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Devon Historic Coastal and Market Towns Survey

Kingsbridge



Historic Environment Projects

Devon Historic Coastal and Market Towns Survey: Kingsbridge

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Kingsbridge

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Thanks to copyright holder the British Library Board for permission to use an image of the OS drawing of 1803 (Map 4, rear of report), and to Kingsbridge Town Clerk, Martin Johnson, for help with photographing the original town map of 1841 and for permitting reproduction of this in the report (Map 6).

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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

Buildings symbolic of Kingsbridge on the west side of Fore Street, at the historic heart of the town. This place is considered to represent the centre of the full extent of the medieval market street, and also the north, inland end of the first phase of the town.

Beyond the Town Hall of 1850, with its giant clock of c1874, is the (rebuilt) Tudor market house or Shambles, standing in the former market place, in front of the Church.

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Abbreviations

ADS Archaeological Data Service (website of unpublished archaeological reports)

AONB Area of Outstanding Natural Beauty

CC Cornwall Council

DHCMTS Devon Historic Coastal and Market Towns Survey

DEUS Devon Extensive Urban Survey

DRO Devon Record Office

EH English Heritage

EUS Extensive Urban Survey
DCC Devon County Council

EDV Prefix of unique number identifying 'event' or archaeological intervention (eg

excavation) recorded in Devon's HER

GIS Geographical Information System (digitised map-based data system)

HE Historic Environment (Cornwall Council)

HER Historic Environment Record

HLC Historic Landscape Characterisation

HUCA Historic Urban Character AreaHUCT Historic Urban Character Type

MDV Prefix of unique number identifying monument recorded in Devon's HER

OS Ordnance Survey

1 Summary

Kingsbridge was assessed in 2013 for 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.

DHCMTS constitutes a deepening of Devon's Historic Landscape Characterisation (HLC), completed in 2004. Readily available sources are used to identify units of different Historic Urban Character Types (HUCTs), types of landscape sharing a similar historic character today as a result of similar development in the past. These are reconstructed also for different chronological periods, allowing a town's urban extent, uses and character to be mapped for the different periods of its history.

Units of various 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 principal tool for describing the character of the historic towns 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 separate document accessible on the DCC website.

The results show how two medieval towns, Kingsbridge and Dodbrooke, were founded beside the head of the estuary and near a Saxon bridging point. They declined from the later medieval period, grew from the 18th century, and were unified in 1893. The town expanded greatly in the 20th century. The report identifies 21 HUCAs, listed below; see also the table summarising the evaluations of these HUCAs on the following page.

- 1 Ancient estuary head with a medieval street crossing it, and discernible built up quays
- 2 Ridgetop borough of Kingsbridge with medieval layout, and Georgian street frontage
- **3 Upper Fore Street** substantial 19th century houses with gardens shaped from strips
- **4 Knowle and Welle** suburbs, shaped by two mansions, on and by the Kingsbridge ridge
- **5 Lower Union Road** working quarter of 19th century origin on the former estuary head
- **6 Square's Quay** former quay and mid 20th century reclamation from the creek, now a plaza
- 7 West Cookworthy Road mixed development shaped by the old workhouse and railway
- $\textbf{8 Coombe Cross} \ \text{modern housing, fitted round old roads to the north of old Kingsbridge} \\$
- 9 Kingsbridge Station disused late Victorian railway terminus and part of its line
- 10 Westville Edwardian railway suburb, by the former station, with grid street plan
- **11 Ropewalk** suburb with glimpses of 19th century ropery and 20th century cattle market
- 12 Tacketwood outlying, waterside, low density housing, by an old quarry and quay
- **13 Dodbrooke** small 19th century town with legible medieval market place within it
- 14 Saltmill prestigious riverside villa landscape with traces of a promenade of c1800
- 15 Newquay waterfront with early quarrying, linking turnpike road, and former quays
- 16 Southville large, integrated suburb overlooking the estuary but poorly linked to it
- 17 High House Point promontory with open ground, cemetery, and shore with old quays
- 18 New Dodbrooke large residential suburb cut off by steep slopes from old Dodbrooke
- **19 Bell Cross** mid 20th century suburbs by an ancient road junction, with recent school
- **20 Wallingford Road** part of an early road, now lined with terraces dating from c1900
- 21 Wallingford semi-rural corner with early road, millpond, and tannery and nursery sites

Summary table of Kingsbridge's Historic Urban Character Area assessments

HUCA no.	Historic Urban Character Area	Above ground heritage significance	Below ground heritage significance
1	Ancient estuary head	Medium	Medium
2	Ridgetop borough of Kingsbridge	High	High
3	Upper Fore Street	High	Medium
4	Knowle and Welle	Low-Medium	Low
5	Lower Union Road	Medium-High	Medium
6	Square's Quay	Medium	Medium
7	West Cookworthy Road	Low-Medium	Low
8	Coombe Cross	Low	Low
9	Kingsbridge Station	Medium	Low
10	Westville	High	Low-Medium
11	Ropewalk	Low	Low
12	Tacketwood	Medium	Low-Medium
13	Dodbrooke	Medium-High	Medium-High
14	Saltmill	High	High
15	Newquay	Medium	Low
16	Southville	Low	Low
17	High House Point	High	High
18	New Dodbrooke	Low	Low
19	Bell Cross	Medium	Low
20	Wallingford Road	Medium	Low
21	Wallingford	Medium	Medium

2 Town context

2.1 Location

Kingsbridge is situated in South Devon, on the eastern side of the South Hams, a distinctive region with hills of rich farmland and narrow lanes, between the Channel coast and the upland of Dartmoor (Maps 1, 2). The town lies some 20 miles east of the major south coast port city of Plymouth on the Devon/Cornwall border. It is quite distant from the larger urban areas of the district today which lie inland. Salcombe with its harbour, to the south, is relatively close, 3.5 miles away as the crow flies (5 by the river); Ivybridge is 10 miles north-west, Dartmouth 7 miles north-east, and Totnes 11 miles north-north-east.

The study area comprises the present urban extent of Kingsbridge, covering around 170 hectares (420 acres); this includes the historically separate town of Dodbrooke.

2.2 Geology, topography and climate

The bedrocks of the study area are the sedimentary slates of the Lower Devonian. Kingsbridge lies on the eastern edge of a spread of slate suitable for roofing (strong and cleanly splitting), which extends from here to Delabole in Cornwall via the Newton Abbot area. Soils are of the series known as Denbigh or Milford with some of the Manod type to the north-east, so are mostly typical brown earths (Geological and Soil Surveys of England and Wales). The ground rises generally quite steeply to the rounded hills, mostly between 100m and 150m above sea level, around the head of an estuary, the branching Kingsbridge River, which meets the sea at Salcombe (Map 2).

The estuary is a ria or valley drowned by sea level rise after the Ice Age, rather than the mouth of a substantial river (though it was formerly the route to the sea taken by the River Avon, which shifted in geological time; Adam Sharpe, pers comm). It is fed by small rivers only. The most significant of these, in the study area, are the stream running from Combe Royal, and that rising from springs at Mary Mills and Sorley. These are referred to, in the historical accounts consulted, by their sources rather than by river names. The second would seem to have been the 'brook of Dodda' (a personal name) for which the town of Dodbrooke is named. There is a small side creek at Tacketwood on the west of the River, and the site of another, silted up, at Saltmill on the east. The larger Bowcombe Creek lies to the south-east of the town extent of today.

A remarkable feature of the local topography is the oval ridge, bounded by the Combe Royal, and Sorley or Dodbrooke streams (and bearing leats taken off these on its sides), which extends from the north to end quite suddenly at the estuary head. This distinctive, prominent 'inland promontory' was adopted as an exceptionally tiny parish, said to be the smallest in Devon (apart from parishes within Exeter) at around 52 acres (Fox 1874, 6). It was striped along its spine by an early road, and the seaward, south half of its back was occupied by ancient Kingsbridge town. The topography means that as noted in the early 19th century, the town's Fore Street 'rising from the estuary....like the crest of a helmet, commands a delightful view of the water and its verdant shores almost to the harbour of Salcombe' (Hawkins 1819, 2). In contrast, the town of Dodbrooke, separate from Kingsbridge until the later 19th century, developed as its name suggests along the lower slopes of the stream valley, east of the ridge.

As a result of its sheltered southerly location the town has a mild climate, locally renowned. 'The climate and soil about Kingsbridge are particularly favourable for the culture of vines: probably there is no other town of its size in England where there are so many green-houses expressly devoted to this branch of horticulture....' (Fox 1874, 5). In a footnote Fox records that 99 green-houses were counted very recently in Kingsbridge and Dodbrooke, 'a great number' of these being specially used for vines.

2.3 Previous archaeological work

Previous archaeological work in Kingsbridge has been limited in extent particularly within the area of its two medieval towns, and has been lacking in old Dodbrooke (medieval in origin) where the Devon HER's mapping of 'archaeological events' (evaluations, watching briefs, excavations etc) shows no events (HUCA 13). Other areas of Kingsbridge with no such events mapped are HUCAs 1, 3, 5, 8, 10-18, 20 and 21. Events recorded, with their HER reference numbers, are an evaluation of ground to the rear of 20 Fore Street, EDV 4148 (HUCA 2); archaeological trenching at the Old Nurseries, EDV 4450 (HUCA 4); watching brief at the Quay Travel site, EDV 4574 (HUCA 6); historic building recording at the station, EDV 5307 (HUCA 9); and assessment of the primary school site, EDV 4325 (HUCA 19). No conservation area appraisal is available for the town.

3 Historical development

This Section discusses the origins and development of Kingsbridge, as understood through consultation of readily available sources, historic maps, published histories, and the Devon HER. This is not intended as a detailed historical narrative. It is designed to present the data and interpretations captured in the GIS project from which the 'time slices' displayed as Maps 8-15 are generated, and to complement the area-by-area characterisation of the present landscape (in Section 4). A 'timeline' table of extracts from documentary sources is provided as an Appendix.

References are made to the Historic Urban Character Areas of Kingsbridge today (as HUCA 1, etc), to show clearly how interpretations of the development of the landscape presented here have informed the definition and assessment of those areas and of the town as a whole. The references to HUCAs also allow easy consultation of Map 16 to see where places discussed are located. Historic Environment Record numbers (prefix MDV) have been included for cross reference with that record, Devon County Council's database of archaeological sites and historic buildings (where site-specific descriptions and bibliographical references can be accessed).

In summary, the documentary and landscape evidence suggests that the town of Kingsbridge originated from the separate boroughs of Kingsbridge and Dodbrooke, established in or by the first half of the 13th century. Kingsbridge is thought to be named after a Saxon bridge carrying the king's highway across the estuary, but there is no evidence at present of a *burh* or pre-Conquest town associated with this bridge. There may have been two river crossings; a route fordable at low tide just below the towns which became Mill Street and Duke Street following silting and reclamation of the creek head, and, it is suggested here, the early bridge at the narrowest point of the estuary a little further downstream, which was destroyed or abandoned when the need for it declined.

The two medieval boroughs were attracted to the tidal waters at the sheltered head of the ria known as the Kingsbridge River, serving as ports as well as market centres for the surrounding farming regions, linked here by the early bridge. Each town was granted the right to hold a weekly market and an annual fair. A chapel at Kingsbridge, recorded as having existed in the 13th century, is thought to have marked the inland edge of the earliest phase of the town. This chapel became a parish church in the 15th century. There are some indications that Dodbrooke's church has its origins in Norman times. If so it may have been associated with a small 'churchtown' settlement serving a rural parish, but this is not confirmed and is not apparent in the landscape.

The wealth and growth of the two towns was checked in post-medieval times, their port function declining with the retreat of the tides due to the sanding up of the mouth of the estuary at Salcombe. In the late 18th and early 19th centuries they changed and developed rapidly. Kingsbridge passed to new owners, the Scobells, from the Petres who had acquired it in the 16th century shortly after the dissolution of Buckfast Abbey. Its commercial core on Fore Street was rebuilt, and a town hall was made there in the mid-19th century. Industries, including foundries, and woollen mills which proved less sustainable, supplied goods across the South Hams and for export. The network of narrow medieval roads serving the town was greatly improved and extended from 1829 with toll roads or turnpikes. These included a new route to Dartmouth running from Dodbrooke along the side of the estuary, crossing Bowcombe Creek. The railway came late, in 1893, and was never extended to Salcombe as intended; it closed in 1963.

The two historic towns were joined for administrative purposes in 1893. In the first half of the 20th century the urban area quadrupled in size with residential suburbs. Kingsbridge became a centre for tourism as well as a population centre large for its region, while the coasting trade and traditional industries declined. The ancient livestock markets persisted, but ceased before the end of the millennium. The old route to the major Devon city, Plymouth, was linked to the central old quay area by a new road west of the ridge in the later 20th century, facilitating growth and redevelopment.

3.1 Prehistoric, and Roman (to AD409)

It can be expected that the Kingsbridge ridge in particular was occupied in the prehistoric era and during the Roman period. The ridgetop is an elevated and distinctively shaped, yet readily accessible and cultivable place, which bordered navigable tidal waters with diverse natural resources. With its striking shape and position on what was then the very head of the estuary, this ridge at the heart of the study area may very well have served also as a centre for meetings and exchange of goods, attended by people from a wider area perhaps for seasonal gatherings, rather like its medieval fairs.

The areas adjoining the creek head, which can be expected to have been a focus of activity in prehistory - the southern half of the Kingsbridge ridge, and the mouth and drier ground of the Dodbrooke valley - have been built on or used intensively from medieval times. Limited archaeological assessment and recording has been undertaken there, and in the wider study area over which residential development has spread from the 19th century. As a result, little archaeological evidence for earlier activity has been recovered. However, some traces are recorded in the HER.

A name recorded for a field now built on at the north-east corner of the modern town, Langstone Cross Field, could point to a lost 'long stone' or prehistoric standing stone (MDV 36532). If so this could perhaps indicate a very early origin for adjoining routes around the Kingsbridge ridge, which can be seen from other evidence to have been in use in early medieval times (as discussed towards the end of Section 3.2.1). A coin of Nero is said to have been found at an unspecified location in Kingsbridge (MDV 58851). Other Roman or prehistoric finds from the area may be preserved in the town's museum or in other, private collections, though it has not been possible to investigate this as part of the present project.

At High House Point, at the edge of the study area, a side creek, Bowcombe Creek, meets the main river. South of this is a wide sheltered reach of the estuary, traditionally known as the Bag, just beyond the town of today. Below the Bag is 'An extensive breadth of water....called Wide-gates, where the reaction and collision of seven inlets of the ocean often form dangerous eddies....[with] In the middle....an islet or rock, called Salt-stone, above a hundred feet in length and more than fifty in breadth....' (Hawkins 1819, 67).

With its broad waters, and a topographical landmark to either end (the Salt Stone to seaward, and the Kingsbridge 'promontory', intervisible with the Stone, upriver), the Bag may be seen as a natural phenomenon of the coast. It may have been prominent in the human landscape of the region in prehistoric as well as medieval times, attracting activities out of the ordinary, such as ritual deposition of artefacts, and shaping cultural boundaries.

An enclosure lies on the shoulder of the slope on top of High House Point, immediately outside the urban area (adjoining HUCA 17). The enclosure was used as a warren and then later part quarried (MDV 29034). It could possibly be a modified hillfort of the Iron Age. In notes on an early grant of the South Hams, made by King Aethelwulf of Wessex to himself in AD 847, Hooke points out that one of the marks of the extent to the east of this very large estate is documented as being *hunburge* creek from which the bounds run down to the sea, the creek name apparently referring to a fort somewhere at the head of the Kingsbridge Estuary (1994, 109-110). Higham in his wider survey of Saxon Devon notes further to this that, as pointed out in a study of South Devon by Luscombe, the place name recorded in 847 would seem to refer to 'a fort of some sort (perhaps already ancient?) in the Kingsbridge area' (2008, 189-190). The creek referred to might be Bowcombe Creek, or that running on up to Kingsbridge itself.

3.2 Early medieval (AD410 - 1065)

3.2.1 The King's Bridge

Kingsbridge is thought to be named after a bridge built in early medieval times, before the year 962. The 'cincges bricge' features in a charter of that year, as the start and end point of the bounds of land at Sorley in Churchstow granted by King Edgar to Aethel...e his minister (Hooke 1994, 165-168).

Several surviving images, or versions of the same image, portray the King's Bridge as a substantial structure. An 'old' seal belonging in the early 19th century to the feoffees of the parish lands, a copy of which was used on the notes of the Kingsbridge Bank, shows three arches under a crown with the legend 'SIGILLUM REGIS PONTIS' (Hawkins 1819, 27). A similar subject decorates the north side of Kingsbridge Church (Fig 1), though the two representations 'differ somewhat' (Fox 1874, 48). This is a symbolic representation, and it is not clear at present from what period it originates. However, the attribution to the King, implying a royal initiative for construction of the bridge and use of the route it carried on the King's business, strongly suggests the bridge was an unusually significant work, as does the medieval naming of the town for it.



Fig 1 Carving of a seal featuring a royal bridge on Kingsbridge Church (in HUCA 2)

There is no upstanding early bridge at Kingsbridge, and no known site of one, presumably because it was later dismantled or buried. From the Sorley charter it can be deduced that it stood, as would be expected from the naming of the town here, in the vicinity of the upper Kingsbridge Estuary. The pre-Conquest charter for Sorley may also give a hint, indirectly, that the bridge was not *on*, but below, the estuary head. Its boundary is thought to run from the west end of the bridge out to the River Avon to the north-west, and up that river, and then progress from the east to the creek head below the Kingsbridge spur, before turning around the spur to the west, heading north-west towards Sorley itself, and then back south again to its starting point (Hooke 1994), so that it would seem to run over itself if bridge and estuary head were at the same spot.

The survey of the coast of the south-west peninsula showing existing and proposed fortifications, the 'Great Map of the West', made in 1538 for Henry VIII, provides further evidence for the King's Bridge having crossed the ria below rather than at the site of the town. This map is schematic but draws on detailed knowledge provided by specially commissioned local surveys from which it was compiled. The bridge shown

here, with two arches and slightly humped back, may be stylised, but its position on the estuary, important for coastal defence, is likely to have been carefully represented.

The exact site and function of the bridge is of great interest, as clear documentary evidence for an Anglo-Saxon bridge in Devon is rare (Henderson and Jervoise 1938, 29; Hoskins 1954, 147), and, in the present context, because the development and character of the town, like its name, can be expected to have been fundamentally linked with that of the bridge and its highway. The attraction and shaping of urban growth to main roads and river crossings is a strong pattern across medieval Devon (Slater 1999). The detailed map analysis for the urban survey indicates that the early bridge may have crossed the River - between routes later altered to become Love or Boon's Lane on the west side, and Quay Street on the east - downstream from a tidal ford on the Mill Street-Duke Street route and below the extent of the medieval town (Map 8). The evidence for this is summarised below (see also HUCAs 1 and 6).

The freshwater streams meeting at the Kingsbridge River are too small to require substantial bridges, and had none. This is confirmed by a study made before their crossings were obscured by modern road alterations and the spread of hard surfacing (Hawkins 1819, 10-12). The courses of the two main streams can be seen in the foldouts, Maps 8-16, and in more detail in the GIS database which shows them as the 'River' HLC Sub-type and records how they were progressively undergrounded and built over. They are of historical importance not only in connection with the lost early bridge, but because they define old Kingsbridge parish, separating this from Dodbrooke on the east, and because the leats taken off them – also mapped for the project – define, by design, the primary urban area of Kingsbridge (see further Sections 3.2.2, 3.3.2).

On the east of the Kingsbridge spur, a 'mere cover' (perhaps made of stone slabs) carried the route known as Duncombe Street over the Dodbrooke stream forming the Kingsbridge/Dodbrooke boundary (to the north-east of what is now Duncombe Park). Duck's Bridge further down this brook (by the Duke Street/Church Street junction) had a single small arch. The stream from Combe Royal west of the spur had a crossing similar to the latter, Gallant's Bridge (by the foot of Union Road). The Duncombe Street road crossed the medieval town leat (which runs off the Dodbrooke stream east of the spur) at a ford, replaced by a simple bridge in 1796 (north-west of Duncombe Park). Also on this leat, towards its southern end where it joined the western leat to serve the mill, Fore Street crossed on what Hawkins tells us was traditionally known in the town, at least in Georgian times, simply as 'The Bridge'. This Bridge was replaced in 1796 by a flat bridge a little further up Fore Street through which the leat was diverted, because the hump backed earlier structure threatened to upset carriages.

It may be seen from this that the King's Bridge was required to cross the upper tidal reach of the estuary, rather than the streams above it where fords or minor bridges sufficed. Haslam has interpreted the bridge and town of Kingsbridge as a defensive unit, founded by royal initiative in the early 10^{th} century, on a plan used elsewhere in Devon to protect estuaries and the trading settlements above them. He places the King's Bridge underneath the present Mill Street on the basis that this was established by an earlier writer, Davies, and finds it 'must have been in effect a double structure, its two halves spanning the two tidal stream mouths....and supported at the centre on the very end of the spur....[and there] joined on its northern side by the continuation of Fore Street just outside a gateway on the defences' (Haslam 1984, 274).

However, the earlier writer referenced by Haslam as establishing the location of the ancient bridge does not do so satisfactorily, and there is a lack of evidence at present for an early defended town here (Section 3.2.2). Moreover, the early bridge seems most likely to have been built at the narrowest point of the upper tidal reach. Research is needed to trace the tidal limits of early and later medieval times, but a provisional ancient shoreline can be constructed as shown in Map 8, guided by the OS contours (available at 5m intervals for this project) and by the landscape evidence in HUCA 1 for the infilled creek and medieval quays – essentially, the extent of very flat, low ground, and of quay-like lobes visible in the street plan on that land. (Mill Street and Duke

Street in this area are still subject to flooding at very high spring tides; Adam Sharpe, pers comm.) This gives the ancient estuary a horned head reaching around the base of the Kingsbridge spur, which, combined with the steepness of the spur, would have made movement around the latter difficult when the tide was up. It suggests that the Mill Street-Duke Street route may have been tidal for around 200m of its length, and points to a narrower neck on the creek some 70m across, in the area later flanked by quays and then infilled to form a plaza, potentially the site of the early bridge.

There is some evidence of approaches to an early estuary crossing below Quay House on the neck of the ancient estuary, particularly for the western side of the Kingsbridge River which remained relatively unaltered in the early 19th century when detailed records and mapping began. (Note though that roads shown running to the River from either side of it on Donn's map of 1765 are not thought to represent this. They probably served what were originally isolated landings downstream from the old town, at Tumbly Hill on the west, and at what is now Derby Road on the east.)

The precise 1886 survey (Map 7) shows the old road to the estuary from West Alvington, West Alvington Hill, with the Mill Street-Duck Street route forking off it, indicating that the Hill is potentially earlier than Mill Street. It also shows a change in the curve of the road from the west where it continues in a southerly direction from the Mill Street junction towards Salcombe, at a point west of Quay House, suggesting perhaps that a road ran on from that point to a primary feature on the river. A route leaving the Salcombe road for the river was absorbed into the grounds of the late 18th century Quay House, and the right of way was diverted from it at that time to a straight lane immediately south of the property. 'There is a small lawn in front [of Quay House], separated from the Quay by a stone wall, at the South extremity of which is a road called Love Lane [now Boon's Lane], communicating with the shore at the foot of Square's quay. This publick way formerly passed from a hollow in the Salcombe road above, on the West....in a serpentine direction in front of the house, and divided the quay into two parts. The diverting of the road took place however in the spring of the year 1768, when the lawn was first laid out....' (Hawkins 1819, 53, 54).

The eastern waterfront was already extended, altered and built up to form the Dodbrooke Quay complex in several phases by the time of the 1886 OS and indeed by the mapping of c1840. However, those surveys do record, across the River from Quay House, the alley named Quay Lane, possibly representing the approximate course of that early route, straightened by South Place and other 19th century development adjoining it. They also show north of the quay area a dogleg indicating perhaps that Duke Street with Mill Street beyond is a later medieval estuary crossing, attached to Church Street.

The model of an estuary bridge is presented Map 8 to indicate the potential for further investigation of the estuary crossing/s, critical to our understanding of the origins and historic character of Kingsbridge. If there was such a bridge it would have been an outstanding feature of the district and of Devon in pre-Norman times, being possibly (if the eastern waterfront was then just behind South Place) in the region of 70m long. The structure would have been comparable in scale with the great 15th century stone estuary bridges of this county at Bideford and Barnstaple, and in Cornwall at Wadebridge and Looe (Henderson and Coates 1928, 69). It could have been made of oak timber, like the predecessor of Bideford's Long Bridge (Hoskins 1954, 336).

The construction, and loss, of such a great structure would be associated with changes in the organisation and security of the wider district. As noted by Hoskins, the Kingsbridge area lay between two Saxon royal estates, Alvington and Chillington, one on either side of the estuary, and it connected two ridgeway systems on the plateaux to east and west (Hoskins 1954, 147). The royal manors, with the wider region extending west from the estuary, the South Hams, were potentially very productive, having fertile farmland and trading and fishing places on the coast, but were also exposed to attack from the sea, as shown by the Domesday survey at the end of this period which records how manors here were 'laid waste by the Irishmen' (Fox 1874, 134).

The bridge may have served as part of a wider defensive strategy, carrying a road across this vulnerable district designed to speed the King's messengers and defenders, much more direct than a long ford (available only at low tide) on the Mill Street route or a climb around the Kingsbridge spur. A primary route runs away south and east from the east end of the suggested bridging point to Frogmore, via Ebrington Street, and upper Derby Road, passing on beyond the present study area as a bridleway to Bowcombe Ford, and as a byway through Duncombe Cross and Redford. This route strongly resembles the pre-Conquest highways for horse traffic identified recently elsewhere in Devon (Fleming 2012). It connects West Alvington and Chillington, and links the coasts with ancient landing places either side of those manors. Its line undulates but passes as directly as possible the intervening side creeks including, in modern Kingsbridge, the now silted-up Saltmill Creek below upper Derby Road. It also connects, via a branch to Bell Cross, with other early roads, notably Wallingford Lane curving away to the north. The latter has a primary relationship with strip-derived fields, and, at the inner end of the Kingsbridge spur, crosses the Dodbrook stream at what may be wealdenes ford. This ford features in the pre-Conquest charters of AD 847 and 962 already mentioned (Hooke 1985, 109, 167). (See assessment of HUCA 21.)

As Haslam notes in his study of pre-Conquest bridges closely associated with towns, bridging an estuary *below* the head of the navigable waters could help protect trading settlement there. (Haslam does not in fact propose this aspect of his model in the case of Kingsbridge, since he follows Davies in placing its early bridge under Mill Street.) This leads to the question of whether urban life at Kingsbridge began in Saxon times.

3.2.2 Life on the creek in Saxon times

In his assessment of some early town and bridge sites in Devon, Haslam argues that Kingsbridge (with Plympton and possibly Kingsteignton) was, like Barnstaple and Totnes which are described as *burhs* in Domesday Book, a *burh* or fortified town of Edward the Elder, set up in the early 10th century. He sees the town as following a design adopted by the King, found also at Barnstaple, Plympton and perhaps Kingsteignton, of a small *burh* planned and created in association with a bridge to provide defence at the head of the estuary against seaborne attack.

At Kingsbridge, Haslam notes the back lanes forming the common boundaries of the town plots on either side of Fore Street - boundaries roughly parallel with the eastern and western long edges of the ridge on which the town lies - and interprets these as preserving the lines of a former bank and ditch(es) around the end of the spur (1985, 274). He sees them as marking the perimeter of an early 10th century burh, with the defensive circuit completed by a further earthwork on the neck of the spur, either just north of the churchyard, or, more likely in his opinion, south of the church where Fore Street kinks and where lanes which could be intra-mural streets run off it (though from different points and on different alignments). His model has the *burh* linked directly to the King's Bridge itself which he places on Mill Street (see Section 3.2.1), via the bottom end of Fore Street, so forming an integrated defensive system with the bridge, founded in the first decade of the 10th century.

The charter for Sorley recorded in 962, already mentioned, includes in the bounds of the estate an earthwork possibly on the end of the Kingsbridge spur. Hooke says that this earthwork 'appears to have lain on the site of Kingsbridge itself' and in a further note comments that the reference to it appears to confirm Haslam's opinion that the promontory of Kingsbridge had been fortified in the early 10th century to defend the estuary (1994, 165-168).

However, the long sides of the medieval town around the south end of the spur can be seen to be determined by mill leats, taken off the streams running below them to either side. The western leat appears in, and is identified as a leat on, a view of 1586 (Fig 6) showing part of the town past which it ran (see further Section 3.5.1 for comment on this image). The detailed maps of the 19th century show both leats (Maps 4-7). The back lanes run along the town perimeter, beside the leats, and the town plots respect

this double line, indicating that it was not cut through an earlier town edge. Evidence of an early defensive work is also lacking on the other, 'inland' side of the town. The ground level falls there north of the church, but this may be because the church was sited on a natural rise. The kink in Fore Street (just south of the church) referred to by Haslam may result from the early, pre-urban ridgeway (from which the street developed) bending slightly here as it dropped towards the east side of the estuary head; and also from the broadening to its greatest width at this point of the first phase of the open market place made along the ridgeway. (The early market place extended from just north of the church to the meeting of the leats above the mill; see further Section 3.3.2.) The town seems therefore to have been laid out, without defences, either at the same time as, or following, a leat system serving a mill just outside it.

Moving on to Dodbrooke, this has often been said to be an early settlement (following Dymond 1877, 145), because it has a Saxon place name, 'Dodda's brook', and appears as a manor in Domesday Book, and perhaps because a Norman font (see Fig 4) survives in the church (Cherry and Pevsner 1989, 336). However, the town may have adopted the earlier name of a stream and a manor. The church is sited by the early road junction of Bell Cross (see Section 3.2.1), on the hill well above the market cross of Dodbrooke and outside the area with evidence for medieval town plots, suggesting that, if it was early medieval in origin, it may have served a dispersed, rural community (see further the assessment of HUCA 13).

While neither of its towns is known to be early medieval in origin, the head of the Kingsbridge Estuary, both tidal and sheltered, and deep in a productive farming region, seems very likely to have attracted trading activity in the pre-Norman period. Trade may have been carried on from a base or camping place on the shore, perhaps occupied seasonally or periodically for the purpose. If the King's Bridge crossed the estuary significantly below it, a trading place here would have had some protection against sudden sea-borne attack from the sea, in the way proposed (though not in the case of Kingsbridge) by Haslam (see the preceding Section for this).

While we cannot see a pre-Conquest trading settlement on the estuary, as such, on the ground or in the historic maps, there is some evidence for it in the development of the wider landscape. It seems, from its bounds recorded in the $10^{\rm th}$ century, that the Manor of Sorley, lying mostly to the north and west, took in the Kingsbridge ridge in a spearhead-shaped annexe. This apparent extension may have been attracted by a landing at the tip of the spear, which later became part of the urban area in the vicinity of the Fore Street/Mill Street/Duke Street junction.

Also, Fore Street can be seen to incorporate, in its wide market street of the High Middle Ages, an early medieval ridgeway serving a landing, linking the River very directly with Sorley. (South of Sorley this road, now the B3196, can be seen to be respected by medieval strip derived field boundaries.) Sites by river mouths around the South Hams have evidence of trading of goods including amphorae imported from the Mediterranean, associated with seasonal or temporary gatherings for exchange and feasting during this period. They have ribbon-like roads suitable for horse traffic running away from them to carry high status goods to regional centres inland. This can be seen, for example, at Bantham, on the coast just 5 miles away as the crow flies across the Bolt Head peninsula. In an area of sand dunes there by the mouth of the Avon, excavations have revealed parts of a mass of midden material containing bones of mostly domestic animals as well as shells, and temporary hearths and hollows, with pottery and other artefacts dated broadly to the 5th to 7th centuries AD (Silvester 1981).

It is possible that imports were both shipped up the estuary to Kingsbridge to be carried directly on inland, and passed over the King's Bridge from other, coastal landings. One of half a dozen late Saxon ornamental copper-alloy stirrup-mounts found in Devon came from Kingsbridge (Higham 2008, 71, 72). This might be a trace of riders passing through the area carrying high status goods as well as providing communications and defence when needed for the protection of its royal manors.

3.3 High Middle Ages (1066 - 1299)

3.3.1 A tale of two towns

The Kingsbridge of today incorporates two distinct neighbouring, coeval medieval towns, the boroughs of Kingsbridge and Dodbrooke. Their close proximity shows the attraction of the head of the estuary, offering access to river and coasting or cross-channel trade as well as land communications, with a large rural hinterland and relative safety from piracy or other seaborne attack. Such access is a recognised factor affecting the distribution of medieval towns in the south-west – 'So propitious for growth were these lowest bridging points that in some cases adjacent boroughs were founded on adjoining lordships near the bridgehead, such as Lostwithiel and Penknight, Kingsbridge and Dodbroke....' (Fox 1999, 404).

The upper reach of the Kingsbridge Estuary which supported the two towns may perhaps be 'the Abbot's salt-water pool' said to be 'frequently' mentioned in the records of Buckfast Abbey (Davies 1913, 146). However, this needs further study (Davies conjectures that the Abbot's water was a tide-mill pool in the Union Street area). Several medieval parishes met here at the head of the Kingsbridge River. West Alvington was served by Square's Quay on the west of the tidal reach. Dodbrooke had the quay bearing its name, to the east. Kingsbridge has been thought to have lacked its own landing despite being 'so conveniently situated for commerce....exactly at the head of an arm of the sea which is navigable for vessels of burden' (Fox 1874, 97). This apparent anomaly may be explained by medieval Kingsbridge having had first a beach landing and then built quays at a site between those held by the other two parishes, on the north side of a more extensive estuary head, later stranded by gradual retreat of the tides (see further Section 3.2.1, and Map 9). While the Dodbrooke and West Alvington guays were extended downriver as the tides continued to weaken, the early Kingsbridge waterfront was ultimately cut off, forcing the town to use the guays of the parishes to either side. The branching ancient estuary head or pool between the three landings, extending from Lower Union Street to Duke Street, was still occasionally flooded in Fox's time (ibid), and can be traced in the landscape of today in HUCA 1.

Dodbrooke has been said to be the earlier of the two towns because it has a Saxon name and because this name appears in Domesday Book, but this dating would seem to be insecure, as already mentioned (Section 3.2.2). From the scanty surviving documentation it would appear that the two places gained recognition of their urban status at a similar period, in the early to mid thirteenth century. Kingsbridge received a grant of a market in 1219 or 1220, and Dodbrooke had a separate one in 1256 (Davies 1913, 145; Beresford and Finberg 1973, 93). In 1309 Kingsbridge was stated to have functioned as a parish with its own chapel 'from a time beyond all memory', say 100 years or more previously, so in or before the early thirteenth century. Borough status was established by 1238 for Kingsbridge, and 1294 for Dodbrooke.

As already mentioned, the two medieval towns both adjoined, and had independent access to, a major source of their trade, the ancient shore at the head of Kingsbridge Estuary before this was landlocked; Kingsbridge being linked to this by the foot of Fore Street, and Dodbrooke by Bridge Street. Each town also lay behind (north of) the line of the highway carried by the King's Bridge recorded in the tenth century, if, as suggested, this ran across the neck of the estuary. Kingsbridge may have originally had a link via a short ford over the mouth of the Dodbrooke stream to the King's Bridge, if that bridge did lie significantly below the town and if it still functioned when the town was established. This link may have run beside the shore below Fore Street, on a route now largely infilled - marked on an 18th century chart as 'Road to Dodbrooke Town' - to join the longer-distance way part of which now forms Ebrington Street.

The two places shared the main elements of their design with each other and with other medieval towns on roads to 'lowest bridging points' on the estuaries of Devon. At the same time, they had quite different characters, the result of contrasts in their respective locations, ownerships and statuses, discussed in the sub-sections below.

3.3.2 Market on the ridgeway

Kingsbridge is said to have already belonged to Buckfast Abbey at the time of Domesday Book, 1086. Endowment of the Abbey with this land several centuries earlier than the market grant of 1219/1220, in the 960s or 970s, was postulated by Haslam as part of his model of the town origins, though with the acknowledgement that while one earlier study considered the Abbey itself to be that early, another has stated it to have been founded c1018 (Haslam 1985, 275, 282). A more recent survey of Anglo-Saxon Devon has 1018 as a possible year for the Abbey's foundation (Higham 2008, 280).

Whether it dates from the early 11^{th} century, or later, the transfer of Kingsbridge to the Abbey may be seen as the stimulus for the first establishment of the town. This would be consistent with the interpretation of the earlier part of the ridge-top town, that south of the (later) church, as a market centre fitted to a mill leat system, rather than as an early 10^{th} century defended *burh* as would follow from Haslam's model (Section 3.2.2).

Kingsbridge is likely to have been a rich endowment for the Abbey. It met navigable waters but was sheltered from the open sea, and bordered excellent farmland with Royal estates and highway. The elevated but accommodating round-backed ridge had a chapel on its summit possibly marking a site with early spiritual significance. The town continued to be held by Buckfast until the dissolution of the monasteries in the 16th century (Hawkins 1819, 13). The resulting shaping of the place to the concerns and influence of the Abbey has been noted; 'it is in great measure due to the fostering care evinced by the Abbots and Convent of Buckfast that the town at a very early period became, and still is, the centre of the large and fertile district known as the South Hams' (Davies 1913, 143).

This shaping can be glimpsed in the historic maps and landscape. The principal, earlier road used to serve Kingsbridge ran north through the long axis of the town. It seems to have sprung, as suggested in Section 3.3.1, from a landing place at the (then) head of the creek, in the vicinity of what was later to become the low-lying urban area around Mill Street and Duke Street (in HUCA 1). A rapid review of historic maps of the wider district, beyond the present study area, indicates that it formed part of a long-distance route, so that it provided a link to centres of wealth and re-distribution inland. These included the Abbots' Buckfastleigh itself, which lay some 14 miles to the north. The route also served nearer settlements such as Sorley, the Domesday Manor to which Kingsbridge had belonged in early medieval times. Kingsbridge is thought to have been part of the manor of Norton by the time of Domesday. A road, secondary to the ridgeway but still medieval, led west from the little hillock on the ridge at the north end of the original town, where its chapel stood on the later church site, to the Abbots' local manorial centre at Norton.

The ridgeway leading north provided an ideal axis for a wide linear market place, with open space for stalls and pens extending to either side of the way, laid out to attract and accommodate the trading for which the Abbot gained weekly market status in 1219/1220. This was the focus of what appears to have been initially an essentially symmetrical town plan, still surviving in altered form within the expanded town of today. The market place will have been addressed by houses set end-on to it in rows to either side, at the heads of long narrow tenements, made from pre-existing strip fields or subdivisions of these, with little side streets between them at intervals connecting to backways along the leats (Map 9).

The suggested early market street appears in plan, as in Map 9, as a slightly bulging sausage shape, quite central to the ridge. The visible south end of this bulge (Fig 2), a slight twist in the course of the street marking the north end of it, and differences in the arrangement of the burgage plots and streets north of the church (seen most clearly on the ground through the lack of a back street on the west side there, and in the attachment of plots to Duncombe Street), allow the area extending south from the church, on the steeper part of Fore Street, historically Fore Street Hill, to be identified fairly confidently as the first phase of the town.



Fig 2 Kingsbridge's original market place (in HUCA 2) narrows, by the site of a residence of the abbots of Buckfast (behind scaffolding) to a bend (to left) at its foot

The OS drawing (Map 4) shows this, and a similar pattern at the head of this first market where it narrowed and kinked towards the church; the kink there is still visible

Altogether the map analysis indicates that the first phase market street and fair ground was approximately 250m long, and extended throughout early Kingsbridge, from 'The Bridge', where the town was entered from the south (Section 3.2.1), to the north side of the church where the street ran out of town again.

The open market was encroached on piecemeal with buildings protruding into it in half a dozen places by the late 18th century, as recorded in a document of that time (Dymond 1877, 153) and confirmed by the OS drawing of 1803 (Map 4). Remarkably, there is evidence that the market street may have been re-shaped around that time by a planned phase of infilling all along its west side. If so, the roadway still retained a span wide enough for carriages to pass, much more generous than that typical of the medieval lanes of the surrounding landscape, barely a cart wide. (The pre-existing encroachments on the west would then have been absorbed by this infill, while those on the east were removed.) The original market street would have been around 20m wide if the buildings along is west side are indeed later infill.

The evidence for this possible partial infilling is discussed more fully in the context of the early 19th century development of Kingsbridge in Section 3.7.1. If confirmed, it would have clear implications for the interpretation of the medieval core of Kingsbridge and its archaeological potential. It is therefore modelled in the GIS mapping for the project (see Maps 9-12).

As already mentioned, the Abbots appear from variations in the arrangement of streets and burgage plots to have encouraged Kingsbridge to expand to the north along the spur beyond the church (in HUCA 2). One area of growth on the ridgetop lies on the west of Fore Street. Another is opposite this on the east of Fore Street, and a third runs down Duncombe Street (Map 9). The development/s may have occurred still within what may be termed the High Middle Ages. A document of the late 13th century refers to the road leading to the new borough of Dodbrooke (Beresford and Finsberg 1973, 90), possibly Duncombe Street. The town also spread below the nose of the ridge, in HUCA 1, possibly in later medieval times though this is not clear (Section 3.4.1).

3.3.3 Market on the valley side

Early Dodbrooke is more difficult to distinguish in the detailed surveys of the mid 19th century onwards (Maps 5-7). Its plan was apparently much more altered by then, due to pressure for change on its limited site, squeezed by a hill on the east, and on the west by the eponymous stream which marked the rigid boundary of the manor, parish and hundred (MDV 61347), and the creek to which this runs. Unlike Kingsbridge, Dodbrooke was included in the tithe apportionment survey of c1840. However the tithe map produced for this parish shows simplification in its depiction of the field and other boundary lines critical in the interpretation of landscape development, making Dodbrooke churchyard rectangular, for example. As a result, detailed study has to rest mostly on the evidence of the OS map of 1886. This is unfortunate as the town may have changed much more between 1840 and 1886 than the old parts of Kingsbridge, because of the topographical constraints resulting in pressure on space at Dodbrooke, and because diverse economic activity and population growth were maintained here through the decades prior to 1886 (Hoskins 1954, 420).

However, the layout of this town seems to have been essentially linear, like that of Kingsbridge, but smaller in scale and much less regular and expansive in plan. It shows a shorter, narrower, asymmetrical urban area of tenement plots beside the spinal roadway and market place named Church Street (Map 9). The market was apparently fitted to its awkward site by including in it, as well as a broader triangle at the lower end of Church Street at the base of the slope (the north-east part of which splay is preserved as an open space today; see HUCA 13), a step along the east side of the street cut into the rising ground (Fig 3). This shelf (later used solely as a walkway) may well represent the original, pre-existing, horse-wide road to the creek.



Fig 3 Suggested early market infrastructure of Dodbrooke, from the north (HUCA 13)

The open market place can be seen to have comprised a shelf along its uphill side as well as Church Street below

Urban plots were necessarily very short to the west of Church Street, particularly in the lower town where the street ran close to the Abbots' boundary. Possibly burgesses on that side were provided with some of the plots on the other, eastern side; this could have contributed to the greater degree of change in the layout there seen in the 19th century maps. Even the eastern tenements were difficult to use compared to those of

Kingsbridge, their ground rising very steeply. These constraints mean that the medieval houses of Dodbrooke can be expected to have stood where its roadside rows stand today.

Medieval Dodbrooke was possibly established in two phases. The phases can be distinguished by variations in their perimeter boundaries (Map 9), though the issues with the clarity of the map evidence, already noted, mean that this is not clear. The southern part seems to be the earlier since it incorporates the triangular market place, although it would have been more cramped and damp than the northern part. The reference of the late 13th century to a road from Kingsbridge to the 'new borough of Dodbrooke', mentioned in Section 3.3.2, may indicate that the north part of the possible medieval extent was laid out before that date, if the road in question is that now called Duncombe Street, since this runs close by the upper area, and is connected to it by Batts Lane, now Belle Vue Road.

The market street of Dodbrooke linked it on the south with the highway serving the royal manors on the west at Alvington (across the King's Bridge) and on the east at Chillington (further away, beyond Bowcombe Creek). In the opposite direction the road branched at the outer reach of the map evidence for burgage plots indicating the extent of the medieval town, both roads running on inland and connecting with routes probably pre-Norman in origin (Section 3.2.1).

The road to the north-east, the continuation of Church Street, leads as the name indicates to the church, which seems to stand outside the medieval extent of the town. The church is thought to be mostly of the 15th century (Hoskins 1954, 420), and the site appears from its shape to have been taken in from a medieval strip field system. A Norman font within (Fig 4) is said to be 'the sole relic of the original building' (Kelly's Directory, various editions), but may have been shifted to the church. The decoration of the font is of particular interest, since its series of arches, in this location, is evocative of that of a large bridge, though it is not clear whether or not it was designed, or selected, or considered, to convey this character in the past. In the wider region, similar fonts occur at places by large rivers (such as Egloshayle, Wadebridge, Cornwall, as shown in Sedding 1909, Plate XXXV), but also elsewhere, and they may simply represent a plain version of a blind arcade.



