

CULTURAL HERITAGE DESK-BASED ASSESSMENT

South West Rail Resilience Programme
Parsons Tunnel to Teignmouth

SEPTEMBER 2018

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Parsons Tunnel to Teignmouth

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This report dated 25 September 2018 has been prepared for Network Rail (the “Client”) in accordance with the terms and conditions of appointment dated 26 April 2018(the “Appointment”) between the Client and **Arcadis (UK) Limited** (“Arcadis”) for the purposes specified in the Appointment. For avoidance of doubt, no other person(s) may use or rely upon this report or its contents, and Arcadis accepts no responsibility for any such use or reliance thereon by any other third party.

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1 Introduction

This Cultural Heritage Desk-Based Assessment has been conducted to understand the archaeological and historical significance of the site of proposed mediation works to the Exeter to Newton Abbot Railway, specifically the section from Parsons Tunnel to Teignmouth.

The section of Western Route that runs between Exeter and Newton Abbot is located along the estuaries and coastline of south Devon, along the Exe estuary, through Dawlish Warren, Dawlish and up the Teign estuary to Teignmouth on to Newton Abbot. The railway was carved out of the coastal cliffs in 1840 when it was originally constructed, as the coast and estuary route provided the level formation required for Brunel's atmospheric railway. The railway was subsequently widened from single to two tracks in 1905 and the alignment has remained largely unchanged since this time.

Following the disruptions caused by the storm events of 2014 a resilience study was undertaken. This study's aim was to build an evidence-based strategy that identified interventions to improve the resilience of the route over the next 100 years. The objectives were to undertake a review of the route, its assets, and risks; understanding how these risks would be modified with future climatic change, and determine interventions required to improve the resilience on the route.

The previous study (GRIP 2) identified that the section between Parsons Tunnel to Teignmouth (PTT) as a priority site with implementation in CP6 recommended. In this section the most significant risks stem from the steep cliffs of up to 40m in height. Cliff debris has been known to fall on to the track and previous studies have identified the potential for deep-seated failures within the cliff. The GRIP 2 works recommended a reclaimed platform seaward of the existing seawall to allow installation of buttressing to stabilise the cliffs. This would require new coastal defences, a realigned coastal footpath and revised railway alignment.

Project Remit

Arcadis has been appointed to develop the GRIP 2 options through to GRIP 3 culminating in the development of AIP designs for the Civils and Geotechnical works required as well as AIP documents for any necessary associated alterations required to other rail systems, including Signalling.

2 Site Location, Geology, Topography and Land Use

2.1.1 Site location

The Site is located to the northeast of Teignmouth, Devon, along the stretch of the South West Railway from the Eastcliff Overbridge to Parsons Tunnel at Hole Head, Holcombe. The Site is centred on OS 295086, 73875 (**Figure 1**).

2.1.2 Geology

The geology of the Site is comprised of Alphington Breccia and Heavitree Breccia, sedimentary stones formed around 260 million years ago.

Superficial deposits within and surrounding the Site are limited to the beach areas. These deposits comprise sand and gravel or the beach and tidal flats deposits. These deposits were likely laid down around 3 million years ago. Such deposits were formed in floodplain and estuarine environments in a coastal setting.

2.1.3 Topography and land use

The topography of the Site is mostly flat and lies between sea level and 5m above Ordnance Datum (aOD). The Site lies at the base of cliffs which drop from 50m aOD to sea level.

Land use within the site is mostly railway line, seawall and breakwaters, and beach.

3 Aims and Objectives

The main aims and objectives of this report are:

- Establish the nature and extent of non-designated heritage assets;
- Establish the nature and location of designated heritage assets;
- Identify unknown heritage assets;
- Assess the archaeological potential of the Site;
- Assess the significance of heritage assets;
- Assess the need for and scope of any further archaeological investigations; and
- Make recommendations concerning further work.

4 Methodology

4.1 Study Area

A 500m study area has been set for designated and non-designated heritage assets. This study area is set from the boundary of the extent of the works along the edges of the terrestrial area. The 500m study area was determined based on the topographic location of the Site which limits its impact to the area to the north and east, and the density of the urban landscape to the west which also limits impacts from the proposed development.

A wider study area is discussed in this report with regards to historic landscape and prominent landscape or townscape features such as Teignmouth pier. This wider study area is limited by The Ness which lie 1.3km to the southwest of the Site and Hole Head at the eastern end of the Site. This study area reflects the area where the stretch of coastline and the South West Railway is appreciable from and was partially determined by the South West Coast Path which runs along the Site and passes over The Ness.

Though further landmarks as far as Torquay, to the south, and Straight Point at Exmouth, to the northeast, are discernible from the Site heritage assets and the character of the coast would not be appreciable from these locations.

4.2 Consultation

Consultation has not yet been undertaken with external parties at the request of the Client.

4.3 Assessment Criteria

Significance (for heritage) is defined in National Planning Policy Framework (NPPF) Annex 2 as:

"The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic, or historic. Significance derives not only from a heritage assets physical presence, but also from its setting."

Current national guidance on the assessment of the significance of heritage assets is provided by Historic England. This assessment has given due weight to the emerging document *Conservation Principles, Policies, and Guidance for the Sustainable Management of the Historic Environment (Draft)* (2018) in which significance is weighed by consideration of the potential for the asset to demonstrate the following historic interest criteria (Table 1).

Table 1 – Historic Interest Criteria of Heritage Assets

Value Type	Definition of Interest
Evidential value	Deriving from the potential of a place to yield evidence about past human activity.

(Archaeological interest)	This is sometimes called evidential or research value. There will be archaeological interest in a heritage asset if it holds, or potentially may hold, evidence of past human activity that could be revealed through investigation at some point. Archaeological interest in this context includes above-ground structures as well as earthworks and buried or submerged remains more commonly associated with the study of archaeology.
Historic value (Historic interest)	<p>Deriving from the ways in which past people, events and aspects of life can be connected through a place to the present. It tends to be illustrative or associative. A heritage asset is most commonly valued for its historic interest – because of the way in which it can illustrate the story of past events, people, and aspects of life (illustrative value, or interest).</p> <p>Historic value also includes communal interest which derives from the meanings of a place for the people who relate to it, or for whom it figures in their collective experience or memory. Communal values are closely bound up with historical (particularly associative) and aesthetic values but tend to have added and specific aspects.</p>
<p>Aesthetic value and communal value.</p> <p>(Architectural and artistic interest)</p>	<p>The sensory and intellectual stimulation we derive from a heritage asset dictates its aesthetic value, which can be the result of conscious design, including artistic endeavour or technical innovation, or the seemingly fortuitous outcome of the way in which a place has evolved and been used over time.</p> <p>Architectural interest is an interest in the art or science of the design, construction, artistry and decoration of buildings and structures of all types.</p> <p>Artistic interest is derived from the use of human imagination and skill to convey meaning through all forms of creative expression.</p>

In light of the emerging *Conservation Principles* document, the term interest has been used throughout this DBA when describing the significance ‘value’ of an asset (Table 1).

The assessment of cultural heritage assets and their significance has also been undertaken with reference to the methodology described in DMRB Volume 11 Section 3 Part 2 Cultural Heritage (HA 208/07). This methodology has been used despite the nature of the proposal due to a current lack of other formal guidance on the assessment of effects on heritage assets. DMRB provides guidance on the assessment and management of environmental effects. Within DMRB, the cultural heritage resource is split relating to the assessment of the value of the resource. Professional judgement and best practice has been applied and this methodology is deemed appropriate due to the linear nature of the scheme.

To understand the level of any effect that a Scheme may have on a heritage asset, an understanding of the ‘heritage value’ or ‘importance’ (value) of that asset needs to be achieved. The following tables aid in the assessment of the value of heritage assets and historic landscape (Table 2, Table 3).

Potential effects from development can include changes to the setting of assets caused by visual intrusion from a development and changes to the fabric of an asset caused by construction. Both forms of change can form a direct impact to heritage assets.

Table 2 – Asset value table (heritage assets)

Value	Factors deciding value
Very High/National or International	<ul style="list-style-type: none"> • World Heritage Sites • Assets of recognised international importance • Assets that contribute to international research goals
High/National	<ul style="list-style-type: none"> • Scheduled monuments • Grade I and grade II* Listed Buildings • Grade I and grade II* Registered Parks and Gardens • Grade II Listed Buildings • Grade II Registered Parks and Gardens • Non-designated assets of the quality and importance to be designated • Assets that contribute to national research agendas
Medium/Regional	<ul style="list-style-type: none"> • Conservation Areas • Assets that contribute to regional research goals
Low/Local	<ul style="list-style-type: none"> • Locally Listed Buildings • Assets compromised by poor preservation and/or poor contextual associations • Assets with importance to local interest groups • Assets that contribute to local research goals
Negligible/Local	<ul style="list-style-type: none"> • Assets with little or no archaeological/historical interest
Unknown	<ul style="list-style-type: none"> • The importance of the asset has not been ascertained from available evidence

Table 3---Asset value table (Historic Landscape)

Value	Factors deciding value
Very High/National or International	<ul style="list-style-type: none"> World Heritage Sites inscribed for their historic landscape qualities. Historic landscapes of international value, whether designated or not. Extremely well preserved historic landscapes with exceptional coherence, time depth or other critical factors.
High/Regional-National	<ul style="list-style-type: none"> Designated historic landscapes of outstanding interest. Non-designated landscapes of outstanding interest. Non-designated landscapes of high quality and significance, and of demonstrable national value. Well preserved historic landscapes, exhibiting considerable coherence, time-depth, or other critical factor(s).
Medium/Regional	<ul style="list-style-type: none"> Designated special historic landscapes. Non-designated historic landscapes that would justify special historic landscape designation, landscapes of regional value. Averagely well-preserved historic landscapes with reasonable coherence, time depth or critical factor(s).
Low/Local	<ul style="list-style-type: none"> Robust non-designated historic landscapes. Historic landscapes with importance to local interest groups. Historic landscapes whose value is limited by poor preservation and/or poor survival of contextual associations.
Negligible/Local	<ul style="list-style-type: none"> Landscapes with little or no significant historical interest.

While the values set out in Tables 3 and 4 above give a guide for the assessment of the importance of heritage assets, these may vary based on the outcomes of research, consultation, or based on professional opinion. Variation would be based on assessment of significance, including contributions of setting, for an asset.

The aim of this DBA is to contribute to meeting Principle 3 of the emerging *Conservation Principles* document by giving an understanding of the value and significance of heritage assets.

This assessment will also aid in meeting Principle 5 of the emerging Conservation Principles document which states that “decisions about change in the historic environment demand the application of expertise, experience and judgement, in a consistent and transparent process which is as accessible as possible. They need to take account of views of those who have an interest in the assets affected and/or the changes being proposed.”

Finally, the above historic interest criteria and values will be used alongside the method set out in *Historic Environment Good Practice Advice in Planning 2: Managing significance in decision taking in the historic environment* (GPA 2) (Historic England, 2017) and *The setting of Heritage Assets, Historic Environment Good Practice Advice in Planning Note 3 (second edition)* (GPA 3) (Historic England, 2015) which set out advice for robust assessment of heritage assets. Namely this assessment will satisfy steps 1 and 2 within GPA 3 *The setting of heritage assets*. These are:

- Step 1: Identify which heritage assets and their settings are affected.
- Step 2: Assess the degree to which these settings and views contribute to the significance of the heritage asset(s) or allow significance to be appreciated.

4.3.1 Archaeological potential

An assessment of the archaeological potential of the Site has also be undertaken as part of this assessment.

Archaeological potential is the potential for places, structures, or landscapes to hold information regarding previously unknown archaeological or historic knowledge which would enhance the understanding of a place and its development. This is informed by all the known heritage assets within a chosen study area.

In this document archaeological potential is classified as:

- **High** for areas where there is a strong likelihood of finding archaeological remains of a given period or type.
- **Medium** for areas where there is a likelihood of finding archaeological remains of a given period or type.
- **Low** for areas where there is little likelihood of finding archaeological remains of a given period or type.

4.4 Assumptions and limitations

Data from HERs and other national datasets consists of secondary information derived from varied sources, only some of which were directly examined during the compilation of this DBA. The assumption is made that this data, as well as that derived from other secondary sources, is reasonably correct.

Due to the dataset limitations identified above, it is possible that previously unrecorded archaeological assets could survive within any green field areas of the study areas. Therefore, there is often an element of uncertainty over the nature, frequency, and extent of the archaeological resource that may be expected to survive.

4.5 Site Walkover Survey

A site visit was undertaken on 9 July 2018. The aims of the site visits were to:

- Assess and describe the current ground conditions within the Site;
- Identify evidence and potential for the survival of buried archaeological remains within the Site;
- Confirm the presence, location, and condition of known above ground remains;
- Identify any unknown above ground heritage assets not recorded elsewhere;
- Assess the heritage potential of buildings scheduled for demolition;
- Identify any areas where previous modern activities may already have impacted upon known or potential heritage assets; and
- Consider the potential impacts of the Scheme upon built and buried heritage assets within the study area.

The site visit was conducted from publicly accessible land and gave an overview assessment of the 1km study area, its landscape, and known and unknown heritage assets.

A photographic and written record was produced of the site visit which is synthesised within Section 6 of this report. Any assets identified during the walkover survey have been located using Geographic Information Systems (GIS) and are shown on Figure 3. Where possible, assets have been located using Global Positioning System (GPS) co-ordinates to an accuracy of 10m or less.

4.6 Sources

A range of sources have been used to assess the heritage potential of the study area in line with best practice guidance as outlined by Historic England, ClfA, relevant legislation, and guidance provided by other bodies.

The Devon Historic Environment Record (HER) were consulted for entries within the 500m study area.

A search for designated assets was made through Historic England data sources for world heritage sites, scheduled monuments (SMs), listed buildings (LBs), registered parks and gardens, heritage at risk assets, and registered battlefields.

Information on Conservation areas (CAs) was acquired through local authority websites and the Governments web service.

The landscape of the Site was assessed through historic map regression using Ordnance Survey (OS) Mapping and earlier mapping acquired through local archives

services. This assessment aimed to identify past land-use, potential historic impacts to the Site such as previous development or quarrying, and other contributing factors.

The following sources were also consulted during the preparation of this assessment. A full list of references and historic mapping referred to in the document can be found in Section 11 (References).

- The Devon archives service for pre-OS mapping and additional information through documentary sources;
- The Teign heritage centre for pre-OS mapping and additional information through documentary sources;
- The National Heritage List for England for information on designated assets within the study area;
- The PastScape website, provided by Historic England, for additional information on assets within the study area and the wider study area;
- Landmark Information Group for historic OS mapping;
- The British Geological Survey (BGS) website for information on the prevailing geological conditions within the study area;
- The Historic England Archive (HEA) for aerial photographs and other material;
- The Teignbridge District Council website for updated information on planning policy and conservation areas; and
- The Archaeological Data Service website for information on the National Mapping Program, Historic Landscape Characterisation (HLC) Data and archaeological reports.

The following historic maps were used during the preparation of this report:

- 1676 Speed's Map of Devonshire;
- 1759 Map of the Manor of East Teignmouth;
- 1765 Donn's Map of Devon;
- 1801 Ordnance Survey Drawing (Exmouth);
- 1859 East Teignmouth Tithe Map;
- 1890 1st edition Ordnance Survey Map;
- Ordnance Survey maps and images to 1999 (Landmark Information Group, 2018) (**Appendix C**); and
- Google Earth aerial images (July 2018).

The results of this research are presented chronologically, by period, followed by detail on key assets. This includes an assessment of potential value and significance, as determined by *Conservation Principles, Policies and Guidance for the Sustainable Management of the Historic Environment* (Historic England, 2008/2018) (see Section 3.9).

5 Regulation and Policy

This assessment has been undertaken in accordance with current legislation, national and local plans, and policies. Relevant legislation, policy and guidance are outlined below.

5.1 Legislation

The relevant parliamentary act which provides the legislation framework for development and archaeology is the Town and Country Planning Act 1990. This assessment has also considered the Planning (Listed Buildings and Conservation Areas) Act 1990 and the Ancient Monuments and Archaeological Areas Act 1979.

National policy relating to the archaeological resource is outlined in the National Planning Policy Framework (NPPF) which was enacted in 2012.

5.1.1 Planning (Listed Buildings and Conservation Areas) Act 1990

The Planning (Listed Buildings and Conservation Areas) Act 1990 applies special protection to buildings and areas of special architectural or historic interest.

Section 66 (1) of the act states that “In considering whether to grant planning permission for development which affects a Listed Building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses”.

5.1.2 Ancient Monuments and Archaeological Areas Act 1979

The Ancient Monuments and Archaeological Areas Act 1979 gives statutory protection to any structure, building or work which is considered to be of particular historic or archaeological interest and regulates any activities which may affect such areas. Under the Act any work that is carried out on a Scheduled Ancient Monument must first obtain Scheduled Monument consent.

The NPPF identifies that Scheduled Ancient Monuments and their setting are a material consideration for a planning application.

5.1.3 Protection of Wrecks Act 1973

The Protection of Wrecks Act 1973 allows the Secretary of State for Digital, Culture, Media, and Sport to designate a restricted area around the site of a vessel lying on or in the seabed in UK territorial waters if they are satisfied that, on account of the historical, archaeological, or artistic importance of the vessel, or its contents or former contents, the site ought to be protected from unauthorised interference.

Bathing, angling, and navigation are permitted within a restricted area provided they do not breach the above restrictions. Anchoring on the site is only permitted for licensed activities or in cases of maritime distress.

Where a protected wreck site is within local authority boundaries then it will be considered a designated heritage asset for the purpose of the NPPF and offered the same level of protection in planning decisions as is afforded to scheduled monuments and highly graded listed buildings. Protected wreck sites beyond local authority boundaries will be considered a designated heritage asset for the purpose of the UK Marine Policy Statement. To accord with territorial policy, the relevant marine planning authority should adopt a general presumption in favour of the conservation of designated heritage assets within an appropriate setting.

5.2 Policy

5.2.1 National Planning Policy Framework (NPPF)

NPPF provides a framework within which local and neighbourhood plans can be produced. Planning law requires that applications for planning permission must be determined in accordance with the development plan. The NPPF must be considered in the preparation of local and neighbourhood plans and is a material consideration in planning decisions.

Section 12 of the NPPF 'Conserving and Enhancing the Historic Environment' contains the government's policies relating to the historic environment.

Paragraphs 184-187 states that local planning authorities should set out in their Local Plan a positive strategy for the conservation and enjoyment of the historic environment. In doing so they should recognise that heritage assets are an irreplaceable resource and conserve them in a manner appropriate to their significance.

Paragraph 189 states that in determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the asset's importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum, the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes or has the potential to include heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate Desk-Based Assessment and, where necessary, a field evaluation.

Paragraph 190 states that local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including development affecting the setting of a heritage asset). They should take this assessment into account when considering the impact of a proposal on a heritage asset, to avoid or minimise conflict between the heritage asset's conservation and any aspect of the proposal.

Paragraph 197 states that the effect of an application on the significance of a non-designated heritage asset should be considered in determining the application. In weighing applications that affect directly or indirectly non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

Paragraph 198 states that local planning authorities should not permit the loss of the whole or part of a heritage asset, without taking all reasonable steps to ensure that the new development will proceed after the loss has occurred.

