

TAVISTOCK CONSERVATION AREA CHARACTER APPRAISAL

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West Devon Borough Council
Tavistock Town Council

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1 INTRODUCTION

1.1 The Tavistock Conservation Area

Tavistock lies in West Devon between the Dartmoor National Park and the Tamar Valley Area of Outstanding Natural Beauty. The town lies predominantly to the north side of the River Tavy, one of the fastest flowing rivers in England, and to either side the land rises, providing attractive views across the historic town centre as well as longer views towards the rocky outcrops and moorland of Dartmoor. Tavistock forms part of the Cornwall and West Devon Mining Landscape World Heritage Site, inscribed by UNESCO in 2006, and covering ten separate sites stretching from St Just in Cornwall to Tavistock in West Devon.

Tavistock developed around the Benedictine Abbey of St Mary and St Rumon in AD 974 on the banks of the River Tavy. This site now lies beneath the modern town centre, although a few buildings or structures remain. In 1305 Tavistock became one of four Devon stannary towns, responsible for tin-assaying and tin-marketing. This, with the income from wool and cloth production, made Tavistock one of the wealthiest abbeys in the West Country.

After the Dissolution in the 1530s the abbey and its lands were granted to John Russell, an advisor to Henry VIII, and Tavistock subsequently developed under the patronage of successive Dukes of Bedford. Copper mining from the 1800s onwards in the surrounding area produced huge revenues for the Bedford Estate who used the funds to provide new roads and prestigious new buildings. These included a church, several schools, a Corn Market, a Town Hall, a Pannier Market, a Police Station and a Guildhall. These were centred on Bedford Square and Abbey Place, close to the old parish church of St Eustachius. Old abbey buildings were also utilised and converted for mainly civic uses. Model cottages were also built by the Bedford Estate to house local mine workers, providing sanitary and comfortable accommodation which must have contrasted with the grim slums that had previously existed.

Today, Tavistock retains a townscape of great interest due to the spacious streets, attractive town centre squares, and prestigious 19th century buildings, many of which were built out of the local grey-green Hurdwick stone. The standing abbey remains make a key contribution to the townscape and the layout of the present-day town centre has been strongly influenced by the plan form of the former abbey. Away from the centre, the medieval streets such as West Street, Market Street and Bannawell Street can also be enjoyed. Sadly, apart from some former foundry buildings, few industrial buildings or features remain, and incrementally the buildings which do remain are being converted into residential accommodation or demolished.

The Tavistock Conservation Area was designated on 16th May 1969 to include the town centre and various historic streets which radiate from it. Two separate areas of Bedford Cottages, at Fitzford and Westbridge, were also included. Following a detailed review in July 2008, a revised and extended conservation area boundary was designated on 9 March 2010 and this is shown on Map1 in Appendix 3. In part, the revisions reflected the more generous World Heritage Site boundary.

1.2 Summary of key characteristics

The key characteristics of the Tavistock Conservation Area are:

- The location in West Devon between the Dartmoor National Park and the Tamar Valley Area of Outstanding Natural Beauty
- The beautiful setting in the valley of the River Tavy, which flows through the conservation area
- The Meadows and adjoining Benson's Meadow, both of which provide attractive green spaces and many trees close to the centre of the town
- The association with the former Benedictine abbey which lies beneath the town centre, with some above-ground remains
- The industrial heritage of tin and copper mining, foundries, wool production and quarrying, with some buildings in the conservation area which relate to these
- The impact of the patronage of the Bedford Estate, which owned a high proportion of the buildings and land in the era between the Dissolution of Tavistock Abbey and 1911
- The high quality townscape, much of which is the result of 19th century town planning when the Bedford Estate provided new roads and a succession of new or converted buildings
- The 'set piece' of the Town Hall with its associated buildings, mostly built or converted by various Dukes of Bedford to give the town prestige and status
- The Bedford Cottages, mostly listed, which were built to provide improved housing for miners and other workers in the 19th century
- The use of Dartmoor granite and local Hurdwick stone for many of the buildings or pavements
- A busy shopping centre, popular with tourists and residents alike
- The role of Tavistock as the modern gateway to the World Heritage Site, with surviving features within the town and its surroundings relating to early industrial development.

1.3 The planning policy context

Legislation

Conservation areas are designated under the provisions of Section 69 of the *Planning (Listed Buildings and Conservation Areas) Act 1990*. A conservation area is defined as 'an area of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance'.

Section 71 of the Act requires local planning authorities to formulate and publish proposals for the preservation and enhancement of conservation areas. This can be achieved through a conservation area appraisal.

Section 72 also specifies that, in making a decision on an application for development within a conservation area, special attention must be paid to the desirability of preserving or enhancing the character or appearance of that area.

In addition, planning permission is required for the demolition of unlisted buildings in a conservation area and notice must be served on the Council before work to trees can be carried out.

Policy

The National Planning Policy Framework (2012) identifies three dimensions for sustainable development. These are social, economic and environmental, the latter specifically including the protection and enhancement of the natural, built and historic environment (paragraph 7). Local authorities are expected to set out positive strategies for the conservation of the historic environment in their local plans (paragraph 126).

In considering the designation of conservation areas, local authorities '*should ensure that an area justifies such status because of its special architectural or historic interest*' (paragraph 127).

In response to these statutory and policy requirements, this document seeks to:

- Define the special interest of the Tavistock Conservation Area
- Identify the issues which may threaten the special qualities of the conservation area

Guidelines to prevent harm and achieve enhancement are provided in the associated Conservation Management Plan. Together, the Appraisal and Management Plan are in conformity with English Heritage guidance as set out in *Understanding Place: Conservation Area Designation, Appraisal and Management* (2011).

1.4 Community involvement

The Character Appraisal and Management Plan were originally commissioned by West Devon Borough Council on behalf of a number of funding partners. In addition to the Borough Council, these were Tavistock Town Council, Devon County Council, the Cornish and West Devon Mining Landscape WHS, and the Tavistock and Villages Development Forum. Preparation of the documents was guided by an Officer Steering Group and the newly formed Tavistock Townscape Heritage Partnership (TTHP). The Partnership was set up to bring together the local authorities, local businesses, and community interests in the development of a bid to the Heritage Lottery Fund under their Townscape Heritage Initiative (THI).

Community involvement was initiated through a walkabout in Tavistock and a presentation from The Conservation Studio with representatives from various local organisations in July 2008. Further discussions with the Tavistock and District Local History Society took place in August 2008. Drafts were circulated to the TTHP and local authority staff, and were revised before the final documents were produced for public consultation.

Public consultation on the Borough Council's website commenced for six weeks from Saturday 25 October in parallel with a public exhibition and consultants' surgery at the Methodist Church Upper Hall. Representations were taken into account, final documents were prepared in February 2009 and, following approval by West Devon Borough Council, they were published in July 2009.

Following the success of the Town Council's THI bid, revisions to the Appraisal and Management Plan have been undertaken, again by The Conservation Studio, as part of the work to develop the THI.

A six-week public consultation on the revised appraisal was launched on 29 November 2013 to coincide with the town's Dickensian Evening. A staffed exhibition was provided at the Pannier Market on 29 and 30 November and a questionnaire was made available. After this, the exhibition moved to the public library. Meanwhile relevant documents were also provided on the websites of the Town and Borough Councils.

There were 26 formal responses to the consultation and these are recorded in a separate report. In addition, a number of informal comments have been made. Responses were generally in support of the appraisal.

1.5 Conservation area boundary review

Under the *Planning (Listed Buildings and Conservation Areas) Act 1990*, local authorities are required periodically to review their areas to assess whether new conservation areas should be designated or existing boundaries should be changed.

The original boundary of the Tavistock Conservation Area was assessed by The Conservation Studio in July 2008 when all the neighbouring streets, properties and landscape features were considered. Proposed changes included listed buildings, such as Deer Park Lodge, landscape features, such as The Meadows, and important unlisted buildings, such as the houses in Glanville Road.

The 2008 assessment also took advantage of the survey work undertaken for the inscription of the World Heritage Site (WHS). In places the resulting boundary follows or is very close to the WHS boundary but there are significant differences. This is because the criteria of *special* architectural or historic interest that merit conservation area status are not the same as the considerations used to determine the WHS.

The World Heritage Site boundary, drawn up by Cornwall County Council in collaboration with West Devon Borough Council, approximately encompasses the built up area as indicated on the 1905 Ordnance Survey map, but also includes open spaces on the edges of Tavistock. This explains why, for instance, the whole of modern-day Courtenay Road was included in the WHS although in 1905 only part of the road had been developed.

The 2008 assessment recommended ten additions to the conservation area boundary. These were, from the north east anti-clockwise:

1. Kelly College
2. Housing in College Avenue and Parkwood Road
3. Houses in Parkwood Road, Old Exeter Road and Lawsons in Parkwood Road
4. Properties in Trelawny Road and Russell Court
5. Properties in Glanville Road and Courtenay Road
6. Tavistock Hospital, the adjoining almshouses, the original workhouse and properties in Spring Hill
7. The Meadows, the River Tavy, and Benson's Meadow
8. The Plymouth Road Cemetery
9. St John's House, Deer Park Lodge, and the former quarry
10. The field and mature trees to the north of Mount Tavy Road

The amendments, which are shown on Map 1 in Appendix 3, were all designated by the Borough Council on 9 March 2010.

A further boundary review has been undertaken as part of the 2013 revisions. This confirmed the appropriateness of the existing designation and no boundary changes were proposed. This view was supported by the public consultation, although a suggestion that Whitchurch should be included was declined on the grounds that the special interest of Whitchurch is already recognised by its designation as a conservation area.

2 LOCATION AND LANDSCAPE SETTING

2.1 Location and activities

Tavistock is located in West Devon in a rural setting between Dartmoor to the east and the valley of the River Lumburn to the west. The former market town is about half way between Okehampton, to the north-east, and Plymouth, to the south, both being approximately 16 miles away. Road connections are constrained by the winding valleys which lead into and out of the town, and by the great mass of Dartmoor to the east.

(See Appendix 3: Map 2 Location of Tavistock)

The population of Tavistock is currently approximately 12,000, representing about 22% of the total population of West Devon. Until the early 20th century agriculture and industry (mining, textiles and foundries) were the principal occupations but now most of the residents work either locally or in Plymouth.

The town provides a range of facilities including both private and state schools, churches, medical centres, a modern Leisure Centre, and a variety of hotels, restaurants, public houses, and other tourism-related businesses. In the town centre, a civic hub formed by the Town Hall, Tavistock Museum and the former Magistrates' Court and Police Station, sits next to the very popular Pannier Market.

Shops, particularly in West Street, Duke Street and Brook Street, provide a range of specialist services. With the Pannier Market, these shops draw in residents and visitors from a very wide catchment area, including Plymouth. There is one supermarket in the town at Brook Street, which has an adjoining multi-storey car park. Otherwise there is a larger superstore at the edge of Tavistock on Plymouth Road. A small Co-op store also provides some central facilities in Market Street. A large surface car park is located just off Plymouth Road serving both the town centre and the adjoining Swimming Pool and Arts Centre.

Employment is provided locally by the local authorities, the schools, the shops and commercial premises in the town centre, and by various industrial estates located outside the central area. Additionally many residents commute to Plymouth for work although, since the closure of the railway, this has to be undertaken by road. The attractive environment, the provision of a wide range of housing, and the proximity of high quality educational establishments all help to make Tavistock a desirable location in which to live.

2.2 Relationship of the conservation area to its surroundings

Tavistock straddles the course of the River Tavy, which eventually flows into the River Tamar to the north of Plymouth. It is therefore located in a river valley which leads attractively down from Dartmoor. Steep slopes immediately to the north of the town centre and to the south of Vigo Bridge have constrained development.

Whilst the historic core of the town remains relatively unaltered, around this core are large areas of 20th century housing, mainly to the north-west and south of the town where the topography allows it. Any further development to the east has been constrained by the close proximity of the Dartmoor National Park. The conservation area is therefore largely in an urban setting with 'fingers' of landscape reaching in towards the town centre. A swath of water, trees and green landscape links through the town along the line of the river, reinforced by the green spaces associated with the Meadows and Benson's Meadow. The rising land to the north and south-east also provide areas of mature trees which define views across the conservation area.

2.3 Topography and geology

The town is located some 300 ft above sea level and is centred on the flattish site of the former abbey next to the River Tavy, although some of the modern-day street levels are entirely of 19th century creation. The Tavy is a wide, fast flowing river and is a dramatic feature with its weirs, rocks and pools. Mature trees line much of its course. However, the topography changes rapidly in several directions, most noticeably to the north, along Kilworthy Road, and to the south-east, along Green Hill. Overall the exits from the town centre tend to be up hills apart from where the routes follow the river, particularly along the A386 to the north-east which rises gently along the river valley towards Mary Tavy and Peter Tavy. It is these changes in level between Dartmoor, the source of the River Tavy, and the land below Tavistock, which give the river such impetus.

Tavistock lies on deposits of metamorphic rock, which provide a mix of stratified sandstone, limestone and volcanic rocks. In places on the town's outskirts, these have been quarried to provide a rough brown rubble stone, used for boundaries and for buildings where they tend to be lime-rendered to protect the relatively soft stone. One of the volcanic stones called Hurdwick stone was quarried in two places close to Tavistock and many of the 19th century buildings, particularly the prestigious Town Hall and former Guildhall, are built of this grey-green toned material. Unfortunately the stone does not always weather well and tends to break down over a period of time.

To the east, Dartmoor sits on a granite intrusion which provides the distinctive grey stone, characterised by hard interlocking crystals that are clearly visible. These crystals are principally quartz, consisting of grey translucent grains, feldspar (white grains, sometimes stained yellow or pink) and biotite (glistening brown flakes). Dartmoor granite is used throughout the Tavistock Conservation Area as a durable building stone and for paving.

Deposits of clay along the river valley were used in the 19th century to make bricks for the Bedford Estate but their relatively high cost meant that the Estate returned to using rubble stone from local quarries.

2.4 Dartmoor and the landscape setting

Tavistock lies in undulating countryside, along the valley of the River Tavy. The surrounding countryside is characterised by steeply sloping wooded valleys which contain the River Tavy and various smaller tributaries. The Tavy valley varies in its width and sometimes provides sufficient flat space for development (as in Tavistock) or for agriculture. Above the valley sides, the land is flat enough to allow farming. To the east is the commanding presence of Dartmoor, a National Park, and to the west, the land rises and then falls again towards the valley of the River Tamar, an Area of Outstanding Natural Beauty (AONB). Both of these areas are notable for their outstanding landscape quality. Some of this landscape is scarred by years of industrial activity, including quarries, mines, and waste tips, although thick woodland in places conceals these features. The Tavistock Canal, an important feature relating to the industrial activity which took place in the area in the 19th century, connects Tavistock to the quay on the River Tamar and is designated as part of the WHS for its entire length.

Historically, the countryside around Tavistock was owned for centuries by Tavistock Abbey and, during the Middle Ages, appears to have been farmed in largely unenclosed strips. However, from the 14th century onwards, a gradual enclosure of the arable fields seems to have taken place. These can still be seen around the former abbot's demesne farm at Hurdwick Barton immediately to the north of Tavistock. These large, regular fields with their slightly curving boundaries are typical of the area to the north and west of Tavistock, contrasting with the open moorland of Dartmoor (to the east) and the steeply incised river valleys of the Tavy and Walkham (to the south)

To the east of Tavistock, the boundary of the Dartmoor National Park, designated in 1951 and administered since 1974 by the Dartmoor National Park Authority, runs very close to the town, in places touching the developed outskirts. The land rises along a line roughly following the boundary, providing a dramatic backdrop to the built-up area which is visible in long north easterly views from West Street and other locations within Tavistock.

