnes Castle
- Medieval – remains associated with the final phases of occupation at Totnes Castle, including the form and extent of the outer baileys; with the form and construction of the town defences and their duration
- Post-medieval – 19th century – settlement remains and boundaries, artefacts

4.12 Weirfields, Malt Mill and Borough Park (HUCA 12)

4.12.1 Historic character

HUCA 12 comprises an area of largely historic agricultural enclosure and marshland on the west side of the River Dart except for some medieval to post-medieval industrial development in the vicinity of Malt Mill and Lower Castle Street. By the mid-19th century additional small-scale residential and industrial development became established along Lower Castle Street and the main Ashburton Road, increasingly influenced by the location of Totnes Station. Further residential and town-edge commercial development extended along the eastern end of Station Road and in the vicinity of Borough Park over the course of the 20th century although the park itself has remained an open green space, originally as public gardens and now as a recreational space and sports ground.

Historically, the lower ground to the north of Castle Street and Lower Collins Road may have been the site of the medieval Malt Mill, which was probably located beside the Malt Mill Brook west of the point where it issued out into a tidal creek along the north side of the priory marshes. The Malt Mill Brook runs nearby to the south and 'Smallbridge', (MDV58450) mentioned in 16th to 18th century documents, was probably a post-medieval bridge over the stream in the near vicinity. The evidence appears to support the location of historic small-scale industry at Malt Mill powered by water from the brook and it is feasible that the medieval mill was located close by this point.

By the late 13th century the borough of North Ford (MDV21816) was established to the north of the Malt Mill Brook; the theory presented here is that it was probably situated close to the lower section of Barracks Hill, above the flood-prone ground and in closer relationship to the historic road pattern (see Section 3.4.1). The Devon HER refers to a 100m section of embankment that marked the southern boundary of North Ford, although its location is not given in that record. Interestingly, a large curvilinear field boundary is shown on historic 19th century mapping running east to west under the site of the present-day Totnes Station, curving north towards the river at Swallowfields Weir. A section of this boundary is still preserved as a hedged boundary forming the backline of plots between Ashburton Road and the present day Weirfields and remains a marked fixation line in the modern streetscape. Beyond this line the ground is relatively low lying and slopes away towards the river. The boundary may, therefore, reflect a former marshland edge or riverbank; its curvilinear form could also indicate a medieval or older enclosure boundary on the marshland edges, possibly associated with the low rise of land under Borough Park. Whether this reflected a prehistoric enclosure within the tidal marshland or an enclosure boundary associated with the medieval borough of North Ford remains unknown, although it would appear to have enclosed low lying marshy ground unsuitable for settlement. Either way it would be of high heritage significance if it could be shown.

As noted above, up until the post-medieval damming of the marshland bordering the River Dart to the east much of the area characterised as HUCA 12 was probably relatively low lying wet or marshy ground; apart from the low rise of higher ground in the vicinity of the present-day Borough Park, which may effectively have been a small spur or island within the tidal marshland at some point in time. Apart from the borough of North Ford, this part of Totnes may not have seen much in the way of long term settlement activity until after the turnpike improvements along Barracks Hill and Ashburton Road in the late 18th to early 19th centuries. The c1840s tithe maps for Totnes and Dartington show only a group of buildings focussed around the tannery on Lower Castle Street, the possible location for the medieval Malt Mill. The remaining area to the north is shown on the c1840s Dartington tithe map as agricultural enclosures.

With the construction of Station Road as a link between the town centre and Ashburton Road in the mid-19th century the scale of modest residential development focussed around Totnes Station increased alongside small industrial and commercial premises. Genteel villas established to the west of Totnes Station and along Ashburton Road

contrast with the working class red brick terraced cottages and workshops along St Johns Terrace, for example. Totnes Station itself became larger and busier over the course of the late 19th to early 20th centuries, with additional goods yards and buildings established to the east of the main station and the Totnes Quay branch line (MDV22460) running in to join the main line to the north, skirting round the higher ground on the northern edge of Borough Park. By the early 20th century the railway pumping station (MDV74301) had been taken over as a creamery and dairy; the form of the historic building and its iconic chimney survive into the present day, however, as an interesting relic of Brunel's famous atmospheric railway experiment.



Lower Castle Street, looking south



Totnes Station from Station Road, looking north-east



Mid-19th century terrace on the corner of Ashburton Road west of Totnes Station, looking north-west



Early 20th century terrace on the corner of lower Castle Street and Station Road, looking south-west



Late 20th century terrace on Station Road bordering Borough Park, looking west



Borough Park, looking south towards Station Road

The present-day character of HUCA 12 is of a busy thoroughfare bordered predominantly by late 20th century residential and commercial development. Social housing provision, retail outlets and recreational space typically occupy an area of historically poor low lying land bordering the former saltmarshes and river foreshore. Around the nodal point created by Totnes Station are small developments of 19th and early 20th century middle class terraces and villas, while bordering the Malt Mill Brook in the vicinity of post-medieval 'Smallbridge' are more modest working class red brick terraces and small scale industrial workshops and warehousing. Totnes Station is now diminished in scale and no longer serves the same industrial and commercial function that it did up until the later 20th century, when the Totnes Quay Goods branch line closed. The ancillary station buildings on the east side of the station are demolished and their site partly incorporated within the tennis courts on the west side of Borough Park; established to the east of Totnes Station in the early 20th century. The former Daws Dairy, originally the railway pumping house now stands empty. Although no longer planted out as public gardens, Borough Park remains a welcome green space on the busy town edges.

4.12.2 Heritage significance (above ground)

Medium – This area of Totnes within HUCA 12 is largely considered as being of medium heritage significance due to the quality of the surviving railway complex, complete with the still extant pumping station building (MDV74301). The pumping station was originally planned by Brunel to be part of his atmospheric railway but these plans were short-lived. The building was never properly finished and its subsequent use as a dairy factory has seen much modification and alteration of the original building. Despite these changes, however, the building is now Grade II Listed because it is so rare and historically interesting.

Some fine examples of mid-19th century villas along Ashburton Road testify to the increasing residential development of this area once Ashburton Road was created under the Turnpike Acts and Totnes Station constructed; a beehive shaped stone toll booth (MDV58451) still survives on the south side of lower Barracks Hill. Other than this the 19th century building stock typically reflects small-scale industrial activity and associated working class housing in the vicinity of Malt Mill. Wider areas of late 19th and 20th century development within HUCA 12 demonstrate the spread of the early modern town onto areas of former historic agricultural enclosure and tidal marshland bordering the River Dart; these are largely considered to be areas of lower heritage significance.

The historic topography of this area is still preserved in places, with the Malt Mill Brook still running below Lower Castle Street, now culverted where it runs through the town to the east. From the Malt Mill Brook the lie of the land rises gently to Station Road and Borough Park. On the north side of Borough Park a footpath along the edge of the higher ground marks the line of the former Totnes Quay branch line; beyond this line the ground drops sharply away again to the north. The historic curvilinear boundary between Ashburton Road and Weirfields is still notably preserved, although its historic function currently remains unknown.

4.12.3 Heritage significance (below ground)

Medium – It is proposed above that the borough of North Ford, previously documented to have existed within the area covered by HUCA 12, is more likely to have been situated within that incorporated within HUCA 15. The possibility that it was located closer to Borough Park and Totnes Station cannot be wholly discounted, however, and below ground remains associated with this (wherever these were found) would be considered of **high** significance. There is also some potential for below ground remains in this area to be associated with the medieval Malt Mill, the certain location of which has also yet to be shown. Also of interest would be below ground remains associated with the post-medieval Smallbridge, particularly if these informed on the location of the bridge and its relationship, if any, to the medieval Malt Mill and the core of post-medieval industry on Lower Castle Street. On this basis, the below ground significance

of HUCA is currently considered to be medium, with the potential to be raised to **high** in the light of new evidence relating to these sites.

There is some potential for below ground industrial remains associated with the tannery on Lower Castle Street and the industrial buildings on the opposite side of the street. Likewise there is likely to be evidence pertaining to the historic water management of this area; the system of leats and sluices along Malt Mill Brook. Below ground remains may also survive associated with the railway complex at Totnes and the Totnes Quay branch line. Together these would have significant potential to increase understanding of the 19th century industrial character of this area and the growing commercial function of Totnes Station.

Of some archaeological interest would be below ground remains associated with the curvilinear boundary to the west of Totnes Station, possibly an enclosure boundary but also possibly reflecting an earlier line of former marshland or river foreshore. Any activity shown to be associated with this would likely be medieval or older in origin.

The preservation of below ground remains in this area would be considered to be fair to good; in the vicinity of Borough Park, which has historically remained undeveloped ground, at Weirfields where pockets of undeveloped ground still remain and along Malt Mill Brook, where palaeoenvironmental remains may also survive. Within HUCA 12 the following key types of buried remains may, therefore, be found:

- Prehistoric/Roman/early medieval/ medieval – material remains associated with the curvilinear east-west boundary, which may include additional boundaries, trackways, artefacts or burials. Settlement remains are considered unlikely but may be possible on areas of higher ground
- Prehistoric – post-medieval – palaeoenvironmental remains associated with palaeochannels of the River Dart; historic tidal creeks; areas of former saltmarsh or river foreshore
- Medieval – remains associated with Malt Mill, including possible mill buildings, leats and ancillary mill workings; with the borough of North Ford (possible), including boundaries, trackways, artefacts, settlement remains
- Post-medieval - 19th century – remains associated with 'Smallbridge', possibly associated with industrial or settlement activity; industrial remains associated with the tannery on Lower Castle Street and the industrial buildings opposite
- 18th to 19th century – remains associated with the toll booth and gates at the lower end of Barracks Hill

4.13 Broad Marsh (HUCA 13)

4.13.1 Historic character

HUCA 13 comprises an area of industrial estate and retail premises at Broad Marsh, historically an area of tidal saltmarsh reclaimed during the post-medieval period. A dam was constructed across the eastern edge of Broad Marsh in 1560 as part of the modifications made to the Town Mill (Russell 1984, Plan 3), which included a new mill leat that ran along the southern side of Broad Marsh from Swallowfields Weir. Even up until the late 19th century Broad Marsh remained an area of open pasture and may still have been marshy ground prone to flooding.

Broad Marsh became the home of Totnes Races during the late 19th century, which continued until World War II when the land was commissioned for building wooden minesweepers. By the late 20th century Broad Marsh had developed as a large scale industrial estate and retail park. HUCA 13 includes the late 20th century dairy to the north-west of Totnes Station, formerly a mid-20th century football ground on the southern bank of the River Dart and also historically an area of former tidal saltmarsh.



Babbage Road, looking north



Babbage Road, looking north-west



The 20th century dairy to the north-west of Totnes Station, looking west



The culverted post-medieval mill leat at Broad Marsh, looking east from Totnes Station

4.13.2 Heritage significance (above ground)

Low – The area characterised as HUCA 13 largely consists of late 20th century industrial and retail premises of low heritage significance. The post-medieval leat associated with Town Mill still survives above ground but is now culverted through the town.

4.13.3 Heritage significance (below ground)

Low – There is some potential for surviving below ground remains associated with the post-medieval dam to the east of Broad Marsh as well as other features associated with the historic water management of the area, such as leats and sluices, for example. Some below ground evidence associated with the 19th century Totnes Racecourse and World War II shipyard may also survive.

There are also likely to be below ground palaeoenvironmental remains associated with the historic course of the River Dart and the former tidal saltmarshes. Accessing these remains is likely to be problematic as this part of Totnes has been substantially developed during the late 20th century, but this may be possible where redevelopment is carried out. Within HUCA 13 the following key types of buried remains may be found:

- Prehistoric - post-medieval – palaeochannels of the River Dart, areas of former saltmarsh or river foreshore
- Post-medieval – remains associated with Smiths Dam, built across the eastern edges of Broad Marsh as part of the expansion of Town Mill
- 19th century – remains associated with the Totnes Racecourse
- 20th century – remains associated with the World War II shipyard

4.14 Hampstead (HUCA 14)

4.14.1 Historic character

HUCA 14 comprises the semi-rural urban fringe of Totnes north of the River Dart, which historically fell within the demesne of Hampstead Manor. The current farmhouse at Hampstead (MDV9091) contains a dated stone of 1603 but the manor itself is probably older and originally part of the larger Domesday manor of *Hamistona* (Gover, Mawer and Stenton 1932, 514). Much of this area remained under agricultural enclosure into the late 20th century; sections of this land bordering the River Dart may have been reclaimed from former saltmarsh but this is not documented. By the late 19th century the Great Western Railway (MDV22608), originally the South Devon Railway, ran southwards into Totnes to the east of Hampstead Manor Farm. A subsequent branch line running off towards Ashburton in the north-west is now a section of the steam railway between Totnes and Buckfastleigh. Totnes Riverside Station (now Totnes Littlehempston) was established during the late 20th century using rescued railway buildings from all over the South-West. Accessed via a footbridge from the Totnes side of the river, the station is currently a visitor attraction with a café and station museum.

The present-day character of HUCA 14 remains one of agricultural green belt on the outskirts of Totnes, retaining an open rural outlook over the River Dart. The footbridge access to the Totnes Steam Railway and station adds to the recreational aspects of this area of HUCA 14 as a leisure attraction. Hampstead Manor Farm remains a working farm in private ownership.



Approach to Totnes Littlehempston Station from the River Dart, looking north



Totnes Littlehempston Station, looking north



Looking across HUCA 14 to the east from Totnes Littlehempston Station



Looking across HUCA 14 to the north-east across the River Dart

4.14.2 Heritage significance (above ground)

Medium – This area largely comprises open agricultural land bordering the medieval to post-medieval Hamsptead Manor Farm. The post-medieval farmstead still stands but is much altered. The significance of the farm is that it probably reflects a late to post-medieval fragmented manor incorporating land originally belonging to the Domesday manor of *Hamistona*.

The steam railway that runs between Totnes and Buckfastleigh preserves heritage rolling stock and artefacts associated with the age of steam travel. The original Totnes Riverside Station dates to around the 1960s but the historic standing buildings and museum artefacts forming Totnes Littlehempston have been rescued from various sites around the South-West.

4.14.3 Heritage significance (below ground)

Low – It is unlikely that there is any significant potential for surviving below ground remains within this area except where earlier farmsteads, agricultural buildings or features may be associated with the medieval or post-medieval Hampstead Manor.

Prehistoric or Roman-British activity within this area is not documented but may be present, although there is currently no evidence to suggest this. As much of this area has remained agricultural land, where below ground remains are present their survival is likely to be good, subject to any deep ploughing. Within HUCA 14 the following key types of buried remains may be found:

- Prehistoric/Roman/early medieval/medieval – settlement, boundaries, trackways, artefacts or burials associated with occupation, potentially most likely within the near vicinity of Hampstead Manor Farm
- Medieval – post-medieval – domestic and agricultural remains associated with Hampstead Manor Farm
- 19th century - industrial remains associated with the former South Devon Railway

4.15 Barracks Hill and Ashburton Road (HUCA 15)

4.15.1 Historic character

The area of Totnes characterised as HUCA 15 extends either side of Barracks Hill and Ashburton Road and incorporates the historic Redworth estate, including the mid-20th century Police Station and Magistrates Court, and the extensive grounds and buildings at Swallowfields that now make up King Edward VI College. It also includes some late 20th century development along the north-east side of Barracks Hill and at Copland Meadows and at Swallowfields on the north-east side of Ashburton Road.