Fig 4 Font at Dodbrooke Church in HUCA 13

While this is the only feature of the built environment known to be as early as the Norman period, the town is clearly shaped by pre-Conquest field systems and roads

3.4 Later Medieval (1300-1539)

3.4.1 'Where the abbot of Buckfast used to keep Lent'

From the later medieval period, some traces of a few of the abbots' buildings which were sited beside the long spine road and extended market place of Kingsbridge appear in the record, though these are hard to perceive in the landscape of today. A house on the west of the lower end of Fore Street, at number 20, was said in the 19th century 'to have been an occasional residence of [the Buckfast] monks, [with] some finely-carved wainscoting (of the kind termed *linen-carving*)' (Fox 1874, 32-33). The Devon HER records here an eighteenth century three storey building with two storey wing, used as a Convent School and then in the early 20th century as a Grammar School (MDV 24225), apparently a later adaptation of the site. The position of this residence may be seen as a dominant one, possibly indicative an origin earlier in the Abbots' development of the town, perhaps in the 13th century. Traffic coming up the bottom of Fore Street from the river landing and crossing point would have climbed into the town through the southern splay of its market place with the residence on a rise above expressing the influence and interest of the Abbey in the town (Fig 2).

Another local tradition indicates that a building at a separate site in Kingsbridge 'Towards the top of Fore street hill, on the West side', part dismantled between the years 1772 and 1788, had been a banqueting house, where the abbot of Buckfast used to keep Lent (Hawkins 1819, 35). The name 'Fore Street Hill', as Hawkins' history makes clear, denotes the part of that street rising up to the church. The banqueting house, then, would seem to have stood just south of that point, by the kink in the road (formed from the northern bulge of the sausage-shaped market place, Section 3.3.2) in the vicinity of White Hart Passage. (Later writers have missed Hawkins' distinction between Fore Street Hill and Fore Street, and so misplaced his site near the outer end of the whole street; eg Davies 1913, 147.) In its recorded position the house would have been at the heart of the market- and church-related activity, marking the core of the first phase of the town on the north as the lower residence marked this on the south; and would have lain near the centre of the full medieval urban extent. If a relatively prominent structure, it may have overlooked and been seen from much of the town, and its surroundings, as was the mid 19th century Town Hall a little further up the hill.

Particular aspects of the street plan, as well as its general regularity indicative of controlled laying-out, may also reflect the abbots' influence and interests. The Western Backway extends only as far north as White Hart Passage, the most northerly of the side streets linking it with Fore Street, some two thirds of the way to the church (see Map 3). There is no evidence from the historic maps consulted that it continued to connect with the Church Steps as might be expected. (A later lane ran south from the Steps beneath the extended churchyard, behind the present supermarket site.)

This suggests that the ready movement between the borough and the land outside it, provided elsewhere by the Backway, was not needed between the Passage and the Steps, perhaps for two linked reasons. On the one hand, in this area, the leat defining the town neared its feeder stream in the valley floor, and the skirt of sub-divided fields on the side of the spur *outside* the leat (which townspeople needed to reach via the Backway to cultivate the scattered strips within the fields making up their holdings) gave way to pasture and hayfields on the (then) damp valley floor. (The detailed map of 1886 shows the different field patterns quite clearly.) The valley bottom land probably included the abbot's meadows on the west of Kingsbridge noted by Davies (1913, 147). Meadows needed less attendance than arable land for most of the farming year, so may not have required lane frontage. On the other hand, the corner of the town *inside* the leat here did not need to be accessed in the same way as the rest of the burgage plots, this being the churchyard, and south of it, very likely, abbey land with the abbots' banqueting house at its head.

White Hart Passage (Millman's Lane in Hawkins' day) also stands out from the other side lanes in that it takes a curving rather than a straight line between the tenement strips. The route may have been diverted, but it is possible that its course is original, and so that it aimed to link the Backway from the south to a particular point at the kink on Fore Street. It could have served to provide an alternative route, much quieter on market days, to the abbots' banqueting house at that spot. This might in turn suggest that the house or at least the abbots' ground here was a primary element of the town.

Kingsbridge has few buildings in its public street frontage which show medieval character. The parish church of St Edmund (Fig 5) has features recorded as dating possibly from c1300 - a crossing tower (with later, rebuilt spire) and a south chancel chapel with three-light window (Cherry and Pevsner 519-520). Several houses of later medieval origins, or elements of these, are known to stand off side streets. At Coronet Place to the west side of Fore Street (see Map 3 for location), two buildings, one domestic with a pointed-arched doorway and the other a storeroom or stable, have been recorded as detached back blocks of this period surviving behind a presumed front block rebuilt in the late $18^{\rm th}$ century (Laithwaite 1990, 108, 112; MDV 22091). Besides these, however, others may survive. The evidence from map regression for the western rank of Georgian houses now lining Fore Street having been built in front of (rather than on) the sites of their predecessors suggests that, on the west side in particular, more, perhaps in places much, of the medieval fabric can be expected to remain behind the frontage (see assessment of HUCA 2).



Fig 5 View from the west of St Edmund's, Kingsbridge, dedicated in 1414 (HUCA 2) The church indicates the thriving of the town which allowed it to gain parochial status

Dodbrooke's spinal routeway and market place, Church Street, had some town houses said to be 'very old' well into the later 19th century (Fox 1874, 94). Medieval fabric is not known to survive here, perhaps due to a lack of stimulus for high quality buildings comparable to that provided by the Abbey for Kingsbridge, to pressure for change associated with the confinement of the site, and, on the west, to recent redevelopment, but building recording is needed to investigate this (see HUCA 13 assessment).

The modern town here incorporates several structures, or sites of these, which are probably later medieval but of different, non-urban origin. Langwell House, or Well[e] as it was generally called (in HUCA 4), had still in the later 19th century 'ancient portions' of buildings considered at that time to be possible remains of a monastery, these portions being 'mostly used as farm buildings' and standing 'at the entrance of Wallingford Lane'; in addition to 'a very old mansion, which has been partly rebuilt' (Fox 1874, 91). Most of the site has been demolished. Stonework probably from the

16th century (Listed Building documentation) is incorporated in modern housing fronting the road. Polwhele writing half a century or so earlier noted remains of a chapel with walls but no roof, and traces of a burying place, in a triangular plot where three ways meet at Court Green, near Dodbrooke, but the ruin had gone by 1874 (Fox 1874, 91, 92).

The urban area of Kingsbridge appears to have grown slightly but significantly southwards in the later medieval period, extending for the first time beyond the back of the ridge with its defining leats. Its growth would incidentally have begun to weaken the boundary between the two towns, through taking in flat ground below the nose of the promontory (Map 9). This would have involved laying a road, the Mill Street-Duke Street route (see further below). The development may have been associated with one or more of several factors: silting of the River, and partial barring of the mouth of the estuary by sand, causing withdrawal of the tides and favouring land reclamation; greater safety from waterborne attack; and decay or destruction of the Saxon period King's Bridge (if this was, as suggested, a substantial structure a little lower on the creek). If the King's Bridge was significantly below the town, and was still in use at this time, the construction of a more convenient causewayed crossing within the town here may have contributed to its abandonment.

The route running right across the head of the estuary on a slightly sinuous line, forming Mill Street and Duke Street (see Fig 21), seems to have been angled off the road to West Alvington on the west, and attached to lower Church Street on the Dodbrooke side, making a dog-leg there over Duck Bridge (see Section 3.2.1). The expansion of the town along it may have occurred in or by the first half of the fourteenth century. According to Fox, 'there are records of transactions relating to houses in Mill Street [at this time]; one such is dated 1337'; though the clarity of this statement is perhaps lessened by her going on to say that 'In a feoffee deed of 1601, it is called Mill Street, but the name is doubtless older than that' (Fox 1874, 30).

The river landings serving medieval Kingsbridge, Dodbrooke and West Alvington respectively would have been extended downriver as the tides retreated in the now lost spread of tidal water at the head of the estuary. This water, as noted in Section 3.3.1, may have been the 'abbots pool' said to be frequently mentioned in medieval documents (Davies 1913, 146) though the character of that feature is not clear at present. The flat ground and tongue-like plans of the blocks of the town between the bottom of Fore Street and the (modern) Ilbert Road and Prince of Wales Road (in HUCA 1) may mark the old quay areas. The quays continued to be extended after the retreating tides so that, in the 19th century, the waterfront of Kingsbridge proper was landlocked, and below it the wharves of West Alvington (Square's Quay, used by necessity as Kingsbridge's quay) and of Dodbrooke were almost locked together, 'facing each other like the opposite points of a strait' (Hawkins 1819, 54).

On the medieval quays and landings, diverse goods from local industries were probably traded, as well as produce of, and supplies for, the farming hinterland. Traps to take fish from the tidal waters on the ebb, or 'hakings', are known to have been used in the Kingsbridge Estuary. On the manor of North Pool, which bordered Frogmore Creek, 'the water called the hakying' brought in the large sum of $103s \ 4d$ in 1534 (Fox 2001, 62). The creeks branching off the Kingsbridge River in the urban study area at Saltmill Quay and Tacketwood may have been fished in a similar way.

Riverside quarries near those side creeks may have begun to produce slate for a much wider market in later medieval times. (However, as evidence for this is lacking, the quarries are provisionally mapped as post-medieval for the present project, so appear on Map 10.) As well as supplying local building needs, this stone was important in the wider region as a high-status roofing material from the 12th century. Kingsbridge was among the more easterly areas where this bedrock occurred (see Section 2.2) and had the great advantage of convenient water transport. A quarry at nearby Charleton is known to have exported a great deal, especially in the 15th century to Holland (Cherry and Pevsner 1989, 24).

3.4.2 'Sumtyme a praty Town'

A general period of stagnation and difficulty towards the end of this period, despite partial recovery from epidemics, has been identified for Devon towns. Kingsbridge has some evidence for impoverishment by the 15^{th} century, with tax assessments here as at Dartmouth on the next estuary to the east reduced by 40 per cent in 1445 (Hoskins 1954, 107, 203). An account of the time mentions the town as having declined, and notes the partial barring of the estuary - that is, the sand bar near Salcombe - which may have been among the more local factors contributing to the decay; '[In] Saultecumbe Haven, sumwhat barrid....longging to the Privileges of Dertmouth, is Saultecombe, a Fisshar Towne....a 3. Miles upper at this Haven Hedde is Kingesbridg, sumtyme a praty Town' (Leland c1540, 65).

Possible effects of stagnation may be seen in the shaping of the towns (Map 10). Kingsbridge may not have expanded north on Fore Street beyond the outer side of Duncombe Street. The 17th century school at that point, now the Cookworthy Museum (MDV 24253), may mark the town outskirts of its time (and defines HUCA 3 against HUCA 2). The land on the ridge beyond this lacks map evidence for burgage plots. The 1806 OS drawing and more detailed 1886 survey (Maps 4, 7) show lower Duncombe Street with gaps in its building frontage, occupied by orchards similar in width to strip fields; this may be because the medieval town never extended there. Dodbrooke seems not to have extended up Church Street beyond the Wallingford Lane junction roughly half way up to Bell Cross, as no burgage plots are apparent on the maps above that point. Both towns could also of course have had areas of shrinkage not evident on the detailed mapping made in the 19th century because by that time they had been reoccupied.

It is not certain at what stage, during the middle ages, the towns reached their fullest extents as indicated by burgage plots, noted above. Several phases of development can be seen within these medieval urban extents for Kingsbridge and possibly also for Dodbrooke (Sections 3.3.2, 3.3.3), but the chronology of these expansions relative to each other, and their dating, are not clear at present.

3.5 Post Medieval (1540 - 1699)

3.5.1 'The Newe Byldyng'

After the dissolution of the monasteries the King held the manor of Kingsbridge for a short period, until 1558, when it was sold to John Drake and Bernard Drake, Esqs; the Drakes sold it on almost immediately to the Petre family who continued to hold it nearly to the turn of the 19th century (Hawkins 1819, 13). In the later 16th century, perhaps as a result of the change of ownership, and conforming with a wider shift to specialised housing for the various types of goods previously traded in the open market place, market houses were built in Kingsbridge. This is shown by a rare 'bird's eye' view of the structures around the church and part of their immediate setting, dated 1586, surviving in the form of an engraving made at the end of the 18th century (Fig 6).

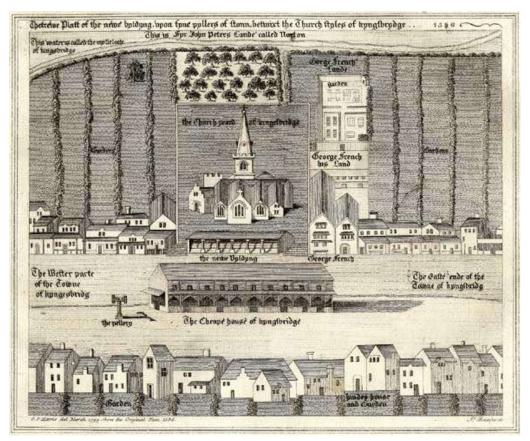


Fig 6 Later copy of 1586 bird's eye plan of part of Kingsbridge's historic core, in HUCA 2 This view looks west over the broad market street with its market houses, to the church and flanking burgage plots, bordered by the western leat of the town mill

The bird's eye view shows two very substantial rectangular market buildings, both situated in Fore Street east of the Church. The stone 'Newe Byldyng' with loggia in front, immediately outside the churchyard and fitted between its two entrances from Fore Street, was the corn market. It was rebuilt as a butchery when the timber one shown to its east on the 1586 plan was removed in the later 18th century (Hawkins 1819, 3-7). This rebuilt market house is the Shambles (a term meaning butchery) still standing today (cover photo). The Shambles retains the granite piers of the New Building but also incorporates new materials, and it takes an altered form, possibly on a shifted footprint, and certainly at a different level (Section 3.7.1). There are no traces on the ground today of the earlier, timber Cheap House (also a term for a butchery) which stood parallel with it, forming an island in the open market street (but see note relating to this site under 'archaeological potential' in the assessment of HUCA 14).

The view of 1586, while featuring the market buildings new at that time, also provides evidence of how the town had developed by then to allow sheltered trading from the fronts of the later medieval houses, with their burgage plots running down to end at the leat behind, as well as accommodating temporary fair pens and stalls in its very broad spinal street. As noted in a study of the evolution of town houses in Devon, some of those in the view are depicted with a single-storied pentice or canopy attached on the street side, possibly representing an early stage in the development of arcaded walks where the fronts of whole rows of buildings are carried out over the pavement on columns, associated with markets, seen for example at Totnes (Laithwaite 1990, 115).

Houses of this type were still remembered in the town of the later 19th century, as recorded in a history of that period. 'There are not many houses now remaining of what may be termed ancient Kingsbridge; the hand of improvement has gradually swept them away. Perhaps No. 40, Fore Street Hill, may be considered a pretty fair sample of the style of abode once present in the town. We remember when there used to be many houses with these broad, low windows, and projecting attic lights.... "Old Inhabitants" speak of penthouses projecting from the house fronts into the street, forming a sort of open shop, where goods were exhibited for trade' (Fox 1874, 33). These arrangements show how the old houses, whilst characterised in the HLC mapping of Kingsbridge under the 'Residential' broad type, in accordance with the methodology developed for the Devon Towns project, were not only houses but also places and bases for the trading associated with the open market place in front.

Dodbrooke was also provided with market housing. A cluster of buildings 'at the market cross' was, in the early 19th century, still known as a former butchery. It was thought to contain much structural evidence of earlier use for the sale of more diverse goods (Hawkins 1819, 59). As Hawkins makes clear, this was on the east of Church Street just above its junction with Ebrington Street. The site, within the open market place, was captured on the OS drawing of 1803 (Map 4). The building was changed greatly before Hawkins' time. He says it was 'enclosed on every side long since' and had been converted into dwellings. It is now marked by the block, attached behind to the east side of the street, occupied by the Regal Club, formerly the Regal Cinema (Fig 7).



Fig 7 Later structure on the site of Dodbrooke's market house, HUCA 13 (centre photo)
From this viewpoint, at the mouth of Ebrington Street on the south, an opening left behind it (right) indicates how this was once a free-standing 'island' at the market cross

Returning to the market buildings of Elizabethan Kingsbridge, it is interesting to note that these were situated in front of the church rather than at the widest point of the broad market street, to their south. This may be because the church was quite central to the town as it had developed in medieval times, and because the church setting helped to legitimise the housing of parts of the markets and perhaps other rearrangements or changes to them. The introduction of the specialised structures may reflect organisational change associated with the end of Buckland Abbey's ownership of the town which had spanned such a long time, in the order of half a millennium.

3.5.2 Water in the streets

Kingsbridge also gained an improved water supply in this period. The water was brought from the Combe Royal estate in lead pipes and stored in four stone 'conduits' each 6 feet square and 10 or 12 feet high, standing in the middle of Fore Street, from which it could be carried away for use (Hawkins 1819, 4-6). Hawkins, noting that the oldest, southern conduit bore the date 1611, and recalling sight of a 1607 lease of the water, suggests that the supply was late 16th or early 17th century. (For comparison, Exeter had a water supply brought in lead pipes in the third quarter of the 12th century; Henderson 1999, 489). The system has great interest for the present project. The extent of the infrastructure of conduits accords well with that of the medieval town and market as indicated by map evidence for burgage plots and market place. Also, once in place the system will have shaped the character of town life in its turn, in the sorts of ways not easily captured by mapping, through groupings of townspeople, market traders, and boatmen or quay workers drawing their water from the same conduit.

As noted by Hawkins the southernmost, apparently oldest conduit was at the foot of Fore Street, c20 yards above the bridge. 'The' bridge, in Hawkins' day, was the little arch in the roadway where the eastern mill stream crossed the line of Fore Street to meet the western one (Section 3.2.1). This conduit, then, stood just inside the southern tip of the earliest town, and like the bridge and the leat system itself may have marked this limit in people's minds centuries after the urban area had expanded beyond it to the creek below. From it, water could be carried down to supply boats on the landing places, and the cluster of inns serving them, recorded from the 18th century but very likely to be earlier in origin. Going up Fore Street Hill, the next watering point was on the summit of the hill in front of the London Inn, 'about 100 yards' south of the end of the Shambles, so near the mouth of Baptist Lane. As well as serving its flanking tenements the water could have been used when needed for the hundreds of animals in the market place, without obstructing the broadest bulge of the latter between here and the market buildings by the church. The next conduit stood facing the door of the Kings Arms at the north end of the butchery, 20m or so north of the Shambles. This may have supplied water to the butchery, and also to the open market place continuing above it to the north, along with the fourth conduit which was at the head of the medieval market street just north of the Duncombe Street junction.

3.5.3 A 'quaint, foreign aspect'

The economy of Kingsbridge and Dodbrooke in the post-medieval period may have been based on its role in marketing the produce of the surrounding farms. A writer in 1673, Blome, mentions Kingsbridge as 'a meane Towne, but hath a great market for provisions on Saturdays' (Fox 1874, 6). Several substantial quarries may have been shipping out slate by this time. The quarry at Tacketwood was already large enough when outlined on the 1796 chart of Kingsbridge River to have spilled waste into the river as far as its central channel, forming the fan of spoil later shaped to form a quay and carry waterside housing (HUCA 12). Other quarries east of this across the Kingsbridge River, behind the later Newquay now known as Crabshell Quay (HUCA 15), were already abandoned and had trees standing in them in places when captured in a view of the barracks above in Napoleonic times. It may have been the squeezing action of *their* old spoil against that of the Tacketwood quarry that kept the navigable channel in the centre of the river here.

Slate is likely to have been exported across the region, even beyond (see Section 3.4.1). With its position on the creek head, sheltered and readily accessible from a wide hinterland, Kingsbridge may also have had a significant foreign trade. The retreat of the tides from around the site of the (later) Prince of Wales Road (in HUCA 1) will have been under way but the seawater still reached up here, as can be seen from the chart of 1796. The tide mill on a little side creek on the east, which gave rise to the place name Saltmill there, is mentioned in 1679, and in 1874 was described as having had corn mills until the middle of the 18th century, 'driven by water secured by flood gates at the flowing of the tide' (MDV 12431); so the land there, now forming the Recreation Ground (in HUCA 6), was still a tidal pool at this time.

A survey of numbers and tonnage of shipping on the South Devon coast in 1619 shows that the fourth greatest fleet (after those of Dartmouth/Torbay and Plymouth, by far the largest, and those of the Exe estuary), was that of Salcombe, with around 20 ships (Gray 1990, xxi). This figure may suggest that the Kingsbridge Estuary was busy with shipping, and in fact, as noted by Gray, most probably includes vessels from places around the estuary as well as those based at Salcombe itself. Kingsbridge could have had a significant number of these ships, as well as smaller boats. Also at that time 427 mariners were recorded for Salcombe, some 12 per cent of the total for south Devon though again far fewer than Dartmouth and Torbay with over 1,500 (42 per cent).

The limited record of the styles of the buildings here in the sixteenth and seventeenth centuries indicates they may have had something of the character of a merchant port influenced by trading with France. A writer in 1874 considered that 'From the few ancient buildings that remain, and from an old engraving, dated 1586, it may be inferred that Kingsbridge formerly wore something of that quaint, foreign aspect, still in some degree characterizing the neighbouring port of Dartmouth.' (Fox 1874, 13, attributing this characterisation to Robert Dymond who was studying the history of Kingsbridge at around the same time as she was.) This impression may be supported by the record from Coronet Place in Kingsbridge of a house with detached back blocks, mentioned in Section 3.4.1. The Coronet Place example is dated to the later medieval period as are similar houses in Totnes and Barnstaple, and the style is found in Dartmouth, Exeter and other Devon towns where it is generally post-medieval, and in French ports including Rouen, much visited by Devon merchants in the 16th and 17th centuries, so the tradition may have been spread through trade with France (Laithwaite 1990, 108, 112).

3.5.4 The town of sixteen religions

Later, in the 19th century, the number of religions practiced in Kingsbridge was 'quaintly reckoned to amount to sixteen' (Hawkins 1819, 36). The origins of religious non-conformity here in post-medieval times are well documented. Hawkins says the register of the Kingsbridge Quakers' society begins in 1659, 'which shows that they have been established in Kingsbridge from the days of George Fox, their founder, who first began to preach in 1647' (Hawkins 1819, 38). The Kingsbridge historian Fox (not related, she tells us, to the preacher George) notes documentation giving the date of the Baptist Church here as 1640 (Fox 1874, 80).

The strength of non-conformism in Kingsbridge may reflect diversity and independence of thought in the town, seeded partly through trade and rooted in the estuarine landscape where the creeks and the distance from the major roads of the time meant that secluded meeting places could be secured in the era of persecution of dissent. Tacket or Ticket Wood on a side creek west of the Kingsbridge estuary, now on the outskirts of the town (in HUCA 12), is thought to have derived its name from the issuing of tickets for meetings here as a precaution against the admission of spies (Fox 1874, 115). Boats will have put off from the town to the Salt Stone which being 'a sort of no-man's land' was also used for meetings, at low water (*op cit*, 123). The locations used for dedicated meeting houses and burial grounds within Kingsbridge once this became possible, from the later 17th century, show how they gradually came in their

turn to influence the shape and public front of Kingsbridge town (in HUCA 2). The dissenters first acquired land in the (then) marginal, more discreet as well as cheaper areas, by Duncombe Street, and on side lanes off Fore Street (Fig 8). The later non-conformists were able to secure premises on Fore Street itself (see Fig 37).



Fig 8 Baptist Lane, Kingsbridge, looking east towards Fore Street from the railings of the chapel of 1798, enlarged 1852 (right), past the meeting house of 1700 (HUCA 2)

Other early, charitable institutions of this period include a Grammar School in higher Fore Street with attached 'good dwelling-house' for master and pupils, founded in 1670 by Thomas Crispin, a native of Kingsbridge and a public benefactor also in Exeter (Fig 9).



Fig 9 Grammar School of 1670 on Fore Street, now a museum (right), just outside medieval expansion plots north of the church, bounding HUCA 3 against HUCA 2

3.6 Eighteenth century

3.6.1 Modification of the markets, and decline at Dodbrooke

The first national census figures taken in 1801 indicate that Dodbrooke then had in the region of 600 people, compared to around 1,100 at Kingsbridge (Hawkins 1819, 14, 59, Barry 1999, 417). Populations are more difficult to establish for the period before the census. Estimates for c1660 and c1750 based on analyses of other documentary sources give 550 and 720 respectively for Kingsbridge, and only 315 and 230 for Dodbrooke (Barry 1999, 417). The figures suggest that Dodbrooke was declining in the earlier 18^{th} century. This would seem to fit with a record of Dodbrooke's Wednesday market, 'long celebrated for cattle', having greatly dwindled in the mid 18^{th} century (Hawkins 1819, 58).

Hawkins notes for Kingsbridge that a new butter market house (sometimes called 'the New-works', rather confusingly perhaps since that name had previously been used for the Elizabethan corn market, now the Shambles) was built around the middle of the 18^{th} century (op cit, 4). The butter market, removed half a century or so later, stood within Fore Street, on the site of the pillory visible in the 1586 plan (Fig 6), with the opening of White Hart Lane to its south, and the church, corn market and butchery on its north (so at the heart of HUCA 2).

A grant dated 1795 mentions the arrangements for the markets and fairs at Kingsbridge, particularly intensive in the core area of Fore Street from around White Hart Passage to the church (reproduced in Dymond 1877, Appendix III, 153-154). It refers *inter alia* to 'the rents of the stalls in the butchery, and of the rooms over the same, as well as the rents of the temporary stalls set up on the *West* side of the street before the market-house at the annual fair in July...', tolls on the sale of goods from baskets and panniers in the Butter Market, and those on the sale of cattle and horses at the yearly fair (Hawkins 1819, 7).

The further development of covered specialised market space at Kingsbridge may reflect in part continuing success of its market at the expense of that of Dodbrooke. Hawkins says that while the farmers and graziers responded to the shrinkage of market trade at Dodbrooke, from 1773 producing instead 'a great show of cattle' there on the third Wednesday of every month, which also absorbed the former quarterly markets of the town, there was a lack of a more diverse market and of buildings for one, the earlier covered market having been concerted to dwellings (1819, 58, 59).

3.6.2 'Spirited improvements' at Kingsbridge

From the mid 18^{th} century the landscape in and around post-medieval Kingsbridge began to change with public works and provision for the recreation of privileged residents and visitors. From as early as 1750, a level promenade with river views below the town on the east side of the estuary was attempted (Maps 4, 11), though the plan was only fully realised in the early 19^{th} century (see further Section 3.7.2).

In the heart of the old town, just outside its original 'inland' boundary, the King's Arms opened in 1775 across the way from the Old Tavern just north of the church (Fig 10). A ballroom was built there by public subscription, opening in 1777 with a Race Ball followed by an Assembly; the ballroom was replaced on the same premises by one of superior size and elegance in 1809 (Hawkins 1819, 45). According to Hawkins the King's Arms opened in an existing house and shop premises. Other central, prominent features of the town were renewed. The old church bells were shipped away for recasting in 1762; unluckily the renewed bells were taken as prizes by a French privateer (Hawkins 1819, 17). This seizure caused 'great mortification [to] the orthodox part of the Kingsbridgians' as Hawkins puts it, hinting perhaps that the peal was appreciated as the voice of the church but not necessarily as that of the town community as a whole, with its large numbers of Dissenters. The church clock, also a symbol of civic pride, but ancient and 'of mendacious notoriety', was replaced in 1786.



Fig 10 The King's Arms of 1775, once one of a cluster of inns, looking south (HUCA 2) The cluster was attracted to the original 'inland' edge of Kingsbridge, north of the church and the market houses including the (rebuilt) Shambles, seen on the right

With the spread of wheeled transport bridges were built or rebuilt (Hawkins 1819, 10-12, 63). Ticket or Tacket Bridge, taking the earlier road to Salcombe over the stream at the top of the little side creek then called Tacketwood Bay, was made as a 'County' bridge (one maintained under the Justices of Quarter Sessions) in 1768. Still in use and relatively unaltered, it marks the south-west edge of the modern town and of HUCA 12 (see Fig 78). Other bridges of this period are also in use but are unappreciated today, being buried under modern surfacing. These include the small, 'neat' Quay Bridge of 1775 in the heart of the urban area, which served more strictly local needs. It spanned the finger of the estuary reaching between Kingsbridge's Quay Street to Dodbrooke Quay, previously linked only by ford and stepping stones at low tide, and so effectively joined the lower parts of the two towns more closely together (in HUCA 1). The preexisting structure carrying Fore Street Hill over the eastern mill stream, known at the time as 'The Bridge', was hump-backed. In its position, just above the steep lower slope of the Hill, this was a danger to carriages. It was replaced in 1796 by a flat crossing a little further up the street, the leat being redirected to this point. A similar carriage crossing was made in the same year to replace a ford over the eastern leat, further upstream, on Duncombe Street. (Both these sites lie on the edges of HUCA 2.)

In 1793 Robert Edward, ninth lord Petre, sold the manor of Kingsbridge to the Scobell family (Hawkins 1819, 14). This transfer probably increased the pace of change in the town. An intensified phase of 'spirited improvements' took place around the turn of the 18th century (Hawkins 1819, 3-8, 10). The main elements of this as recorded by Hawkins and discernible on the historic mapping are outlined below. The improvers addressed the congested and muddy or dungy conditions associated with the ancient market role of the town, while retaining that role and its location at the urban core.

The butchery in the roadway east of the church was removed in 1796 and a new one was raised on the site of the corn market against the churchyard, apparently following the style of that building with its loggia, forming the Shambles of today. A head reservoir was built further up on the east side of the Fore Street (near the present access to the police station) to improve the existing supply of water from Combe Royal.

The old water conduits were taken down in 1793, and replaced near their former positions but to the edge of the street. (They were almost certainly shifted to the east, as indicated by the 1841 map which shows what appears to be the lowest of them, on that side of the roadway.) The width of the paved causeway down the centre of Fore Street, at least where the reservoir was built, was roughly doubled from 10 to 20 feet (c3m to 6m), as stated in a legal document of the time (Dymond 1877, 153). According to Fox, the streets were all new paved with foot-ways to either side 'in the modern taste' at the end of the 18^{th} century. These footways, 'mostly paved with round pebbles', became in their turn very worn and distorted, and 'were consequently replaced by good Yorkshire stone some years ago, at a cost of about £600' (Fox 1874, 23). These works may have been followed by, and related to, an even more striking change to the infrastructure, an advance of the buildings on the west of Fore Street into the former open market place, all along its length (Section 3.7.1).

The range and complexity of civic functions in Kingsbridge also developed during this time. By the end of the 18th century there were three dissenters' meeting-houses (Hawkins 1819, 35-36), all in HUCA 2. (Map 11 shows these, and also an older burying ground, on Duncombe Street, which had no chapel.) A printing press, combined with a lending library and a book and stationery shop, was established in 1799 a few doors above the Quakers' meeting house on the same side of Fore Street (Hawkins 1819, 49), providing a new focus for the cultural, intellectual and political life of the town.

3.6.3 'Considerable quantities of corn and cider are shipped'

From the 18th century, records show more clearly how the head of the Kingsbridge River served as a port for the two towns and their district. 'Considerable quantities of corn and cider' from the fertile farming hinterland were shipped off from here (Marshall 1796, 284). The cider producing orchards can be seen on the OS drawing made at the beginning of the next century (Map 4). They clustered in and around the burgage plots of Kingsbridge and Dodbrooke, as well as on the inner fields around the farming settlements of the wider landscape. A few of the Kingsbridge orchards still survive as garden ground, and may preserve old apple trees, even in the central HUCA 2. (Note that all the known orchards are recorded in the GIS project, and can be seen by querying the GIS, though they do not appear as such in the report maps generated from it, as these show them as part of the HLC Broad Type, 'Open space'.)

Goods for export as well as local use were produced in Kingsbridge itself, and the scale of production, like the speed and scope of the 'improvement' of the town, seems to have increased in the later 18th century. Animal hair was made into mattresses, and hemp was worked into cordage, lines, and sacks 'for the purposes of husbandry, shipowners, merchants, and others'; a rope walk 'on the lower quarter of the western backlet' being established in 1783 (Hawkins 1819, 48-49). Hemp was grown and processed in sunny parts of the surroundings, including some of the ground later developed to form part of the town of today. Field names recorded in the mid-19th century tithe survey, variants of 'Rack Park', refer to frames which once stood in these areas, used for drying the material (in HUCAs 14, 18, 19, 20). In 1798 the Town Mills, the overshot corn mills in Mill Street on the west side of the bottom of Fore Street Hill where the waters carried by the leats from the brooks to east and west of Kingsbridge joined their 'best portion', were converted into a woollen cloth factory (Hawkins 1819, 9). The woollen mills produced serge supplied to the East India Company; later they made blankets and other goods for Newfoundland, before reverting to grinding corn in 1845 (Fox 1874, 30).

Quarrying on the sides of the estuary below the towns, producing slates for shipping as well as for local use, was possibly begun in later medieval times, as mentioned in Section 3.4.1. The Tacketwood Quarry on the west side was certainly well developed by 1796. The chart of the River of that date shows it with a large quarry cut and with a great spread of waste stone, labelled 'rubbish', extending from it into the water, almost to the central channel to which it dried at low tide. The inner part of the stony shelf

below the quarry, where its waste had built up and its housing and sheds had stood, was to become an outlying part of the town with a cluster of houses, after the abandonment of slate working in the earlier 20th century (HUCA 12; see Figs 76, 77).

The tides still reached the quays by Quay House, landlocked today, though they were retreating. A survey of the district mentions change of this kind on the next river to the west, the Avon. 'Aunton Gifford, a finely situated Village, has its Estuary; which, however, like the rest, is shrinking from the spot....' (Marshall 1796, 284). Charleton Creek to the south was reclaimed around 1805 (White 1850). The side creek at Saltmill in the study area became meadow at a similar time, about 1800 (MDV 12431).

During the 18th century the town quays grew outwards and downriver, though they did not reach south of Love Lane (now Boon's Lane). They were provided with substantial storage behind their waterfronts, indicating that their extension reflects adaptation to busy trade as well as to shallower tides. Large former stores, now landlocked, survive on the Kingsbridge side, below Mill Street (MDV 81055). An imposing warehouse on the Dodbrooke side may be rather later, being dated to the turn of the 19th century (MDV 24217). As in the 19th century, when the practice is recorded in town histories, the river shores below the quays were working areas too, with barges landing loads of sand and the like. This means that the quay infrastructure mapped for this project represents only part of the capacity and use of the area for estuarine and maritime trade. These old stretches of working waterfront have left some traces, for example behind the early 19th century South Place where a sudden drop in ground level marks the lost shore in front of the tall store on Dodbrooke's Ebrington Street mentioned above (Fig 11).



Fig 11 Revetment of old riverfront below a warehouse on Ebrington Street in HUCA 13 This now bounds the service lane behind a 19th century terrace; it forms part of the edge between 'old Dodbrooke', HUCA 13, and the terraces and villas of HUCA 14

3.6.4 'The scenery is fine';

In the later 18th century the natural riches and aesthetic effects of the estuarine landscape of the Kingsbridge River were appreciated by the gentry and visitors. Marshall, travelling around the district at the end of the century, after enthusing on views all around Totnes where 'compositions the most striking mightbe caught', notes that 'Below Kingsbridge too, the scenery is fine' (1796, 290).

The scenery attracted some expansion and change in this period on those parts of the outskirts of post-medieval Kingsbridge and Dodbrooke offering attractive views and scope for laying out ornamental grounds in the old fields. The 'genteel villa and pleasure grounds called Knowle house' (Hawkins 1819, 8) were laid out on the hill north of the town. Separate, roadside villas now named The Knowle House and Knowle Cottage still mark this area (see note in the description of HUCA 4, Section 4.4, on these sites and potential confusion of them).

Just below Dodbrooke there was the further attraction (for the homes of officers and merchants and their families in particular) of the shipping, and a little later, the military movements, associated with the river and quays. Here Dodbrooke Quay which 'forms a sort of boundary to Kingsbridge on the South....[had] several well built houses, most of which have been erected since the middle of the eighteenth century' (Hawkins 1819, 53). These buildings can still be seen in the quite different surroundings of the modern town (in HUCA 1). Quay House, built in 1789 in a similar position behind Square's Quay on the Kingsbridge side (MDV 24291), now providing the Town Council offices, retains a portion of its original compact ornamental grounds (Fig 12). A promenade east of the river was begun as early as 1750. This was only completed in the next century, so is discussed in the summary of developments of that time (in Section 3.7.2).



Fig 12 Quay House, built west of the estuary head in 1789, and remnant lawn (HUCA 6) The house (previously re-used as a girls' school) is now council offices, and a library (left) and more recent shelter (foreground) stand around the former private grounds

The spread of large waterside houses or villas was relatively small in scale. Together with the lack of associated new public infrastructure such as squares or gardens (apart from the stalled promenade), this suggests they provided for successful local families of the merchant or officer class or similar status rather than seasonal residents. The situation of Kingsbridge and Dodbrooke - at a distance from the sea coast sought at the time for its health benefits, remote from both Plymouth and Exeter, and well south of the early and excellent turnpike road joining those cities - checked their potential as genteel resorts or watering-places at this time. The road network here remained that used by saddle and packhorses, and the occasional cart, from medieval times. Marshall found that the lanes between Ivybridge and Kingsbridge were narrow, crooked, bumpy, and took hills by 'braving the steeps' rather than being graded down them (1796, 286).

3.7 Early 19th century

3.7.1 'Kingsbridge appears modern, Dodbrooke marked by age'

In the first half of the 19th century, as recorded in the censuses of 1801 and 1851, the population of Kingsbridge (Dodbrooke not included) grew by roughly half as much again, from 1,116 to 1,679. Dodbrooke is reported from the census figures to have had 608 people in 1801, and well over twice as many, 1,302, in 1851 (Hawkins 1819, 14, 59; Fox 1874, 7, 87).

Historic maps do not reflect a large increase in the size of Dodbrooke during this time. Its tithe survey of *c*1840 and plan of 1841 (Maps 5, 6) do show a scattering of villas on its south which with their staff of servants as well as their genteel residents will have housed dozens of people (Section 3.7.2). However, the built-up area of the town does not appear to have had an overall extent significantly greater than that depicted on the 1803 OS drawing (Map 4). It stretched still in linear form, from its market centre by the Duke Street/Bridge Street junction, north up Church Street to the Church, and south along Ebrington Street roughly half way to the present Derby Road.

The growth accommodating the increased population of Dodbrooke may therefore have been partly within the established town extent. This area was confined by the steep slope to the east and the Kingsbridge boundary to the west, but sites for growth may have been made available as a result of previous decline. The OS drawing suggests that in 1803, Church Street was fully lined with buildings only towards its lower end at the market cross; and Ebrington Street was not then busy, as it was soon to be, with traffic and trade from a barracks established beyond it, outside the town (see Section 3.7.4). Some lateral development appearing on the tithe map of c1840 in the tenements behind the main market street may represent residential rows of this period. Roadside cottages, and several more spacious terraces, also appear on the tithe map at the north (Bellows Nose) and south (Dobrooke Quay) ends of the earlier town.

Perhaps because the growth consisted partly of infilling, and because it housed mostly working families with limited resources to rebuild older fabric, Dodbrooke was said at the end of this half-century despite its population expansion to be 'more marked by age' than Kingsbridge which had 'a modern appearance' (Anon 1859, 67-68).

At Kingsbridge, the map and other documentary evidence suggests that the population growth, substantial though smaller and less in proportion to previous size than that at Dodbrooke, was again accommodated largely within the previous extent of the town. At the end of this period, as before, the main built-up area lay on Fore Street. It extended along this as far out as the old school, beyond which were a dozen or so dispersed, mostly higher quality houses. Other built-up areas lay on Duncombe Street, running down to the eastern mill stream; and on the Mill Street-Duck Street axis on the south. These were considered the town's only streets, as such (Hawkins 1819, 8). However, on the side lanes off Fore Street, between the ribbons of 'gardens and orchards, with a few small closes of pasture' (Hawkins 1819, 2) on the old burgage plots, there are both long, perhaps gradually extended rear ranges, and separate cottage rows, early 19th century in character, facing onto the lanes. Further research is needed to investigate in detail the development over time of these little side streets.

It is possible that the very broad medieval market street of Kingsbridge, which seems from the OS drawing to have had continuous buildings on both sides in 1803 (Map 4), was developed in a strip along the west side, so that the frontage was shifted forward as well as given the 'modern appearance' observed in 1859 (noted above). The large scale OS map of 1886 (Map 7) shows a strong shared line, defining the backs of squarish, side-on buildings along the west front of Fore Street south of Duncombe Street, against end-on buildings behind them. This line is potentially the outer edge of the early market street (Section 3.3.2). It would appear that the 1803 drawing shows the full, much broader market, while the 1841 town map has the frontage depicted more clearly in 1886, and so that the infill, if real, occurred between 1803 and 1841.

Hawkins does not mention it in his history of Kingsbridge dated 1819, expanded from an account by Polwhele of 1791, which tends to suggest that if there was such a change it happened after the end of the $18^{\rm th}$ century. Following Polwhele, Hawkins describes Fore Street as being 'full sixty feet broad' (Hawkins 1819, 2). This figure may not be precise, and the breadth of the street in any case varies along its length due to the bulging of the first phase market place, but it is interesting to note that sixty feet, just over 18m, is approximately the width of the street *and* the possible strip of infilling on its west, the latter being some 20 feet or 6m deep.

This possible development could have been stimulated by the purchase of the manor of Kingsbridge by the Scobells in 1793, and may have been associated with the known changes to Fore Street at that time, including the shifting of water conduits to the east side, noted in Section 3.6.2. It might be pursued through analysis of building fabric as well as study of records of the town. Most of the buildings on Fore Street as far out as Duncombe Street are Listed as '18th or early 19th century' but the physical relationships of these or their facades with earlier structures and layout is not recorded at present.

Certainly the rebuilding of the frontage on both sides of Fore Street, begun in the later 18^{th} century, now spread all through the commercial core, from Fore Street Hill up to Duncombe Street. Structures were designed to accommodate both residential and business use, as is recorded in the case of new premises of 1808 (Fig 13) for the town's first bank, established in 1806; 'An excellent stone mansion....with an appropriate room for this concern....erected by the junior partner' (Hawkins 1819, 42-43).



Fig 13 A bank of 1808 with double front of local stone east of Fore Street in HUCA 2 Photo courtesy Adam Sharpe

In this period Kingsbridge consolidated its position as a commercial and administrative centre for the district. The town served as the centre of a 'Union' of local parishes of the kind required across the country to provide institutions for the poor. This was officially recognised as the Kingsbridge Union even though the Union House was actually in the mother parish of Churchstow (Fox 1874, 2). The workhouse for 350 paupers was built in 1837 (White 1850), beside an earlier route named Union Road after it, on a site removed from the town perhaps for symbolic reasons as well as to secure space for the

imposing buildings and grounds (Figs 14, 63). With the workhouse at its head, and a gas works begun a few years earlier below Union Road at its foot, this was a marginal area, serving the town proper while keeping it free of perceived danger or disturbance.



Fig 14 Core of the Kingsbridge Union Workhouse of 1837, in HUCA 7

The complex dominated the rising ground next to the spur occupied by the old town; this is now absorbed in the modern urban area, along with the intervening fields

As mentioned above, a bank was first established at Kingsbridge in 1806. This opened in a house on the west side of Fore Street north of Millman's Lane (now White Hart Passage), before moving in 1808 to its new built premises shown in Fig 13 on the east side of Fore Street Hill, where it was close to the Quakers' meeting house on the opposite side (Hawkins 1819, 43). Several other banks followed and all were sited, as the 1841 map records, along Fore Street out as far as Duncombe Street, so drew custom and status from, and contributed meaning to, the ancient market street.

The new chapels of both halves of the 19th century, developing from the long tradition of nonconformity in Kingsbridge (Section 3.5.4), show a similar distribution. Thriving congregations allowed them to increase their establishment on Fore Street, begun in the 18th century when freedom from the persecution suffered earlier allowed them to advance from the side lanes. The population growth of the two towns, with wider changes in taste and society, also brought pressure to alter their medieval churches. St Edmund's Church at Kingsbridge was reseated and restored in 1845 (Anon, 156). By 1849 it was extended with a large chapel west of the south transept (Cherry and Pevsner 1989, 519-520). Dodbrooke Church was reseated in 1846 (Fox 1874, 89).

With the relatively large growth of Dodbrooke, provision for elementary schooling was made there for both towns. The National School was established in 1847 in a former malt-house by Waterloo Road (Fox 1874, 92). This was placed like the earlier schools of Kingsbridge on the outskirts of the town of the time, where premises could be acquired more readily (in HUCA 19 near the north margin of HUCA 13; see Fig 108). It became the Secondary Modern School, and then Kingsbridge Lower School (Adam Sharpe, pers comm). The British School opened in 1842 (Fox 1874, 93), in contrast, had a more central site on Church Street (in HUCA 13), marked on the 1841 Kingsbridge town map, perhaps reflecting availability of land resulting from the gappy nature of the frontage there earlier in the post-medieval period (see above in this Section).