To the north east, the A386 main road from Tavistock runs parallel to the River Tavy, past the playing fields associated with the two large private schools (Kelly College and Mount House School). The valley continues in the north easterly direction towards the heart of Dartmoor, but the road then turns slightly northwards and passes through the village of Mary Tavy. Beyond the village, the road rises steeply until reaching a flattish plateau which continues until Lydford. Other views, beyond the wooded valley of the river Lyd, can be seen on the western side. This open moorland retains fragments of the mining heritage of the area, such as the prominent but ruined engine house of Wheal Betsy, as well as remains of prehistoric settlements. The A386 therefore provides a variety of landscapes as it drops down from Dartmoor into Tavistock, the bare moorland contrasting with the lush, heavily wooded river valley closer to the town.

To the north of Tavistock a narrow 'green' lane leads to Kilworthy, site of a major quarry next to the River Wallabrook, which flows into the Tavy to the north of Kelly College. The landscape has an open quality and is softly undulating before it drops steeply into the valley of the Tamar to the east. There are further disused quarries at Wilminstone, Kilworthy, north of Lamerton, and around Mill Hill.

To the west of the town the upper valley of the River Lumburn is crossed by the B3362 to Launceston, which provides an important route into Cornwall. Further south, another link is provided by the A390 which crosses the River Tamar at Gunnislake. The landscape is still open and gently undulating, but it changes dramatically as it drops steeply to the River Tamar. The valley, which is notable for its wildlife and woodlands, is an Area of Outstanding Natural Beauty (AONB).

South of Tavistock the valley bottom widens out to create Crowndale Meadows, a series of large flat fields on the west bank of the Tavy. The Tavistock Canal is another feature, leaving Tavistock at Fitzford Cottages, where a bridge provides long westerly views out of the town and along the canal towards open countryside. The canal eventually disappears into a tunnel below Morwell Down, terminating above Morwellham Quay at the top of an inclined plain. The quayside area and many of the 19th century industrial buildings have been carefully conserved and visitor interpretation provided as part of the World Heritage Site. The Tamar valley at this point is lined with woodland and the remains of mines, shafts, and quarries.

Finally, leaving Tavistock in a south easterly direction, the A386 is the main road to Plymouth via Horrabridge and Yelverton, passing picturesquely over the River Walkham and up onto Roborough Down, all of which are within the Dartmoor National Park. This is an area of well wooded incised river valleys separated by higher land which is more open in aspect and is again littered with industrial features – former quarries, mine shafts, pits, and a dismantled railway.

2.5 The World Heritage Site

Tavistock forms one of ten separate sites stretching from St Just near the tip of Cornwall to Tavistock in West Devon. Together, they comprise the Cornwall and West Devon Mining Landscape World Heritage Site, inscribed by UNESCO in 2006. During the period 1700-1914 these sites were transformed by an industrial economy based largely on hard rock mining which produced the highly distinctive landscapes that can still be recognised today. The initial World Heritage Site Management Plan has been revised for the period 2013-2018 to put forward policies for protection, conservation, enhancement and presentation.

The boundary of the Tavistock part of the World Heritage Site (WHS) is shown on *Map 1 Conservation Area Boundary Review* at Appendix 3. Gateway signage has been installed at seven entry points to announce the existence of the WHS.

Tavistock lies outside the main groups of World Heritage Sites which are centred around St Just; to the north of Penzance; to the north west of Truro (Camborne, Pool and Redruth); and along the Tamar Valley. The Tamar Valley, to the west of Tavistock, played a major part in the revolution in hard-rock mining technology that developed here and in Cornwall. The valley and surrounding upland area retain features relating to the mining of tin, copper, silver-lead and arsenic, ore processing and smelting. It includes the unparalleled group of Tamar industrial mineral river quays (e.g. Morwellham), a mine railway (Devon Great Consols), a mineral railway (East Cornwall Mineral Railway), a mineral canal (The Tavistock Canal, including the tunnelled section) and an ancillary industries canal (Tamar Manure Navigation). They include innovative, and nationally rare, inclined planes (a feature of the Valley) tracks and mine roads.

The features which make Tavistock important as part of the WHS include:

- The town was largely redeveloped in the 19th century because of the income from the surrounding industrial activities
- The survival of buildings and features within the town which relate to this industrial activity (such as the foundries, railways, and mill leats)
- There were also mines (the Crowndale Mine particularly) and other underground workings in the southern suburbs of Tavistock

The Tamar Valley Mining Heritage Project (TVMHP) is jointly managed by the Borough Council and the Tamar Valley AONB Service (TVS) under the umbrella of the Tamar AONB Partnership. Projects include additional improvements at Morwellham Quay and making accessible the mine sites across the area that have little or no official access via new trails, making sites and buildings safe, and interpreting the remains.

Tavistock town is the most extensively remodelled metal mining town in Britain. The development of Devon Great Consols and its neighbours brought enormous profits to the Dukes of Bedford who owned the land on which they were sited. The Bedford Estate used this money to finance the development and redesign of Tavistock to create the spacious, attractive town centre which can be seen today.

Information about the industrial development of Tavistock is already provided by displays at Tavistock Museum, situated in Court Gate in the town centre, and by a series of publications by the Tavistock and District Local History Society, also available in the museum, the Tavistock Subscription Library and the Public Library. A Tourist Information Centre (TIC), located in the Town Hall, additionally provides information about Tavistock and the various attractions in the vicinity. However, there is no specialised visitor orientation facility in Tavistock for mining heritage and the WHS, although this is planned as part of the TVMHP.

2.6 Biodiversity

The River Tavy, its various tributaries, the canal, the large areas of woodland both in and around Tavistock, and private gardens, all provide a variety of habitats for wildlife and plants. Tavistock retains large numbers of trees, particularly in the Meadows, which provide food and cover for wild birds. The close proximity of the Dartmoor National Park, managed in a sustainable and ecologically sensitive way by the National Park Authority, provides further opportunities for wildlife. West Devon Borough Council subscribes to the Devon Biodiversity Action Plan produced jointly by local authorities in Devon in 1998 (revised 2005), which identifies habitats, species and geological features of particular conservation concern and sets out specific targets to enable the biodiversity of Devon to be measured and in turn protected and enhanced. Under Policy SP19 of its Core Strategy (2011), the Council is committed to taking ecological concerns into account when determining planning applications, including the use of planning obligations.

3 HISTORICAL DEVELOPMENT AND ARCHAEOLOGY

3.1 Historical development

Tavistock developed around the Benedictine Abbey of St Mary and St Rumon, founded in AD 974. The Abbey may have been built on a pre-existing Christian site, perhaps explaining the dedication to a 'celtic' saint. One of the inscribed stones now in the Vicarage garden was found in West Street and is an early Christian memorial stone. A town grew up around the Abbey and medieval wealth was based on tin mining and the manufacture of woollen cloth. Its more modern appearance is due to the impact of its industrial development from the 18th century onwards and the successive waves of building by the Bedford Estate in the 19th century which resulted in the town centre being substantially remodelled. A detailed description of its historical development is included at Appendix 1 *The historical development of Tavistock*, but for convenience, a short summary of the principal events in the town's history is provided below.

Key facts and dates in the history of the abbey and town are as follows:

- The name 'Tavistock' derives from Tavy, the river, and 'stoc', indicating a settlement
- Tavistock's abbey was founded AD 974 at the instigation of King Edgar (959-75) as part of his establishment of a network of Benedictine abbeys throughout the country: the main benefactor, and the man acknowledged as the founder, was Ordulf, King Edgar's brother-in-law, who granted the manor of Tavistock to the abbey
- AD 981: the initial abbey buildings are completed; foundation charter granted by King Ethelred (979-1016)
- AD 997: abbey destroyed by Danes
- 1086: the rebuilt abbey is cited in Domesday Survey; probably already the richest religious house in Devon; the abbey provides the impetus for the development of the town, which grew around it
- 1105: Henry I grants the abbey the right to hold a weekly market
- 1116: Henry I grants the right to an annual three-day Goose Fair
- Pre-1185: 300 acres centred on the abbey are separated from the manor to form a new borough
- Early 1200s – a parish church was built on present site
- 1295: the borough achieves parliamentary status
- Prosperity is due to wool production and tin mining; in 1305 Tavistock becomes one of the four Devon stannary towns, responsible for tin-assaying and tin-marketing
- 1318: rebuilding of St. Eustachius Church in close proximity to the abbey
- By the early 16th century, the abbey had become the wealthiest in the south west
- 1539: the abbey is formally dissolved and its property granted to John Russell, a close advisor of Henry VIII and Edward VI; Russell is elevated to the title of first Earl of Bedford in 1551; until the 20th century, the town thereafter is largely owned and controlled by the Russells, whose family seat is Woburn Abbey, Bedfordshire
- 1540: an Act is passed for the rebuilding of decayed houses at Tavistock; many former abbey properties dismantled to provide building materials

- 1670: the ruins of the abbey church demolished and a school house built on the approximate site of the west tower
- 1725: Jacob Saunders, merchant, builds Abbey House (now part of the Bedford Hotel) incorporating earlier buildings; other buildings are later cleared or converted as part of the laying out of Bedford Square, Bedford Place and Abbey Place
- 1763: building of Abbey Bridge over the River Tavy
- 1773: building of Vigo Bridge
- 1791: Tavistock Bank established by John and William Gill in Market Street
- 1796: the discovery of copper at Mary Tavy heralds beginning of the copper boom
- During the 19th century the town develops under the patronage of the 6th and 7th Dukes of Bedford, who remodel the street layout (whilst retaining some abbey buildings and parts of the abbey layout) and create the Pannier Market and Bedford Square. The provision of new buildings includes schools, municipal buildings, and large areas of workers' housing
- 1803-17: canal constructed to link Tavistock with the port and mines at Morwellham, and a canal feeder was cut through the former abbey precinct
- 1800 onwards – several foundries established to provide brass and cast iron machinery, including steam engines, to local mines
- 1820s – first workhouse built to the north of Ford Street
- c1835: Tavistock workhouse, now converted into flats as Russell Court, is built
- 1844: the discovery of copper at Blanchdown Wood leads to the opening of Great Devon Consols, the richest copper working in Europe
- 1859: the first railway station opens
- 1862 Pannier Market opened, followed by Town Hall in 1863
- 1865: the church of St. Mary Magdalene is built to serve the western end of the town
- 1870s: the copper industry collapses, and the town falls into decline
- 1877: Kelly College opened
- 1890: opening of Tavistock North railway station, served by the newly built viaduct and Drake Road
- 1911: Duke of Bedford sells most of his land and properties in Tavistock, some to the Town Council
- Both railway stations closed in the 1960s
- During the 20th century Tavistock relies on its markets and local businesses to provide employment and prosperity, and to serve the rural hinterland
- The location close to Dartmoor has meant that Tavistock has also developed as an important centre for tourism

3.2 Archaeology

There are three scheduled monuments in the Tavistock Conservation Area:

- The site of the former Benedictine Abbey of St Mary and St Rumon, in the town centre
- Three inscribed stones in the Vicarage garden, also in the town centre
- The Trendle, a late Iron Age settlement to the north east of Kelly College

The extent of these scheduled monuments is noted on Map 7: *Designations Map* and Map 8: *Town Centre Designations Map*.

i. Abbey of St Mary and St Rumon

The abbey site lies below what is now St Eustachius Churchyard, Bedford Square, Abbey Place and the surrounding buildings. The whole site was extensively remodelled by the Dukes of Bedford from the 1820s onwards, when they paid for the restoration and conversion of Court Gate, the construction of the Police Station (which retains earlier fabric), the Guildhall, and later, the building of the Town Hall and Pannier Market.

Of the medieval buildings, the only remaining structures of any substance are:

- Court Gate (the medieval entrance to the private court of the abbey)
- Abbey Chapel (the former Abbot's House)
- Betsy Grimbal's Tower (the western gatehouse to the cloisters)
- The South Precinct wall facing the river
- The Still House

The West Precinct wall also remains in part, although is not specifically scheduled or indeed listed. Court Gate is roofed and in use, having been converted into a library in 1829. It now houses the Tavistock Museum on the first floor. Abbey Chapel is now used as a Christian Brethren Chapel. In addition, a small section of the ruined abbey cloisters can be seen in St Eustachius churchyard.

The results of several interventions over the last century suggest that substantial remains of the abbey survive below ground. In recognition of this fact, English Heritage revised the scheduled monument designation (on 28 September 2001) to cover '*the standing, ruined and buried remains that together encompass the greater part of Tavistock Abbey*' (now Monument no: 29679). What is known of the abbey's location and layout is derived from the following interventions and publications:

1914 and 1920: Excavations revealed the south and north walls of the western end of the abbey church and in situ floor tiles from the nave (Radford, G H 1929. *Tavistock Abbey*, Trans Exeter Diocesan Architectural and Archaeological Soc, 4 (ii), 3rd ser, 55-86);

1929: C A Raleigh Radford produced a reconstructed plan of the abbey which formed the basis of the figures published in Finberg H P R (1951) *Tavistock Abbey: a study in the social and economic history of Devon*. From excavations and from William of Worcester's paced out measurements of the abbey church, this is estimated to be some 67 yards in length and 11 yards deep, possibly extended to the east prior to the Dissolution, with a claustral garden perhaps 25 yards by 25 yards to the south.

1997: Exeter Archaeology conducted a watching brief during the construction of a sewer pipe from Abbey Place to Market Street. This revealed the well-preserved remains of the north and south walls at the eastern end of the abbey church, with internal cross walls and three high-status monastic burials, placed in a privileged position close to the high altar. These structures survived to within 18 inches of the surface and demonstrated the high potential for the preservation of remains elsewhere in the square (Stead P M, *Tavistock Sewer Overflow Scheme*, Exeter Archaeology Summary Report; Stead P M,

Archaeological Investigations at Tavistock Abbey 1997–1999, Devon Archaeology Society 57).

1998: Stuart Blaylock, of Exeter Archaeology, undertook a comprehensive survey of the standing fabric of the abbey (Blaylock, S R (1998) *Tavistock Abbey, Devon: assessment and recording of the standing fabric*. Exeter Archaeology Report No 98.75). The aim of the survey was to record ‘what is known about the plan of the abbey and its environs, distinguishing visible fabric, excavated evidence and conjectured elements’.

Blaylock listed and described all the above ground structures that are ancient in origin, or that incorporate fragments of ancient fabric, as follows:

- Court Gate (the main Abbey Gatehouse, also called Higher Gate, Town Gate): listed grade I
- The range of buildings on the eastern side of the abbey’s Great Court, including the Police Station and the Magistrate’s Court (or Guildhall) of 1848, incorporating the 17th century Trowte’s House: listed grade II* (upgraded from grade II on 23 January 2008)
- The South Precinct Wall, running along the north bank of the River Tavy, largely medieval, though rebuilt in places: Three feet thick, with string course and crenellated parapet fronting a wall walk three yards above ground: Scheduled monument
- The Still House (also called the Still Tower) about six yards high by five yards square with late 19th century features dating from its conversion to a gazebo: listed grade II and a scheduled monument
- The West Precinct wall: not listed or specifically scheduled at present
- The boundary wall of the Vicarage Garden to the south-west of the Still House: listed Grade II
- The West Gate (usually called Betsy Grimbal’s Tower); five structural phases from the late 12th century to the 16th: listed grade I and a scheduled monument
- The West Devon Club, Abbey Place: listed grade II
- Ancient masonry in the basement of the Post Office, Abbey Place: listed Grade II
- Abbey Chapel (the former infirmary hall): a large medieval open hall used as a non-conformist chapel since the 17th century, entered from the north by a two-storied porch tower, added in the late 15th or early 16th century, perhaps as part of the conversion of the infirmary to a self-contained Abbot’s Hall and Lodging, set apart from the other claustral buildings, when Tavistock became a mitred abbey in 1485: listed grade II due to the degree of alteration, however the porch is listed grade I and is also a scheduled monument
- The Bedford Hotel complex: listed Grade II
- The fragment of the cloister and the abbey church in the existing churchyard to the south of St Eustachius Church: listed Grade I

There are four key illustrations in Blaylock’s report:

- Fig 1 shows the extent of listing and scheduling in this area
- Fig 2 shows the location of surviving ancient fabric, 1885 (see below)
- Fig 3 shows the possible extent of the main ranges of the abbey, 1885 (see below right)
- Fig 4 is an assessment of where archaeological deposits might survive, including the locations of previous excavations, known truncations and basements and recent deposition of material (e.g. the increase in ground level of five feet that

resulted from the construction of Plymouth Road c1820; the canal leat construction of 1805 that resulted in soil being deposited to a depth of four feet to the rear of the Post Office).