There is some evidence for prehistoric activity within this area. A Neolithic axe head (MDV8168) was recovered from the grounds of a house on Ashburton Road, around 200m to the west of Totnes Station. The name Longcause suggests that Barracks Hill may follow the line of a Roman road (MDV38147) into Totnes from the north-west.

Historically the majority of this part of Totnes may have remained agricultural land well into the late 19th to early 20th centuries. It is proposed, however, that the medieval borough of North Ford (MDV21816) may have been located here, possibly along the lower end of Barracks Hill and extending to the north-east. The c1840s Tithe map for Dartington shows this area as comprising only enclosures and a few scattered buildings that may be field barns. Several enclosures in the north-east, however, have curving boundaries suggestive of medieval strip fields whilst along the lower end of Barracks Hill are several enclosures that are more narrow and regular in form. These are also likely to be medieval in origin and may reflect former burgage plots associated with the borough of North Ford. The c1880 OS mapping shows these enclosures between the late 19th century Redworth House and Longcause to the north-west, now partly infilled by a development of detached late 20th century residences.



Former Totnes County School for Girls, now part of King Edward VI College, looking north-west



Ashburton Road, looking south-east



Swallowfields, looking north-east



Riverside, looking north-east



The back of Riverside from the river, looking south-west



Copland Meadows, looking south-west

Barracks Hill underwent improvement during the late 18th century as a result of the Turnpike Acts. A beehive shaped stone toll booth (MDV58451) still survives near the junction with the Western By-Pass; the former turnpike gates (MDV19988) were situated a little to its north. Ashburton Road was constructed in the early 19th century under a Turnpike Act of 1803. During the late 19th century Redworth House was constructed on the north-east side of Barracks Hill.

A cottage and small rectilinear enclosure (MDV68338) are shown to the south-east of the salmon ladder at Swallowfields Weir (MDV9033) on the c1840s Tithe map for

Dartington and the OS c1880 and c1907 mapping; this is shown as Weir Cottage on the c1880 OS map although its precise date of origin is unknown. The cottage was no longer shown by the date of the c1963 OS map.

During the early to mid-20th century Totnes County School for Girls (MDV47806) and Redworth Secondary Modern were established on land at Swallowfields either side of Ashburton Road. Redworth House became Kennicott House by the mid-20th century and the c1963 OS map shows Kennicott House and the two county secondary schools amalgamated within King Edward VI College.

Overall the present-day character of HUCA 15 is of 20th century town edge development, initially consisting of large scale civic provision and social housing on the agricultural land surrounding the 19th century Redworth estate. This was subsequently infilled by select domestic housing developments during the mid to late 20th century on the favoured ground along the River Dart and on the leafy western edges of the town, which feature particularly individual elements of architectural style and detail. HUCA 15 straddles two major road arteries yet retains much open green space in the school playing fields, alongside the river and on the edges of the rural belt to the south. The roadside verges of Barracks Hill retain the high hedgerows typical of the local rural lanes, which contrasts with a mix of relict hedgerow trees, modern managed hedgerows and ornamental planting along Ashburton Road.

4.15.2 Heritage significance (above ground)

Medium (to high) – Redworth House still stands although the house, lodge and wider estate are now incorporated within the King Edward VI College. The toll booth on Barracks Hill is a surviving relic of the period of road improvement under the 18th and 19th century Turnpike Acts. Otherwise much of the civic building and residential housing development in HUCA 15 is early 20th century or later in date, signifying the typical 20th century town-edge spread and the characteristic location of civic provision such as schooling and social housing on the town edges during this period.

There is some preservation of historic enclosure boundaries in some properties along lower Barracks Hill although these survive poorly elsewhere in HUCA 15. These may be particularly significant if they were to reflect former medieval burghage plot boundaries associated with North Ford. Further research is required to explore this but the potential heritage significance of this would be considered **high** in this case.

4.15.3 Heritage significance (below ground)

High – There may be further evidence for prehistoric activity within HUCA 15, as already indicated by the recovery of the Neolithic axe head (MDV8168) on Ashburton Road. Barracks Hill may follow an earlier Roman road and there is some potential for surviving below ground remains associated with this. The medieval borough of North Ford is proposed to have been located nearer to the lower end of Barracks Hill and there is the potential for below ground remains to survive that would further inform our understanding of its location, extent and chronology; the below ground heritage significance is currently considered to be high on this basis, even if future research shows this theory to be misplaced.

The long curvilinear enclosure boundary noted in the area covered by HUCA 12 extends below the playing fields of King Edward VI College and there may be further below ground evidence for this to the south-east of the former Totnes County School buildings.

The survival of any above ground remains associated with Weir Cottage (MDV68338) and the rectilinear enclosure was not assessed during the site visit to Totnes but there is some potential for surviving below ground remains associated with them. The investigation of these might inform our understanding of the date and function of this building and its association with Swallowfields Weir.

Within HUCA 15 the following key types of buried remains may be found:

- Prehistoric/Roman/early medieval/medieval – settlement, boundaries, trackways, artefacts or burials associated with occupation activity on the higher slopes above the River Dart
- Prehistoric – early medieval – remains associated with the curvilinear enclosure boundary to the north-west of Totnes Station
- Roman - remains of a Roman road into Totnes from the north-west
- Medieval – post-medieval - remains associated with the borough of North Ford
- Post-medieval – remains associated with Weir Cottage and its enclosure

4.16 Plymouth Road (HUCA 16)

4.16.1 Historic character

HUCA 16 comprises the area of predominantly 19th and 20th century development along either side of Plymouth Road, including the contemporary development to the east of the Western By-Pass and along Collins Road.

The Plymouth Road turnpike was constructed in the late 18th century although an earlier minor lane may have run off in this direction from the West Gate in the direction of Follaton. The 18th century road was initially constructed to run from a junction with Collins Road but this was altered at some point to its present line; its lower end now lies to the east of the Western By-Pass with access off Cistern Street (HUCA 4). Collins Road is probably a medieval (or older) hollow way running north-west along the edge of the grounds of Totnes Castle, presumably towards an early ford or bridging point over the Malt Mill Brook (HUCA 12).

Two medieval, or older, estates border Plymouth Road to the south; Follaton (*Foletona*) was a Domesday estate; Broomborough was documented as early as *Bromburhe* by 1276 (Gover, Mawer and Stenton 1932, 334). The wider holdings of both these early estates extend further to the south of Plymouth Road but the current Follaton House (MDV13715) falls within the area of HUCA 16; the house is early 19th century in date but probably overlies an earlier house. An early 18th century farmstead at Lower Broomborough (MDV92365) still stands on the south side of Plymouth Road. One other early 18th century farmstead, Cottage Farm (MDV44629) stands on the north side of Plymouth Road near the junction with the late 20th century Western By-Pass. These early 18th century buildings predate the construction of the Plymouth Road turnpike, strengthening the suggestion for an earlier lane accessing these.

During the early 19th century there was still relatively limited development along the south side of Plymouth Road, typified by large detached villas and terraced villas. This was characteristic of the construction of genteel residences on the leafy town outskirts during this period. The Totnes Union Workhouse (MDV44625) was constructed to the west of these during the early 19th century, also located on the then town outskirts. Both Follaton House and Lower Broomborough remained isolated within open fields in the early 19th century, although Cottage Farm would have been incorporated within the town edge expansion by this point.

By the late 19th century a town cemetery was established on the north side of Plymouth Road, complete with a cemetery lodge (MDV44623) and mortuary chapel (MDV44622). Some detached residences were also constructed on the north-east side of Collins Road, bordering, and probably partly within, the former grounds of Totnes Castle. Historic 19th century photographs of Plymouth Road show it as a quiet leafy tree lined avenue; it probably remained as such until the marked expansion of residential development along both sides of Plymouth Road in the early to mid-20th century. An estate of social housing was also established on the north side of lower Plymouth Road by the mid-20th century, incorporating a mix of plain and painted brick housing and a small development of Cornish Unit housing along Lower Collapark.



Follaton House, looking west



Lower Broomborough, looking west



Early 19th century villas on Plymouth Road, looking south-west



Follaton Bungalows, looking east



20th century infill along Plymouth Road, looking north-west from Follaton



Smithfields, looking south

By the mid-20th century the use of some of the larger residences on Plymouth Road had changed to reflect a growing civic need. Follaton House, following use as a wartime hospital, became the South Hams District Council offices, whilst the Totnes Union Workhouse became Broomborough Hospital.

Overall the present-day character of this part of Totnes is of a genteel 19th century residential suburb on the town edges considerably redeveloped and infilled by mid to late 20th century expansion and social housing development. Plymouth Road itself is a busy thoroughfare, cut to the east by the busy Western By-Pass and bordered to the

north by the mainline railway. The cemetery on the northern side of Plymouth Road retains an element of calm open space and the grounds of Follaton House are now open to the public as recreational space and green walks. Lower Broomborough Farmhouse still stands but is now wholly subsumed within modern residential development.

4.16.2 Heritage significance (above ground)

Medium – There are some fine surviving examples of early 18th and early 19th century farmhouses and villas, including Follaton House and Lower Broomborough Farmhouse, which signify the transition of this area from rural agricultural farmland to genteel residential suburb following the construction of the turnpike road. The Totnes Union Workhouse (MDV44625) still stands although now converted to residential use. The building, apart from its architectural and historic interest, also has significance as it reflects the continuing traditions of social provision in Totnes of poorhouses and hospitals on the outskirts of town.

There may be some preservation of historic enclosure and estate boundaries at Follaton and Lower Broomborough but much of the historic pattern of enclosure is now obliterated by 20th century development. The high sides of Collins Road continue to preserve the form of the medieval (or older) hollow way that may originally have run towards a ford or bridging point over the malt Mill Brook.

4.16.3 Heritage significance (below ground)

Medium – There is currently no evidence for prehistoric or Romano-British activity in the area comprising HUCA 16, although this cannot be ruled out. There is some potential for surviving below ground remains to be associated with earlier residences and/or ancillary buildings at Follaton, potentially extending back into the 11th century or earlier. Beyond the confines of the present house any remains are likely to be relatively undisturbed as there are still substantial areas of undeveloped grounds and car parking areas. There is some potential for below ground remains to survive pertaining to the use of Collins Road as a medieval or older route around the hilltop at Totnes to the north-west, although this area is now substantially developed.

- Elsewhere in this area there may be surviving below ground remains associated with the 18th century or earlier farmsteads at Lower Broomborough and Cottage Farm, on Plymouth Road although the ground surrounding these is also now substantially redeveloped. Within HUCA 16 the following key types of buried remains may be found:
- Prehistoric/Roman/early medieval/medieval – settlement, boundaries, trackways, artefacts or burials associated with occupation or agricultural activity on the valley slopes above the Malt Mill Brook.
- Medieval – post-medieval - remains associated with earlier residences, ancillary buildings and boundaries at Follaton and remains associated with traffic movement along Collins Road
- Post-medieval – remains associated with the farmsteads at Lower Broomborough and Cottage Farm
- Post-medieval - 19th century – remains associated with the Totnes Union workhouse and later hospital

4.17 Maudlin Road and Kingsbridge Hill (HUCA 17)

4.17.1 Historic character

HUCA 17 comprises a relatively discrete area of land at the western end of Maudlin Road and along the lower end of Kingsbridge Hill. The land on the north side of Maudlin Road originally housed the medieval St Mary Magdalene Leper Hospital (MDV9084), its chapel and gardens. During the medieval period this area of Totnes was otherwise rural agricultural land and the Leper hospital would have been situated beyond the town extent. The hospital was out of use by the 17th century but saw use as an almshouse

into the early 18th century; two ruined cottages recorded as having stood on the site into the late 19th century appear to have incorporated parts of the earlier hospital or chapel structures and may be associated with this later use.



Maudlin Road, looking north-west



Maudlin Road, looking south-east



Maudlin Road, looking south-east



Contemporary architecture on Kingsbridge Hill, looking north-east



Highfield, Kingsbridge Hill, looking south-east



Converted stables at Highfield, Kingsbridge Hill, looking east

The c1840s Tithe map for Totnes shows that by the early to mid-19th century this area was still largely rural edge of town land. Leechwell Cottage and gardens are shown to the west of the ruined cottages on the site of the former leper hospital and an early 19th century villa (MDV90295) had become established at Highfield, on the east side of

Kingsbridge Hill. The former hospital grounds were redeveloped during the early 20th century and now comprise several terraces of mixed stone and render cottages. During the mid to late 20th century the land on the south side of Maudlin Road was infilled by a mixed development of detached housing and bungalows typical of the rather unassuming architecture of that period. Along Kingsbridge Hill there are some more unusual late 20th century properties and redeveloped buildings that display greater innovative and contemporary architectural detail. Between Maudlin Road and Kingsbridge Hill there are some extensive garden plots and ornamental planting and a substantial area of enclosed green belt still survives.

The overall present-day character of this part of Totnes is of early to late 20th century development along the ancient roads into Totnes, from Kingsbridge to the south and Cherry Cross (HUCA 18) to the east. The historic roads remain steep and narrow and bordered by high walling that contrasts with the infill of modern development. The steepness of Kingsbridge Hill and its leafy edges retain the feel of a semi-rural lane; with the 19th century Highfield still a genteel presence, although its original grounds are now much encroached upon. The upper part of Maudlin Road still retains the feel of a ridgeway route along the edges of the low lying ground, originally marshland. The pattern of historic enclosure is still evident in the rear boundaries of the properties along both sides of Maudlin Road, which may closely respect the historic boundaries of the medieval leper hospital and its grounds on one side and the pattern of agricultural enclosure on the other. This part of Totnes (HUCA 17) contrasts with that characterised as HUCA 18, to the east, as it largely comprises 20th century development on former agricultural or historic estate land.

4.17.2 Heritage significance (above ground)

Low – Apart from the early 19th century villa residence of Highfield on Kingsbridge Hill there is little of any real heritage significance surviving above ground in this area. The former grounds and stable buildings of Highfield are now much encroached upon by 20th century development or redevelopment. The former medieval leper hospital lands are also now wholly redeveloped. There is something of the historic pattern of enclosure preserved by modern plot boundaries and the ancient routeways to the south-west of Totnes also remain extant. The steep narrow character of Maudlin Road and Kingsbridge Hill, bordered by high stone walling and rural planting may not preserve much of their medieval or older structure but their modern day character retains an enclosed and ancient feel.

4.17.3 Heritage significance (below ground)

Medium – There is currently little recorded evidence for prehistoric or Romano-British activity in this area, save for a single Roman coin (MDV9111) recovered from the garden of Leechwell Cottage on Maudlin Road. This may reflect activity associated with the springhead and holy well at Leechwell (MDV9058) on Leechwell Lane (HUCA 4). Alternatively it could reflect traffic along the route uphill from St Peter's Quay or into Totnes from the south-west during the Roman period. There is some potential, therefore, for additional evidence of this kind to survive below ground, which could be accessed within areas of open ground or garden plots or through archaeological work as a result of redevelopment.