3.7.2 A 'picturesque appearance'

As mentioned in Section 3.6.4, an attempt to lay out a raised way on the east shore of the river is said to have been made at an early date for such a work, around 1750, from a property 'about a furlong south' to Saltmill Quay. A furlong being approximately 200m, it would seem from this that the work was begun at what was to become Newquay (now called Crabshell Quay). However, the chart of the estuary of 1796 shows a dotted line around the shore from further south nearer to High House Point with the label 'An Intended Bank', suggesting an even longer reach may once have been contemplated. The shore from just south of Newquay to the limekiln at Saltmill Quay was successfully taken in around the turn of the 19th century, appearing on the 1803 OS drawing (Map 4). From this the work would seem to have been a little earlier than suggested by Fox in the source referred to below - she dates it to 'about 1804'. It was 'a beautiful level piece of ground of several acres in extent....a promenade and recreation ground', with only one small building on it, an officers' bathing-house, which became part of the New Quay Inn (Fox 1874, 252). The early building still survives (in HUCA 15). A wall (presumably to retain the side against the creek) was begun, to extend the work further with 'a publick walk, planted with trees....secure from the flowing of the tide' linking the Saltmill and Dodbrooke Quays. This secondary phase, interrupted by a lawsuit, was only finished in 1816 (Hawkins 1819, 62-63).

The ornamental waterside public ground was found to be a great improvement for the town, serving it as a place to see and be seen in polite society while exercising and enjoying the view, much as esplanades served the seaside Devon resorts of the period such as Sidmouth. It was recalled nostalgically after it was changed by incorporation in a new turnpike road, from Kingsbridge to Charleton and on to Dartmouth, agreed by parliament in 1829. The Act, some inhabitants felt, resulted in the town being 'sadly retrograded in its public walks' and having its 'picturesque appearance' spoiled. Despite this the ground retained some ornamental planting on its edges, and the toll road itself could be enjoyed for strolling, 'especially when the tide is in' (Fox 1874, 112, 252, 253). (When the tide was out the shore was smelly as well as muddy until sewerage works of the later 20th century; Adam Sharpe, pers comm.) The walk's character still lingers today in HUCA 14, in some flanking trees, in the street name Promenade, and in the broad riverside pavements left by the busy road, now the A379 (Fig 15).



Fig 15 Edge of the Promenade, under trees, by the A379, above the creek which ran on behind the viewpoint to Dodbrooke Quay when the Promenade was made (HUCA 14)

The promenade and also the military complex laid out above it during the Napoleonic Wars (Section 3.7.4), with the water and rural views, sunny prospects and healthy southerly location, helped to attract development of genteel, villa type houses or ornamental cottages to the outskirts of Kingsbridge in this period. Dispersed residences of this kind, in their own grounds, spread through this riverside area. This can be seen through the sequence of establishments recorded by name on the 1841 Kingsbridge map, and admired by the town's 19th century historians (see assessment of HUCA 14).

Moving south from Dodbrooke Quay, this sequence includes many sites which survive relatively unchanged today. 'After passing Pindar Lodge, as well as a pretty cottage which was built in 1816 by Mr John Lidstone, and Victoria Place, and Glena, pleasant looking modern houses, we reach Boxhill, a substantial mansion, with a veranda in front. Part of it was built on the site of the old Dodbrooke Poor-house....Then comes Foxhole, or as it is now called, Vauxhall, and behind it is garden Mill, overlooked by Buttville, the property of the late Admiral Hawkins....' (Fox 1874, 112-113).

3.7.3 Mills and markets

Among the villas south of Dodbrooke Quay were the little towers of limekilns raised in this half-century or earlier. They formed features of the riverfront, serving as landmarks for watermen and attracting observers. The Saltmill Quay area was noted for its two lime kilns of the mid-18th century (that on the north recorded as MDV 12431) besides the 'small cottage' of Vauxhall and a 'white cot' nearer the edge of the estuary. This area also offered views to an early 19th century limekiln below Tumbly Hill on the opposite shore (Hawkins 1819, 62), still surviving (MDV 53827). Other established trades, less picturesque, also continued at this time; the ropeworks west of the quays (which shifted however from the Western Backway to a field near the Workhouse) and Lidstone's forge (begun in the 18th century) on the Dodbrooke/Kingsbridge boundary.

The main industrial development was in wool manufacturing, 'and that [was] but little' (Hawkins 1819, 48-49). The cloth making was carried on in the old town, hard by its earliest, medieval core. It relied (like the ironworks) on the water power anciently supplied there for grinding corn. In or around the 1800s a second mill for making serges and other woollen cloths was in operation (besides the much earlier Town Mills converted to such use at the end of the 18th century). This was built on the south side of Duncombe Street, and was powered by an undershot water wheel in the east leat of the Town Mill. (The HER map shows it misplaced, on the Dodbrooke stream; MDV 21144.) None of the wool milling operations lasted beyond the mid 19th century (Hawkins 1819, 3, 12; Fox 1874, 30). The former Duncombe Mill survives remarkably well, through early conversion for residential use (forming a strong edge to HUCA 2 against HUCA 13). As mentioned in the context of its 18th century beginnings, in Section 3.6.3, this industry had a wider direct impact on land around the town of its time. Names such as 'Rack Park' recorded in the tithe schedules of c1840 reflect the use of some of the old strip-derived fields for frames where the serge, besides hemp and flax, was hung to dry (MDV 58281, 65520). Hints of these fields remain in the earlier, south parts of residential development which later covered them (in HUCA 18).

Kingsbridge's weekly markets were maintained throughout the 19th century. The market infrastructure of Fore Street was further modified, however, with the removal of a mid-18th century butter market by the church, the last permanent market house in the centre of the street (the Shambles on its west side still surviving). This was replaced by 'portable sheds' for market days only (Hawkins 1819, 8). Hawkins dates the change to the first decade of the 19th century; it seems to have been made before the time of the OS drawing, 1803. The annual fairs continued, but they were generally over after three days rather than the nine provided for by charter, and cattle and horses were produced only on the first day (*ibid*, 9). Dodbrooke market lingered on, reduced in frequency and scale, while its fair dwindled away (Davies 1913, 145). Among the last gatherings of livestock in Dodbrooke market place were those of horses required to serve on the battlefields of the Great War (Adam Sharpe, pers comm).

3.7.4 Barracks above the Bag

Kingsbridge also became for a short time a barracks town. Temporary accommodation for 600 men was laid out on the slope over the estuary south of Saltmill Quay, to be occupied during the French wars by various regiments (Hawkins 1819, 63). Most of the buildings were taken down in 1815. Some, 'particularly the Hospital', remained when Hawkins was writing. (The area was re-used for military purposes during the First World War; Adam Sharpe, pers comm.) The extent of the site appears in Map 12.

As shown by a view displayed in Kingsbridge Museum, the complex included a large ground running down to the river; rows of barracks framing this to the sides and along the contour above; a cluster of houses and gardens by the water, very probably for officers; and two landing places. The location appears to have been chosen partly for its proximity to Kingsbridge with its road network. (It should be noted, though, that the turnpike linking the town to Dartmouth, running in front of the barracks, was made later, after these were dismantled.) It was clearly also positioned to be accessible by water. It lay where the river channel swung close to the eastern shore, convenient for shipping, and only a kilometre or so above the reach of the estuary immediately below High House Point. There, the River opens up into an expanse of water 'called the Bag, where vessels generally lie in order to be always afloat', from which, to seaward, 'the Estuary is always navigable for boats even at neap tide' (Hawkins 1819, 64, 65).

The presence of the barracks will have contributed substantially to commercial activity in the town and also encouraged the spread of villas along this sunny side of the estuary through the presence of the officers with their status and connections. As noted by Fox, 'Ebrington Street....then called Barrack Street, it being the only road from the town to the Barracks....was also the only road from the town to Charleton, Frogmore, Chillington, Stokenham, and Torcross; consequently there was a large traffic over this street, and it was considered an excellent place of business' (Fox 1874, 252). The villas remain, though the barracks site itself was re-developed for housing in the 20th century, forming part of the suburban landscape around Highfield Drive (in HUCA 18).

3.7.5 Quays and muddy beach

Around the villas and barracks, the coasting trade continued in the estuary. Vessels of 150 to 200 tons burden carried cargoes of coal, corn, timber, and general merchandise (White 1850). Important produce shipped out from here included barley, Kingsbridge possibly shipping more of this than any other part of Devon; slates, from quarries a mile or two away; cider, abounding here as elsewhere in the South Hams; and malt, made in great quantity by the numerous malthouses in the vicinity from around 1800 (Hawkins 1819, 49, 50). One malthouse stood on the northern edge of Dodbrooke, where it will have been readily supplied with barley from surrounding farms. It became a school, and is now part of a residential development (in HUCA 19).

During this period the old quays at the estuary head were extended greatly to the south. Dodbrooke Quay on the east reached as far as what is now the outer edge of the plaza joining the two quays across the channel between them. The changes to this eastern quay, which previously 'only extended as far [south] as Quay Lane, where the muddy beach commenced', were undertaken by a Mr Strong, corn merchant. Strong enclosed from the creek the ground which became South Place, and built the part of the quay lying west of South Place, afterwards (before 1874) expanded further (Fox 1874, 251). Squares Quay on the west side was more than doubled in length, as can be seen by comparing the chart of 1796 and the maps of c1840 and 1841. This projection of the quays probably reflects the need to improve their accessibility for larger ships despite dwindling tides, rather than straightforward enlargement of their capacity.

The character of the surroundings of the quays altered with these changes. Older quay areas in the rear were increasingly used for houses as well as warehouses. Early genteel residences respecting the old quays, now fronted by extensions to these, became busier and nosier with trade and its related structures. Pindar Lodge provides an example of this. The former muddy beach in front of the house was already well

used by boats and barges, for offloading sea sand dredged from Salcombe Harbour, to be carted to manure local farms (like the lime from the kilns, noted above in Section 3.7.3). But in 1835, the beach here having become quay, the Pindar Lodge property, then largely unchanged apart from the rebuilding of the front of the house, was subdivided and converted to other uses. The lawn in front which had run down to the creek became coal-yards and cellars, the stable-yard was annexed to the Anchor Hotel, and the barn site was used for labourer's cottages (Fox 1874, Appendix B, 250, 251).

In the core of the town, the extension of the quays probably facilitated the shifting away from the streets of associated industry now considered overly intrusive. The rope-walk on the Western Backway (in HUCA 2) was apparently closed by the time of the 1841 survey of Kingsbridge, which does not show it. The 1841 map records instead another (MDV 63972) on the western outskirts of the town (in HUCAs 5 and 7), south of the workhouse whose inmates may have been put to work there (Map 6). A longer lived rope manufactory was established *c*1825 in the fields above the west side of the estuary, downriver from Square's Quay (Fox 1874, 116). This area later became the suburbs below Westville (in HUCA 11). Further downriver from the established quays, development of the waterfront was limited in area during this time. South of Newquay, however, Date's shipyard was opened, in 1837 (in HUCA 15). By the later 19th century the yard generally employed 40 men, and built vessels of 100 to 500 tons burden, for 'the foreign fruit trade, or some other branch of commerce' (Fox 1874, 114).

3.7.6 Turnpikes and the New Bridge

The establishment in the 1820s of the Kingsbridge and Dartmouth Trust to build, upgrade and maintain routes as 'turnpike' or toll roads, suitable for wheeled traffic, contributed to the growth of the two towns and their trade. The network of turnpike roads extended over this large southern corner of Devon was deliberately centred on Kingsbridge with its access to both sides of the estuary. It had the effect of strengthening the town's draw on a hinterland where, as it was argued in the rationale for the Trust in 1824, 'narrow and inconvenient, circuitous and hilly' roads had hampered the considerable wool manufacture and cross-channel and Newfoundland trade.

The 1824 Act with additions and amendments of 1828 and 1834 provided for improved routes leading from or through the present study area in four main directions. Inland, connections were made to earlier toll roads; to the west via Churchstow and Aveton Gifford to Modbury with its existing turnpike to Plymouth (Kingsbridge's Plymouth Road was re-cut to enhance this link), and on the north, to the Totnes turnpike at Halwell (using the ridgeway to Sorley Green from Fore Street, Kingsbridge, and that from Dodbrooke's Bell Cross to Stumpypost Cross). To seaward, toll roads were extended south to Salcombe via West Alvington and Malborough (adopting Kingsbridge's Mill Street and West Alvington Hill), and east to Dartmouth via Frogmore (taking in part of Dodbrooke Quay and the promenade beyond, rather than Ebrington Street).

The Kingsbridge to Dartmouth turnpike in particular, involving the creation of a new main road around the estuary to High House Point and beyond, was to change the shape of the town in the earlier 20th century, drawing along it the major residential development of HUCA 16 (Section 3.9.2). New Bridge, or Charleton Bridge (Fig 101), was built between 1828 and 1831 to take this turnpike road to Frogmore and Dartmouth across Bowcombe Creek (in HUCA 17). Originally it incorporated on the east a drawbridge powered by hydraulics to allow vessels to pass up the creek, the channel running close to the shore on that side. This was replaced by a horizontal swing bridge in 1845 (Bone and Stanier 1998, 30). The first swing bridge fell into disrepair after 1864, but was replaced before 1874 with a similar construction. Both made use of cannon balls in grooved iron supports to allow the timber bridge framework to run on a masonry base - an adaptation of munitions to a peaceable purpose highly approved by a 'very worthy' local Quaker, Joseph Hingston (Fox 1874, 116). The east end of the bridge was replaced around 1900 with a stone arch to match the rest of it (Bone and Stanier, *op cit*), this change marking the demise of coastal trade in the creek.

3.8 Later 19th century

3.8.1 'A clean and respectable town'

At the beginning of this period Kingsbridge was described as being a desirable place for trade and residence; 'The town is highly salubrious, and has a clean and respectable appearance....There is an Assembly Room at the King's Arms Hotel, where a large annual ball is held' (White 1850). The status of the market centre was enhanced with a Town Hall built by a company of shareholders in 1850 (cover photo, and Fig 28). This provided a new covered market area for butter and poultry. It was also used as a sheltered drill ground by rifle volunteers, besides lock-ups and police quarters, public rooms, club rooms, reading room and museum (Fox 1874, 23-24). It accommodated the county court and petty sessions (Anon 1902, 345). The domestic water supply in Kingsbridge was extended, the 'water taps' which had replaced earlier conduits in 1793 being superseded in their turn after 1853 'as soon as pipes were conveyed into the different courts and houses'. The shops were said to hold their own 'with those of most other small country towns; many of them have plate-glass windows, and all are lighted with gas....' (op cit, 26, 41).

By 1862 other infrastructure and facilities had been secured for Kingsbridge, and further success was expected for the town. A correspondent published in the local *Gazette* in that year, proposing creation of a hospital as an essential of urban life, observed that the town already had (besides the popular newspaper itself!) the Town Hall, schools, places of worship, and improved walks around the Quay (the latter point perhaps referring to planting or other enhancement of the old Promenade). The correspondent also mentions that 'the time may not be far distant when you have a line of healthy, convenient dwellings for the labouring classes, a railway station, and even a park' (Fox 1874, 53). The town hall of 1850 was crowned with a clock in 1875 (Anon 1902, 345).

However, urban growth was not sustained through this period. According to census returns as reported in a history written in the time, the population of Kingsbridge, not including that of Dodbrooke, remained at steady levels, or fell by a hundred or so, in the decades after the middle of the 19^{th} century (Fox 1874, 7). The number of people here is recorded as 1, 679 in 1851; 1, 585 in 1861; and 1, 557 in 1871. Dodbrooke has been said to have grown throughout the 19^{th} century so that it had twice as many people by the 1880s as in 1801 (Hoskins 1954, 420). Census figures given by Fox indicate, though, that this town too changed little in size during the second half of the 19^{th} century. It had 1, 302 people in 1851, 1,184 in 1861, and 1,245 in 1871.

Effects of these slowings, checks and slight reversals in population growth can be seen in the similarity of the outline and density of the urban core as mapped in 1886 and in 1840-1841 (Maps 5-7, 12, 13). Houses and shops remained concentrated on and behind the spinal medieval market streets, Fore Street for Kingsbridge and Church Street for Dodbrooke. The stagnation may be associated with the delay in bringing the railway anticipated in the letter of 1862 noted above, as well as wider economic change. The Kingsbridge historian writing at the time attributed it partly to emigration, but largely to the absence of a connection with railway communication (Fox 1874, 7).

For Dodbrooke, some renewal and change of fabric is recorded. The Church of St Thomas was restored between 1878 and 1886 when the chancel and the north aisle were added (Cherry and Pevsner 1989, 336). This has been interpreted as a late realisation of the potential of the medieval church. It was observed before the works that 'the south side of the church has a more finished appearance than the north side. This is accounted for by the fact that the church is a nave and south aisle only, which, perhaps, was thought sufficiently large for the population at the time of is erection; and it was, no doubt, expected that a north aisle would be added at some time afterwards' (Fox 1874, 88). However, notes in the church mention a north aisle pulled down in the 17th century.

Some 'improvements' affected both towns. Both Kingsbridge and Dodbrooke had 'a considerable quantity of the tar pavement' laid (Fox 1874, 23), presumably to smoothen their shopping streets, though this was not favourably regarded by all; Fox comments that 'Perhaps the less said respecting this the better'. However, the census returns noted above indicate that in the second half of the 19th century Dodbrooke had significantly fewer inhabitants than Kingsbridge, some 300 or 400 less. The histories of the two towns, together with the evidence of the historic mapping, make it clear that Dodbrooke did not develop in this period with civic works and institutions comparable to those concentrated in Kingsbridge itself. Apart from the church, a few 'good' residences among its mostly small, old houses, and the early market 'step' which had come to serve solely as a raised walk along the east side, the centre of Dodbrooke (in HUCA 13) was considered in this period to have few features of importance. These included a fire station (Kingsbridge had its own station in Fore Street, with two engines), and two tanyards (Fox 1874, 94). By the end of the century there were very few tradesmen's shops here and most houses were the homes of artisans and their families, who drew their supplies from Kingsbridge, and were employed there (Anon 1902, 346).

These contrasts, with the presence near the ancient centre of Dodbrooke of the tanyards (which as producers of strong smells and effluent were generally situated on the outskirts of towns or villages), indicate that Dodbrooke may be considered to have become in effect a working peoples' quarter or suburb of Kingsbridge, supporting in this way the 'cleanliness and respectability' of the latter. Near the end of this period it was officially united with its now clearly dominant neighbour. The two parishes were joined in 1893 for the purposes of civil government, and under a separate order of that year the name of the Urban District Council of Kingsbridge and Dodbrooke was altered to Kingsbridge UDC (Anon 1902, 345; Anon 1919, 352).

3.8.2 'An active coasting trade'

In the mid-19th century the annual Kingsbridge Fair was restricted to three days (Fox 1874, 37). Before 1874 the former extensive trade in woollen goods at the time of the yearly fair had dwindled, cattle and horses were brought for sale on the first day only, and the 'pleasure fair' of the second and third days was shrunken (*ibid*).

However, the tannery business at Dodbrooke already mentioned was one of several trades carried on in the towns in the later 19th century, supported by the upper estuary with its freshwater streams, agricultural hinterland and navigable channel to the sea. Hoskins found Dodbrooke to have been thriving throughout the 19th century with 'an active coasting trade, a shipbuilding yard, a tannery, two breweries, an agricultural implement works, and a great cattle market every month....' (Hoskins 1954, 420). This economic activity seems to have been locally and regionally important. However, it may perhaps have been smaller in scale, and more rooted in the 18th and early 19th century and even earlier times, than might appear from Hoskins' account. Lidstone's iron works stood off Duke Street (technically in Kingsbridge rather than Dodbrooke, on the margin between HUCAs 1 and 13). The site was bombed during the Second World War (Adam Sharpe, pers comm). It was run for over a century, by the same family, expanding from a blacksmith's shop to a foundry and manufactory of tools and machinery including steam engines, trading across the South Hams, and exporting from the quays (Fox 1874, 96).

The capacity of the wharves was increased mostly on the west of the estuary by a new extension of Squares's Quay downstream to Tumbly Hill. The extension incorporated a much smaller outlying quay shown on the 18th century chart of the river. At the head of the creek, in contrast, tidal channels which had remained open, branching around the already long ineffectual Kingsbridge quay between Square's Quay and Dodbrooke Quay, were reclaimed. This took place in the decades after the making of the map of 1841. The larger of these fingers of the creek, on the north-east, was used to carry a new road. 'There used to be a creek at right angles with these two quays [Square's Quay and Dodbrooke Quay], but some years ago it was covered in, and superseded by the

"Prince of Wales' Road", to the manifest improvement of the sanitary condition of that portion of the town....' (Fox 1874, 97). This road was soon (before the OS mapping of 1906) extended by Ilbert Road across the north-west finger of the old creek. As a result, the former tidal channels, covered over, now form part of the major land route through the lower town linking the Plymouth and Dartmouth roads.

This effective annexation by the town for its road system of the remaining upper estuarine channels in HUCA 1 probably reflects both their inaccessibility for use by the larger coasting vessels of the later 19th century, and the desire for a more salubrious urban environment, one without silts and smells, right at the foot of Fore Street. The upper tidal waters may have been used before this mainly by barges such as those which brought lime and sand for manure up to Kingsbridge as to the other parishes around the estuary (Fox 1874, 3), by rafts of timber for salt-tanning for the shipyard (Adam Sharpe, pers comm), and by small rowing boats for fishing and pleasure trips. Fox states that whereas fifty years previously 'few vessels were seen [on the estuary between Salcombe and Kingsbridge] but sloops', these were superseded by vessels of larger class and tonnage by the time she wrote her history (Fox 1874, 3).

The ropewalk laid out in the early 19th century above the road to Salcombe (in HUCA 11) burnt down in 1868. It was rebuilt in 1869, though, and subsequently lengthened 'very considerably' and employed about 18 men and 9 boys, due to increased demand for cordage in the North of England and in the Quebec and Labrador fisheries (Fox 1874, 116). It appears on the 1886 map as the South Devon Ropery, with a shed twice as long again as that shown on the survey of c1840, and with a fenced strip of land to its west as long as the extended shed, apparently associated with it. The works, with the expanded earlier 19th century shipwright's yard (MDV 51272) further downriver on the other side (in HUCA 15), remained outside the urban area of the time. Nevertheless these sites were strongly associated with the two old towns. They provided popular spectacles, as well as employment, for many townspeople; 'Date's yard presents a busy scene....There is generally....a large gathering assembled to watch the new vessel make her first plunge into the tide' (Fox 1874, 114).

3.8.3 Distant railway, and river steamers

Kingsbridge was the leading town in a region renowned for its natural beauty and relatively close to the important city of Plymouth, and offered gently sloping riversides, a mild climate. It had a spread of private villas exploiting these advantages (Section 3.7.2). Despite this it did not develop an expansive public landscape of pleasure and recreation of the kind found in waterside towns elsewhere in Devon and beyond in this period. Such landscapes generally combined ornamental terraces, lodging houses and hotels around squares or crescents, gardens, and scenic walks and views. As well as the distance from open sea and beaches, the long delay in bringing a railway was a factor limiting such development at Kingsbridge. A branch line to the town was only finally opened almost at the end of the 19th century (Section 3.9.1).

As described in Section 3.7.2, the early 19th century promenade on the east side of the river was short-lived, its site being re-used to carry part of the toll road to Dartmouth. This loss of the town's dedicated, ornamented, level space for recreation was not made good. As already noted, the name 'Promenade' was retained for the townward end of the Dartmouth Road with its shady planting inherited from the old pleasure ground, and the route continued to be enjoyed as a walk, 'very pleasant....especially when the tide is in' (Fox 1874, 112). However, the potential for large provision for public enjoyment here was only realised again in the 20th century, when the remaining open land in the vicinity, a meadow on the old Saltmill inlet (in HUCA 14), was shaped to the needs for recreation of that time, providing sports grounds for the rapidly growing population.

However, Kingsbridge developed to some extent as a place from which the coastal scenery extending to Dartmouth, 'perhaps the finest in Devonshire', could be explored (Anon, Murrays Guide for 1865, 156). By the end of the 19th century there were a couple of sizeable hotels within the old town besides the long-established Kings Arms.

These were served by coaches to Torcross and Dartmouth three times a day (Anon 1902, 346, 348). The town was also linked to the coast by passenger sailing vessels and steamboats. Steamers ran from steps below Boxhill (HUCA 14) or at low tides from a quay off High House Point (Fig 16) in HUCA 17. 'Besides many schooners, sloops, barges, and boats, two steamers ply up and down the estuary; one....runs to and from Plymouth twice a week; the other....a *river steamer*.....[which, in summer,] in addition to the regular trips between Kingsbridge and Salcombe, makes frequent excursions to the North and South Sands....' Steamer trips from Kingsbridge to these beaches seaward of Salcombe largely superseded the more traditional river parties which landed nearer to the town, at Halwell Wood by the Salt Stone (Fox 1874, 97-98, 115, 125).



Fig 16 Later 19th century Steamer Quay by High House Point (in HUCA 17)

The quay lay a kilometre outside the built-up area of the town of its time; it was sited to allow use of the river channel at low tide, to improve links to Salcombe and the sea

3.8.4 Apples, vines and magnolias

Another attractive as well as productive development in Kingsbridge by the later 19th century was its horticultural industry, favoured by the location, southerly but sheltered from strong or salt winds, and with fertile soil.

The OS map of 1886 shows that a significant proportion of the orchard land indicated on the 1803 survey (Section 3.6.3) was still orchard at this time (compare Maps 4, 7). The orchards remained particularly prolific on the lower slopes of the Kingsbridge ridge (in HUCAs 2-4, 20). The fossilised strip fields here provided more space for fruit trees than did the narrow gardens on the burgage plots. (They probably resisted absorption into the wider, more altered strip-derived field systems beyond the ridge because boundaries of properties, like those of the parishes, followed the streams below this.)

By the middle of this period a Cottage Garden Society was well established, magnolias and myrtles were flourishing in the gardens, and the two towns had an outstanding number of glasshouses expressly devoted to growing grapes, 'a great number' of the total of 99 greenhouses counted in the urban area at that time being used for that purpose (Fox 1874, 5). Unfortunately, the 1886 OS map does not generally show the hundred or so greenhouses here as such. This is clear from the 1906 revision of that survey, some of the buildings depicted in 1886 in the same way as outhouses or sheds being cross-hatched to identify them as glasshouses in 1906. The 1906 map shows that many were of a good size and that they were a feature of the gardens of the old town on the medieval burgage plots, as well as the grounds of the villas on the outskirts (in HUCAs 2, 4, 6). Nurseries are represented on both of these historic surveys, and appear as a Sub-type of the 'Commercial' HLC Type in Maps 13 and 14. They were situated in fields close to the edge of the town of the time, in HUCAs 4, 11, 18 and 21.

3.9 Twentieth century to the present time

3.9.1 A railway age of 50 years

In the later 19th century the town was accessible by rail only as far as Kingsbridge Road Station (on the mid-19th century South Devon Railway), nine and a half miles away. Bills for a railway to Kingsbridge were put forward in 1864, 1866 and 1873, but these initiatives failed (Fox 1874, 1, 2). The railway was finally brought to the town in 1893; it was never continued to Salcombe as was then envisaged. The branch operated until closed as part of the national reduction of the railways in 1963 (Watts 2009, 2).

The railway line, in HUCAs 7 and 9, curves from the north around the west of the town outside the Workhouse, with deep cuttings and massive embankment necessitated by the hilly terrain. The railway earthwork became a strong frame for the greatly expanded Kingsbridge formed in the 20th century and remains so, though to the north the housing inside it has encroached onto its actual bed (in HUCA 8). Only the modern hospital is sited outside the line, to satisfy the health service's requirement for large grounds combined with a good link to the current transport network via Plymouth Road.

Kingsbridge Station, with its engine and goods sheds, was fitted into a slope below West Alvington Hill, above the lower end of the medieval town (HUCA 9). Positioned as near as possible to the head of the quays then still busy with coasting steamers, it contributed in its turn to the shift to a new centre in that area of the town's road transport links, and some of its civic functions (in HUCAs 1 and 6). The station also influenced the siting just to the south across the West Alvington road of Kingsbridge's earliest distinct residential suburb, Westville (Fig 70). This included prestigious paired villas overlooking the surrounding farmland, and lower terraces closer to the station where railway workers and their families may have made their homes (HUCA 10).

According to Hoskins' very influential mid-20th century history of Devon, almost immediately after the coming of the railway, and as a result of it, the population of both Dodbrooke and Kingsbridge began to fall (1954, 420). The railway connection, with other shifts in patterns of industry and retail as well as in other forms of transport, may have contributed to the closure of the tanning and other works in the heart of old Dodbrooke and Mill Street and of the shipbuilding at Date's Yard downriver - traditional trades which (unlike railways) Hoskins greatly appreciated. However, a halt in growth rather than actual decline is apparent from the population figures derived from the censuses of 1901, 1911, and 1931 (for Kingsbridge and Dodbrooke together, probably for the civil parish) given in successive 'Kelly's' guides to the town, these being just above 3,000 at each count. The town went on to grow greatly, as indicated by changes in its shape, explored in the following Section.

3.9.2 Kingsbridge quadruples in size

The first half of the 20th century brought the greatest change to the landscape here since Kingsbridge and Dodbrooke were founded in the medieval period, with the gradual development of the residential suburbs largely determining the extent of the present urban area, over four times as large as the combined previous extent of the two old towns. This expansion was facilitated by the transfer of parts of the civil parish of West Alvington and Churchstow to the civil parish of Kingsbridge and Dodbrooke and to the Kingsbridge Urban District in 1896, and by a similar transfer of a portion of Churchstow after a review in 1935 (Anon 1939, 389).

The mid-20th century OS map captures at varying stages of development three distinct outlying residential areas of similar size, the cores of the major suburbs of today, lying like satellites around the united old towns. These were Westville near the station (HUCA 10), founded earlier, and provided by the time of the 1936 mapping with the town's Grammar School (Fig 17); Southville beside the estuary, begun at the outer end by High House Point, perhaps for its views and steamer landing (in HUCA 16); and Coronation and Henacre Roads on the hill to the east (in HUCA 18), exploiting the more level ground there to allow Dodbrooke to grow away from its narrow early valley site.

By the time of the next, later 20th century phase of OS mapping, these three areas had grown and merged with the early towns of Kingsbridge and Dodbrooke, already knitted together by a belt of terraces along Wallingford Road (forming HUCA 20). Also by that time another suburb was formed on the west, between the new Cookworthy Road bypassing the Kingsbridge ridge, and the railway line, now disused (HUCA 7). The name given to an early 20th century development off Fore Street on the back of the ridge at the outer end of old Kingsbridge in HUCA 3, Northville, is of interest. Being so similar to the names Westville and Southville, it might suggest that a suburb as large as those others was planned on the open ground beyond Northville, around Knowle. However, that area was in fact built up later and in several phases (in HUCA 4).



Fig 17 Kingsley Road, one of the coherent but varied streets of Westville, HUCA 10 The Grammar School of the earlier 20th century is to the left (its successor stands just beyond it, in HUCA 11)

Study of any available documentation might reveal more of the planning and processes of suburban development in Kingsbridge. The map of 1936 shows, as well as the Wallingford Road terraces already mentioned, a strip of detached or paired houses just one property deep, extending north-east from Bell Cross above Dodbrooke along one side of a country road (in HUCA 19). Southville could perhaps have begun with some ribbon development similar to that of Belle Cross Road, running along Embankment Road, but appears to have been mostly planned as an integrated extensive suburb, as its name suggests. Westville may have been envisaged from the start as a large development, though in fact it was built up fairly slowly and in several phases. The 1906 OS map shows the placing of an Urban District Council pumping station in what was to become the outside corner of wider Westville off the old Salcombe road, now called Ropewalk (in HUCA 11), which was also the outer corner of the land here transferred to the UDC from the rural parish beyond.

In and alongside the major housing developments, allotments were provided. Most of these were shifted later in the 20th century, as development progressed with the spread of housing estates, and infilling. Other infrastructure, required for the town as a whole, was positioned mostly on the combined outer edges of suburbs and old towns. This includes, besides the rather earlier cemetery at High House Point (in HUCA 17), and the cattle market on the south in HUCA 11 discussed further below (Section 3.9.3), the hospital on the north-west outskirts beside Plymouth Road (in HUCA 7), and the more recent primary school in a position mirroring this to the north-east on Belle Cross Road (in HUCA 19).

3.9.3 Cattle out, grockles in

Most of the early urban areas in the two old towns, on the plots behind the market streets, have limited 20th or 21st century development or re-development because of the restrictions of the topography and related difficulty of access. The major exception to this in Kingsbridge is at the north-west corner of the medieval borough. Here, economic pressures and the shifts to mechanical excavation and motorised transport combined to drive development up the skirts of the spur across the burgage plots. First, car parks were made on former burgages. They were linked to a cut through the frontage to Fore Street (Fig 41) and were later linked also to a new bypass on the outer, western side. More recently this area on the north-west of medieval Kingsbridge was used for large-scale retail development and for several housing estates (Fig 67). The main exception in old Dodbrooke is in the core of the medieval town, below the market place, on the west side of Church Street. A substantial area there, including the street frontage, was redeveloped recently for housing named Church Close (Figs 3, 88).

Other changes to the fabric and use of the historic urban cores, made before the Second World War, altered the overall character of the towns very substantially. The markets were further adapted, with the provision of new halls beside the old market streets for trading particular produce (Fig 18), and, especially, the shift of cattle sales to new buildings well to the south in HUCA 11, off Ropewalk, shown on the 1936 map. The new site had practical advantages, with scope for large buildings, fields for animals, and other facilities, and accessibility to lorries. The relocation may also mark new perceptions of the livestock - regularly herded or carted into the town and filling it in rows and pens - as a source of nuisance rather than a display of wealth and success; and perhaps reflects a relative decline in the contribution of the trade to the town's economy. The cattle markets, particularly those held during Kingsbridge fair week, still brought business and crowds to the town, and even a few animals crossing the river on the hoof, 50 years later (Born 1986, 43), but were closed in the later 20th century.



Fig 18 Pannier market of 1911 on the east of Fore Street Hill in HUCA 2

Its siting - below the old market housing by the church, but still high on the original market street which ran from the latter to the limit of this view - and ostentatious style shows how the markets continued to be valued, and changed, in the early 20th century

Tourism increased in importance as the spread of motor transport strengthened the links to the coast, so that Kingsbridge became a central place for holidays in the district (Hoskins 1954, 420). On Kingsbridge Fore Street, the shopfronts have adapted to attract trade from visitors as well as local shoppers, rather as the frontage of later medieval times had spread its pentices to accommodate trade from the broad open market and fair ground then before it.

Just below the historic core, in the centre of the town's modern urban growth and of its road network, the tongue of ground south of Mill Street and west of Fore Street, part of that reclaimed long ago from the ancient creek head (in HUCA 1) was adapted further. A new, prominent bus station, and garages, each large and long, formed a splay of development opening onto Albert Road with the river below. These can be seen on aerial photographs of c1920. The head of the estuary in front of them (in HUCA 6) was then filled in and covered over, before the time of the mid- 20^{th} century OS map.

The newly reclaimed estuarine area retained moorings for pleasure boats outside it, and a ferry service to Salcombe, and was still named after Square's Quay, the inner, earlier part of which – along with the infilling joining this to the old Dodbrooke Quay - it incorporated. However, the area became essentially a very functional square. Besides the car parking in its centre, it was provided with UDC offices in the old Quay House, with a small public garden in the surviving grounds of the house, and, later, a purposebuilt library. More recently, Square's Quay was redesigned (Fig 12). Its role as a civic space was enhanced by conversion of the central car park to a plaza, and addition of a small information centre – the latter standing near its centre above the buried channel of the river that was spanned by the King's Bridge over a thousand years before.

Through the middle of the 20th century which brought such great change to Square's Quay, the waterside further downriver in the study area retained a working character, though shipping declined. Newquay, or Crabshell Quay, and Date's Yard (HUCA 15) were used for boats fishing, crabbing and harvesting shellfish from the estuary mouth and carrying the produce to the railway, and exporting slate, and for boat repairs; as well as for breaking the now redundant large timber coasting vessels for their copper, and providing pleasure trips for tourists (Born 1986, Watts 2009, Adam Sharpe, pers comm). Only later in the 20th century were large apartment blocks built on the main quays there to exploit, and adapt, the scenery (Fig 19).



Fig 19 Newquay in HUCA 15 from across the river, showing later 20th century redevelopment of the working waterfront projecting below the earlier suburbs

Photo courtesy Adam Sharpe

4 Historic Urban Character

The urban area reflects well its development from the medieval boroughs of Kingsbridge and Dodbrooke. This is particularly clear at Kingsbridge where HUCA 2 incorporates a strong survival of the early symmetrical layout with its streets and leats, and of medieval expansion, attracted and accommodated by its ridgetop site above the estuary, and facilitated or controlled by the powerful abbey to which this outstanding landscape potential was granted. The medieval core of Dodbrooke is less clearly defined, and is absorbed in HUCA 13 representing the 19th century extent of that town.

The historic towns display complementary character from the 18th century, Kingsbridge forming the civic and commercial centre, and Dodbrooke becoming more industrial, and then residential. They show blending from the early 19th century where they meet at the estuary in HUCAs 1 and 13, and their amalgamation under an urban district council of 1893 can be seen in rationalised road links through HUCAs 1, 2 and 5, and in civic infrastructure on the margins of the large combined town in HUCAs 7, 11, 17 and 19.

The two urban cores show their historic market role in different ways. Kingsbridge has a rebuilt Tudor market house by the church in HUCA 2. Its earlier, open market place along Fore Street, infilled on the west side, is less evident, but is indicated by historic maps. The spine road of old Dodbrooke, in HUCA 13, is readily seen as a broad, part stepped, market street, with a splay at its lower end and a redeveloped 'island' market house within this. In both towns some rear gardens retain the character of burgage plots, and may preserve medieval structure. The narrow side and back lanes of Kingsbridge survive well, and evoke the planning, and life, of the medieval town.

Both towns also show their former role as ports, and shrinkage of this with the retreat of the tides, through lobes of development on land successively used as landings, reclaimed, and built up (in HUCAs 1, 6 and 14); and through quays on the Kingsbridge side, joined to Dodbrooke across the old creek to form a car park and then a plaza in the 20th century (in HUCA 6). The creek shores below the suburbs of modern times further downriver, in HUCAs 12 and 17, retain aspects of the character of the decayed 19th century coasting port, with quays and ships' hulks in tidal silts.

The Saxon bridge crossing the estuary that gave its name to Kingsbridge is not itself apparent. However, streets in the urban area and beyond provide clues to its position, and to the early road network and the valuable, vulnerable agricultural landscape and coast it served. Medieval and post-medieval town plots show shaping to the strip fields of the pre-Conquest farming landscape. Other components of the pre-urban landscape inherited by the town and reflected by it include mansions in HUCA 4, large slate quarries in HUCAs 12 and 15, and possibly Dodbrooke Church on the edge of HUCA 13.

Georgian and Victorian expansion is evident through commercial frontage of those times predominating in HUCA 2; varying residential areas surviving to different degrees in HUCAs 3 and 4; a clear riverside villa landscape with traces of a promenade in HUCA 14; and a workhouse complex in HUCA 7 marking the role of Kingsbridge as a regional centre. The discrete Edwardian suburb of Westville in HUCA 10, sited by the old station in HUCA 9, reflects an unusually late and short-lived connection to the railway network.

Streets in those areas and in Dodbrooke in HUCA 13, and an outlying cemetery in HUCA 17, show remarkable survivals of decorative ironwork made in Dodbrooke. While the foundries, like the long-lived mill in HUCA 1, are lost, HUCA 5 retains something of the character of the industrial quarters, with converted early works as well as later, active garages. Chapels and cemetery mark a long tradition of religious dissent, and survivors of the narrow lanes which prevailed before the turnpikes indicate how this took root in an area remote from state control by land, yet accessible by water. More recent character areas include piecemeal housing at Bell Cross in HUCA 19, the large planned suburb of Southville in HUCA 16, and mixed development along a by-pass in HUCA 7.

4.1 HUCA 1; Ancient estuary head

Low ground legible as part of the ancient creek head, with a medieval street crossing it, and surrounding areas retaining aspects of quaysides extended and stranded over time

4.1.1 Historic character

HUCA 1 is roughly shoe-shaped in plan. It comprises ground on and around the central and eastern parts of the former upper reach of the ria known as the Kingsbridge River. This area has been reclaimed in many phases from medieval to modern times so that the highest tidal mudflats now lie some 150m south of the ancient head of the estuary, in HUCA 6. It includes flat ground a few metres above sea level, with a scarp on its north rising to the ridgetop occupied by the early borough of Kingsbridge (in HUCA 2).

Apart from the upper, steeper edge of this scarp on the north towards HUCA 2, the area is built up, with development probably post-medieval to modern in date. The development is dense but generally relatively low level, with taller 19th century buildings by lower Fore Street Hill (Figs 20, 25). The body of the 'shoe' has developed from the old waterfront of Kingsbridge, curving around the end of the ridge occupied by the medieval core of that town. The 'heel' on the east derives from the earlier parts of Dodbrooke Quay. Further, associated, historic quay areas, once used by the two towns, are now different in character and form part of neighbouring HUCAs 6 and 14.

Today HUCA 1 is used for commercial purposes with retail and catering businesses attracting much custom from the plaza and parking areas on and around the old Square's Quay immediately south in HUCA 6. It contains a high proportion of routeways, reflecting the gradual, multi-phased formation and re-development of its waterfront, and the historic need for access to and around this from the two towns.

The central feature is the route running west to east through the area across the head of the estuary, known as is Mill Street (Fig 21) and beyond this as Duke Street (the latter was previously named Duck Street, perhaps with reference to the site of a ducking stool or other feature associated with its formerly waterside nature). The character of these streets has changed greatly in past centuries through the growth of and changes to quays below them to the south. It has altered more recently with the cutting off from vehicular use of Mill Street on the west (truncated by the modern bypass, West Cookworthy Road) and Duke Street to the east (part of Duke Street is also incorporated in a large post office complex), besides the demolition of the Town Mills.

The reduction of east-west traffic favours pedestrian use, though, and walkers can see how Mill and Duck Streets form a continuous route some 250m long, bending around the base of the Kingsbridge spur, attached to the road network at either end. From its apparently secondary nature, besides other indications beyond this area (discussed in Section 3.2.1), the Mill Street-Duck Street route may be interpreted as a medieval causeway, crossing the estuary head (possibly previously forded when tides allowed). This route is likely to have been made when the ancient tidal pool spreading here and into HUCA 5 above was partially silted up, post-dating a pre-Conquest bridge for which Kingsbridge is named at the narrower neck of the estuary 100m or so to the south in HUCA 6. It is possible that Quay Lane forming the southern edge of this HUCA on the Dodbrooke side, which served the quays of the 18th century, and is now an alley between later buildings, originates from a route serving the early estuary bridge. (Bridge Street within HUCA 1 is named not for the early estuary crossing but for Quay Bridge, a small arch of 1775 - now under the road surface - linking lower Fore Street with what was then Dodbrooke Quay and is now part of the road to Dartmouth.)The built environment to north and south of the Mill Street-Duke Street axis shows variations in its historic character, but these sub-areas, outlined below, may be seen as complementary parts of a coherent HUCA. They may have been functionally related to each other from the medieval period, the north side probably having merchants' houses, watermens' taverns and the like, while to the south were first simple landings on the shore and then projecting quays.

The part to the north, beneath the scarp running down from the ridge-top borough in HUCA 2, has some survival of post-medieval buildings, as well as later re-development. It changed greatly in the second half of the 20th century, in two places in particular. Towards the east end of Mill Street, the site of the eponymous watermill, which ground corn in medieval times, continued through the 19th century as a woollen cloth factory, and produced animal feed in the earlier 20th century (Adam Sharpe, pers comm), has been levelled. Near the east end of Duke Street, the development of a large postal sorting office has taken in a later 19th century part of Dodbrooke's foundry complex, besides the sites of several earlier houses, and some of the street itself (Fig 22).

The buildings in this north part of the HUCA may long have shown a variation in status either side of lower Fore Street, as claimed in the 19th century; 'Alvington Road (now Mill Street) was once the aristocratic end of the town: here lived the Crockers and the Holdyches' (Fox 1874, 10). Among the lost houses here was Ryford House, on the south of Mill Street at its east end by Fore Street (Adam Sharpe, pers comm). Since the Duke Street side is more affected by modern redevelopment such variation is not now clear on the ground, though the more substantial nature of Mill Street may perhaps be seen still in the house there used as the Hermitage Bar. If real the contrast in building quality may reflect the desirability for the merchant class of the western plots then facing the Kingsbridge quayside. The frontage on lower Fore Street itself, north of Mill Street-Duke Street, presents a Georgian façade. It may incorporate earlier fabric, however, as perhaps at the site of the inn known as the Steps on the west side of Fore Street here, now a shop (the date of establishment of the inn is unclear at present).