1999: Recording was undertaken in March to June 1999, during groundwork associated with the pedestrianisation of the east side of Bedford Square (Stead, P M (1999) *Tavistock Town Centre Enhancement Scheme: archaeological recording*, Exeter Archaeology Report No. 99.66). This revealed wall foundations and a well-worn tiled floor associated with the eastern end of the abbey church, probably overlying older wall foundations and representing the remodelling of the eastern end in the 14th and 15th centuries. The survival of an in situ floor 18 inches below modern street level again provides further evidence of the high potential for the preservation of remains elsewhere in the square.

2001: Stuart Blaylock, of Exeter Archaeology, undertook a further survey of the standing fabric, using digital surveying equipment 'to help resolve uncertainties relating to the placing, orientation and inter-relationship of individual elements in the plan' (Blaylock, S R (2001) *Tavistock Abbey, Devon: further recording of the standing fabric*, Exeter Archaeology Report No. 01.82). Blaylock concluded that it cannot be assumed that the abbey was laid out in any consistent alignment. In particular, he highlights the discrepancies between the orientations of excavated wall footings and the standing fabric of the cloister, and he observes that too little evidence has yet been recorded to enable a definitive abbey plan to be constructed.

2005: The Keystone Consultancy was commissioned by English Heritage to carry out a survey of the Police Station and the Magistrate's Court (Guildhall) prior to the relocation of the Police Station and possible reuse of the buildings by local groups and organisations as a Heritage Centre, introducing visitors to the heritage of the town and World Heritage Site. As a result of the report, the complex was upgraded from grade II to grade II* to reflect the significance of the complex as part of the rare survival of a monastic outer court building, and as one of the earliest combined police station, fire station and courtrooms to be built in England, with its 1840s fittings largely intact (Keystone Historic Building Consultants (2005) *An assessment of Tavistock Police Station and Guildhall*, 2005).

2007: Test-pit evaluation carried out by Wessex Archaeology (*Proposed function room and lift installation, Bedford Hotel, Tavistock, Devon*, report ref 67050.03: November 2007) established that there were no archaeological remains to the depth of two feet below present ground level to the rear of the hotel, and interpreted the material that they found as being overburden associated with demolition and levelling activity that took place during the post-medieval and early-modern period.

2008: Exeter Archaeology investigated the proposed new site of the town's War Memorial in St Eustachius Churchyard and found no in situ archaeology up to the depth of the proposed foundations (source: Bill Horner, Deputy County Archaeologist for Devon).

ii. Inscribed stones in the garden to the Vicarage, Plymouth Road

These three stones date to between the late 4th and the early 7th century A D. The inscriptions are in Latin and in one case Ogham, a script of Irish origins dating to the 4th

century. One was found in 1804 in Buckland Monachorum village and brought to the Vicarage garden in 1831. The second was found in West Street, Tavistock, and eventually moved to the garden. The third was found on Roborough Down, from where it was removed in 1868. As the stones currently lie within a private garden, they are not available for public viewing (ref: SAMdv100).

iii. The Trendle, Tavistock

The Trendle is a ditched and banked enclosure in the grounds of Kelly College about one mile north east of Tavistock, and cut through by the London and South Western Railway line in 1889. Excavations were carried out by the Archaeological Society of Kelly College in 1967, when a section was cut through the rampart and ditch on the north eastern side, and again in 1969, on the south-eastern side. The excavators concluded that this was a late Iron Age enclosure akin to that at St Mawgan in Pyder (Clare T (1969) *Excavations at the Trendle, Tavistock: SX 4908 7530*, an unpublished excavation report photocopied from a report belonging to Plymouth Museum but in possession of DCRA 3/1981, Devon's Historic Environment Record, located in County Hall, Exeter)

3.3 Industrial archaeology

Introduction

Tavistock's industrial history dates from at least the 12th century. In 1201 King John confirmed the rights of tanners in Devon to dig for tin and to take fuel for smelting in return for a tax on tin ingots. King Edward I's Stannary Charter of 1305 then established Tavistock, Ashburton and Chagford as Devon's stannary towns (Plympton became the fourth in 1328), where tin ingots were brought twice a year, at Midsummer and Michaelmas, to be tested for weight and purity and taxed prior to being auctioned. Merchants came to Tavistock to buy tin for export all over Europe during the town's heyday as a stannary town: by the 16th century, the Tavistock stannary produced half of Devon's tin and by 1640 this had grown to 80 per cent. At the time of the Dissolution of the monasteries in 1539, a great tin mining boom was taking place in Tavistock which lasted from 1450 to 1600, which may explain John Russell's keenness to take over the former abbey lands and buildings.

The Tamar Valley, to the west of Tavistock, was a major part of the revolution in hard-rock mining technology that developed here and in Cornwall from 1700. Copper mining began at Wheal Friendship (Mary Tavy) in the 1790s, and by 1850, there were 80 mines in the area producing copper. The Devon Great Consols mine, located some five miles to the west of Tavistock, and now largely covered by a conifer plantation, was the most productive copper mine in the world in the 1860s and 1870s. Scores of miners, men and women, walked daily from Tavistock to work there at its heyday when it employed over 1,200 people.

When the copper operation became less profitable in the 1870s, in the face of dwindling reserves and competition from America and Australia, the same mine continued to produce half the world's supply of arsenic, for use in insecticide and herbicide, which helped to keep this and some of the region's other mines operating for a further two decades. However, the Devon Great Consols mine finally closed in 1901, and the overall decline in mining employment led to mass migration from the former mining

districts of West Devon to the mining regions of the New World and other parts of the United Kingdom.

The legacy of that era within the urban core of Tavistock includes a canal built from the centre of Tavistock to the port of Morwellham on the Tamar, constructed between 1803 and 1817. It was primarily for mineral traffic, particularly copper ore, but it also transported limestone, culm, manure and timber.

The town's industrial archaeology also includes the two now redundant quarries on the north eastern outskirts of the town that provided the grey-green Hurdwick stone from which the town's 19th century civic buildings and Kelly College were constructed. Other features include the former trackways and buildings of the town's two railways: the Great Western Railway (1859), whose route survives at the south-western edge of the Tavistock Conservation Area, close to Dolvin Road, and the London and South Western Railway (1890), which has left an impressive legacy in the form of the eight-arched viaduct that sails above Bannawell Street on the northern side of the town. The former station also remains and is now a private house. Substantial lengths of the original trackway for both lines remain in and around Tavistock.

(See Appendix 3 – Map 3: *Industrial remains in Tavistock*)

Mining activity

The story of mining in Tavistock is one that largely belongs to the wider landscape beyond the urban core of the town, and much work has been done as part of the World Heritage Site Management Plan to pinpoint areas of mining activity in the valleys of the Tamar and Tavy in West Devon.

Within Tavistock itself, there is now little sign of mining activity, though evidence of early mining can be found unexpectedly, as not all mine workings were recorded. At No. 11 Ford Street, Tavistock, the site was recorded prior to housing development because it was known to have been the site of the Tavistock Gasworks (1831–1905). However, it was subsequently found to have unrecorded shallow mine workings related to the small mid-19th century mine called Wheal Pixon beneath the gas works' foundation structures (Geotechnical Report by Frederick Sherrell).

Another site on the eastern outskirts of Tavistock was recorded prior to development by Redrow as a housing estate and was found to be the site of a workings associated with the Old and New Anderton mine (located to the south and east of the site) and the Chollacott Consols mine (north side). Documented mining activity for both mines dates from the 1850s and 1860s (Buck, C (2005) *Bishopsmead, Tavistock, Devon*, Cornwall County Council Historic Environment Service report no. 2005R095).

More well-known is the existence of the former Crelake mine, which was located on a site to the south of Pixon Lane in what is now a modern trading estate. It mined for copper and for small amounts of lead, the workings stretching below what is now Tavistock College. Some late 19th century buildings remain which may relate to former industrial uses.

It is possible that there are further mining remains within the town which have not yet been exposed or recorded. Further detailed research in various archives is required.

Iron foundries

Three iron and brass foundries were established within the town in the 19th century: the Tavistock Iron Works, the Bedford Iron Works and the Tavy Iron Works.

The Tavistock Iron Works was formed by the Lower and the Upper Foundry. The Lower Foundry dates from c1800, and is located in Parkwood Road on the eastern edge of town in an area that had long been associated with industry in the form of tanneries and woollen mills. Around 1804, this foundry expanded northwards to create the larger Upper Foundry with an extensive workshop, powered by a new leat taken upstream of the older Millbrook, the 12th century leat cut to feed the town's corn mill, which led to the back of the works. In 1805 the foundry advertised ore-crushing machinery for use in local mines and in 1810 the foundry began making iron-hulled barges for the Tavistock Canal (30ft long, 5 ft wide, capable of carrying 8 tons). Other products of the foundry included agricultural implements, railings, gates, lamps, axles, screws and ship's anchors. Remains of the Lower Foundry have been archaeologically recorded next to Vigo Bridge on the Dockerell Yachts site (ref: Exeter Archaeology, 1997 and 2000).

The surviving Upper Foundry buildings are listed grade II and they have been converted into residential use. Thorough excavation and recording was carried out by Wessex Archaeology prior to the redevelopment of the site and the results are contained in four reports:

- *Mount Foundry, Tavistock, Devon* Wessex Archaeology Report 63990.01 (2006)
- *Mount Foundry, Tavistock, Devon: building recording* Wessex Archaeology Report 63990.02 (2006)
- *Site of the former Mount Foundry and Tavistock Foundry, Tavistock Devon* Wessex Archaeology Report 63995.01 (2007)
- *Mount Foundry, Tavistock: an early 19th-century iron and brass foundry in West Devon* Wessex Archaeology report 63996.01(2008)

The Bedford Iron Works of 1841 were located on the banks of the Fishlake (which now runs beneath the ground) along Lakeside. It supplied pumping machinery to local mines and for export. Closed in 1866, the premises were later used for coach building, and the one surviving building is now in commercial use.

Buildings once used as part of the Tavy Iron Works survive on both banks of the River Tavy near Stannary Bridge. These buildings are largely mid-19th century in date, but an older house, dating from the 17th century when this was the site of a fulling mill, was found embedded among newer buildings and has since been converted to form a dwelling.

Neither of the Bedford Iron Works nor the Tavy Iron Works have been investigated archaeologically, and though the opportunity to do so is unlikely to occur in the immediate future, any plans to redevelop either of these two sites should be taken as an opportunity for investigation, especially as the use of the site on which the Tavy Iron Works is built dates at least to the 16th century when a lease of 1597 records the existence of two fulling mills. Until such an opportunity occurs, the main interest of these sites now lies in their contribution to the historic built environment of Tavistock's

industrial suburbs and the recollection of the role they played in manufacturing much of the ironwork visible in the town in the form of railings, gates, coal-holes and manhole covers.

The Tavistock Canal

The Tavistock Canal, built between 1803 and 1817, provided a link from Tavistock and its mining hinterland to the Tamar port of Morwellham Quay. Apart from transporting raw materials, the canal also shipped back finished products to the mines – machinery, edge tools etc. – from the Tavistock foundries. Warehouses, cottages and storage floors (now used for car parking) survive at Tavistock Old Wharf, immediately west of the abbey precinct wall, in what was probably once an area of monastic fishponds, orchards and warrens. Today, this is also the site of the Wharf Community Arts Centre, the Leisure Centre, a former cottage now used as the Friends Meeting House, and a Guide Hall.

The canal is fed by a sluice intake from the River Tavy close to the modern salmon ladder, and the still-functioning leat that carries water to the canal passes through the former monastic gardens within the abbey precinct wall. It was built by the mining engineer John Taylor (1779-1863), who managed important copper and lead mines at Wheal Friendship and Wheal Betsy in the Mary Tavy mining district north of Tavistock.

The canal survives for the whole of its length and is an important leisure and heritage asset to the town. Some 4.5 miles long, the canal towpath can be followed in places (as parts of it are on private land) from the centre of Tavistock for some 2.5 miles to the northern tunnel portal near Buctor, where the canal disappears into the hill in a 1.5 mile long tunnel. This tunnel is not currently accessible. At the other end, the canal terminates at the top of an inclined plain where the ore was transferred to wagons, avoiding the necessity of locks. From here it was lowered down 237 feet to the quayside at Morwellham, the upper limit the boats could reach up the River Tamar on the tide. Since 1934 the water from the canal has been used to power a hydro-electric power station. Extensive visitor interpretation is already provided at Morwellham, which retains many buildings and other features associated with its former industrial use.

The Tavistock Canal from Tavistock to Morwellham forms part of the Cornwall and West Devon Mining Landscape World Heritage Site, and is one of the town's most important tangible links with the mining past that can be readily appreciated by both residents and visitors.

Railways

Two railways served Tavistock in the 19th century. The first was built by the South Devon Railway Company in 1859 and was brought into Tavistock on a track to the south side of Dolvin Road with a large station off what was then Old Plymouth Road. This was taken over by the Great Western Railway (GWR) in 1878 and was closed in 1962. Although the track bed remains in places (though heavily overgrown by trees) the former railway station is now the site of the fire and ambulance stations for the town, and in the immediate vicinity the adjacent line has been developed for residential uses and car parking.

The second railway line, located to the north of the town, was the London and South Western Railway whose railway station still survives as a private house next to the

Borough Council offices. The line was constructed from 1887 onwards and officially opened in 1890. It closed as an operational railway in 1968. The trackway, now part of a popular public footpath, passes over Bannawell Street on a viaduct (listed grade II) from where some of the best views over Tavistock can be seen. It is proposed to develop this trackway as a footpath and cycleway giving access to World Heritage Sites in the Tamar valley, including Wheal Russell, New Quay, and Gawton Mine (see Smith, J R 2006. *Bere Alston to Tavistock Railway*, Cornwall County Council Historic Environment Service report no. 2006R006).

Parts of the trackway between Tavistock and Bere Alston is a conservation area, designated as such for its significance as a fine example of a late-Victorian railway that follows the watershed ridge between the Tamar and Tavy valleys through steep and difficult terrain by means of a number of impressive viaducts, cuttings and tunnels. Preliminary proposals have been put forward to reopen the rail link to Bere Alston, where it would connect with the existing line to Plymouth.

Wool and milling

In 1086 the abbey possessed 918 sheep, and by the 15th century this number had risen to more than 1,000. The manufacture of cloth prospered at this time and, by 1500, at least sixteen 'tucking mills' (where cloth was shrunk and felted) existed within a two-mile radius of the centre of the town. A locally produced cloth known as 'Tavistocks' or 'Tavistock Kerseys' was recognised throughout the country and abroad. However, by 1861 only 99 persons in the town were employed in the cloth industry, although wool processing (woolcombing) survived until the 1960s at the former foundry in Parkwood Road, marked as 'Worsted factory' on the 1905 Ordnance Survey map.

4 SPATIAL ANALYSIS

4.1 Layout and street pattern

The layout of modern-day Tavistock is the result of three major influences:

- The creation of the abbey by the side of the River Tavy in the 10th century
- The town's industrial heritage
- The remodelling of the town in the 19th century by successive Dukes of Bedford.