There is some likelihood for the survival of below ground remains associated with the medieval leper hospital and later uses of these premises into the post-medieval period. Although the hospital grounds are substantially redeveloped it may be possible to access any below ground remains within areas of open ground or garden plots or as a result of redevelopment. Within HUCA 17 the following key types of buried remains may, therefore, be found:

- Prehistoric/Roman/early medieval/medieval – settlement, boundaries, trackways, artefacts or burials associated with occupation activity or traffic along the main historic routes to the south-west of Totnes

- Medieval – remains associated with the St Mary Magdalene Leper Hospital
- Medieval – post-medieval – remains associated with the subsequent use of the leper hospital as a soldiers billet during the civil War, a bell foundry and almshouses

4.18 Cherry Cross and St Peter's Quay (HUCA 18)

4.18.1 Historic character

HUCA 18 comprises the core of settlement at Cherry Cross and St Peter's Quay, extending westwards to incorporate both sides of Moat Hill and the eastern section of Maudlin Road and the northernmost section of Totnes Down Hill.

There may have been a very early settlement at Cherry Cross although its exact date of origin is currently unknown. The precise location of this early settlement is also unknown, although it was probably located somewhere on the higher ground to the south-west of St Peter's Quay and south of Snail Mill, close to the junction of Totnes Down Hill, Moat Hill and Maudlin Road; a large enclosure on the slopes above Totnes Down Hill is named Cherry Cross in the c1840s Tithe apportionment for Totnes and the Devon HER records substantial earthworks (MDV104827) within this, although no details of date or form are documented. These may be associated with earlier settlement in the vicinity and merit further investigation.

A Roman coin (MDV8416) found close to St Peter's Quay indicates that there was Roman activity in this area, possibly associated with an earlier landing point or quay. The current St Peter's Quay (MDV64252) is documented from the early 18th century but a quay in this area is referred to as early as 1275. Archaeological evaluation of this area suggests that the present-day St Peter's Quay and Baltic Wharf (HUCA 19) to the south-east of the Steam Packet Inn were constructed on land reclaimed during the post-medieval period (Collings and Passmore 2001, 6). Prior to and during the medieval period the river foreshore probably broadly followed the line of the present day Shute Road. The original St Peter's Quay may have stood close to its present point, extending out into the river from a point close to the foot of Moat Hill and to the south of the tidal creek that ran up past Snail Mill towards Moorashes. Alternatively it may have stood further to the west and more closely respected the earlier river foreshore. A chapel dedicated to St Peter (MDV8414) is documented as standing 'between the town and the sea (river)' in the 11th century (see Devon HER); this may have stood on or near the original St Peter's Quay but its exact location also remains unknown at present.

Snail Mill was probably the medieval mill associated with the manor of Little Totnes (see Section 3.4.1). The mill pond lay to its west on the site now occupied by Home Meadow. Originally the mill may have been situated just several metres above the river foreshore but the ground between Shute Road and the present day river was reclaimed during the post-medieval period. The 1855 Town map shows limekilns behind St Peter's Terrace to the west of Shute Road; these are shown as 'old' on the c1904 OS map and survive in ruinous form to the present day. These may be post-medieval in origin and would probably have stood towards the back of a post-medieval quayside.

On the south side of lower Maudlin Road lies a steep sided stream valley at Lake Gardens. A deed of 1331 documents a stream that runs down through *Syterescombe Rea* (1923, 3) that may refer to this stream and the valley gardens here. A tannery is shown beside this stream to the south of Maudlin Road on the c1840s Tithe map and a section of the tannery building, or buildings, remain, now converted to residential use.

The c1840s Tithe map for Totnes suggests that by the early 19th century the core of settlement at Cherry Cross remained concentrated around the foot of Moat Hill and adjacent to Snail Mill. A couple of houses and associated buildings are also shown within the valley bottom at Lake Gardens, adjacent to the tannery. In between these two areas of settlement there were smaller garden plots and orchards along the north side of Moat Hill and lower Maudlin Road and larger agricultural enclosures on the steeper slopes to the south. There was some minor infill during the 19th century,

characteristic of the construction of larger houses and villas on the rural town edges, as indicated at Dart Villas on Totnes Down Hill, for example. Substantial infill only occurred during the later 20th century, however.



Looking south from Warland towards Snail Mill



Moat Hill, looking west towards Lake Gardens



Snail Mill Cottages and Jerusalem Cottage on Orchard Terrace, looking west



Footpath leading west from Orchard Terrace along the high ground bordering the former mill pond to Snail Mill



Steam Packet Inn, St Peter's Quay, looking west



Section of wall and old limekilns on Shute Road, looking north-west from the present day St Peter's Quay

The overall character of this part of Totnes remains one of semi-rural town edge, with the houses crowding the steep narrow lanes below a hilly and leafy backdrop. It is a remarkably pretty and picturesque area on the rural fringe in what was once an area of busy town edge commerce and industry. To the east the narrow rural lanes emerge at the break of slope above an open plain of reclaimed land on the western banks of the River Dart where the present day St Peter's Quay is a busy and colourful antidote to the quieter residential area to the west. Adjacent to St Peter's Quay the early 19th century buildings, including the Steam Packet inn and St Peter's Terrace, are redolent of the quayside's industrial past.

4.18.2 Heritage significance (above ground)

Medium – The historical time-depth of settlement at Cherry Cross and St Peter's Quay is substantial although there are few above ground features of real heritage significance prior to the early 19th century. The earthworks (MDV104827) at Cherry Cross may be of real significance to the history of earlier settlement in this area. These are currently undated and undocumented and would merit further investigation. The current Snail Mill, now residential, is probably post-medieval or later in date and the former mill pond is now under residential development. The location of Snail Mill and its relationship to St Peter's Quay and the development of this area during the medieval and post-medieval periods is considered of high significance, however (see below).

There may be elements of the fabric of St Peter's Quay that are post-medieval or older in date and the remains of the lime kilns on the west side of Shute Road are also probably at least post-medieval in date. Such elements are significant to the maritime industrial heritage of this part of Totnes. Within Lake Gardens there are early 19th century buildings and the converted tannery, testament to the historic focus of settlement and industry bordering the stream in this valley. The network of ancient lanes in this area are preserved, often bordered by high stone walling along the historic boundaries, creating strong fixation lines within the present day streetscape. The pattern of historic enclosure is also preserved in places by modern plot boundaries.

4.18.3 Heritage significance (below ground)

High – There is significant potential for surviving below ground remains associated with the medieval or earlier settlement at Cherry Cross, particularly if these lie wholly or partially within the open ground to the south of Moat Hill and Totnes Down Hill.

There is also some potential for below ground remains in the vicinity of St Peter's Quay associated with palaeochannels of the River Dart, riverside creeks, earlier river foreshores, quays or landing points and the post-medieval reclamation of the riverside marshes. Of more significance in the context of the historic development of Totnes, is the potential for surviving below ground evidence associated with the medieval St Peter's Chapel.

Industrial remains potentially survive below ground associated with the medieval Snail Mill, the post-medieval lime kilns on St Peter's Quay and the tannery at Lake Gardens.

Although much of this area is redeveloped land there are still substantial areas of open ground, particularly in the south; on the edges of Sharpham Park and Cherry Cross and within Lake Gardens. The survivability of any below ground remains in these areas would be expected to be relatively good. Good access to these would be anticipated within pockets of redevelopment or repair and within larger garden plots. Where conditions are suitable in HUCA 18 the following key types of buried remains may be found:

- Prehistoric/Roman/early medieval/medieval – settlement, boundaries, trackways, artefacts or burials associated with the earliest settlement of Cherry Cross.

- Roman - medieval – remains associated with landing points, quays and industrial or trading activity in the vicinity of Snail Mill and the present day St Peter’s Quay.
- Early - post-medieval – remains associated with Snail Mill; buildings, millpond and ancillary mill workings
- Post-medieval to 19th century – industrial remains associated with the lime kilns on Shute Road; industrial or maritime remains associated with the activity of St Peter’s Quay, and remains associated with the tannery in Lake Gardens

4.19 Baltic Wharf (HUCA 19)

4.19.1 Historic character

HUCA 19 is an area of predominantly post-medieval reclamation along the western banks of the River Dart to the south-east of Totnes. This is bordered to the west by the slope of land rising up from the riverside towards Sharpham Drive. Historically this area comprised the post-medieval extent of St Peter’s Quay to the south-east of The Steam Packet Inn and marshland pasture that was prone to flooding. During World War II St Peter’s Quay and the low lying marshes were commandeered into use as a shipyard for building wooden minesweepers. Following the end of the war the wharfside constructed for this purpose, the present day Baltic Wharf, was taken over by Reeves timber merchants. During the later 20th century St Peter’s Quay and Baltic Wharf have been gradually redeveloped to house modern business premises and offices alongside the boatyards and container depots. A redundant depot to the west of St Peter’s Quay is most recently under redevelopment for residential and commercial use.

The present day character of the area characterised as HUCA 19 is one of regeneration. The new development replacing the maritime quayside and depots is brighter, lighter and modern in appearance. Situated adjacent to the post-medieval quaysides of the town, this area is extending the mix of residential, commercial and recreational character that has replaced the previously industrial function of the riverside areas in Totnes. This is effectively drawing this part of Totnes into the town extent in a move away from its previously industrial edge of town character.

4.19.2 Heritage significance (above ground)

Low – HUCA 19 is an area of regeneration that retains little of surviving historic significance, with most of the buildings 20th or 21st century in date. The maritime industry of this area is still present to some degree towards the south-eastern end of Baltic Wharf, but of little heritage value in itself.

4.19.3 Heritage significance (below ground)

Low – The lower lying ground of this area was largely reclaimed during the post-medieval period and the area underlying Baltic Wharf remained saltmarsh pasture liable to flooding well into the 20th century. Evaluation of St Peter’s Quay (Collings and Passmore 2001, 5-7) recorded evidence for various construction features and ground surfaces of 19th century or later date. The geotechnical investigations also revealed layers of sand, gravels and organic materials overlying the bedrock. It is unlikely that there are surviving below ground remains for activity in this area predating the post-medieval period although there may be some potential for surviving below ground remains associated with the wartime shipyard at Baltic Wharf; these are likely to be relatively superficial, however. Within HUCA 19 the following key types of buried remains may be found:

- Post-medieval – 19th century – remains associated with industrial and maritime structures and activity on St Peter’s Quay
- 20th century – remains associated with the shipyard established to build wooden minesweepers during World War II

- 20th and 21st century – remains associated with industrial and maritime activity on St Peter's Quay and Baltic Wharf



St Peter's Quay from beside the Steam packet Inn, looking south-east



St Peter's Quay, looking south-east



St Peter's Quay, looking east



Baltic Wharf, looking south-east

4.20 Bridgetown Quays (HUCA 20)

4.20.1 Historic character

HUCA 20 comprises the quaysides on the western side of Steamer Quay Road at Bridgetown and the land to the east of Steamer Quay Road that now extends to incorporate the caravan park and the former Cottage Hospital.

Prior to the early 19th century much of the south-eastern section of this area remained part of Long Marsh, largely comprising either river foreshore or tidal saltmarsh and saltmarsh pasture. A rifle range is shown on Long Marsh by Late 19th century and early 20th century OS mapping. By the late 20th century the north-eastern end of Long Marsh was redeveloped as boat yards and car parking.

The Bridgetown end of Steamer Quay Road was probably an area of tidal saltmarsh and river foreshore into the post-medieval period or later; the 11th Duke of Somerset established a row of quays and slipways (MDV59243) here sometime after 1825, before which time it was an area of sloping sandy bank and river foreshore (Devon HER). Daily steamboat trips between Totnes and Dartmouth commenced in 1836 (Vodden 2004, 13). The booking office for these is shown on the 1855 Town map. A small Cottage Hospital is also shown, situated around 100m to its south-east. The hospital is shown as 'Fairseat', a residential property, on the c1904 OS map; a new Cottage Hospital was established around this time on Bridgetown Hill to the north (HUCA 22).

By the late 20th century the quaysides at Bridgetown had extended further along Steamer Quay Road and had developed a mix of commercial and recreational usage. The Totnes Motor Museum occupied the one remaining 19th century warehouse established by the 11th Duke of Somerset until 1999 when it was converted to residential use. Several small boatyards were established for leisure use as well as a caravan park on the eastern side of Steamer Quay Road. The quaysides are now open riverside walks containing seating and a small quayside café. The southern section of Steamer Quay Road has become an area for car and coach parking and small boatyards and commercial premises have developed around these in recent years. A small residential development of late 20th century detached bungalows is situated within the grounds of the former Cottage Hospital, adjacent to the stream that runs through Westonfields (HUCA 24) to join the River Dart from the east.

Overall the present-day character of this part of Bridgetown is of an open riverside space for recreation and leisure, with some residential conversion of former maritime buildings. The south-eastern section is more mixed commercial and maritime premises and civic car parking on the former saltmarsh pasture bordering the river.

4.20.2 Heritage significance (above ground)

Medium – Much of the building stock within HUCA 20 is late 20th century in date but some 19th and early 20th century elements remain to signify the historic development of this area. The early 19th century ticket office for the Dartmouth Steam Packet Company still stands on the west side of Steamer Quay Road and the 19th century Cottage Hospital on the east. The ticket office is of some significance to the rise in more widely available leisure-based activities during the 19th century. Some elements of the historic quays and slipways also survive along the riverside and the converted warehouses at the north end retain some of their maritime character.

4.20.3 Heritage significance (below ground)

Medium – It is likely that much of this area was river foreshore, tidal mudflats or saltmarsh pasture until well into the 20th century. There is some evidence for prehistoric activity to the north-east of Steamer Quay Road and south of Culverdale (HUCA 24), where archaeological evaluation recovered a small scatter of worked flint (MDV102517). The same evaluation also recorded settlement related features (MDV102518), including linear features and terminals, pits and postholes and a small iron smelting furnace (MDV102472) along with a few residual sherds of early to post-medieval pottery. It is possible that further below ground evidence for settlement activity from the prehistoric through to the post-medieval period survives in this area to the eastern side of Steamer Quay Road.