The strip of the HUCA running along the north sides of Mill Street and Duke Street is quite distinct from early Kingsbridge which lies above it, that is, further north (Figs 20, 22). It is distinguished by its landform, already noted, by the orientation of its plots, and the relative shortness of these confined as they are between the early borough and creek shore. Also, the character of Fore Street is quite different where it falls through this strip. Here, the street is narrower, because it is outside the historic extent of the market. It is also steeper, and is differently angled, probably to allow it to descend at a gradient suitable for pack-animals to serve an early, pre-Norman landing (in the vicinity of the Fore Street-Mill Street-Duke Street junction) before the town was established.

However, all of this northern part of the HUCA (apart from the corner plots by lower Union Road on the west, post-medieval in character) is very likely to have been an urban area from medieval times, representing expansion from the market core of Kingsbridge beyond its perimeter leats and concentric backways. (East of Fore Street the expansion plots running north from Duke Street were extended a little, when the original line of the eastern leat was shifted uphill in the late 18th century to allow replacement of the Bridge which had taken Fore Street over the leat, a shift which incidentally shortened the Eastern Backway; see Section 3.6.2.) There is said to be documentary evidence for houses on Mill Street in the early 14th century (Section 3.4.1), and historic maps show long narrow plots hanging off Mill Street, Duke Street and the west side of Fore Street, with narrow Squeezebelly Lane linking the original south edge of Kingsbridge with the town's lost quayside below Mill Street (Fig 23).

The ground south of Mill and Duke Street may be seen as former waterfront through distinctive plan elements. It has tongue-like blocks of medieval quay extending from the Kingsbridge and Dodbrooke sides, fossilised by later built-up areas. They are edged by routes which once served landings here and then provided access to the outer quays that succeeded these as the tides retreated. Significant changes to the road network here show the long evolution of the waterfront, and the gradual merging from the later 18th century of the two medieval towns which shared it. They include the closure in the 19th century of an early lane, marked on the 1796 chart as the 'Road to Dodbrooke Town'. This ran from the Bridge Street/Fore Street junction to Ebrington Street (part of it remains as a blind alley south of the former Ship and Plough). In the 20th century the Prince of Wales Road was created, and then Ilbert Road; together these streets formed a new through-route linked to the West Cookworthy Road by-pass west of the town.

Much of the southern part of the HUCA has recent commercial or residential frontage. Particularly prominent visually are blocks on Ilbert and Prince of Wales Roads, on a central but accessible site used for a bus depot and garages in the earlier 20th century (Fig 26), and others on the east side of Bridge Street, itself greatly widened. However, other buildings evoke historic maritime character through their styling or naming. Warehouses and the Blue Anchor, now the Quay, on the Kingsbridge side, and the Ship and Plough, now a café, on the Dodbrooke side, stand by the now built-up 18th century quays (Figs 24, 25). Views to the river over the plaza in HUCA 6 also serve to link the area to the tidal waters, though the hard modern surfacing of that open space, covering the river there, and the intervening traffic of Prince of Wales Road, weaken this effect.

4.1.2 Above ground heritage significance

Medium HUCA 1 at the ancient estuary head shows many traces of its complex development as a working waterfront from medieval times to the 18th century, when this front was essential to the economic life of the towns of Kingsbridge and Dodbrooke. Although the buildings here have been altered and replaced quite extensively in modern times, warehousing and several inns survive to mark aspects of port infrastructure. The high proportion of roads gives the area a permeability which facilitates exploration on foot, and also can be understood as significant in itself, deriving from the past use and change of the area as a waterfront. The evidence for succession of water-borne by land- and in particular motor-based transport is strong, the area having been demonstrably a hub for each in turn (Fig 26), and this is a change with much wider importance. The streets, their former functions and character (some evoked by their historic names), relationships and chronology, have potential for interpretation and presentation to the people flowing through it from river or car parks to town centre.

4.1.3 Below ground heritage significance

Medium Investigation here could reveal aspects of the ancient estuary head, and of its medieval and later quays, access ways and warehouse areas. The Mill Street-Duke Street route has been regarded as incorporating the King's Bridge of Saxon times, though it is now suggested that the bridge may have stood to the south (in HUCA 6). The area from this route to the south, being made ground of medieval and later times, may have buried remains of the quaysides of Kingsbridge and Dodbrooke. The strip of ground north of Mill Street under the Western Backway has potential for remains of medieval occupation and use of the ancient waterside across the street; greatly reduced however by redevelopment of the mill area. The strip in a similar position north of Duke Street may have buried and surface remains of the original south part of the eastern leat and backway, on the scarp above the levelled foundry site (Fig 22).



Fig 20 Duke Street from lower Fore Street at the ancient estuary head



Fig 21 Mill Street, a medieval road across the head of the estuary probably post-dating retreat of the tides



Fig 22 Scarp below HUCA 1, above a foundry site off Duke Street, carrying a mill leat around the early town



Fig 23 Squeezebelly Lane links the earlier Backway above to Mill Street below, and curves along a boundary, giving it a secondary character consistent with interpretation of Mill Street as a secondary route across the estuary



Fig 24 Warehouse of the 18th century near quays of that time (on modern Ilbert Road in the rear ground); by a route crossing a lobe of flat ground, probably a medieval landing, south of Mill Street (glimpsed in foreground)



Fig 25 Anchor Hotel, now the Quay, and former Ship and Plough (right), on the old shoreline of Dodbrooke



Fig 26 Former garages on the modern road link across the estuary, curving round the stranded Kingsbridge quay

4.2 HUCA 2; Ridgetop borough of Kingsbridge

Town core, incorporating most of the old borough with its regular layout on a ridgeway, the Shambles evoking its market function, and very good survival of Georgian frontage

4.2.1 Historic character

This area is shaped predominantly by the primary extent and 'inland' (northward) medieval expansion of the town of Kingsbridge, all standing on the distinctive spur above the ancient estuary head, north of centre in the much greater urban area of today (Fig 27). (The early core of Dodbrooke, to its east, thought to have been established at a similar, possibly slightly later time, is less evident in the landscape of today, and so forms part of a wider historic character area formed by that historic town, HUCA 13.)

The area is strongly defined around the sides and southern tip of the ridge by the concentric lines of the leats and the Backways (see further below), and by the topography which these exploit, as well as by contrasts in the sizes and/or orientations of plots, and by building types and densities. The 'inland' edge of the fullest extent reached by the medieval town to the north, evident on the historic maps where the narrow burgage plots cease, is less clear on the ground. However, it can be appreciated through an increase in the slope of Fore Street and through changes in its buildings beyond this, a surviving post-medieval school in particular marking the old town limits (Fig 9). Phasing within the development of the medieval urban area itself can be seen. A kink in Fore Street, the church on its little knoll just above the kink, and the early road to Norton (which drops down the side of the ridge to the west outside that as the Church Steps), together mark the earlier northern limits. Expansion plots lie beyond, both on Fore Street, and attached to Duncombe Street (itself attached to Fore Street).

The HUCA does not represent the full urban extent of Kingsbridge in medieval times as currently understood, for several reasons. Firstly, town houses are thought to have spread in that period along Mill Street by the ancient head of the estuary below the ridge, forming part of HUCA 1. Secondly, HUCA 2 includes urban plots on lower Duncombe Street which do not have evidence for medieval origins but are now more similar in character to those above it, which do, than to other surrounding areas. Thirdly, redevelopment - a car park, the extensive and recent supermarket site, and an adjoining housing estate - has absorbed the north-west corner of the old borough, so that the slopes of the ridge there now share the modern, predominantly retail character of adjoining lower lying ground in HUCA 7. Much of the commercial and cultural centre of Kingsbridge today lies within HUCA 2, though the historic and contemporary cores are not coterminous. The modern shopping and business centre does not extend to the northern limit of the medieval market on Fore Street, while it does take in part of the former waterfront area on the south, in HUCA 1.

Inside the area, land use and activity today is varied. Patterns of usage reflect historic ones to some extent, though the old civic centre at the heart of the HUCA, marked by the Victorian Town Hall (Fig 28), is now a fossilised one, its functions having shifted to Square's Quay in HUCA 6. Fore Street continues to be the principal shopping street, as it has been in differing forms throughout the past life of the town. It is still a very busy thoroughfare, although for the past half century much traffic has by-passed it using West Cookworthy Road in HUCA 7. Many rear plots, and side and back lanes, retain historic functions, with residential rows and local access ways. However modern variations in use have brought major change. Notably, west of Fore Street, a route for vehicles has been opened though the rear plots and street frontage. It connects Fore Street with the previously mentioned extensive parking and supermarket area to its west, and to the town centre by-pass, West Cookworthy Road, beyond. As a result it creates a new flow of vehicle traffic intersecting Fore Street at right angles. In the 1970s traffic in Fore Street was made one way only (Adam Sharpe, pers comm). This effectively weakens perceptions of the distinction between Kingsbridge and Dodbrooke, since the return route around the urban core is via Dodbrooke's Church Street.

In its outline, roughly shield-shaped, and in its layout within this, the urban area shows clearly planning and development to exploit its relatively elevated yet estuarine site – the back of the prominent but smoothly rising spur site running north-south to the head of the tidal Kingsbridge River - with its pre-urban central ridgeway. The line of the ridgeway, part of which became Fore Street, runs along the back of the ridge, and then drops down its nose at an angle to the low flat ground now on Duke Street (in HUCA 1). That ground is 150m or so from the creek today, but is still understandable as a former landing place. This means that the road can be seen as a very early element of the human landscape, which attracted the town, and was modified accordingly to accommodate its crucial market function (considered further below).

Most of the backways, and half a dozen or so of the many side lanes or passages connecting these with Fore Street (more of which remain as private ways), are preserved in use as public footpaths. As a result the essential, shield-shaped plan of the medieval town is evident. The network of curving side alleys and back ways can be seen to be fitted to the leats converging at the point of the shield to serve a mill in HUCA 1. Although the mill has been removed, the water of the western leat still runs.

The burgage plots set perpendicularly off Fore Street, with slight curves indicative of formation through subdivision of pre-existing strip fields, are largely concealed by the Georgian frontage of Fore Street, and are now part developed. Elsewhere, though, they survive as gardens. Many of these can be seen or glimpsed by walkers on the back lanes where many plots have private gates with slate bridges over the leats, indicative of historic patterns of use. Others, though hidden from view, can be sensed through the trees and birdsong rising from them (Figs 29, 31).

The siting of the south part of the HUCA on the sudden end of the spur above the estuary head means that it offers particularly meaningful views, while views to it from the HUCAs below and beside it are often striking also. From the backways, curving along the contour with the leats, the positioning and extent of old Kingsbridge on the back and gentler upper sides of the ridge can be easily appreciated, as the ground drops more steeply beneath them. The ground below has greatly changed, with the absorption in the present town of the medieval quayside and the fields which ran down to the waterfront, captured in aerial photographs of the 1920s. However, the former surrounding landscape, its changes, and its interactions with the ridge top town can be understood and imagined, since (largely because of the topography and associated patterns of landholding and rights of way) the structures of the adjoining areas of today's town still mostly respect these curving limits of the primary urban area.

Fore Street in this earliest part of the town south of the church is aligned closely with the upper reaches of the estuary, and tilts towards it, so the river spreading into the distance can be glimpsed from here (Fig 30). The view has apparently been restricted since Hawkins' time, probably by the building up of this area and by the growth of trees in HUCA 1 on the old estuary head below. Hawkins notes in the context of the river island to the south of the present study area, the Salt-stone, that 'It may truly be deemed a goal formed by nature for an aquatick contest from Kingsbridge, it being in view from the principal street' (Hawkins 1819, 67). The river view from here will have been even wider, if the market street has been considerably narrowed, as suggested by this assessment (Section 3.3.2).

The first phase market street may have been deliberately positioned out so that it offered a view of the upper reaches of the tidal river. This could have been designed to improve visibility of any movements of ships on the river threatening security, and to facilitate or control trading of goods to and from the ancient landing below (in HUCA 1). There may be further significance in the view of the river from this early part of Fore Street, known as Fore Street Hill. If the King's Bridge of Saxon times ran not across the head of the ancient estuary below the spur in HUCA 1, but over the neck of the estuary in HUCA 6 (Section 3.2.1), the original market place on Fore Street Hill would have overlooked the great span of the bridge, contributing much meaning to the naming of the town after it.

Returning to the network of lanes around the greater part of the area, this contributes greatly to the historic character of the area in other ways too. Some side lanes, particularly those less accessible to machinery, retain in places surfaces quite different from those prevailing in the larger streets and roadside pavements of this area and elsewhere in old Kingsbridge and Dodbrooke. (These are predominantly made of modern materials, though they incorporate grey and pinkish Plymouth limestone 'marble' kerbs of 19th century type.) The alleyways (or passages as they are generally named here) show pieces of cobbling - the type of surfacing used for the footways either side of Fore Street when these were first made in 1796 (Fox 1874, 23) - and of paving similar to that known to have generally replaced the cobbling in the mid-19th century (*ibid*). Some also have remnants of granite details such as threshold stones, potentially centuries earlier. Both the private alleys, and the public ones tarmaced over but possibly little disturbed beneath that covering, may have other features now buried (see the assessment of 'archaeological potential' for this HUCA, below).

Where the lanes meet Fore Street they typically narrow and twist, passing between historic buildings (which either address them or extend back from Fore Street frontage), often emerging through covered openings through the latter. In this way they reflect the historic demand for frontage on the market street and changes responding to this, and provide the best way in the publically accessible areas to sense the age of the buildings behind the Georgian street front (considered further below).

Both side passages and backways have boundaries whose qualities show urban character very strongly (Fig 31). These include their height and fabric (local stone and lime mortar walling, rather than earth and stone hedge banking); joints relating to adjoining tenement plots; and relationships with other features indicative of past pressure for space (some passages being carried out over the leats, while some incorporate ruins of lost buildings facing the side and back streets). Many alley walls contribute greatly to the distinctiveness of Kingsbridge with their local stones and regional building styles and native plants (Figs 8, 31), though in places they are rebuilt in modern materials.

There is also evidence in the courses of the lanes on the north-west of the HUCA that the abbots shaped the street plan on the west of Kingsbridge in particular to their holdings and to their principal movements in and around the town. In particular, this may be seen in the extent of the Western Backway, which ceases at White Hart Passage rather than continuing to connect to the Church Steps as might be expected (see Section 3.4.1).

The historic market town character of Kingsbridge is evident in the heart of this area through the survival of a market house rebuilt in the late 18th century, the Shambles, with loggia for covered stalls open to the street between granite pillars of Tudor sturdy elegance. Later provision for markets can be seen in the nearby mid-19th century Town Hall with its market hall, and in a separate early 20th century pannier market across the street (named Market Hall).

The market housing as a whole has changed greatly from the post-medieval period. Elements of it have come and gone, and even the Shambles with its aged components is substantially altered (Section 3.6.2). However the high status of the market house complex is readily appreciated through its position, on the rise at the head of the early town and close to the church (cover photo). Its influence on communications, buildings and their uses through deep time can also be perceived, in various ways. The Church Steps passage to the west linked the market, the church, and originally (as suggested in this assessment) the inland end of the town, with Norton - the Domesday manorial centre to which Kingsbridge was attached. A butcher's shop on Fore Street just north of the Steps can be seen as housing, in Victorian form, the butchery function shifted in the late 18th century to the Shambles standing in altered from beside it; the Shambles (previously a corn market) having been rebuilt to serve for that purpose following the demolition of an old, probably Tudor, timber meat market in the street alongside (Fig 32).

The shaping and changing of the open market place may be seen through map regression. A very broad open space can be seen on the 1803 OS drawing to have run all though the area along Fore Street. It included both an original extent on the south quite distinctive with its bulging, sausage shaped plan and slight curve - and a straighter extension to this north of the church. The west side of this linear market place corresponds most closely with the rear, rather than the front, sides of the buildings standing west of Fore Street today and recorded on the 1886 OS map. It is possible therefore that the market place has been infilled along that west side with a rank of houses in front of the medieval ones at some time after 1803 (see further Sections 3.3.2, 3.7.1).

This is hard to sense in the public areas of the town today, because the frontage on both sides of Fore Street now has a predominantly Georgian character (Figs 10, 18, 28, 30, 34), and it needs further study. However, it may be discernible in the street plan through the offsetting of the western side alleys at the point where they cross the former street front. It may even be visible in the 'section' through the frontage represented by the road link between Fore Street and the town centre car park (see Archaeological Potential, below, and Fig 41).

This possible building out of the western edge of the market place indicated by historic maps would imply there may be significant survival of earlier fabric on that side in particular *behind* the roadside houses, previously seen as the result of rebuilding of their predecessors. Earlier buildings in the town today have been attributed to the courtyards behind the street frontages (Laithwaite 1990, 97), but it may be that they derive from the medieval frontage as well as its back blocks.

At present a handful of 17th century or earlier houses are recorded behind Fore Street in the HUCA, a few on either side, and these do not adjoin public ways. The historic character of the area tangible through its buildings is therefore predominantly that of the frontage both sides of Fore Street, with its regularly proportioned, side-on, three or two storey Georgian facades and Victorian shopfronts. At the same time, the elongated rear blocks seen mostly as blank walls from the side passages, and separate rows of houses facing many of these passages further back from Fore Street, give a strong sense of time depth and of potential for early fabric behind this frontage.

The Fore Street frontage appears substantial but generally rather plain and similar with embellishment, other than the mostly simple slate hanging, limited to particular buildings (Fig 33). It was described as unremarkable in the early 19th century; 'The buildings are of various materials: stone, brick, wood, &c. and, in general, such a mediocrity reigns in their construction as to leave little room for praise or censure' (Hawkins 1819, 8). However, the buildings considered modern and ordinary in Hawkins' time, predominantly of local stone and brick, have since acquired a strong group value and an aesthetic appeal. They include, on the east of Fore Street, many with slate-hung facades (some re-clad with other materials). This may point to derivation from the timber framed houses much older and more distinctive in style, remembered in Kingsbridge from before the period when Hawkins was writing (Section 3.5.3). The rather later, Victorian wooden and plate glass shop windows and doorways, and other fittings including ironwork of local type, add further interest. More complete later 19th or early 20th century fronts, notably a prominent bank and the (pannier) Market Hall (Figs 18, 35), both on the east of Fore Street, present contrasting materials and/or styles.

Through the presence of buildings of particular character types, and also through the distributions of these within the area, it is possible to trace some of the roots of the town in medieval times, and numerous branches of its life in the 18th and 19th centuries. Besides those mentioned below, many other such patterns within the HUCA can be seen in the HLC mapping for the project, particularly when the 'Sub-Types' are displayed.

The influence of the Abbots of Buckfast as lords of the Manor in the development of this urban area is not evident in its buildings today. Their controlling role is better seen on the ground in elements of the town plan, already described. These include the regular layout of the earliest town; the integration of this with the leat system supplying the manor mill; and the adaptation of the street plan on the north-west, south of the church, probably marking lands which the Abbey held 'in hand'. A later high quality house on Fore Street (visible, but obscured by scaffolding, in Fig 2) is said to mark the position of a residence of the Abbots (MDV 7270). If so the residence would have dominated the route into the town from the landing below (Section 3.4.1), but the evolution of the site is not fully recorded.

Kingsbridge Church has an early crossing tower but was much altered and extended in the 19th century (Fig 5). In its present form it can be seen to have medieval origins, while reflecting clearly the success of Kingsbridge in Victorian times. It exploits a prominent position, a small but marked rise on the back of the ridge. Together with its steeple, rebuilt following storm damage in 1828 (Fox 1874, 16, 17), this makes it a distinctive landmark over a wide area (Fig 36). The small mid-19th century Town Hall on its south links itself visually with this skyline feature through the clock turret, massive in proportion to the hall, raised from its roof in 1875 (cover photo, and Fig 28).

The church also conveys aspects of the character of the medieval town and of the interplay between parochial and market status. It (or the chapel which preceded it) marked the upper, north end of the earliest phase of the market street, perhaps helping to validate the transactions and tolls in the trading place as well as guiding travellers there. That in turn attracted the Tudor and later trading halls placed within the extended market street of which this spot had become the centre. Its orientation may be significant for the form of the earliest town; its front does not face due east but rather seems to be aligned with the suggested original splay of the west side of Fore Street opening into the market place below it (potentially later narrowed on this side).

The meeting places of some of the non-conformist religious groups particularly active in Kingsbridge from the 17th century survive, with their settings relatively unchanged. Some half a dozen of these are large enough to be captured in the mapping for this project. As a group they contribute significantly to the built environment and character of the HUCA, and reflect the changing status of their communities over time.

The side passage Baptist Lane, or Meeting House Lane, is named after the Baptists' meeting place off it. The first purpose built place of worship here, dating from 1702, stands well down the passage from the backs of Fore Street, and is small, and simple. This contrasts with the larger Baptists' chapel which though situated a little further out along the lane, faces townwards and has a more imposing, pedimented front. The grander Baptist Lane chapel contrasts again with the separate early 19th century Plymouth Brethren and Wesleyan churches. These are beside Fore Street itself, set back from but open to the street, substantial classical buildings with ashlar and rendered facades and iron railings and gates in front. Some of the ironwork here bears the maker's mark of Lidstone's foundry, Dodbrooke, as does that of similar work at the churchyards of the two medieval parish churches (Fig 37).

The Kings' Arms north of the church, with a spreading front distinguished by bay windows, a carriageway passage through this, and a large extent (formerly stables and the like) to the rear, retains its character of later 18^{th} century coaching inn and town assembly place (Fig 10). It was the successor of the main inn of the period before 1775, the Prince George (or Old Tavern), which stood just across the way. The Red Lion Inn was at the second door down from the Kings Arms, and the Exeter Inn was close to that a little further south (Hawkins 1819, 44, 45). The clustering of taverns here may have its origin in the medieval period before the extension of Fore Street, when this was the urban edge. The siting of the assembly room, with that of the Town Hall nearby already mentioned, illustrates how this part of Fore Street, shown in Fig 28, remained fixed - through the improvements of c1800 - as the heart of urban life and civic functions, despite the lack of space for the creation of a public square.

As well as Fore Street, the HUCA incorporates the built-up part of Duncombe Street lying west of the Dodbrooke stream. This street, attached to Fore Street, was named Duncombe after the founder of a town charity in the late 17th century. Before that it was called Sigdure or Sugar Lane (Hawkins 1819, 8, 32, 33). (Its outer part, beyond this HUCA and outside the medieval urban extents of Kingsbridge and Dodbrooke, was re-named Waterloo Road, presumably in the early 19th century.)

The 'HUCA 2' part of Duncombe Street includes a further belt of medieval town expansion. This comprised burgage plots with their inner ends on Duncombe Street, and their outer ends dependent on a line formed by the outer (north) side of the expansion plots to the east of Fore Street. It was therefore laid out after the latter expansion, though still within the medieval period (Section 3.4.1). The HUCA also includes urban growth on former strip fields to the east, extending the relatively early belt of growth along the street. This is now quite similar to the latter in character, but lacks evidence for burgages, so is of later origin.

Duncombe Street, while sharing Fore Street's predominant character of Georgian frontage on medieval plots, is distinct from it in several ways. These differences, outlined below, probably reflect the street's historically more marginal position, which has favoured *re*development, yet has also tended to limit change to existing houses through development of shop fronts.

The street frontage shows a few smaller historic buildings with altered exteriors which could potentially be surviving earlier, pre-18th century houses. Some relatively unaltered Georgian buildings are preserved within the frontage (others have been removed in recent times). In comparison to those of Fore Street, the Georgian structures here show more variety in their scale and in their setting relative to the street, some having been built as outlying villas (Fig 38). Buildings of the 19th and 20th centuries reflect some of Duncombe Street's relatively diverse functions during those periods. A striking brick Oddfellows' Hall of the late 19th century, and a contrastingly simple classical Masonic Lodge, are positioned almost opposite each other. Together these give a sense of one of the Victorian uses of the street, as a meeting place for social activity just outside the historic commercial core.

A BT communications complex occupies an easily accessible position off Duncombe Street, near the Fore Street junction. This has modern, non-local materials and styles, with concrete buildings and yards opening up behind the former line of the frontage, which may be regarded as incongruous in its setting behind the medieval market place on Fore Street. However, it may perhaps be seen as reflecting to some extent, in modern form, the documented past importance of Duncombe Street for trades relating to the communications network. Farriers, carriers and the like exploited Duncombe Street with its proximity to Kingsbridge market and its ready communication with Dodbrooke, the farms around the north of the town, and Plymouth beyond. The 1841 survey records a forge which used to stand on the BT site. It also shows a cartshed which still survives at the lower end of the hill (used more recently by undertakers).

A woollen mill, with substantial, tall ranges of local stone on Duncombe Street and the Eastern Backway, marks strongly the edge of the thriving Kingsbridge of the mid 19th century, and of this HUCA (Fig 39). Its industrial character appears to be underappreciated. This may be because it was converted to residential use quite soon after it was built, and also because its water supply was quite discrete. It had an undershot wheel powered by the pre-existing eastern leat of the town mill, rather than a leat system of its own which would have marked the landscape more strongly.

4.2.2 Above ground heritage significance

High As a whole, this urban core shows its shaping from medieval times through good survival of linear components of historic landscape character - roads, tenements, lanes and leats - and through the relationships of these with the church and market house complex.

The system of back and side lanes in HUCA 2, extensive and generally accessible, has high value, directly related to its historic role in communication and transport, which involved providing for movements of people or their animals, not vehicles. The lane network has a great community value, associated with its history. This is manifested in the marking with traditional street name signs of many of its small component routes. The lanes lend themselves very well to discovery of many aspects of the heritage of Kingsbridge, and there is high potential for enhancing provision of leaflets or books to guide exploration. The lane boundaries or surfaces may be highly vulnerable to change, due to lack of awareness of their archaeological interest and lack of inclusion in statutory protection.

Fore Street's house fronts survive well despite knocking-through of some shops, and, at several points, removal of all structures to open up tenements. They give the HUCA a coherent commercial character of the Georgian era. At the same time, the historic buildings behind them, though only closely accessible in a few places, have high value as evidence of long and complex development before that period. Church, Shambles and Town Hall form a close, central and prominent group, with great symbolic as well as historical value for Kingsbridge as a whole.

The non-conformist chapels of the HUCA show significant diffusion through the area, at varying depths relative to Fore Street. Together with the permeability of the area resulting from the continuing use of the side passages and Backways – besides the presence of family homes and businesses – this distribution means that this is an area rich in personal and community meaning as well as evidential value.

This core area provides an important body of evidence for the formative market function of Kingsbridge, though not all of the development indicated by historic maps is legible on the ground. The shape and size of the open market place both originally and after extension, with its possible very broad span up to the 19th century, and the provision of market buildings of various types and dates from post-medieval times, may be seen. The area has great value for further analysis and comparative study.

There is great scope for further, detailed historical analysis and dating of the town, to enhance understanding of its tenements, market and church complexes, streets and leats and their interrelationships and later development. This could draw on the kinds of archaeological evidence outlined above, and also on documentation such as the 1841 town map, and any plans or written records in the Buckfast Abbey or other archives.

4.2.3 Below ground heritage significance

High Despite some relatively recent alteration and redevelopment, the area retains very high potential for further recording of its visible fabric. Buildings flanking Fore Street behind the street frontage may include remains of early houses, particularly on the west where the medieval facades may have been a full house depth behind the present ones (Figs 40, 41). Standing buildings may have other, later features of interest, varying from workshops to assembly rooms. The church incorporates evidence of its early form, expansion and adaptation. The boundary walls, side lanes and backways with their courses, materials, and relationships are likely to indicate many aspects of the town's plan, style and change, as yet unrecorded.

Buried remains of various kinds will survive. These may include structural and other traces of medieval settlement, in such burgage strips, or parts of these, as are preserved through use for gardening (or are lying under buildings undisturbed at depth by modern redevelopment). Lanes may retain, at lower levels, earlier surfaces and artefacts, like the Westerwald pottery found in King's Arms Passage (MDV 64410). Traces of market trading could still lie under Fore Street. It is possible that buried early house or other building sites occur on the margins of the rear lanes, in addition to those marked by ruins above ground (Fig 42).



Fig 27 Church marking the north limit of the early town and the heart of its full medieval extent, seen across the Dodbrooke valley from the high suburb east of old Dodbrooke, HUCA 18



Fig 28 Fore Street by the church (centre), with projecting Shambles, rebuilt from a Tudor corn market, in the early market place, and mid-19th century Town Hall (left), now a cinema



Fig 29 Gardens on burgage plots east of Fore Street, from Matthew's Passage



Fig 30 Fore Street Hill near the centre of the market place of the early town



Fig 31 Western Backway on early town edge with leat determining its course, and walling showing change over time



Fig 32 Lidstone's butchers by the Shambles, with ironwork of the kind supplied by Lidstone's foundry, Dodbrooke



Fig 33 Primary market place extending up Fore Street Hill, from the meeting of its boundary leats and backways (just behind the camera) to the church



Fig 34 Commercial frontage 19th century in style on the site of medieval residential expansion east of Fore Street, north of the church



Fig 35 A later 19th century bank introduces a more ornate style and an increase in scale to the essentially Georgian frontage by the church



Fig 36 St Edmund's Church rises from a hillock on the ridgetop clearly visible here on the west, where its revetment defines HUCA 2 against HUCA 3



Fig 37 Plymouth Brethren chapel, 1853

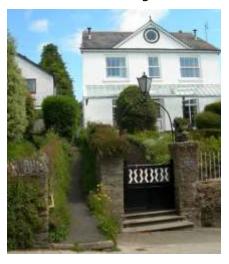


Fig 38 Villa, lower Duncombe Street



Fig 39 Duncombe Street rises to Fore St from its bridge over the east leat of Town Mill, with Duncombe Mill (centre) defining HUCA 2's north-east edge



Fig 40 Old building complexes on burgages west of Fore Steet north of the church (HUCA 2), seen from the car park truncating the plots (in HUCA 11)



Fig 41 Fore Street premises (left) possibly in front of, rather than on, the medieval frontage, exposed by a cut through burgages. Stonework behind the brick building may represent the side wall of a timber framed one

Fig 42 Ruins of a house in a garden by Sunnypatch, in HUCA 2, seen from the Western Backway; pointing to the potential for buried post-medieval and earlier remains in such ground elsewhere in this area

4.3 HUCA 3; Upper Fore Street

Fore Street above medieval Kingsbridge, with well-preserved landscape of substantial, largely 19th century houses with rear gardens shaped from earlier, strip derived fields

4.3.1 Historic character

HUCA 3 is roughly sub-rectangular in plan. It is framed by the upper part of Fore Street (running north of Duncombe Street), together with the inner part of Plymouth Road branching west from this, and the strong line of the Combe Royal stream (which fed the western leat of the medieval town mill) running below these streets on the west. The HUCA comprises a continuous area of the post-medieval urban growth of Kingsbridge. It shows some variety of building styles and dates, but is quite coherent in its pattern of terraces and generous roadside houses and rear gardens, mostly well-preserved. This pattern (and so the HUCA representing it) lies mostly west of Fore Street, probably as a result of land ownership in the past as well as the 'pull' for development exerted by the Plymouth Road to westward (Fig 43). The opposite side of Fore Street above Duncombe Street generally shows a different character associated with the former presence of a manor house there (in HUCA 4).

The standing buildings of the upper part of Fore Street indicate that it is an area of post-medieval, largely Georgian, development. Analysis of the historic maps confirms this, the maps showing no narrow burgage plots in the urban tenements here (a lack not easy to appreciate on the ground, though, from the public spaces of the town). Upper Fore Street continues in use today as a mostly well-to-do residential area.

The 17th century Old Grammar School, now the Cookworthy Museum, with its expansive front and an inscribed stone displaying the historic function of the building, stands at the inner, south end of this area. It can be seen as having been built on the margins of the town of its time, to serve the inhabitants, and also to command a highly visible position on the approach to the town so that it marked the charity and status of its founder. The school defines the southern limits of the area well against the outskirts of the pre-existing town, along with the tall and fairly grand later 19th century Vine Terrace opposite it (Figs 9, 44). The HUCA is distinct, too, from the outer parts of the historic town on its north and east in HUCA 4. That area is similarly associated with the higher part of Fore Street, but unlike HUCA 3, features well-spaced higher status sites of earlier origin, joined up relatively recently by housing estates covering most of the ground behind the road.

Upper Fore Street is broad, similar in width to its lower part in HUCA 2 (though in the 18th century and earlier it will have been less wide than the market street there if, as suggested, this has been infilled on one side; Section 3.7.1). It was broad as far out as Plymouth Road, even before the 'turnpiking' of its continuation beyond that point in the 19th century. This 'HUCA 3' stretch of it accommodated the upper part of the annual roadside Kingsbridge livestock fair (Dymond 1877, 153, 154). Fore Street in this HUCA has a discernible character of its own. It rises steadily, and the houses either side, where set back, address it at a slight angle across their small railed front areas rather than flanking it closely, reflecting their origin in a comparatively recent period.

The houses are mostly 19th century, but are interspersed with others of 18th century or even earlier character (Fig 44). This main approach to Kingsbridge from inland and from Plymouth, and the annual fair which it hosted, will have attracted commercial activity as well as roadside dwellings. A site north of Vine Terrace with a carriage width passage to a rear yard is legible as that of the Plymouth Inn, marked on the 1841 town map and mentioned by Hawkins as the London Inn (1819, 46). Fabric of the old tavern, possibly adapted from an earlier post-medieval house with its end on to the street, may perhaps survive here. The inner, south part of the area had a higher status in the past than is now apparent. Vine Terrace is known to stand on the site of Vine House, an 'old, long, low, house with a grey, unstuccoed, stone front' of the Prideaux family, members of which were prominent merchants (Fox 1874, 66).

The predominant 19th century buildings are varied in form and style, with the substantial three storey Vine Terrace, and double fronted detached houses such as Barnfield (Fig 45). However, most have a substantial scale and quality, and share similar construction of stone or brick or a combination of these materials. The grandest house is the former Vicarage, sited off the south side of Plymouth Road rather than Fore Street. Its placing would seem to reflect the enhancement of that road to the west by the turnpike trust in the second quarter of the 19th century, which helped to draw out from the old town residential development for those who could afford to keep a carriage.

Rear gardens generally survive well. They are difficult to see closely, as there are mostly no back lanes. Aspects of their plan characteristic of shaping to the early medieval landscape can be seen from the street in front, though. From the roadside the garden side walls run off on long sinuous lines, which, as the historic maps indicate, are pre-existing boundaries of strip-derived fields (Figs 45, 46). A community garden offers experiences of a sample, as it were, of the plots behind the street front. This reveals how they are narrow but broader than the burgages in HUCA 2, being derived from strip fields. It also shows how they preserve locally distinctive and semi-natural features, such as rubble stone and cob walling, and mature ornamental and fruit trees thriving on this sunny side of the Kingsbridge spur (Fig 46).

Fore Street itself in this HUCA is almost entirely covered in the modern surfacing, incorporating earlier limestone kerbstones, which prevails in Kingsbridge streets of the early 20th century or earlier. However, it should be noted that upper Fore Street does retain (in front of a house on the west side, no. 128) some pavement slabs. These may be survivors of the flagstones noted by Fox; she says these had been laid 'some years' before the time at which she was writing, so they probably date from the mid to later 19th century (1874, 23). In the days of the Kingsbridge fair, the street here had a relatively narrow road way running through its centre. This passage-like through-route was flanked by the 'waste of the manor', that is, the open ground for trading and display, filled with pens and animals on fair days (Dymond 1877, 153, 154).

Northville Road, a street of moderately sized, detached or paired villas, built rather later (c1900), defines the edge of the area on the north. Their gabled forms, and the wider views to the south which they offer, mean that the character of the houses of Northville Road is rather different from that of those on Fore Street. Nevertheless, the villas on both streets are comparable in scale, and they share the attraction to Plymouth Road. Houses in both areas also feature some accomplished historic ornamental ironwork (Fig 47). Similar houses might perhaps have extended all along the north side of Plymouth Road, except that the local topography restricted development in that spot. The ground there rises quite suddenly to the north, the turnpike road having been cut into the lower slope of the rounded hill of Knowle beyond.

The name of the street on the north, Northville Road, might suggest that this outer part of the area, and the summit of the Kingsbridge spur beyond, were considered as sites for early suburbs on a larger scale. The name is similar to those of Westville and Southville (in HUCAs 10 and 16) where extensive suburbs were laid out. Actually, beyond Northville Road itself, development occurred more recently, and in a piecemeal way, when Knowle was absorbed in modern housing estates (in HUCA 4).

HUCA 3 in fact shows little lateral growth off Fore Street in contrast to HUCA 2. This pattern might perhaps suggest that pressure for urban growth here was far less in Victorian than in medieval times. However, when seen in the context of the Victorian expansion on the Dodbrooke side, it indicates rather the zoning of growth around the town as a whole. Availability of land for workers' housing was probably greater around the inland end of Dodbrooke, due to the greater distance of that area from the Plymouth Road as well as from the commercial and cultural core of Kingsbridge (see HUCA 20). At the same time, the west facing creekside ground below Dodbrooke was particularly attractive for the well-to-do (see HUCA 14).

4.3.2 Above ground heritage significance

High The urban area on upper Fore Street with its post-medieval, mostly 19th century character, is quite well defined from, and contrasts clearly with, the earlier town on lower Fore Street (in HUCA 2). The reasons for the differences and similarities of these two adjoining HUCAs are potentially of great interest for the town as a whole. This is particularly so since the one area follows on from the other along the same earlier spinal ridgeway, so that responses changing over time to exploit a similar environment can be seen.

In general the substantial historic houses and gardens here survive well. There is potential for study of their layout, architecture and social history, allowing comparisons and contrasts with the medieval town from which they spread.

The architecture and built features of the area have aesthetic value. The structures are not outstanding in terms of style, but contribute much to the interest and distinctiveness of Kingsbridge. Several facades display local ashlar stone, while cut and rubble stone, cob, and slate coping occurs in the walls of plots. A range of traditional decorative ironwork survives, and this work is almost certainly from the local Dodbrooke foundry.

The rear gardens here have acquired a particular heritage value. This is because those of the lower town, of earlier origin (in HUCA 2), and those of the dispersed manor complexes and villas further out from this (in HUCA 4) have been more widely built on, otherwise changed, or lost. These gardens in HUCA 3 may themselves be vulnerable to development or other change.

The gardens here are not typical of those behind lower Fore Street in that they do not represent the narrow burgage plots. Like the burgages, though, they show fitting to medieval strips. In this way HUCA 3 captures a sense of the original setting of the borough – a landscape of strip fields. Upper Fore Street gardens also have map evidence for historic ornamental layouts, or use for orchards, in places. With their structure and planting today they may therefore represent a valuable survival of the recorded, once renowned, horticultural character of Victorian Kingsbridge (Section 3.8.4).

4.3.3 Below ground heritage significance

Medium The remaining open ground in the HUCA has probably been shaped and planted with trees quite intensively in the past as a result of its incorporation in gardens. However, since this use dates from around 1800, it means that the area has been preserved from modern deep ploughing. This is 'Anciently Enclosed Land', and has good soil and drainage and a sunny aspect. It is therefore likely to retain below ground traces of activity in the prehistoric era. The area is close to both the medieval extent of the town, and to Knowle, so may also have buried medieval settlement-related material such as pottery. Artefacts were probably spread along with other occupation debris during the fertilisation of the fields here in medieval times.

Beneath the tarmac of Fore Street, structures or deposits relating to important historic town infrastructure, no longer visible at surface, may perhaps survive. The earliest known extensive improvement of the street for wheeled vehicles was the narrow, paved carriageway through the wider thoroughfare and fair ground, noted above. Part/s of this may remain under the later surfacing. Traces of the even earlier piping which brought drinking water to the town from the Combe Royal stream could also be present (see Section 3.5.2).



Fig 43 Upper Fore Street, from Plymouth Road junction in HUCA 3. The mixed, mostly 19th century buildings of HUCA 2 line the street on its west (right), and, nearer the medieval core where the road bends, also on its east



Fig 44 Inner, south-east corner of HUCA 3, with houses probably 18th century or earlier; the altered Plymouth Inn projecting below them; and tall Vine Terrace beyond that marking the edge of the medieval town, and of HUCA 3



Fig 45 Barnfield, one of the generous villas with gardens fitted to strip-derived fields west of Fore Street in HUCA 3



Fig 46 Garden of Tresillian, west of Fore Street, HUCA 3, with wall of local rubble stone



Fig 47 Villas on Northville Road, overlooking the town and fields beyond

4.4 HUCA 4; Knowle and Welle

Modern suburbs, shaped by two sites recorded as manors and by several villas, as well as by higher ground and slopes, on and by the inner end of the Kingsbridge ridge

4.4.1 Historic character

This is now a residential suburban area, showing some adaptation to an earlier, predominantly ornamental landscape. Most of the area is covered with relatively recent estates of attached and detached houses and bungalows, low-rise but quite dense. Besides this there are some relatively small open areas of paddock or garden ground.

In plan the HUCA is irregular but essentially elongated, fitted to the inland, northern end of the prominent oval ridge occupied by old Kingsbridge, strongly demarcated by streams to east and west. The greater part of the area consists of development around Knowle, a place recorded as the site of a manor of medieval origin, but now greatly changed. Knowle lies off the ancient spinal ridgeway connecting Kingsbridge and Sorley. This is the present A379 road, which passes through the centre of the HUCA as it runs north from the historic core of the town (where it forms Fore Street). The rest of the HUCA (that is, its south-eastern corner) lies at Welle, another medieval manorial centre, much altered. Welle is situated just below the Kingsbridge ridge, across the Dodbrooke stream, off the early Wallingford Road near the junction with this of Waterloo Road. (The latter is the eastern part of the medieval route previously known as Sigdure Lane, later named Duncombe Street; see Section 4.2.)

Taking first the north part of the HUCA, Fore Street climbs steadily here from the northern edge of early Kingsbridge to a gentle but marked, rounded summit. This rise is the largest, highest and outermost of a chain of three on top of the ridge. (The little central rise also lies in this HUCA, at Lower Knowle below the junction of Plymouth Road with Fore Street. The innermost one is that used as the site of the church, in HUCA 2.) The outer summit probably gave the northern skirts of the old town its name, Knowle, the Saxon for 'knoll'. The knoll offers wide vistas, 'overlooking the town, and commanding an extensive view of land and water to the South extremity of the navigable Estuary' (Hawkins 1819, 46). It appears to have determined the character of this area, in varying ways, throughout the lifetime of Kingsbridge.

The OS noted remains of an old mansion at Knowle in 1886, and the direction towards the place of the early route from the west (from which Plymouth Road was made) supports the view that it was an important medieval settlement. (Documentary evidence is desirable to confirm this.) The Knowle House standing at the time of the 1886 survey was occupied 1799-1815 by Colonel George Montagu, apparently the George Montagu widely known as a naturalist. The Colonel was responsible for establishing the surrounding pleasure grounds, and made the place 'a charming residence on a minor scale' (Hawkins, *op cit*). This mansion was demolished in the 20th century along with its outbuildings. Some traces of the complex remain (in garden boundaries, and in the layout of the modern suburban development of Manor Park around the site).

In contrast, two later, Georgian, peri-urban villas named respectively (on the historic maps) Knowle Cottage or Prospect House, and Lower Knowle, survive well. (A plaque at Lower Knowle identifies it as The Knowle House, home of George Montagu the naturalist; Hawkins records Montagu's residence as Knowle House, now demolished.) These villas stand beside Fore Street, so their age, genteel style and original dispersed spacing can be appreciated from the road (Fig 49). Some of the shapes of their grounds persist in those of housing estates developed from them, though the ornamental effects of the gardens running down to the eastern mill stream are lost (Fig 50). In the positioning of the villas, one can see clearly the attraction of Plymouth Road, the turnpiked route to the naval city, and that of the edge of Kingsbridge. A post standing in later walling by Fore Street opposite Plymouth Road marks an entrance bay to both a sweeping approach to Knowle House, and a drive to Knowle Cottage (Prospect House).

The very top of the Knowle knoll, west of the ridgeway, was used for another substantial house with a vista in the second half of the 19th century. Here there is better survival, largely hidden on its rounded high site, of associated ornamental grounds adapting the field system of medieval origin. Nursery gardens flourished in this area in the 20th century, and some of their trees and their glasshouse sites remain. Also clear here is the cutting through the bedrock of the knoll, on the west side of the Sorley road, to widen the roadway. It shows well how this ancient route to the north from Kingsbridge was improved in the turnpike age to become a good carriage road, serving and attracting genteel living in the area (Fig 51).