Paragraph 194 b) states that non-designated heritage assets of archaeological interest that are demonstrably of equivalent significance to scheduled monuments are to be considered subject to the same policies as designated heritage assets.

Paragraph 199 states, in part, that local planning authorities should require developers to record and advance understanding of the significance of any heritage assets to be lost, whether wholly or in part in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible, in the relevant HER or local museum.

5.2.2 Local Planning Policy

The Teignbridge Local Plan 2033 (TLP) was adopted by the council on 6 May 2014 and it replaces all of the previous local plan policies contained within the Teignbridge Local Plan 1989-2001 which are no longer considered.

Policy EN5: Heritage Assets

“To protect and enhance the area’s heritage, consideration of development proposals will take account of the significance, character, setting and local distinctiveness of any affected heritage asset, including Scheduled Monuments, Listed Buildings, Conservation Areas, Historic Parks and Gardens, other archaeological sites, and other assets on the Register of Local Assets, particularly those of national importance.

Development should respect and draw inspiration from the local historic environment responding positively to the character and distinctiveness of the area, important historic features, their settings, and street patterns. Where appropriate development should include proposals for enhancement of the historic environment including key views and actions identified in Conservation Area Character Appraisals and Management Plans.”

The TLP also states:

“The towns and villages of Teignbridge have a rich and historic heritage. Features of architectural, townscape, archaeological and historic interest contribute to the identity of the settlements and countryside and can form important aspects of their current or future economic and social success. The policy will act with Policy S2 to ensure that new development takes full account of historic and heritage assets affected by it. The aim will be to incorporate such assets within development in a positive manner, although the weight to be attached to them will reflect their significance, and the positive benefits that come with the development being proposed.

In cases where there may be a loss of a heritage asset the Council may wish to satisfy itself that the developer has made appropriate provision for recording archaeological or other remains. It may impose a condition on a planning approval requiring the implementation of an appropriate programme of archaeological work.

The Council will encourage management and interpretation of sites of archaeological interest. It will seek to identify such sites and discuss with interested parties the means by which this can be achieved.

The Council will act to positively manage the heritage assets and will consider the preparation of a Heritage Strategy, further Conservation Area Appraisals and Management Plans, a Register of Local Assets and a local Buildings at Risk Register.”

5.3 Guidance

This Desk-Based Assessment was undertaken with regard to all relevant industry guidance, principally the 'Code of Conduct', 'Standards and Guidance for Archaeological Desk-Based Assessments' and 'Standard and guidance for commissioning work or providing consultancy advice on archaeology and the historic environment' (Chartered Institute for Archaeologists, 2014), Historic England's 'Historic Environment Good Practice Advice in Planning 3: The Setting of Heritage Assets' (2015) and the National Planning Practice Guidance (NPPG) (DCLG 2014) offered by the Government to support the NPPF.

6 Walkover Survey

6.1 Introduction

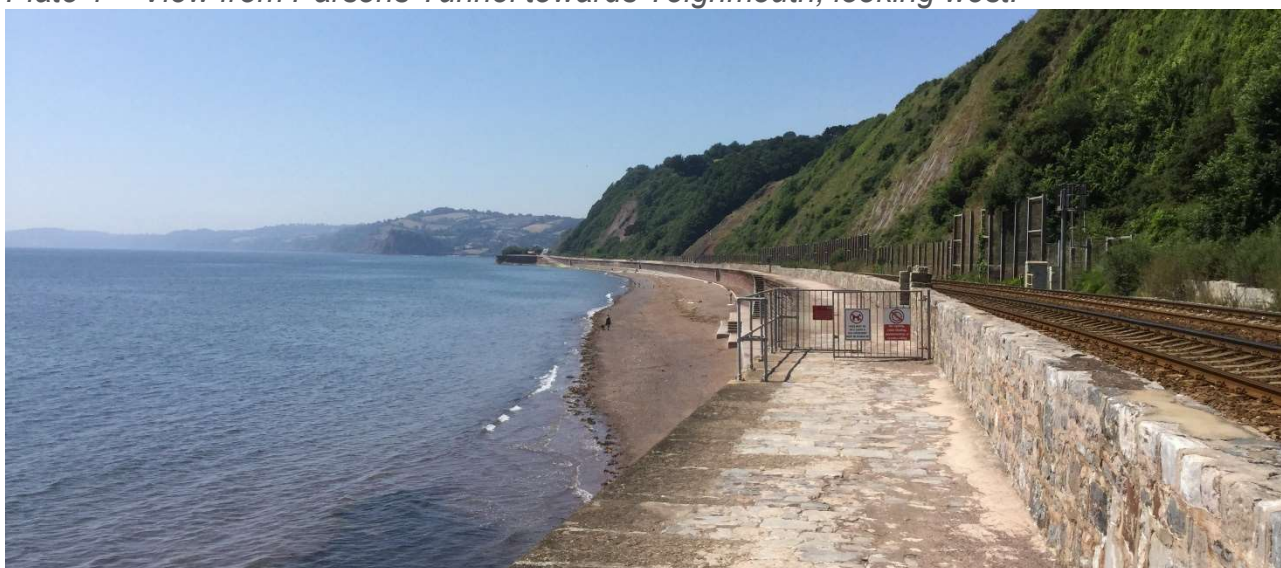
The Site was visited on 9 July 2018 to conduct a cultural heritage walkover survey. The survey was conducted across the 500m and wider study area via publicly accessible land and footpaths. The survey included a visual assessment of the Site and both designated and non-designated heritage assets. The setting of assets was also considered along with the coastal historic landscape within the 500m and wider study areas.

6.2 Results

The topography of the Site is largely dictated by the man-made seawall on which the Site sits, and which bounds it to the south. This area is mostly flat and lies at between sea level and approximately 5m above sea level. To the south of the sea wall the land is mostly comprised of the beach and intertidal area. To the north are steep cliffs of the local Breccia stone. The top of the cliffs lies at around 50m above Ordnance Datum (aOD).

Teignmouth lies at the western end of the Site and the headland of Hole Head to the east.

Plate 1 – View from Parsons Tunnel towards Teignmouth, looking west.

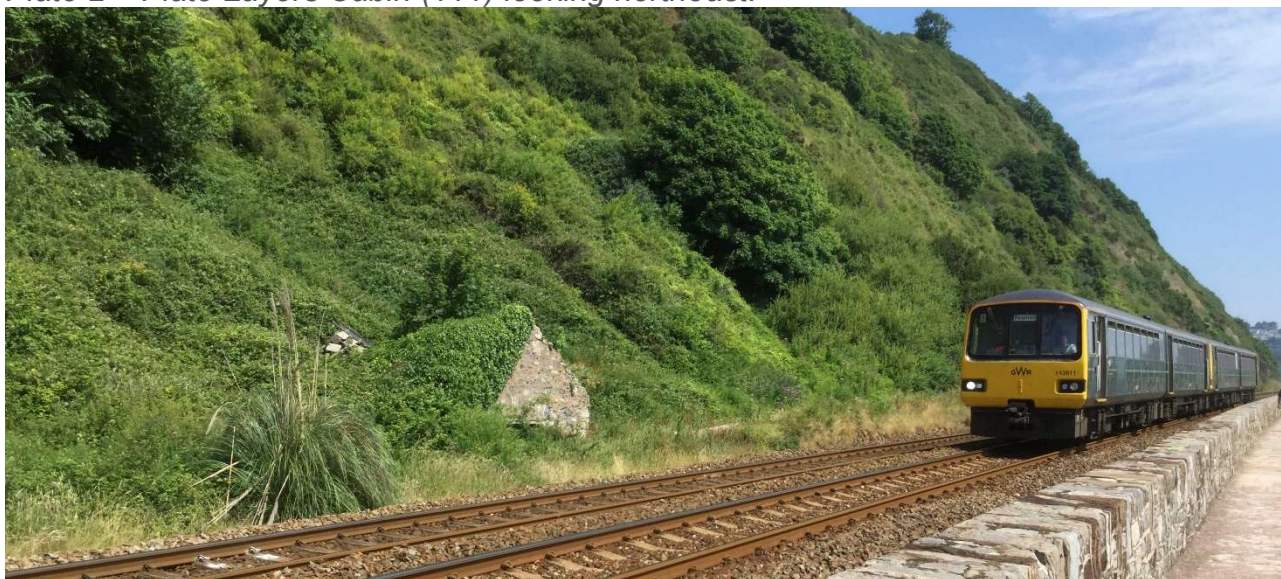


During the site visit the railway and seawall/promenade were seen to be in good condition with some modern intrusion and alteration (Plate 1, Plate 3). Much of this modern alteration was associated with the upkeep and safety of the railway line and included netting on the cliff face to prevent rockfall.

Assets observed along the length of the Site included:

- The seawall between Parsons Tunnel and Teignmouth (**118**);
- The Eastcliff overbridge (**120**) (Plate 3);
- The South Devon railway, Teignmouth section (**123**);
- The former platelayers cabin (**111**);
- Limekiln to the south of Sprey Point (**129**);
- A building at the north end of Sprey Point (**121**);
- The breakwater at Sprey Point (**103**);
- The site of anti-invasion obstructions at Sprey Point (**71**);
- Site of a flagstaff to the south of Holcombe House (**97**);
- Site of a signal box to the south of Holcombe House (**102**);
- The site of a WWII pillbox adjacent to the west entrance to Parsons Tunnel (**27**); and
- The Smugglers' Lane viaduct (**119**).

Plate 2 – Plate Layers Cabin (111) looking northeast.



Most of the extant assets were observed to be in good condition. However, the limekiln (**129**), cabin (**111**), and building (**121**) were seen to be in poor condition due to loss of their fabric through lack of care or vegetative action (Plate 2).

Plate 3 – Looking west from the sea wall at Eastcliff Overbridge (120) showing the tower of St Michael the Archangel (LB34) and Teignmouth pier.



In addition to those assets directly adjacent to the Site, the following heritage assets were seen to have a relationship to the Site through shared setting or intervisibility.

- The church of St Michael the Archangel (**LB34**) and associated walls (**LB36**)
- The wreck of Church Rocks (**10**).

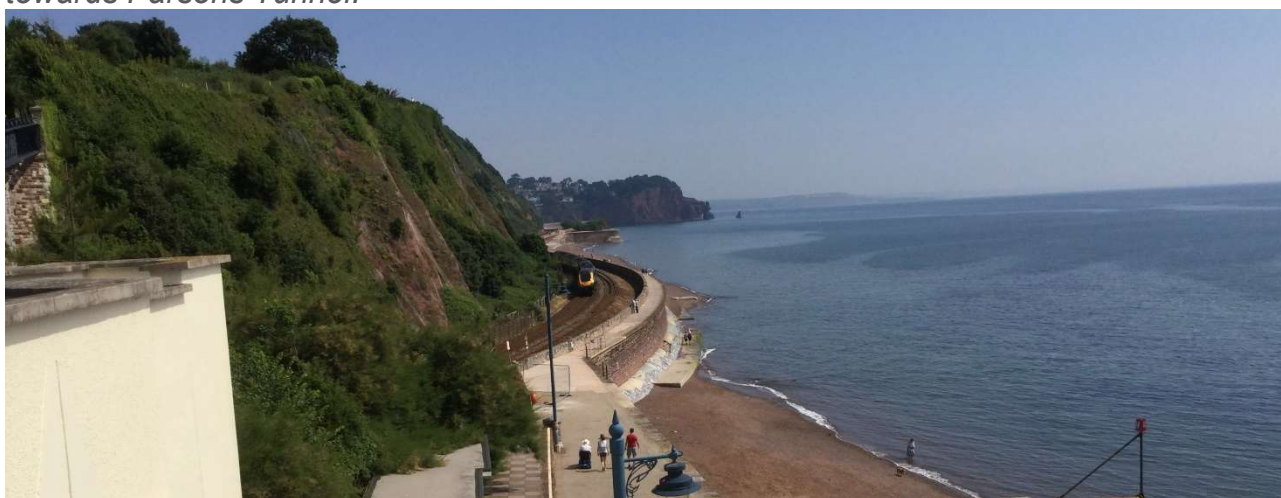
Due to its submerged nature the condition of the wreck (**10**) was difficult to assess but the church (**LB34**) was seen to be in good condition with an active congregation. The grade II listed church (**LB34**) is also on the heritage at risk register for slow decay to its fabric for which no solution has been determined.

The coastline of the wider area from the Ness, to the southwest, to Hole Head, in the northeast, was also noted during the visit. The railway (**123**), Sprey Point (**103**), and seawall (**118**) form a widely visible and notable part of this coastal landscape. Some views include the town of Teignmouth, Teignmouth Pier (Plate 4 – View from Teignmouth pier towards Holcombe. Looking west., Plate 1 – View from Parsons Tunnel towards Teignmouth, looking west., and the tower of the church of St Michael the Archangel (**LB34**) (Plate 3). The curving nature of the coastline from Teignmouth to Hole Head was noted as being a key characteristic of the landscape (Plate 5 – Looking east from the lookout point close to the former admiralty flag station towards Parsons Tunnel.) and was later also noted as being represented in sources within the archives.

Plate 4 – View from Teignmouth pier towards Holcombe. Looking west.



Plate 5 – Looking east from the lookout point close to the former admiralty flag station towards Parsons Tunnel.



Views from Holcombe Lane and Windward Lane, Holcombe, were also identified during the site visit (Plate 6, Plate 7). These views from the post-medieval properties in the area included the coastline and railway from Parsons Tunnel to The Ness.

Plate 6 – Looking west from Windward lane towards Teignmouth. Showing the South Coast Railway and Sprey Point.



Plate 7 – Looking east towards Hole Head and Holcombe from The Ness.



Plate 8 – Tunnels and Cabin at Smugglers Lane as shown on historic photograph.



In addition to the known designated and non-designated heritage assets noted during the visit several additional features were noted to be of heritage interest. These were:

- The 'Teignmouth' sign at Sprey Point (**212**) which was also noted on historic images of the point (Plate 10).
- Tunnels at Smugglers' Lane (**211**) which are likely associated with the railway but may be part of earlier activity (Plate 8).
- The site of the Salty Dog kiosk at Smugglers' Lane (**210**) which was noted to have been present in various forms at the site since the 1930s or before (Plate 8).
- Groynes and beach management structures (**202**) on the beaches between Teignmouth and Hole Head.
- The site of a whale bone arch (**209**) close to the western end of the Site on the Teignmouth promenade (Plate 9).

Plate 9 – Image of the former whale bone arch looking west towards Teignmouth. (After Trump, 1976)



These assets were noted to be of local heritage interest and contribute to the character of the study area.

Plate 10 – ‘Teignmouth’ sign on Sprey Point.



Finally, the Teignmouth heritage trail was noted to run from ‘The Point’ at the mouth of the River Teign to Sprey Point to the southeast of the Site. This trail highlighted key assets of interest along the coast along the route and provided a link between the assets which connects their settings.

7 Archaeological, Historical and Historic Landscape Background

7.1 Designated Assets

7.1.1 Protected Wrecks

The search area contains one protected wreck known as Church Rocks (**10/191**) which lies 150m off shore. The exclusion zone around the wreck extends to 30m south-east of the railway line, at the southern end of the Site (**Figure 2**). The area protects the site of what is thought to be the wreck of a sixteenth century Mediterranean vessel, found in 1975 by a local snorkeller. Part of the stern and lower starboard hull structure have been recorded in situ and a variety of objects (**23, 28, 29, 30, 31, 43, 45, 46, 48, 49, 50**) have been recovered including six guns, three anchors and a gold seal as well as extensive pottery sherds and iron shot.

This asset is discussed further in Section 8.2 and is a nationally important designated asset and therefore of **high** value.

7.1.2 Listed Buildings

There are sixty Listed Buildings within the search area, all but one are Grade II Listed with the United Reform Church and Attached Wall (**LB31**) being Grade II* Listed. The Grade II Listed Buildings within the 500m study area considered to be potentially affected by the works are:

- The grade II* United Reform Church and Attached Wall (**LB31**);
- The grade II listed Church of St Michael the Archangel (**LB34**); and
- The grade II listed churchyard walls of St Michael the Archangel (**LB36**).

The grade II* United Reform Church and Attached Wall (**LB31**) lies 129m to the southwest of the western end of the Site. The church has views to the Eastcliff Overbridge (**120**) and South Devon Railway (**123**) but its setting is mainly defined by the urban form which surrounds it (Plate 11). The church was built in 1883 by John Salman or squared Plymouth stone with cream dressing and complex slate roofs. The interior offers unusually fine and well-articulated for a late nineteenth century Gothic style nonconformist church, with deeply undercut capitals to arcades, original rostrum, and other details. The church offers architectural interest and historic interest for its unusual Gothic style and as a nonconformist church.

This asset is of **high** value.



The grade II St Michael the Archangel (**LB34**) and walls (**LB36**) lie 181m to the south west of the Site. The church tower is visible from the seawall (**118, 103**) promenade for most of its length. The intervisibility of these assets indicates an element of shared setting but the setting of this asset (**LB34**) is mostly defined by its urban context and sea views from the promenade. These views out to sea may have been key to the siting of the church as it is posited that the first church on the site may have had a secondary defensive purpose (Bliss, Jago, Maycock, 2012). According to a charter of 1044 in Exeter Cathedral library, Edward the Confessor gave to his chaplain Leofric, the land in the Manor of Dawlish which was described as being bound on one side "by the salterns in the street on the west side of St Michael's Church" (Historic England, 2018).

The church (**LB34**) and walls (**LB36**) were built in 1821 by Andrew Patey in the Norman style with later additions in various styles. The church is built of rock faced Plymouth stone with limestone and red sandstone dressings and a concrete tile roof. Patey's neo-Norman design is an early and unusual example of a style which was to be most fashionable in the 1840s. Also, within the bounds of the churchyard is a war memorial (**LB60**) and chest tomb (**LB35**) which are both listed at grade II but would not be affected by the proposed development. The church and walls offer historic and aesthetic interest as an early example of a popular national style.

These assets are of **high** value.

7.1.3 Conservation Areas

There are three conservation areas (**CA1, CA2, CA3**) within the 500m study area.

The first of these is St James' conservation area (**CA1**) which lies within the urban form of Teignmouth and would not be affected by changes associated with the proposed development.

The second is Holcombe conservation area (**CA2**) which covers the historic core of the village of Holcombe and also contains several grade II listed buildings (**LB1, LB2, LB3, LB5, LB51**). The conservation area lies at the north western end of the Smugglers Lane combe and due to topography has no intervisibility with the Site.

Finally, Teignmouth Town Centre conservation area (**CA3**) covers most of the town centre area and promenade, including the pier. The conservation area is a mix of styles and periods from the seventeenth century to the modern period. However, the overall character is of Regency and Victorian development typical of a coastal resort of some popularity. Most of the buildings within the conservation area have a positive influence on the area (Teignbridge DC, 2008) and 130 of the buildings are listed. Though there are views from the conservation area to the Site these are not identified as key views within the conservation area appraisal (Teignbridge DC, 2008).

The railway contributes to the character of this conservation area (**CA3**) as a prominent and notable feature of the coastal landscape which forms part of the setting of the asset. Views from the Site to the shore side section of the conservation area and pier also contribute to the character of both assets (**123, CA3**) as part of the historic approach to the resort (Plate 1, Plate 3, Plate 4).