Towards the northern end of Steamer Quay Road there may be below ground remains associated with medieval to post-medieval activity on the riverside peripheries, potentially including the 'Totnes Ware' pottery manufacturing site (MDV41823). There may also be below ground remains associated with the 19th century quaysides and warehousing. In general, however, this area has seen relatively comprehensive redevelopment and the potential survivability of below ground remains under the redeveloped quaysides and areas of hard standing alongside the river may be low, although the cover of modern tarmac may be relatively superficial in places. On the more open ground to the east of Steamer Quay Road there may be a greater likelihood for surviving archaeology. Within HUCA 20 the following key types of buried remains may, therefore, be found:

- Prehistoric/Roman/early medieval/medieval – settlement remains, boundaries, trackways, artefacts, burials or industrial remains associated with settlement and small-scale industry on the eastern bank of the River Dart
- Medieval – post-medieval - remains associated with the medieval borough of Bridgetown if this extended under the northern end of Steamer Quay Road;

remains associated with maritime activity along the river foreshore; remains associated with a pottery manufacturing site producing 'Totnes Ware'

- 19th century – remains associated with the quays, slips and warehousing along the northern end of Steamer Quay Road; remains associated with the rifle range on Long Marsh, although these are likely to be ephemeral and limited to the south-eastern end of Steamer Quay Road



Residential development on Steamer Quay Road, looking south-west



Caravan park on Steamer Quay Road, looking south-east



The former Cottage Hospital on Steamer Quay Road, looking east



Steamer Quay Road, looking north-west



The ticket office for the Dartmouth Steam Packet Company, looking west across the river towards St Peter's Quay



Car parking on Steamer Quay Road, looking north-west

4.21 Bridgetown (HUCA 21)

4.21.1 Historic character

HUCA 21 predominantly comprises the core of historic settlement at Bridgetown as it stood prior to the 18th century; this largely reflects the extent of the medieval borough (MDV15813), with the possible addition of some late medieval or early post-medieval expansion along Bridgetown Hill to the north-east. The former Seymour Hotel (now residential apartments) and Seymour Villas on the corner of Steamer Quay Road and Pathfields are also included; the piece of land occupied by the Seymour Hotel (MDV90046) may have been part of the river foreshore during the medieval period; there is no evidence for medieval burgage plots boundaries and this was probably undeveloped land prior to the hotel being built in the early 19th century. The early 19th century Seymour Villas (MDV92262) may also have been built on previously undeveloped land beyond the historic core of Bridgetown.

A medieval borough was established at Bridgetown by the late 13th century (Beresford 1988, 421; Russell 1984, 26). The location of the earliest bridge over the river from the Bridgetown side is not known but the current alignment of the western end of Bridgetown appears to have been corrected slightly to the south to marry up with the construction of the current bridge (MDV9056) in the early 19th century. The road at the western end of Bridgetown also widens imperceptibly; this may historically have been even wider in extent and the location of a medieval marketplace.

The linear boundaries of the medieval burgage plots remain well-preserved within the present-day streetscape at Bridgetown. The pattern of post-medieval to 19th century usage within these is consistent with the medieval trend for residential or mixed residential and commercial frontages with back plots reserved for gardens and outbuildings; small-scale commercial and industrial premises were also typically located in these areas. At Bridgetown a post-medieval (possibly medieval) blacksmith's forge is located next to an 18th century lockup (MDV90238) in the rear section of a former medieval burgage plot on the west side of Seymour Place. Further examples of post-medieval period to 19th century small-scale industrial activity carried out behind the main Bridgetown thoroughfare include a former tan yard and cider cellar on Rowsell's Lane, again set within the former extent of the medieval burgage plots.

A rare surviving 16th to 17th century merchant's house (MDV91768) and a small number of 17th to 18th century buildings still stand on Bridgetown's main street, predominantly towards its western end. The borough was an independent entity prior to the 19th century, when the new bridge connection improved the access to the larger trading centre at Totnes. The majority of building stock in this part of Bridgetown is early 19th century in date. Although a few early 19th century shopfronts are evident the buildings largely signify the transition from a mixed commercial and residential high street to a more genteel residential suburb of Totnes. The Church of St John (MDV47764) and adjacent Sunday School are both early 19th century in date, as is the Seymour Hotel (MDV90046). The early 19th century housing stock at Bridgetown varies between more modest properties crowding together along the high street and larger detached residences and terraced villas towards the high street peripheries. Along Seymour Place there is a terrace of artisan housing for workers on the Berry Pomeroy estate and a pair of early 19th century cottages are situated within the back plots now fronting onto Weston Road. The back plots on both sides of Bridgetown have typically seen more comprehensive redevelopment and infill of housing over the course of the 20th century.

The area of Bridgetown characterised as HUCA 21 is distinguished by its largely provincial high street-like feel, with the close proximity of buildings partially constrained by the earlier boundaries of the medieval burgage plots. On the peripheries of the main core are several larger villas and terraces that typically occupy more spacious plots but are nonetheless part of the more coherent character of the early 19th century suburb.



The medieval high street and market area at Bridgetown, looking east



Looking across to Bridgetown from the A35, looking south-west



Bridgetown, looking east



19th century workers housing on Seymour Place, looking north-east



Post-medieval cider cellar and the site of the tanyard on Rowsell's Lane, looking south



Seymour Villas from Pathfields, looking south-west

4.21.2 Heritage significance (above ground)

Medium – Many of the medieval burgage plots boundaries are preserved within the present-day streetscape of Bridgetown. A small number of 17th to 18th century buildings still stand within the western extent of Bridgetown, alongside a rare surviving 16th to 17th century merchant's house (MDV91768), suggesting that there may be more similarly dated fabric within or behind the later facades of the main street.

The majority of buildings within this area of Bridgetown, however, are of early 19th century date, with many fine examples of larger detached or semi-detached urban villas alongside the smaller terraced houses and commercial premises crowded within the historic commercial core. Some now redundant early 19th century shopfronts are also preserved.

Together these buildings demonstrate the subtle transition from independent provincial post-medieval high street to early 19th century residential suburb. Within the rear of the former medieval burgrave plots are the remains of buildings, such as the Old Forge off Seymour Place and the post-medieval tanyard buildings and cider cellar on Rowsell's Lane, examples of the small-scale industry that was typically carried out within the rear of the historic tenements plots between these periods.

4.21.3 Heritage significance (below ground)

High – As the road through Bridgetown from the east is part of an ancient route leading to a river crossing point it is likely that there are below ground remains associated with traffic along this route from prehistory onwards. This may include settlement remains, possibly transitional or seasonal in nature, but maybe having greater permanence around the crossing point preceding the medieval bridgehead. Recovery of any evidence associated with these would significantly increase our understanding of the importance of this routeway and the nature and extent of historic social, commercial and/or military activity associated with it.

There is good potential for surviving below ground remains in this area associated with the medieval borough of Bridgetown. Where these were recovered they would be significant in informing our understanding on the chronology, form and extent, and function of medieval settlement and industry at Bridgetown; the existence of a medieval pottery here is documented but its precise location remains unknown.

Given the progressive redevelopment of Bridgetown by the early 19th century the survivability of post-medieval and earlier below ground remains may be relatively poor and their recovery hampered by the extent of standing buildings. Where these are located within the rear of the former burgrave plots they may be more easily accessible.

The time depth of activity within this part of Bridgetown may be considerable and archaeological investigation within the main town centre of Totnes (HUCAs 1 and 3) 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, there is nonetheless some potential for the recovery of significant buried remains. Within HUCA 21 the following key types of buried remains may be found:

- Prehistoric/Roman/early medieval – settlement, boundaries, trackways, artefacts or burials associated with the movement of traffic along the ancient routeway into Totnes from the east. This may include evidence for occupation, which may vary between permanent, transitional or seasonal in nature
- Medieval – remains associated with the medieval settlement of Bridgetown; with the earliest bridge, or bridges, across the River Dart; with the pottery manufacturing site
- Post-medieval – 19th century - remains associated with settlement and small-scale industry at Bridgetown during these periods

4.22 Bridgetown North (HUCA 22)

4.22.1 Historic character

HUCA 22 comprises an area to the north of Bridgetown Hill bordering Bourton and Jubilee Roads and includes both sides of Bridgetown Hill east of the area incorporated within HUCA 21. This part of Bridgetown was predominantly fields up until the urban expansion of the late 19th and early 20th centuries. There may have been a small area

of late to post-medieval development along the western end of Bridgetown Hill but the present day character of 19th and 20th century housing in this area is more coherently part of HUCA 22 than HUCA 21. A strip of low-lying open ground between the turnpike road to Newton Abbot (the A381) and the river may historically have been part of an earlier river foreshore or saltmarsh pasture liable to flooding.



Ribbon development of cottage rows close to the core of Bridgetown, looking north-east to Coldharbour Cottages on Bridgetown Hill



Late 19th and early 20th century arts and crafts influenced and post-modern classical villas are typical further out from the historic core; on Bridgetown Hill, looking east (and see below)



Looking south along the lane between Bourton and Pomeroy Villas



Mount Dart, or Wrinklehorn Villa, on Bourton Road, looking north-west



Early 20th century villas on Jubilee Road, looking south-west



Looking north from Rowsell's Lane across the low lying pasture bordering the River Dart

There is no documented evidence of prehistoric activity within this part of Bridgetown and no evidence for settlement of this area prior to the early 19th century. Along the west side of Bourton Road the historic enclosure boundaries shown on the c1840s Tithe map for Berry Pomeroy are broadly linear with curving boundaries, indicative of early medieval strip field boundaries. Towards the west a strong curving rear boundary respected the edge of a steep drop down to the lower lying ground bordering the river. The turnpike road to Newton Abbot (the A381), curves round the edge of the slope that marks the boundary between the higher ground and the historic river marshes.

The earliest development in this area occurred between the turnpike road to Newton Abbot and the lower end of Bourton Road and along the western end of Bridgetown Hill. Pomeroy Villas were constructed during the early 19th century, possibly within late to post-medieval expansion tenements along Bridgetown Hill. Coldharbour Cottages (MDV44633) on Bridgetown Hill, built for workers on the Berry Pomeroy estate, and Mount Dart (MDV76324) on the west side of Bourton Road are also early 19th century in date. During the later 19th century there was additional development along the newly constructed Jubilee Road. This development continued the trend for large detached villas set within extensive garden plots on the high semi-rural slopes above the town; many of these demonstrate the trend for arts and crafts influenced or post-modern classical styles of architecture. This trend continued into the early 20th century but during the later 20th century there was some infill of plainer smaller-scale development, at Cross Park and along the eastern end of Jubilee Road and Bridgetown Hill.

The present day character of HUCA 22 is predominantly that of a genteel 19th to early 20th century semi-rural suburb on the town edges, with a notable trend towards large detached villas set within extensive grounds, with a mix of natural and ornamental planting providing a leafy backdrop. Some of the back lanes retain a more rural feel and there are far reaching views across Totnes, the river and the hills beyond from various points within this part of Bridgetown. Where Bourton Road descends to the north and becomes Bourton Lane the landscape changes dramatically from semi-rural suburb to rural farmland, emphasising the rural town edge character of HUCA 22 and illustrating the propensity for upper middle class expansion onto the edges of rural farmland during the 19th century.

4.22.2 Heritage significance (above ground)

Medium – There are many fine villas and detached residences within the area of HUCA 22, the largest and finest being more obviously set back off Bridgetown Hill towards the rural edges. Along Bridgetown Hill the 19th century Coldharbour Cottages illustrates the provision of housing to estate workers on less attractive land; the larger residences along Bridgetown Hill are more typically the result of mid to late 20th century expansion. The larger 19th and early 20th century semi-rural villas retain much of their architectural authenticity and integrity. As such they are highly significant to understanding the trend for constructing substantial villas on the leafy town edges during this period of town development, particularly notable in Bridgetown and Totnes where they typically have elevated settings with far reaching views and easy countryside access. Although distinctive in its own right, however, as an area of 19th century town expansion it is of less historic interest than the medieval core of Bridgetown (and Totnes) and is accorded medium rather than high significance overall.

4.22.3 Heritage significance (below ground)

Low – There is currently no recorded evidence for prehistoric or later activity in this area prior to the 19th century, although this may have occurred - particularly along the slopes of the river valley. It is likely that where below ground remains associated with post-medieval or earlier activity did exist their potential survival would be relatively good, having been within agricultural land up until the 19th to early 20th centuries. In addition, although much of this part of Bridgetown is now developed, there are numerous large garden plots where the ground may remain relatively undisturbed. Nonetheless, on the current evidence, the below ground heritage significance of this

area remains low. Within HUCA 22 there is some potential for the following key types of buried remains to be found:

- Prehistoric/Roman/early medieval – settlement, boundaries, trackways, artefacts or burial associated with occupation activity on the high ground above the River Dart and bordering the ancient trackway to the fording point over the river
- Medieval – remains associated with small-scale agricultural settlement on the higher slopes, possibly seasonal in nature; strip field and enclosure boundaries, trackways
- Post-medieval – remains of buildings, tenement boundaries, artefacts; these may largely occur along the western section of Bridgetown Hill

4.23 Bridgetown Expansion (HUCA 23)

4.23.1 Historic character

HUCA 23 comprises a small discrete area of early 20th century expansion focussed around Weston Lane on the southern edge of Bridgetown. Its character does not quite conform to that of HUCA 21, being predominantly a mix of modest stone and brick terraced cottages with some rustic architectural detail, some fronting the street and some within larger garden plots but all within a semi-rural village-like entity focussed around the steep and narrow Weston Lane where it exits into Bridgetown.

Historically this back area of Bridgetown may have been largely cultivated land on the outskirts of the medieval borough; the c1840s Tithe map for Berry Pomeroy shows this area as enclosures, some having curving boundaries suggestive of medieval strip field boundaries. Weston Lane is probably at least medieval in date, originating as a narrow rural lane linking the medieval farmsteads at Higher and Lower Weston with Bridgetown and Totnes. The Old Forge on the corner of Weston Road and Seymour Place is set within the rear of a former medieval burgage plot; the origins of the forge may extend back to this period, perhaps originating as one of several such industrial premises in this back area of the town.

By the late 19th century a cemetery had been established on the south side of Weston Road, to the south of St John's Church (MDV47764).

During the early 20th century several rows of stone and brick terraced cottage rows under slate roofs were constructed within this back area of Bridgetown; some, like those on Weston Road, set within the rear of the former medieval burgage plots fronting onto the main high street. Baring Cottages to the north-east of the cemetery remains a particularly pretty example of town edge cottages of this era, typically set within village-like garden plots. Similarly terraced cottages at Somerset Place and Brooklands may have been a subsequent phase of early 20th century infill, these fronting narrow suburban streets and with small garden plots to the rear.

The present day character of this area of Bridgetown is one of rural agricultural town edge brought into and interwoven with the expansion of the town during the early 20th century. The scale of development in this area during the early 20th century remained relatively limited, however, and the provincial nature of this small enclave now contrasts distinctly with the rapid and wide-scale expansion of later 20th century housing development across Westonfields to the south-east (HUCA 24). This may have been due to constraints on the land made available to development by the Berry Pomeroy estates.

4.23.2 Heritage significance (above ground)

Medium – The building stock within this area of Bridgetown comprises relatively modest terraced cottages of stone and brick construction but their significance lies in the integrity of the group as a whole. The coherent character of this area as a small town-edge 'village' is due in no little part to the similarity in building scale and the

uniformity of local construction materials and architectural style. The steep narrow line of Weston Road, with its high banked hedgerows, retains the form and character of an ancient rural lane that traditionally linked the rural farmland to the south-east of Bridgetown with the town. The charm and architectural interest of this area is clearly apparent but its significance in relation to the historic development of Bridgetown borough and its relationship to medieval Totnes is relatively low. The overall heritage significance rating for this area is therefore considered to be medium.