Moving on to the south-east corner of the HUCA, this is the site of Welle or Langwell House (MDV 63976). Welle was noted in the later 19th century as 'a very old mansion, which has been partly rebuilt' (Fox 1874, 91). Fox saw here 'ancient portions' of a once greater complex, mostly used by her time as farm buildings, standing 'at the entrance of Wallingford Lane'. At that time Welle was considered likely to have been a monastery belonging to the monks of Buckfast, but more recently it has been attributed to the Champernowne family (Listed Building documentation). A few obscure hints of the grounds persist in the public front of relatively recent housing here, by Waterloo Road. A grassy margin is left in front of the redevelopment, giving some sense of space, and a carved granite, presumably from the site, is incorporated in the façade of the nearest row of houses of contrasting modern fabric and style (Fig 52).

4.4.2 Above ground heritage significance

Low-Medium The landscape of the larger part of HUCA 4, as this developed until recent times, is of great interest. The area was characterised by ornamental grounds woven through and over a framework of medieval strip-derived fields. This pattern showed how the farmland here on the north of Kingsbridge, like that on the riverside south of Dodbrooke in HUCA 14, developed a genteel villa landscape. Here, there is evidence of the varying relationship of villa development with earlier manorial centres. One such complex, Knole, high on the ridge but well connected to Kingsbridge and Plymouth, attracted several villas; while the other, at Welle in the valley below, quietly decayed (before both centres were re-developed due to pressure for urban growth).

Aspects of this historic landscape character remain tangible in places, with the survival of some of its components - the earlier buildings or the boundaries of their enclosures, now infilled with housing. It should be noted also that the historic patterns may be much clearer in the less publically accessible north-west part of the HUCA. Overall, though, as a result of re-development, that character is not readily legible on the ground today, reducing the heritage value of the area (Fig 52).

However, the importance and attraction of the Plymouth Road for the town are in some ways clearer here than in adjoining HUCA 3. There, the greater growth towards Plymouth Road from the medieval town might be seen rather as expansion exploiting availability of space along the far longer established axis of Fore Street. This aspect of HUCA 4 is of wider value. It shows the influence of the turnpike road system on urban growth and style, and provides valuable comparisons and contrasts between that effect and the better evidenced, or more widely known, impact of the railway.

4.4.3 Below ground heritage significance

Low The area now has low archaeological potential in general. There is no substantial survival of the Knowle and Welle mansions above ground, and most of the ground has been redeveloped for housing involving much levelling into the hillsides. The remaining open ground on top of the Knolle knoll on the north-west has potential for prehistoric remains. This is anciently enclosed ground, with a gently sloping but prominent rise, and with relatively easy access to the head of the sheltered navigable estuary. It could have been attractive as a site for monuments relating to territorial organisation or ritual. (Archaeological evaluation of trenches at a limited site in the west corner of the HUCA found no traces of post-medieval or earlier activity, however; EDV 4450.)



Fig 48 Knowle in HUCA 4 skylined on the ridge, from Wallingford in HUCA 21



Fig 49 Lower Knowle, Fore Street, at the edge of HUCA 4, above HUCA 3



Fig 50 The square plan of Knowle House Close, east of Fore Street in HUCA 4, formed from the joint outline of a block of gardens or paddocks, below Lower Knowle



Fig 51 Cut rock above Fore Street reminds us that this was a narrow way, splaying into the fair ground and the market place beyond, until it was made a turnpike road



Fig 52 House on Duncombe Street with re-used worked stone from Welle

4.5 HUCA 5; Lower Union Road

Working quarter on the former western horn of the estuary head and fields below old Kingsbridge; mostly converted 19th century works with active later sheds and yards

4.5.1 Historic character

This low-lying area on the edge of old Kingsbridge includes a distinctive small industrial area, developed largely in the early 19th and early 20th centuries, forming a belt along Lower Union Road (Figs 53, 54). The town gas works were established here in 1834. Substantial two storey rubble buildings, now converted, on the outer, west side of the road – and probably structural remains in the active business premises on its east – mark the works site, though its tall gas holders have gone, as has an earlier brewery. Workshops or stores of the later 19th century east of the road generally survive well, with rear yards, and later extensions or additions, covering the old fields on the skirts of the Kingsbridge spur. As well as these surviving older industrial buildings, the HUCA has several structures and areas continuing in use for car repair and similar small-scale businesses, contributing to its distinctive, functional historic character.

It is still possible to see, from the built environment of today, why trades clustered here in the past. On the north-east, some of its yards and buildings run up to part of the scarp below the leat and backway defining the lower end of early Kingsbridge. This shows how the area offered space outside the earlier urban extent for trades which required space and access, and which generated traffic and (in the case of the earlier industries) noise and waste. The trades' former attraction to this area to exploit links to water-borne and land transport can also be understood, through the location of the HUCA between the 19th century quayside and railway station (in HUCAs 6 and 9). However, those relationships are more difficult to sense here. The quay and the station are hidden by the lie of the land, by intervening trees and structures, and by the relatively recent by-pass and cross-valley roads framing this area on the south and west (West Cookworthy Road and Ilbert Road, respectively).

The name Union Road hints at another aspect of the historic role of this area on the margin of the Victorian town. Union Road was used from the early 19th century as the main approach to the Kingsbridge Union Workhouse (in HUCA 7). The street was cut across in the 20th century by West Cookworthy Road which by-passed central Kingsbridge and opened up surrounding land (again in HUCA 7) for development. The layer of history relating to the workhouse may be seen indirectly in the character of the lower, town end of Union Road, in this HUCA 5, through the general absence here of residential development of the Victorian period. This may reflect a contemporary view that proximity to the paupers, who lived in the workhouse and worked at ropemaking in a field alongside it, was undesirable. There is an isolated later 19th century outlying residential element, the L-shaped Devon Square, formerly behind part of the brewery complex but now open to the road, with a few more recent houses (Fig 55).

The junction of the west end of Mill Street with the road to West Alvington is potentially significant for our understanding of the development of the historic routeways and landscape around the head of the estuary, in that Mill Street appears secondary (see the assessment of value, below, and Section 3.2.1). However, the junction is greatly altered since the West Cookworthy Road by-pass has been carried across it above Devon Square, truncating the old Mill Street which is now accessed from the side of the by-pass down a footway with steps.

The attachment of Lower Union Road itself to Mill Street remains clear, though, as does the T-junction onto Hurrell Road to the north formed by the continuation of Union Road in HUCA 7 (cut off from HUCA 5 by the by-pass). This indicates that Union Road is secondary to the routes to the west from the later medieval town— the causeway to West Alvington (Mill Street), and the lane to Norton and Churchstow (Hurrell Road). It therefore helps to give a sense of how the land in this area long lay beyond roads, in meadows around the western horn of the ancient head of the Kingsbridge estuary.

Besides the working street frontage and eastern rear yards of lower Union Road, the area has some more recent development on Ilbert Road forming its south side. Here a petrol station and a fuel depot, and a relatively small area of housing, indicate the modern emphasis on road vehicle transport and recent pressure for urban infilling.

4.5.2 Above ground heritage significance

Medium-High Lower Union Road offers a strong sense of an industrial area on the edge of the thriving Victorian town continuing in use in a smaller-scale, quiet way, complementing the historic residential and commercial urban areas. This has effectively gained added value in recent times, as a result of changes to the Duke Street/lower Dodbrooke area located on the east of the town. That area lies in a corresponding position, below the Kingsbridge ridge with its early leats which provided a supply of water for manufacturing, and above the quayside formerly essential for transport. It was an earlier established and important historic industrial quarter, with a regionally renowned foundry, but no longer survives as such. Its former industrial sites and complexes have been largely absorbed in recent re-development of Dodbrooke (on the north-east side of HUCA 1, and in the lower part of HUCA 13 adjoining).

Returning to HUCA 5, the positioning of the gas works can be appreciated as an early stage in the shaping of the wider physical and administrative landscape to the needs of the town as a whole. The site was placed close against the road because it was acquired from the former farmland of West Alvington parish; and it was separated from the urban limits of the time by the fringe of fields - which subsequently became further workshop and yard areas – because of the nuisance and hazard it represented to the townspeople.

The past arrangements and relative chronologies of Mill Street and West Alvington Hill as well as lower Union Road are now only partially apparent on the ground. However, they are of great interest in terms of the early growth of the town as a whole, being consistent with Mill Street developing as a post-Conquest route across the estuary on ground reclaimed from a tidal pool spreading round either side of the tip of the Kingsbridge spur.

The workshops and related buildings and yards of the HUCA on the upper, north-east side of Union Road may be vulnerable to re-development (Fig 56).

4.5.3 Below ground heritage significance

Medium The buildings and yards here - particularly those east of Union Road, smaller scale and more intermixed than those on the west - show considerable modification but also signs of potential for further study to show how and when the area developed as an industrial or trading quarter. From the road, one can glimpse the backs of properties, where the ground rises to the Kingsbridge spur. In places these backs show open areas, which may be re-surfaced or otherwise modified but not extensively levelled, along with boundaries and sheds of varying materials including some traditional ones. This indicates that modern disturbance has been limited, at least in parts of the HUCA, and so suggests that features such as remains of workshops, or supports for lost launders used to supply water from the mill leat, may survive above or below ground (Fig 57).

There is also potential on the east in the HUCA for some survival of upstanding features or buried traces of its pre-industrial landscape, such as field boundaries of medieval origin, or apple trees. This corner lies outside the old gas complex and the later works which have inherited it, and is less built up or cut away (Fig 58).

In addition, car parks, yards and the like, perhaps even Union Road itself, could potentially preserve, under their modern surfacing, silts, fills or other evidence of the ancient head of the creek. Any such deposits could be of great interest for further study of questions such as the location of the pre-Conquest bridge.



Fig 53 Lower Union Road from its outer, west end, with gas works range to right



Fig 54 Workshop of the 20th century, in use, and converted gas works of 1834



Fig 55 Housing on Devon Square, behind inner Union Road, possibly provided for employees of nearby works. The truncated end of Mill Street is to the left



Fig 56 Recent re-development on parts of the west side of Lower Union Road, left, may indicate pressure for similar change to old yards and sheds on the east, right



Fig 57 Yard off Lower Union Road rising to backway (below large chapel, left) bounding the early town in HUCA 2



Fig 58 Garden behind Moysey Court in HUCA 5, on the foot of the Kingsbridge spur, once at the head of the estuary

4.6 HUCA 6; Square's Quay

Quays and ground reclaimed from the creek in mid 20th century, now a plaza, with civic facilities using an earlier house and grounds, parking, and a reduced strip of moorings

4.6.1 Historic character

The HUCA is a belt of largely open and level, predominantly made ground running across the present tidal head of the Kingsbridge River and down its west side. In the last half century this place has acquired some of the roles of a civic centre, because of its central location in the modern town of Kingsbridge, and its accessibility and space for cars. It links the old as well as the new areas of Kingsbridge and Dodbrooke, and adjoins roads running through or around these as well as the waterfront.

On the north the HUCA includes the ground reclaimed in the mid-20th century from the creek, amalgamated with what had been the inner Squares's Quay on its west side, and with the former front of Dodbrooke Quay on its east. This ground was a car park until recent times. It now provides a square or plaza style traffic-free public space, used for strolling and sitting and events such as farmers' markets. It is mostly open, with some planting and shelter, and a small visitor information centre (Fig 59). The latter has a clock on the apex of its roof designed to resemble on a smaller scale the Kingsbridge Town Clock, and so to borrow for its surroundings some of the associations with civic status of the old market core, where that historic clock stands above the Town Hall.

The square has hard surfacing which obscures the former divides within it between quays and creek, and conceals the development of the two inner, earlier phases of Square's Quay, respectively medieval and post-medieval in origin. However, being very level, and open to the present limit of the tidal river beneath its revetted lower end, it still has the potential to be understood as former quayside. The Creek's End inn on the west of the square incorporates a post-medieval building (MDV 24302), probably related in some way to the port since it stood just downriver of the quay of its day.

The outer, still tidal part of Square's Quay, south of the plaza, was developed in several phases, the two largest dating from the later 19th and mid 20th centuries respectively. It carries a car park linked to the plaza and with similar planting and footways. Modern moorings and a ferry landing are provided along its edge. The quay's facing of laid regular local stone slabs is indicative of its later 19th century origins. Further south, a limekiln preserved behind the quay evokes the working waterside and its evolution through time. The kiln marks an isolated landing, served by a lane down the riverbank, Tumbly Hill. This landing was reached and absorbed by Square's Quay only in the later 19th century when the quay was extended. Beyond this again is the mid 20th century part of Square's Quay, reaching to the Tacketwood creek (Fig 60). This area was shaped to attract visitors in the 1960s; the broad slipway sloping to the channel served as a launching place for boats towed here by car, and a miniature railway formerly ran towards the town (Adam Sharpe, pers comm).

Returning to the plaza, this is linked through proximity and shared public functions, and by a recent canopied shelter (part straddling the intervening boundary and allowing a flow of movement and views through it), with Quay House and its surviving grounds, adjoining it on the west. Some historic ornamental character persists here. Quay House (MDV 24291), maintained as Town Council Offices, has been interpreted as a former tide mill with its pool on the site of the square (Cherry and Pevsner 1989, 521), but the evidence for this is not clear. It is legible rather as a substantial classical genteel residence of the second half of the 18th century with small park-like grounds inside the northernmost, earliest end of Square's Quay, a working quay at that date (Figs 12, 61). Part of its lawn remains, beside a library and other modern buildings on the side away from square, and a mature tree survives from planting that once screened the busy quay from the grounds. A building to its north-east (just beyond the later buildings in front of it in Fig 61) may be an 18th century or earlier port building or merchant's house, its outline against Square's Quay being indicated on the river chart of 1796.

An early 19th century history records a former road to the creek through the land of Quay House, and notes also the shifting of the route to run outside the grounds, this forming Love Lane, now Boon's Lane. The evidence for an early road in the vicinity is of great interest as this was probably the narrowest point on the neck of the estuary, and so is a possible location for the Saxon crossing, the King's Bridge (Section 3.2.1). A linear hollow visible in the lawn of Quay House is quite likely to mark a feature of the Quay House grounds, or some more recent activity such as trenching to lay services, rather than a trace of the diverted road. (It is too slight in any case to contribute much to awareness of the time depth of the landscape.) It is of interest, though, as a pointer to the potential for buried remains of an early road here which might be very significant for the early history of Kingsbridge.

4.6.2 Above ground heritage significance

Medium The inner part of this area was considered an 'uninspiring car park' in recent decades (Cherry and Pevsner 1989, 521). With the filling and covering of the creek for the car park, much of the historic character of the quays here, formerly showing in their opposition across the river how the estuary head served and shaped the two old towns, has been lost. However, its retention as an open area, with modification to form traffic-free public space with the car park use on the quay to the south, does allow some understanding of the later development of Kingsbridge as a port, not evident elsewhere in the landscape. In addition to this, its accessibility means that its long story could easily be presented through interpretative material or events.

The openness of Square's Quay also allows relationships with adjoining areas to be seen, contributing to appreciation of the wider history of the town. The active urban waterfront migrated downriver over time, through this area. Looking north, this can be perceived in the rounded and segmented front of the 'built up earlier quay landscape' of HUCA 6 against this HUCA. Looking east, the grand fronts of houses in the 'villa belt' of HUCA 14 are seen across the Dartmouth road. The setting they addressed can be understood – the Promenade which the Dartmouth turnpike absorbed, and the creek which attracted the Promenade, here infilled but easily imagined from the views of it to the south. In itself, as a waterside pedestrian area edged with trees and offering views down the river, the square inherits some of the historic functions of the Promenade (also retained to some extent by the footway left outside the Dartmouth road on the edge of HUCA 14, which runs downriver from the square).

The area may have evidential value for the town as a whole, with its possible survival of buildings related to the functioning of the port, and through its archaeological potential. The latter is limited overall, but is high in the former Quay House ground and to the east of there, where there may be traces of early use of Square's Quay and perhaps of a route associated with the earlier, lost King's Bridge (below).

4.6.3 Below ground heritage significance

Medium Buried remains of early Square's Quay (relating to its structure, making-up material, and use), and of the more recent infill between this and the site of Dodbrooke Quay in HUCAs 1 and 14, can be predicted to survive in this HUCA. The remaining open ground on the west in the HUCA is relatively undisturbed, being part of the ornamental grounds of the later 18th century Quay House, preserved through re-use of this property by the Town Council. It is likely to retain buried deposits associated with the use of the garden, and with the early part of the quay beside which this was laid out.

Also, since the quays are very likely to be mostly undisturbed at depth, they could conceivably incorporate remains of the Saxon period King's Bridge, if, as suggested in this assessment, it crossed the creek in this HUCA. The known former road to the creek across the Quay House lawn may have left some traces, and if the route was associated with the early bridge any such remains would be of particular interest.

There is potential for documentary study of the early Square's Quay, and a review of the older, post-medieval buildings and their relationship with the waterfront is needed.



Fig 59 Civic centre of the later 20th century, on the old Square's Quay (left) and on land reclaimed from the creek between that and Dodbrooke Quay (right)



Fig 60 The ageing but substantial concrete slip at the outer, south end of Square's Quay, in HUCA 6, shows the shaping of the port in the mid-20th century



Fig 61 Inner corner of HUCA 6 with a row possibly developed from a post-medieval port building on Square's Quay (right), and Quay House behind this facing downriver

4.7 HUCA 7; West Cookworthy Road

Residential development around a workhouse complex and framed by the old railway, and retail or light industrial areas against old Kingsbridge, all served by a short by-pass

4.7.1 Historic character

The mid-20th century West Cookworthy Road is a modern by-pass running around the west side of Kingsbridge town centre between the old routes to Plymouth and West Alvington. The by-pass is linked also to a road cut through former burgage plots to Fore Street on the east. West Cookworthy Road supports a large area of mixed suburban development, roughly crescentic in overall plan, spread between old Kingsbridge and the curve of the town's dismantled railway to the west. The cut opening to Fore Street serves a lesser, roughly rectangular area of the HUCA on the east side of that development, protruding towards the core of the town, where car parks rise up over the old burgage plots to the mouth of the cut. The moderate slopes west of West Cookworthy Road have residential side streets roughly contemporary with it, while the lower ground along the east edge of the by-pass - under the Kingsbridge ridge with its historic urban areas (in HUCAs 2 and 3), and to the south below the railway terminus (HUCA 9) - has more recent retail, light industrial and similar use.

The residential development includes mostly two storey houses and bungalows of varying modern design. The layout is compartmentalised, with blocks defined by fairly short and straight streets, and some grassy areas and mature trees survive. This gives a sense of space distinguishing the area from more recent suburban growth such as that extending north in HUCA 8. The plan of the development gives some time depth, since it reflects the fitting of the streets around a strong pre-existing central feature – the quadrangular core of the early 19th century Kingsbridge Union Workhouse complex of 1837 – and so to one of the central, higher fields of the farmland of medieval origin which was adapted to form the extensive workhouse site (Fig 62). However, away from the workhouse, only a few of the streets follow the lines or trends of the earlier field system.

The workhouse core has lost some of its buildings and spaces, but others remain, adapted and part altered or added to for modern business use. The surviving structures include long ranges of unrendered local rubble stone rising through up to four sparely lit storeys, with associated yards, walling and gateways. These are widely visible above or between the surrounding later buildings. They clearly show the scale and austerity of the workhouse complex, and the high level of organisation of the institution.

The principal approach to the workhouse, Union Road, is retained in use (along with the upper part of Union Road - an earlier lane which was overlooked by the complex and linked it to other, rural parishes in the Union). Parts of the walling of the outdoor area to the front of the historic buildings, where paupers were put to work, are re-used to define suburban gardens (Fig 62). Lines of sight persist between the complex and the core of Kingsbridge (Fig 63). In these diverse ways, the designed appropriation of this marginal but prominent place to provide for the needs of the poor (as perceived by others), while also deterring them from requiring assistance, is evident.

The house now named Redford Court, standing towards the south end of the HUCA, shows a building style very different from that of the workhouse. 'The one [is] fanciful and sentimental, a villa with barge-boards breaking forth into grapes, with grapes also in the cast-iron gate, the other [is] grim, utilitarian, and classical' (Cherry and Pevsner 1989, 521). This was an isolated house, positioned away from the river, half a kilometre from the waterside villas and Promenade in HUCA 14. It was slotted into an angle between one corner of the Union grounds and the road used as the workhouse approach. Its positioning (and perhaps the previous name of the place, The Retreat, recorded on the 1886 OS map) may suggest that this villa was the home of an official of the workhouse, designed to provide a domestic environment of contrasting character and associations.

The bold vine motif used in the decoration of Redford Court (formerly The Retreat) and of its garden enclosure is very striking. It is carried around the eaves, as the bargeboards are carved with running vine foliage as well as the hanging bunches of fruit (Fig 64). The decoration has great aesthetic appeal, and this is deepened by historical and local interest, the theme evoking the popularity of grape growing in Victorian Kingsbridge among residents who could afford glasshouses, recorded at the time (Section 3.8.4).

On the south-west side of the HUCA, the housing above West Cookworthy Road respects the bed of an old railway, part of the Kingsbridge line operated 1893-1963. This was a branch line some 20km long altogether, running north, outside the western limits of the town of its time, from a terminal on a scarp forming the south side of this area (in HUCA 9). Beyond the study area it passed into a tunnel taking it under the Sorley ridge and on up the Avon valley to the main line at South Brent. Here in HUCA 7, the massive engineering of the line with cuttings and embankment gives a highly legible historic frame to the town. Mature trees now lining or filling the old railway give it added strength as a visual boundary, and semi-natural beauty and variety.

North-west of Hurrell Road the railway bed is filled with allotments (Fig 65). These gardens form an intermediary zone of cultivation between the suburbs and the open farmland which stretches away from the study area beside a footpath crossing a railway era 'service' or local use bridge. Their garden use allows the course and dimensions of the railway earthworks to be clearly appreciated, while they show well the continuity of Kingsbridge's horticultural traditions as well as reflecting national patterns of provision for a degree of self-sufficiency in food production informing 20th century town planning (these and other allotments in Kingsbridge are recorded as a 'Sub-type' in the GIS mapping, though not picked out in Maps 14 and 15, which show them under the Broad Type 'Open ground').

Hurrell Road is an altered part of a longer, early routeway which still exists west of here in the form of the footpath over the railway noted above, and which formerly continued also to the east (beyond the Union Road junction by the Workhouse). The eastern part of the route is no longer visible on the ground in this HUCA, but survives in the core of Kingsbridge above this as the Church Steps, climbing to Fore Street immediately north of the churchyard (in HUCA 2). This route is considered to be medieval in origin. It led from the town's original northern edge (also its continuing church centre and commercial core) to other focal points of the medieval landscape, to the west - Norton, and Churchstow beyond. Hurrell Road now has the character of a suburban street, but maintains the line of the old way, and with the footpath running on from its outer end something of its early origins can be perceived.

Below the old Workhouse and the surrounding housing, on its lower lying south and east sides, the HUCA has retail and light industrial development with supermarkets and other often large but fairly dispersed structures, landscaped parking, and service roads dropping off West Cookworthy Road. On the east a rather earlier tongue of such landscape protrudes from the low ground up the west side of the Kingsbridge spur, crossing the line of the western mill leat which elsewhere forms a strong edge to the HUCA. This represents a civic initiative to provide central town car parks linked also to Fore Street.

These southern and eastern areas offer little of heritage significance beyond reflecting indirectly, through the recent types of their urban edge character, the historically low attractiveness, for intensive use, of the stream valley floors, formerly meadow land. From much of the ground in this part of the HUCA, the Kingsbridge ridge with the church and other historic buildings is visible on the skyline, yet quite close, allowing aspects of its historic character and development to be appreciated. These views, though, are seen over or between surfaces or structures here where modern functional and non-local or mass-produced materials and forms have degrading effects on the historic landscape (Figs 66, 67).

4.7.2 Above ground heritage significance

Low-Medium The creation of West Cookworthy Road with its flanking development has meant that historic routes across the area to the town core have been lost or greatly changed (through the bisection of Union Road, truncation and alteration of the Norton/Churchstow route, and pedestrianisation of outer Mill Street). However the line of Hurrell Road following that of the medieval road to the west from Kingsbridge's early north edge, with the church and the (then) head of its market there, is one of few traces persisting in today's landscape of the town's important, formative associations with the Domesday manor of Norton and parochial centre of Churchstow.

The remains of the workhouse – with traces of its outer enclosures and setting, the approach road named after it, and its intervisibility with old Kingsbridge on the next ridge – convey well the scale, form and style of the documented institutionalisation here of paupers from Kingsbridge and 25 surrounding parishes (Fox 1874, 219). In this way they contribute significantly to understanding and experiences of the town, its life and regional status in the 19th century. This complex also represents a concentration of unrendered local stone fabric unusual in the town where stucco and slate cladding are widespread, and as such has an unintended aesthetic value and local distinctiveness.

The contrasting, conscious beauty of adjacent Redford Villa has meaning in the context of the workhouse area itself, as noted in the statement above. Besides this, it is an especially good example of Victorian design and workmanship in the town with a highly accomplished set of iron openwork gate pillars, gate and railings probably made in the Dodbrooke foundry. This villa's integrated grape and vine leaf decoration hints vividly at the recorded past horticultural character of Kingsbridge related to its local climate. The existing allotments on the old railway can be seen as following this tradition in a very different form. The value of these features is enhanced since many greenhouses and plant nursery and allotment areas have been lost across the town as a whole.

The views of the ridgetop town core from the east side of this HUCA are some of the closest available from public places in Kingsbridge today, though gained from incongruous modern development. (The features of the core and their relationships with each other and the topography are surprisingly hidden elsewhere due to land form and building density.) These views are potentially vulnerable to further degradation.

There is potential historic interest and community value in a strip of overgrown land on the valley bottom to the north-east in the HUCA. As the historic maps indicate, it is here that the western mill leat, considered to be a primary and formative feature of the town, runs off from the Combe Royal stream. However on the brief visit for this project the area did not appear to be accessible, so it has not been assessed on the ground.

4.7.3 Below ground heritage significance

Low Ground levels have been modified for the railway line and by-pass, with the buildings, access roads and car parks around the latter. (On the north of the HUCA, the previously buried arches of the Plymouth Road railway bridge are part excavated and so retain some of the material filling them, but this infill may be relatively recent.) As a result, it is probable that there is generally poor survival of any buried remains associated with the strip-derived fields which previously covered the greater, west part, or with the former burgage plots on the Kingsbridge spur on the east.

Some areas of open ground remain east of centre, in the valley bottom. This, having been meadow land historically, is less likely to have complex early settlement-related deposits. However, particularly where waterlogged, some parts of it may preserve evidence of the past environment and of changes to this, as shown by palaeoenvironmental work on the supermarket site there (EDV 5624). Further down the valley, near where West Cookworthy Road cuts Union Road, such ground might preserve buried evidence of the ancient extent of the creek, of great interest in terms of the wider story of Kingsbridge, as may parts of Lower Union Road (see HUCA 5).

There may also be high potential for recording and analysis of the workhouse complex.



Fig 62 Garden walling north of Redford Way (centre), formerly bounding an outer enclosure of the Workhouse (beyond)



Fig 63 Workhouse buildings in HUCA 7 dominate the view from Ropewalk in HUCA 11



Fig 64 Redford Court, originally named The Retreat, on Union Road



Fig 65 Allotment gardens fitted into the old railway, Hurrell Road



Fig 66 Town core in HUCA 2 from Lower Union Road car park in HUCA 7. Modern structures, though relatively low, distract, and obscure burgage plots and Backway

Fig 67 West Cookworthy Road by a route through car parks linking it to Fore Street, with commercial sign visually more prominent here than the church spire in HUCA 2

4.8 HUCA 8; Coombe Cross

Modern housing, fitted round the north end of the Kingsbridge ridge and reusing part of the old railway respecting this, and flanking the main ridgeway and another early route

4.8.1 Historic character

This is suburban area at the upper end of the Kingsbridge spur, reaching as far out as Coombe Cross on the early ridgeway running north from the town (where it forms Fore Street) to Sorley and on inland. Here the road is named Stentiford Hill and is a busy local route, forming part of the B3194.

It includes rows of housing on the Hill pre-dating the 1936 OS map (Fig 68). West of that is more recent infilling on access roads extending either side of Darky Lane. That lane, named on the 1886 OS map and depicted there as a narrow tree-lined way, is a small portion of an early long distance route part incorporated in the modern town (see Section 3.2.1). The early origin of this route is not apparent on the ground here, though it can be appreciated to the east where it continues as a footpath in HUCA 21. Further to the south in the HUCA, Northville Park, a cul-de-sac off Darky Lane, takes in a cutting made to carry the Kingsbridge Railway of 1893, its houses standing one deep in small plots all along this.



Fig 68 Rows of the early 20th century at the north tip of HUCA 8 and of the study area

Altogether the pattern is of piecemeal, outlying urban growth. This has a secondary character at Northville Park, being 'squeezed' into the railway, and between the railway and the flank of the Kingsbridge ridge. (On the ridge, in the adjoining part of HUCA 4, the streets though also modern are quite different in character. They follow the medieval field alignments, unlike Northville Park. They stop at the Coombe Royal stream, on the historic parish boundary, and so do not communicate with HUCA 8.)

4.8.2 Above ground heritage significance

The area is of **Low** heritage value, its shaping showing recent pressure for expansion in the town, and views of the surrounding farmland and the edges of modern Dodbrooke.

4.8.3 Below ground heritage significance

The archaeological potential of this area is thought to be **Low**, since it is quite intensively developed, and incorporates a deep railway cutting. The later adaption of the early roads bordering or crossing the area has resulted in much modification of their surfaces and boundaries.

4.9 HUCA 9; Kingsbridge Station

Disused late Victorian railway station, part re-developed, on a shelf by yet distinct from the town core, with part of the branch line beyond it in fields bordering later suburbs

4.9.1 Historic character

HUCA 9 includes the terminus of the Kingsbridge branch railway, operated from 1893 to 1963, with part of its track bed in farmland beyond. (Further parts of the old line lie in HUCAs 7 and 8.) The station (Fig 69) lies off the main historic route to the west from the estuary head, West Alvington Hill. It was positioned close to central Kingsbridge and Dodbrooke, to carry freight as well as passenger traffic generated by both towns and quays (Section 3.8.1), but was fitted on a deep shelf-like site cut in the slope below, and opening off, the Alvington road. This setting, with the closure of the railway and the subsequent cutting of the new West Cookworthy Road below it to by-pass the town centre, and the growth of trees on the boundary scarps and banks of both railway and by-pass (Fig 69), means that the station is surprisingly isolated. It is discrete both from the surrounding town, and from a contemporary suburb, Westville, laid out with reference to it on the much higher ground across West Alvington Hill (in HUCA 10).



Fig 69 Line of sight to limited survival of old railway infrastructure through more recent buildings, with a high frame of trees, at the former Kingsbridge Station, HUCA 9

Re-use as an industrial estate with large sheds set across the former track beds obscures the layout. Despite this, with the survival of a goods shed (Fig 69), and the level and splaying nature of the ground (and site recording, Watts 2009), the railway origin can still be read. Railway character is evoked also in the naming and signage of a cluster of residential buildings set at the Kingsbridge end of the complex, The Sidings.

4.9.2 Above ground heritage significance

Medium With its proximity and functional links to both the town centre and estuary head, and to the well-preserved suburb of Westville, the terminus has potential value for showing how the town attracted and was changed by the railway. Such railway character as survives could be vulnerable should further redevelopment be considered.

4.9.3 Below ground heritage significance

Low Before the railway, the area as part of the inner farmland of Norden would have had potential for buried artefacts and perhaps other deposits associated with that medieval settlement. The levelling of the ground for the railway terminal, with the more recent modifications, means that this potential is probably now insignificant.

4.10 HUCA 10; Westville

Edwardian core of the western suburbs, by the station, with housing of varied styles but similar in date and linked by a grid street plan, and a grammar school, now converted

4.10.1 Historic character

A grid of residential streets, with a former grammar school for the expanded town (including old Dodbrooke as well as Kingsbridge) marking its south edge against the lower, later housing of HUCA 11 (see Fig 17), forms the distinctive suburb of Westville. The suburb is Edwardian or late Victorian in origin (part only appears on the OS map of 1906). A large mid-20th century sports field and a linear development of more recent college buildings form the outer, west side of the suburb (in HUCA 11), and also form part of the edge of Kingsbridge today. Here, the town borders farmland, and the outskirts of the village of West Alvington, historically a borough (the parish church of West Alvington is visible on the skyline in Fig 70).

The development of the suburb was associated with that of the Kingsbridge Railway (closed in 1963). This relationship can be understood through the age of the buildings of Westville, and through its location. It lies just across West Alvington Hill from the railway terminus and station (in HUCA 9). The station is now part redeveloped, though, and views of its site are obscured from Westville itself, since it is slotted into the slope below the hill, towards the town core (Fig 70).

It was once intended that the railway would be continued beyond Kingsbridge, to Salcombe. Possibly, had this happened, Westville would have grown further, earlier, and absorbed at least the level ground and the more moderate slopes of a wider area towards Tacket Bridge (in HUCA 11). Several features indicating that this was planned appear on historic maps (Section 3.9.2). Some indications of it can also be seen on the ground. For example, the provision of Trevanna Road above the very steep bottom of West Alvington Hill on the north-east of the block might have allowed further growth of terraces there, whereas in fact it was carried east only relatively recently, and only a short way, to become a residential cul-de-sac (in HUCA 11).

The layout and houses here are generally relatively unaltered. The plan is essentially regular, most houses along the parallel streets standing in rows with small front plots, and rear yards or gardens served by shared passages. The terraces when seen along the streets typically form a wave-like series of grey cut slate roofs above white painted gabled elevations, often with bay windows or verandas, behind warmer coloured boundaries combining walling of local stone or brick with iron railings and gates (Fig 71).

Besides similar buildings, and ironwork, the suburb's streets have in common a strong frame on the northern, townward side. Here they end at a high stone walled scarp along the deeply-cut part of lower West Alvington Hill (formed as an incidental result of the re-grading of that pre-Conquest road in the turnpike era). Some Westville streets stop above this scarp, forming cul-de-sacs, while the ends of others drop down it ramplike to join the main road at its base. All these shared characteristics combine to give the area a clear identity, and a sense of a planned, quite rapid urban expansion (Figs 71, 72). Perceptions of the identity of the suburb are enhanced through the continuing use of its railway-age place name, Westville. This is a deliberate styling, displayed in combination with the individual street names on historic signs within the area.

Within Westville the styles of buildings along different streets or parts of single streets show appreciable variety, indicating that the suburb was made to provide for differing social groups. The west end of Kingsley Road on the outer side of the area, now facing the more recent part of the college complex in front of the later development running down to Ropewalk (in HUCA 11), shows design to appeal to wealthier families. It has large villa-style paired houses with generous gardens and balconies exploiting the sunny south aspect and views over farmland towards Salcombe.

The grammar school, built just before World War II (Adam Sharpe, pers comm), is now converted to residential use. However, its substantial and well-finished stone building remains relatively unchanged, and its setting on the edge of the Edwardian housing is still evident. It shows clearly mid-20th century planning to provide facilities for the growing modern town as a whole (Fig 17).

In its overall character and in its variations the built environment here is likely to present very interesting comparisons and contrasts with other railway-age and railway-related suburbs across Devon and beyond. (It has not been possible to pursue these as part of the present project.) It shows regional character in the use of rubble stone and cut granite features in boundary walling, and of slate for roof covering and, in places, for wall cladding.

Much more striking local distinctiveness, as well as aesthetic appeal, now results from the generally excellent preservation of original iron railings on the low boundary walls, with iron gates in their openings. The ironwork here is very likely to have been produced by the foundry in the bottom of the town on the old Kingsbridge/Dodbrooke boundary in HUCA 13. Its prevalence, and deliberate variety within it, such as elaborate name plates featured on the gates to the houses of a particular terrace, strengthens perceptions of the identity of both this suburb and its component streets.

Apart from the persisting defining line on the north, already mentioned, of West Alvington Road - the Saxon route west of the estuary, altered in the turnpike age, and more recently - there is only a limited lingering sense of the pre-urban landscape here. The edges of old Westville follow the combined outline of four of the former fields of West Alvington. These fields were quite large and rectangular but show slight sinuosity and other indications of their derivation from medieval strip fields. One of the streets, Waverley Road, follows the course of an old lane through the fields. However, this is detectable in the landscape only indirectly, and outside the present study area (in the continuing presence of Norden Lane with which the old route connected, across West Alvington Hill from Waverley Road).

4.10.2 Above ground heritage significance

High The layout and buildings of Westville are well-preserved and provide the clearest reflection, in the built heritage, of the railway age in Kingsbridge, its relative lateness and short span. The suburb indicates to what extent direct connection to the railway network affected the planning, styles and development of the town. It contrasts greatly with the later residential development spreading immediately beyond, very much larger in size and laid out on sweeping lines (in HUCA 11). Similarly it contrasts with further areas of more recent suburbs extending over hillsides on the other quarters of the modern town. Altogether these comparisons show the ultimately far greater impact of change in Kingsbridge during the age of the car.

The houses of Westville may have value for study of wider patterns in the spread of homogenised styles of living and the agency of the railway in this. The very good survival of iron railings and gates here complements the generally earlier range of ironwork in old Kingsbridge and Dodbrooke and in the villa landscape on the east side of the estuary (in HUCAs 2, 3, 13, 14).

With its strong front above West Alvington Hill, Westville is a historic feature of the approach to the town from the west. As a mature suburb on an elevated position quite distinct from the central Kingsbridge spur, it contributes interest to views from outside the HUCA, notably from the even higher, more recent estates on the north-west and east of the old town (Fig 70).

4.10.3 Below ground heritage significance

Low-Medium In general Westville is quite densely built up and probably retains little in terms of below-ground archaeology, but has potential for recording and interpretation of its building style and features, with their variations and meanings.



Fig 70 Westville (centre rear ground) above the station site with large sheds and trees, from suburban HUCA 18



Fig 71 Terrace with well-preserved railings in Kingsley Road, characteristic of the Westville suburb (HUCA 10)



Fig 72 A sign naming the area as well as the street, one of several in Westville (HUCA 10), on one of the ramp-like roads accessing the area from West Alvington Hill

4.11 HUCA 11; Ropewalk

Varied modern development off a medieval road here 'turnpiked', with glimpses of 19th century and later sites serving the historic port and market functions of Kingsbridge

4.11.1 Historic character

This is a large area, roughly U-shaped in plan, extending south and west from the Victorian limits of Kingsbridge. Most lies off the old Salcombe Road now named Ropewalk. It is dominated by modern development, educational and residential in character above this road, and residential and recreational below it. On the east the 'U' lies near the estuary, while to the west it extends uphill around earlier Westville (HUCA 10) to college grounds accessed from West Alvington Hill. The development south-west of old Kingsbridge, begun at Westville in the early 20th century, seems to have reached a hiatus, resuming here rather later in that century. As a result, the streets around Ropewalk are quite different from those of Westville. They show the looping and branching plans, and provision for parking on roadsides or in entrance ramps or garages, characteristic of the car age. Building materials and styles are imported and standardised, though forms are varied with detached, paired and stepped houses and bungalows, long blocks of flats, and provision of larger gardens in places (Figs 73, 74).

The ancient field pattern is now obscured by the development. A few of the boundaries of the medieval strip-derived fields of West Alvington still bound housing on the east of Westville. An unusual small crescentic enclosure there at the head of Springfield Drive marked on the 1803 OS drawing, now with a house within it, remains visible. Judging from its size and shape, and its position, this could be a Napoleonic or earlier defensive earthwork. Some traces remain, too, of the pre- or peri-urban character of the area in the 19th to earlier 20th centuries – that of farmland laced at intervals with industrial or commercial activity requiring space and accessibility from road, river and town.

The name Ropewalk refers to a large ropeworks (MDV 51269), the South Devon Ropery, begun about 1825 (Fox 1874, 52). A cluster of standing buildings marks the downhill, roadside end of the rope-walk, which was at least partly covered in sheds. This formerly ran on up the slopes above now covered by houses, reaching a great length in its prime. The road may have acquired its name (noted by the OS in 1886) simply because it led to the rope-walk, or because part of it was initially put to use as one, perhaps drawing the whole works to the site. It is straight immediately north of the surviving Ropery buildings for a distance very similar to the several discrete lengths of the known rope-walk. The road has been improved in several phases, though, so if it was once used for a ropewalk, any associated remains may have been disturbed.

A parking area below the road, now relatively quiet, marks the head of Kingsbridge's capacious mid 20th century edge-of-town cattle market (MDV 55335). This included two enclosures behind the extended Square's Quay, known as the Market Fields (Adam Sharpe, pers comm), as well as large sheds off Ropewalk. The Market Fields are now developed, one with another large, but very different structure, a sports and leisure centre (Fig 75). There is little to suggest the important former use of the place. A small pedestrian gateway linking this site to the town is functional and rather decrepit, so may very well be associated with the market rather than the sports centre phase.

4.11.2 Above ground heritage significance

Low The landscape here has changed much in relatively recent times - now reflecting primarily the needs of the modern town for leisure and school facilities on its outskirts but in reach of its core - yet has some other heritage value. The name of the road through this area points to a history of maritime industry and trade of local and wider interest. The rope-walk supplied cordage for shipping on the estuary and overseas (Sections 3.7.5, 3.8.2), and the remaining Ropery buildings are significant since they are among a limited number at Kingsbridge functionally related to the continued operation of the port in Victorian times.

The traces of the modern cattle market though limited have potential for broadening awareness of the historic importance of the livestock trading for which the towns of Kingsbridge and Dodbrooke were laid out from the start, and of changing provision for this. The pedestrian gateway, possibly associated with the market, may be vulnerable.

4.11.3 Below ground heritage significance

Low Most of the area is built up, and since much of it is quite steep this has entailed extensive alteration to ground levels. Survival of any buried archaeological remains is probably limited (such as traces of prehistoric activity, which might have been present in the Kingsway Park area, with its south facing slopes close to the Tacketwood creek).

There may be potential for further study of the character of the enclosure at the head of Springfield Drive, though the interior of this has been re-used as the site of a building. The surviving buildings associated with the Ropery may preserve significant evidence of its use.

The sports field on the west, reaching quite close to the historic borough of West Alvington, could contain medieval material such as potsherds spread in medieval times as a result of dressing of the former farmland here. Being in a favourable area for prehistoric settlement, on a gentle ridge above the ancient head of the Kingsbridge estuary, it may have buried traces of earlier activity also.



Fig 73 Earlier, lower houses of Kingsway Park with broad fronts and gardens, HUCA 11



Fig 74 Shapes in upper Kingsway Park, HUCA 11, contrast with those of fields beyond



Fig 75 Sports centre on 20th century Market Fields, above quays in HUCA 6

4.12 HUCA 12; Tacketwood

A waterside area of low density mostly recent housing, shaped by a disused quarry begun centuries ago, semi-detached from the modern town across a creek head bridge

4.12.1 Historic character

Tacketwood or Ticketwood, on the outer shore of a side creek, is named on maps from the 18th century when it lay half a kilometre or so south of the town of Kingsbridge. This small, discrete suburban area shows very strongly its shaping by quarrying in the past (Fig 76). A great sudden cut in the rounded hill behind, filled with mature trees, is clearly visible from across the estuary. (This tree cover presumably post-dates the 19th century working of the site, while being apparently the successor of another tree veil from a previous period of disuse, the wood of the place name – see further below.) The ground in front is low and level and runs into the little creek in a spread of shingle (Fig 77). With these qualities it is readily understood as old waste from the quarry. Its core appears as a fan of quarry debris, labelled 'Rubbish', on a chart of the Kingsbridge River made in the late 18th century. Several 20th century houses stand here. A 19th century quarry quay (MDV 16531) beyond the old spread of spoil, at the mouth of the creek, bears a quarry manager's house and workmens' cottages, and a villa beyond (Fig 76). This quay defines the south-eastern limit of the HUCA, forming part of the edge of the town.

The low density and small scale of the houses to the front of the quarry scoop means that views of the water are preserved. Several old footpaths run to and along the water's edge; and the shore is stonier, and so more accessible, as a result of the quarrying. These features combine to encourage exploration of the adjoining tidal inlet itself. This is named Tacketwood Bay on the chart of 1796. The term 'bay' is used for side creeks elsewhere on the estuary for example at Park Bay downriver. If the origin of the first part of the name here is correctly traced to the 17th century (see further below), it may be that a previous name for the inlet can be found through documentary research, and this might reflect its more ancient character or use.

A limekiln here (MDV 74306), shown on the map of 1886 and probably also on those of c1840 and 1803, survives in a garden (Adam Sharpe, pers comm). The creekside of today has revetment walling, with ladders and other small scale provision for leisure craft. In these ways it shows in modern form the traditional interaction of Kingsbridge people with its estuary, involving travelling as well as working on the water. The views over the inlet to a frame of old oaks along the opposite shore (redeveloped behind the trees, in HUCA 11) capture something of the natural diversity that will have attracted people to the estuary for millennia before its town was built (Fig 77).