The Teignmouth conservation area (**CA3**) is of **medium** value due to its historic and aesthetic interest.

7.2 Non-Designated Assets

7.2.1 Prehistoric Period (30,000 BC – 600BC)

There is one non-designated heritage asset dating to the prehistoric period within the 500m study area. This is the reported location of peat deposits (**13**) 153m off the coast of Teignmouth.

These peat deposits represent evidence of the prehistoric landscape of the study area and were likely formed when sea levels were lower before and during the last ice age. Though these deposits represent the earlier coastline of the study area it is unlikely that it was occupied by early man due to the reported marshy conditions around the mouth of the Teign (Griffiths, 1973).

However, neolithic and bronze age people are known to have been active on Holcombe Down, 554m to the northwest of the Site, based on flint and earthwork evidence (Cotswold, 2007). It is likely that the more accessible areas of the coast at this time were used for foraging, fishing, and as a source of salt. Salt is known to have been a valuable trading commodity from the earliest times and a salt route is known to travel across the moor to Salcombe (Griffiths, 1973).

Across Devon, the activity of prehistoric people is well documented in both upland and coastal areas through cave dwellings and field systems (Devon.gov, 2018). In later periods monumental sites such as Castle Dyke, 4km to the northwest of the Site,

demonstrate the occupation of the region from the bronze age to the Roman period. A palaeolithic hand axe was found on the north bank of the Teign in 1939 (PastScape, 2018).

The evidence from the Prehistoric period is considered to be of **low** value. Based on available information there is a **moderate** potential for the discovery of unknown palaeoenvironmental deposits along the proposed route. There is little other potential for prehistoric archaeology within the 500m study area.

7.2.2 Roman Period (AD43 – 410)

There is one non-designated heritage asset dating to the Roman period within the 500m study area. This is the find spot of two Roman coins (**20**) c.37m to the west of the Site. The coins were found during excavations around the railway in 1947.

Further Roman coins have been found within the town and harbour at Teignmouth (PastScape, 2018). Other than these little is known of the Roman activity within the wider area. The nearest major Roman settlement would have been Exeter (*Isca Dumnoniorum*) which home to a fortress around which the town developed.

However, the Romans are known to have been active in Devon though this activity was more limited than in more northern and eastern counties. It is likely that Roman activity in the area was focused on exploitation of salt and other mineral resources. Continuation of earlier occupation activity was also common during this period such as at Castle Dyke.

The evidence from the Roman period is considered to be of **low** value. Based on the sparse evidence within the wider area from the Roman period there is a **low to negligible** potential for the discovery of unknown archaeology from this period within the Site.

7.2.3 Early Medieval Period (AD410 – 1066)

There is one non-designated heritage asset dating to the early medieval period within the 500m study area. This is a record from the charter of 1044 (**12**) which details that East Teignmouth overlay a Saxon settlement.

After initial rebuff by the Roman occupants of the area, the Saxons occupied the valleys of south Devon from the seventh century onwards (Griffiths, 1973). Based on national trends and changes in the types of wheat being grown across the South West (Webster, 2008), it is likely that the Saxons continued land clearance in the area for agriculture and pasture.

The church of St Michael the Archangel (**LB34**) may also have origins in the early medieval period and is first recorded in the same 1044 charter (**12**). All trace of the earlier church is likely lost beneath the nineteenth century church but there is an argument that some of this fabric may survive (Webster, 2008). However, based on records of incursions by the Danes upon Bishopsteignton from the Anglo-Saxon chronicle it is unlikely that Teignmouth was a major settlement until this time (Griffiths, 1973).

Based on its geographic position at the mouth of the Teign, it is likely that Teignmouth quickly became a port of note for the area contributing to the recorded trade of minerals and ceramics in and out of the South West.

The evidence from the early medieval period is considered to be of **low** value as this is mostly reported in documentary sources and little archaeological evidence has yet been discovered. There is a **low** potential for the discovery of unknown archaeological remains from the early medieval period within the Site. The low potential, despite the Saxon port to the west, is due to the topography of the Site which would have made it uninhabitable/unusable for periods later than the prehistoric until the construction of the railway in the mid-nineteenth century.

7.2.4 Medieval Period (AD1066 – 1539)

There are 24 non-designated heritage assets dating to the medieval period within the 500m study area. These are coin finds (**57, 135**), burgrave plots (**83**), two crosses (**190, 193**), earthworks (**69**), lynchets and other field systems (**74, 134**), a medieval market place (**26**), a medieval church (**122**), a leper house (**21**), the borough of East Teignmouth (**24, 14**), and the site of the church rocks wreck (**10/191**) and associated finds (**23, 28, 29, 30, 31, 43, 45, 46, 48, 49, 50**).

The wreck at church rocks and associated finds is discussed in more detail below (Section 8.2).

These assets are indicative of the medieval settlement of Teignmouth and have now largely been lost beneath the modern town (**83, 26, 21**) or removed to museums (**190, 193, 57**). The exception to this is the medieval church of St Peters (**122**) which was restored in the 1890s. As indicated by the records of the borough (**24**), by AD1253 Teignmouth was a prosperous market town which was part of the manor belonging to the Dean and Chapter of Exeter. The records also state that the settlement existed for at least 50 years before 1311. However, there is no entry in the Domesday Book for Teignmouth though it may have been listed under another settlement such as Bishopsteignton at the time.

There are also records of the port at Teignmouth from the medieval period and it is possible that this was the destination of the ship at Church Rocks (**10/191**).

The medieval landscape of Devon was one of dispersed settlements surrounded by enclosed strip field systems. In addition, incursion into the marginal upland landscapes expanded in the twelfth and thirteenth centuries (Webster, 2008). Early map evidence of the area shows a pattern of small to medium enclosed fields around East Teignmouth with a pattern of smaller strip fields shown along the coast to the south of Holcombe Road. It is likely that this pattern survived in part from the medieval period. Today this field pattern may be seen as earthwork banks (**69**) in this area.

The field systems (**74, 134**) still form part of the landscape on Holcombe Down at the top of the cliffs above the Site though they have been encroached upon by modern settlement. Due to this their connected setting lies mostly to the north and northwest.

The evidence from the medieval period is considered to be of **low** value. Overall there is a **low** potential for unknown archaeology from the medieval period to be discovered within the Site due to its location.

7.2.5 Post-Medieval Period (AD1540 – 1750)

The heritage assets within the post medieval period within the 500m study area are a mix of built heritage, 2 assets, and archaeological assets, 15 assets.

The built heritage within the study area largely dates from the eighteenth and nineteenth centuries with a few dating from the seventeenth century (**65, 89**). These assets are mostly located within the urban form of Teignmouth and Holcombe and their settings are limited by this urban form. One of these assets comprised two seventeenth century houses (**65**) which were demolished in the modern period. The other is the location of a bank (**89**) which was destroyed by a raid by the French in 1690.

In common with many of the south coast ports, Teignmouth was often raided by French and Flemish privateers from the fourteenth to seventeenth centuries. The town's most important trade during this time appears to be fishing of both a domestic and international nature. This trade was likely supplemented by smuggling as indicated by Smugglers' Lane at the east of the Site.

The archaeological assets within the 500m study area include the sites of buildings (**22, 42, 51, 68, 75, 19, 84, 99, 130, 197, 200**) and three former gardens (**131, 132, 142**). The Den (**131**) was an area of waste ground which was used for horse racing in the nineteenth century and later acted as a pleasure ground to the seaside resort. The Den (**131**) is still used by visitors to the resort as part of the recreation area for the town. The Triangle (**132**) similarly served as recreational area for the town from 1837 to celebrate the crowning of Queen Victoria and is now paved. The final garden is the site of a private plot (**142**) now lost beneath modern development which dated to the 18th century.

The evidence from the post-medieval period is considered to be of **low** value. Due to the limited geographic context of assets from this period and the later railway activity within the Site there is a **negligible** potential for the discovery of previously unknown archaeological remains.

7.2.6 Industrial Period (AD1751 – 1900)

During the mid-eighteenth century, Teignmouth began to develop as a fashionable coastal resort, one of the earliest along the Devon coast. This was partly due to civil unrest in France making foreign travel unattractive. The main attraction at Teignmouth was 'taking the waters' which involved both drinking and bathing in the sea water. This growing popularity led to the building of new seafront villas, crescents, theatres, assembly and reading rooms. A new promenade was also constructed but did not extend east of the main town.

Seven assets of this date lie within or close to the Site. These are the sea wall (**118**), breakwaters at Sprey Point (**103**), the Eastcliff Overbridge (**120**), the Smugglers' lane viaduct (**119**), Parsons Tunnel (**117**), trackside building at Sprey point (**121**), and the

South Devon Railway (**123**). All these assets are covered by certificates of immunity issued by Historic England in 2018 (Historic England, 2018).

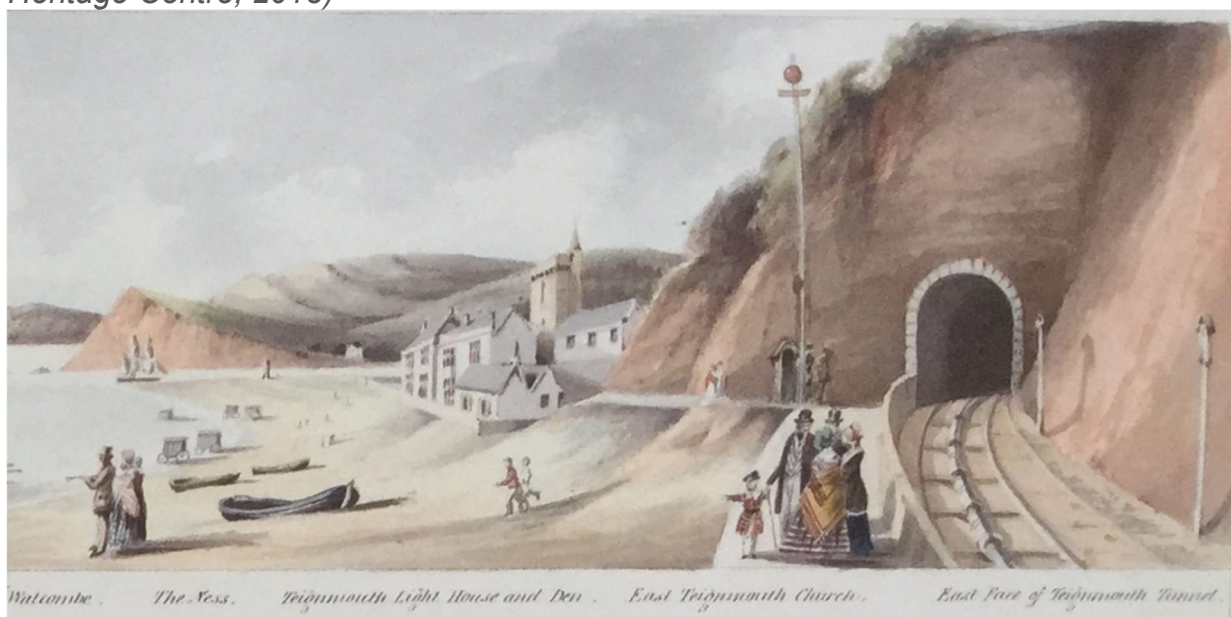
In 1801 the population of Teignmouth was 2,012 which increased to 4,459 by 1841 and continued to be a thriving port, dealing primarily in the export of ball clay and granite and the import of coal.

Between 1835 and 1843 plans for a new railway link between Exeter and Newton Abbot were being discussed, the main obstacle being the high ground of Haldon Hill and the steep coves and valleys meeting the sea at right angles. Isambard Kingdom Brunel was selected as the engineer for planning the new railway line. Initially the coastal route was dismissed in favour of an inland route with extensive tunnels, but issues with land ownership and costs meant the coastal route was favoured and work on its construction began in 1843. The railway line was constructed in broad gauge, the width favoured by Brunel, at seven feet and ¼ inch (2.14 metres) as a single-track line.

The section of line from Parson's Tunnel to Teignmouth was along a relatively unpopulated section of beach, with a protruding cliff (Eastcliff) partially cutting off the beach from the town. A large rock fall had occurred part way along the beach in 1839, but this was reformed by Brunel as part of the sea wall (**118**) to extend forwards to create a rectangular area known as Sprey Point (**103**) which later became home to a café and a picnic area.

The railway itself was originally designed as a single line atmospheric railway although it was opened in 1846 with steam locomotives whilst the engine houses at roughly three-mile intervals were completed. Plate 12 shows the original atmospheric line as well as the original tunnel through Eastcliff to Teignmouth station, which was later excavated and replaced by the bridge which is still in use today, and Plate 13 shows the tower of the engine house near Teignmouth Station.

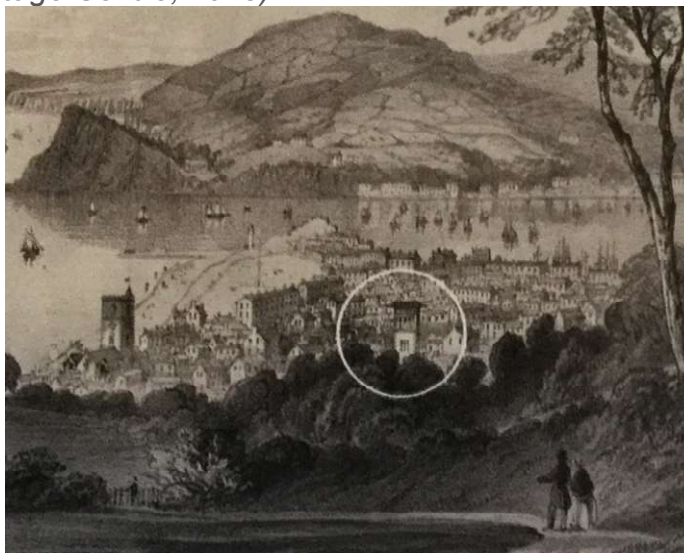
Plate 12 – Showing the original atmospheric line of the South West Railway (Teign Heritage Centre, 2018)



Smugglers Lane viaduct (119) was built as part of the original railway line in 1846 to carry the track over a small water inlet at the south end of Smugglers Lane situated to the south-west of Parsons Tunnel.

By 1848 the atmospheric system was losing favour due to unreliability (which caused delays) and high costs of repair and supplying coal to engine houses. In September 1848 the service switched to locomotives and the atmospheric property began to be sold off (mainly as scrap) in 1849.

Plate 13 – Showing the tower of the engine house (Circled) as seen from Holcombe Down. (Teign Heritage Centre, 2018)



Despite problems with the atmospheric system, Brunel was confident that the line was safe from damage from the sea, stating that *“It would only be under some extraordinary circumstances of high spring tides and very heavy gales that the water would even touch the wall of the railway...there is not in my opinion any grounds for apprehension...a railway is not a work liable to any considerable damage by the beating of water over it...”*. However, this proved not to be the case and in February 1855 storm damage breached the wall and washed away the line at Smugglers Lane. Service continued but passengers were obliged to disembark at the Teignmouth side of Parsons Tunnel and walk around Smugglers Cove to board a waiting train to continue their journey. A temporary timber bridge was placed over the gap until a new limestone viaduct was erected in 1856. Strong gales and high spring tides in October 1859 also damaged the line and water being forced through Eastcliff tunnel caused flooding and damage ‘to a considerable extent’¹.

As rail traffic increased a siding to the east of Eastcliff Tunnel was constructed in 1852 to allow slow goods trains to be passed before they reached Teignmouth Station where they had to stop. The siding extended from Eastcliff tunnel to Sprey Point and formed the foundation for the later doubling of the line.

¹ Illustrated London News, 3rd December 1859: *Destruction of part of the South Devon Railway*

Plate 14 – Showing phasing of the Smugglers’ Lane viaduct due to the doubling of the line.



Doubling of the Exeter to Newton Abbot line began in 1851 in small sections but the Parsons Tunnel to Teignmouth Station section, due to practical difficulties, was not dualled until 1884. The Eastcliff siding was used as a base for this but it also meant having to expand the viaduct over Smugglers Cove (Plate 14). Both tunnels were also single track, Eastcliff tunnel was opened out and the new East Bridge and Eastcliff Bridge built between 1880-84 (Plate 15, Plate 16, Plate 17) which involved the purchase and demolition of nine properties and the Wesleyan Burial Ground.

Plate 15 – Showing the former tunnel at Teignmouth looking west. As illustrated by W.P. Key 1854. (Teign Heritage Centre, 2018)



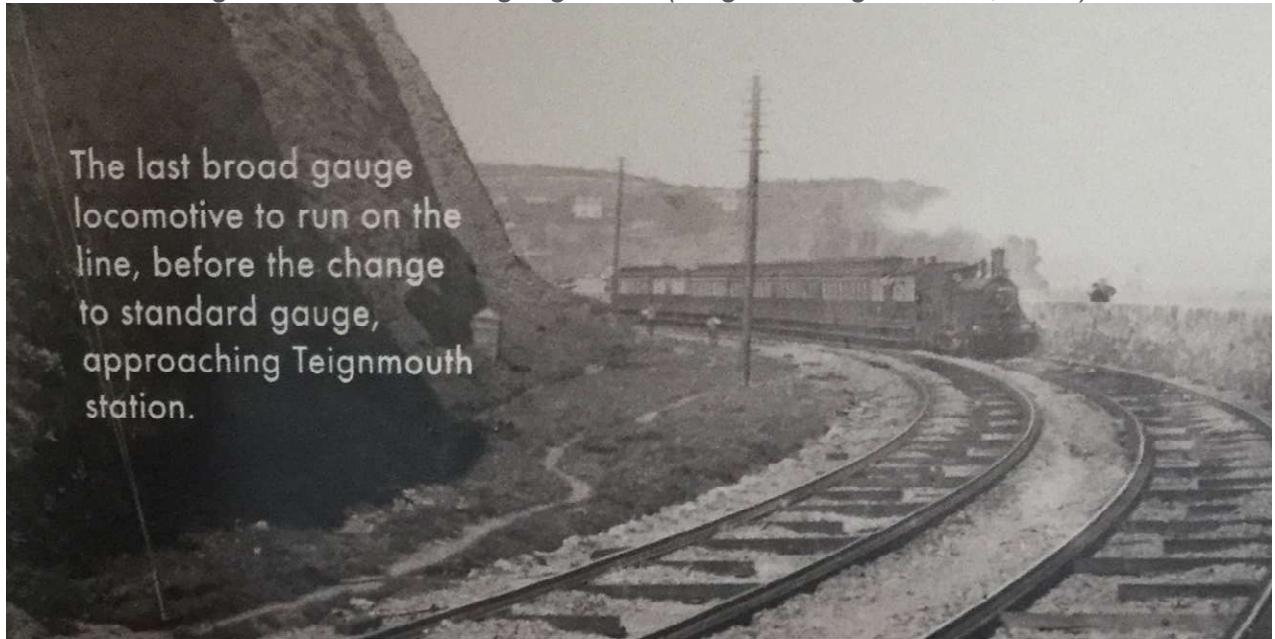
Plate 16 – Showing excavations of the cutting and framework of the Eastcliff Overbridge (120) (Teign Heritage Centre, 2018)



Plate 17 – Contemporary image showing the Eastcliff Overbridge (120) shortly after completion (Teign Heritage Centre, 2018).