Baring Cottages, Weston Lane, looking south



Somerset Place, looking north-east



Cottages on Weston Road constructed within the rear of former medieval burgage plots, looking north-west



The Old Forge and adjacent 18th century lock up off Seymour Place, looking north-west



Stone and brick terraces on Brooklands, looking south-east



Late 19th century cemetery on Weston Road, looking south-east

4.23.3 Heritage significance (below ground)

Low – It is unlikely that there is much in the way of below ground remains of any real heritage significance in this area of Bridgetown, although there is some possibility for artefactual remains or structural features associated with medieval or earlier activity extending along lower Weston Lane and closer towards the edges of the medieval town. Within such areas the following key types of buried remains may be found:

- Prehistoric/Roman/early medieval – settlement, boundaries, trackways, artefacts or burials associated with settlement related activity bordering the ancient trackways leading to the fording place over the River Dart
- Medieval – post-medieval – remains associated with peripheral settlement, agricultural or industrial activity on the outer edges of the medieval borough

4.24 Westonfields Expansion (HUCA 24)

4.24.1 Historic character

HUCA 24 comprises the extensive expansion of residential housing between Bridgetown and Weston that started with the development of Summer Lane and Westonfields during the mid to late 20th century and continues to accelerate along both sides of Weston Lane. Historically this area would have been rural fields; the curving nature of some historic enclosure boundaries indicate that there may have been some areas of medieval strips, probably associated with an area of medieval open field around Bridgetown. The medieval or older farmsteads of Lower and Higher Weston border the area to the east and Lower Weston is now wholly subsumed within the spread of 20th century development along Dukes Road.

The residential development of this part of Bridgetown has been accretive over the course of the late 20th century and housing stock is of very mixed character, varying between generously sized social and private housing at Westonfields, to more modest social housing at Pathfields, bordering Totnes St John's Primary School. Small private infill developments occur closer to the town edges whilst towards the south-east, at Culverdale, Lansdowne Park and Dukes Road, for example, there are larger coherent developments of late 20th century housing estates comprising a range of houses, bungalows and apartments.

A springhead rises to the north-east of Higher Weston and runs south-westwards as a small stream along the southern side of Westonfields and Pathfields to join the River Dart at Steamer Quay Road (HUCA 20). Currently a late 20th century recreation ground has been constructed to the north-east of the springhead and a tree-lined green walk has been established along the streamside as far as Parkers Way, incorporating several small playgrounds en route.

Overall, the present-day character of this area is one of sprawling late 20th century expansion into rural green belt. The scale and architectural form of the housing stock is mixed and coherent only as accretive blocks of development. Schooling, recreational provision, and a small store and post office are centrally located within the area of development as a whole.

4.24.2 Heritage significance (above ground)

Low – This area largely comprises late 20th century housing of low heritage significance. The pattern of accretive development has preserved a small number of historic enclosure boundaries; the most marked being that of Summer Lane, which ran north-east off Weston Lane between Brooklands and Westonfields up until the late 20th century. Its line is now marked by the rear boundaries of the garden plots on the north-western side of Westonfields. The springhead and stream valley are preserved as a strip of mixed open and wooded green space. The historic line of Weston Lane is preserved, although its character is currently that of a suburban street between Duke's Road and the edges of Bridgetown (HUCA 23). Lower Weston, which was located in the

south-east of this area, is no longer visible, having been wholly obscured by 20th century development along Duke's Road.



Higher Westonfields, looking south-west



Westonfields, looking north-east



Looking across the stream valley towards the back of Westonfields, looking north-east



Lansdowne Park, looking south-east



Looking north-east from Weston Lane towards the site of Lower Weston Farm at Hopes Close



Weston Lane, looking north-west towards Culverdale

4.24.3 Heritage significance (below ground)

Low – There is no documented evidence for settlement in this area prior to the 20th century, although this may have occurred - particularly in proximity to the stream valley running south-west towards the River Dart.

Historically most of this area was agricultural land, possibly farmed as medieval strips within an area of open field closer to Bridgetown and under enclosure by the 19th century. There may be some surviving below ground remains associated with medieval farming activity, such as preserved boundaries or artefactual remains. There is some potential for surviving below ground remains associated with the medieval or earlier farmstead at Lower Weston. Within HUCA 24 the following key types of buried remains may be found:

- Prehistoric/Roman/early medieval – settlement, boundaries, trackways, artefacts or burials associated with settlement on the higher ground above the River Dart
- Medieval – remains associated with agricultural activity within an area of possible medieval open field to the north-east of Bridgetown

Early – post-medieval - remains associated with the farmstead of Lower Weston

4.25 Weston (HUCA 25)

4.25.1 Historic character

HUCA 25 comprises the farmsteads of Great Court and Higher Weston on Weston Lane and Weston and Weston Tree Cottages at the junction of Weston Lane with Blackpost Lane. Settlement at Great Court and Higher Weston may have its origins at least as early as the medieval period and is likely to be associated with the wider estate of Weston ('West Farm'; possibly underlying Great Court or Weston House), which is documented by 1242 (Gover, Mawer and Stenton 1932, 507). The c1840s Tithe map and c1880 OS map indicates that the standing buildings at Great Court and Higher Weston are close to their mid to late 19th century form but it is probable that both farmsteads retain elements of older buildings and enclosure boundaries within these.

During the early to mid-20th century Weston Cottages and Weston Tree Cottages were constructed at the junction of Weston Lane and Blackpost Lane. Both lanes retain their rural character and form where they run through this area and are typically narrow and bordered by native hedgerows and trees. The high ground elevation allows far reaching views in most directions and the dominating aspect is one of rolling farmland and scattered settlement; the urban spread of Bridgetown and Totnes is largely hidden beyond the crest of ground to the east, only becoming visible as Weston Lane progresses past Higher Weston and turns south-west towards Bridgetown.

The overall character of this part of Bridgetown is one of historic farmsteads and later cottages within rural green belt skirting the late 20th century town edges. The historic pattern of settlement and enclosure is largely retained and the predominant aspect is elevated and rural. This is an area vulnerable to infill and encroachment; as seen already at Lower Weston where the once historic farmstead is now wholly consumed beneath late 20th century development (HUCA 24). There has already been some modern housing development along the north-east side of Weston Lane at Higher Weston and although this is relatively limited at present and has been constructed using sympathetic vernacular materials, such as stone and slate, it presents a visible contrast with the otherwise historic rural character of this area.

4.25.2 Heritage significance (above ground)

Medium – Both Great Court and Higher Weston contain standing buildings of at least early 19th century in date, but there are probably much older structural elements within these. The historic pattern of enclosure close to these farmsteads is also relatively well preserved although the spread of settlement across Westonfields now borders their eastern edges. Great Court and Higher Weston are significant as part of the medieval estates at Weston. They are indicative of the once extensive rural agricultural hinterland to Bridgetown and Totnes that has been progressively encroached upon, initially during the later 19th to early 20th centuries and gathering pace during the later 20th and early 21st centuries.



Weston Cottages, Weston Lane, looking south-west



Weston Tree Cottages, Blackpost Lane, looking north-west



Great Court, Weston Lane, looking north



Higher Weston, Weston Lane, looking north-east



Recent development at Higher Weston, Weston Lane, looking north-east



Higher Weston, looking south-east

4.25.3 Heritage significance (below ground)

Medium – There is some potential for below ground remains to survive within this area associated with the long time-depth of settlement and farming at Great Court and Higher Weston. These would be significant in informing our understanding of the form and chronology of settlement and how it related to the wider estate at Weston.

Although the current buildings at Great Court and Higher Weston may closely overlie any earlier farmhouses and associated structures, there is scope for below ground

remains to survive within relatively undisturbed and accessible ground within yards and farmland. Within HUCA 25 the following key types of buried remains may be found:

- Prehistoric/Roman/early medieval – settlement remains, boundaries, trackways, artefacts or burials associated with underlying occupation of Great Court and Higher Weston – although not documented there is the possibility that earlier settlement may have existed within or close to these historic farmsteads
- Medieval – post-medieval – remains associated with previous occupation and agricultural activity at Great Court and higher Weston

5 Suggestions for future research

Future research at Totnes could be achieved through various approaches dependent on research and development constraints but could include all or any of the following means: map-based and documentary analysis, field-work, such as trial trenching and geophysical survey, and archaeological investigation during development.

- Investigate the possibility for a high status Roman settlement in the vicinity of Totnes Castle (HUCAs 1, 2 and 11) and its relationship, if any, to Late Iron Age occupation on the hilltop. It would also be useful to explore the extent of potential Roman settlement along the line of High Street and Fore Street, its relationship to the ancient trackway, and how this may have related to the Saxon burh that superseded it.
- Investigate the role of the Saxon burh at Totnes and the relevance of Halwell, which it replaced. Assess the continuity or discontinuity of the burh into the early medieval period when the castle demesne replaced it.
- Continue to refine understanding of the form and extent of the Saxon burh (HUCA 1) and how this related to that of the early medieval castle and manor of Totnes. Also continue to explore the phased expansion and function of the urban centre during the medieval period, assessing elements such as the castle, parish church, priory, marketplaces, burgage plots and routeways.
- Investigate the nature and form of phased medieval settlement eastwards towards the river along Fore Street (HUCA 3) and how this related to earlier lines of river foreshore and marshland.
- Investigate the extent of the medieval priory and any associated buildings that lay within the priory land to the north and north-east of the town (HUCA 5).
- Investigate the location and nature of the potentially early settlement at Cherry Cross (HUCA 18), with particular interest in its form and chronology and how it may have related to an early landing place or quay potentially in use since at least the Roman period. Also to explore any association of this early settlement with the manor of Little Totnes and its relationship to the development of settlement along Cistern Street and Leechwell Street in respect of this.
- Investigate the evidence for the location and extent of the medieval borough at North Ford. This could be approached using the above research means in the vicinity of Borough Park, Malt Mill and Totnes Station, and along the lower reaches of Collins Road, Barracks Hill and Ashburton Road.
- Investigate the location, function and chronology of Malt Mill (HUCA 11 and 12).
- Detailed study of the historic Leechwell and the springhead and holy well that potentially preceded it, to include the surrounding network of medieval or earlier lanes and its association, if any, with the nearby leper hospital.
- Investigate the historic course(s) of the River Dart, to include the line of early river foreshores and the extent of tidal marshes surrounding Totnes. 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.

- Detailed historic buildings study within the historic cores of Totnes and Bridgetown, using large scale historic maps, documentary sources and fieldwork
- 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

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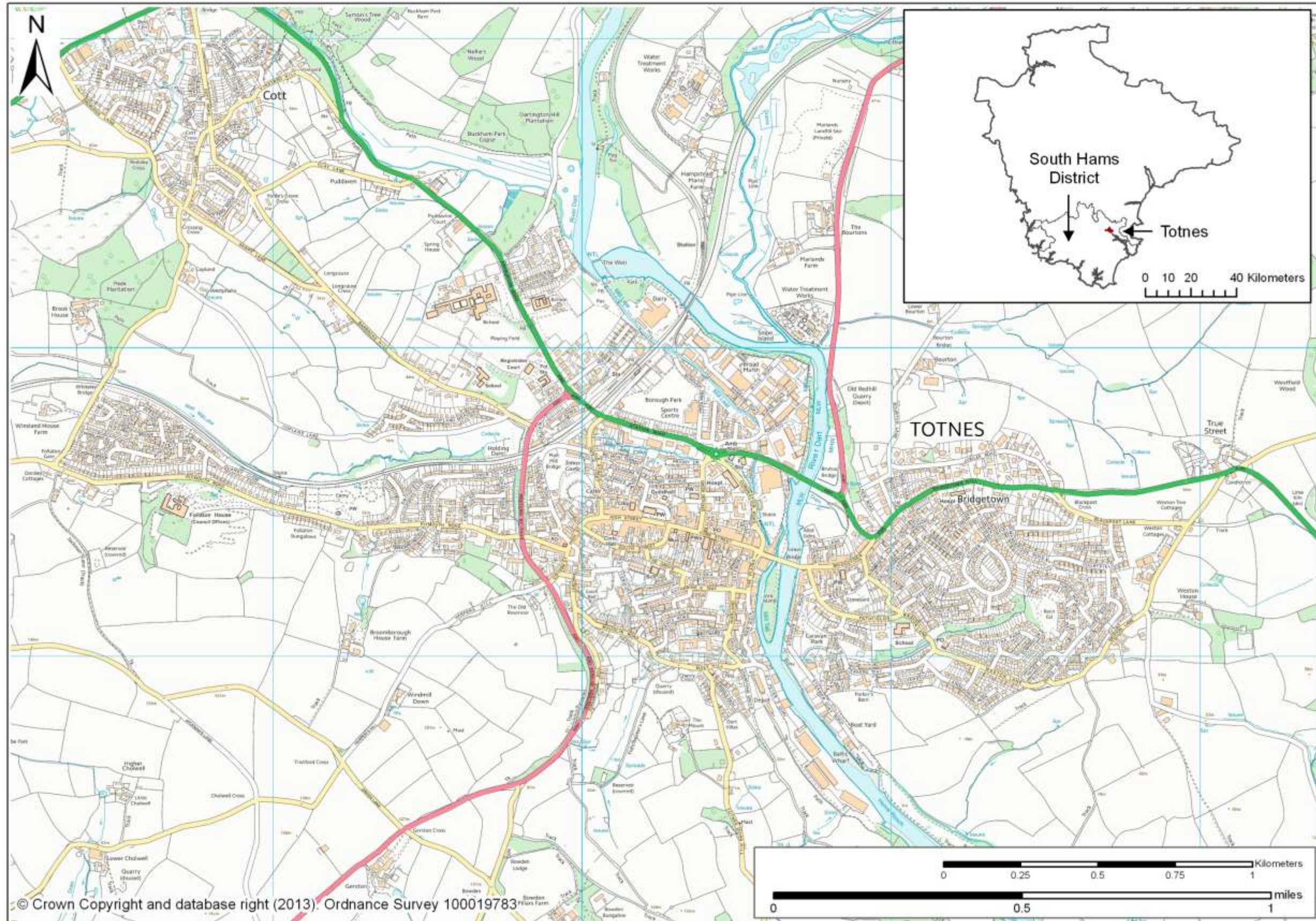