The modern suburban growth here is restricted to the eastern, quarry side of the road connecting the area to Kingsbridge. This road was the medieval way to Salcombe. It remains relatively unchanged, with its 18^{th} century creek-head bridge (Fig 78) maintained in use today (although it was improved inside the bridging point in the turnpike era, in HUCA 11, and has been widened outside the bridge in the 20^{th} century). A different main route to Salcombe from Kingsbridge was developed to the north (using West Alvington Hill, in HUCA 10) from the time of the turnpikes onwards. As a result, Tacketwood retains a sense of its historic semi-isolation from the town by land. Its separateness led - according to the 19^{th} century historians of Kingsbridge (Hawkins and Fox) - to its use for religious meetings by dissenters during the period of their persecution, probably in the 17^{th} century. The organisers issued the tickets referred to in the place name to their members, to avoid infiltration by informants.

The 20th century houses include some with a standardised character (Fig 79). Others, set back from the road, show more variety of style and materials, reflecting differing origins and greater chronological range. These include a former barracks building of the Second World War, brought here from the barracks site across the River in HUCA 16 reused at that time, and a post-war model farm (Adam Sharpe, pers comm).

4.12.2 Above ground heritage significance

Medium Tacketwood is a small but distinct area of Kingsbridge, almost wholly shaped by past exploitation of rock and river, and discrete from the rest of the town, even from the greatly expanded suburbs of more recent decades which reach to it. Its suburban character can be seen to have developed from, rather than simply succeeded, an estuarine industrial character. In this way it shows a connection with the past landscape and use of the Kingsbridge River more difficult to see elsewhere in the suburbs. The layout of the quarry, and the older buildings on the east of the area with their associated quay, lawn and mature planting, show how the waterside attracted industry, trade and transport, and, later, houses and grounds designed to enjoy its views. The suburb has its own interest as a small satellite of Kingsbridge, originally well outside the town but attracted by its post-war expansion as well by as the availability of the abandoned quarry site and its scenic setting.

The recorded history of Tacketwood gives it additional value. The place provides a link to an early stage in the organisation of the important nonconformist communities of Kingsbridge, further stages of which can be followed within old Kingsbridge itself through the development of dedicated meeting-houses on increasingly prominent sites (in HUCA 2). The history associated with the place name (if the name refers to the place having had a previous phase of tree cover, during which the dissenters used it) may also push the origins of the quarry back in time. The quarry might then have been worked in the Tudor period or even in the medieval era, so might potentially have supplied stone for some of the earliest known buildings in the town.

4.12.3 Below ground heritage significance

Low-Medium Tacketwood is mostly shaped by the quarry, and by the spread of the quarry's waste and the building of its quay into the river. It therefore has evident potential for recording and analysis of its development as an industrial site (though of course earlier working areas are likely to have been cut away during quarry expansion). The shore to the north-west of the quarry and its spoil – the naturally shelving land now used as gardens, and the creek silts below - has further archaeological potential. It may retain buried medieval and earlier remains associated with water borne trade, and perhaps other exploitation of the creek, such as fish traps worked with the tides. Organic material could be preserved in the silts by waterlogging.



Fig 76 Tacketwood, HUCA 12, with old quarry, quay, and shingly shore formed of quarry spoil supporting a cluster of houses, seen across the Kingsbridge River at low tide



Fig 77 The side creek of Tacketwood, defining HUCA 12, at low tide, from its mouth on the Kingsbridge River where slaty debris from the quarry above forms a beach



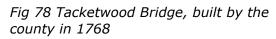




Fig 79 Housing on the western, town side of Tacketwood

4.13 HUCA 13; Dodbrooke

A small linear wayside and port town with legible medieval market core lined with old but little understood houses, outlying church, and well-defined 19th century extent

4.13.1 Historic character

HUCA 13 incorporates the built-up area of Dodbrooke (as it developed prior to its very extensive 20th century residential expansion, as part of the greater urban area of Kingsbridge, in HUCAs 18-20), except for several significant areas of this historically separate town. (These are the parts of the historic town whose present character draws them out into adjoining character areas – its stranded medieval waterfront, in HUCA 1; its later, outer quayside joined to that of Kingsbridge and incorporated in a modern plaza, in HUCA 6; and its genteel waterside villas and terraces, in HUCA 14.) The historic core of Dodbrooke has an essentially linear plan, showing how the town developed to trade on a route articulating parts of a rich farming hinterland spreading away both inland and downriver around the tidal limit of the Kingsbridge Estuary. The Dodbrooke part of this route forms Church Street (Fig 80). The old town is narrow, and rather cramped, being fitted (as is the pre-existing route running through it) on a shelving site between the stream bounding its parent manor, on the west, and the very steeply rising slopes to the east.

The medieval heart of the town is a triangular or funnel-shaped market 'square' immediately above the Church Street-Duke Street-Ebrington Street junction. This lies at the lower, south end of Dodbrooke's early urban area as currently understood. A part only of this triangle, the north-east corner, is named Market Place on an inscribed stone set in a mid-19th century revetment above it. The place is readily recognised especially since it has been presented as such in a little public garden on the site, with a display of old photographs, and several wooden farm animals children can mount (Fig 81).

The site of an early market house south of the garden, within the former open market place, is greatly changed by later rebuilding. Despite this, the site can still be recognised as that of an 'island' building in the open market triangle (Fig 7). This would seem to have been the market house. It was said in 1819 to be 'the old butchery at the market cross' and to have structural evidence of earlier use for the sale of more diverse goods (Hawkins 1819, 59; see further Section 3.5.1). (A structure bearing on its elevation the name Market House stands roughly opposite the 'island', within the street frontage on the west side of the square. This may be a later butter or pannier market.)

Ebrington Street runs into old Dodbrooke from the south. It can be seen as part of an early route from the area south-east of Kingsbridge - a rich farming landscape, bound by the estuary and the open sea. (This part of the route was a branch from a fork in it outside the present study area. The other part of the route continued its course towards the north-west, crossing the far side of the high ground east of the historic core of Dodbrooke - ground now built up and forming HUCA 18 - to pass through Bell Cross.) The branch which was to become Ebrington Street ran on, beyond the latter, along the east side of the Dodbrooke valley - where it is known as Church Street - to Bell Cross. This part of the route may also have been linked to the region west of the Kingsbridge River by the Saxon period King's Bridge. As argued in the first part of this report (Section 3.2.1), this bridge may have crossed over the adjoining narrowest part of the creek, below a spreading tidal pool at the ancient estuary head.

Quay Lane on the south side of the HUCA may possibly represent a survival in an altered form of the east part of the postulated road link to the early bridge. This is a narrow alley, hemmed in by buildings, joining Ebrington Street to the former waterfront now in HUCAs 1, 6 and 14. Duke Street (formerly Duck Street), with Mill Street to its west (in HUCA 1), may represent a later medieval replacement (at the ancient head of the estuary) of this suggested pre-Conquest crossing on the estuary's 'neck'. Duke Street 'dog-legs' into the Dodbrooke market place (over little Ducks Bridge on the stream between the two towns, now hidden underground), indicating it is secondary.

The Dodbrooke market may then be understood as successively exploiting trade from several major routes - the early route from the south-east, with, potentially, a link to the Saxon King's Bridge to the west until this was lost; and the Mill Street-Duke Street crossing of the High Middle Ages. (The latter may have been a ford through a tidal pool spreading around the nose of the Kingsbridge spur, before becoming a causewayed street appropriated to the pre-existing town on the spur, with quays below it.)

Ebrington Street itself as it nears Market Place is lined by buildings which, superficially at least, resemble the historic buildings on Church Street beyond. These are typically relatively small and simple two storey houses in rows. However, there is no sign here of the continuation of the market place from Church Street, and no good evidence for burgage plots behind (see Section 3.3.3). It is therefore likely that this street frontage is post-medieval, while that on Church Street (where burgages and market place are indicated) is medieval in origin. There are some hints of a commercial character mixed with the residential along the inner part of this street. It has signs of archways giving access for horses or carts, leading to the backs of premises where there might be (or have been) workshops and the like (Fig 82). This may date from the Napoleonic Wars. The place was considered an excellent location for trade at that time, when it led to the barracks beyond Saltmill, and was named Barrack Street accordingly (Section 3.7.4). Perhaps the buildings have more evidence for shop use than at first appears from their fronts, or perhaps business was generally done in yards or courts behind the frontage.

Further out on Ebrington Street (opposite some modern houses introducing a new frontage set back from the old roadside) is a long, three storey building (MDV 24217). This, with its great capacity, and its loading doors in plain walls of local stone, is clearly legible from its public elevation beside the street as a warehouse of around 1800. It forms a strong component in the framing of historic Dodbrooke town (Fig 82), and also points to the past close relationship of the town with the former waterside below the street. To the other, west side of the warehouse, a stone-revetted step down in ground level marks the edge of the warehouse enclosure against made ground beyond this, where there was formerly a river landing. The riverside here was later reclaimed and developed to form South Place, part of the genteel suburb lying in HUCA 14 (Fig 11).

Returning to the core of Dodbrooke, another, more extensive element of the early layout provided for the trading activity of the town is identifiable. This is a long, strong, step-like cut in the ground, now a pedestrian way, running along the contour. Church Street, in which the funnel- shaped market place lies, runs below the step, roughly parallel with it, and merges with it to the north. It is a former trading site, though less evident as such than the market place. (It is now perceived as a raised footway - always one of its uses, but now its sole one - and it was included in mid-19th century and later revetment and resurfacing works, so is superficially modern.)

This feature is easily understood as a primary one. The old houses forming the street frontage open onto it, and they could not have been positioned where they are (on the hillside, quite high above the market street) unless it was already there when they were built (Figs 3, 80, 81). The 'step' was the location in the early 19th century of 'an extensive range of sheep-pens, on one side of the street, elevated above the carriage road and bullock stand from ten to twelve feet, [which] discloses the antiquity of the mart' (Hawkins 1819, 58). It probably functioned as an open trading place in medieval times also. It may have been part of the original course of the main route through this area - a part by-passed, as it were, in medieval times, by the market street below, while still used for trading, because that street was cramped by the steep location.

Historic maps show patterns in plots behind the street which indicate derivation from medieval tenements. Together with the market layout, these indicate the likely extent of medieval Dodbrooke, though the evidence does not allow for precise definition of the town limits. As at the south end (already discussed), the north, uphill edge of the borough may be seen through a lack of map evidence beyond it for burgage plots. However, the edge is not clear. Plots have been greatly altered (both before and after they first appeared on detailed maps), probably due to pressure for change in the town.

The less altered steep eastern plots are not accessible from, or overlooked by, public routes; and the western ones by the market place have been recently redeveloped.

The 'market step' carries on to the Church, and the upper part of it may have served for fair standings as well as a footway, but Church Street itself is not a broad market street there. Narrow tenements perpendicular to the street resembling burgage plots, and side lanes or traces of them (Fig 83) giving access to such plots and to fields beyond them, extend only as far north as the Church Street/Belle Vue Road junction (Maps 5-7). Medieval Dodbrooke may then be regarded, provisionally, as extending up Church Street from Market Place as far as Belle Vue Road; the northern part of this extent may represent expansion within the medieval period (Section 3.3.3; Map 9).

Despite redevelopment in places - notably that right by the market on the downhill side mentioned above, at Church Close - the historic town buildings give an appearance of unity through and beyond this possible medieval core. Houses of relatively small proportions, with two storeys, plain fronts and 19th century type windows, fronting straight on to the market street or its step, run in rows all through the area.

However, details (such as slightly bulging side walls, and irregularities in window arrangements) hint at long use and adaptation of the houses on the uphill side of the market street. It is very likely that the superficial uniformity of the frontage conceals buildings of post-medieval or earlier origin (Fig 84). Buildings with shop fronts of 19th century style can be seen on Church Street only as far up as Market Square, and, beyond the Regal Club on the former market house site, only on the west side. Other shops have been lost to the development of Church Close (Adam Sharpe, pers comm), but Dodrooke's old shop frontage does seem to have been limited in extent compared to that of Kingsbridge. Together with Dodbrooke's original, extensive provision for trading (in its street layout, accommodating open air markets and fairs), this reflects the change in the character of the place, from medieval market town, to a village-like settlement in the Victorian period, to a largely residential area in the 20th century.

The church of St Thomas Becket towards the crest of the hill (MDV 7250) has a restored later medieval character, though a font inside it is of Norman type (see Fig 4, and Section 3.3.3). Its prominent position, on high ground by the early road junction of Bell Cross, means that the church is visible as a skyline feature in parts of old Kingsbridge (as well as from parts of the even higher, more recent suburbs). In this way it contributes much to awareness of how the Kingsbridge of today developed from two separate towns (Fig 85). In terms of the urban survey its situation, apparently at a distance from the market core of Dodbrooke, is intriguing. A possible explanation for this is that the church served surrounding farming settlements before the foundation of the town. However the churchyard has a secondary appearance when seen in plan, being seemingly fitted to the strip fields which formerly stretched away from its site.

Another aspect of the character of the church complex of particular interest in the present context is its wealth of structures and materials from the locality and the wider region. The churchyard features fine iron churchyard gates from the Lidstone foundry in Dodbrooke's lost industrial quarter (see further below). The gates are comparable with those of the Evangelical Church forecourt in Kingsbridge. Like these, they are readily attributed to Lidstone's through maker's marks. Adaptations to the church reflect changes in the size and wealth of the community. They include the building of a north aisle in the period between the OS maps of 1886 and 1906 (see further Section 3.8.1), and the expansion of the churchyard prior to the mapping of the mid 20th century.

Development of 19th century types characteristic of the urban edge survives to varying degrees on roads connecting with upper Church Street, which date from the medieval period, but which were not apparently built up until this time. (Belle Vue was formerly Batts Lane; Waterloo Road was the east end of the medieval way linking upper Dodbrooke with Kingsbridge, known on the east as Sigdure Lane, later re-named Duncombe Street.) Several ornamented terraces facing outwards mark the early 19th century town limits; though their outlook, the 'belle vue' of the then rural Dodbrooke

valley, is very changed since Waterloo is now a busy road with development around it (Fig 86). Roadside walling nearby encloses a former schoolyard. The school, begun in 1847 in an old malt-house here (Fox 1874, 92), became a secondary modern, and then Kingsbridge Lower School, before falling out of use in the 1960s (Adam Sharpe, pers comm). Its site is now covered by redevelopment large in its extent and in the scale of its buildings in proportion to historic Dodbrooke. With the rest of that development, extending behind it, the school site now forms part of the suburbs in HUCA 19.

A belt of ground by the Dodbrooke stream forms the western margin of the HUCA. The watercourse, probably the Dodda's Brook of the placename, was undergrounded here in the 20th century (as it was long ago in HUCA 1). (The course of the stream, and the incremental changes to its character, are recorded in the GIS project.) This was historically the Dodbrooke/Kingsbridge boundary. It served to delimit the town tenements on the Dodbrooke side, and earlier, strip-derived fields (belonging to Kingsbridge and bordering that town) on the other. Blurring of the boundary represented by the stream had begun by the 19th century, and prevailed in the 20th century. The ground shaped by the strips on the Kingsbridge side (truncated on their other, uphill edge by the formation of Kingsbridge with its own burgages) now has the character of an outer belt of Dodbrooke, and so is included as part of this HUCA.

Clustering or 'shouldering' of buildings technically belonging to Kingsbridge or to Dodbrooke inevitably occurred where the two towns met at the old creek head (in HUCA 1) to exploit the river landings and the roads which met there. A little further up the Dodbrooke valley in HUCA 13, as the 1841 map records, some holdings, and even ranges of buildings, extended across the stream, and so lay in two parishes (and in both town and country, since, while the stream bounded the town on the Dodbrooke side, the Kingsbridge urban edge ran upslope of the brook, along the line of the leat).

The straddling of the watercourse by buildings is likely to have been a result of the need for water from the stream for cleansing and other purposes, as well as the wider pressure for land inherent in the setting of Dodbrooke. With the eastern leat of the Kingsbridge mill running down its west side, providing water power, the Dodbrooke land west side of the stream became a belt of mixed industrial and paddock or orchard ground, held, as the 1841 survey shows, by both Kingsbridge and Dodbrooke residents.

The industrial sites or workshops in lower Dodbrooke included several of the types which - being noisy or smelly, as well as demanding of space and water - were characteristic of town margins. These included an extensive foundry, and two tanneries. Lidstone's iron foundry was described in its prime as an imposing and regionally renowned feature of Dodbrooke; '[the site] it seems, is in Kingsbridge; but as the stream which divides the parishes is *underneath* Duke Street, it is not easy to discover to which some houses belong' (Fox 1874, 96). By 1874 it had been run by the same family for over a century, expanding from a smithy to a foundry and manufactory of tools, machinery, and steam engines, trading across the South Hams, and exporting.

In the 20th century, the western ground in the HUCA lost its character of 'industrial quarter', and the former Dodbrooke/Kingsbridge boundary here largely disappeared. Duncombe Park on the north, shown on the mid-20th century OS map, extends over the buried stream, providing a recreation area on and for both sides (Fig 87). On the south, redevelopment, including the Church Close housing with its parking areas, extends from the Dodbrooke side over old Kingsbridge parish land to the edge of the valley floor belt, taking in ground which previously retained evidence of the early relationships of towns and parishes, as well as part of the historic market street frontage (Fig 88).

Closure of the south end of Kingsbridge's Eastern Backway (due to diversion in 1796 of the leat beside it; see Section 3.6.2) had the effect of tying the lower ends of the historic town cores more closely together in the 19th century. From this time the Backway was accessible from the south only via a former linking alley from Dodbrooke's Church Street (named 'Eastern Backway' on mid-20th century signage).

However, north of this, the (original) Eastern Backway survives, so that the medieval edge of Kingsbridge remains distinct there.

Discussion with passers-by in the streets in the course of this study indicates that many people appreciate the individual historic identities of Dodbrooke and Kingsbridge, as well as the natural divide created by the creek to the south (between HUCAs 6 and 14). The distinction between the two towns is invested in the urban landscape, notably through the survival of most of Kingsbridge's Eastern Backway, forming the west edge of this HUCA (a strong landscape feature, and an active route), and also through the presence of the two medieval churches, here in HUCA 13, and in HUCA 2A.

4.13.2 Above ground heritage significance

Medium-High Dodbrooke is a relatively unappreciated historic town. It was described in the early 19th century as 'a town and parish so completely united with Kingsbridge as to have the appearance of a suburb' (Hawkins 1819, 58), even though its built-up area was then merged with that of the larger settlement only at its lower end around Duke Street. It may now be experienced (as a result of its narrow linear character with cottage scale rows on a deep road), in a similar way to a 19th century workers' suburb spread up a former country lane from a town. It is under-explored as a place in histories of the 20th century (which conventionally present it, without supporting evidence, as the older settlement of the area). It has lacked the benefit of recording or even sampling of its fabric, and the town houses are particularly poorly understood.

Because of such perceptions Dodbrooke, with its significant archaeological potential (outlined below), is vulnerable to change. Recent re-development has resulted in the introduction of new frontage on the medieval Market Place (Fig 81) and also in disturbance of ground which may have preserved traces of Lidstone's foundry (Fig 88).

4.13.3 Below ground heritage significance

Medium-High The assessment indicates potential for buried medieval settlement-related remains in the ground behind the houses along Church Street. This potential extends at least as far north as the Belle Vue Road junction (except in modern redevelopments, notably at Church Close and Windsor Place). The buildings as a whole also have great potential for survival of fabric, perhaps even forms, of medieval origin.

The potential may generally be higher on the upper, east side of the area where steep slopes rising behind the street are likely to have favoured survival of both upstanding and buried medieval remains. (The gardens there are particularly difficult to see from public areas.) Upper Church Street, north of the Belle Vue junction, should also be regarded as having potential. Study of its buildings, and any buried archaeological deposits, might test the suggestion that this part of the town is post-medieval in origin.

Traces of medieval and later market stalls, etc, may lie below surface in Church Street itself, or on the footpath 'step' above it, or in the block of building on the former market house site. They are very likely to survive under the garden in the reduced triangle of open market place at the south end of the street. The side lanes - and any surviving sites of former lanes, on the west of the area - are likely to have earlier surfacing at lower levels. Buried industrial features of varying kinds (such as building footings, or holes for posts supporting launders running off the mill leat) may remain on the southwest in the area behind Church Street, where this is not stripped for recent buildings.

The church and churchyard are highly significant and sensitive for the community. There is scope for recording of features and details. These might reveal aspects of the early origins and layout of the church site, as well as its later medieval development and 19th century extension and alteration. There may also be potential for buried remains of medieval activity in the grounds on the south of the Rectory.

Potential for prehistoric artefacts related to trade on the estuary should also be expected, particularly in the lower, southern part of this area, adjacent to the estuary in the medieval and earlier eras.



Fig 80 View along Church Street to the market core of Dodbrooke from the outer part of the area with possible burgage plots, by the site of a school of 1842



Fig 81 Dodbrooke's medieval Market Place at the lower end of Church Street, with recent residential redevelopment on its lower, west side



Fig 82 Ebrington Street with warehouse on the south edge of the built-up area of the Dodbrooke of the early 19th century; photo courtesy Adam Sharpe



Fig 83 Alley at Stonebrook on the west side of Church Street, possibly on an edge between primary and expansion phases of medieval Dodbrooke



Fig 84 Irregularity of a side wall and of windows may indicate long adaptation of houses east of Church Street, Dodbrooke



Fig 85 Dodbrooke Church stands out on the skyline seen from King's Arms Passage east of Kingsbridge Church



Fig 86 Belle Vue on the old Batts Lane at its junction with Waterloo Road, bounding HUCA 13 on the north side



Fig 87 Duncombe Park, preserving part of the open ground between the two old towns, with Kingsbridge beyond



Fig 88 Rear of Church Close, below Church Street, in HUCA 13, looking west to walls flanking the Eastern Backway and leat defining the core of Kingsbridge in HUCA 2

4.14 HUCA 14; Saltmill

Prestigious riverside houses with traces of a promenade of c1800, by a former side creek showing silting of the River, now public grounds for the expanded modern town

4.14.1 Historic character

The 19th century town histories and maps record a sequence of higher status houses here, running down the river; Pindar Lodge, Quay Cott, Glena, Boxhill, Vauxhall, Buttville, Ivy Cottage and Windsor Lodge. These villas stood singly, or in small clusters, roughly 100m or so apart. Set within the run of villas, at the townward end, are well-to-do terraces or pairs of houses, a little later in date (South Place, Victoria Place). Behind the main run, a couple of villas exploit the sylvan setting of the little side valley, by Garden Mill (MDV 21145) whose name may suggest some earlier ornamental character.

A villa and pairs of houses were added around 1900 within the framework so established, beside Derby Road. Survival of the historic houses and their gardens and spacing is good overall, though there is some infilling with residential development, notably in the grounds of Boxhill, and in front of Windsor Lodge (Fig 89).

The houses show varying styles and finishes, with imposing vertical stuccoed classical facades at Victoria Place, and a *cottage ornee* type at Quay Cott, or Quay Cottage as it is now known (Figs 90, 91). Local stone is visible in rear elevations and boundary walls and slate is displayed in cladding and rooves. A striking element common to villas and rows is the prolific use, quality and variety of ornamental ironwork on boundaries.

Records of the builders and early inhabitants of properties provide further interest. Pindar Lodge and neighbouring Quay Cottage, identified on plates incorporated in the gates at their entrances, have particular local meaning. Pindar Lodge was the birthplace of the satirist, poet and recorder of Devon dialect of Georgian times who wrote as Peter Pindar. Quay Cottage was built by 'Mr Jon Lidstone, blacksmith', of the Dodbrooke foundry (Hawkins 1819, 61), in HUCA 13. Lidstone's foundry supplied the ironwork which forms a feature of this area and of other parts of the two historic towns.

The setting which attracted the gentry to build or live here can be sensed, despite some significant changes. These include the building up from around 1835 of the former lawn in front of Pindar Lodge, and, especially, the mid-20th century covering of the head of the estuary (upriver from the Lodge), to form a car park, now a plaza (in HUCA 6). The openness of the plaza means that the river below is easily seen, and can be imagined extending here with its scenic lake-like spread at high tide (Fig 15). The steps provided below Boxhill for the steamboats to Salcombe, bearing the date 1880, survive very well.

Similarly tangible is the ghostly presence of a closely related feature addressed by the houses here. This was the waterside Promenade, a level public ground lined with trees, designed for social strolling and display. The site was peculiarly well suited for the purpose, being 'Almost, if not quite, the only *mile* of level road adjacent to the town....run[ning] from Dodbrooke Quay down by the side of the Estuary' (Fox 1874, 112). Its influence on the built environment may be read in the emphasis on display in the facades of Victoria Place beside it (compared, say, with the quieter faces of South Place just beyond the townward end of the Promenade which fronted instead the extended Dodbrooke Quay).

The Promenade was largely taken in by the turnpike road to Dartmouth in 1829 when the grand houses overlooking it had only stood for a generation. However something of its style persists in the street name of this part of the road, in its shady trees on the river edge, in a public footway there which borrows its frequented yet calm atmosphere, and in a social gathering place along the footpath marked by benches and a memorial to townspeople lost in the World Wars of the 20th century (Figs 92, 93).

Some of the recreational character of the Promenade also persists in modern form in the area, though this has shifted, as it were, from the site of the Promenade itself (largely occupied by the Dartmouth road) to an adjoining park. The park, with its lawns and sports courts, fills the (earlier) reclaimed ground on the former tidal inlet of Saltmill. The ground is linked, by design, to the footway derived from the Promenade. Its entrance - in Modern style - itself bearing a memorial dedication to the Great War, is positioned opposite the war memorial statue on the remnant promenade (Figs 92, 93).

On its other, east side, away from the river, the park is linked with the contemporary council housing of Rack Park and with a (former) bus depot (both lying in the adjoining HUCA 18). In this way the park forms part of a wider suburban landscape of varying character dating from the inter-war period, when Kingsbridge was expanding its suburbs and providing new facilities for its residents. The wide principal gateway to the park - with its broad rectangular chamfered cut stone piers, enhanced by brass plates and overhanging copper beech - may then be seen as a confident marker of the development of the town during the inter-war period (Fig 92).

The modern use of Saltmill as a public recreation area means that the very level, low, open nature of the ground here remains evident. As a result, it is possible to appreciate how it has developed from a little arm of the estuary, which silted up and was used as a meadow from around 1800. Traces of the former industrial and trading character of the little side creek can be seen. The place name refers to twin tide mills here (MDV 12431). The mill buildings no longer stand, but several features indicate the shaping of the lost inlet to power the mills. The embankment across the former mouth of the side creek was originally the dam of the mill pond (this was incorporated in the promenade, and later in the turnpike road.) Remains of stone walling and steps, probably associated with the mills, are visible nearby. A quay outside the embankment also survives, in altered form, though an early limekiln beside it has been removed or levelled.

The good definition of the extent of the old tide mill pond allows some glimpses also of even earlier shaping of the area. The continuation to the east of Dodbrooke's Ebrington Street, named Derby Road, can be seen to respect the inland end of the former Saltmill inlet. The same route then passes on towards Chillington (now partly as green lanes rather than road), taking a more northerly line, in order to skirt the tidal heads of the next side creeks of the river system (Bowcombe, and then Frogmore) in a similar way. This can be understood as an ancient route, a precursor to the Dartmouth turnpike which runs along the shore of the Kingsbridge River and frames this HUCA on the west.

4.14.2 Above ground heritage significance

High The historic houses here contribute great, designed interest to the town. Their distribution, layout, architecture, variety, and characteristics - including ornamental ironwork - reflect both regional styles of living, and wider aesthetic and social trends. Documentation of their dates, builders and occupiers adds much extra historical and communal value. In particular it shows how villas in their pleasure grounds were valued in the past, with descriptive terms such as 'pleasing' or 'neat', and with details of the accomplished or refined individuals or families the villas represented in the landscape.

The relationships of this prestigious housing with the Promenade, the riverside, and the steps serving steamship traffic, evoke the role and status of the town in its coastal region. The wider provision for the steamers, with landings both here and at the outlying quay in HUCA 17, show how the town depended on and adapted to the tides.

The Recreation Ground at Saltmill represents a lost tidal inlet, a sizeable pre-urban landscape feature and industrial site. It has wider value both as a relic in the urban landscape of the weakening of the tides on the estuary – a process which reduced the historic port function of Kingsbridge and Dodbrooke – and as a marker of modern town planning.

Any legible remains relating to wool processing at Garden Mill would be valuable, as evidence of an industry formerly important in the heart of Kingsbridge (but poorly represented there, now that the town mill converted for such use is demolished).

4.14.3 Below ground heritage significance

High The rapid, desk-based research for this project indicates scope for detailed study of the development, forms, features and context of the historic houses around Saltmill. Besides this, the area has clear archaeological potential of varying kinds.

- The grounds of the larger villas are partly redeveloped, but where undisturbed have high potential for buried remains of settlement or other intensive use of the prehistoric to medieval period (being on attractive moderate slopes above navigable waters).
- Within the Recreation Ground, the silts which filled the former side creek will survive relatively undisturbed beneath the ground surface. These may preserve buried boats or other traces of past activity on the tidal inlet, besides remains associated with the tide mill for which the creek was originally cut off from the main river.
- South Place may well have buried traces of the river landing and yards recorded in the area before this terrace was built. The site was an important part of the working waterfront, lying downriver of the early Dodbrooke Quay.
- Some of the structures and earthworks, leats and ponds which served Garden Mill are likely to survive.

There is also unusual archaeological potential (or at least an unusual record of such potential!) for buried material from the market place re-deposited at a specific site within this area. Material was brought here from the core of Kingsbridge market in 1796, to make up ground subsequently used in the embankment of the waterside promenade beside the tide mill dam (Hawkins 1819, 62). (The bank was later re-used to carry part of the Dartmouth road.) This potential site lies in the vicinity of Saltmill Quay or of Boxhill to the north of that. The re-deposited material, Hawkins tells us, was derived from the lowering of the site of the Tudor 'New Building' corn market house to make way for its rebuilding to form a butchery, the Shambles of today (see Sections 3.5.1, 3.6.1). It could therefore include medieval and/or post-medieval debris from the market.



Fig 89 Windsor Lodge on a rise overlooking the river, and Embankment Road on the site of the Promenade, now lined by more recent housing



Fig 90 Victoria Place, sited above the town end of the Promenade adapted to form the toll road to Dartmouth, named Embankment Road



Fig 91 Quay Cottage, with ornamental slate hanging and garden railings



Fig 92 Entrance to the Recreation Ground on the silted-up creek and tidemill pool of Saltmill



Fig 93 Town war memorial on remnant of the Promenade by Kingsbridge River

4.15 **HUCA 15**; Newquay

Waterfront areas with prominent apartment blocks, shaped by quarrying and linked by turnpike road, with protruding quays and other traces of coasting trade and barracks

4.15.1 Historic character

This area, named Newquay on the 1886 OS map, is a strip of ground cut into and built out from the east side of the Kingsbridge River. It has three foci, 'Riverside', the 'New' quay itself, and Date's Yard. These parts share aspects of their historic character, and share use today for relatively large residential buildings (Figs 94-96). They are linked by Embankment Road, the former Dartmouth turnpike. This road incorporates, as far as Newquay, the outer half of Kingsbridge's Georgian promenade, no longer evident here.

Riverside, at the upriver, north end of the strip, and Newquay, in the centre, are both framed by the sites of quarries, possibly post-medieval in origin (Fig 97). During the French wars, the northern area was used for officers' accommodation, and associated gardens, fronting the extensive but short-lived Kingsbridge barracks complex (as shown on a painting in the town museum). After the dismantling of the latter it formed the site of a villa, Riverside; a garden wall against the road is probably of the villa phase.

Newquay (MDV 55336), and Date's Yard (MDV 51272), retain 19th century stone revetted waterfronts, still used for moorings, and some associated buildings and open areas. (An old landing at Riverside was a simple bay in the riverbank.) As a result they preserve some legibility as a former working quayside, and this, with the estuary views, can be experienced from a modern walkway joining them. The *Newquay Inn*, incorporating an officers' bath house of the early 19th century, survives in altered form as the *Crabshell*. The quayside to its south has traces of Dates' shipyard, used for boat repairs until the late 20th century (Adam Sharpe, pers comm). Dates' workers' cottages, as well as later timber merchants' stores, stand across the road. Features relating to more recent river traffic include a boatshed or similar with sign offering pleasure trips (Fig 98). Other quay structures and surfaces have gone, and a mass of apartments with eye-catching gables on Date's Yard appropriates views to the river from the road nearby, and forms a screen in views of the estuary from Kingsbridge (Fig 96).

4.15.2 Above ground heritage significance

Medium Though part re-developed in recent decades, this area shows quite well how the Kingsbridge waterfront below the historic core of the town has been made and modified in the 19th and 20th centuries to exploit its natural resources. It conveys some of the historic maritime character lost in many other parts of the town (Fig 99).

One can see how landing places were concentrated here, with quarries, barracks, shipyard and other related features coming and going around them. As is evident at low tide, these sites were clustered to exploit the river channel which runs close to the shore here as it curves through the tidal mudflats. Date's Yard in particular, with its large business in the building, owning and operation of ships and boats, may have a strong community value, as reflected perhaps in the preservation of a wooden fish weathervane from the yard in a local garden (MDV 51274). Surviving features forming part of the shipyard complex, or related to it, may be vulnerable to re-development.

4.15.3 Below ground heritage significance

Low Much of the ground here was made in the 19th century, so is unlikely to have highly significant buried remains. There may be redeposited material from the market place in the make up of Embankment Road (as noted in discussing HUCA 14, above). The standing walling and buildings associated with the working quays and the inn have potential to show detail of the use of the waterfront in the 19th and earlier 20th centuries. Some open areas or yard space, particularly that remaining on the site of Date's shipyard (part fenced off at the time of the visit for this project), could contain buried historic features such as slipways or sawpits.



Fig 94 Tidal riverside in front of the site of the barracks south of Dodbrooke



Fig 95 Newquay, developed from a beach landing and officers' bath house



Fig 96 Date's Yard, with redevelopment obscuring the broad estuary below



Fig 97 Flats fitted into a quarry site, previously re-used for a villa named Riverside



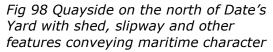




Fig 99 A walkway allows appreciation of the quay wall below modern housing and of the wider estuarine environment

4.16 HUCA 16; Southville

Large scale, integrated suburban development on the side of a river promontory, with wide views of the estuary but with weak links to the shore below, and to the old towns

4.16.1 Historic character

Southville is a large, sloping suburb, running down to the creek, facing south-west. The area is anciently enclosed land, and may be expected to have been frequented and then farmed from prehistoric times. Boundaries recorded on historic maps indicate that the presumed early field systems were re-organised into strip fields in medieval times and that these 'open' fields were later adapted again to form the larger enclosures of a barton farm (see HUCA 17). Evidence for such activity is lacking in the landscape visible today, though, since housing development has extended across it. For the same reason, the riverside slopes north of centre within the area have lost the shadowy military character they retained into the 20th century. That lost layer of character was conveyed by some of the buildings, boundaries, and trackway forming part of a barracks complex of the Napoleonic Wars (the 'front' side of which complex lay beside the creek in the adjoining HUCA 15).

The modern residential suburb itself shows little diversity. It does include earlier strips of detached and paired medium sized villas overlooking the river, to the south, on the west side of High House Point. The predominant landscape, though, is a far larger swathe of estate development, sweeping across the slopes from above the Point to Saltmill. The name Southville appears on the OS map made between 1953 and 1969, when the suburb was still being built (progressing from the Point end). The naming, together with the extended, integrated, car-friendly curves of its new streets, indicates that this area was envisaged as the single great suburb it has become. It is about the size of the old cores of Kingsbridge and Dodbrooke together (though some variations in building types reflect a patchwork of recognisable development enterprises within it).

Much of the area offers views or glimpses of the river. The short run of rather older, larger houses and gardens on High House Point, at the south tip of the HUCA, may perhaps refer to the riverine setting through their design or planting as well as their siting. However, this is not evident from their public, rear sides on Embankment Road. Permeability between suburb and shore is also limited. Access to the foreshore is restricted to a slipway opening off Embankment Road (an important link to river traffic in the later 19th century; see HUCA 17). This slip is considerably altered in itself, but remains a public right of way. Various sub-areas with different styles of dwellings may be seen, but all are characterised by use of non-local forms and fabric (Fig 100).



Fig 100 One of the regularly curving drives, and housing with non-traditional housing design, in Southville

4.16.2 Above ground heritage significance

Low Southville's very large, mostly integrated residential development of the 20th century above the shore has meaning primarily as a marker of the scale of the relatively recent expansion of Kingsbridge, its planning and progress. It also illustrates wide, well-known, powerful social and economic trends - the prioritisation of private car transport, and adoption of standardised building styles and materials.

There is a general lack in the suburban estates here of other contributions to the heritage or experiences of the town as a whole. The relatively modest character of the earlier part of Southville on High House Point is of value in the sense that it does allow some public awareness and enjoyment of the estuarine vista downriver which attracted the suburb. These older properties quietly share the viewpoint, the buildings being of modest scale and traditional height, and the gardens being generously sized. In this they contrast greatly with some recent redevelopment of similarly prominent waterside sites upriver, particularly at Dates Yard.

Brittons Field, a sliver of ground beside the historic (though altered) slipway to the river, has recently opened as a simple public garden. This site has a notice displaying old photographs of the area, and so realises some of the potential here on the southwest margin of Southville for appreciation of the traditional maritime landscape character and its persistence and change.

4.16.3 Below ground heritage significance

Low Southville is mostly a steep and quite recent suburb, with streets and houses cut into the slope by machine. As a result of this, archaeological potential is generally low. There may perhaps be some footings of the dismantled barracks buildings running along the contour in the gardens south of Hillside Road, and buttons from uniforms, or the like, in their flower beds. The more substantial gardens at High House Point could possibly preserve, in any undisturbed ground, traces of trading or other activity attracted to that low but distinctive headland on the estuary from prehistoric times.

4.17 HUCA 17; High House Point

Mostly open ground on a creek promontory, with outlying town cemetery, and an accessible, largely undisturbed shore with varied traces of a decayed working waterside

4.17.1 Historic character

HUCA 17 includes a substantial area, irregular in plan, comprising mostly sloping ground and silty shore, on the outer (south) end and east side of High House Point. The Point is the estuarine promontory between the main Kingsbridge River and Bowcombe Creek. The HUCA also includes a narrow strip extending to the west, running from the end of the Point up the side of the main river, towards the core of the town. This 'tail' of tidal shoreline lies below the modern residential estates of Southville (HUCA 16).

The slopes above the Point retain a framework of large, essentially block-like enclosures formed by some of the fields which formerly covered it. These large fields (with similar ones adjoining, now lost under the Southville suburb, HUCA 16) were probably shaped in post-medieval times, from an earlier strip-derived field system. They served a 'barton' (that is, a farm worked directly for the holder of the estate) - the High House of the place name, standing above the study area. Two large 20th century houses in generous grounds are set in separate corners of this framework, in positions commanding river views. Other parts of the field system remain in use as fields, apparently in permanent pasture. At the north edge of the area a curving hedge marks part of the perimeter of an enclosure respected by the old fields. The enclosure is known to have been used as a warren and dug into for stone, but possibly originates from a prehistoric settlement or gathering place, as mentioned in Section 3.1. (This site lies immediately outside the present study area).

Public access to these slopes is limited to Embankment Road, the early 19th century turnpike or toll road skirting the estuary. This route is low-lying and tree lined, and has no footway. As a result the landscape above it is obscured, or is difficult to appreciate in detail (or photograph!). It is possible, though, while passing through the area, to gain some sense of how the slopes were shaped through the farming of the pre-urban landscape, and how the river scenery helped to attract modern development to them.

The later 19th century Kingsbridge cemetery (MDV 51155) lies on the low end of the promontory. Its siting on this distinctive point above a broad spreading estuary, over 1km from the urban core of its time, can be attributed to planning for town expansion. The location seems today to borrow the spiritual value of the creeks' scenic beauty and tranquillity. In its past it will have been associated also with maritime activity, the water on both sides having been busy with boats, sailing ships and steamers. The layout of the cemetery, captured on the OS mapping of 1886, shows planning for shared use by the town's distinct but integrated faith communities – the nonconformists (historically strongly represented in Kingsbridge) and the established church. It has a bipartite central chapel, and a pathway beyond this, dividing the burial ground in two.

Besides its deep significance for the communities it serves, the cemetery offers a sense of affinity with townspeople of the relatively recent past. Headstones show their origins and associations through undisturbed sequential positioning and family grouping, styles and workmanship, as well as inscriptions. The stones' weathering and blotchy lichens contribute to the semi-natural interest of the site with its designed views of the creeks.

The tidal shore of Bowcombe Creek below has seaweedy rock shelves, shingle and silts under low slaty cliffs with sprouting samphire and dangling oaks, and has wide views over the broad reach of the estuary to the south known as The Bag. The shore has very tangible historic character as well as natural diversity. The New Bridge (MDV 90873, 90875) on the edge of the study area, extended the turnpike network across this side creek towards Dartmouth (Fig 101). It evokes the scale of these roads of the carriage age, and their impact on the pre-existing, medieval communications system. Its

structure adds to the aesthetic appeal of this approach to Kingsbridge, its slate fabric, from an adjoining quarry, blending with the similar rocks and mudflats on the shore.

The partial choking of the arches of New Bridge by river silts gives an impression of how the navigable waters have retreated. The quay below the bridge is still in use, but is clearly simplified, resembling a grassy riverbank (Fig 101). This, together with evidence for a lost landing in the inter-tidal zone below High House Point (see further below), adds to the sense of the former importance, and decline, of the coasting trade.

Suitably shod pedestrians can round the point at low tide fairly easily, between the New Bridge and a ramp to Embankment Road at Brittons Field (below Warren Road in HUCA 16). The ramp itself is of historical interest, having served as the access way to a route along the shore, recorded by Fox (1874, 114-115) and marked on the 1936 OS map. This was the way to the Kingsbridge landing place, at low tides, for steamers to Salcombe and the sandy coastal beaches. The old steamer quay projects from the silt just west of High House Point where the channel swings close to the shore (see Fig 16).

The inter-tidal zone, on the Point and to its west in particular, is rich in historic character. As the river beach here is shingly, rather than simply muddy, careful exploration of this varied historic environment and its components is possible. Ships' timbers lying in the mud (from coasters broken here in the 1960s, Adam Sharpe, pers comm); the well-preserved steamer quay; a platform at the Point, probably a waterworn earlier landing, possibly walled, and potentially medieval; and a range of buildings behind a smooth rock platform at beach level possibly extended from a cellar or store, all show past maritime activity, and its abandonment (Fig 102).

4.17.2 Above ground heritage significance

High The cemetery at High House Point, full of personal and family meanings, has high value in terms of its close association with the built heritage of Kingsbridge and Dodbrooke. In its design for differing but neighbouring religious groups, it echoes the accommodation for congregations of both groups provided in Kingsbridge from post-medieval times. Among people commemorated here are individuals or families with particular associations to aspects of the historic character of the town of today. A group of memorials to the Lidstone family is enclosed by ornamental iron railings of the kind produced by the old Lidstone foundry in Dodbrooke (in HUCA 13). Such ironwork was used to enhance Dodbrooke and Kingsbridge houses, shops, gardens, churches and chapels, and much of it has survived well in many parts of the town (Fig 103).

The views of the estuary bulging to seaward amid hilly farmland, the evident accumulations of silt around the shore, and the range of abandoned features visible from the shingle at low tide, all contribute greatly to understanding of the historic role of Kingsbridge as a river port serving a farming hinterland. This evidence is readily related to aspects of the post-medieval development of the historic cores of Kingsbridge and Dodbrooke. It is particularly valuable since the working waterfront in the old towns, by contrast, is greatly changed - infilled and shifted, or deeply silted - and the intertidal zone in the urban core is now inaccessible to walkers due to the depth of mud.

There is great scope on the foreshore for recording of varied sites, subject to natural erosion, which may comprise significant features below ground as well as on the surface (see further Section 4.17.3). These include the potential early landing below High House Point; the well-preserved steamer quay on its west; the possible modified site of a cellar (or store) north-west of this; the hulks further upriver again; and spreads of potsherds and other water-worn material perhaps derived from ballast.

4.17.3 Below ground heritage significance

High The slopes above Embankment Road here in HUCA 17, where undeveloped, may have traces below ground of past activity, most likely cultivation, of all periods. If the adjoining enclosure south of High House is prehistoric in origin, the north side of this area, in particular, could contain early settlement-related remains.

The various structures and spreads of features on the shore relating to past activity on the river, noted in the previous sub-sections, will include elements buried in mud or shingle. These may be vulnerable to erosion or to any future disturbance for moorings or the like. The foreshore has wider potential too for survival of further important evidence of trade from prehistoric times onwards in the form of artefacts - even vessels or their timbers - preserved by waterlogging, and currently concealed in the creek silts.