The 1890s saw the end of broad gauge on the GWR. In 1892 the conversion of the Exeter to Newton Abbot line took place over one weekend of 20th to 21st May and normal service was resumed by the Monday morning (Plate 18).



Improvements to the line meant that a new, improved station was also required and was constructed between 1893-5 in the 'French Pavilion' style with decorative iron crestings and was one of the last stations to adopt this style.

The assets from the industrial period are considered to be of medium heritage value. It is considered for there to be a **high** potential for features of the iconic Exeter to Newton Abbot railway line to be present within the Site and for them to be affected by proposed remediation works.

7.2.7 Modern (AD1901 – Present)

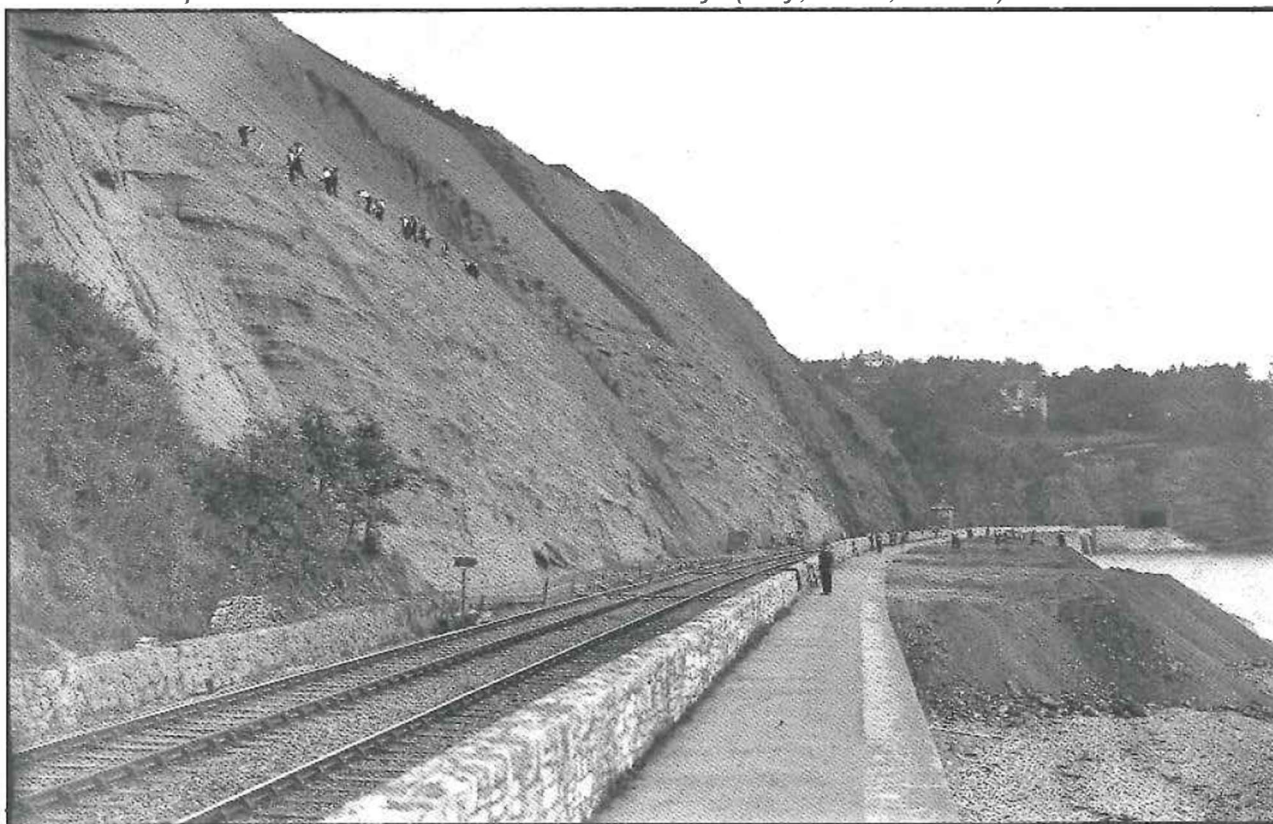
There are twenty HER records of twentieth century date within the study area, eight of which relate to Second World War (WWII) activity.

The line between Dawlish and Parsons Tunnel was the only section of the rail line from Paddington to Plymouth to remain single track at the beginning of the Twentieth Century. This was remedied between 1901 and 1905 and involved the extension of Kennaway and Parson's Tunnels and the cutting back by hand of sections of the cliff face to allow space for the additional line. Parson's Tunnel west mouth was the most elaborate of the new tunnel mouths, most likely due to it's prominent, iconic location and proximity to the promenade. Parson's Tunnel east mouth was expanded on the seaward side to form an asymmetrical arch which was later covered up by rockfall 'shield' tunnel in the 1920s.

In the early twentieth century a permanent 'Cliff Gang' was employed by GWR up to c.1963 to work on the drainage of the cliffs and the removal of loose material and vegetation. The old lime kiln (129) provided a base for the team, hence the kiln's survival long after production had ceased. The Gang would descend the cliff on ropes and throw loosed material down to the cliff base where other members of the gang would move the spoil over the sea wall for the sea to wash away. Part of the gang's function was also to remove vegetation from the line and cliffs as steam engines

sometimes caused it to be set on fire. The stone shed on Sprey Point (**121**) was used to store the Cliff Gang's equipment.

Plate 19 – Image of the Cliff Gang working in summer 1920. Note the large pile of cliff material dumped on the beach to be washed away. (Kay, 1991, Pl. 9.8)



The south coast of England was heavily defended during the Second World War (WWII) and the study area contains several heritage assets for coastal defence. Two pillboxes are marked on the HER along the railway line, one above the western entrance to Parson's Tunnel (**27**) and one on the cliff above the eastern end of the Town (**16**). The exact sites of two anti-aircraft batteries (**32**) (**33**) and a rocket battery (**25**) are not known but their rough locations are marked on the HER.

Other coastal defences such as beach scaffolding from the promenade to the point (**70**) and anti-invasion obstacles (**71**) along the beach are visible in aerial photography from 1941. An incident recorded in the Teignmouth and Shaldon Heritage Centre describes how an air raid forced a parcel train to put on speed to seek shelter and stop in Parson's Tunnel have first sustained bullet holes throughout the length of the train.

A WWII bombing range was located off the coast of Teignmouth, in the immediate vicinity of Site, used by aircraft from the Royal Naval Air Station (RNAS) Yeovilton.

An initial unexploded ordnance (UXO) survey identified several potential risks within the vicinity of the Site after an unexploded 1,200kg German WWII bomb was discovered by divers close to Teignmouth pier on 9th July 2018. The survey identified World War One (WWI) sea mines laid by German submarines in waters off Teignmouth which had sunk at least one ship. WWII bombing in the wider area was present, with

forty-two high explosive bombs in Teignmouth and seven high explosive bombs in Dawlish. A detailed UXO desk study by Zetica is currently underway.

Teignmouth continued to be a tourist destination throughout the twentieth century, the railway even saw an increase in passengers during both World Wars and continued to be an iconic feature of the town. Posters produced by GWR, as with artworks from the previous century, specifically show a plume of steam from a train even though the line and track are indistinct.

Although there is a **low** potential for unknown terrestrial archaeological remains from the twentieth century to be present, the recent UXO discoveries highlight a higher potential for marine remains, especially dating to WWII. Further investigation in the form of a detailed marine UXO report would be needed to confirm this potential.

The railway remains a key feature of the town, one which many of its inhabitants feel is a key part of their and the town's identity. In 2006 a 150th anniversary celebration of the first train to arrive in the town was held at Teignmouth Station, with local dignitaries, brass band, and townspeople in costume.

The assets associated with the railway line from the early twentieth century and any features relating to WWII defence are considered to be of **medium** value. There is **negligible** potential for unknown archaeological remains from the modern period.

8 Key Assets

8.1 Exeter to Newton Abbot Railway

8.1.1 Description

The Exeter to Newton Abbot Railway was designed by Brunel in the early 1840s and was opened as far as Teignmouth in May 1846. The line was originally a single line atmospheric system, the longest which ever successfully ran, which changed to broad gauge in 1848. A siding along the stretch between Eastcliff and Parson's Tunnel was built in 1852 to allow slow trains to be overtaken. The stretch from Dawlish to Parson's Tunnel west mouth was the last section between Paddington and Plymouth to be doubled and was completed in 1905.

Assets which are associated with the railway are the sea wall (**118**), breakwaters at Sprey Point (**103**), the Eastcliff Overbridge (**120**), the Smugglers' lane viaduct (**119**), Parsons Tunnel (**117**), trackside building at Sprey point (**121**), former Platelayer's Cabin (**111**) and the former Lime Kiln (**129**).

8.1.2 Historic Context

The South Devon Railway played a major part in making the south-west more accessible for trade, tourism, and transport. The journey from Exeter to Teignmouth took less than two hours by coach which ran five times per day via various routes, but available space limited numbers taking this service.

Teignmouth was already a popular and fashionable seaside town, with elegant neo-classical houses and public buildings and was frequented by notables such as John Keats and Georgiana, Duchess of Devonshire. The medicinal benefit of 'taking the waters' by both drinking and bathing in the sea water was promoted as well as the social scene, events and seafront promenade. It was regarded, along with Exmouth as being the leading Devon resort.

Teignmouth itself was, due to the Teign estuary, an active port throughout its history. The town had one main quay until 1820 when a second was built, the main export being ball clay and the main import coal, due to Teignmouth's distance from the country's coalfields. The railway opened up a new transport and communications route with the rest of southern England, being on the main line from London to Plymouth.

8.1.3 Setting

The railway follows its original coastal route, as designed by Brunel, and as such the coastal landscape, sea wall (**118**) and promenade all form an intrinsic part of its setting. It has remained in constant use since its opening in 1843 and has retained the promenade which allows people to experience both the railway and the eastern part of Teignmouth and forms an original part of its setting.

There have been some changes in the coastal landscape since the initial construction of the railway such as the opening out of Eastcliff Tunnel, widening of Smuggler's Lane Viaduct (**119**), doubling of the line and the widening and rebuilding of the Parson's Tunnel western portal. The cliff immediately adjacent to the railway has been subject to the installation of wire netting and fences to contain rockfalls, which do have a slight

detrimental effect upon the aesthetic of the setting. However, these do not alter the relationship between the railway and the landscape that forms its setting.

The promenade along the sea wall is the key feature which enables the public to engage with the railway and provides access to Smuggler's Lane which has historically held a tea van since at least the mid-twentieth century. Many iconic images of Teignmouth either feature or have been taken from the promenade and it forms an intrinsic part of the town's identity.

8.1.4 Assessment of Significance

The significance of this asset is based on its archaeological, historical, architectural and aesthetic value. The archaeological value is drawn from the original features of the railway however, few of these survive unaltered or in good condition. The historical value is drawn from the railway's link with its engineer, I.K Brunel, who is a nationally significant figure and whose engineering projects became some of the most famous and iconic of the nineteenth century. The line was also originally the longest atmospheric railway in the country to successfully function. Historic value also includes communal value, which is drawn from the railway becoming an intrinsic part of the identity of Teignmouth and its inhabitants. The aesthetic and architectural value is drawn from the railway's relationship with the coastal landscape, which was a key part of its original design and has become a feature which visitors specifically attract visitors.

Although this section of the Exeter to Newton Abbot railway, or any of the associated features, are not nationally designated, the importance of the assets on a regional scale is sufficient to make them of medium value. The association with Brunel as a nationally important figure contributed to the asset's significance, but not sufficiently to increase the value of the asset from medium to high.

The asset is of **medium** value.

8.2 Church Rocks Wreck

8.2.1 Description

Church Rocks wreck (**10/191**) is the site of a sixteenth century Venetian ship which has been given a date of 1582 based on pottery finds and ordnance found at the site. The nature of the artillery found with the wreck suggests that it was likely a merchant ship such as a galley rather than a warship. The wreck was identified in 1977 by an amateur diver through the discovery of a cannon in the area and later excavations revealed further remains. These included:

- Portions of ship including parts of the stern, rudder pintle, and the lower starboard hull;
- 120 round shot (**46**) in iron and stone;
- two pieces of chain shot (**28**);
- Six bronze cannons (**45**);
- Three anchors;
- An iron fish hook (**31**);

- Pottery sherds including Wan Li porcelain (23), a firepot (31), an Italian tin-glazed sherd, a basal sherd of a lebrillo or large washing bowl, a sherd of unglazed orange earthenware, a Spanish jar handle (43), and the neck and part of the shoulder of a flagon;
- A gold seal and another seal (49);
- A leather sheaf for an iron knife (48);
- Nails;
- A steelyard weight (29);
- Copper alloy pots; and
- Cast iron wheels (50).

Finds from the wreck site suggest items used by the crew and passengers but no evidence of the cargo has yet been determined. As such it is difficult to tell whether the ship was inbound or outbound and what its destination may have been.

The ship is partially buried by sand and sediment and the full extent of the wreck is difficult to determine because of this.

8.2.2 Historic context

Throughout the Tudor period (1485 – 1603) foreign merchants were common in English ports. This was in part due to the discovery and colonisation of the Americas. This was accompanied by the growth of the English fleet for defence and trade marking the growth of England as a naval power within Europe. As a result, the previous dominance of the Hanseatic League on sea trade with England began to wane. Given the expanding horizons of England's commerce at this time, it is perhaps no surprise that the majority of known and designated wreck sites from the late Tudor period comprise the remains of merchant vessels (Historic England, 2012).

In the early sixteenth century, Italian trading galleys with up to 300 slaves at the oars and between five and nine guns are known to have traded along this coast on their way up to Southampton. Their typical size, armament and layout were similar to the Church Rocks wreck (Historic England, 2018).

Ships trading with England were often bringing wine and spices and leaving with woollen cloth or other materials (Clapham, 1916). It is likely that, as in earlier time, salt, clay, and other mineral resources were also sought by foreign traders along the south coast. As indicated by some of the finds associated with the Church Rocks wreck, a Venetian ship such as this one could also have been bringing exotic items and porcelain which had travelled from the east along the silk roads.

In addition to trade, war with continental powers was an increasing threat to ports and towns along the south coast from the medieval period onwards. French and Flemish privateers are known to have raided Teignmouth in the seventeenth century. It is possible that similar raids may have occurred during earlier conflicts with the Spanish or other countries.

8.2.3 Setting

The wreck appears to be in its original context though the reason for the sinking of the ship is as yet unclear. As such its relationship to the coastal landscape and the port of Teignmouth remains little altered from the time of its sinking. The setting of this asset is defined by these relationships.

The port of Teignmouth was operational at the time the wreck occurred and it is possible that the ship was aiming to dock here either for trade or rest. The disaster would likely have been noted by the small fort which once stood close to the location of the lighthouse on Teignmouth seafront. As Teignmouth is still in use as a port today this relationship has been preserved into the modern period and still influences the setting of this asset.

Though there have been some modern additions to the landscape of this section of the coast, in the form of the railway (**123**) and breakwater (**103**), overall it has changed little from the medieval period. The key features of this are the cliffs from Holcombe Down to the sea, Hole Head and Shag Rock, and The Ness. The Ness and Hole Head are of particular note as they would have acted as navigational aids to the ships. In addition, Shag Rock and other features are suggestive of the potential causes of the wreck.

The promenade which runs along the sea wall and breakwater (**118, 103**) from Teignmouth to Parsons Tunnel enables engagement with the wreck by the public. This is achieved through information boards and is further enhanced by the route of the South West Coastal Path which runs from Holcombe, down Smugglers Lane, and along the sea wall to Teignmouth. As such the setting of the wreck includes this promenade as it is the primary route from which the asset is appreciated.

8.2.4 Assessment of significance

The significance of this asset is based in its archaeological and historic interest. The archaeological interest of this asset is due to the potential for the wreck to reveal further information about its purpose, origin or destination, methods of construction, and the cause of its sinking. The historic interest of the asset is due to its links to trade along the south of England in the medieval period and its potential links to the port of Teignmouth.

The wreck is one of 52 protected wreck sites of England, of which four are merchant ships dating to the Tudor period. Other wrecks from this period are military vessels such as Mary Rose or vessels from the Armada. This demonstrates the rarity of this asset within the national corpus which also contributes to the significance of this asset.

This asset is of **high** value.

9 Certificates of Immunity

A Certificate of Immunity (Col) prevents a building or structure from being listed, or from being served a building preservation notice, for a period of five years from date of issue. The study area contains nine Cols all for structures which are either part of, or

immediately adjacent to, the railway. All Cols were issued in 2018 and will therefore expire in 2023, five years after issue.

The Cols were issued by Historic England for the following reasons:

Certificate of Immunity:	Architectural Interest	Historic Interest	Group Value
<p>1454742: Sea wall between Clerk and Parson's Tunnel</p> <p>1455214: Sea wall between Parsons Tunnel West Portal and Eastcliff and Teignmouth, including Sprey Point</p> <p>Asset Project ID (118)</p> <p>[two certificates]</p>	<p>Although a prominent coastal feature, incremental alterations and repairs have affected the overall historic character of this structure; it does not demonstrate sufficient technological interest or innovation in engineering terms in the context of the national railway network. The sea wall has had unsympathetic rebuilding work using a variety of materials.</p>	<p>It was built as part of the first phase of the former South Devon Railway established in 1846 and designed by Brunel. However, the association does not compensate for its modest architectural and technological interest and lack of group value.</p>	<p>The majority of its contemporary associated transport infrastructure has been replaced or substantially altered in the late nineteenth and early twentieth centuries.</p>
<p>1454743: East Portal, Parson's Tunnel</p> <p>1454961: West Portal, Parson's Tunnel</p> <p>Asset Project ID (117)</p> <p>[two certificates]</p>	<p>The structures are of little design interest.</p>	<p>As a twentieth century railway/sea defence structure dating to twentieth century phases of the railway it does not have strong claims to historic interest.</p>	<p>They do not form a group with any listed structures.</p>
<p>1454877: Eastcliff Overbridge</p> <p>Asset Project ID (120)</p>	<p>This late-nineteenth century bridge is of modest design interest in the context of the national rail network. It does not</p>	<p>It is located on the former South Devon Railway which was first established in 1846 and designed by Brunel. However,</p>	<p>None given.</p>

	demonstrate sufficient technological interest or innovation in terms of its engineering.	this association is not sufficiently strong to outweigh its late date, and lack of architectural and technological interest.	
1454881: Former Platelayer's Cabin Asset Project ID (111)	This mid-/late-nineteenth century structure is architecturally plain and lack any technological or design interest. The former platelayer's building has lost a significant amount of original fabric;	The structure is situated on the former South Devon Railway which was first established in 1846 and designed by Brunel. However, this association is not sufficient to compensate for the lack of architectural or technological interest for these ancillary railway structures.	It does not form a group with any listed railway or transport structures.
1454882: Former Lime Kiln 220m south of Sprey Point Asset Project ID (129)	This mid-/late-nineteenth century structure is architecturally plain and lack any technological or design interest. The lime kiln survives comparatively well but is architecturally modest.	The structure is situated on the former South Devon Railway which was first established in 1846 and designed by Brunel. However, this association is not sufficient to compensate for the lack of architectural or technological interest for these ancillary railway structures.	It does not form a group with any listed railway or transport structures.
1454883: Trackside Building at the north end of Sprey Point Asset Project ID (121)	This mid-/late-nineteenth century structure is architecturally plain and lack any technological or design interest. The trackside bounding	The structure is situated on the former South Devon Railway which was first established in 1846 and designed by Brunel. However, this association is	It does not form a group with any listed railway or transport structures

	<p>survives comparatively well but is architecturally modest.</p>	<p>not sufficient to compensate for the lack of architectural or technological interest for these ancillary railway structures.</p>	
<p>1455428: Smuggler's Lane Viaduct Asset Project ID (119)</p>	<p>This mid-nineteenth century viaduct has been subject to widening and alteration in the late nineteenth and early twentieth centuries respectively which has affected the legibility of the earliest phase. It does not demonstrate sufficient technological interest or innovation in engineering terms in the context of the national railway network.</p>	<p>It is situated on the former South Devon Railway which was first established in 1846 and designed by Brunel. However, this association is not sufficient to outweigh the level of alteration and its modest design interest.</p>	<p>It is not associated with any listed transport structures nearby.</p>

10 Discussion and Conclusions

From the information above it is clear that the south coast of Devon, including the area of the Site, has seen human activity in some form from the prehistoric through to the present day. Two main assets have been identified as most likely to be impacted by the proposed remediation works; the Exeter to Newton Abbot railway and the designated Church Rocks Wreck.