Of note is the way the streets largely follow the contours of the land, parallel to the river, apart from Bannawell Street, which is at right angles to the principal historic streets (West Street and Duke Street/Brook Street). Ancient, meandering lanes also lead off the town centre, such as the Old Exeter Road and the road to Whitchurch, now subsumed in 20th century development. These once formed the historic route between Plymouth and Exeter.

(See Appendix 3 – Map 4: *Layout and street pattern*)

The abbey lies beneath the churchyard, the Bedford Hotel, and what is now Bedford Square and Abbey Place. The major remains today are Court Gate (the medieval gate into the outer abbey court); the south precinct wall, facing the river; and the line of the western precinct wall, marked by Betsy Grimbal's Tower and the Still House. Other surviving features include the small sections of cloisters and historic fabric in several of the 19th century buildings facing the squares, as well as yet unrecorded remains below ground.

After the abbey was completed in the late 10th century a settlement developed outside the gates to service the abbey including market places in what subsequently became Market Street. It appears that some of the streets may have been laid out by the ecclesiastical authorities (probably in the late 12th century when the town received borough status) in an orderly way to provide houses with burgage plots behind, although there is no documentary proof of this as this period of Tavistock's history remains relatively obscure. However, the regularity of some of the surviving modern boundaries in West Street, Bannawell Street, and Brook Street may relate to this early period. Because of the rising topography in places, agricultural land was not immediately available for each house so strip fields were provided to the east of the town, which are clearly shown on the Wynne Map of 1752.

The abbey was dissolved in 1539. The lead was soon removed from the church roof and the fittings and ornaments sent to the Tower of London. Soon afterwards John, first Baron Russell, was appointed president of the Council of the West, set up to oversee the dissolution of the monasteries in the West County. Ultimately he was granted the site of Tavistock Abbey and the greater part of its possessions 'in consideration of his good, true and acceptable service' to Henry VIII. Thus began the long connection between Tavistock and the Russell family which only ceased in 1911 when the then Duke of Bedford sold much of his property to existing tenants or the Town Council.

After 1539 the abbey church and other buildings were incrementally demolished or rebuilt for new purposes, including being let to a succession of tenants. Fragments of these buildings can be seen in other buildings in Tavistock or lying in gardens.

Wynne's map of 1752 shows the cluster of streets to the north of the old abbey site, including two Market Houses in Market Street and buildings which have been identified as a Fish Market and, along the medieval mill leat, a complex of mill buildings close to the River Tavy. This map also confirms that settlement was concentrated along West Street, Market Street, Bannawell Street and in a complex of small lanes to the north and east of the former abbey site.

A five arch medieval bridge called East Bridge is shown crossing the Tavy below Lower Brook Street. This was demolished and replaced in 1764 by a newly completed bridge, Abbey Bridge, to connect to Plymouth. In 1773 Vigo Bridge was built in connection with the turnpiking of local roads to connect to Moretonhampstead. A former toll house can still be seen opposite West Bridge. Abbey House was built as a private house between 1716 and 1725 by Jacob Saunders and acquired by the Bedford Estate in 1752. In that year, it was noted that the Bedford Estate owned over 57% of the freehold property in the town. In 1822 Abbey House was converted into the Bedford Hotel by Jeffrey Wyatt (later Sir Jeffrey Wyattville) and an elegant ballroom was added by the Plymouth architect John Foulston in 1830.

The basically medieval layout of the town was all to change in the 19th century when first the 6th then the 7th Duke of Bedford instigated changes to the street plan and commissioned new buildings to improve the town and the conditions of the inhabitants. The only streets where 17th century (or earlier) secular buildings remained was the southern part of Market Street, the location of the medieval market places, and parts of West Street. The most obvious changes of this period are illustrated on Map 4: *Layout and Street pattern*, Appendix 3.

In 1817 the old road to Exeter was replaced by a new road which passed along the valley floor next to the River Tavy. A plaque on the bridge which crosses the mill leat (Millbrook) outside Kelly College records that it was built in 1817 and funded by public subscription 'at a time of great distress'.

In the 1820s the 6th Duke laid out Plymouth Road and Russell Street to supplement West Street, and to provide access to the wharf on the newly built Tavistock Canal, completed in 1817. Buildings which had once backed onto St Eustachius Church were demolished to create more open space, part of which was to become Bedford Square. At the same time the Duke engaged the Plymouth architect John Foulston to supervise the restoration of Court Gate, and he subsequently also remodelled some existing ancillary abbey buildings to the south east of Court Gate to provide a Police Station, adding the Subscription Library and adjoining Librarian's House in 1829 to create a continuous group.

The 1842 map shows that by then paired villas had appeared on parts of the north and south sides of Plymouth Road, with the Bedford Hotel facing the churchyard. Of note is the fact that the changes in level necessitated by the construction of Plymouth Road have meant that the 18th century ground floor level of the Bedford Hotel is now in the basement. Court Gate remained, along with the rebuilt buildings to the south. The map also shows that buildings between what is now King Street and Market Street had been cleared to provide a more convenient market place, now called Bank Square. At the western end of Ford Street five pairs of cottages were built in the early 19th century, standing opposite the adjoining almshouses, provided by the Ford Street Charity and

dated 1762. Behind these is the original early 19th century workhouse, replaced in c1835 by the much larger Union Workhouse at the top of Bannawell Street which was designed by George Gilbert Scott and his partner William Moffat.

In 1848 the 7th Duke built the Guildhall, originally planned as a courthouse with direct access from the adjoining Police Station, itself a reconstruction of a possibly 18th century building, usually known as Trowte's House. Following the passing by parliament of the Tavistock Market Act in 1859, the Duke began constructing a new Town Hall on the other side of Court Gate, in association with the Pannier Market, which was built behind the Town Hall. The old road beyond (Duke Street) was realigned and widened, with prestigious new buildings gradually being added on the north and south side. More villas were built along Plymouth Road and in the newly opened up northern suburbs in the Watts Road area.

The 1867 map shows how the town centre had been radically changed from its cramped, medieval layout to provide a spacious and elegant public square, dominated by the new Town Hall and its neighbouring buildings. New cemeteries were also provided, a gas works built, streets paved in Dartmoor granite, and sewers constructed, improvements largely achieved because of the patronage of the Duke.

From the 1840s onwards, the Bedford Estate also began constructing cottages for the mine workers, replacing slums in the town centre. These 300 or so model cottages were in Dolvin Road, Parkwood Road, and off the Plymouth Road to the south of the town, and many are decorated with the Bedford crest (a crown) and the letter 'B'.

The next important change to the layout was in the 1880s when a new road was needed to connect the town centre to the London and South Western Railway. Drake Road was constructed following the demolition of buildings facing Bedford Square, and soon afterwards the junction with West Street was redefined by more prestigious buildings – Lloyds Bank, dated 1909, the Constitutional Club (now the Conservative Club and the HSBC Bank) and the adjoining Town Council offices, built in 1895 from grey-green Hurdwick stone with creamy Bathstone dressings in the Gothic style. Of note is the way in which the new road had to be built up to provide an even gradient, leaving one of the early 19th century buildings facing Pym Street (now no. 1 Drake Road) at a much lower level.

In 1898 the Town Council negotiated a 21 year lease on Jessops Hay Meadow from the Bedford Estate to provide a public park (the Meadows). In 1911, following the 'People's Budget' of 1909, which introduced unprecedented taxes on the wealthy, the Bedford Estate began disposing of its buildings and lands in the Tavistock area. Many of the properties were sold to existing tenants or to private investors. The municipal buildings were sold, with undertakings, to the then Tavistock Urban District Council resulting in the present day Town Council being responsible for a multi-million pound property portfolio.

In 1939 West Bridge was replaced by a single wider span bridge on an adjoining site. Changes to the layout of the town then took place after the closure of the railways in the 1960s. New housing estates were added from the 1960s onwards to the south and north-west of the town. Stannary Bridge was built in 1995, turning Dolvin Road into a partial bypass of the town centre, and Duke Street and Brook Street were made one way out of the town. Consolidation of the town centre state schools has taken place on the Crowndale Campus on Plymouth Road.

4.2 Open spaces and trees

Open spaces

Tavistock is defined by the attractive town squares at its centre (Bedford Square and Abbey Place) and by the broad 'set piece' of Plymouth Road which leads off these squares. The adjoining green space and trees of the churchyard, and the historic church, add to the spacious character. There is a pleasing mix of informality and pretention, with the prestigious buildings such as the Town Hall, Court Gate, the Police Station, Guildhall, and Bedford Hotel all defining the central public open space and adding to its character. The survival of much of the historic granite paving is another feature of note.

(See Appendix 3 – Map 5: *Open Spaces and Trees*)

Away from the two squares (which in effect are one space, separated slightly by Court Gate), the spaces are more varied. To the south, Abbey Bridge leads over the River Tavy and the rushing water, mature trees, and riverside walks are pleasant features. The river flows through the town and from this point a riverside walk on either side of the river as far as West Bridge provides ample opportunity to appreciate the beauty of the setting. These lead down to Benson's Meadow on the south side of the river, and to the Meadows on the north.

The Meadows is a large public park containing a number of tennis courts, bowling greens, a playground, a Leisure Centre and an advantageously concealed large car park which serves the whole town. The Tavistock Canal flows through the park and the ducks and other wild life add activity and interest. Overall, the Meadows is a well maintained, popular facility which provides Tavistock with its most notable open 'green' space. Almost within the park, the wharveside area at the southern end of Canal Road is another open space which still retains an industrial character due to the nearby canal and the survival of buildings associated with the canal trade.

The only other notable urban open space in Tavistock is Bank Square, in the former market area between King Street and Market Street. This quite small, informal space is contained by both modern and historic buildings and is dominated by car parking. It is now in urgent need of improvements, such as new paving, planting and street furniture.

Away from the town centre, two well-tended cemeteries, one off Dolvin Road and one off Plymouth Road, are significant green spaces with large numbers of mature trees. The management of the cemeteries is the responsibility of the Town Council.

In the town centre, the densely urban character does not usually allow for front gardens, but in other streets, such as Plymouth Road, Watts Road, and at Fitzford Cottages and Westbridge Cottages, private front gardens make an important contribution to the character of the adjoining streets because they are so visible. Whilst these areas are beyond the Council's control, the maintenance and enhancement of these gardens is an issue which is discussed later in the Management Plan.

Trees

Trees, both young and more mature, hedges and shrubbery all make a very important contribution to the conservation area in many locations, and the most significant groups of trees are listed below and marked on the accompanying map. Because of the high number of trees, and the difficulty in plotting every tree (particularly where they lie within private land), not all trees are marked. The exclusion of any tree does not therefore mean that it is of no importance as further work is needed to plot and record the trees that are significant to the conservation area.

Public consultation has confirmed that trees within, and on the edges of, the conservation area are a special concern for local residents. Particular comments were submitted about the trees on the old railway line next to Courtenay Road, and the need to maintain them properly. The Tavistock Tree Preservation Group, which seeks to protect and enhance the existing trees through pro-active management, maintenance and new planting.

The future protection of trees that contribute to the character of the conservation area, is an issue discussed in greater detail in section 7.7 of the Management Plan: *The care of trees, parks and cemeteries*.

The most significant tree groups in and around the conservation area are:

- In St Eustachius Churchyard and around Abbey Place and next to the river;
- Along Dolvin Road, where they provide a backdrop to the cemetery;
- Either side of the River Tavy, where they shade some of the riverside walks and bring a rural quality to the town centre;
- In the Meadows, especially when viewed from Plymouth Road;
- In private gardens, such as in Watts Road;
- On the edges of the conservation area, such as behind Trelawny Road, where the town meets the countryside.

Of note is the positive role trees play in defining the skyline in long views across the town, despite 20th century development which would otherwise be far more obtrusive.

4.3 Focal places, focal buildings, views and vistas

Focal places

In the informal pre-19th century town layout, the focal points were functional spaces such as the markets and the churchyard. By contrast, the specific changes made in the 19th century by the Bedford Estate deliberately provided a prestigious town square (Bedford Square/Abbey Place) surrounded by attractive listed buildings. This area is the 'heart' of the town and the proximity of the Pannier Market and other facilities means that it is well used with markets, street fairs and other activities.

Other focal points of lesser significance are:

- Abbey Bridge and Vigo Bridge, both important in terms of appreciating the River Tavy
- The statue of Sir Francis Drake at the western end of Plymouth Road, defining the start of the Bedford 'new town'

- The Reeve, a part of West Street which is a significant location in Tavistock's history – this widens and then narrows, and is surrounded by mainly historic buildings
- Kelly College and its immediate setting
- The railway viaduct over Drake Road

(See Appendix 3 – Map 6: *Focal Points, Focal Buildings, Views and Vistas*)

Focal buildings

The focal buildings are all marked on Map 6 and are mostly listed. They include the two important churches (St Eustachius and St Mary Magdalene) as well as former schools and most of the listed buildings around Bedford Square and Abbey Place.

Views and vistas

The most important views across the conservation area can be seen from northern parts of the conservation area looking east towards Dartmoor or southwards over the town to the wooded hillside opposite. There are also longer views in a south westerly direction following the line of the River Tavy. The best vantage point is undoubtedly the railway viaduct above Bannawell Street, although there are also good views from the south sides of West Street and from Old Exeter Road where, in both cases, there are no buildings due to the steep drop in ground level.

These views, over the rooftops of Tavistock, must be preserved and existing roofs and their traditional materials protected. Of special note, and discussed in greater detail in the Management Plan, is the control of new development and the need to ensure that any new buildings merge into the existing historic roofscape and general building form of the historic buildings already in the conservation area.

Views along the River Tavy from each of the four bridges – Stannary, Vigo, Abbey and West Bridge – are also important, providing Tavistock with one of its defining characteristics. Shorter views at various locations along the canal are also of note, particularly fronting Fitzford Cottages.

There are other shorter views along streets towards focal buildings, perhaps more correctly referred to as 'vistas' as they are closed by buildings and in the case of the Bedford Square area, are clearly contrived. These are marked on Map 6.

4.4 Boundaries

There are a variety of boundaries in the conservation area, including stone walls, cast iron railings, hedges, and trees. Of note is the use of local rubble stone, Dartmoor granite, and cast iron, made in local foundries in the 19th century. The use of hedges and trees in the town centre links with the green spaces along the river and in the public parks, diluting the urban qualities of the conservation area and providing it with a sylvan quality which is important to preserve. In many places in the town, substantial stone retaining walls have been built due to the steep changes in level. The walls make a major contribution to the character of the area.

The boundaries vary according to the status, use and location of the building concerned. Stone rubble forms the base in many cases, often faced with lime render, either smooth or roughcast. For the higher status buildings these walls tend to be topped by heavy granite copings, originally used to support cast iron railings, some of which were removed during World War II. For the lower status buildings, the walls might be finished with a lime render weathering, or topped with quartz to create an attractive and practical coping, as in Bannawell Street. The use of granite to form gate piers is of special note, particularly for the Bedford Cottages, where they have a distinctive triangular coping. There are some examples of unsympathetic modern walling materials which tend to be found in the secondary residential streets – this is an issue which is discussed in the Management Plan.