Fig 101 The 'New' or 'Charleton Embankment' turnpike bridge of 1829 running across Bowcombe Creek



Fig 102 Hulk exposed at low tide on the shingly shore north of Britton's Field, one of several visible in HUCA 17



Fig 103 Lidstone family memorials in the outlying late 19th century town cemetery at High House Point

4.18 HUCA 18; New Dodbrooke

Large area of modern housing completed more slowly than Southville due maybe to distance from the waterside and to steep slopes barring it from the old towns below

4.18.1 Historic character

This is a substantial spread of 20th century residential estates, spreading over the high ground east of modern Kingsbridge. It is clearly distinguished from historic Dodbrooke which curves around it on the inner, west side. It respects the very steep slopes there, likely to have been a deterrent to urban growth before mechanised excavation and transport. On the south-west it is framed by the outer part of Ebrington Street, its modern houses filling in around several earlier, 19th or 20th century ones. On the east it extends to an early ridgeway on the town limits, here surviving as a footpath.

Almost nothing of the pre-existing landscape – mostly field systems with a marked medieval character - is preserved consciously or incidentally within most of this area. The HUCA's functional links with its neighbouring areas are generally weak, as is interaccessibility with old Dodbrooke. However, a relatively early part of New Dodbrooke, Rack Park Road on the south of the HUCA (Fig 104), has several layers of interest.

Firstly, this street can be seen to have been designed in relation to the urban surroundings. Its long rows of houses were positioned on the outskirts of the old town, to fulfil community needs, as part of wider planning for growth. They were linked to the Recreation Ground at Saltmill (in HUCA 14), and stood next to ground set aside for allotments (since lost). Secondly, with the benefit of the historic maps, Rack Park Road can be seen to have been fitted into a series of pre-existing fields with a southerly aspect, possibly used as drying grounds for wool or flax spread on 'racks' or frames. This drying was an important local industry in the early 19th century (Section 3.6.3). Adjoining similar fields were certainly used in this way, as indicated by their names, recorded in the tithe survey of c1840. (Alternatively, the planners of Rack Park Road may have adopted for their street the name of an earlier holding a little to the west, Rack Park, itself named after the rack fields of the immediate area.)

The core of the wider suburb above Rack Park Road was laid out, like the latter, on the easier slopes to the south of the area. It appears on the mid 20th century OS map. This core has a system of quite long streets running along the contour, representing development on a 'farm holding' rather than 'field' scale. It was mostly self-contained but had an open street end on the west where a ring of steep fields separated it from old Dodbrooke, seemingly allowing for the further growth which followed. Later streets, inside this, were forced to curve around the steep western side of the hilltop. As a result, the HUCA's north-western streets have removed the lines of the former, medieval fields, and have also truncated the burgages rising from old Dodbrooke below.

Buildings in the later part of the suburb have some variety in their arrangement. They occur singly or in pairs or short rows, and include one, two and three-storey designs. However there is much uniformity in their use of standardised design and non-local fabric with few natural materials. They show some variations over time - notably a general increase in the interval between properties, an increase in dedicated space for cars, and a decrease in sizes of gardens - so that, say, earlier Henacre Road on the south has a rather different feel from, say, later Beckets Road on the north (Fig 105).

The hilltop housing is skylined in views from parts of the Kingsbridge side of the study area, presenting a mass of similar white buildings (Fig 106). In contrast, views back to the Kingsbridge spur from here are hard to find and are narrow, due to the density of this development, surprisingly so since this is a neighbouring and taller summit. Old Dodbrooke is largely hidden due to the intervening steep slope. This increases the general lack of connectedness with the early urban areas resulting from the restriction of physical access to only a few routes. It means that such glimpses of the core of Kingsbridge and views of Wallingford as do remain open are of particular interest.

4.18.2 Above ground heritage significance

Low The landscape here largely lacks time depth and its modern layout and buildings offer little in the way of heritage value. Prior to its residential development the area can be expected to have had earthworks along its side on the north-west, marking the boundary between the burgage plots stretching up onto the hillside from medieval Dodbrooke and the pre-existing strip derived field system there. This historic urban/rural interface is likely to have been of great value, particularly as the tenements on the other side of Dodbrooke were very cramped by the Kingsbridge boundary and so were much altered from before the period of detailed mapping. As noted above, the edge of the modern development has been carried along the shoulder of the slope above the old town, across this interface. However, in some places, related boundaries may survive between the gardens of old and new Dodbrooke, inaccessible to the public.

4.18.3 Below ground heritage significance

Low Like Southville this is a steep, recently built-up area with much alteration to ground levels and so has low archaeological potential as a whole. The older, rather larger gardens on the south-west could possibly retain buried artefacts or other traces of medieval or earlier activity, most likely relating to farming. The remaining undeveloped ground on the south probably has altered levels but could perhaps have some similar potential.



Fig 104 Rack Park Road gives modern eastern Dodbrooke some time depth and local interest, recalling wool drying fields in its shaping and naming

Fig 105 Car friendly recent landscape on Beckets Road in HUCA 18



Fig 106 Suburban Dodbrooke in HUCA 18 forms a spread of similar shapes and materials on the skyline when seen from Ropewalk in HUCA 11

4.19 HUCA 19; Bell Cross

Twentieth century suburb around an ancient road junction, with ribbon development, some recent higher density housing, and a school serving the large modern town

4.19.1 Historic character

Bell Cross is a moderately large residential area of the 20th century, developed in belts along and between roads meeting on its south, with a more recent school complex on the south-east serving the expanded modern town of Kingsbridge. The area is bounded by earlier terraces on the west (HUCA 20), by old Dodbrooke and its church on the south (HUCA 13), and by farmland on the north and east.

Bell Cross is high above the historic core of Dodbrooke which lies to the south. This meeting of five ways, probably early medieval in origin (see Section 3.2.1), occupies a prominent site on the shoulder of a ridge and close to the church. The Cross will have been a feature of the local landscape, no doubt generating many memories and travellers' stories, until recent times. By the end of the 20th century the junction was transformed by motor traffic reaching a high volume, as well as by modern features – road splays, surfacing, furniture and markings – which obscure its age (Fig 107).

The ancient origins of the ways meeting at the Cross are no longer evident in their forms within this HUCA. (Age is tangible in the depth of the steep Totnes road – part glimpsed to the left in Fig 107 - but this was re-cut in the turnpike era.) However, great age is apparent in other parts of these routes, both within the town (see HUCAs 8 and 21 for the early way running to the north-west), and beyond (Belle Cross Road east of the junction - centre rear ground in Fig 107 – shows a primary relationship to several medieval type boundaries in the farmland bordering it on its south, east of the town.) These early roads to the Cross continue to form the skeleton of the area (the only other lengthy street is the clearly secondary cul-de-sac Buckwell Road) and together with topographical features they define rather different zones within the modern suburb.

The southern part of the HUCA has been re-developed relatively recently to form Scrolers Walk on the slopes below Fosse Way. This absorbs the site of an elementary school, provided to serve both towns in Victorian times on what was then the outskirts of Dodbrooke, and later adapted to provide a secondary modern school. The school site can be identified through the survival of its yard walling. However, its character has been greatly changed through its re-use for the residential estate which shows a combination of features - relatively large-scale and high-rising buildings, with design elements referring to classical style – more characteristic of historic town centres or mercantile quarters than of a marginal urban area such as Bell Cross (Fig 108).

The higher but less steep ground - that lying between the road to Totnes and the route running west to the ancient ford over the Dodbrooke stream in HUCA 21 (Fosse Road), and also that forming a belt along Belle Cross Road to the east - was built up earlier, in the middle of the 20th century. These roads have varying rows or clusters of houses or bungalows on a modest scale with broad fronts evoking planned but piecemeal growth and an outward looking style (Fig 109). The gardens here have some simple but eyecatching walling above the streets, with vertically set long slate slabs, showing how local building style survived and was adapted in relatively recent times.

4.19.2 Above ground heritage significance

Medium The older housing here evokes aspects of town life in the mid-20th century – a quite sudden need for expansion, yet a modest scale of living; adoption of standardised building styles, yet retention of local traditions in boundaries; early adaptation to motor transport. Belle Court Road's long thin ribbon of housing is of some general interest in that this form of development does not occur elsewhere around the modern town.

The built environment here contributes less to understanding and appreciation of the early development of two historic towns below it, though. The evidence for the early

origins, functions and interrelationships of the roads here has value in that context. However, this evidence, provided by historic maps, is no longer clear on the ground in the HUCA. The school site has interest for the town as a marker of the 19th century urban edge, but awareness of this is limited by the Scrolers Walk redevelopment.

4.19.3 Below ground heritage significance

Low The area is mostly built up, and has much alteration to ground levels across its larger part west of Bell Cross where there are some steep slopes. In general therefore it has low archaeological potential. In the open ground north-east of the Cross, in the inner fields of Newpark, there may be some buried traces of prehistoric activity as well as of post-medieval farming associated with that relatively high and recent farmstead.

Just east of this HUCA, south of Belle Cross Road, is the medieval settlement of Court. Polwhele records remains of an associated chapel with walls but no roof, and traces of a burying ground, in a triangular plot where three ways meet at Court Green. This ruin had gone by the later 19th century (Fox 1874, 91, 92). More recent commentators have considered this site to lie immediately east of Court itself (perhaps because the OS map of 1886 displays the label for the antiquity near there, rather than closer to the Court Green junction where the label would not fit). However, Polwhele's account places the site beside Belle Cross Road, where it would now lie under the roadway in the edge of the HUCA, and traces of it may perhaps survive in some form below ground.



Fig 107 Bell Cross, the early junction forming the framework of HUCA 19, itself now hazardous to pedestrians as shown by provision of a footbridge



Fig 108 Residential re-development of the site of the National School on Waterloo Road, built in 1847 from an old malt-house, and enlarged in 1873



Fig 109 Fosse Road in HUCA 19, with low density but neighbourly housing with meeting entrance paths, and sizeable sunny gardens

4.20 HUCA 20; Wallingford Road

Part of early Wallingford Lane linking the estuary head with routes inland, now a residential street, lined with terraces showing development in three phases from c1900

4.20.1 Historic character

The street named Wallingford Road is situated towards the northern end of the modern extent of the town. It forms the spine of a HUCA essentially linear in plan. This street was built along a stretch of Wallingford Lane, itself part of an early longer-distance route, probably established before the Norman period (Section 3.2.1).

The early origin of the road is not immediately apparent here, due to modern widening and other alterations. However, it is still possible to understand the route as a primary landscape feature, through characteristics or relationships visible on the ground. It follows a sinuous line, typical of early roads; and where it runs on to the north-west (in HUCA 21) its long evolution is readily appreciated. It survives there in considerably less altered form as Wallingford Lane leading to a crossing over the Dodbrooke stream (possibly the ford referred to in the street- and place name). Beyond the ford (now covered), where the route climbs to the top of the Kingsbridge ridge, it retains much of its historic character, forming a deep way, just wide enough for horse or foot traffic.

The terraces here are not striking architecturally, but are relatively unaltered. They were designed to provide a new, modest residential quarter in the shallow valley above Dodbrooke - quiet, but close to the two old towns – and they can still be experienced as such. Levels of vehicular traffic are relatively low, since the ancient through-route here ceased to function as such (the part of the old lane to the north-west rising from the ford to the ridgeway, in HUCA 21, never having been adapted for modern traffic). The walls of gardens along the street show some use of traditional building materials, and also the progressive decline in such use (Figs 110, 111).

The slight curve of Wallingford Road, following the contour, allows views along it taking in the similarities and shifts in the style of houses and in the arrangements of front plots. In this way one can appreciate the successive nature of the terraces within this area, and the greater contrasts in character between these and the adjacent earlier row of Belle Vue on the outskirts of older Dodbrooke in HUCA 13.

4.20.2 Above ground heritage significance

Medium The terraces here form a strong line above the Dodbrooke stream, the historic boundary between old Dodbrooke and Kingsbridge parishes. Their rooftops, in this relatively low-lying situation, mark this line in many views of the town from the extensive housing estates on the surrounding hillsides (Fig 112). As a result the area marks the development of the wider urban landscape of today from the growth, and merging, of two distinct estates and their towns. This is valuable since those processes are obscure further down the Dodbrooke valley, where the two historic town cores have become more mingled through long and complex changes associated with their competition for the resources related to the estuary head (in HUCAs 1, 2 and 13).

At the same time, since they stand between the two historic towns, and date from shortly after their official amalgamation, the terraces here represent the merging of Dodbrooke and Kingsbridge, and their joint residential expansion, in the 20th century.

4.20.3 Below ground heritage significance

Low The construction of houses in long rows to either side will have left little in the way of buried remains on Wallingford Road. A narrow strip of open ground below some of the rear gardens on the west, bordering the Dodbrooke stream, is relatively undisturbed (part was used in the 20th century for an Air Training Corps hut, with small parade ground, Adam Sharpe, pers comm). However, as this was probably meadow in the past with low intensity use, it is unlikely to have high archaeological potential.



Fig 110 Terrace with garden walls of local stone and brick, Wallingford Road



Fig 111 Housing on outer Wallingford Road with concrete walling in front



Fig 112 Wallingford Road, HUCA 20, runs along the valley, between later suburbs above Dodbrooke in HUCA 18 (foreground) and above Kingsbridge in HUCA 4 (rearground)

4.21 HUCA 21; Wallingford

A quiet semi-rural corner with early infrastructure including the eastern town millpond, and tannery and nursery sites showing later, but traditional, use of the urban margins

4.21.1 Historic character

Wallingford, at the northern edge of the modern town, lies on a quiet lane giving access to farms. The HUCA has some rural character, while showing shaping by the old towns nearby. It includes moderate slopes by the Dodbrooke stream, rising to housing on the west (in HUCA 8) and to farmland on the east (Fig 113). On its inner, south side, it is bounded by part of an early route, which here drops to cross the stream as Wallingford Lane (Fig 114) and then runs on as a footpath towards Darky Lane (in HUCA 8).

The part of Wallingford Lane lying in HUCA 21 is relatively little altered in its width though it has rebuilt boundaries and recent surfacing, and the stream crossing here has only a low modern covering. To the north-west of the brook, in particular, the route retains a form probably close to the original, slanting up to the ridge top as a narrow deep way, now serving as a public path. As a result, the south side of the HUCA is legible as having been shaped by this early way, probably used in the pre-Conquest period, 'by-passing' the Kingsbridge ridge. The ford it incorporated, now covered, may be the wealdenes ford of Saxon charters (see further Section 3.2.1). This may be the source of the name Wallingford (further research is desirable to confirm this).

In the valley bottom immediately upstream of the old ford is the site of a millpond (MDV 63974). The pond is associated with one of the two mill leats of Kingsbridge - that running around the east side of the town's hillspur - which runs off from here. The millpond is likely to survive, at least as a silted or filled hollow (it is not visible from the road). The site is significant as a marker of the extent of the infrastructure associated with the planned layout of Kingsbridge (in HUCA 2; see Section 3.2.2). The positioning of the pond is of great interest; it appears to respect the early road, so may add to the evidence for dating the original layout of Kingsbridge to the post-Norman period.

Croft Lane, running north from Wallingford Lane, frames the HUCA on the east. It serves the hamlet of Wallingford just off the early road (see below), and also, beyond the present study area, Croft, possibly post-medieval in origin. Much of the ground in the HUCA below (west of) Croft Lane, along the brook, remains in fields. It retains a patchy rural character (Fig 115) of the kind which will have been widespread outside the old town (between new clusters of buildings along established routes) until the later 20th century, when slopes were largely built up from machine levelled access roads.

On the slopes east of the stream are the houses and other buildings of Wallingford, forming several clusters, with associated small enclosures. The settlement is recorded on the tithe map of c1840, and not on the OS map of 1809, so would appear to have been established in the first half of the 19^{th} century. Some of the boundaries here are those of orchards and nursery grounds which extended along this side of the stream from the time of the early OS survey. Aspects of this ground today echo its traditional use for horticulture. Some greenhouses stand, and fruit ripens against sunny walls (Fig 116). The 1906 map records a tannery at Wallingford House, north of centre in the area. The tannery site is still identifiable as such, sloping down to the stream which served it, and so preserves a degree of small-scale, urban-edge, industrial character.

4.21.2 Above ground heritage significance

Medium The road and millpond on the south contribute to understanding of the medieval town, including its early planning and its pre-existing communication links with the wider district. More recent buildings and structures and their relatively dispersed distribution, along with semi-natural features and the absence of through traffic, give a strong sense of the traditional, semi-rural character of the town margins. This is particularly valuable since similar character has been lost elsewhere at Kingsbridge through recent development in such areas around the historic town cores.

4.21.3 Below ground heritage significance

Medium The old road to the ford may retain evidence of its early form and use beneath its surface. Significant deposits may survive in the fill of the millpond. The open ground east of the stream will have infilled root holes where orchard trees stood, and some old fruit trees may still be growing in corners. Buried traces of medieval cultivation as well as post-medieval farm-related activity may be present. There is evidence for survival of elements of more recent tannery and nursery sites, which could enhance understanding of the adaptation of the farming landscape for these trades around Kingsbridge.



Fig 113 Outer, north part of Wallingford, HUCA 21, in the Dodbrooke valley, seen from the Knowle area in HUCA 4 above



Fig 114 Wallingford Lane at the ford site from which it runs on in its narrow early form (visible just left of centre) to become Darky Lane in HUCA 8



Fig 115 Slate slab gatepost with iron fittings on Croft Lane, indicators of the local character of the fields over which the suburbs spread in the 20th century



Fig 116 Figs in the private garden of a smallholding, one of the nurseries shown on the 1886 map, in sheltered Dodbrooke valley yet close to market

5 Suggestions for future research

Aspects of Kingsbridge's historic landscape which would benefit from further research or consideration, identified in the course of the project, are brought together here. This section is not intended to be comprehensive, but to highlight issues emerging from the processes of mapping and interpretation.

- Consideration of the assessment presented here in future management of the historic environment of Kingsbridge is recommended, to allow the town to continue to develop while conserving and enhancing the landscape and building character which tells its long human story.
- **Further study of original documents** in conjunction with the project mapping could deepen the understanding of Kingsbridge, its development and character; this might include the Saxon charters and Buckfast Abbey records, as well as any later archives relating to the feoffees and the landowning Petre and Scobell families, with the 1841 town map, the tithe schedules, and trades directories.
- **Detailed recording and interpretation of buildings and street plans**, combined with documentary study, is needed to investigate aspects of the development of the urban landscape, in particular the forms of, and changes to, the open market places in both towns, and the buildings flanking them, in HUCAs 2 and 13 (including at Kingsbridge the buildings *behind* those on the west, potentially the early frontage); the Manor House site at Knowle in HUCA 4; and the medieval extent of Dodbrooke within HUCA 13.
- Archaeological assessment, and recording by survey or excavation should the need or opportunity arise, may be appropriate for the lost quays or landings in HUCAs 1 and 6; the top of the Kingsbridge spur immediately north of the church, and also the Backways, where the limits of the first phase town are expected to lie, in HUCA 2; all relatively undisturbed parts of the two medieval towns in HUCAs 2 and 13; the potential area of the early bridge, in HUCA 6; a possible fortification in HUCA 11; redeposited material from Kingsbridge market making up Embankment Road or the vestigial Promenade in HUCA 14; intertidal remains by High House Point in HUCA 17; potential for buried remains on the north side of HUCA 17 associated with an adjoining enclosure just outside the study area, possibly an early settlement site; and the Bell Cross area in HUCA 19 and the north-east part of HUCA 13, where any early medieval, pre-urban settlement associated with Dodbrooke Church could have left buried remains.
- **Recording, and evaluation of protection strategies** for extant features of the historic cores which have been under appreciated, and are vulnerable; the leats, the side alleys and Backways, and Dodbrooke market place and house.
- Recording of features showing local distinctiveness such as the prolific ironwork from the regionally important Lidstone foundry, any survivors of the once widespread orchards, and the gardens and remaining glasshouses marking the town's strong horticultural traditions would allow these to be better understood and appreciated, and such features may potentially be at risk.
- Study of Kingsbridge in its wider setting and context is needed to understand more fully such important issues as how it and Dodbrooke grew so close to the royal borough of West Alvington, as well as to each other; how the port function of these towns and of Salcombe and other settlements downriver developed and declined; how the barracks contributed to the success of the towns of the early 19th century; and whether the late coming of the railway encouraged or discouraged growth, as has been separately claimed.
- **Production of a leaflet with map/s of guided walks around the town**, or similar presentation of the historic landscape, might be considered, particularly as the historic core of Kingsbridge has a network of traffic-free medieval lanes very well suited to increasing exploration and awareness of its past.

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Project archive

The HE project number is 146156

The project's documentary, photographic and drawn archive is housed at the offices of Historic Environment, Cornwall Council, Fal Building, New County Hall, Treyew Road, Truro, TR1 3AY. The contents of this archive are as listed below:

- 1. A project file containing project correspondence and administration.
- 2. An information file containing copies of documentary/cartographic source material.
- 3. GIS mapping stored in the directory: L\Historic Environment (Data)\HE Projects\Devon\Devon EUS\Kingsbridge
- 4. Digital photographs stored in the directory: R\Historic Environment (Images)\Sites Devon\DEUS\Kingsbridge

This report text is held in digital form as: G\TWE\Waste & Env\Strat Waste & Land\
Historic Environment\Projects\Sites\Devon\Devon Extensive Urban
Survey\Reports\Kingsbridge\Kingsbridge DEUS Draft Report 2013R026

Appendix; Kingsbridge Timeline

The 'timeline' table brings together a selection of extracts from the readily available written records for Kingsbridge before the Second World War. It was compiled as part of the project, to guide the GIS mapping and to help structure this report; it is included here to provide glimpses of the development of the town and of the range of its documentation. For the Early, High, and Later Medieval periods only, some of the suggested key landscape changes (discussed in the report) which, as far as is known, are not documented as such, are also tabled, in italics; these are included to show how they may fit with the record.

Date	Development	Reference	
Early Medi	Early Medieval AD 410 - 1065		
847	King Aethelwulf's grant of land in the South Hams to himself names at its eastern extent hunburgefleot, Hunburg Creek, shown by the description of the estate bounds to be part of the Kingsbridge estuary	Hooke 1994, 105-109	
	as a bridge built to carry a highway over the riad d probably at its narrowest point; giving rise to the		
962	The bounds of an estate at Sorley in Churchstow granted by King Edgar to his minister start and end at '(the) king's bridge [Kingsbridge]'	Hooke 1994, 165-168	
High Medic	eval 1066 - 1299		
1086	At Domesday, the Manor of West Alvington is held by the King, Norton is a Manor of 'the Church of Buckfast', the Manor of Sorley is part of the estate of Judhael of Totnes, and that of Dodbrooke is held by Godiva, widow of Britric, one of the King's thegns	Thorn and Thorn 1985, 1,16; 6,9; 17,42; 52,53	
Buckfast Ab (or chapel)	bey establishes Kingsbridge with a regular layou to the kink in lower Fore Street Hill, perhaps in ti	t extending from the church he 12 th or early 13 th century	
1199- 1216	The manor of West Alvington, which had been an ancient demesne of the crown, is given to the Countess of Devon in the reign of king John	Fox 1874, 99	
<i>c</i> 1200- 1300	Kingsbridge's Church of St Edmund has a 13 th century crossing tower with spire	Cherry and Pevsner 1989, 519-520	
1216- 1272	During this period, in the reign of Henry III, a man is accused of throwing down, with 40 others, a pillory at Dodbrooke	Fox 1874, 94	
1219/	A weekly market at Kingsbridge is granted to	Davies 1913, 145	
1220	the Abbot of Buckfast	Beresford and Finberg 1973, 93	
1238	Kingsbridge was a borough by this year, though it was never incorporated in later times	Hoskins 1954, 419	

Date	Development	Reference
1244	Kingsbridge is represented at the eyre [circuit court] by 6 jurors of its own (PRO JI 1/175 m 43)	Beresford and Finberg 1973, 93
1256	The Lord of the Manor of Dodbrooke obtains a charter to hold a weekly market and an annual two days' fair	Davies 1913, 145
1294- 1295	A grant of a tenement in Kingsbridge mentions the road leading to the new borough of Dodbrooke (DRO 123 M/TB 93)	Beresford and Finberg 1973, 90
1295- 1296	A rent at Kingsbridge is 12d per annum 'as by the other burgesses' (DRO 123M/TB93)	Beresford and Finberg 1973, 93

Kingsbridge has expanded northwards on the ridge in several phases, and also to the south on Mill Street, a crossing over the estuary head made possible by silting there

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Later Medieval 1300 - 1539		
1306 onwards	Kingsbridge is taxed as a borough	Fox 1874, 33
1306	A deed relates to `a house, or rather the <i>site</i> of a house' at Kingsbridge	Fox 1874, 33
1309	In a representation of the difficulty of attending Churchstow church for burials from Kingsbridge, a witness states that the town's chapel of St Edmund has had a separate parish 'from a time beyond all memory' and has all Divine service, though no rite of burial	Fox 1874, 13-14
1313	Dodbrooke is taxed as a <i>vill</i> , thereafter as a borough [a vill is defined as a small discreet rural settlement not providing the commercial, legal or ecclesiastical services typical of medieval urban areas; English Heritage thesaurus]	Beresford and Finberg 1973, 90
1315, 1316	Kingsbridge is styled <i>vill</i>	Fox 1874, 33
1319	A borough is said to exist at Dodbrooke by royal charter (British Museum MS, Harl 6126, f 101)	
1347	Kingsbridge is among ports called on to provide a naval subsidy	Dymond 1877, 147
1414	Kingsbridge church is dedicated to St Edmund	Hawkins 1819, 14, 15
1461	The day of the weekly market at Kingsbridge is changed from Friday to Saturday	Fox 1874, 34
1461	Dodbrooke is granted a weekly market	Fox 1874, 94
1464	'There is clear evidence of the ownership of the Champernownes [for Dodbrooke] as early as the year 1462'	Dymond 1877, 146

Date	Development	Reference
c1533	The last Abbot of Buckfast grants a lease of the rectory of Churchstow, and its dependant chapel of Kingsbridge	Fox 1874, 15,16
Post Medie	eval 1540 - 1699	
c1540	`at this Haven Hedde is Kingesbridg, sumtyme a praty Town'	Leland <i>c</i> 1540, 65
<i>c</i> 1540- 1558	After the dissolution of Buckfast Abbey, Kingsbridge is held by the Crown	Hawkins 1819, 13
1558	Kingsbridge is sold to John Drake and Bernard Drake, Esquires	Hawkins 1819, 13
1558	The Drakes sell Kingsbridge in the same month in which they purchased it, to Sir William Petre	Hawkins 1819, 13
1586	A plan view of central Kingsbridge shows the corn market later rebuilt as the Shambles with its loggia east of the Church, the Cheap House (butchery) east of that, and houses lining Fore Street with long 'gardens' (burgage plots)	Hawkins 1819 (includes an engraving of the plan from the Gentleman's Magazine for 1799)
	behind them, and the western mill stream	(see Fig 6)
1607	The writer of a history of Kingsbridge in the early 19 th century thinks he has seen a lease of this date for the town's water supply	Hawkins 1819, 6
1611	This date is recorded as having been marked on the oldest of four water 'conduits' in the middle of Fore Street, that being the one nearest the bottom of the town	Hawkins 1819, 6
1619	A survey of ships on the South Devon coast has the fourth greatest number, 20, at Salcombe, and this most probably included some from around the Kingsbridge Estuary	Gray 1990, xxi
1640	The Baptist Church at Kingsbridge (meeting in private rooms) dates from this time	Fox 1874, 80, 84
1659	The register of Kingsbridge Quakers society begins in 1659 'which shows that they have been established in Kingsbridge from the days of George Fox, their founder, who first began to preach in 1647'	Hawkins 1819, 38
c1660	Study of populations of Devon towns at this period, based on analysis of several documentary sources, suggests Kingsbridge had around 550 people, and Dodbrooke 315	Barry 1999, 417
1670	A Grammar School in higher Fore Street with attached 'good dwelling-house' for master and pupils is founded by Thomas Crispin, native of Kingsbridge and public benefactor in Exeter	Fox 1874, 42, 43
1673	Blome writes that Kingsbridge is 'a meane Towne, but hath a great market for provisions on Saturdays'	Fox 1874, 6

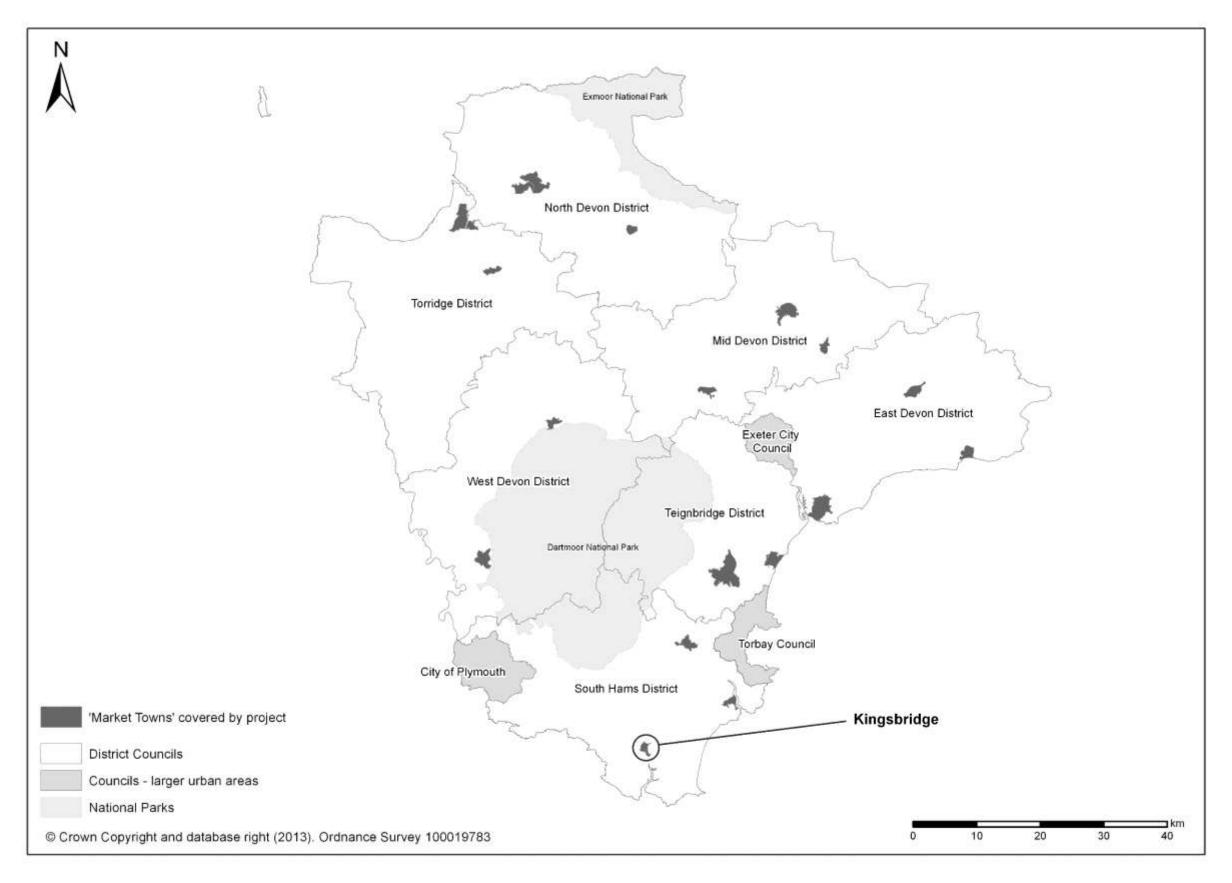
Date	Development	Reference
1691	The Free Grammar School is endowed	Fox 1874, 46
1693, 1697	Quakers obtain land in Sugar Lane [Duncombe Street] for a burying place, and then for a meeting house and burial ground at Old Walls	Fox 1874, 84
18 th centur	ry	
1700	The Baptists resolve on building the chapel in Meeting Lane (this is in use in 1874 for Bible classes and as a chapel-keeper's dwelling)	Fox 1874, 80
1702	The Quakers or Friends of Kingsbridge can now assemble in the town in a building of their own	Fox 1874, 84
c1749	George Whitefield, Calvinist and renowned evangelist, preaches at Kingsbridge 'out of doors, near the spot now occupied by Quay House', in this year, or a little earlier	Fox 1874, 79
<i>c</i> 1750	Analysis of documentary sources suggests Kingsbridge had around 720 people at this time, and Dodbrooke 230	Barry 1999, 417
<i>c</i> 1750	A raised way to Saltmill Quay, from a property 'about a furlong south', is begun	Hawkins 1819, 62
1762	The old set of bells from Kingsbridge church, shipped to London to be re-cast, is captured by a French privateer	Hawkins 1819, 17
1768	Ticket or Tacket Bridge is built by the County	Hawkins 1819, 63
1772- 1788	'Towards the top of Fore street hill, on the West side, is a house which was once a banqueting house, where the abbot of Buckfast used to keep Lent [part] taken down between the[se] years'	Hawkins 1819, 35
1773	A great cattle market on the third Wednesday of every month is established at Dodbrooke, superseding its weekly market	Hawkins 1819, 58 Fox 1874, 94
1774	The Presbyterians begin a register of baptisms They have their meeting place in Fore street 'a little to the South of Duncombe street, and on the West side'	Hawkins 1819, 39, 40
1775	Quay Bridge, a 'small and neat piece of stonework', is built across the stream to Dodbrooke Quay, south of the bottom of Kingsbridge Fore Street	Hawkins 1819, 11
1777	Kingsbridge's first ballroom, built by public subscription at the King's Arms, opens	Hawkins 1819, 45
<i>c</i> 1780/ 1790	Their earlier meeting place on the west side of Fore Street south of Duncombe Street being taken down, a new house for Independents is built east of Fore Street by Millman's Lane	Hawkins 1819, 39, 40 Fox 1874, 78

Date	Development	Reference
1785	Dodbrooke steeple is taken down	Hawkins 1819, 59
1786	The present [1819] Kingsbridge church clock is set up, to replace an ancient one 'of mendacious notoriety'	
1789	Quay House is built for Lieutenant-Colonel William Elford Ilbert	Hawkins 1819, 53 Fox 1874, 98
1791	Kingsbridge town has 130 houses and 972 inhabitants	Hawkins 1819, 14
1793	The Petres sell the manor of Kingsbridge to 'the present landowning family [the Scobells]'	Hawkins 1819, 14
1793	Kingsbridge feoffees move the water conduits to the side of the street, and build a head reservoir at the upper end of Fore Street and on its east side	Hawkins 1819, 4-5
1796	The old butchery is removed from the middle of Fore Street	Hawkins 1819, 3
1798	A larger Baptist chapel is built near its predecessor in Meeting Lane	Fox 1874, 80
1798	The Town Mills, overshot corn mills in Mill Street, are converted to a woollen cloth factory	Hawkins 1819, 9
Earlier 19 th	century	
1800s	'The Manor of Kingsbridge belonged for many years to Colonel Scobell, of Nancealvern, near Penzance, Cornwall. He died [in] 1866, in his 88 th yearAt an early age he entered the Marine service, and was in action at the battle of the Nile'	Fox 1874, 8
1801	The population of Kingsbridge is found to number 1116; 498 males and 618 females at the census. That of Dodbrooke is 608	Hawkins 1819, 14, 59
1804	Temporary barracks for 600 men are built on the slope over the estuary south of Saltmill Quay; these are occupied during the French wars by various regiments	Hawkins 1819, 63 Fox 1874, 114
1805- 1806	'below Dodbrooke is Charleton embankment, which was made in 1805-1806, and encloses about 40 acres' [reclaiming the next side creek below Bowcombe Creek, on the south of the urban study area]	White 1850
1806	A Bank is established at Kingsbridge	Hawkins 1819, 43
1811	The Kingsbridge population numbers 1242 at the census; 528 are males and 714 females	Hawkins 1819, 14
1813	The Methodists, established here around 1800, build a chapel, with a small burial ground	Hawkins 1819, 39, 40 Fox 1874, 85

Date	Development	Reference
1815	The barracks complex is largely dismantled	Hawkins 1819, 63
	and its materials auctioned off	Fox 1874, 114
1816	A promenade between Saltmill and Dodbrooke Quays is opened after a long lawsuit, and a 'pleasing little cottage' is built by the water	Hawkins 1819, 17, 61-62
1819	Dodbrooke has 84 houses	Hawkins 1819, 59
c1825	A large rope-walk is established around this time	Fox 1874, 52
1828	Part of the spire of Kingsbridge church is rebuilt following storm damage	Fox 1874, 16, 17
1829	A turnpike trust makes a toll road from Kingsbridge around the estuary to Charleton and on to Dartmouth	Fox 1874, 252, 253
1834	Kingsbridge first has gas lighting	Fox 1874, 41
1837	The Kingsbridge Union Workhouse is built. It has room for 350 paupers	White 1850
1837	A Shipwrights' Yard is first established	Fox 1874, 114
1841	The population of Kingsbridge (without Dodbrooke) numbers 1,561 at the census; that reported for Dodbrooke is thought to be 1,229	Fox 1874, 7, 87
1842	The British School in Dodbrooke near Bellows Nose opens	Fox 1874, 93
1844	The 'Kingsbridge Classical, Mathematical, and Commercial School' later known as St Edmund's School was opened, apparently in an older building	Fox 1874, 47
1845	Charleton Bridge is built as a horizontal swing- bridge	Fox 1874, 116
1845	'The last remaining [woollen] factory was converted into a large steam corn mill'	White 1850
<i>c</i> 1845- 1849	Kingsbridge Church was reseated and restored in 1845; 'it contains some Norman portions'	Anon, 156
	The exterior of the church, apart from the tower and spire, is much altered, chiefly by addition in 1849 of large chapel west of the south transept	Cherry and Pevsner 1989, 519-520
1846	Dodbrooke Church is re-seated	Fox 1874, 89
1847	A National School is established in a former malt-house by Waterloo Road, Dodbrooke	Fox 1874, 92
Later 19 th	century	
1850	Kingsbridge Town Hall, with its market area and public and other rooms, is built	Fox 1874, 23, 24

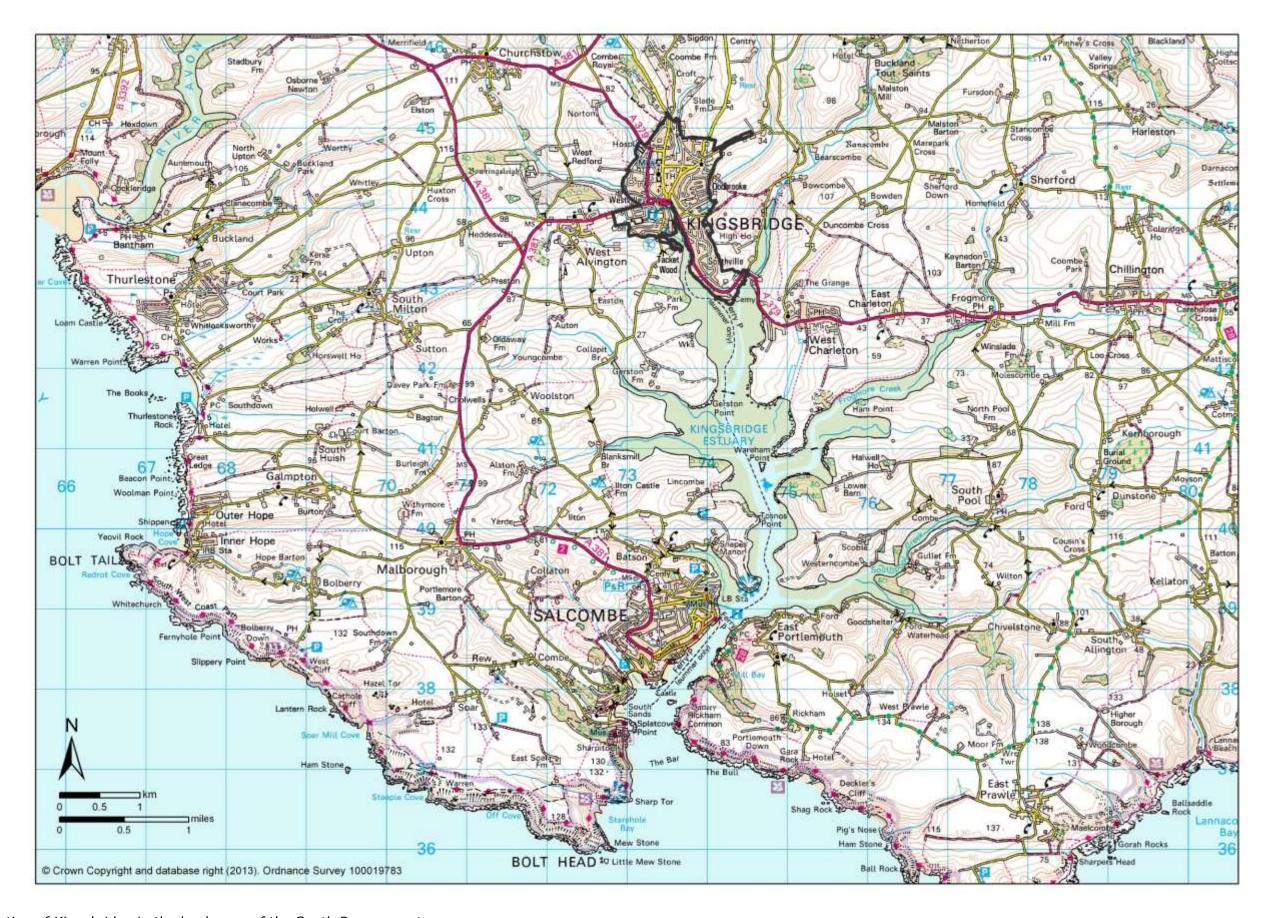
Date	Development	Reference
1850	'Kingsbridge is a small but busy and improving market townHere are now two foundries, a manufactory of sheep shears and other agricultural tools, a number of maltsters, and corn, coal, &c. merchantsThe want of a Town Hall has long been felt'	White 1850
1851	The population of Kingsbridge (without Dodbrooke) numbers 1,679 at the census; that reported for Dodbrooke is thought to be 1,302	Fox 1874, 7, 87
c1853	The 'water taps' of 1793 replacing earlier conduits were in turn removed after 1853 'as soon as pipes were conveyed into the different courts and houses'	Fox 1874, 26
1853	A place of worship is built for the Plymouth Brethren	Fox 1874, 86
1855	Kingsbridge Fair is to be held from 1856 annually for three days (only) beginning on the first Thursday after the 19 th of July	Fox 1874, 36
1858	'The present handsome and commodious chapel was erectedMr J. Pulliblank architect'	Fox 1874, 78
1861	The population of Kingsbridge (without Dodbrooke) numbers 1,585 at the census; that reported for Dodbrooke is thought to be 1,184	Fox 1874, 7, 87
c1865	A telegraph company extends its line from Totnes to Kingsbridge along the turnpike road	Fox 1874, 39
1866	A severe gale sweeps away many elms, felling 104 trees in the valley by Wallingford alone	Fox 1874, 113
1868	Sir William Mitchell has a signal station at Prawle connected with a wire to the Kingsbridge telegraph, to supply early shipping intelligence for his <i>Shipping Gazette</i>	Fox 1874, 39, 40
c1870	A new road to the landing at High House Point is much used in preference to the older public path cut under the cliff, steep, narrow, and often obstructed by timbers belonging to the Shipwright's Yard across the estuary	Fox 1874, 115
1871	The population of Kingsbridge (without Dodbrooke) numbers 1,557 at the census; that reported for Dodbrooke is thought to be 1,245	Fox 1874, 7, 87
1873	The managers of the National School by Waterloo Road build a new class-room beside it to 'meet the Government requirements'	Fox 1874, 92
1874	The manor of Kingsbridge is sold by the Scobell family to John S. Hurrell, Esq	Dymond 1877, 149
1874	By this date there are two town reservoirs	Fox 1874, 26

Date	Development	Reference
1874	Part of a field above High House Point has recently been secured for a new cemetery, and this is expected to be soon in use	Fox 1874, 115
c1874	Plans are in preparation for a new town clock to replace that of 1786	Fox 1874, 17
1878- 1886	Dodbrooke church at Dodbrooke is restored and the chancel and north aisle are added	Cherry and Pevsner 1989, 336
1891	The population of Kingsbridge and Dodbrooke [probably the civil parish] is 2,888	Anon 1902, 346
1893	Kingsbridge and Dodbrooke are amalgamated for civil purposes under Kingsbridge Urban District Council	Anon 1902, 345; Anon 1919, 352
1893	The railway to Kingsbridge opens	Hoskins 1954, 420
1896	Parts of West Alvington and Churchstow civil parish are added to that of Kingsbridge and Dodbrooke, and to Kingsbridge Urban District	Anon 1839, 389
1898	A cottage hospital in Duncombe Street opens; it contains 5 beds and a cot	Anon 1902, 346
Earlier 20th	century	
1901	The population of Kingsbridge and Dodbrooke [probably the civil parish] is 3,075	Anon 1902, 346
1911	The population of Kingsbridge and Dodbrooke [probably the civil parish] is 3,025	Anon 1919, 353
Before 1913	Kingsbridge weekly market has recently to been changed to Wednesday 'in order to establish an efficient pannier market'. Its 3- day fair 'which is an important one' continues	Davies 1913, 145, 146
	Dodbrooke's market is now held bi-monthly on a Wednesday. Its fair 'has been practically discontinued for some years'	
1929	The South Hams, Kingsbridge, Salcombe and District Cottage Hospital in Plymouth Road is opened, with 14 beds and 2 cots	Anon 1839, 390
1931	The population of Kingsbridge and Dodbrooke [probably the civil parish] is 3,045	Anon 1839, 390
1935	Part of the parish of Churchstow is added to Kingsbridge Urban District	Anon 1839, 389
1938	Kingsbridge has a new Police Station in Fore Street	Anon 1839, 390