Fig 3 Location and setting

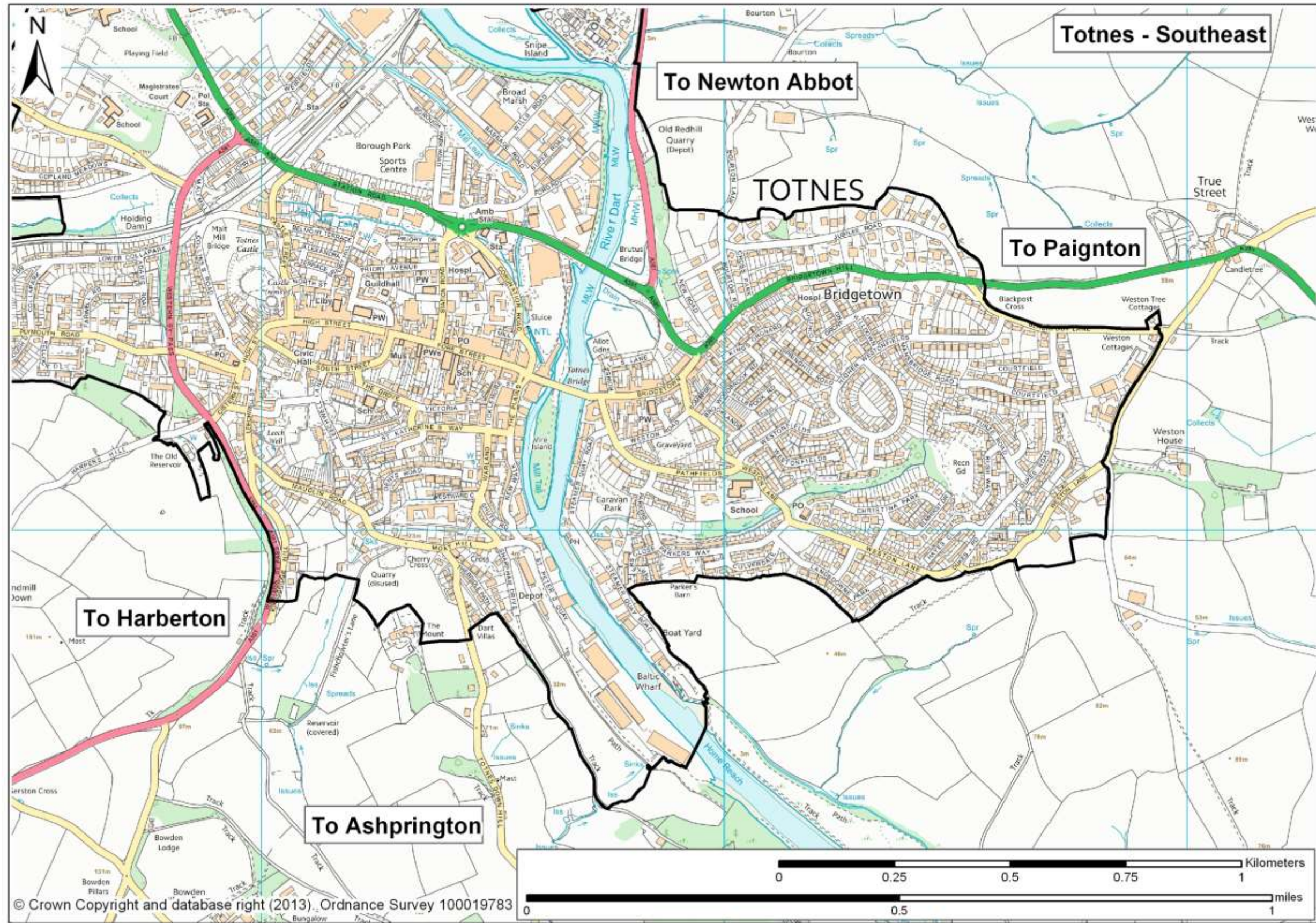


Fig 4a
and streets (Totnes South-east)

Roads

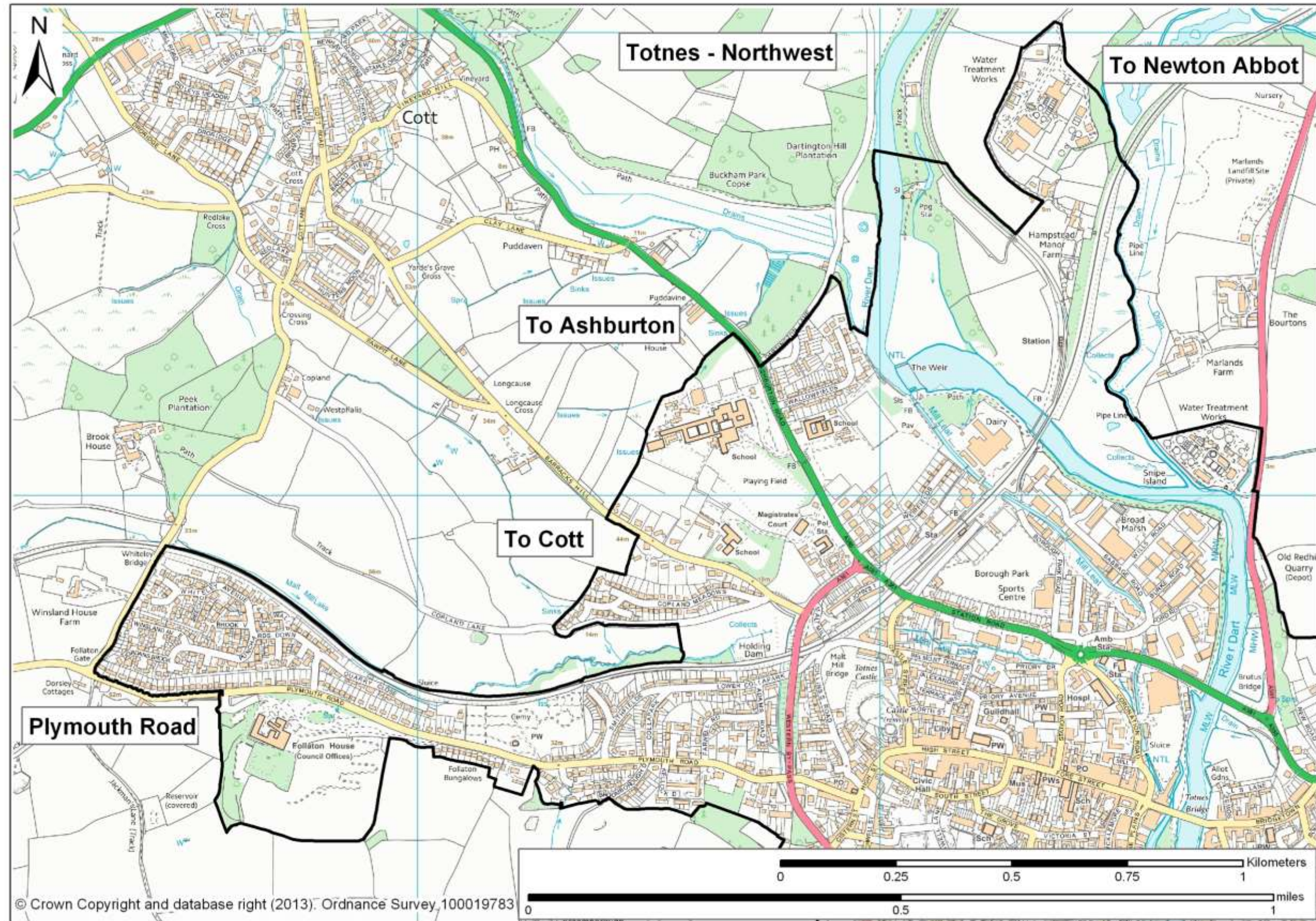


Fig 4b Roads and streets (Totnes North-west)

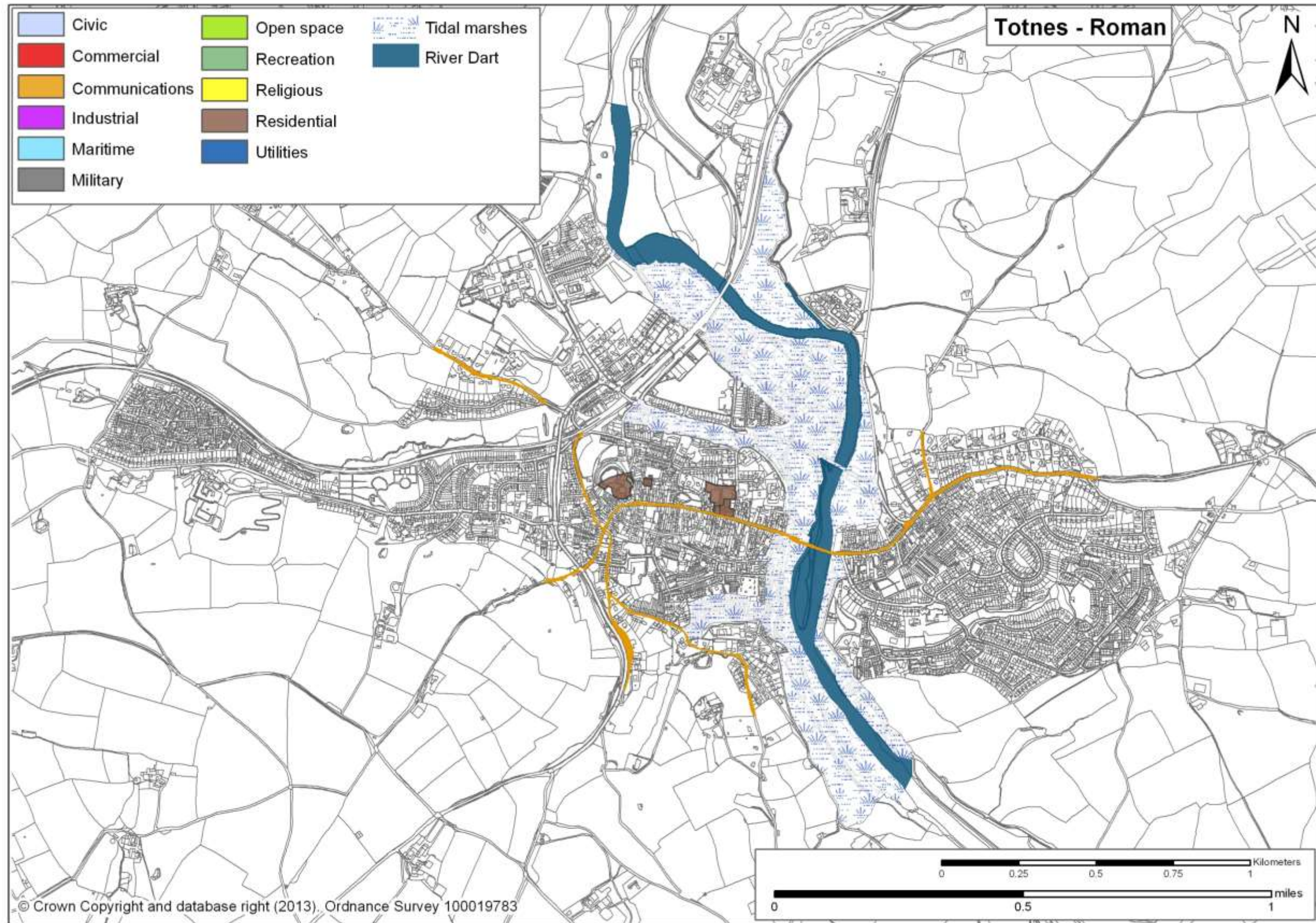


Fig 5 Historical development (Roman. AD43 - 409)

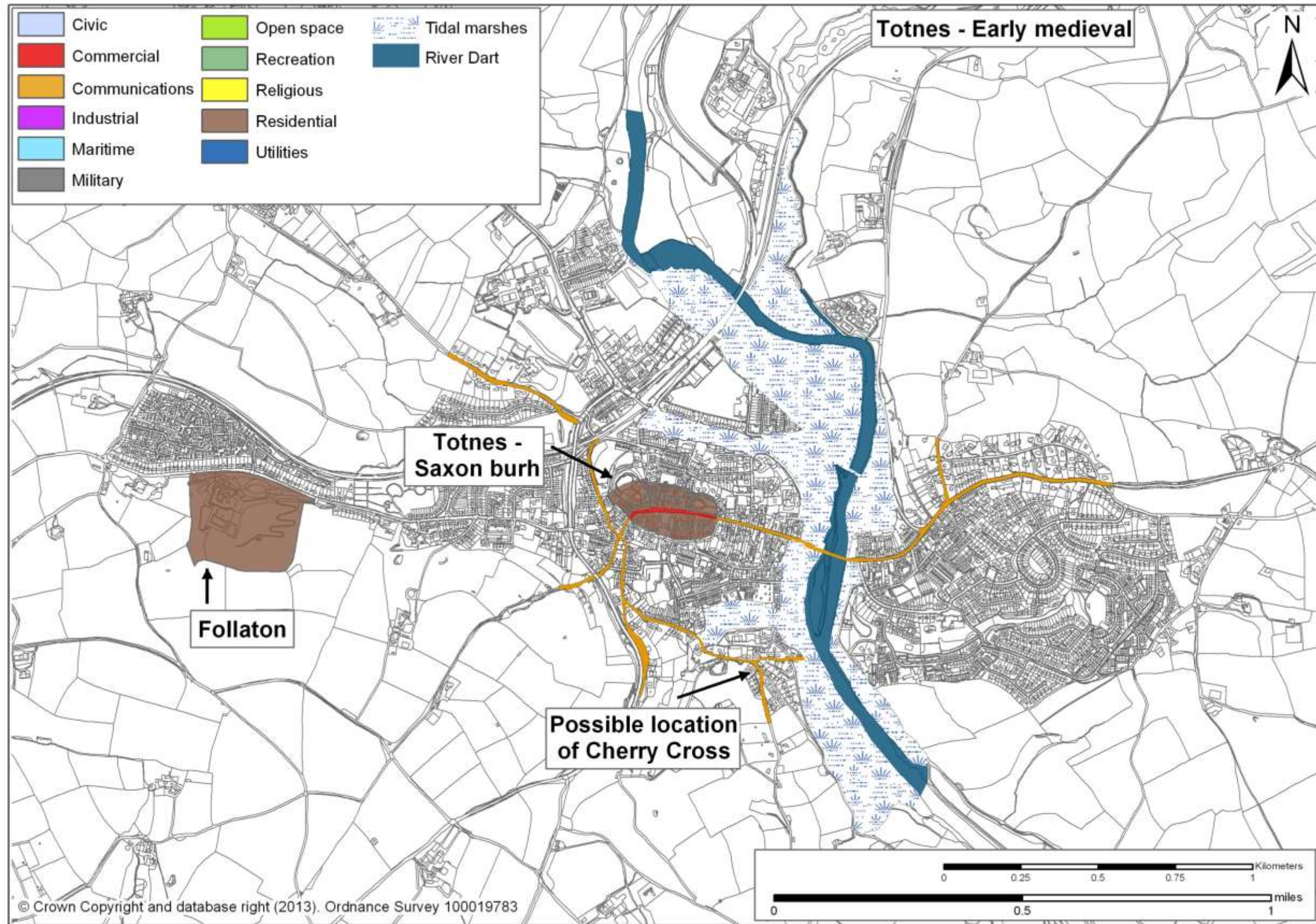


Fig 6 Historical development (Early medieval. 410 - 1065)