The area of Site itself has only been developed since the construction of the railway in the early 1840s which made the beach at the east end of Teignmouth more accessible through construction of the sea wall and promenade. The dramatic coastal route of the railway made it an iconic part of the line between Plymouth and London and the stretch between Parson's Tunnel and Eastcliff became an intrinsic part of the Teignmouth landscape and town's identity, featuring in paintings, on souvenirs and later on posters advertising the town as a resort. This illustrates that, although the rail line itself has undergone several incarnations (atmospheric, broad gage, standard gage, doubling), the route it takes, and the interaction provided by the promenade and sea wall are key to the identity of Teignmouth and its people. Changing the way in which the railway interacts with the coastal landscape and the way in which people interact with the railway itself as well as the coastal landscape, would fundamentally alter the original designs of Brunel and would therefore have a detrimental effect upon the asset's historic value as well as its communal value.

The nationally designated Church Rocks wreck is an asset of high significance and, despite not being visible, provides a link to the strong nautical heritage of the town and of the prevalent ties with Europe through both trade and warfare. The wreck itself has only knowingly suffered the natural detrimental effects of the sea (as well as the excavations of the 1970s and in 1996) and is still in situ. This asset would be highly sensitive to marine activities associated with construction works, such as movement of vessels in the immediate vicinity of the wreck, piling and sampling. A zone around the wreck is protected, but activities outside this area could cause water movements which could disturb in situ elements of the wreck and cause further damage.

11 Recommendations

The final specification of the proposed works along the Parson's Tunnel to Teignmouth section were not finalised at the time of compilation of this report, so general potential for impacts as opposed to specific impacts, have been address only:

- The iconic route of the train emerging from Parson's Tunnel, along the coastline and into Teignmouth station should be retained as it forms part of the identity of the town and its people, as well as being an original part of Brunel's design.
- The designated Church Rocks wreck is at great risk of disturbance should the rail line be brought further south into the sea, or from vessel movement associated with construction or delivering or removing materials. Measures should therefore be put in place, in addition to those covered by Protected Wreck designation, to minimise activities which could disturb, damage, truncate or impact upon the designated asset. It is also recommended that

a further, detailed impact assessment report is produced, including a geophysical survey of the wreck to further establish the nature and extent of the wreck which will further inform the project design. Undertaking a geophysical survey does not usually require a Licence to Access the wreck, but any intrusive investigations such as geotechnical (borehole) surveys or sediment sampling within the protected area will require a Licence to Access to be granted from Historic England. It is therefore strongly recommended that consultation with Historic England be undertaken.

- Consultation with both the Local Planning Authority and with Historic England will need to be carried out before any designs are finalised and before a detailed impact assessment can be made.

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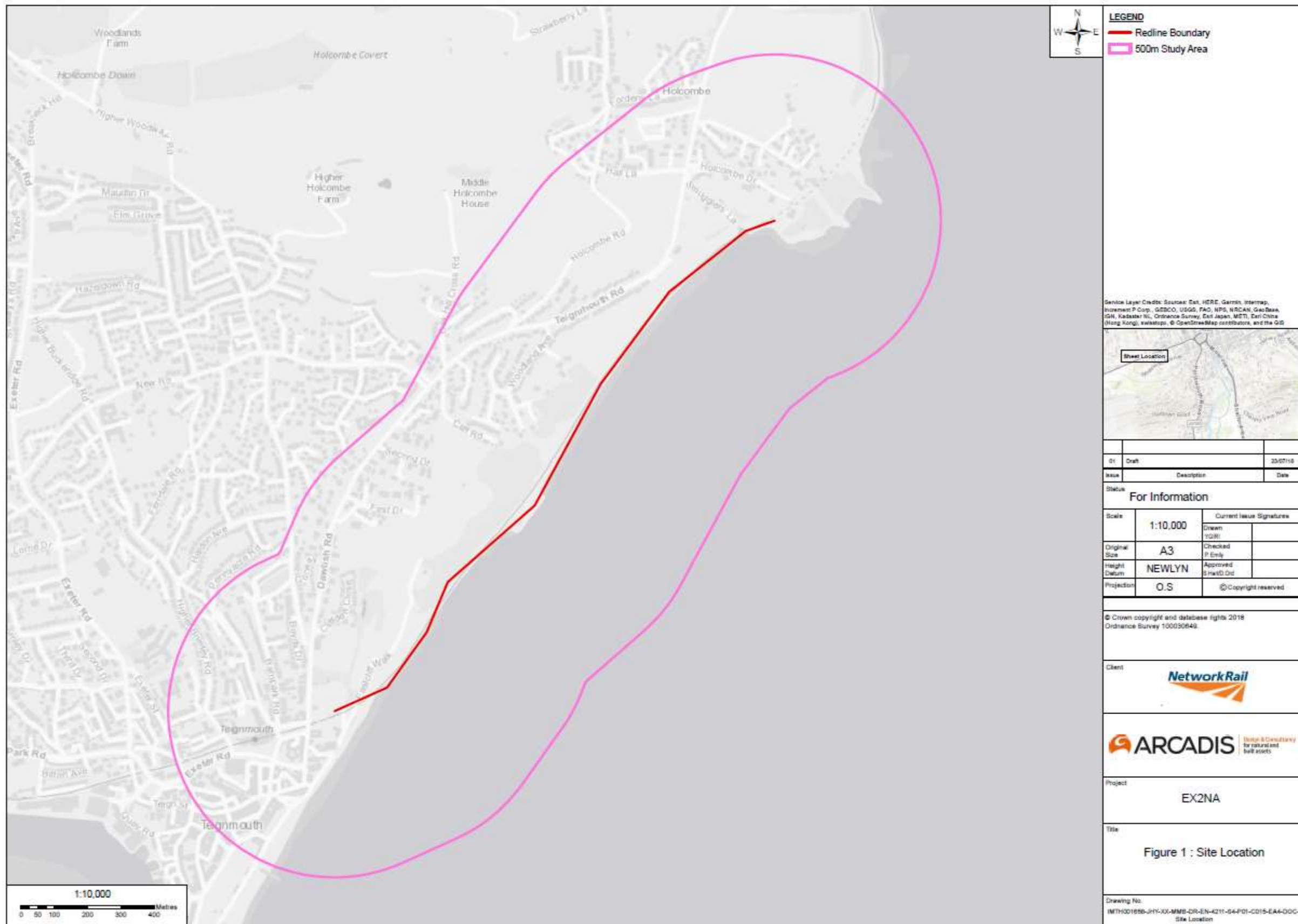
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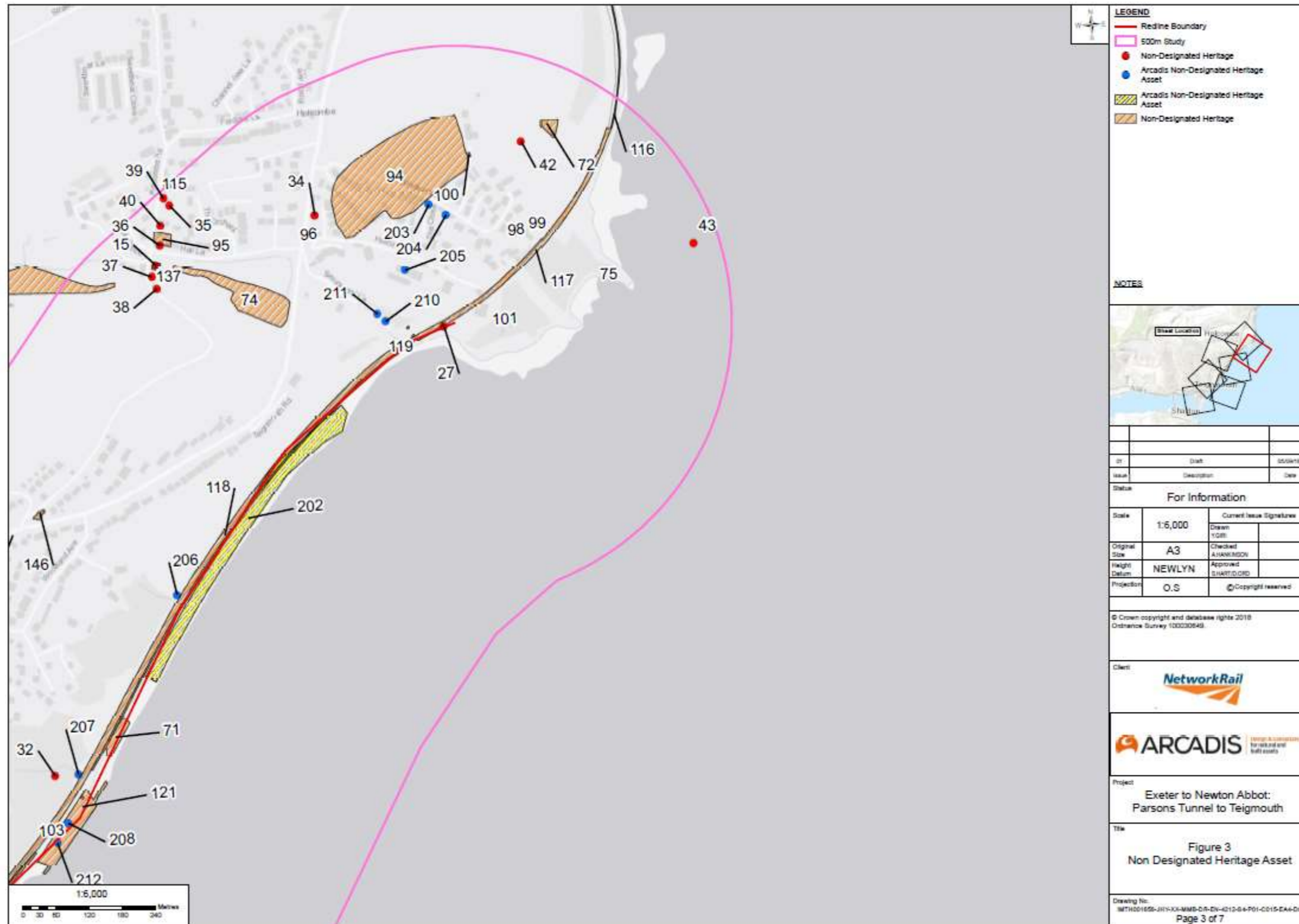
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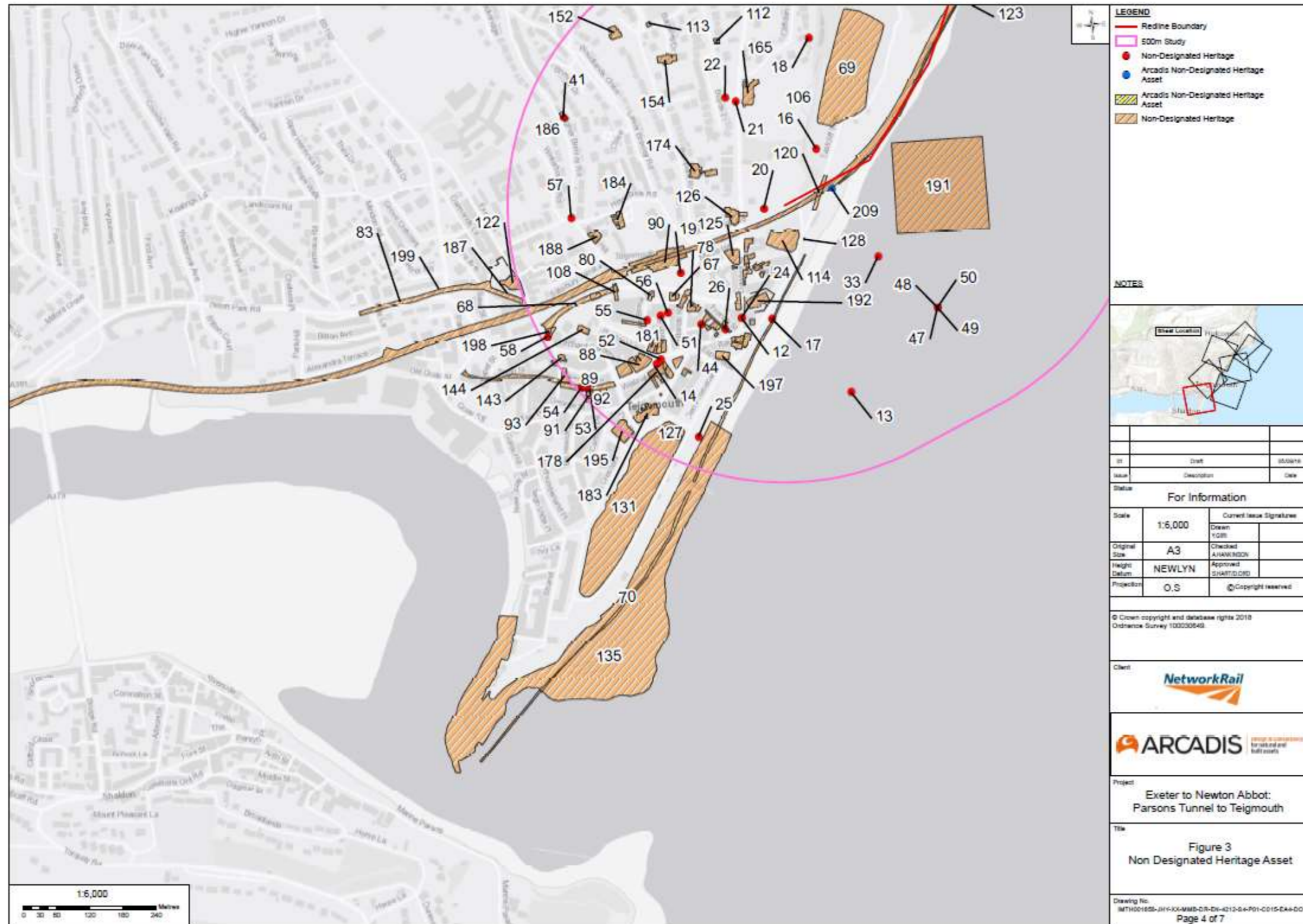
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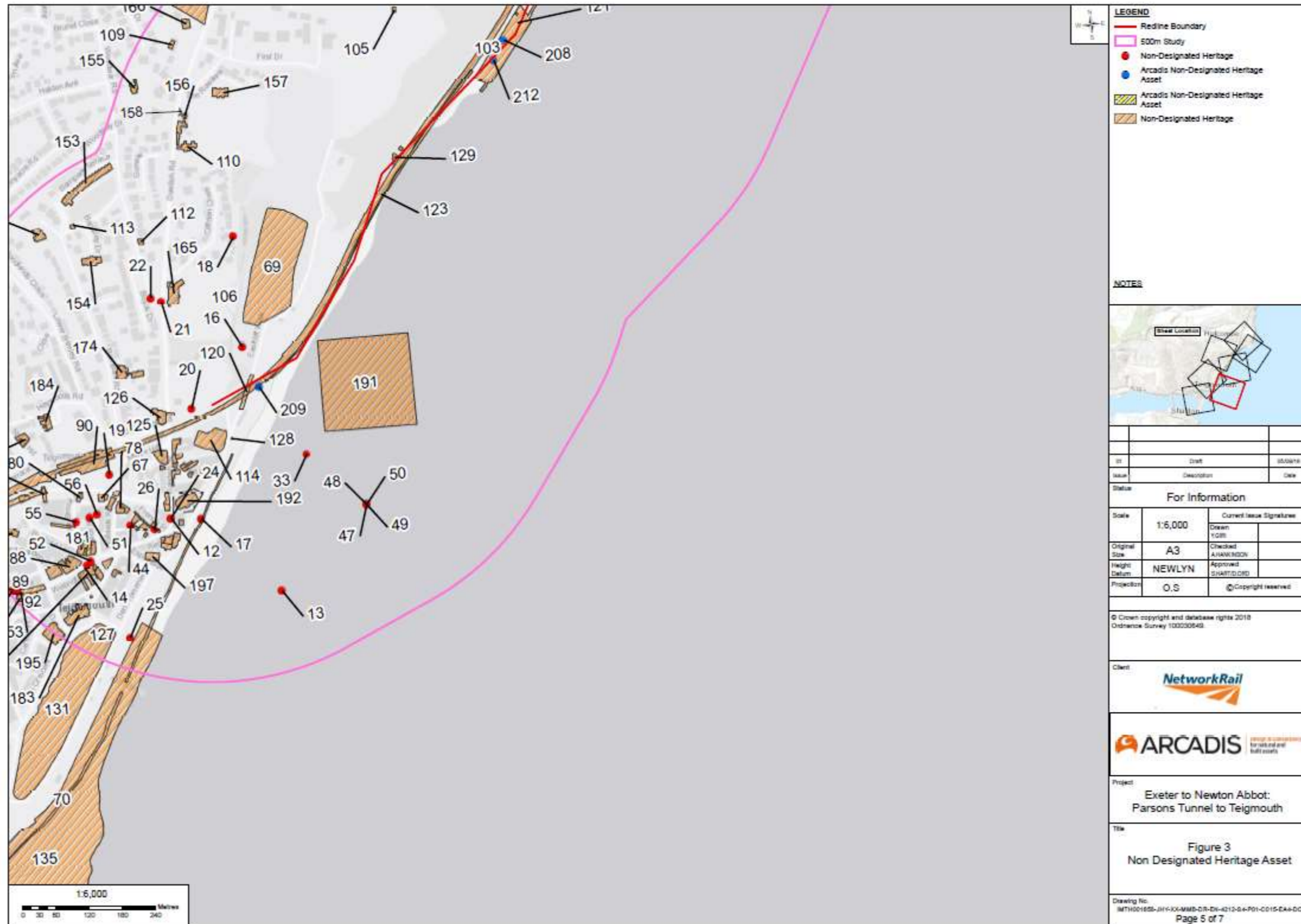
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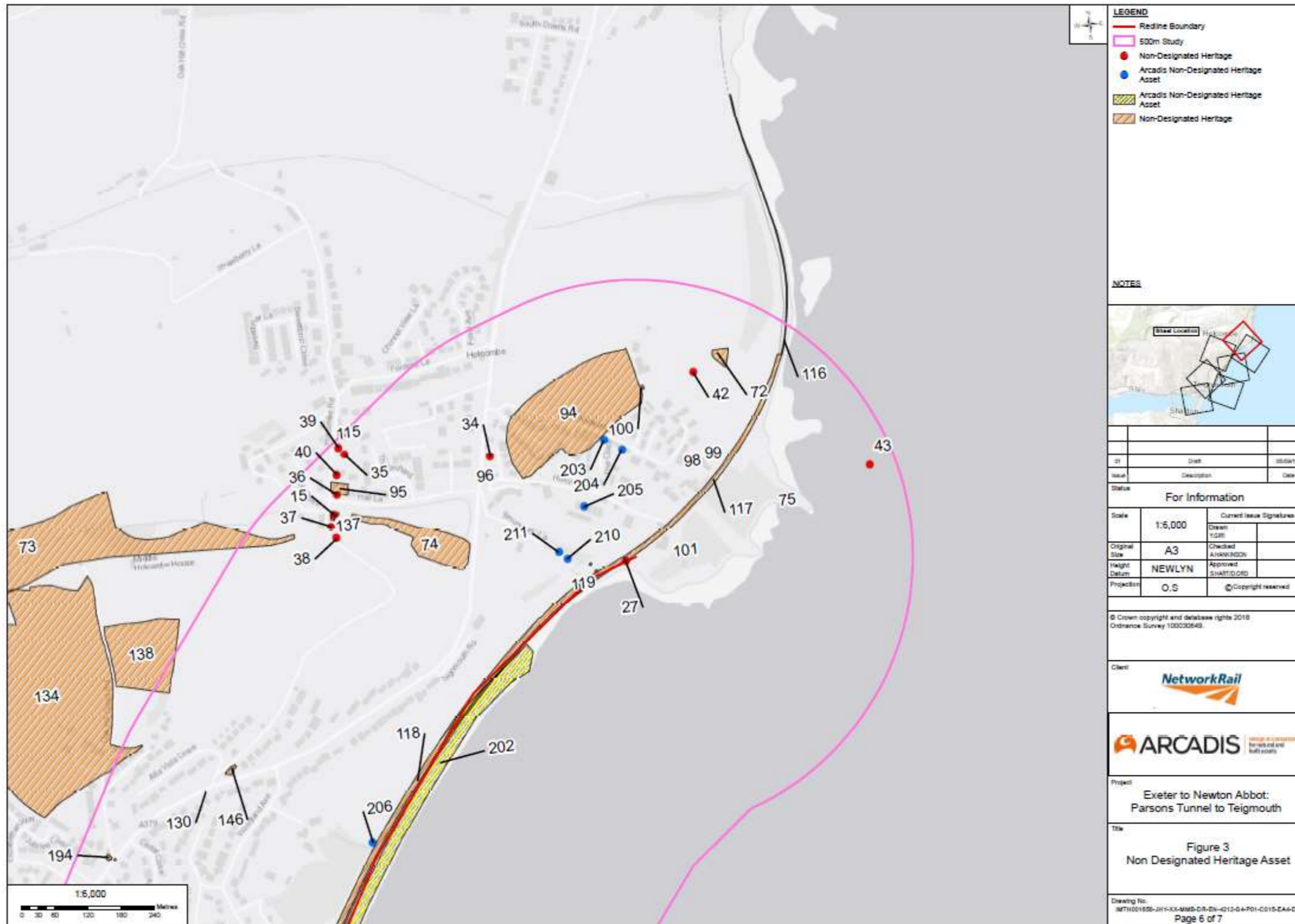
13 Figures