Historic boundaries – examples:

- St Eustachius Churchyard: One metre high rubble stone wall with triangular granite coping – old railing holes still visible
- Bedford Hotel: Plain black-painted cast iron railings of the early 19th century on a low granite plinth
- Former abbey precinct wall which faces the river, built from rubble stone with a battlemented parapet formed in blocks of granite (this detail is reflected in the adjoining listed buildings facing Abbey Place and Bedford Square)
- Huge pieces of granite which form the walls on either side of Abbey Bridge
- United Reformed Church, Russell Street: Hurdwick stone or granite base with new cast iron railings with arrow heads, set into the stone coping in the traditional manner
- Ford Street: ornate cast iron railings on a simple granite coping on a rubble stone wall
- Watts Road: four feet high rubble stone walls with quartz or granite copings
- Glanville Road: ornate cast iron railings on two feet high rubble wall with granite coping, and rendered piers
- Plymouth Road: many examples of low rubble walls with granite copings with the railings removed and replaced by hedging. Also some stone walls with heavy stone balusters supporting a stone rail. Cast iron railings with spear heads to the former Elementary School of 1856, now a Doctor's Surgery. Stone balustrade outside the former Grammar School of 1836, now residential
- Square cast iron railings on a low rubble wall with heavy granite coping outside buildings in Canal Road
- Cast iron railings painted white outside the Police Station and Guildhall in Abbey Place, presumably mid-19th century, with spear heads, set into a granite coping on a low stone wall

4.6 Public realm

The public realm (the public space between buildings) is generally of a high quality in Tavistock, partly due to the survival of much of the granite paving in the principal streets and to the use of high quality materials and details for subsequent improvements. The most significant features are:

Street lighting

Within the town centre, street lighting is provided by reproduction Victorian street lights painted black. Outside this core area, the lights are modern steel standards usually painted white or even, as in West Street, left unpainted. Along Plymouth Road and in Bedford Square and Abbey Place, there are tall black steel columns supporting modern street lights that have a slightly contrived 'traditional' flavour.

Paving

There is much 19th century granite paving in the town centre, recorded on Map 8: *Town Centre Designations Map*, and presumably dating from the 1830s onwards. The slabs can be very large, particularly where they form corner stones at junctions (e.g. corner of King Street/West Street). This stone is sometimes tooled to provide a non-slip surface. Local granite kerbs are also common. In high status areas they tend to be 300mm wide and are narrower (150mm) elsewhere. Sometimes, as in West Street, the slabs are so robust that they continue to the edge of the pavement without the need for a separate kerb stone. Granite is also used to create the street gutters in several locations. In places, such as Russell Street, the historic slabs have been damaged by the insertion of water-main covers.

In recent times further granite paving has been added, primarily in the Bedford Square area, using imported granite which tends to be grey rather than the browner tones of the Dartmoor variety. These slabs are also smaller and standardised in size, contrasting with the random sizes and more varied appearance of the historic material. Imported granite is also used for kerbing in places. Rough granite setts can also be seen in the wharf area, next to some modern concrete setts, and similar setts still survive at the southern end of Abbey Place. As shown on early photographs, granite posts with metal railings still define Guildhall Square. These blend in with the adjoining granite pavements and may similarly date to the early 19th century.

There are also examples of 19th century cobbled surfaces, using what appear to be washed river cobbles, such as outside No.1 Drake Road, next to buildings in Canal Road and fronting the Bedford Hotel. Less attractive are the poor quality tarmac pavements, or broken concrete slabs, in places such as King Street. Modern surface materials also detract from the setting of the scheduled monument (the South Precinct Wall) along the side of the River Tavy. Modern concrete Tegula setts in parts of the Pannier Market are possibly a more acceptable modern alternative as their beige colour merges well with the local granite.

Metal work

Throughout the conservation area, but particularly in West Street, can be found locally made cast iron pavement channels, providing drainage from individual properties into the gutter. These were made by various local foundries and some are marked *Tavy Ironworks Tavistock*, *GH Budge* or *Petherick and Stenner*. These all add interest to the existing historic granite paving. Similar cast iron gutter covers can also be seen, sometimes marked '*Garton and King*' (Pym Street). Heavy cast iron grilles are a local feature, again in West Street, providing light to basements. The occasional cast iron coal hole has also been recorded. Most of these were made in local foundries in the 19th century and an inventory has been published.

Wirescape

In many parts of the conservation area, overhead electricity and telephone cables are particularly obtrusive, detracting from the qualities of the conservation area. Examples include Chapel Street, Bannawell Street, West Street, Parkwood Road, Old Exeter Road, around West Bridge and Fitzford Cottages, and in Courtenay Road. The undergrounding of these wires, as has already been achieved in other parts of the conservation area, would be a great improvement.

Street furniture

Public seating is very varied – simple black-painted bench seats along the riverside walk, modern reproduction cast iron park seats (Bank Square), a bench seat in Duke Street, possibly of the 1960s, and very poor quality concrete seats with damaged wooden slats outside St Eustachius Church.

New seating and bollards by a notable modern sculptor have been added to the setting of the Pannier Market.

Street signage tends to be black aluminium, from a palette of modern fittings, such as the ones outside the Bus Station in Plymouth Road and in Bank Square. Litter bins are also black aluminium, from the same range. Street names are usually marked by modern aluminium nameplates set on posts – there are very few historic examples left.

A complete review of all of the street furniture is urgently required especially in relation to seating. This is discussed further in the Management Plan.

Blue plaques

The Town Council has erected a number of attractive blue plaques at several sites around the town to provide information about the history of the site or building.

5 THE BUILDINGS OF THE CONSERVATION AREA

5.1 Building types

Introduction

Tavistock is notable for the complex of buildings clustered around Bedford Square and Abbey Place, some of which retain medieval fabric. However, many also appear to date from the 19th century. This group of buildings – the Town Hall, Court Gate, Subscription Library, Police Station, and Guildhall, with the adjoining Pannier Market, St Eustachius Church, Bedford Hotel, former Estate Office and Abbey Chapel, are the key buildings in the town centre that help to define the special character of the conservation area.

Of special interest are the 300 or more Bedford model cottages, located in separate groups just outside the town centre, which the Estate provided from the 1840s onwards for miners and their families. St Mary Magdalene Church on the Callington Road was also provided by the Estate for the spiritual wellbeing of the poor. All of these buildings provide a link to the way in which the town was rebuilt and developed in the 19th century by the Bedford Estate whose patronage and influence shaped the town as it is seen today.

Of interest is the fact that due to their wealth and power, the Dukes of Bedford could afford to commission only the best architects of the period for their more prestigious buildings, as follows:

- Sir Jeffrey Wyattville in the work on the Bedford Hotel in the 1820s
- John Foulston, a well known Plymouth architect, who supervised the works and extensions to Court Gate in the 1820s, including the Police Station and Subscription Library, and who also worked on the Bedford Hotel
- Charles Fowler, who provided the design for the Corn Market in 1835, and who was also responsible for Covent Garden Market in London, another Bedford Estate project
- Edward Blore, who designed Nos.2-12 Plymouth Road in 1836, the Tavistock Grammar School in Plymouth Road in 1837, and the United Reformed Church in 1838
- Sir George Gilbert Scott who designed the new Union Workhouse, opened in 1838
- John Hayward, nephew and pupil of Charles Barry (who designed the Houses of Parliament), who was responsible for the restoration of St Eustachius Church in 1844-5
- Theophilus Jones, one of the Bedford Estate's own architect/surveyors, who was responsible for the Bedford model cottages and for the Guildhall of 1848, which largely follows the design and details of Foulston's adjoining Police Station
- Henry Clutton, who was responsible firstly for St Mary Magdalene Church in 1865-7 and, secondly, for the Plymouth Road Cemetery buildings in 1881
- Arthur Southcombe Parker, a pupil of Sir Jeffrey Wyattville, who designed the Kingdon House printing works of 1906

Away from the centre, the principal historic streets: West Street, Market Street, Bannawell Street, and Old Exeter Road, provide terraces of two or three storey houses mainly dating to the late 18th and 19th centuries. These buildings have domestic scale and some have ground floor shops.

Tavistock's earliest secular buildings can be found in Market Street, which retains a number of possibly 16th and 17th century timber-framed houses, some of which are in a very poor state of repair. Apart from St Eustachius Church, and the various remaining parts of the abbey, these are the oldest buildings in Tavistock and must be protected from further decay.

Duke Street, next to the Pannier Market, and the adjoining section of West Street, retain a number of purpose built 19th century shops, banks and other commercial buildings, such as the former Corn Market, and a group formed by the HSBC Bank, the Conservative Club and the Town Council Offices. These were built when Drake Road was constructed in the 1890s to provide access to the new LSWR railway station. These buildings are more prestigious with well detailed frontages, designed to impress. They mainly date to the period between 1850 and 1900, but there are also some 18th century buildings in West Street, now used as shops, but clearly once high status town houses. Further east, the buildings in Brook Street are also largely 18th and 19th century in date, but far more modestly detailed, with ground floor shops. Throughout the town centre, many of the shops retain attractive historic shopfronts that are noted in Appendix 4: *Surviving Historic Shopfronts*.

Also of interest, but now no longer in their original uses, are the various buildings which remain from Tavistock's industrial past. These include the Bedford Foundry in Lakeside; Hunt's Malthouse (later used as part of a brewery) off Market Street; Old Town Mill in Brook Street; and the buildings associated with the former foundries and woollen mills in Parkwood Road. Remnants of various leats, which served these and earlier industries, also remain, such as the Millbrook, taken from the Tavy about a mile upstream from the abbey. Only one station remains, close to the Council Offices in Kilworthy Park, and now converted into a private house. However, the adjoining viaduct spans the valley above Bannawell Street and provides Tavistock with one of its most dramatic features. It also offers dramatic views across the whole of the conservation area.

Tavistock also retains many religious and educational buildings of note, some of them developed under the patronage of the house of Bedford. The principal churches are St Eustachius in Bedford Square (with a little 15th century fabric, but generally restored and re-ordered in 1844/5) and St Mary Magdalene, facing Callington Road (1867). Also of note are the Non Conformist churches and chapels: Abbey Chapel in Abbey Place, once part of the Abbey and since 1691 in use first as a Presbyterian Meeting House and now as a Christen Brethren Chapel; the Congregational Church in Russell Street; and the Methodist Church in Chapel Street. A further chapel in Bannawell Street (the former Gospel Hall) has been converted into apartments.

Educational buildings include the Church of England school of 1847 in Dolvin Road, a Bedford-sponsored building which is still in use; the National School of 1856 in Plymouth Road, now a doctors' surgery; the former Grammar School of 1837 on the corner of Plymouth Road and Russell Street, now apartments; and the later Grammar School (1895) further along Plymouth Road, now the Alexander Centre. New purpose-built modern buildings have replaced these schools in Plymouth Road south, beyond the

conservation area boundary. Kelly College was built in the 19th century off Parkwood Road on ground donated by the Duke of Bedford. All five schools were built with funds and/or land from the Bedford Estate.

Tavistock also had its share of buildings which were provided to improve the health and social care of its inhabitants. In Ford Street, the former 18th century workhouse (now cottages) lies behind two almshouses, a longer terrace dated 1762 (Ford Street Charity) and a single house dated 1873 (Maynards Charity). Above this group is the late 19th century Tavistock Cottage Hospital, still in use, and some adjoining almshouses of 1914. A new Union Workhouse with an Infirmary behind was built in 1838 at the northern end of Bannawell Street and has now been converted into flats. The Infirmary was replaced by Harewood House, in Plymouth Road, in the 1960s.

Apart from the terraces of mainly late 18th and 19th century houses, and the Bedford model Cottages, Tavistock also retains a number of prestigious villa-style developments, developed from the 1850s onwards in the Watts Road area. These buildings are set in spacious plots with good views southwards over the town. Similar houses can be seen in Parkwood Road, Glanville Road and Whitchurch Road.

A Gazetteer detailing the principal buildings is included at Appendix 2.

5.2 Listed buildings

There are about 364 listed buildings in Tavistock, most of them in the conservation area. Four of them are listed grade I: Court Gate, the porch to the Abbey Chapel, Betsy Grimbal's Tower and the former abbey cloisters in St Eustachius Churchyard. Four are listed grade II*: St Mary Magdalene Church, the Police Station, the adjoining Sergeant's House, and Guildhall. The rest are listed grade II including historic churches, schools, the various municipal and commercial buildings around Bedford Square and Abbey Place, the Bedford model cottages, various former industrial buildings, the railway viaduct, a milestone at the end of Old Exeter Road, and the statues of Sir Francis Drake and the 7th Duke of Bedford at either ends of Plymouth Road. A variety of residential houses, dating to the 16th, 17th, 18th, and 19th centuries, are also included.

Five of the listed buildings are also designated as scheduled ancient monuments – the Still House and abbey wall to the north-east; Court Gate; the porch to the Abbey Chapel, Betsy Grimbal's Tower; and the abbey cloisters in St Eustachius churchyard.

(See Appendix 3 - Maps 7 & 8: *Designations Maps*)

A listed building is one that is included on the Government's Statutory List of Buildings of Special Architectural or Historic Interest published, in the case of Tavistock, in 1984. A few more listed buildings have been added since, or existing listed buildings upgraded. These buildings are protected by law and Listed Building Consent is required from West Devon Borough Council before any works of alteration, extension or demolition can be carried out. All of the listed buildings in the conservation area are marked on Maps 7 & 8: *Designations Maps* (see Appendix 3).

Since 1960 some 15 of Tavistock's listed buildings have been demolished. It was also noted during the survey work for the Character Appraisal that a number of listed buildings in the conservation area are in a poor state of repair, or that unsympathetic

alterations, such as the insertion of plastic windows, have been carried out, presumably without first obtaining permission from the Council. It was also evident that some unlisted buildings may be of sufficient quality to merit statutory listing, or perhaps local listing (see below). These are all issues which are discussed in greater detail in the Management Plan.

5.3 Locally listed buildings

'Locally Listed' buildings are buildings which are of special architectural or historical interest in the local, rather than national, context. This may be due to their connection with local people or particular historical events, or because they demonstrate the use of local materials or details. There is currently no official 'Local List' of buildings for Tavistock, although an informal list of 211 buildings was drawn up in 1986, of which 24 have since been statutorily listed.

While there is at present no requirement to prepare a Local List, the National Planning Policy Framework (2012) does recognise heritage assets that are not necessarily designated nationally. Local heritage assets can be identified at any time in the planning process, but it is clearly better practice to produce local lists on a systematic and consistent basis.

The Management Plan considers this further and suggests criteria which should be used for a new Local List. Such a list could be drawn up by the Borough Council in association with the Tavistock and District Local History Society. In Tavistock, Local Listing could be used to protect those unlisted remains of the town's industrial heritage, such as the unconverted part of the Tavy Foundry, from unsympathetic change.

5.4 Positive buildings

In addition to the listed and locally listed buildings, a further number of unlisted buildings have been identified on the Designations Map as being positive buildings of townscape merit. They are so-called because they make a positive contribution to the special interest of the conservation area. Buildings identified as being positive will vary, but commonly they will be good examples of relatively unaltered historic buildings where their style, detailing and building materials provides the streetscape with interest and variety.

Where a building has been heavily altered and restoration would be impractical, they are excluded. In Tavistock, most of these buildings date to the 19th or early 20th century and some may be eligible for statutory listing or local listing in the future.

'Positive' buildings include:

- Most of the houses in Bannawell Street
- Most of the buildings along the northern side of West Street (west end) and Ford Street
- 19th century villas in Watts Road and Glanville Road
- Groups of terraced houses in Chapel Street
- The former toll house at the junction of Plymouth Road with Pixon Lane
- All of the houses on the north side of Old Exeter Road which are in the conservation area

- Most of the properties in Duke Street and Brook Street which are not already listed
- Villas, semi-detached houses, and terraced housing in Parkwood Road

The National Planning Policy Framework supports the retention of positive buildings by requiring an assessment of their significance to be taken into account when planning proposals are brought forward that may affect them, or their settings. Planning decisions must then weigh any harm to the significance against any public benefits that would arise. This implies therefore that all the buildings marked green on the Designations Maps will be retained in the future unless a special case can be made for demolition. Again, further information is provided in the Management Plan.