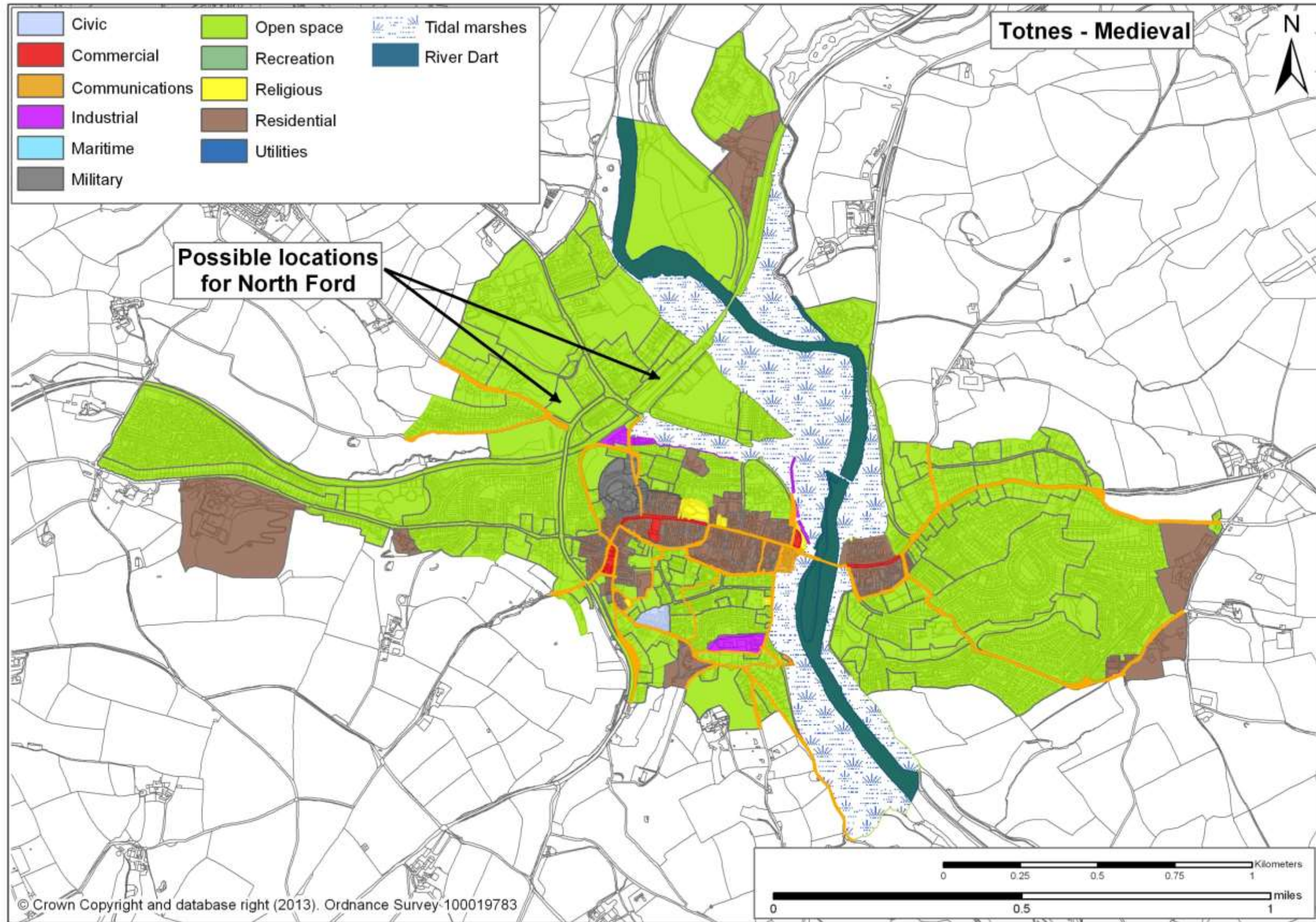


Fig 7 Historical development (Medieval. 1066 – 1539); this includes some aspects of potentially late medieval development, such as the construction of the Warland Dam and Town Quay, the reclamation of land at Moorashes and the extension of the town beyond West Gate along Cistern Street and Leechwell Street and east along Fore Street

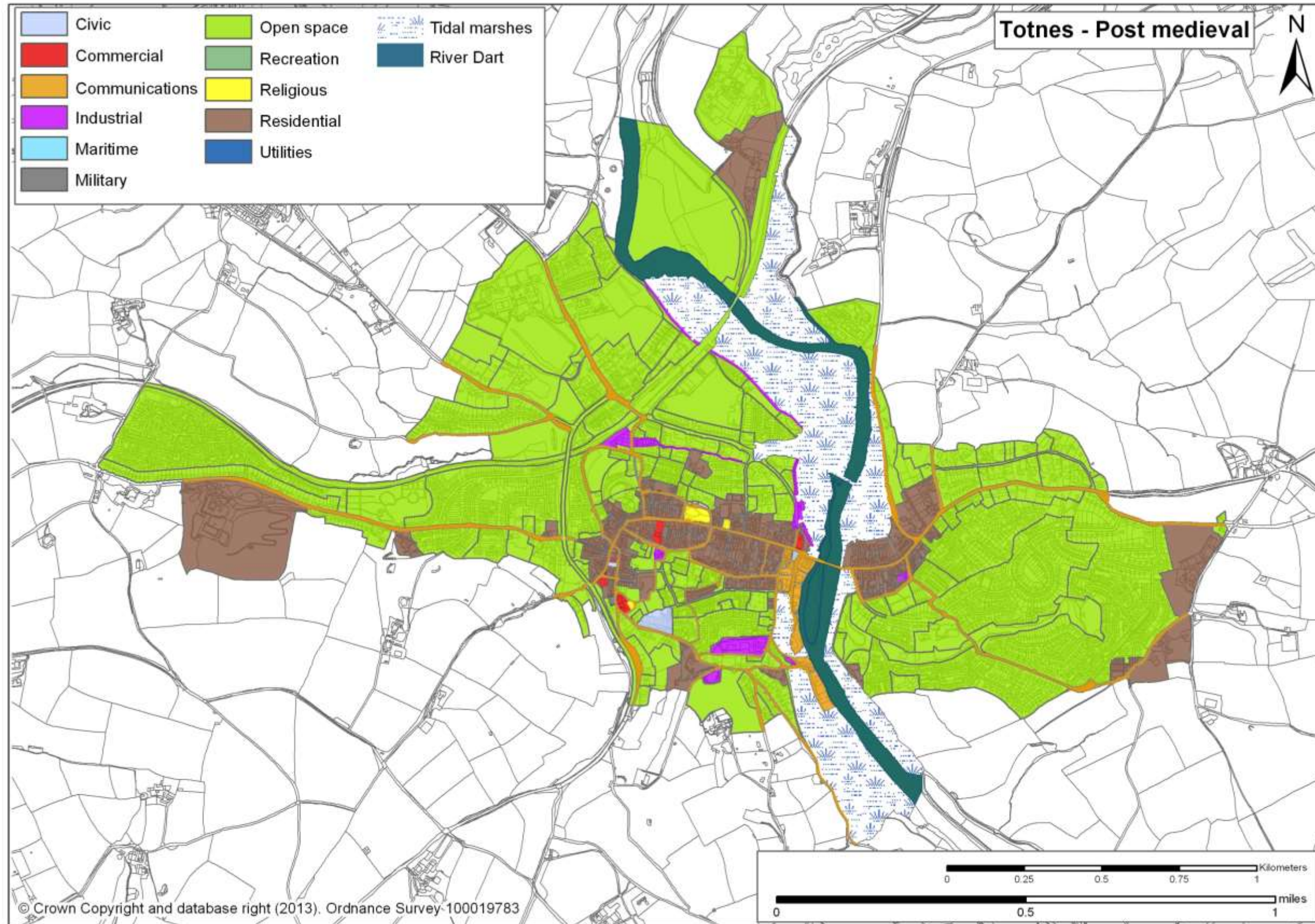


Fig 8 Historical development (Post-medieval. 1540 - 1799)

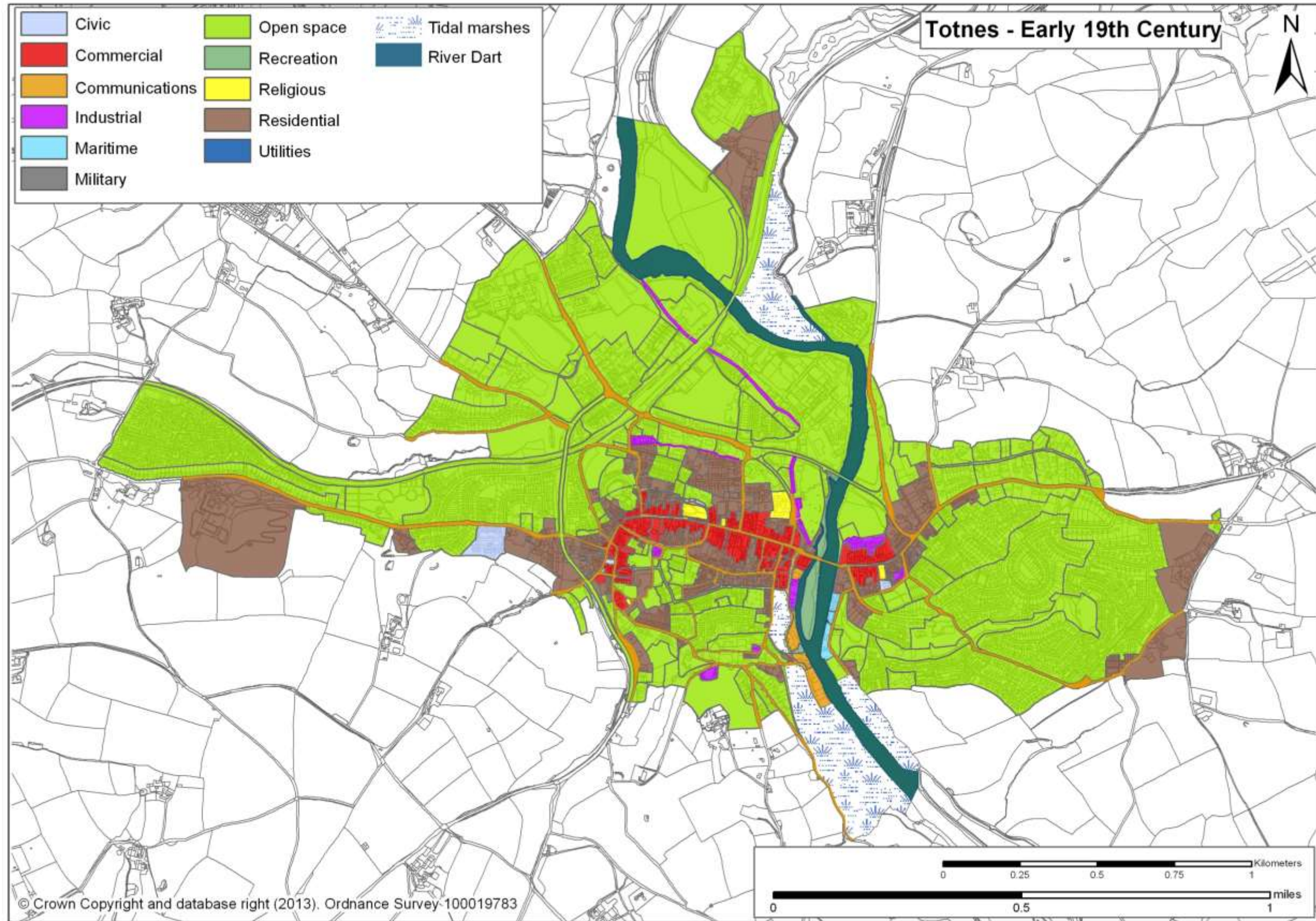


Fig 9 Historical development (Early 19th century. 1800 - 1849)

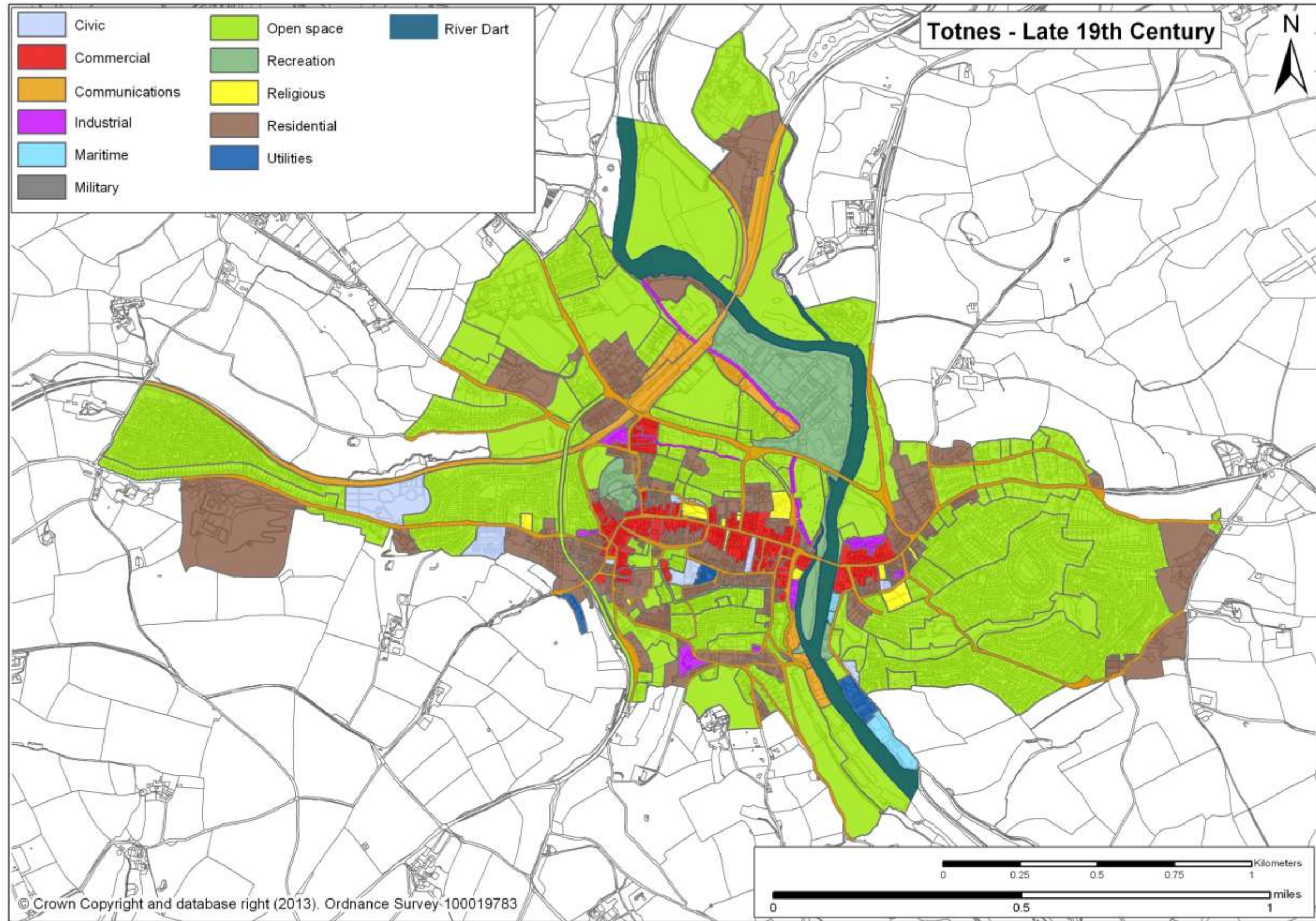


Fig 10 Historical development (Late 19th century. 1850 - 1900)