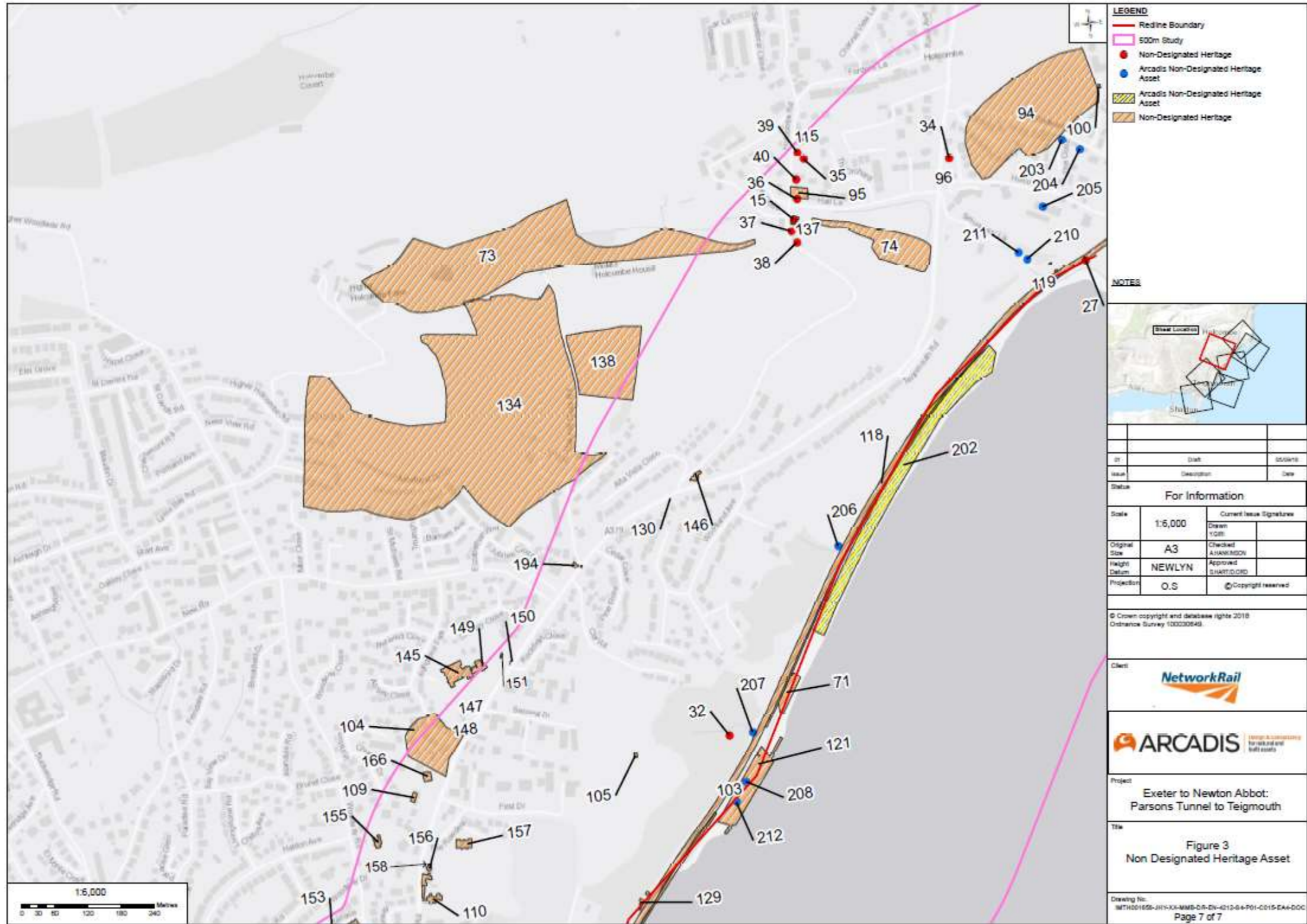












APPENDIX A

Gazetteer of Heritage Assets

Project ID	List Entry	Name	Grade	Easting	Northing
LB1	1096652	ST BERNARD'S COTTAGE	II	295260	74917.3608
LB2	1096653	LOBSTER COTTAGES	II	295239	74846.3608
LB3	1096654	LOWER HOLCOMBE FARMHOUSE	II	295222	74790.3608
LB4	1096633	MINADAB	II	294996	74372.3608
LB5	1164265	COB BARN	II	295229.537	74768.8798
LB6	1269006	TWO K6 TELEPHONE KIOSKS OPPOSITE NOS. 1 AND 1A REGENT STREET	II	294166.9674	72951.2033
LB7	1269007	1, WELLINGTON STREET	II	294201	72929.3608
LB8	1269008	2-5, WELLINGTON STREET	II	294201	72916.3608
LB9	1269009	14-17, WELLINGTON STREET	II	294131	72926.3608
LB10	1269011	WOODWAY HOUSE	II	294348	73783.3608
LB11	1269046	12 AND 14, THE TRIANGLE	II	294208	72919.3608
LB12	1269047	4 AND 5, TRIANGLE PLACE	II	294237	72917.3608
LB13	1269048	DRINKING FOUNTAIN	II	294190	72878.3608
LB14	1269049	CHERRY TREE COTTAGE	II	294281	72994.3608

LB15	1269050	2, REGENT GARDENS	II	294288	72992.3608
LB16	1269051	KINGS ARMS PUBLIC HOUSE NUMBER 3 AND KINGS ARMS PUBLIC HOUSE	II	294301	72994.3608
LB17	1269053	REGENT HOUSE	II	294182	72960.3608
LB18	1269054	2, REGENT STREET	II	294187	72960.3608
LB19	1269055	3, REGENT STREET	II	294195	72965.3608
LB20	1269057	FORMER LLOYDS BANK	II	294202	72962.3608
LB21	1269058	22, REGENT STREET	II	294328	72969.3608
LB22	1269059	REMAINS OF A STONE CROSS AT SX 9432 7299	II	294315.504	72981.7568
LB23	1269060	SUMMERCOURT AND ATTACHED WALLS	II	294094	73167.3608
LB24	1269082	GORWAY CROSS TOLL HOUSE	II	294760	74240.3608
LB25	1269085	ORCHARD HOUSE AND ATTACHED WALLS	II	294062	73006.3608
LB26	1269093	ST SCHOLASTICAS ABBEY, CEMETERY BUILDING	II	294549	73999.3608
LB27	1269094	22, DAWLISH STREET	II	294339	73098.3608
LB28	1269095	24, DAWLISH STREET	II	294369	73115.3608
LB29	1269096	25 AND 26, DAWLISH STREET	II	294363	73116.3608
LB30	1269097	THE OLD COTTAGE	II	294365	73138.3608
LB31	1269098	UNITED REFORM CHURCH AND ATTACHED WALL	II*	294340	73117.3608

LB32	1269099	NUMBERS 1-5 (CONSECUTIVE) AND ATTACHED RAILINGS	II	294178	72856.3608
LB33	1269102	RIVIERA CINEMA	II	294119	72825.3608
LB34	1269103	CHURCH OF ST MICHAEL THE ARCHANGEL (PARISH CHURCH OF EAST TEIGNMOUTH)	II	294380	73036.3608
LB35	1269104	CHEST TOMB APPROXIMATELY 7 METRES NORTH OF CHURCH OF ST MICHAEL THE ARCHANGEL	II	294376	73047.3608
LB36	1269107	CHURCHYARD WALLS, GATE PIERS AND GATES TO CHURCH OF ST MICHAEL	II	294386	73015.3608
LB37	1269108	DEN HOUSE	II	294333.6289	72956.0614
LB38	1269123	CLIFFDEN	II	294388	73411.3608
LB39	1269124	ROWDENS LODGE	II	294435	73727.3608
LB40	1269125	CAMBRIA HOUSE	II	294448	73896.3608
LB41	1269126	ABBAY LODGE, ST SCHOLASTICAS ABBEY	II	294531	73967.3608
LB42	1269128	ENTRANCE WALLS AND GATE PIERS TO DUN ESK	II	294628.5818	74080.5365
LB43	1269129	FOOTBRIDGE IN GROUNDS OF DUN ESK AT SX 9463 7412	II	294610.8177	74091.9181
LB44	1269132	ROWDENS	II	294502	73762.3608
LB45	1269133	ENTRANCE WALLS, GATES, AND GATE PIERS TO ROWDENS	II	294428	73733.3608
LB46	1269145	GLENDARAGH NURSING HOME	II	294283	73277.3608
LB47	1269146	WOODLANDS HOTEL	II	294153.8125	73534.3191
LB48	1269147	1-12,12A AND 15, BARN PARK TERRACE	II	294238	73615.3608

LB49	1269149	BARNSLEY HOUSE	II	294231	73481.3608
LB50	1317740	SUNNYLANDS	II	295521	74886.3608
LB51	1334514	9	II	295250	74930.3608
LB52	1334515	HOLCOMBE COTTAGE	II	295242	74882.3608
LB53	1365785	27, FORE STREET	II	294015	72955.3608
LB54	1365786	CHURCH OF OUR LADY AND ST PATRICK AND ADJOINING PRESBYTERY	II	294346	73192.3608
LB55	1365789	1-4, HEYWOODS CLOSE	II	294136	73209.3608
LB56	1365790	BRIMLEY	II	294050	73389.3608
LB57	1365794	EASTCLIFF COTTAGE	II	294387	73080.3608
LB58	1365795	MEREHAVEN	II	294364	73088.3608
LB59	1365796	VINE COTTAGE	II	294377	73098.3608
LB60	1425452	War Memorial in the churchyard of the church of St Michael the Archangel	II	294393.1588	73026.4725

Project ID	List Entry	Name	Easting	Northing	Type
1	145474 2	Seawall between Clerk and Parsons Tunnel	296053.395	74979.8554	Certificate Immunity
2	145474 3	East Portal, Parsons Tunnel	296059.615 2	75015.6693	Certificate Immunity

3	145487 7	Eastcliff Overbridge	294503.771 2	73223.9196	Certificate Immunity
4	145488 1	Former platelayer's cabin 200m south of Sprey Point	294818.36	73634.861	Certificate Immunity
5	145488 2	Former lime kiln 220m south of Sprey Point	294805.885	73614.8399	Certificate Immunity
6	145488 3	Trackside building at the north end of Sprey Point	295047.695	73857.7336	Certificate Immunity
7	145496 1	Parsons Tunnel West Portal	295742.848 3	74676.699	Certificate Immunity
8	145512 8	Smugglers Lane Viaduct	295663.339 3	74640.0022	Certificate Immunity
9	145521 4	Sea wall between Parsons Tunnel West Portal and Eastcliff, Teignmouth, including Sprey Point	295103.892 5	73961.0567	Certificate Immunity
10	100006 4	CHURCH ROCKS	294724.680 3	73209.8766 7	Protected Wreck
11	44207	St Michael the Archangel, Den Promenade	294380	73036	Heritage at Risk

Project ID	Unique ID	Mon UID	Name	Period	Northing	Easting
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12	2055	MDV107201	East Teignmouth	Saxon	294346	73006
13	2094	MDV107326	Peat Deposit near Teignmouth	Unknown	294534	72859
14	2357	MDV108706	Teignmouth	XI	294187	72934
15	2398	MDV108894	Lower Holcombe Barn, Hall Lane / Holcombe Road, Holcombe	XVIII	295229	74811
16	2805	MDV112152	Pillbox, Teignmouth	World War II	294501	73302
17	2806	MDV112155	Teignmouth Town Defences	Unknown	294400	73001
18	2807	MDV112156	Teignmouth Dispensary	XIX to World War II	294502	73503
19	2951	MDV112859	Wooden Structure, Teignmouth Train Station Site	XIX	294242	73094
20	7775	MDV16982	Two Roman Coins	Roman	294400	73200
21	7976	MDV17252	St. Mary Magdalene Lazar House, Teignmouth	Medieval	294362	73397
22	9756	MDV19346	Woodway Lane Toll Hut	XVIII to XIX	294344	73405

23	10496	MDV20302	FINDSPOT in the Parish of	XVI to Post Medieval	294700	73000
24	11640	MDV21827	Borough of East Teignmouth	Medieval	294346	73006
25	33162	MDV52945	Rocket Battery, Teignmouth Seafront	World War II	294254	72798
26	34772	MDV55019	East Teignmouth Medieval Market Place	XIII	294315	72988
27	34795	MDV55073	World War II Pillbox adjacent to the West Portal of Parson Tunnel, Dawlish	World War II	295744	74674
28	46826	MDV71591	FINDSPOT in the Parish of	Post Medieval	294700	73000
29	46827	MDV71592	FINDSPOT in the Parish of	XVI to Post Medieval	294700	73000
30	46828	MDV71593	FINDSPOT in the Parish of	XVI to Post Medieval	294700	73000
31	46829	MDV71594	FINDSPOT in the Parish of	XVI to Post Medieval	294700	73000
32	47091	MDV71888	Teignmouth, Site 2 AA Battery	XX	295000	73900
33	47092	MDV71889	Teignmouth, Site 3 AA Battery	World War II	294600	73100
34	51091	MDV84379	SUNNYLANDS	Unknown	295521	74886
35	51094	MDV84381	ST BERNARD'S COTTAGE	Unknown	295260	74917
36	51095	MDV84382	LOBSTER COTTAGES	Unknown	295239	74846

37	51096	MDV84383	LOWER HOLCOMBE FARMHOUSE	Unknown	295222	74790
38	51097	MDV84384	COB BARN	Unknown	295230	74769
39	51099	MDV84386	9	Unknown	295250	74930
40	51100	MDV84387	HOLCOMBE COTTAGE	Unknown	295242	74882
41	51300	MDV84640	Brimley Villa, 42 Higher Brimley Road, Teignmouth	XIX	294050	73389
42	59933	MDV9799	Dawlish Head Admiralty Flag Signal Station	XVIII to XXI	295900	75000
43	60179	MDV9825	Spanish Jar Handle found off Dawlish	XVI to Post Medieval	296200	74800
44	60539	MDV9870	East Teignmouth Pound	Unknown	294272	73000
45	60555	MDV9872	Cannon from Church Rocks, Teignmouth	XVI to Post Medieval	294700	73000
46	60565	MDV9873	FINDSPOT in the Parish of	XVI to Post Medieval	294700	73000
47	60575	MDV9874	Church Rocks Wreck	Post Medieval	294700	73000
48	60584	MDV9875	FINDSPOT in the Parish of	XVI to Post Medieval	294700	73000
49	60594	MDV9876	FINDSPOT in the Parish of	XVI to Post Medieval	294700	73000
50	60602	MDV9877	FINDSPOT in the Parish of	XVI to XXI	294700	73000

51	60689	MDV9892	Teignmouth's First Theatre	XIX	294200	73020
52	60691	MDV9895	Wooden Bridge over Tame Brook	Unknown	294195	72942
53	60692	MDV9896	Copper Coin	Unknown	294058	72899
54	60693	MDV9897	Copper Coin	Unknown	294049	72900
55	60696	MDV9900	Wells in Lower Brook Street	Unknown	294175	73014
56	60697	MDV9903	Wells, Station Road	Unknown	294213	73025
57	60698	MDV9904	Gold Coin, Brimley Cottage Estate	XV	294052	73208
58	60726	MDV9910	Coin, Fore Street	Unknown	293994	72996
65	63490	MDV104005	12-15 Dawlish Street, Teignmouth	XX	294342	73041
66	63492	MDV104007	Sebastopol Inn, Teignmouth	XX	294252	73058
67	63494	MDV104010	Railway Hotel, Teignmouth	XX	294224	73053
68	63495	MDV104012	Higher Brook Street, Teignmouth	XVIII to XX	294050	73048
69	64636	MDV105172	Earthwork Banks At Moles Park	Early Medieval to Post Medieval	294571	73443