5.5 Building styles, materials and colours

Tavistock is notable for the use of the local rubble slatestone (shillet), the more prestigious Hurdwick stone, and for granite, all of which supplied the building material for walls, details and boundaries, and were available locally. Hurdwick stone was quarried to the north of Tavistock and is formed from a stratum of volcanic ash with characteristics more akin to a harder volcanic material called lapilli. Shillet, from the local Devonian shales and slates, was also used for buildings where it was often combined with granite dressings.

Slatestone and granite appear to have been the choice for the Benedictine abbey buildings, the Hurdwick stone being used mainly in the 19th century for the Bedford Estate properties. The Plymouth Road Cemetery buildings and the 1837 Grammar School in Plymouth Road are mainly granite built, and No.8 West Street and the Corn Market are two further buildings where granite is the principal material. Otherwise, granite is also used extensively for lintels, quoins and other details. The town is also notable for the use of granite for 19th century paving, much of which survives and is of great importance to the street scene. Some of it, such as the paving in the Pannier Market, came from Pew Tor on Dartmoor.

Timber framed 16th and 17th century buildings survive only in Market Street. Otherwise the 18th and 19th century buildings are mainly built from slatestone rubble, sometimes left exposed or rendered in a variety of finishes from roughcast to the more prestigious stucco. These are usually painted a variety of pastel tones or white. Where bright colour is used, it can be visually dominant.

Brick was used sparingly because it mostly had to be imported and because stone was readily available from quarries owned by the Bedford estate. There is some use of the locally made light brown brick, more often used for dressings such as lintels or quoins. However, only about 20 buildings made completely from brick remain, including the Bedford Cottages in Dolvin Road.

Roofs, and sometimes walls, appear to be covered in both Welsh and Cornish slate, the latter providing a more pleasing mix of silvery-grey tones.

The earliest buildings in Tavistock – the south precinct wall, the Still House, Betsey Grimbal's Tower and Abbey Chapel – date to the medieval abbey and are mostly 15th century. The neighbouring Court Gate is much earlier, retaining a 12th century core. They are all built from local rubble stone, largely with granite dressings, in a simple

Gothic style. The castellated parapet to the south precinct wall, shown on Charles Delafontaine's print of 1741, was later copied by the Bedford Estate and appears on the Bedford Hotel, the Bedford Estate Office, the Town Hall, Court Gate and its 19th century single storey extension, and the adjoining Subscription Library, Police Station and Guildhall. This feature, along with the well detailed Tudor or Gothic styled buildings built from grey-green Hurdwick stone, define the central core of Tavistock and provide the distinctive character of this part of the conservation area.

A few timber-framed buildings have survived from the 16th and 17th centuries. They can be seen at the southern end of Market Street, where they form a group between Bank Square and West Street. No.4 is perhaps the earliest, retaining its 16th century corbelled party walls, which are still visible. No.5 is a town house with a jettied timber front, now stuccoed over and classicised by a Venetian window in the dentilled gable. No.22 also has a jettied front. These buildings, said to be very good examples of Devonian town houses of the period, are of particular value and further archaeological investigation and recording would be welcome. There may be further 17th or even 16th century timber framed buildings in West Street and perhaps in King Street, which have yet to be identified because of later remodelling.

There are a few 18th century town houses which are worthy of mention, but there are no Georgian 'set pieces' of prestigious terraced housing, such as might be found in Plymouth or Exeter. A few higher status houses can be seen in West Street such as No.59, a small neo-classical house with a good interior. Along Bannawell Street, there are some early looking houses which may date to the 18th century or even earlier, but it is notable that the many gabled (and therefore presumably 17th century or earlier) properties shown on Charles Delafontaine's print appear to have been largely rebuilt apart from the houses in Market Street. The reasons why this group survived are not clear, and further research would be helpful.

Otherwise, the buildings in the principal residential streets such as West Street, Bannawell Street, Old Exeter Road and Brook Street are largely 19th century in appearance and terraced in form. They have sash windows, panelled front doors, symmetrically arranged simple front facades, and a variety of eaves heights and details. However, nearly all of the roofs face the street with axial chimney stacks above.

After the 1820s, and the construction of Plymouth Road as the first stage of the changes to Tavistock by the Bedford Estate, the form, siting and general design of houses and other new buildings changed dramatically, leaving behind the informal more vernacular styles which had been usual in the 18th and very early 19th centuries. These 19th century buildings fall into five main categories:

- Prestigious governmental, educational and religious buildings: designed by acknowledged architects, mainly using rubble stone or Hurdwick stone with granite dressings in Tudor or Gothic styles – these are mainly in Plymouth Road and Bedford Square/Abbey Place, and form the 'set piece' of Tavistock
- Commercial buildings – the Pannier Market and adjoining shops in Duke Street – built using Hurdwick stone, granite dressings, and simple Gothic details, not so lavishly detailed as the first category
- High status villas and semi-detached houses in Plymouth Road, dating to the 1840s onwards, with Gothic details such as casement windows protected by drip moulds, and gables facing the street

- The model cottages of the 1840 to 1860s – modest but well thought out cottages which demonstrated the Estate’s commitment to improving the housing of its workers. Initially built in brick (which was discarded later as being too expensive) these cottages were then built in rubble stone, sometimes rendered and painted white. Granite details, such as the characteristic porches with their splayed corners, provide a cohesive and recognisable form. Multi-paned casement windows and boarded doors with strip moulds were the original details but many have unfortunately been changed. Later Bedford Cottages in Trelawny Road are rendered with brick details. All of these cottages also had other notable features such as wash houses, piggeries and small yards
- Detached or semi-detached Italianate villas of the 1850s and 1860s in Watts Road, Glanville Road and Parkwood Road – these buildings tend to be stuccoed, with classical details such as sash windows and panelled front doors

The use of local rubble stone gradually gave way to render on imported base materials in the 20th century. Recent developments in Tavistock are commonly faced with painted render but there has been some use of cedar boarding and other modern materials. These are discussed in greater detail in the Management Plan.

5.6 Shopfronts

Throughout the conservation area, but particularly in West Street, King Street, Market Street, Duke Street and Brook Street (the principal shopping streets) there are well detailed, mainly late 19th century shopfronts. A list of surviving historic shopfronts is included at Appendix 4. Some of these are located in listed buildings so they are already protected by their listed status from unsympathetic change or removal.

The historic shopfronts are usually constructed in timber with decorative pilasters and console brackets supporting fascias, which usually have a moulded cornice. The shop windows are carried on stallrisers and are often divided by moulded mullions and transoms. These traditional shopfronts add to the liveliness of the street frontages and make a major contribution to the special interest of the conservation area. Further consideration of the future control of shopfronts, historic and modern, is included in the Management Plan.

6 CHARACTER AREAS

There are 11 Character Areas in the conservation area, based on historical development, uses, building types, and spatial qualities. Inevitably some areas are less well defined than others and contain sub-areas which vary in some way. These Character Areas are defined below, along with a summary of their principal features and their historical development. A summary of the key issues is also provided which leads into the Issues set out in Chapter 7.

The Character Areas are:

1. Bedford Square and Abbey Place
2. Market Street and King Street
3. Bannawell Street and Drake Road
4. West Street and Ford Street
5. Watts Road, Glanville Road and Tavistock Hospital
6. Plymouth Road and Canal Road
7. The Meadows Public Park, River Tavy and Benson's Meadow
8. St Mary Magdalene Church, Bedford Cottages, and Plymouth Road Cemetery
9. Duke Street, Brook Street, Parkwood Road and Old Exeter Road
10. Dolvin Road, the cemetery and Whitchurch Road
11. Kelly College

(See Appendix 3 – Map 9: *Character Areas*)

6.1 Character Area 1: Bedford Square and Abbey Place

Introduction

This area forms the historic core of the town and largely lies over the scheduled monument which covers part of the former Benedictine abbey site. It includes the principal commercial and civic buildings of Tavistock, including the parish church of St Eustachius, the Town Hall, Court Gate, the Subscription Library, the Librarian's Cottage, the Police Station, the Guildhall, the former Bedford Estate Offices, Abbey Chapel, the Bedford Hotel, and Betsy Grimbal's Tower. It also, in the shape of Bedford Square and Guildhall Square, provides the conservation area with its most significant public open spaces.

The buildings and the spaces between them also form the central core of the present day WHS. They were largely developed by the Bedford Estate in response to the industrial growth of the town in the late 18th and 19th centuries. To the many residents and visitors who pass across it and visit the nearby shops and other facilities, this part of Tavistock is the 'heart' of the town. The enhancement and continued preservation of these very significant features is crucial to the economic well being of the town.

Historical development

This part of Tavistock provides the most tangible link with the abbey in terms of the extant buildings and other structures. The abbey was founded in AD 974 and granted a charter in AD 981, and the partial remains of the abbey church can be seen in the

churchyard to St Eustachius Church. After the Dissolution in 1539 many of the buildings were either demolished or rebuilt, but Court Gate, Betsy Grimbal's Tower, the Abbey Chapel and porch, part of the cloisters, the Still House and the South Precinct Wall remain, albeit heavily altered or degraded by age.

The construction of the Tavistock Canal and subsequent changes to the layout of the streets in the period 1803 to the 1820s provided Tavistock with a spacious new town centre and the grand set piece of Plymouth Road, subsequently lined with prestigious villas. Later, the Bedford Estate provided the Subscription Library, Librarian's House, Police Station (late 1820s) and then, in the 1840s, the Guildhall. The Town Hall was opened in 1863 although it is dated 1860.

Key negatives/issues

- Future of Police Station and Guildhall, where repairs are needed
- Interpretation of abbey remains and the need for a possible Management Plan
- Need for a Vision or Strategy for the whole area, including both the buildings and spaces, to inform future changes
- Railings to Abbey Chapel need to be restored to provide an appropriate setting to the historic structure
- Poor condition of Betsy Grimbal's Tower
- Poor condition of the Still House
- Care of the walls facing Bedford Hotel car park
- Listing of West Precinct Wall
- Dominant advertising on SPAR supermarket
- Public realm improvements required including new seating
- Rationalise street furniture
- Historic granite paving – future care and protection
- Use of modern materials including imported granite
- Trees and landscaping – overall management needed
- Possible removal of car parking in Guildhall Square
- Traffic Management – traffic calming
- Visible public toilets in Guildhall Square
- Parking generally in town centre

6.2 Market Street and King Street

These two streets form a secondary shopping area to Duke Street. The area is currently a mix of commercial premises, shops (with some residential uses above) and houses or modern flats. The railway viaduct crosses this area and provides the most significant visual focal point. Bank Square is also important as the principal public open space, however this is in urgent need of enhancement including the removal or partial removal of the car parking. Many of the buildings are listed or are considered positive. There are also several negative buildings which would benefit from redevelopment, as well as several buildings and sites where repairs or general enhancements would be advantageous.

Historical development

Market Street and King Street form what is left of the medieval core of Tavistock and comprise two streets running roughly parallel to each other, with Bank Square, a public open space, between them. The earliest secular buildings in Tavistock can be seen at the southern end of Market Street. These are timber-framed houses dating to the 16th or 17th centuries. The Ordulph Arms is a former temperance hotel, which was for some time the offices of Tavistock Rural District Council – it became a public house in 1983.

Key negatives/issues

- Poor condition of many of the buildings, particularly in King Street and Market Street
- Low economic vitality with some vacant shops
- Need for archaeological evaluations and further historical research
- Protection of historic shopfronts, some of which are in very poor condition
- Listed buildings with unsympathetic alterations e.g. No.27 King Street
- Tavy Textiles, the Co-Op, William Hill and the 1960s block of flats in King Street are all negative buildings
- Enhancement of Bank Square urgently needed
- Impact of recent new development, such as the building in Drake Road that dominates the area and the listed Ordulph Arms Public House
- Poor quality public realm generally
- Illegal car parking on pavements (a common problem throughout the conservation area)

6.3 Bannawell Street and Drake Road

Introduction

Bannawell Street is a residential street which rises northwards from the town centre up a gently sloping valley. The buildings are mainly of the late 18th and 19th centuries, and some of them are listed. Of the unlisted buildings, a very high proportion of them have been assessed as 'positive', providing a high quality environment. The buildings are arranged in terraces, or in small groups of matching design.

Buildings associated with the former Bedford Foundry are located in Lakeside, along with some late 20th century residential development. The former Union Workhouse has now been converted into flats. Along Lakeside the back gardens of the houses facing Bannawell Street contain some attractive stone outbuildings which contribute to the character of the conservation area and should be retained. Views southwards are framed or terminated by the arched railway viaduct which crosses the valley from east to west. This Character Area therefore contains some of the key elements of the WHS including the former foundry and the railway line, viaduct, and station.

Historical development

Bannawell Street is one of the oldest streets in Tavistock although the present appearance is largely of the 19th century, with a few possibly late 18th century buildings. The street appears to be medieval in origin, and the long thin plots, with a back lane to

the eastern side, may relate to the setting out of burgage properties by the abbey in the 12th or 13th century. The Bedford Foundry was established in the 1840s and used water from the Fishlake for its industrial processes. The Union Workhouse (Russell Court) opened in 1838 and was commissioned by the 6th Duke of Bedford. The building was designed by Sir George Gilbert Scott and his assistant William Bonython Moffat.

Key negatives/issues

- Incremental loss of architectural details and unsympathetic changes to unlisted historic dwellings such as plastic windows, loss of front garden to parking –these could be controlled by an Article 4 Direction
- Visible satellite dishes
- Some buildings requiring repairs
- Poor quality front boundaries (e.g. concrete blockwork at No.69 Bannawell Street)
- Use of colour e.g. bright yellow or blue – on houses
- Prominent rooflights adversely affecting the quality of the historic roofscape
- Lakeside – poor quality modern buildings with untidy car parking
- Protection of outbuildings
- Loss of front gardens to car parking
- Illegal car parking on pavements
- New development adjacent to the former railway station is visually prominent from the town centre
- Unattractive telegraph poles and associated wirescape

6.4 West Street and Ford Street

Introduction

West Street leads from the town centre to the Launceston Road, and is mainly commercial in use closest to the town with purely residential properties further west. The road is initially flat at its junction with Bedford Square, next to St Eustachius Church. It then rises beyond Russell Street, falling again beyond the junction with Spring Hill and down into Ford Street. West Street contains a very high proportion of listed buildings and ‘positive’ buildings, with few negative buildings or sites. The buildings are mainly in terraced form built incrementally, although a few were clearly built as one development. They vary in detail but are mainly two or three storeys high with pitched roofs facing the street. Eaves heights are not consistent, providing a pleasing variety in rhythm along the street.

Historical development

West Street forms part of the medieval street layout of Tavistock. The layout of the plots in places suggests that they are burgage boundaries, created as part of a formally planned development by the abbey in the 12th or 13th century. Whilst the buildings appear to be mainly 19th century in date, several in the central section of West Street (sometimes called ‘The Reeve’) may contain timber framed structures dating to the 17th or even 16th century.

Key negatives/issues

- Potential loss of West End House, judged to be a positive building
- Poor condition of some buildings, particularly on the south side of the middle section of West Street, and in Ford Street
- Poor quality shopfront signage in West Street e.g. Chung Ying, D&M Tools and Lake Pharmacy
- Plastic windows above shops
- Preservation of existing historic shopfronts
- Incremental loss of architectural details and unsympathetic changes to unlisted historic dwellings, such as plastic windows – could be controlled by Article 4 Direction
- Poor condition of buildings built from Hurdwick stone
- Modern roof materials on some buildings
- Some poorly maintained or vacant shops
- Cottages in Ford Street might be eligible for a new Local List
- Visible satellite dishes
- Dominant wirescape especially at west end of West Street and Fore Street
- Protection of views from West Street in particular
- Tall modern street lights
- Structures in back gardens above West Street
- Some modern development e.g. Garden Lane

6.5 Watts Road, Glanville Road and Tavistock Hospital

Watts Road and Glanville Road are spacious residential suburbs with good examples of paired mid-to-late 19th century Italianate villas set back from the street with large gardens. Mature trees and shrubbery maintain the sylvan qualities. The original ornate cast iron railings remain in places in front of the villas in Glanville Road. Good views can be glimpsed from Watts Road across the town to the south, and there are also very good views westwards across Bannawell Street to Trelawny Road from Glanville Road.