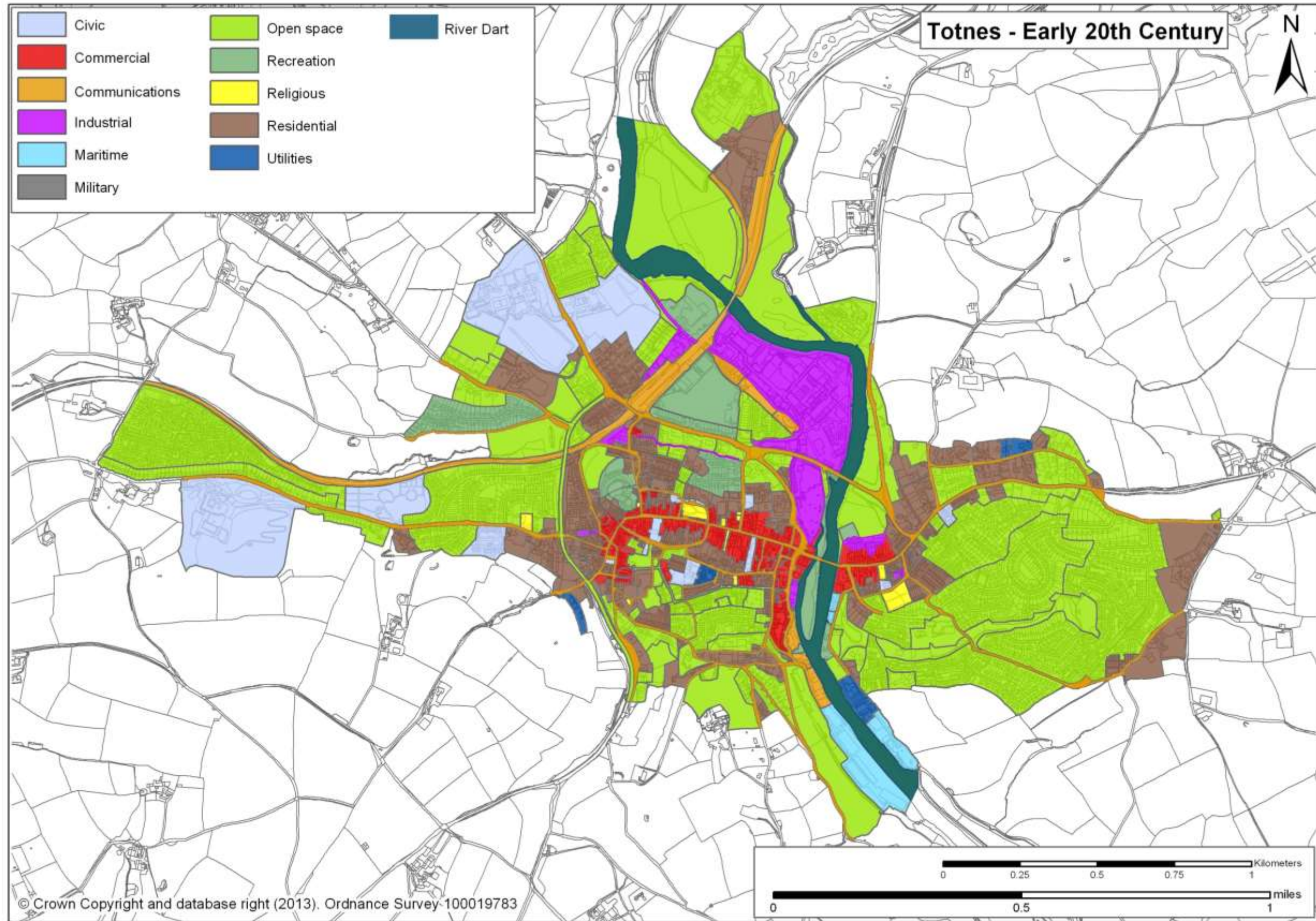


Fig 11 Historical development (Early 20th century. 1900 - 1949)

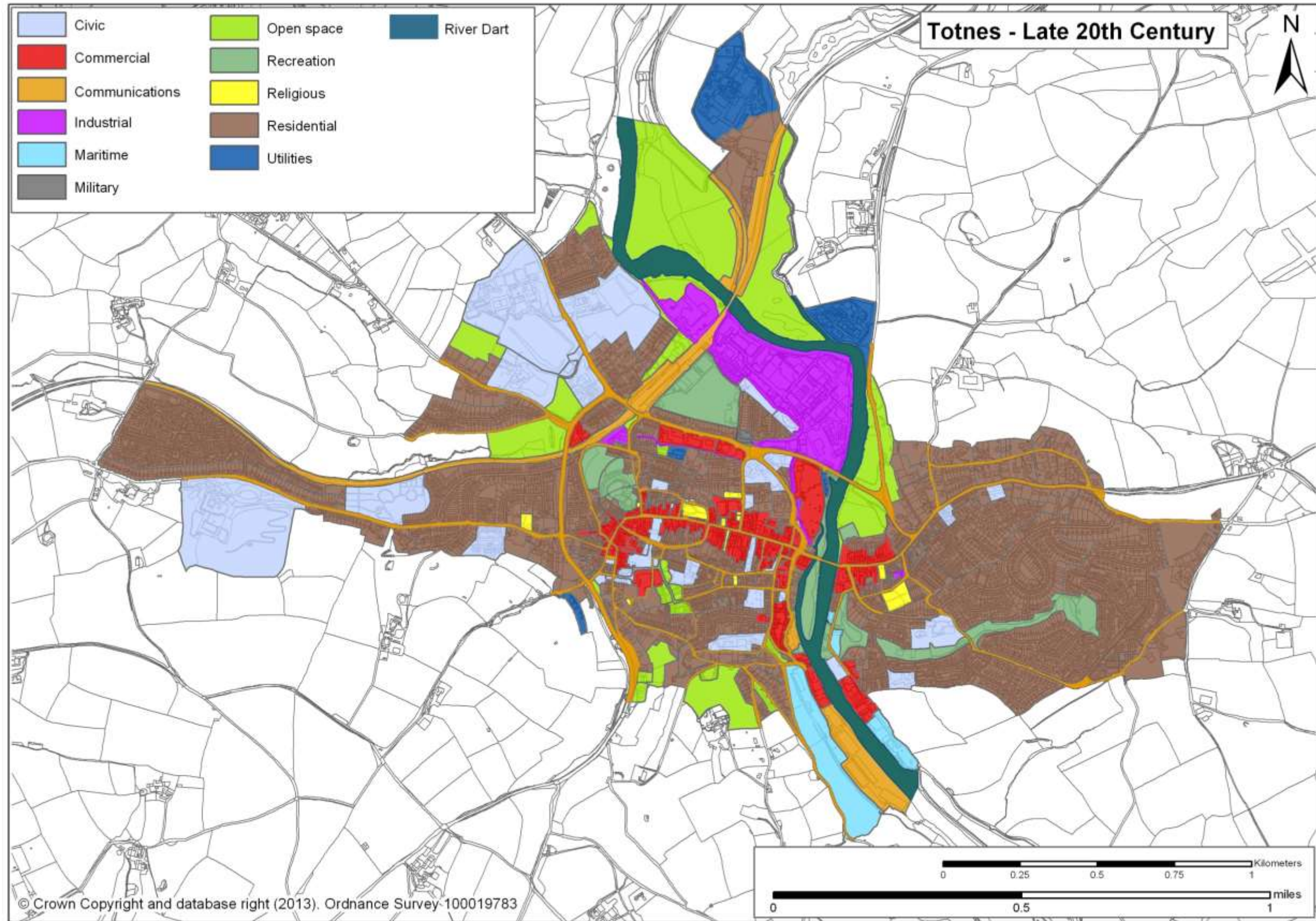


Fig 12 Historical development (Late 20th century. 1950 - 1999)

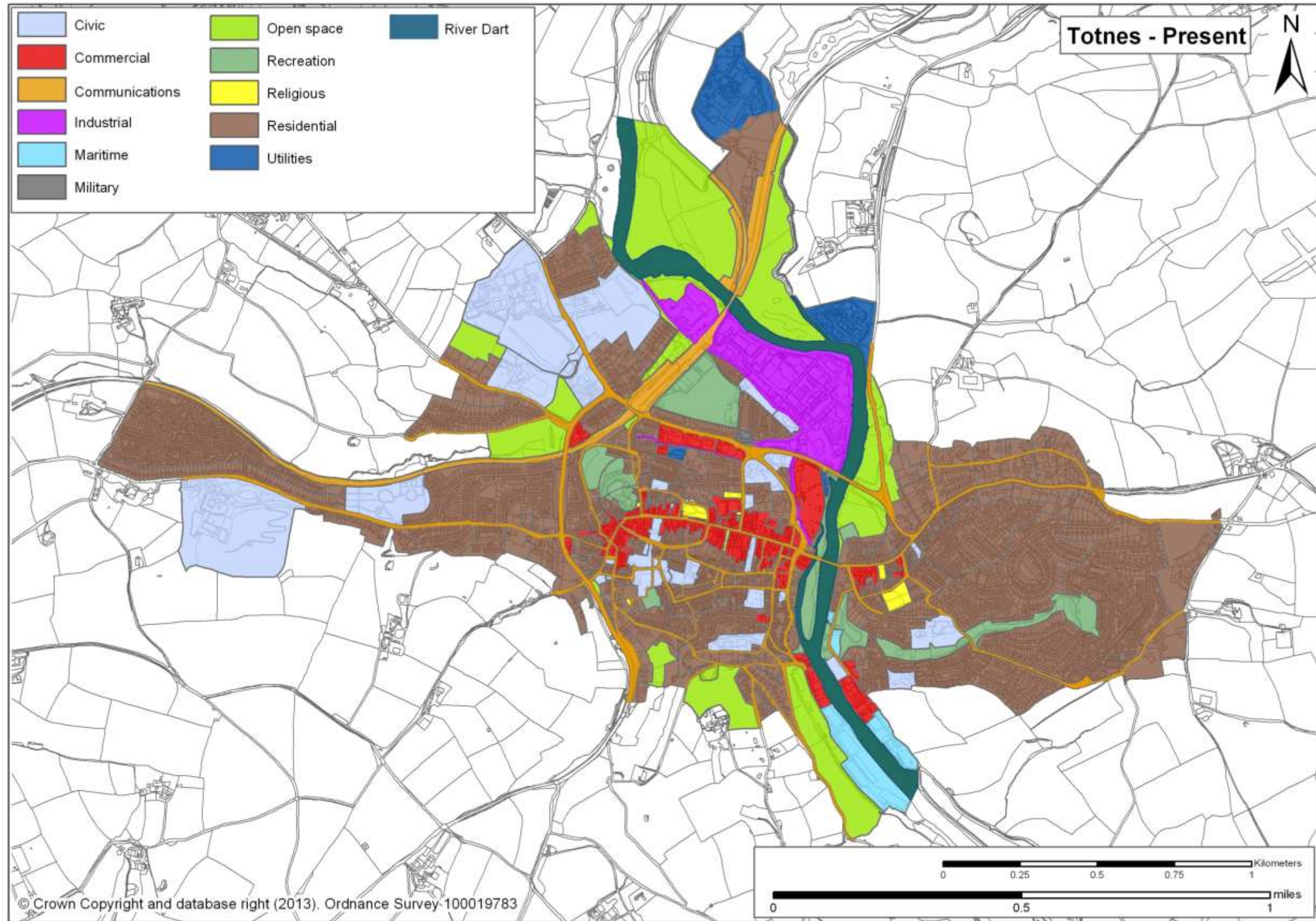


Fig 13 Historic Character Types (Present-Day HUCTs) 2014

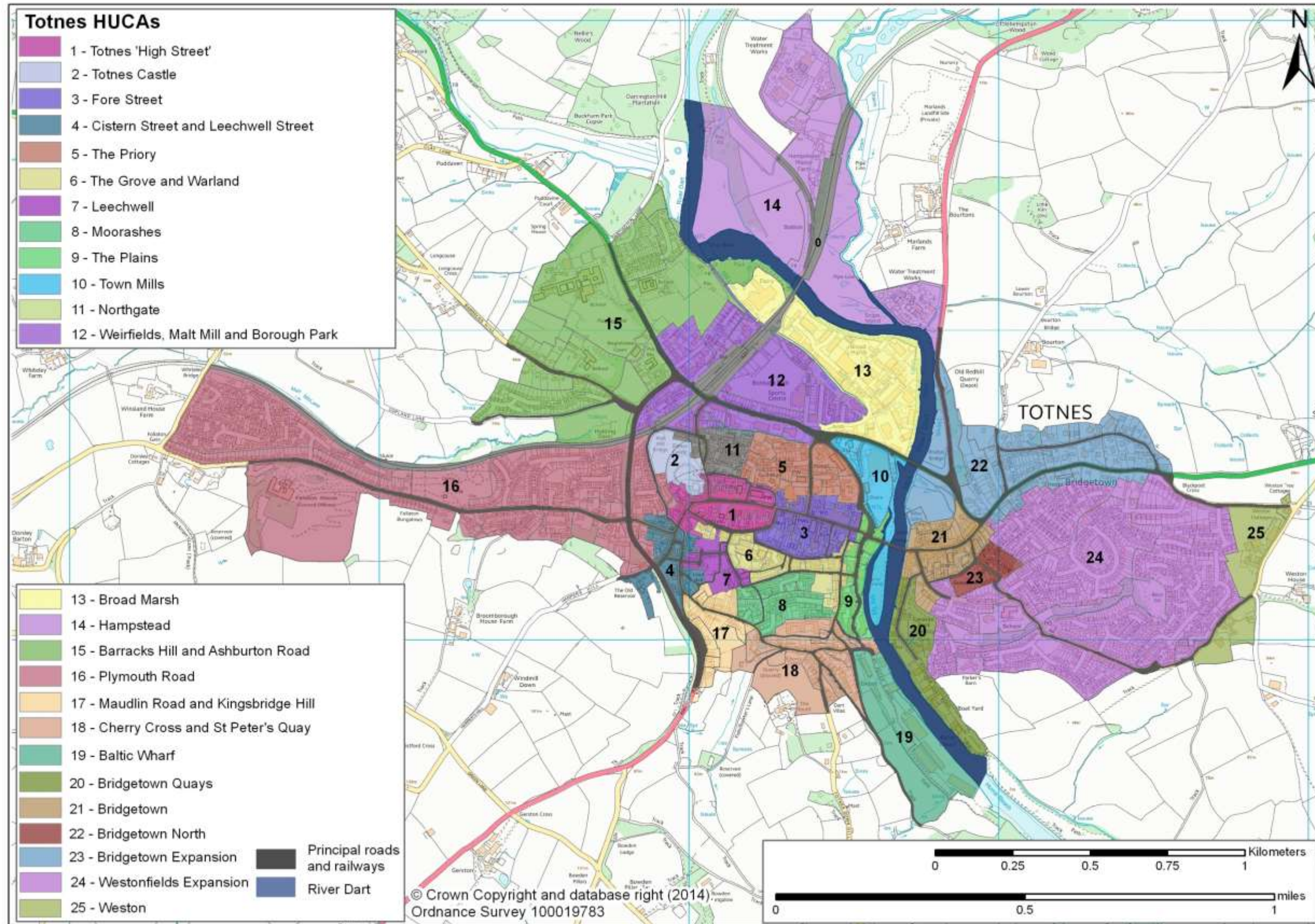


Fig 14 Historic Character Areas (HUCAs) 2014