70	64638	MDV105174	Beach Scaffolding, Teignmouth Beach	World War II	294187	72669
71	64639	MDV105175	Second World War Anti-Invasion Obstructions At Sprey Point	World War II	295116	73964
72	64648	MDV105187	Earthwork Banks at East Down, Dawlish	World War II to XX	295953	75024
73	64787	MDV105332	Water Meadow East of Higher Holcombe	XIX to XX	294717	74799
74	64788	MDV105333	Lynchets, Holcombe	Early Medieval to XIX	295397	74744
75	64789	MDV105334	Octagonal Structure, Hole Head	Post Medieval to Modern	296049	74753
76	66150	MDV106622	World War I War Memorial, St Michael's Churchyard	World War I to XX	294391	73023
77	66232	MDV106703	29-30 French Street, Teignmouth	XX	294265	73031
78	66233	MDV106704	6-8 Hollands Road, Teignmouth	XX	294255	73031
79	66234	MDV106705	10-12 Hollands Road, Teignmouth	XIX	294241	73041
80	66235	MDV106706	Corner of Lower Brook Street, Teignmouth	XX	294185	73058

81	66236	MDV106707	10 and 11 Dawlish Street, Teignmouth	XVII	294341	73026
82	66237	MDV106708	2 Brook Street East, Teignmouth	XVIII to XIX	294232	73053
83	66715	MDV107198	Burgage Plots, Teign Street and Bitton Park Road, Teignmouth	Medieval	293845	73041
84	68036	MDV108685	French Street, Teignmouth	XVII to XVIII	294302	73001
85	68048	MDV108699	Beach Cottage, Den Promenade, Teignmouth	XVIII	294364	72997
86	68052	MDV108702	27 Dawlish Street, Teignmouth	XVIII	294362	73101
87	68053	MDV108703	5 Regent Gardens, Teignmouth	XVIII	294298	72980
88	68055	MDV108705	18-23 Wellington Street, Teignmouth	XIX to XX	294157	72938
89	68082	MDV108734	Bank Street, Teignmouth	XVII	294059	72901
90	68083	MDV108735	Teignmouth Station	XIX	294205	73119
91	68084	MDV108736	Teignmouth Bank in Bank Street	XVIII to XIX	294061	72886
92	68085	MDV108737	National Provincial Bank of England, Bank Street, Teignmouth	XVIII to XIX	294088	72883
93	68086	MDV108738	The London Hotel, Teignmouth	XIX	294020	72922

94	69308	MDV109840	Field Name, Kiln Close, Dawlish	Unknown	295678	74952
95	69309	MDV109841	Lobster Inn and Garden, Dawlish	Unknown	295245	74857
96	69310	MDV109842	Lodge to the South of Sunnylands, Dawlish	XIX to XXI	295511	74853
97	69311	MDV109843	Flagstaff to the South of Holcombe House, Dawlish	Modern	295679	74675
98	69312	MDV109844	Building to the North-West of Hole Head, Dawlish	XIX to XXI	295887	74837
99	69313	MDV109845	Windpump to the South-East of Windward	Modern	295912	74852
100	69315	MDV109847	Building on East Down, Dawlish	XX to XXI	295806	74982
101	69316	MDV109848	Building to the East of Peak House, Dawlish	XIX to XXI	295858	74682
102	69317	MDV109849	Signal Box to the South of Holcombe House, Dawlish	Modern	295688	74660
103	69318	MDV109850	Breakwaters at Sprey Point, Dawlish	XIX	295021	73803
104	69487	MDV110036	Field Name, Johns Well, East Teignmouth	Unknown	294467	73951
105	69489	MDV110038	Field Name, Linhay and Yard, East Teignmouth	Unknown	294827	73885

106	69492	MDV110041	Field Name, Linhay and Yard, East Teignmouth	Unknown	294480	73396
107	69493	MDV110042	Field Name, Linhay and Yard, East Teignmouth	Unknown	294362	73192
108	69494	MDV110044	Malt House to the South of Shute Hill, East Teignmouth	Unknown	294122	73068
109	69501	MDV110052	Nursery House to the West of Dawlish Road, East Teignmouth	Unknown	294422	73857
110	69502	MDV110053	Rowdans House, East Teignmouth	Unknown	294429	73687
111	69522	MDV110073	Former Platelayers Cabin, south of Sprey Point, Teignmouth	XIX	294818	73635
112	69898	MDV110463	Lodge to the East of Barnsley, East Teignmouth	XIX to XXI	294335	73507
113	69899	MDV110464	Lodge to the North of Barnsley, East Teignmouth	XIX to XXI	294215	73546
114	71598	MDV112154	Teignmouth Lido	XX to Unknown	294432	73140
115	79784	MDV120546	St Gregory, Dawlish	XVIII to XIX	295265	74956
116	79904	MDV120662	Seawall between Clerk Tunnel and Parsons Tunnel, Dawlish, Devon	XX	296061	75253

117	79914	MDV120672	Parson Tunnel, Dawlish	XIX to XX	295917	74823
118	79923	MDV120681	Sea Wall between Parsons Tunnel and Teignmouth	XIX	295064	73921
119	79928	MDV120686	Smugglers' Lane Viaduct, Dawlish	XIX to XX	295667	74642
120	80036	MDV120793	Eastcliff Overbridge, Teignmouth	XIX	294502	73221
121	80125	MDV120881	Trackside Building at the north end of Sprey Point, Teignmouth	XIX	295048	73858
122	81470	MDV15168	St. James Church, Teignmouth	XIII to XIX	293938	73097
123	82117	MDV17775	South Devon Railway, Teignmouth Section	XIX	294317	73472
124	82118	MDV17776	The Royal Library, 3 Regent Street, Teignmouth	XIX	294194	72964
125	86492	MDV29562	Teignmouth United Reformed Church	XIX to XX	294339	73119
126	86493	MDV29563	Church of Our Lady and St Patrick and adjoining Presbytery	XIX	294342	73192
127	94418	MDV52721	Den Pavilion, Teignmouth	XX	294207	72809

128	94419	MDV52722	Coastguard Lookout, Eastcliff	XX	294468	73140
129	94420	MDV52723	Limekiln to the south of Sprey Point, Teignmouth	XIX to World War II	294805	73619
130	94422	MDV52725	Milestone 1 mile from Teignmouth	XIX	294946	74337
131	95209	MDV55325	The Den, Teignmouth	XIX to XXI	294118	72683
132	95219	MDV55341	The Triangle, Teignmouth	XIX	294224	72935
133	95220	MDV55342	The Dawlish Inn	XVIII to XIX	294339	72967
134	96588	MDV60376	Medieval Field System, East Teignmouth	Medieval	294583	74515
135	97421	MDV63783	Medieval and Post-Medieval Coins, The Point, Teignmouth	Early Medieval to Post Medieval	294047	72465
136	101190	MDV73865	14-17 Wellington Street, Teignmouth	XIX	294127	72928
137	101873	MDV74646	Cottage at Lower Holcombe	XVIII to XXI	295230	74810
138	101877	MDV74650	Oak Park, Manor Farm, Holcombe	Unknown	294861	74598
139	103241	MDV76211	Kings Arms Public House and 3 Regent Gardens, Teignmouth	XVIII to XIX	294298	72995
140	103242	MDV76213	2 Regent Gardens, Teignmouth	XVIII to XIX	294288	72993

141	103244	MDV76215	1 Regent Gardens, Teignmouth	XVIII to XIX	294282	72994
142	103246	MDV76217	Garden between Pound Lane and French Street, Teignmouth	XV to XVIII	294282	73009
143	104202	MDV77224	27 Fore Street, Teignmouth	XIX	294017	72956
144	105051	MDV78137	Orchard House, Teignmouth	XIX to XXI	294059	73005
145	108465	MDV84391	St Scholastica's Abbey, Dawlish Road, Teignmouth	XIX	294527	74071
146	108466	MDV84392	Minadab, Teignmouth Road, Holcombe	XVIII to XIX	294997	74372
147	108467	MDV84394	Cemetery Building, St Scholastica's Abbey	XIX	294546	73998
148	108468	MDV84395	Abbey Lodge, St Scholastica's Abbey	XIX	294531	73968
149	108469	MDV84396	Dun Esk, Dawlish Road, Teignmouth	XIX	294567	74078
150	108470	MDV84397	Entrance Walls and Gate Piers to Dun Esk, Dawlish Road, Teignmouth	XIX	294626	74079
151	108471	MDV84398	Footbridge in the Grounds of Dun Esk, Dawlish Road, Teignmouth	XIX	294610	74093

152	108474	MDV84401	Woodlands Hotel, Barn Park Road	XIX	294153	73535
153	108476	MDV84403	Barn Park Terrace, Teignmouth	XIX	294245	73619
154	108477	MDV84404	Barnsley House, 8-10 Barnsley Drive, Teignmouth	XIX	294244	73481
155	108487	MDV84427	Woodway House, Woodway Road, Teignmouth	XVIII to XIX	294347	73785
156	108489	MDV84429	Rowdens Lodge, 56 Dawlish Road, Teignmouth	XIX	294434	73727
157	108490	MDV84430	The Rowdens, Dawlish Road, Teignmouth	XIX	294502	73763
158	108491	MDV84431	Entrance Walls, Gates, and Gate Piers to Rowdens, Dawlish Road, Teignmouth	XIX	294427	73735
159	108496	MDV84597	22 Dawlish Street, Teignmouth	XVIII	294339	73098
160	108497	MDV84598	24 Dawlish Street, Teignmouth	XIX	294371	73116
161	108498	MDV84599	25 and 26 Dawlish Street, Teignmouth	XIX	294362	73111
162	108500	MDV84600	The Old Cottage, Dawlish Street, Teignmouth	XVIII	294366	73138

163	108501	MDV84602	Teignmouth Brewery	Unknown	294389	73096
164	108502	MDV84603	Chest tomb to Sir John Strachan Bart, St Michael's Church	XIX	294376	73047
165	108503	MDV84604	Cliffden, Dawlish Road, Teignmouth	XVIII to XX	294387	73410
166	108504	MDV84605	Cambria House, Dawlish Road, Teignmouth	XIX	294451	73893
167	108505	MDV84607	East Cliff Cottage, Mere Lane, Teignmouth	XIX	294388	73081
168	108506	MDV84608	Merehaven, Dawlish Street, Teignmouth	XIX	294360	73084
169	108507	MDV84609	Vine Cottage, Mere Lane, Teignmouth	XVIII	294381	73099
170	108508	MDV84610	Churchyard Walls, Gate Piers and Gates, St Michael's Church	XIX	294383	73036
171	108509	MDV84611	4 and 5 Triangle Place, Teignmouth	XIX	294238	72916
172	108510	MDV84615	22 Regent Street, Dawlish	XIX	294328	72968
173	108511	MDV84617	Den House, Den Promenade, Teignmouth	XIX	294334	72956

174	108512	MDV84618	Glenardargh, Barnpark Road, Teignmouth	XIX to XX	294290	73274
175	108513	MDV84619	Former Lloyds Bank, 4 Regent Street, Teignmouth	XVIII to XX	294202	72964
176	108514	MDV84620	1 Wellington Street, Teignmouth	XIX	294201	72930
177	108515	MDV84621	Two K6 Telephone Kiosks, Wellington Street, Teignmouth	XX	294165	72951
178	108516	MDV84622	2-5 Wellington Street, Teignmouth	XIX	294187	72915
179	108517	MDV84624	12 - 14 The Triangle, Teignmouth	XIX	294208	72917
180	108518	MDV84625	Drinking Fountain, Triangle Place, Teignmouth	XIX	294190	72878
181	108519	MDV84626	Regent House, Regent Street, Teignmouth	XIX	294182	72967
182	108520	MDV84627	2 Regent Street, Teignmouth	XIX	294186	72958
183	108521	MDV84629	1-5 Den Crescent, Teignmouth	XIX	294162	72846
184	108522	MDV84631	1-4, Heywoods Close, Teignmouth	XIX	294137	73198
185	108528	MDV84639	3 Fore Street, Teignmouth	XIX	294003	72949

186	108529	MDV84640	Brimley Villa, 42 Higher Brimley Road, Teignmouth	XIX	294051	73391
187	108553	MDV84674	Churchyard Gates, Gate Piers and Walls to St James Church	XIX	293927	73106
188	108572	MDV84693	Summercourt, Shute Hill, Teignmouth	XIX to XX	294092	73171
189	110276	MDV9868	32-34 Higher Brook Street, Teignmouth	XIX	294084	73064
190	110277	MDV9869	Stone Cross, Regent Street, Teignmouth	XV	294315	72981
191	110279	MDV9871	Church Rocks Wreck	XVI to Post Medieval	294720	73219
192	110282	MDV9878	St Michael's Church, Teignmouth	XI to XX	294377	73034
193	110287	MDV9885	Gorway Cross	Medieval	294771	74234
194	110296	MDV9889	Gorway Cross Toll House	XIX to XX	294761	74239
195	110311	MDV9894	Former Assembly Rooms, Den Crescent, Teignmouth	XIX to XX	294117	72817
196	110332	MDV9899	Frogmarsh House	Unknown	294151	73010

197	110338	MDV9901	Lipscomb's Royal Marine and Family Hotel	XIX	294307	72940
198	110343	MDV9902	The Exeter Inn, Teignmouth	Unknown	293999	73006
199	110351	MDV9907	Bitton Street, Teignmouth	Unknown	293814	73083
200	110368	MDV9925	The Cottage, 17 French Street, Teignmouth	XVIII	294315	72998
201	110811	MDV121498	Bella Vista, Teignmouth	Unknown	294352	72966

APPENDIX B

Relevant Designation Listings

Church Rocks Wreck

History

The site was first located in 1975 by Simon Burton, who was snorkelling in shallow water off the sea wall to the east of Teignmouth. Between 1975 and 1983 a variety of objects were recovered from the site, indicative of a sixteenth century Mediterranean(?) vessel, and most of this material is on display in the local museum at Teignmouth. The site was designated in 1977.

An assessment of current research was published in Volume 62 (2004) of the proceedings on the Devon Archaeological Society.

Details

Designation History: Designation Order: (No 2), No 1357, 1977 Made: 3rd August 1977 Laid before Parliament: 4th August 1977 Coming into force: 12th August 1977 Protected area: Between the four points grid reference 9465 7330, 9480 7330, 9465 7312 and 9480 7312 on the National Grid Plan SX 9473-9573 Scale 1:2500

No part of the restricted area lies above the high-water mark of ordinary spring tides.

Documentary History: The recovered armament of the vessel is of a uniform Venetian provenance, and the light defensive nature suggests a smaller, armed merchant vessel, probably a galley, rather than a warship. In the early sixteenth century, Italian trading galleys with up to 300 slaves at the oars and between 5 and 9 guns are known to have traded along this coast on their way up to Southampton. Their typical size, armament and layout were similar to the Church Rocks wreck.

A 'terminus post quem' of 1582 based on ceramics and ordnance has been given to this wreck. There is no local documentation relating to this wreck and therefore identification is difficult.

Archaeological History: The site was discovered in 1975 by a snorkeler and believed to be the remains of a sixteenth century vessel. The site lies in 3 to 4 metres of water about 150 metres from the shore and is often covered in up to 1.5 metres of mobile sand overlying rock gullies, indicating that the sand is periodically and appreciably mobile.

Despite designation in 1977, between 1975 and 1983 a variety of objects were recovered from the site which included a total of 120 round shot, six guns, three anchors, pottery shards, a gold seal, nails, a steelyard weight, and copper alloy pots. The majority of items recovered are in Teignmouth Museum. Part of the stern and lower starboard hull structure has also been recorded despite the considerable overlying sand burden.

The site was initially discovered on observation of a protruding cannon, subsequently raised, and a further five bronze cannon were also found, two of which were sold in order to finance excavations.

The structural remains have been recorded by the Archaeological Diving Unit as being compatible with a vessel of late sixteenth century Mediterranean origin.

United Reform Church

TEIGNMOUTH

SX9473 DAWLISH STREET 25-1/5/134 (West side) 29/07/83 United Reform Church

and attached wall (Formerly Listed as: DAWLISH STREET (West side) United Reform Church)
GV II*

Non-conformist church. 1883, by John Salaman; with school and church hall of 1903. Squared grey Plymouth stone with cream freestone dressings, complex slate roofs, some crested. Complex rectangular plan. EXTERIOR: windows are leaded with coloured glass. The main front has steps into a right-of-centre high coped gabled porch with a crocketed finial. The richly-carved apex incorporates scrolls, a rose and a shield flanked by the dates 1790 and 1883. Below is a deeply-moulded pointed arch with foliate moulding to an outer course, supported by 4 colonnettes with stiff-leaf moulding to the caps. At the top of the steps wrought-iron gates roll back into the wall when open. The double half-glazed entrance doors are in the right-hand wall (not seen from the street). To the right of the porch is an octagonal tower in 4 stages, the south-east facet has a defaced gabled stone plaque with the dates 1790 and Sept 28 188- (probably 2 or 3); above is a tall empty niche with a swept stone roof and pendants; the 3rd stage has lancets to each facet; the top parapet has pierced square quatrefoil panels under a moulded cornice. To the left of the porch is a large octagonal tower in 2 stages with a hipped roof, ornamented coved cornice, engaged colonnettes to the angles topped by freely-carved foliate capitals. The upper stage has wide pointed, almost semi-circular, arches with dog-tooth moulding to 3-light windows with circular windows to the apexes. The transomed lower windows, approx. 3m above the ground, are paired; between them engaged colonnettes to the south-west and south-east facets rest on the high plinth and terminate on the aprons of the upper windows with lively carved griffins. The left return (west side) is a series of canted bays, some with blocked windows. The west transept (toward the front of the building), seen high above them, has a moulded stack to the apex of the gable and a circular window above paired pointed-arched windows.

The right return (east side) has a similar transept; offset buttresses to the rear end articulate 2 mullioned and transomed windows which have deeply weathered sills. To the far right a taller gabled range with quatrefoil window has a rectangular single-storey project bay (possibly later) with a hipped roof and a 3-light mullioned and transomed window. To the right of the south-west corner tower is a stair range with lancet windows. The coped gable to the rear has 2 loop-holes to the apex over paired pointed-arched windows under a similar arch. To each side are buttresses each with 2 gabled offsets which project to the front of a single-storey lean-to flanked by 8-panelled doors glazed to the tops. The 3-bay 1903 schoolroom attached to the north-west has a separate hipped roof with elaborate terra-cotta finials. The north facade is articulated by pilasters gabled above the eaves. The gabled central bay has a 2-light window to the top over a gabled doorcase with a circular window over double doors set in a shouldered arch. 2 and 3-light mullioned and transomed windows to each side, those to the 1st floor with trefoil heads. The returns are canted bays.