At its eastern end, Courtenay Road retains two substantial well detailed houses that are shown on the 1905 map. After that the development is more firmly from the 20th century with similarly detached houses set in generous plots. The many mature trees in private gardens and along the former railway line are of note, as are the stone boundary walls which face the streets in several locations. Tavistock Hospital is a late 19th century building, with slightly later extensions, which is well detailed and considered eligible for Local Listing.

Historical development

These streets were developed from the mid-19th century onwards on land that was formerly fields. The hospital was opened in 1896, and extended soon after. Adjoining it are some bungalows built in 1914 and still used as almshouses.

Key negatives/issues

- Incremental loss of architectural details and unsympathetic changes to unlisted historic dwellings, such as plastic windows, loss of front gardens to parking – could be controlled by Article 4 Direction
- Unsympathetic modern garages in Watts Road
- Loss of garden space to off street parking
- Dominant wirescape
- Protection of front boundaries in Glanville Road
- Protect views across Tavistock and towards Trelawny Road
- Hard landscaping over front gardens in Glanville Road
- Madge Lane – poor quality surface which needs urgent attention

6.6 Plymouth Road and Canal Road

Plymouth Road provides Tavistock with an outstanding example of 19th century town planning, laid out by the Bedford Estate to give the town a boulevard of national quality. The wide road is lined in places by the original granite paving and by villas dating to the early and mid-19th century. Former schools and non-conformist churches either face the road or lie close by. At its eastern end, the road is dominated by the Bedford Hotel and by the churchyard of St Eustachius. Close by, the listed Vicarage has a large garden which contains three inscribed stones, each a scheduled monument and a very rare feature.

Along the south side, the open parkland of the Meadows, with the peaceful canal flowing through it, gives the town centre a succession of very attractive green spaces. The canal provides an obvious reference to the industrial development of Tavistock and helps to define this part of the WHS. At its western end, the road is appropriately terminated by a small roundabout which provides the setting for the statue of Sir Francis Drake. Nearby, a newly built block of flats, and a 1960s residential care home, are discordant features.

Historical development

Plymouth Road was laid out by the 6th Duke of Bedford to give access to the new wharf at the side of the Tavistock Canal (opened in 1817) and to provide a prestigious entrance to his newly laid out town centre, which began to take shape after Foulston began restoring Court Gate in the mid 1820s. Well detailed villas followed including Nos.1-6 Bedford Place, designed by Edward Blore and dating to 1836. Schools and other houses followed soon afterwards, the siting of these often taking advantage of the open space on the opposite side of the road which became the Meadows public park in 1898.

Key negatives/issues

- United Reformed Church in Russell Street – repairs needed
- Concrete roof tiles on The Vicarage
- Poor condition of some of the buildings
- Plastic windows in listed buildings
- Condition of buildings in Canal Road

- Dominant wirescape
- Impact of new development at bottom of Russell Street
- Busy traffic – consider rerouting
- Poor quality surfacing next to canal
- Poor quality 1960s development at western end of Plymouth Road is detrimental
- Loss of front gardens to car parking

6.7 The Meadows public park, River Tavy and Benson's Meadow

Introduction

The River Tavy flows through Tavistock from the north-east to the south-west. It is wide and fast flowing with weirs and countless rocky pools. In many locations the banks are lined with mature trees and these link with the many trees in the public parks – the Meadows on the north side of the river, and Benson's Meadow to the south. The Meadows is crossed by the Tavistock Canal which runs at this point roughly parallel to the river. An indoor swimming pool provides important facilities for local residents, and nearby there are other facilities, such as tennis courts and bowling greens. Benson's Meadow is smaller and is used for walking and general relaxation. St John's Well is an important feature that can be seen on the south side of the pathway which connects Benson's Meadow towards Abbey Bridge.

Historical development

The area now encompassed by the Meadows public park was owned by the Bedford Estate and used as pasture until 1898 when the use changed to that of a public park. In 1912 it was purchased from the Estate by the then Tavistock Urban District Council and is now owned and managed by the Town Council.

Key negatives/issues

- Management of the trees and landscape in the parks and along the river
- Care of St John's Well

6.8 St Mary Magdalene Church, Bedford Cottages and Plymouth Road Cemetery

Introduction

This area lies towards the south-western edge of the town. It includes two groups of Bedford Cottages, Fitzford and Westbridge, the first of which relates to the Tavistock Canal and the second of which is located in a curve in the River Tavy. Both groups are of particular merit. St Mary Magdalene Church dominates this end of Tavistock due to its huge size and tall spire which is an important focal point. The cemetery, which is still in use, is marked by an important group of trees and further mature trees are located within the cemetery itself. The frontage buildings and the cemetery chapel were all designed by Henry Clutton in 1881 and together they form a particularly fine example of a Victorian cemetery.

Historical development

This area originally lay outside the town on fields. The Tavistock Canal crosses the area and was opened in 1817. The Bedford Cottages were built by the Bedford Estate in two phases – Westbridge Cottages were built in 1850 and Fitzford Cottages date to 1862. St Mary Magdalene Church was built as a chapel of ease for the western suburbs in 1865-7 to the designs of Henry Clutton, who also designed the buildings for the Plymouth Road Cemetery (1881). Fitzford Gatehouse, rebuilt in 1871, is all that is left of the large 15th century mansion belonging to the Fitz family.

Key negatives/issues

- Former telephone exchange needs a new use
- Poor condition of former Toll House
- Dominant wirescape
- Bedford Cottages – various problems identified suggesting that a new Design Guide and/or a grant scheme is required
- Bedford Cottages – the continued pressure for improved sports facilities at the adjoining college
- Tavistock Canal – interpretation would be helpful
- Car lot on corner of Ford Street and Drake Villas
- Fitzford Gatehouse in poor condition

6.9 Duke Street, Brook Street, Parkwood Road and Old Exeter Road

Introduction

This area includes the main commercial core of Tavistock with a variety of national and local shops located mainly in Duke Street and Brook Street. The Pannier Market is a major draw and provides a number of cafes, specialist shops, and market stalls. Duke Street is a significant part of the 19th century remodelling of the town by the Bedford Estate. It is wide and lined with a number of well detailed blocks of commercial buildings, including the Pannier Market. Many of the buildings are already listed and most, if not listed, are considered to be positive. The surviving (former) industrial buildings provide this area with a strong link to Tavistock's industrial past, and help to confirm Tavistock's inscription as part of the WHS.

The market is accessed by passageways that lead through from Duke Street to the market square that has the covered market building at its centre. Towards Market Road there are ranges of service buildings associated with the market including the former Butcher's Hall that has since been used as an Auction House. Several of these buildings are in a poor state of repair.

The buildings facing Brook Street are smaller in scale with a more domestic character, although many now have ground floor shops, some with well detailed historic shopfronts. They are two or three storeys high, with pitched roofs facing the street and a variety of eaves heights. Overall they form a cohesive group and where they are not already listed, they are largely considered to be positive.

Parkwood Road continues the historic line of Brook Street and includes some mid-19th century Italianate villas, a group of Bedford Estate cottages, and further groups of well-detailed late 19th century terraced houses. A few buildings remain of Tavistock's industrial past, namely the former Town Mill, the Tavistock Foundry, and further buildings associated with the Tavy Iron Works close to Stannary Bridge.

Old Exeter Road leads up the hill out of the town centre. On the northern side is an almost continuous terrace of mainly 19th century buildings, of mixed details, which are largely 'positive'. These look out over the open, south side of the road, which has been developed only towards the eastern end where the ground levels allow. The almost flat sedum roof of a very recent housing development (Paddon's Row) can be seen from this terrace. Some of the development beyond is modern, with 1960s bungalows in one part, but the overall impact is slight.

Historical development

Duke Street represents a remodelling of the medieval streets, which was undertaken in the 1850s and 1860s in connection with the building of the new Town Hall (dated 1860) and the Pannier Market. Further east, Brook Street follows its 18th century orientation with mixed 18th and 19th century buildings. The area beyond also includes several industrial buildings, including the former Tavistock Iron Works. Lawsons Shop is located in the former Town Mill, built in 1846 when the mill on the Fishlake was lost to developments in Guildhall Square. The Bedford Cottages are dated 1859 and provided housing for workers in the local industries. The larger, more prestigious houses on the south side of Parkwood Road date to the 1860s and 1870s. Further east still, the former Tavy Iron Works straddled the river and were once connected by a footbridge – several buildings remain, mainly in residential uses.

Key negatives/issues

- Pannier Market – repairs needed especially to the roof, outbuildings and Butchers' Hall. Signage ('A' boards) and car parking need to be addressed
- Bedford Cottages – a variety of problems – provide new Design Guide and/or a grant scheme
- Incremental loss of architectural details and unsympathetic changes to unlisted historic dwellings, such as plastic windows, loss of front garden to parking - mainly in Old Exeter Road, Brook Street and Parkwood Road
- Preservation of historic shopfronts
- Plastic windows above shops
- The occasional dominant signage
- The multi-storey car park next to the Cooperative supermarket is a useful facility but is sometimes under-used
- Very poor condition of listed house (Brooklands)
- Negative 1960s building in Duke Street
- Memorial restroom, seen by many as an eyesore
- Need for further listing/local listing
- Visible satellite dishes in a number of locations
- Impact of new development to south of Parkwood Road
- Modern street lighting in Parkwood Road
- Dominant wirescape

- Use of concrete blocks for boundary wall in Old Exeter Road

6.10 Dolvin Road, the cemetery and part of Whitchurch Road

Introduction

This area lies to the south of the River Tavy and is somewhat dominated by the busy traffic along Dolvin Road and the rather overbearing mature trees which form the southern boundary and rise up the adjoining hillside. However the cemetery does provide a pleasant space with a variety of trees, generally well cared for by the Town Council. Of note is the fact that the Dolvin Road Cemetery is on English Heritage's Reserve List for the Parks and Gardens Register. There are two groups of Bedford Estate cottages, the first representing the earliest built, and now grade II listed. Further to the north are two later (dated 1857) pairs of Bedford cottages which are not listed. A primary school, also grade II listed, is still functioning in the street.

The conservation area boundary as amended includes part of the River Tavy bank and an adjoining field as far as the lodge to Mount House School in Mount Tavy Road. These green open spaces are very visible on approaching the town and provide an attractive route into Tavistock. Also included are the line of the former railway and two 19th century houses in Whitchurch Road – St John's House and Deer Park Lodge, the latter of which is listed grade II.

Historical development

The Dolvin Road Cemetery on the south side of the road comprised four burial grounds and the earliest to the west was opened for dissenters in 1834. To the east of this, a Quaker Meeting House and burial ground were opened in 1835. Further east still, two further areas were opened in 1845: the central one served the parish church and the ground at the far eastern end provided more accommodation for non-conformists. This cemetery was full by 1881 when a new cemetery was provided in Plymouth Road.

The Bedford Cottages in Dolvin Road were built in 1845-8 and are the earliest of their kind in Tavistock. In the middle, St Rumon's Primary School was added in 1847, also under the patronage of the Bedford Estate. Other Bedford Cottages to the east are dated 1857.

Key negatives/issues

- Care of the landscape and trees
- Protection of rural qualities
- Poor condition of buildings in Dolvin Road
- Further listing of Bedford Cottages
- Use of synthetic slate on the school roof
- Care of cemetery and its trees.

6.11 Kelly College

Introduction

Kelly College is a large private school on the north eastern edge of Tavistock. The area is notable for its attractive valley setting, surrounded by wooded hillsides, and for the proximity of the River Tavy (although this is largely hidden by thick tree cover). The open grounds contain playing fields and other school facilities, including a number of modern buildings. Views from the main road over these grounds to the imposing Gothic buildings built of local Hurdwick stone with Bath stone dressings help to define this entrance into Tavistock.

Historical development

To the north of the school (but within its grounds) is The Trendle, an Iron Age fort which was severed by the railway in the 1890s. This is a scheduled monument. The site was once the garden and associated lands of Newton House, formerly Parkwood, a distinguished residence designed by John Foulston around 1836. The porch may have been reused from Tavistock Library, a classical building which did not find favour with the 6th Duke. The school was founded in 1867 by the will of Admiral Kelly, whose family home is Kelly House in Lifton, and opened in 1877. The principal buildings, dating from 1875-1877, are by C F Hansom and are listed grade II. Further buildings or extensions were provided in 1897 by H J Snell, by A J Parker in 1936, and by L Rossington, who built an assembly hall faced in Hurdwick stone in 1962.

Key negatives/Issues

- Pressure for new school buildings
- Traffic generation at certain times of the day

7 ISSUES

Based on the negative features and issues identified in Chapter 6 *Character Areas*, the following are considered to be the principal matters which need to be addressed by the Management Plan. These are summarised below – a more detailed assessment is provided in the Management Plan:

Summary of the principal issues:

Strategic:

- Role of Tavistock as a 'gateway' to both the World Heritage Site and the Dartmoor National Park
- World Heritage Site and mining heritage – the future protection of the remaining industrial buildings within Tavistock and connections between Tavistock and Morwellham Quay, including the Tavistock Canal
- The role of different stakeholders – Borough and Town Councils, amenity groups, businesses and residents
- Understanding Tavistock – tourism, interpretation, guidance, town trails
- Traffic management – roads, railways, cycling and pedestrians
- Car parking

Organisational:

- Human resources – staffing/skills
- Development management processes
- Involving communities

Policy and control:

- Designation of heritage assets, including additions to the statutory list and establishing a local list
- New Local Plan – policies for 2014
- Development management – maintaining quality;
- Design principles for new development affecting the conservation area
- Control of permitted development – Article 4 Direction
- Enforcement Strategy
- Use of statutory powers – Urgent works, amenity notices (Section 215), repairs notices
- Heritage-at-Risk – survey and strategy
- Guidance – shopfronts, listed buildings, living in a conservation area
- Sustainability

Economic:

- Vitality and variety – the importance of Tavistock as a service provider
- Marketing and branding – maintaining mixed uses and the retail 'offer'
- Building repairs and the use of upper floors

- External funding

Spatial:

- Protection of views across Tavistock
- Protection of roofscapes
- Protection and care of trees, parks, cemeteries
- Public realm – review of paving, street furniture, street lighting, wirescape
- Boundaries and front gardens

Site specific:

- Market Street, King Street and Bank Square enhancements
- Bedford Cottages – enforcement/design guidance
- Future of Police Station and Guildhall
- Conservation and Management Plan for the Town Council estate
- Buildings at Risk – Still House, Betsy Grimbal's Tower
- Archaeological evaluations of early buildings in Market Street/King Street/West Street.

APPENDIX 1 HISTORICAL DEVELOPMENT OF TAVISTOCK

The development of Tavistock has been greatly influenced by three major factors – the founding of a Benedictine abbey on the bank of the River Tavy; the location next to Dartmoor and other mineral-rich sites, which provided the impetus for industrial growth; and the influence and patronage of successive Dukes of Bedford, who took over the monastic estates following the Dissolution and who were responsible for rebuilding and remodelling the town in the 19th century. ‘The town has been greatly improved and beautified, during the last ten years, by the Duke of Bedford, who owns most of the parish’, wrote William White, in 1850, of the town of Tavistock. The Guildhall, he continued, had been ‘erected in the same style as the venerable remains of the abbey’, and further buildings were added within the next 20 years to provide the town with an outstanding centre piece of Town Hall, Police Station and Guildhall. Meanwhile the money earned from the Estate’s mining activities provided the funds for new cottages for the miners and other residential developments. Today, as part of the Cornwall and West Devon World Heritage Site, Tavistock is an important destination for visitors and tourists, drawing in shoppers to the town’s Pannier Market and to the many specialist shops and cafes.