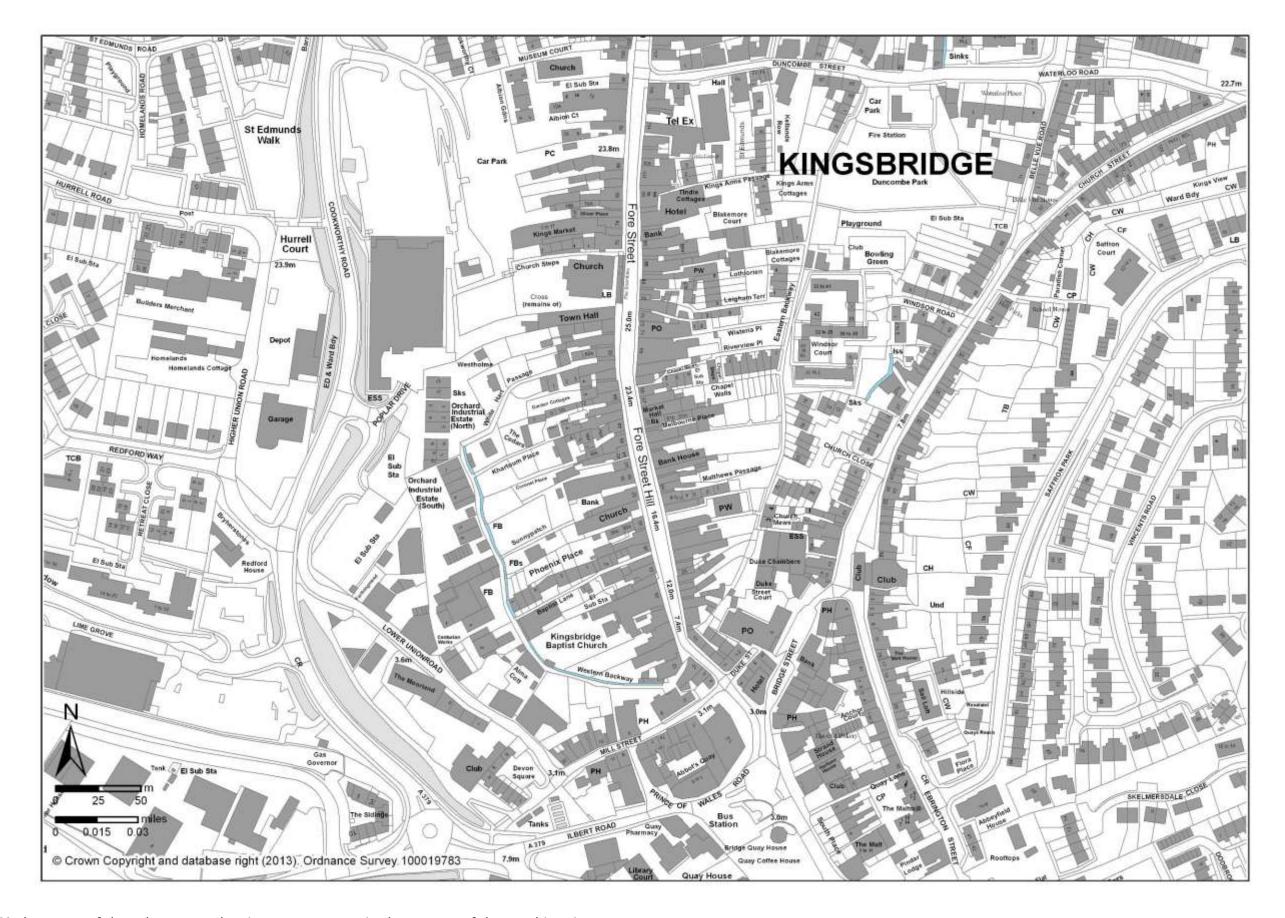
Map 1 Location of Kingsbridge in Devon and in relation to other urban study areas included in the project

Devon Historic Coastal and Market Towns Survey: Kingsbridge



Map 2 Location of Kingsbridge in the landscape of the South Devon coast

Devon Historic Coastal and Market Towns Survey: Kingsbridge



Map 3 Modern map of the urban core, showing street names in the centres of the two historic towns



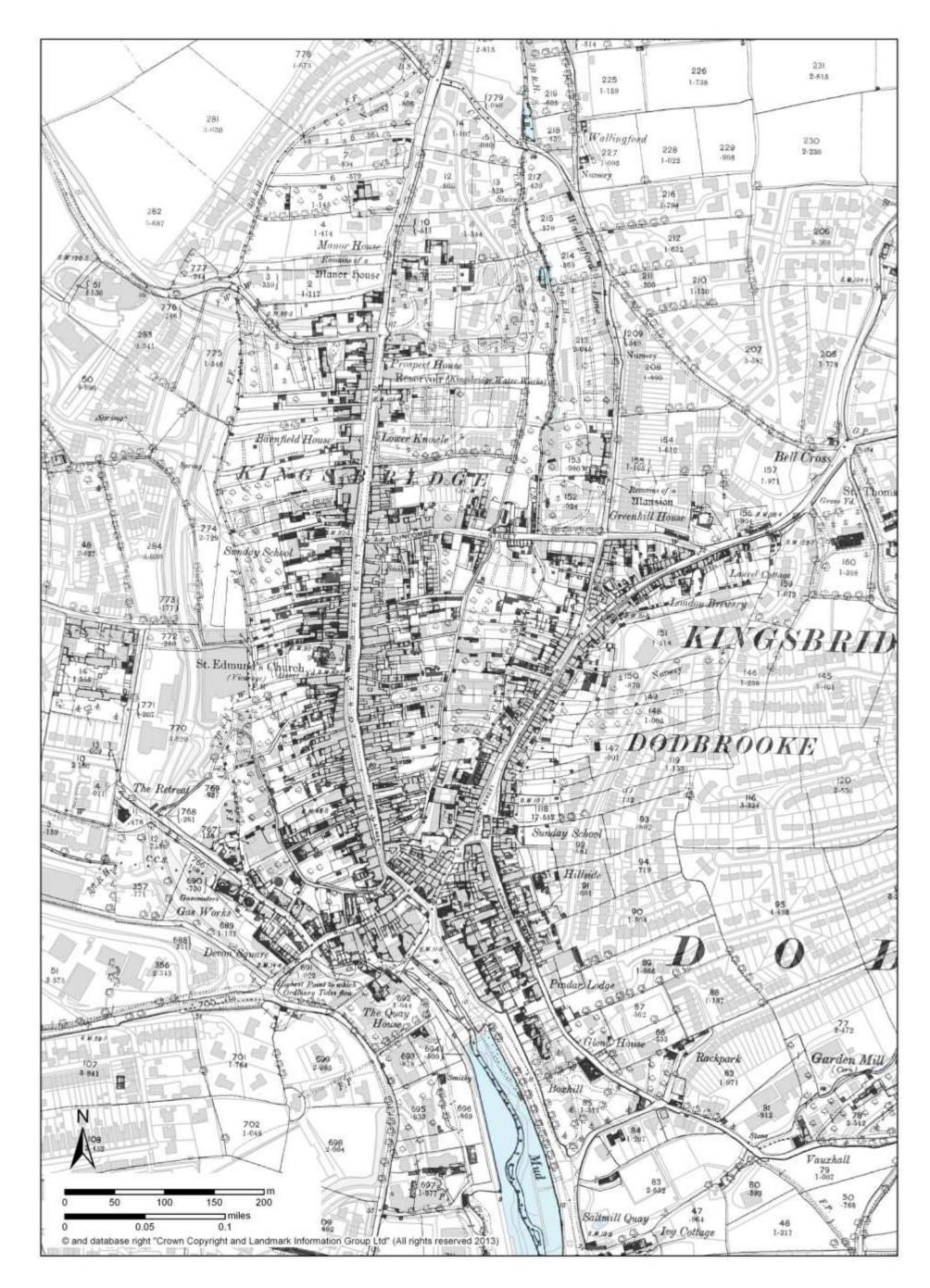
Map 4 1803 OS drawing, © British Library Board, showing the two towns with their market streets and quays, the first phase of the Promenade, the barracks, and orchards in many town plots and strip fields



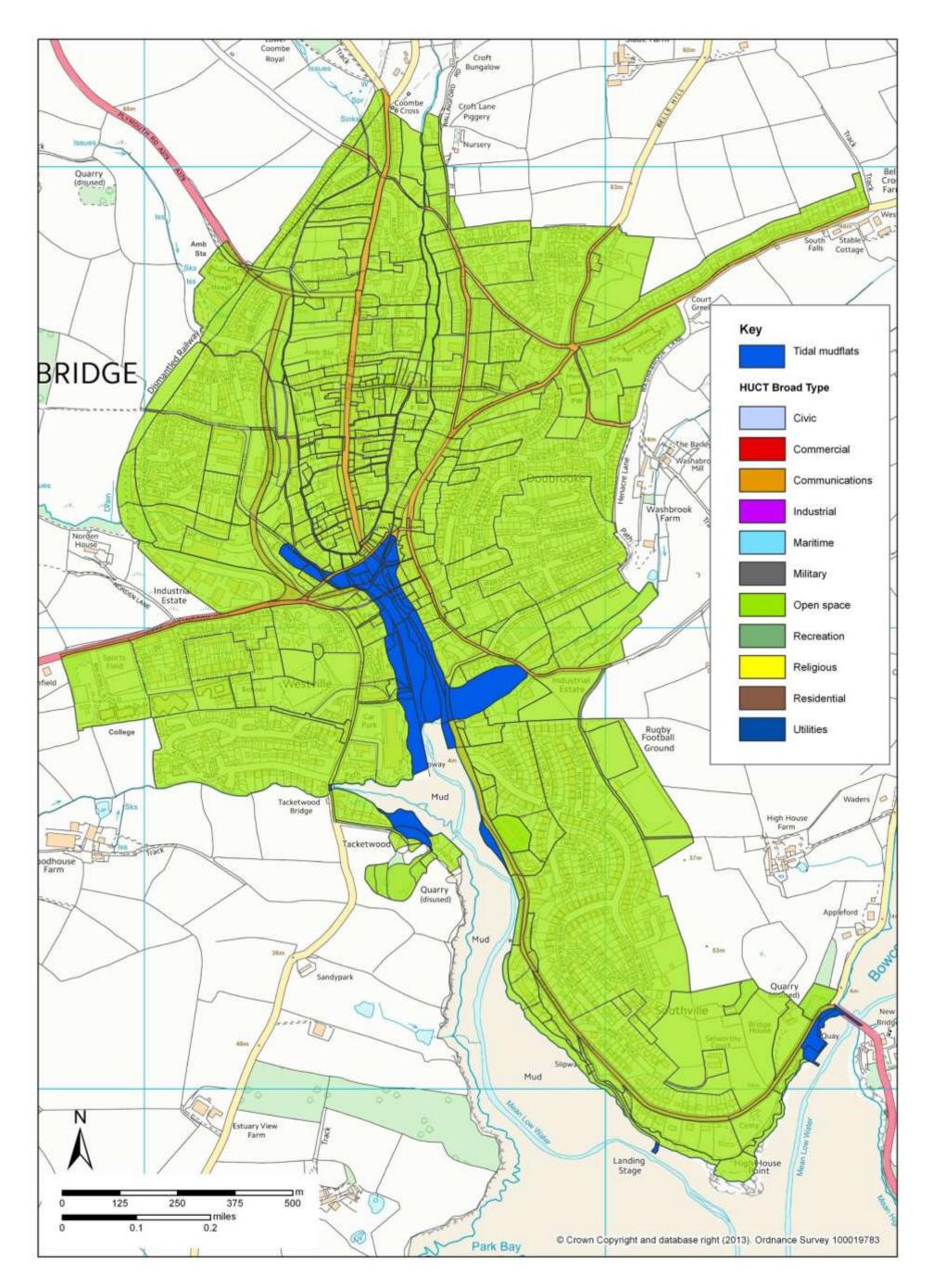
Map 5 Urban core as shown on the tithe surveys of c1840, with modern map layer for Kingsbridge, not included in these. Note the workhouse (in Churchstow), Square's Quay (in West Alvington), and Dodbrooke with its quay, and strip derived fields above it



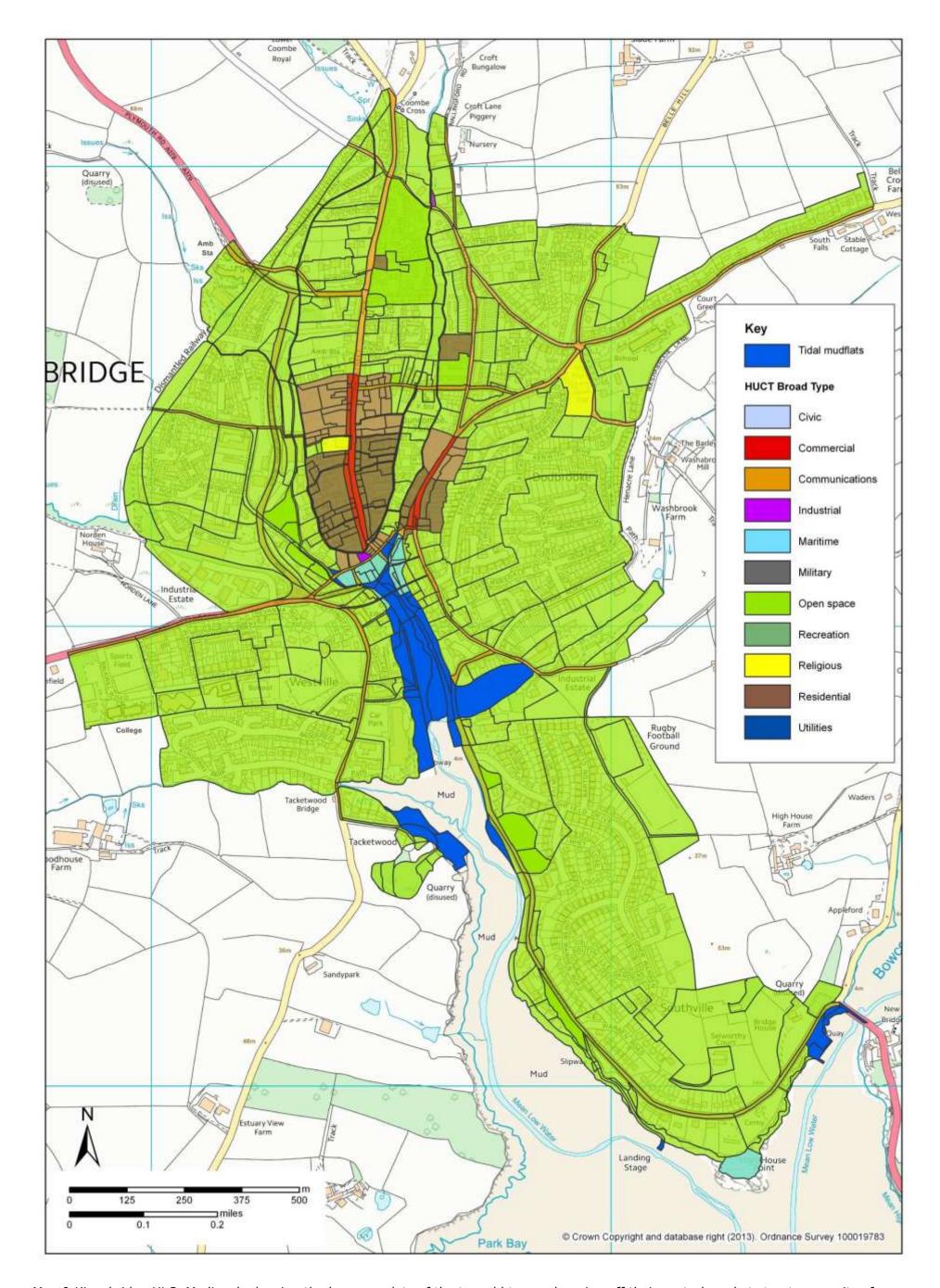
Map 6 Urban core on the town plan, 1841, reproduced by kind permission of the Town Clerk. Features include chapels in Kingsbridge, industrial areas below on both the Dodbrooke and West Alvington sides, and villas with ornamental grounds spreading east of the river



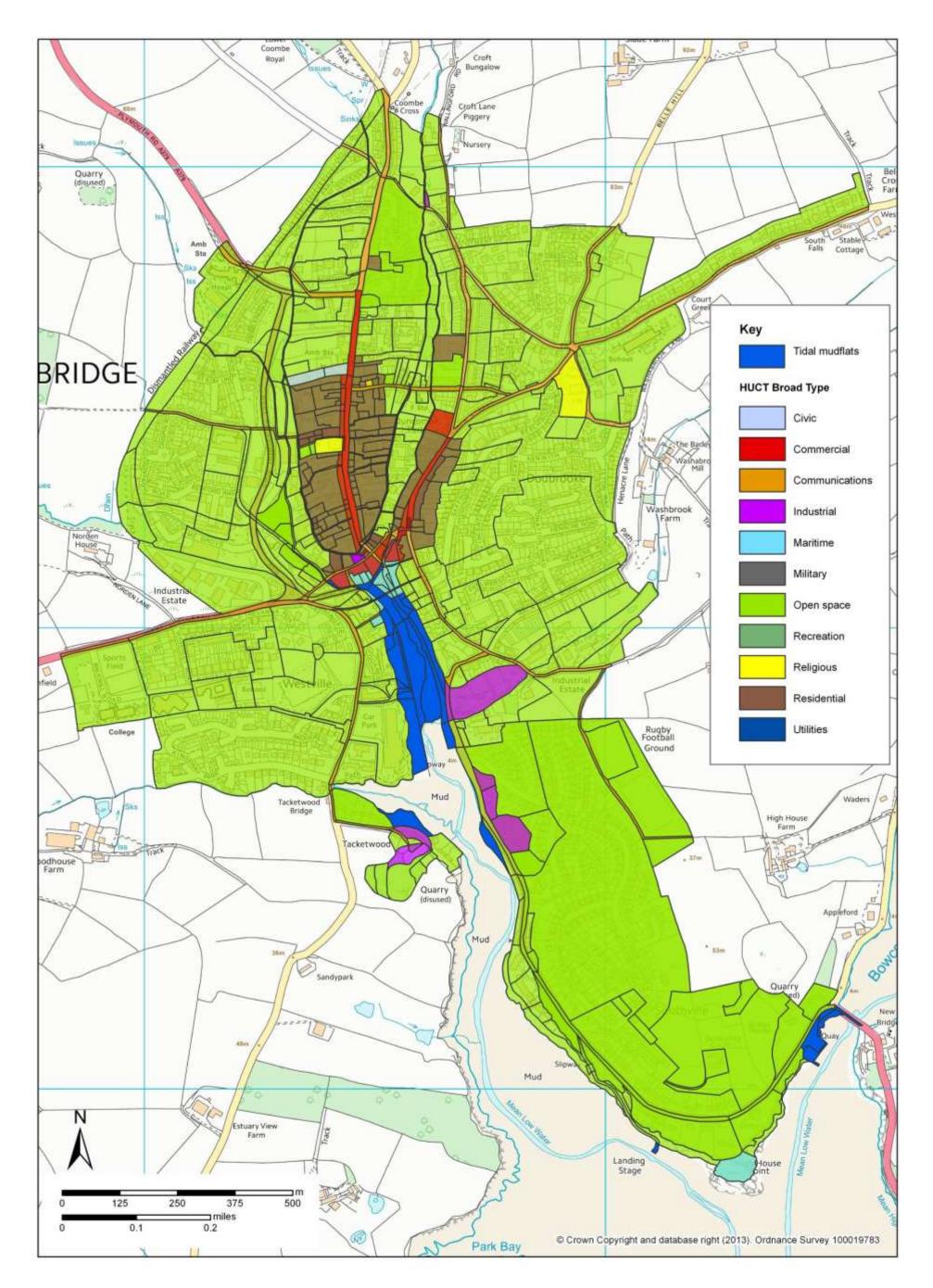
Map 7 Urban core as shown on the 1886 OS 25 inch map. Population growth appears to have been accommodated mostly within the existing town limit, while Square's Quay has been doubled in length



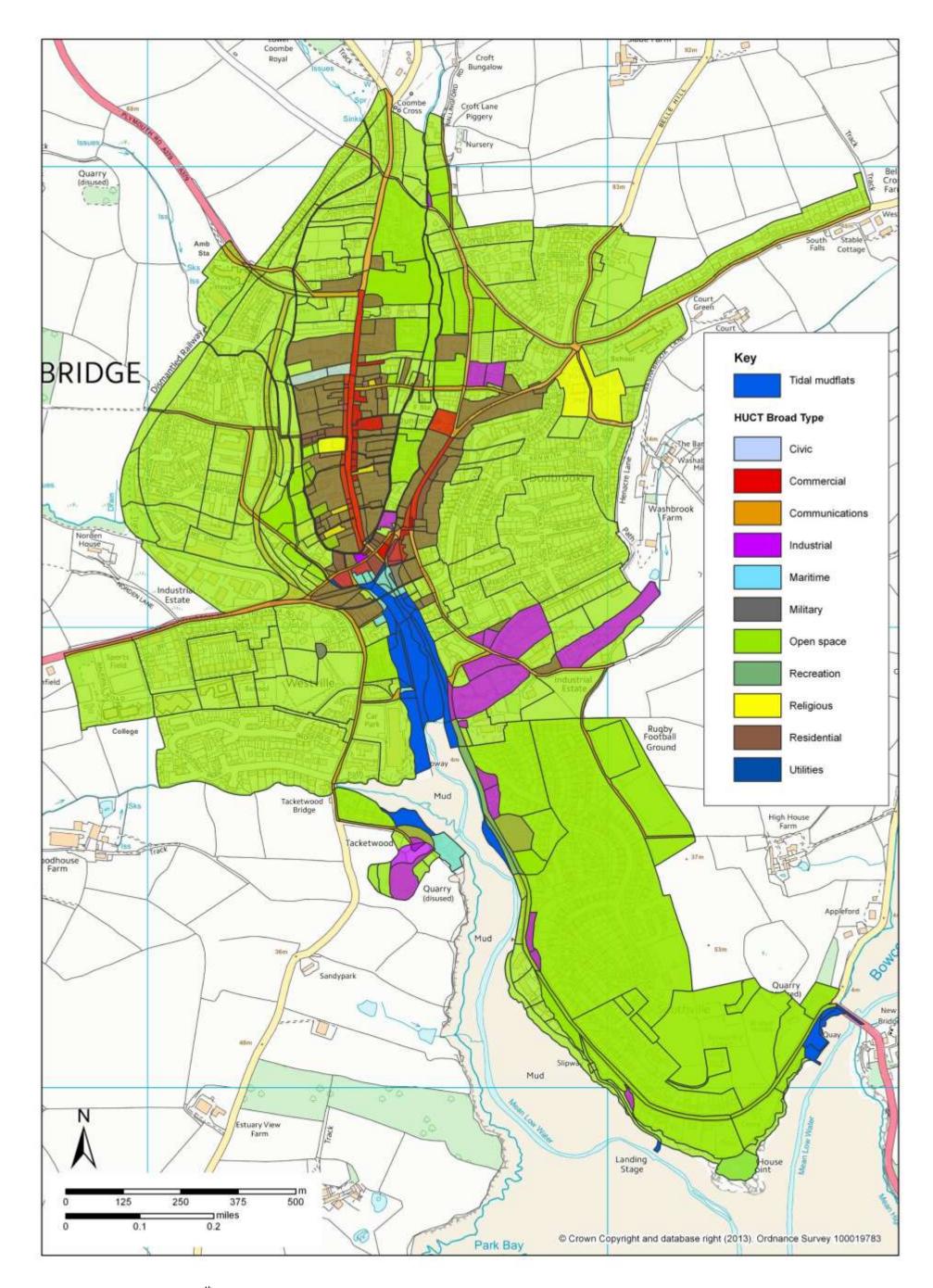
Map 8 Kingsbridge HLC, Early Medieval; showing the suggested approximate upper reach of the tidal river, or ria, and early roads, with possible river crossings – a ford on the line of Mill Street, and a bridge at the neck of the estuary below this



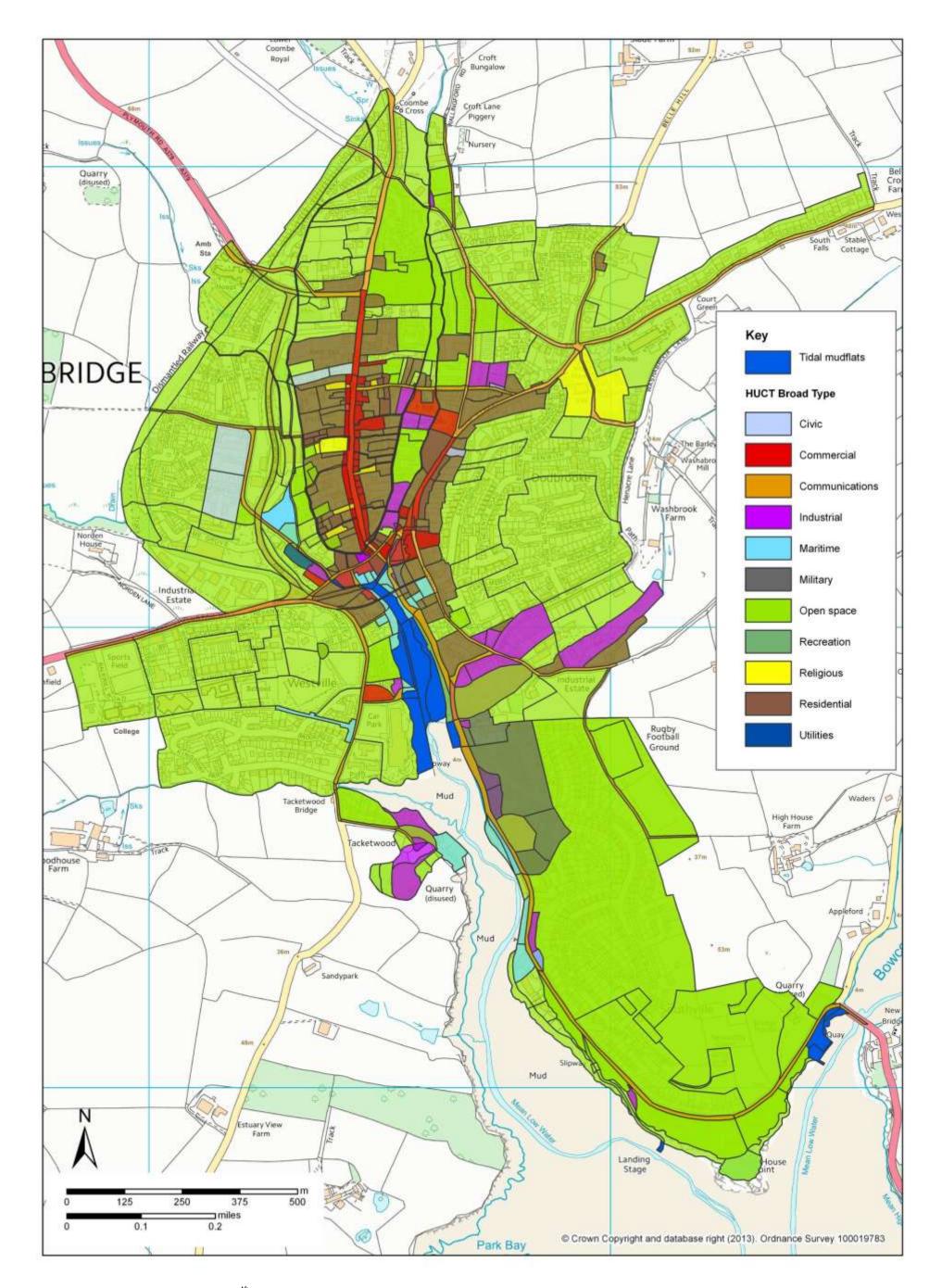
Map 9 Kingsbridge HLC, Medieval, showing the burgage plots of the two old towns, hanging off their central market streets, as units of the brown 'Residential' Broad Type, and the probable expansions to these which are displayed with a paler shade of this



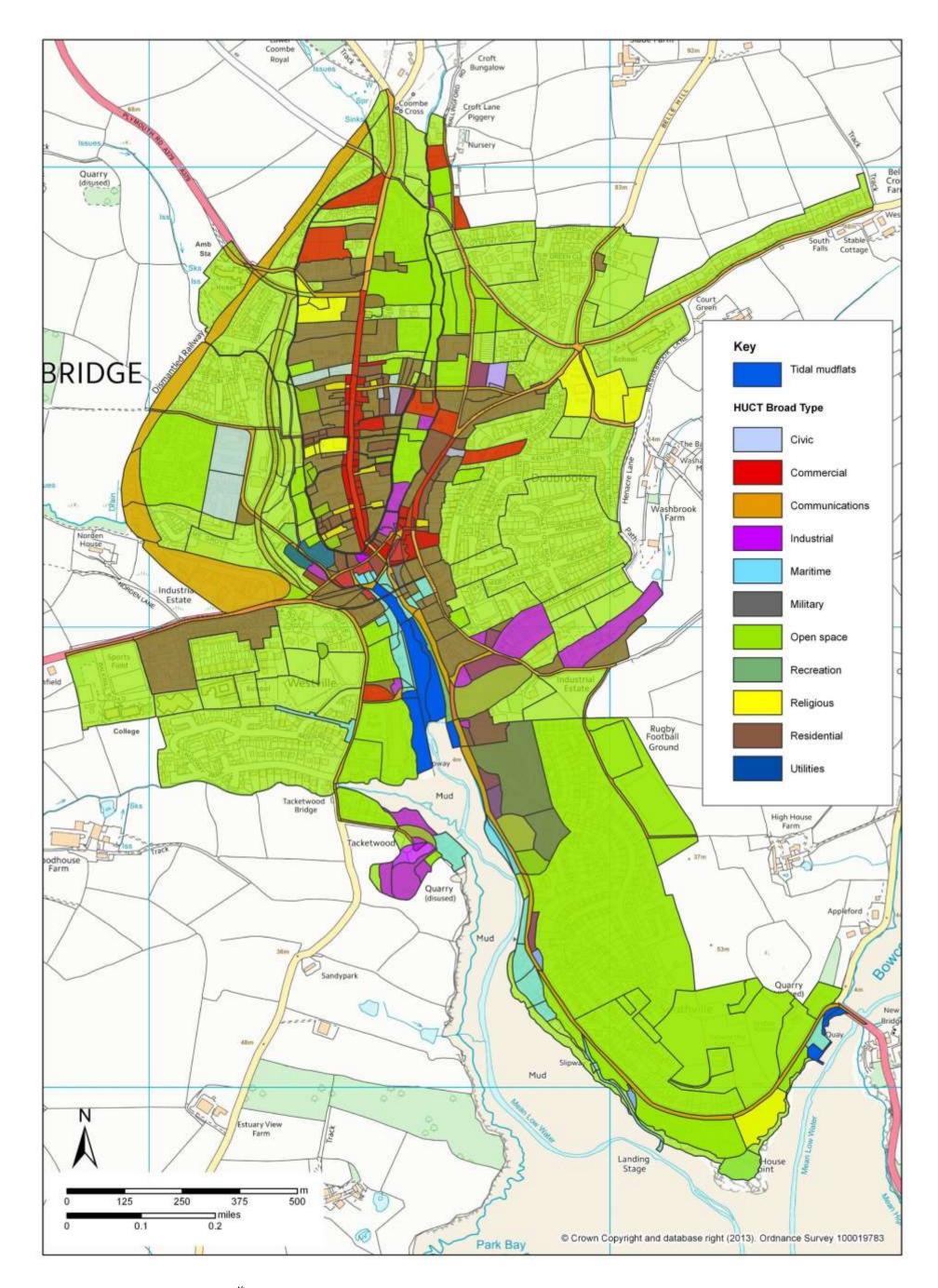
Map 10 Kingsbridge HLC, Post-medieval, showing industrial activity on the waterside below the town which may date from this period – several substantial quarries, and the Saltmill Creek tide mill



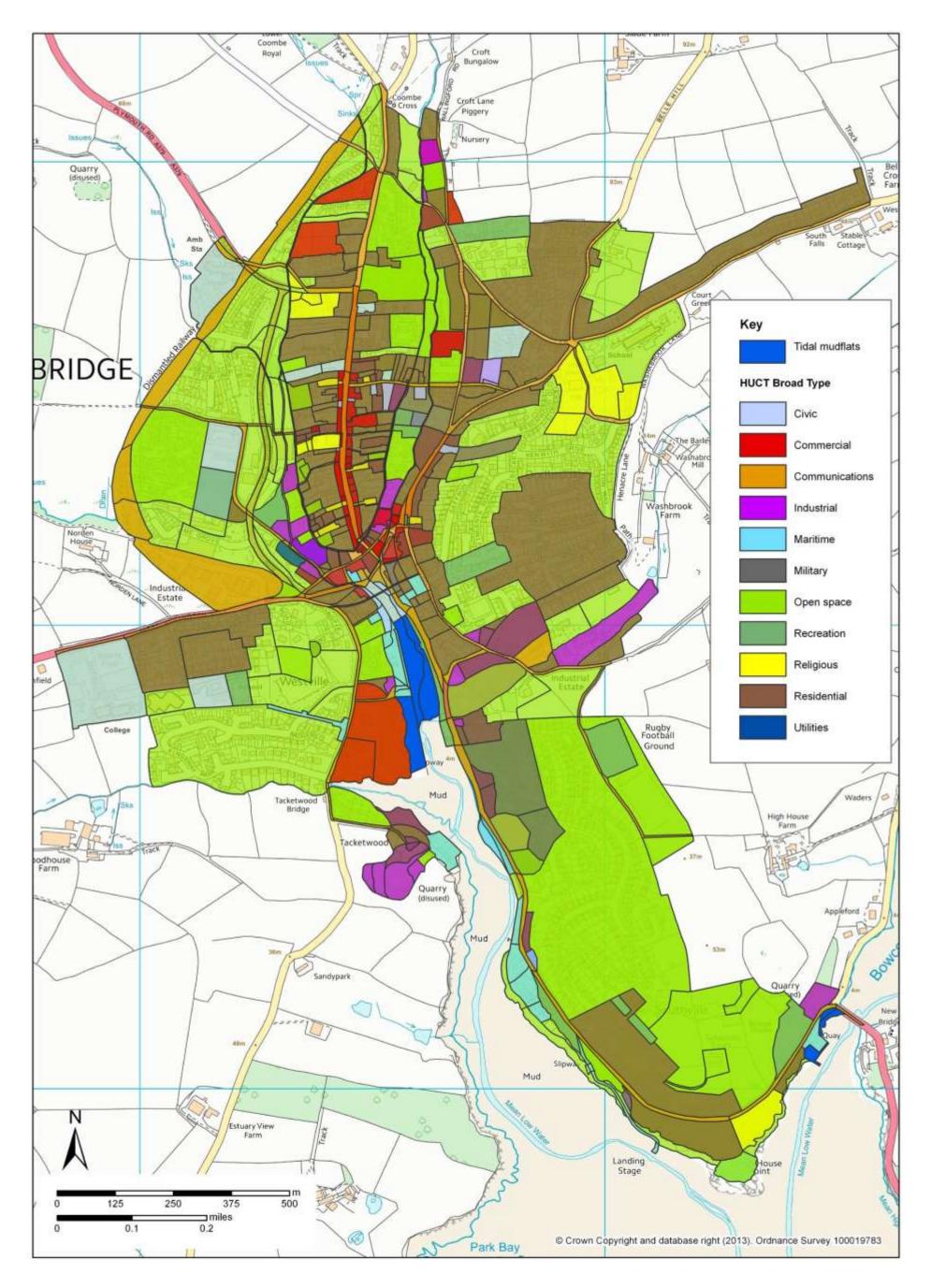
Map 11 Kingsbridge HLC, 18th century, with the outer part of the Promenade laid out at this time on the riverside between (later) Newquay and Saltmill, appearing as a strip of the 'Recreation' Broad Type



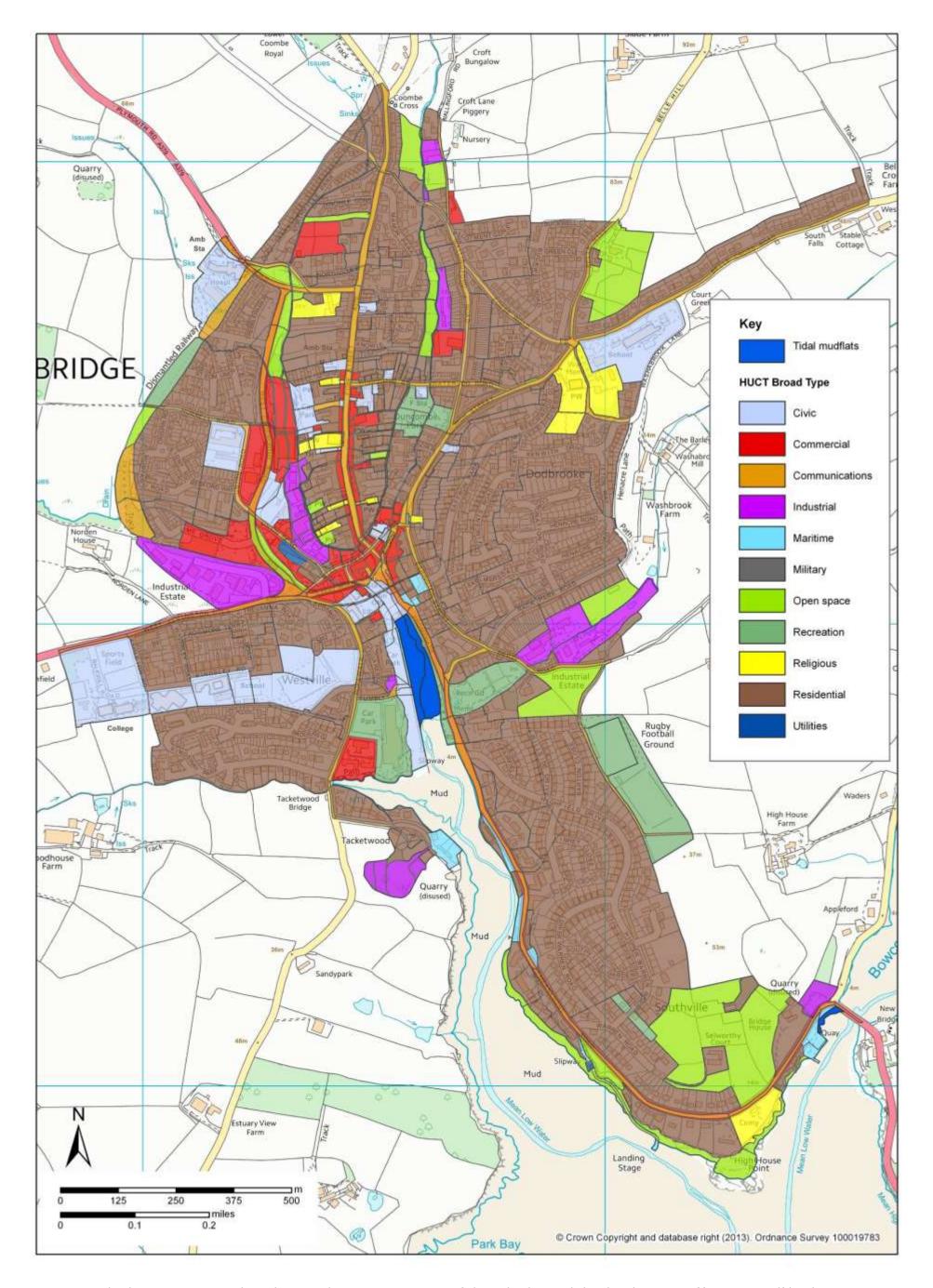
Map 12 Kingsbridge HLC, Early 19th century, showing substantial increase in the extent and diversity of 'Residential', 'Maritime', and 'Industrial' landscape, with the 'Civic' workhouse complex on the west, and the large barracks east of the River



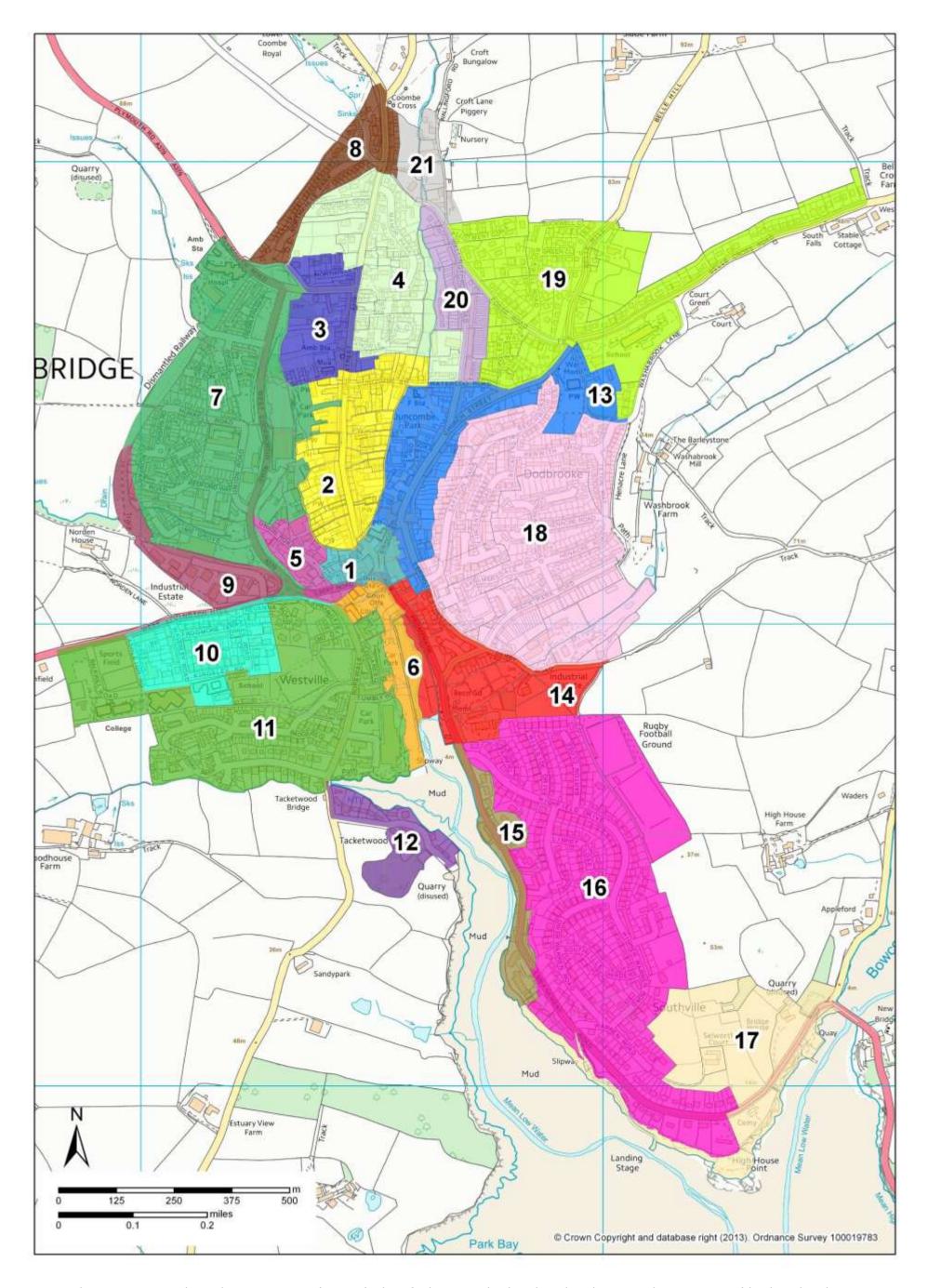
Map 13 Kingsbridge HLC, Late 19th century. Major changes include provision of further quays downriver, and the town cemetery on High House Point, besides the development of the railway, and of the associated suburb of Westville



Map 14 Kingsbridge HLC, early 20th century, showing the early, outlying 'Residential' suburbs, with provision for 'Recreation' – tennis courts at Southville, other sports grounds or parks, and allotments, elsewhere – and the shift of the ancient market to the town edge



Map 15 Kingsbridge HLC, Present day, showing the great expansion of the suburbs, and the development of 'Commercial' landscape on the west of the historic town centre



Map 16 The 21 Historic Urban Character Areas (HUCAs) identified at Kingsbridge, listed and assessed in Section 4 (displayed with random colours)