INTERIOR: unusually fine and well-articulated for a late C19 Gothic style nonconformist church, with deeply undercut capitals to arcades, original rostrum, and other details; triple arcade to the rear gallery. Original plans indicate a central rostrum with organ behind, now moved to one side. SUBSIDIARY FEATURES: the projecting bays to the north and south ends of the east side are connected by a rock-faced wall approx. 1.5m high and 15m long which steps down toward the south. HISTORICAL NOTE: founded in 1790, the church was rebuilt in stone in 1883 for »3,700. A very fine and imaginative example of a late C19 non-conformist church in the Gothic

Revival style, built for a prosperous urban congregation. The description in the Congregational Year Book (1881) shows that the design was modified slightly during construction with the use of larger traceried windows in place of lancets and the intended school may have been completed to a different plan. (Kelly's Directory: 1902-; The Buildings of England: Pevsner N & Cherry B: Devon: London: 1989-: 797; Congregational Year Book (1881)).

Church of St Michael the Archangel

TEIGNMOUTH

SX9473 DEN PROMENADE 25-1/5/138 (West side) 30/06/49 Church of St Michael the Archangel (Parish Church of East Teignmouth)

GV II

Parish church. 1821, by Andrew Patey in Norman style (dedicated 1823). Vestry 1885, west tower 1887-9 by RM Fulford in Early English style; chancel 1875 by FC Deshon; fenestration elsewhere is all late C19; South Lady Chapel 1923 by Sir Charles Nicholson; all on ancient foundations. MATERIALS: rock-faced squared grey Plymouth stone with cream limestone dressings and some red sandstone to the facade and rear, brown rock-faced stone to the returns. Concrete tile roof. PLAN: 5-bay cruciform with various additions. EXTERIOR: the west porch is in a tower of 5 stages. The lower courses are of red sandstone, the moulded plinth is approx. 2m high. The pointed-arched entrance is flanked by buttresses with crocketed gables and finials. The deep intrados is panelled red and cream, the Norman-style tympanum carved with a figure of St Michael overcoming the devil. To the left-hand corner is an octagonal stair turret with loop-holes to the front of each stage. Above the porch a freestone parapet of 5 pierced quatrefoil panels spans the 2nd stage. A circular window above it is set under a pointed-arched hoodmould and red sandstone voussoirs. The 3rd stage, blank to the front, has trefoil-headed lancet windows with red sandstone voussoirs to the returns. The 4th, shallow, stage has a clock. The 5th stage has a tall louvred belfry of paired 2-light openings each under a crocketed gable. The tall castellated parapet of pierced panels has octagonal towers in 3 stages to each corner with spirelets crocketed to the angles. The spirelet of the stair turret is slightly larger. Flanking the tower, to the front of the aisles, are canted flat-roofed single-storey ranges, that to the left with an arched entrance. The set-back west ends of the aisles are rock-faced Plymouth stone with moulded coping and fretted stone crosses to the gables, loop-holes to the apexes, paired 2-light windows with red voussoirs over hoodmoulds and a moulded string course at impost level. The north side, of brown stone, has a shaped fascia articulated by headmasks to the eaves, and hoodmoulds to large semi-circular-arched windows with circular lights to the tops. The gabled north transept to the centre is flanked by slender cylindrical towers with headmasks to the conical tops, a device reflecting the style of the former Saxo-Norman building. The east end with 3 gables has a hopperhead dated 1927 when the Lady Chapel to the south-east corner was added. The outer gables have 3-light pointed-arched windows flanking a large plain pointed-arched cream limestone panel with grey voussoirs and 5 lancet windows set wide apart with a trefoil to the apex. The south side has similar windows and transept to the north side except for a large central semi-circular window with circular lights over a large restored Norman arch with dogtooth, chevron and cable mouldings supported by 2 responds with vertical and horizontal chevron moulding, possibly from the former church. Double plank doors. INTERIOR: the aisles are the same height as the nave, all with plastered barrel-vaulted roofs; the moulded arcade is of segmental arches supported by

slender octagonal columns approx. 10m high. They are of cast-iron clad in brick with cushion capitals. Aisles and nave are shallow barrel-vaulted with diagonal ribs and circular openings to the crossings. The chancel has a late C19 polychromatic tile floor, a painted roof and rich cornice with 2 cylindrical ornamental tiebeams.

FITTINGS: include 1887 marble font by Fulford, 1875 reredos by Deshon, painted wooden panel dated 1700 bearing the arms of William III presented to the church after the sacking by the French in 1690 and a fine organ with ornamented pipes by Hawkins of Newton Abbot, much restored and moved to the north-east corner. Late C19 pine pews and pulpit. Roodscreen installed in 1924. Late C19 stained glass by the Drake family. **HISTORICAL NOTE:** according to a charter of 1044 in Exeter Cathedral library, Edward the Confessor gave to his chaplain Leofric, the land in the Manor of Dawlish which was described as being bound on one side "by the salterns in the street on the west side of St Michael's Church". Leofric became Bishop of Exeter in 1050. Patey's neo-Norman design is an early and unusual example of a style which was to be most fashionable in the 1840s. (History of St Michael's Church; The Buildings of England: Pevsner N & Cherry B: Devon: London: 1989-: 796).

War Memorial in the churchyard of the church of St Michael the Archangel

A war memorial, designer unknown, constructed circa 1921.

MATERIALS: the memorial is constructed from rough-faced granite, with a rendered brick plinth.

PLAN: the war memorial cross is set upon a square platform.

DESCRIPTION: the memorial takes the form of a Latin cross, in rough-faced granite, set on a base in three, stepped, stages, also in rough-faced granite. The front face of each step of the base has an inset smooth panel which carries a series of inscriptions which read GREATER LOVE HATH / NO MAN THAN THIS THAN A / MAN LAY DOWN HIS LIFE / FOR HIS FRIENDS / 1914 'INVICTIS PAX' 1919 / TO THE GLORY OF GOD, / IN GRATEFUL MEMORY OF THE SAILORS, / SOLDIERS AND AIR MEN OF THIS / PARISH WHO FELL IN THE GREAT WAR. The whole stands on a high, rendered brick plinth which raises the rest of the memorial above the height of the adjacent boundary wall of the churchyard.

CHURCHYARD WALLS, GATE PIERS AND GATES TO CHURCH OF ST MICHAEL

TEIGNMOUTH

SX9473 DEN PROMENADE 25-1/5/140 (West side) Churchyard walls, gate piers and gates to Church of St Michael
GV II

Walls, gate piers and gates enclosing the north, north-east, east, and west sides of the churchyard of the Parish Church (qv). c1821 by Andrew Patey of Exeter. Grey Plymouth stone with chamfered capping cast and wrought-iron gates. The walls flanking the gates have chamfered capping, are approx. 1m high and extend for 20m. Similar walls to the west front sweep down in stages to the south-west corner. The gate piers are 3-4m high with stepped pyramidal caps. The double gates approx. 2m high, have long/short railings with cast-iron fleurs-de-lys to the tops and quadrant bracing to the upper halves which form an inverted semi-circle when the gates are

closed. Similar gates to west. Later C19 high red sandstone walls enclose the north and south-east sides. That to the south-east is approx. 3m high and extends for approx. 48m; it is rendered on the outside, facing Den Promenade and has segmental-arched niches for seats and 2 harnessing rings. That to the north is approx. 2m high and extends for approx. 24m, joining the Plymouth stone walls at each end. An important element in the setting to the Church of St Michael (qv).

CHEST TOMB APPROXIMATELY 7 METRES NORTH OF CHURCH OF ST MICHAEL THE ARCHANGEL

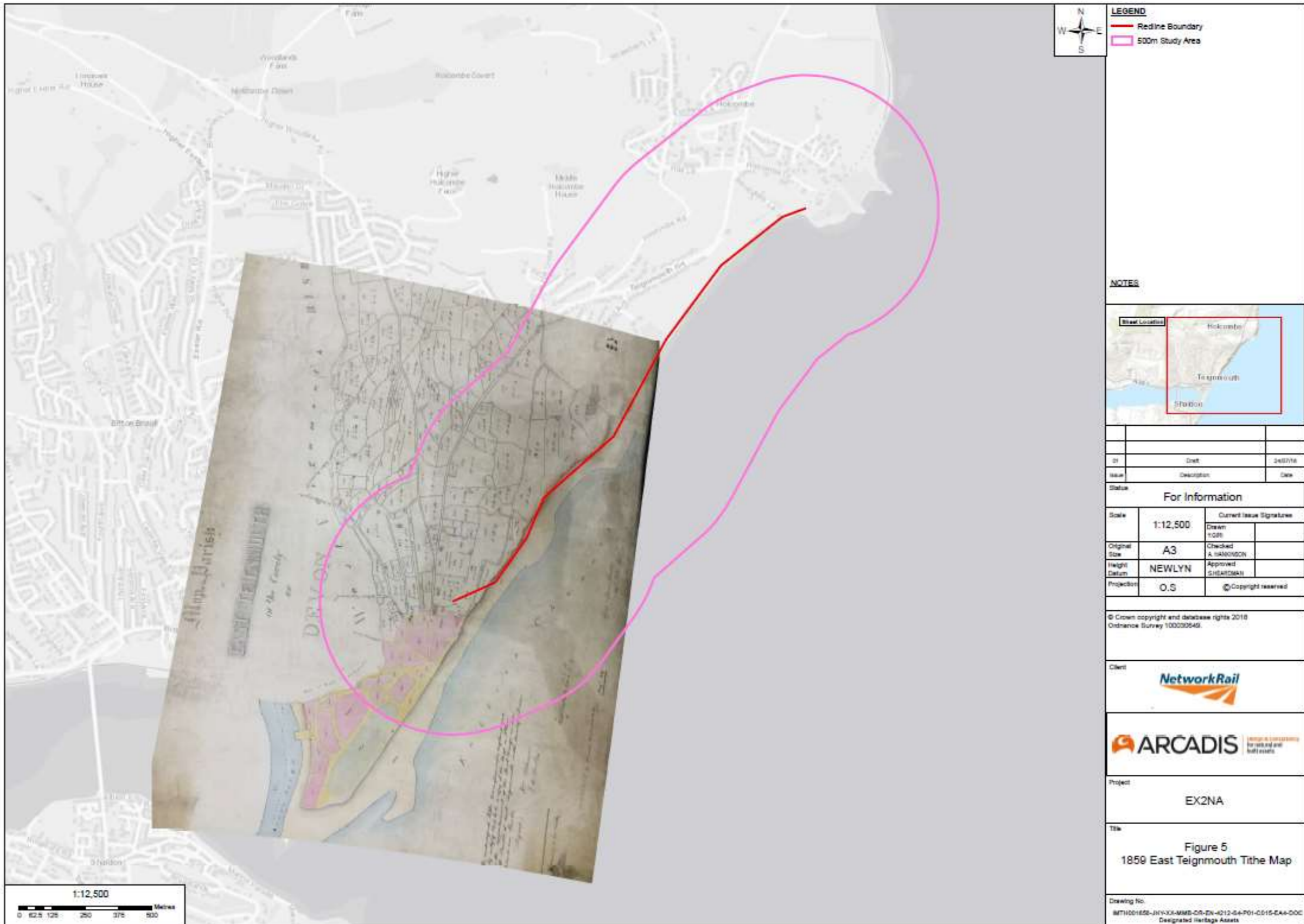
TEIGNMOUTH

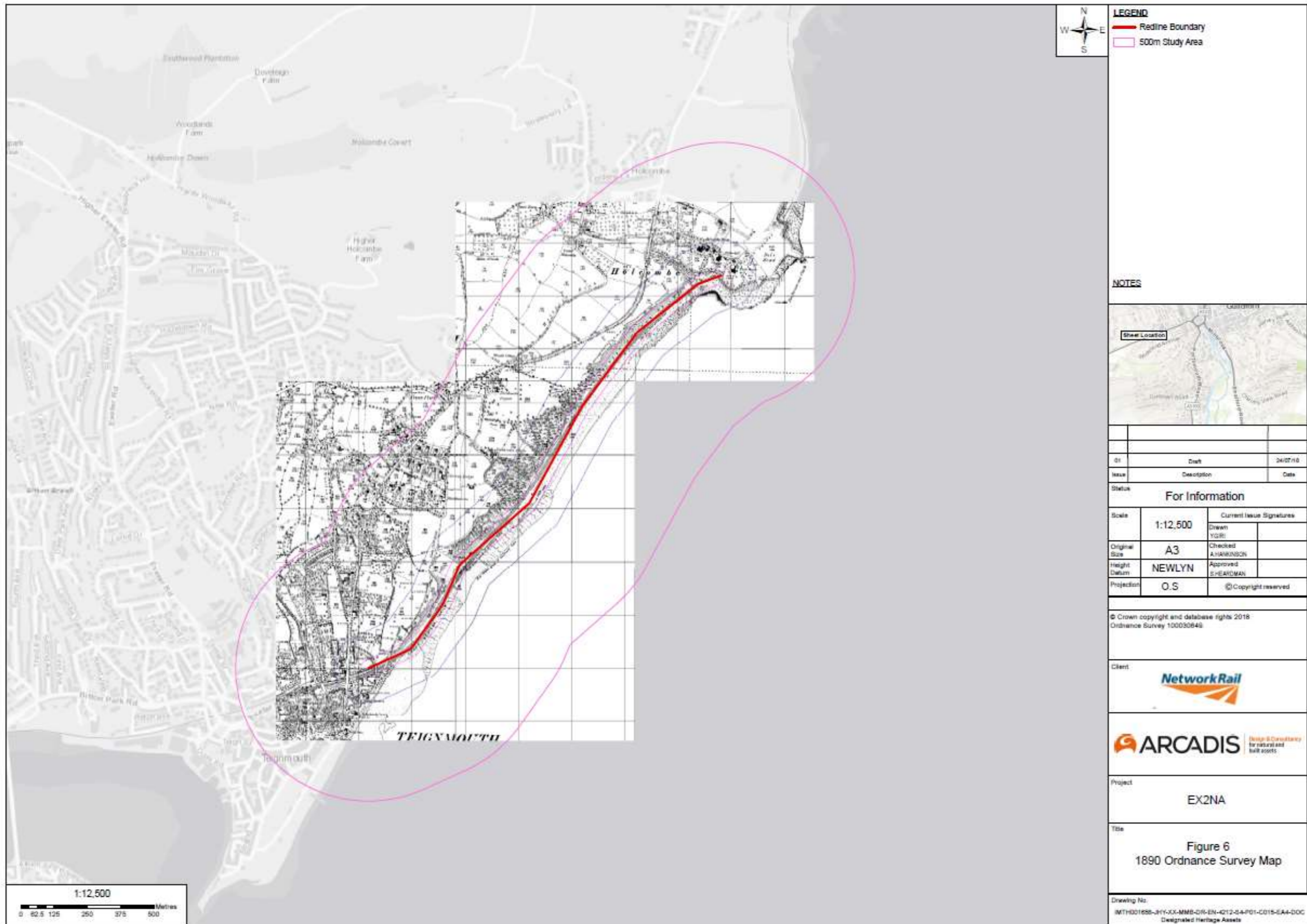
SX9473 DEN PROMENADE 25-1/5/139 (West side) Chest tomb approx. 7m north of Church of St Michael the Archangel
GV II

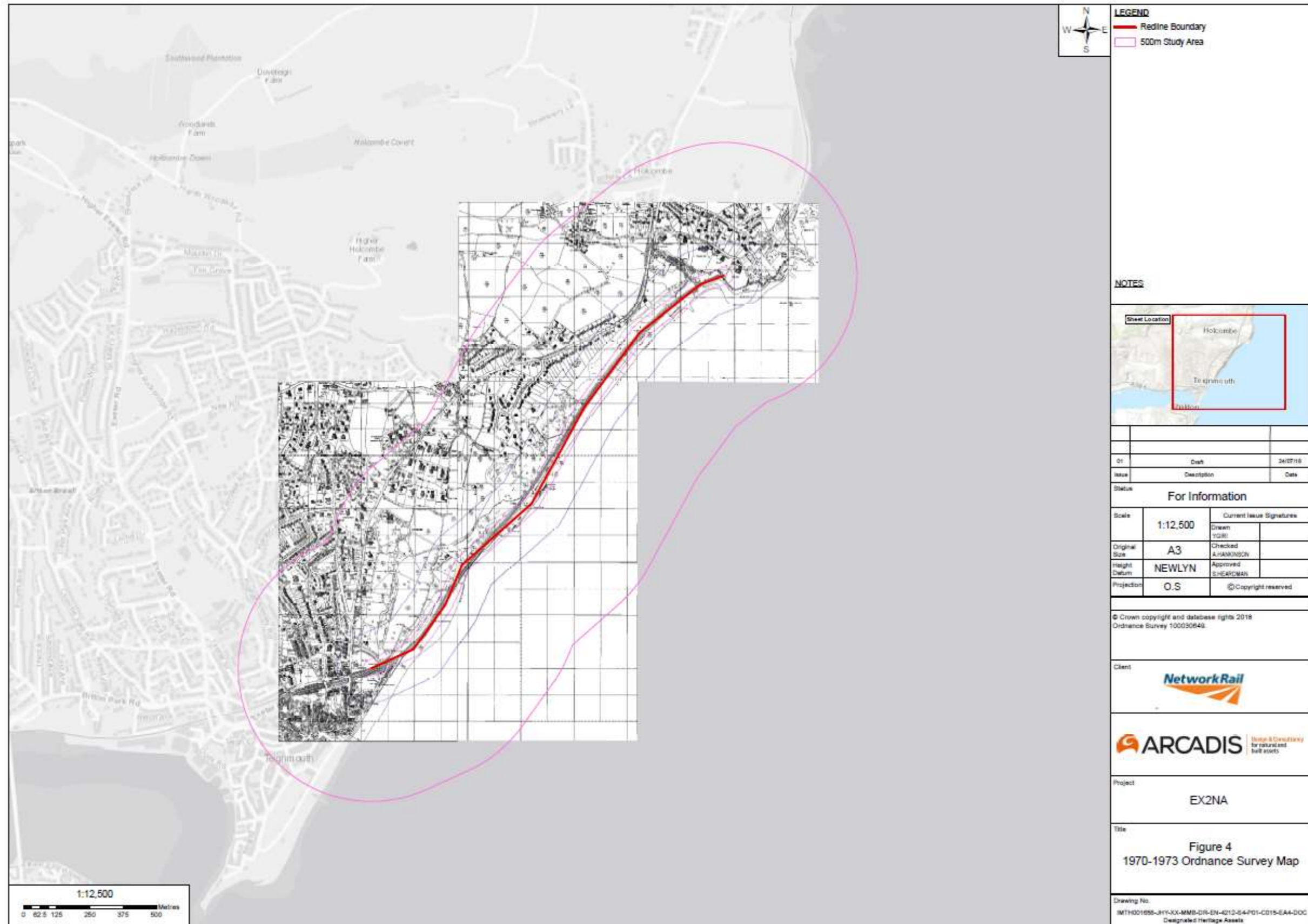
Chest tomb to Sir John Strachan Bart, d.1814, his wife Elizabeth d.1837 and Jane Elizabeth their daughter d.1817. Freestone. Hipped top, sides tapering to the moulded base, reeded pilasters to the corners, raised panels with concave corners to each 3 sides, that to the repaired east end is missing.

APPENDIX C

Historic Ordnance Survey Mapping







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