The earliest indication of a settlement in the vicinity of present-day Tavistock exists in the form of an earthwork, known as the Trendle, situated on the hillside above Kelly College and Courtenay House on the north-east fringes of the town; archaeological finds uncovered in the mid 20th century suggest the camp to have been inhabited during the late prehistoric and early Romano-British period. Little is known of the subsequent history of this early community, and the next piece of evidence of particular note - a group of three Christian memorial stones, currently preserved within the grounds of the vicarage - is dateable to c.600 A.D. These bear inscriptions in Latin, and also, in one case, in Ogham. Probably by the beginning of the 9th century, and certainly by the time of the foundation of the Abbey, towards the close of the 10th, a small community had come to inhabit the site proper of the future town.

In considering the beginnings of Tavistock Abbey, it appears that Ordulph, brother-in-law to England’s king, founded a chapel in Tavistock in c. AD 974. 18th century records note that the chapel, which served the whole community, was known to have been located beneath the present Pannier Market, and was perhaps responsible for the name given to the former street of St. Matthew. The chapel was followed by a cluster of buildings intended for the serving of a monastic community, and in AD 981 the establishment of a new abbey had been officiated by royal charter. Sacked by Danish raiders soon afterwards, the Abbey was to undergo a gradual process of rebuilding, alteration and expansion during the following centuries.

The founding of the Benedictine Abbey was to be of great consequence to the fortunes of the small hamlet. Chiefly sustained by the farming of the Abbey lands and the associated wool industry, the dwellings of the lay population during the ensuing years appear to have been gathered about the banks of the Fishlake, in the area of present-day Market Street. Although hidden beneath the surface of the road the conduit continues to flow, whilst Market Street remains suggestive both in name and form of its former existence as a market place. In this context, a development of particular significance was the receiving of a royal charter from Henry I of 1105, which granted the monks of Tavistock Abbey the right to hold a weekly market each Friday: the value of

such a privilege at the turn of the 12th century is indicated by the fact that the charter had to be reconfirmed two years later, following a jealous lack of cooperation on the part of one of the neighbouring, and pre-established, market towns.

Further privileges to be acknowledged by royal charter were Tavistock's official status from 1295 as a borough, allowing the return of two Members of Parliament to London; and as an established centre for the coinage of tin. The sourcing of tin from Dartmoor is first recorded in c.1150. From 1305, Tavistock was recognised as one of the three original stannary towns of Devon: derived from the Latin 'stannum', denoting tin, these were the centres uniquely charged with the weighing, assay and taxation of the smelted ore. In addition to attracting purchasers from England and Europe to the twice-yearly auctioning of tin, the status of stannary town brought with it the right to the jurisdiction of a stannary court, held approximately every three weeks. The precise location of the meetings of the court is not known.

The flourishing of both town and Abbey during the late medieval period can be glimpsed in the sequence of rebuild which took place at this time. Initially founded during the early 13th century with a dedication to St. Eustachius, the parish church had been reconstructed and newly dedicated by 1318; the most substantial area of stonework dateable to this period would appear to be the base of the tower. Further additions can be dated to the intervening years – documented additions occurred in 1352 and 1380, for example – but the greater part of the present fabric seems to date from the early 16th century. The monastery, likewise, had by this time undergone a recent period of transformation, and the fragments of monuments surviving today are largely attributable to the years of the 15th century. By the close of the Middle Ages Tavistock had become the wealthiest and most influential Benedictine abbey in the south west, the owner of substantial areas of land, and the noted possessor of one of the earliest printing presses operating in the country.

This was all to change due to the actions of Henry VIII in the 1530s. By 1536 the dissolution of all small monasteries had been legalised by parliamentary act: 'the king sends about to suppress many houses of religion, which is a piteous case', as the abbot of Tavistock himself lamented. The falling of the great abbeys of the south-western peninsula came just three years later. In March 1539, following the resignation of monastic foundations from Hartland to Launceston, Buckfast to Plympton, the monks of Tavistock likewise handed to the royal commissioner their official deed of surrender.

A principal effect of the Dissolution was the radical upheaval of land ownership and governance, and in this Tavistock was no exception. The Abbey's landed possessions were thus conferred by the king upon a man of newly attained eminence, John, first Baron Russell, the forefather to the future Bedford Dukes. Russell's agents declared many of the existing leases flawed or void, so that they could be terminated swiftly. In the place of a landowner whose charitable foundation had formed the very centrepiece of their existence, the inhabitants of Tavistock thus had gained an absent and aristocratic lord, with no intentions of permanently residing in the vicinity of the Devonshire town.

The impetus behind the subsequent replacing of some of the lay services traditionally rendered by the Benedictine abbey unto the surrounding community began, therefore, not with Lord Russell, but with a request put forward to establish two annual fairs. More immediately, the parishioners' application resulted in permission from Lord Russell, by

this time elevated to the title of the Earl of Bedford, to erect a market-house in the former high street 'where the Crosse now standeth'. By 1670 some of the materials resulting from the demolition of the monks' church appear to have been used for the building of a new school house.

Finberg recounts that the active part played by the Abbey in the tin trade had always been relatively minor, and certainly Tavistock's operation as a stannary town seems to have suffered little ill-effect in the aftermath of the Dissolution. The 16th century witnessed a period of great productivity: by 1600 the region falling within Tavistock's jurisdiction had grown to be responsible for half of the county's total output of tin, and by 1640 this had risen to 80 per cent. The town benefited from this period of success, and the fact that the plague, striking the community in 1625, carried away over 500 lives gives some indication of the scale to which the population had grown.

The other industry of central importance concerned the production of woollen cloth. Long intrinsic to the agricultural existence of the monastery – in 1086, for example, the abbey was recorded to have 918 sheep – it was during the 15th century that the wool trade rose to be of particular prominence, with 'Tavistocks' becoming a cloth widely recognised. By 1500, this had resulted in the emergence of over 15 tucking mills, for the shrinking and felting of cloth, within a two mile reach of the town. Leases pertaining to mills on the site later to be occupied by Tavy Iron Works, for example, can be traced back at least to the close of the 16th century, when new buildings replaced an older tucking or fulling mill. With a reference of 1442 to donations for the Clothworkers' Aisle in the parish church of St. Eustachius, the effects of this prosperity were to be felt throughout the fabric of the town, and in Tavistock's subsequent ability to weather the declining fortunes of the long-established, long-relied upon trade in tin.

A further way in which the wool industry impacted upon the appearance of Tavistock can be seen in an engraving of 1741, prepared by Charles Delafontaine, where tenter-frames used for the stretching of cloth are shown to occupy the large fields north-east of the town. The 18th century is significant for the first real emergence of visual records of the town's appearance, both in the form of maps – most notably that prepared by John Wynne, Surveyor to the Bedford Estate, in 1752 – and in the form of topographical views. Wynne and Delafontaine both record, for example, the long artery of West Street, still bordered to either side by fields and trees, and the denser concentration of houses and thoroughfares to the east of the parish church, on the site of the town's medieval core. More descriptive as to the appearance of the surviving remains of the monastic complex is the engraved view produced by Samuel and Nathaniel Buck, which serves to illustrate that by 1734, almost two hundred years after the Abbey's dissolution, the basic framework of many of the buildings auxiliary to the Abbey church and cloisters were still intact. In the majority of cases their usage, however, had necessarily altered: in 1850 William White recorded that during the early years of the preceding century, the gatehouse had been used for the imprisonment of captive seamen, and the Saxon School as a granary. More certain is the conversion of the former Abbot's Hall to a place of worship, first for the Presbyterians and subsequently the Unitarians, as non-conformist congregations grew up across the town.

Accompanied by a brief history of the Abbey's foundation, the print executed by the Bucks is notably antiquarian in flavour, and a more picturesque observation of the town's existence against the backdrop of the deteriorating monastic buildings can be glimpsed in a watercolour sketch of c.1810, executed by Thomas Rowlandson. Rather less

complimentary were the comments of William Marshall, at the end of the 18th century: Tavistock, as he declared in his treatise of 1796, *The Rural Economy of the West of England*, was pleasingly located but 'meanly built', and a similar sentiment is to be found virtually contemporaneously in the writings of W. G. Maton. Considering the town 'very charmingly situated', and noting the 'lofty pinnacles' of the 'contiguous remains', the latter proceeded to dismiss the streets as 'narrow' and the buildings 'mean'. Thus, already by the 1790s we find evidence of the perceptions – an interest in the Abbey remains, a desire for grander buildings, and distaste for the overcrowded streets - that were to govern the ambitious schemes of the following century.

One major improvement which was undertaken during the 18th century was the establishment of a local Turnpike Trust in 1762 which took over responsibility for the main roads out of Tavistock and ensured that they were well maintained. Toll houses, some of which survive (like the ones close to Kelly College and on the corner of Pixon Lane), raised revenues to pay for this work. The Turnpike Trust was also responsible for the construction of Abbey Bridge in the 1760s.

During the 18th century Tavistock was a 'pocket' borough and the Russells acquired more freehold property as a way of controlling votes and ensuring that their nominee was voted into Parliament. Because they owned so much (57% of the freeholds in and around Tavistock in 1752), this also enabled them embark on a major restructuring of the town in the early 19th century. The first steps towards the town's transformation were taken by John Russell, the 6th Duke of Bedford from 1802-1839, and the man finally responsible for the creation of a country seat on the family's Devonshire estate: the *cottage orné* at Endsleigh, begun to the designs of Jeffry Wyatt (later Sir Jeffry Wyattville) in 1810. Reinforcing the impression of a connection between Endsleigh and the 6th Duke's subsequent interest in Tavistock, Wyatt was likewise to be appointed to one of the Duke's earliest projects within the town itself, the alteration, in 1822, of the Abbey House into the Bedford Hotel. Founded upon the site of the monastic Chapter House and begun as Abbey House in 1716, the property had been acquired by the Bedford family during the mid 18th century; its later conversion to a hotel followed a period spent as residence to the Bedford steward. Wyatt, on the eve of his appointment to the refitting of Windsor Castle, was here employed in a similarly Tudorising capacity, and produced for the Duke a façade whose battlements and transom windows were largely sympathetic to the style of Tavistock's surviving abbey remains.

The Duke's attention was subsequently turned towards the range of monastic buildings in present-day Guildhall Square, which once had comprised the eastern boundary of the Abbey's great court. Work began in 1824 with the appointment of John Foulston to the restoration of Court Gate. Foulston had earned his reputation as an architect of the neo-classical, and he had designed many of Plymouth's principal buildings, as well as an earlier Subscription Library in Tavistock with a porticoed entrance. The building did not survive as it sat badly with the Abbey remains and obstructed the Duke's purported intentions of creating a market and 'New Hall' in this area of the town. In the event, the only substantial market building to be created under the 6th Duke was the Corn Market of 1835 on the corner of King Street.

As the process of restoration continued, the Library and librarian were provided with further rooms and a small cottage, following Foulston's conversion of the dilapidated buildings that adjoined the arch to the east. Further towards the river, Foulston directed his energies towards the rebuilding of the monks' corn mill and its neighbouring, then

roofless, house. The corn mill was subsequently to function until the late 1840s when the 6th Duke's son, Francis, began his own series of alterations. Work was also begun during this period upon the area lying to the west of the Bedford Hotel, constructing across the former meadowland a new road to Plymouth. Notably straight and spacious, and occupying level ground, the road soon came to be lined with elegant, sash-windowed residencies: nos. 1 to 6 Bedford Place, for example, were built in 1836 to the designs of Edward Blore. These were followed by elegant villas in Spring Hill (c1830), Watts Road (1866 to 1873) and Glanville Road (1860 to 1899).

Other notable changes to the town during the early years of the 19th century included the emergence of a number of foundries, and thus the introduction to Tavistock of the manufacture of cast iron. The first of these foundries, situated close to the river in the east of the town, was the Tavistock Iron Works. This opened for business in 1800 and was soon enlarged and provided with 12 workmen's cottages. The wares produced by the newly established firm were advertised to include hand tools, stampheads, machinery, railings and gates, and in 1822 provided the iron railings for the ill-fated Subscription Library. Further east still, the Tavy Iron Works were located close to modern day Stannary Bridge, with buildings on either side of the river.

Tavistock's further iron works included the Bedford Foundry, located until 1868 behind Bannawell Street at the upper end of the town. This foundry was fitted from the 1840s onwards with a steam hammer which helped produce machinery for the mining industry. During this period Tavistock's working of woollen products did not entirely cease, and it is interesting to note that the Tavistock Iron Works was to operate as a wool-combing factory for the greater part of the 20th century after the demand for iron products waned.

Meanwhile Tavistock prospered as a result of the copper boom of the mid-19th century. The practise of copper mining had been in operation in Cornwall and west Devon since the Bronze Age but from the 1770s until the end of the 18th century the copper trade had been dominated by the mines of Anglesey, in northern Wales. The 1790s saw the closure of a number of copper mines across Dartmoor, but of great significance to the future of Tavistock was the 1796 discovery of copper in the vicinity of the neighbouring hamlet of Mary Tavy. Tavistock was to benefit not only economically from the consequent establishment of the mine, Wheal Friendship, but from the achievements of one man, John Taylor, who in 1799 arrived to take up the post of manager.

Beyond his more immediate concerns in the running of the mine, it was Taylor who was to be the principal force behind the creation of the four and a half mile conduit of the Tavistock Canal, built to provide a more economical form of transportation for the ore from Tavistock to the quay on the Tamar at Morwellham. The canal was fed by a leat off the River Tavy and from 1817, metal ores were put on boats in the newly created wharf in what is now Canal Road, and taken to Morwellham Quay. This provided an important service to the mines around Tavistock such as Wheal Crowndale and Wheal Crebor, which were located just to the south of the town. During this time, it is unsurprising that Tavistock was to experience its first great period of rapid expansion: between 1801 and 1821 the population rose from 3,420 to 5,483.

This initial success of the early years of the 19th century was followed, during the 1820s, by a brief period of uncertainty: 'we are still oppressed with people out of employ', as Wilson, agent to the Duke of Bedford, wrote in 1827. In 1844, however, the discovery of the copper lode that would lead to the founding of Great Devon Consols – at its height

the richest copper working in Europe – was made near Tavistock at Blanchdown Wood. The lodes proved not only to be extensive but high in quality, and from the mid 1850s to the mid 1860s the mine came to require the labour of over 1,000 men, women and children for its basic operation. By 1861 the population of Tavistock had risen to almost 9,000 inhabitants, nearly double the 1821 number.

The effect of these rapid rises in population was to place an even greater burden upon the town's provision of housing, which had been little improved during the first half of the 19th century. In the early 1830s, 150 families, comprising approximately one third of the population, were residing in single rooms, and by 1846 this had risen to 453. Illness was commonplace within the overcrowded, insanitary streets; in 1849, in addition to epidemics of typhoid, typhus and scarlet-fever, Tavistock suffered several outbreaks of cholera.

The pressure for intervention on the part of Francis, 7th Duke of Bedford, came not only from the town's residents but also from his younger brother, Lord John Russell, throughout his parliamentary career an unwavering advocate for social reform. Russell had been involved in the Chadwick Report, a study of living conditions which included the finding that, proportionate to size, Tavistock was experiencing an overcrowding situation which was worse than London or Liverpool. The position of the Duke himself was not straightforward: Francis, acceding to the title in 1839, had inherited an estate encumbered with considerable debts. 'It will be necessary to shut up the old Abbey for a time', as he subsequently wrote of the family's principal seat at Woburn, 'it must be my part ... to repair the breaches that have been made, or the family importance and influence in the Country will sink into ruin'. By 1843, however, the architect and surveyor Theophilus Jones had been summoned to Tavistock. Two years later, in the wake of the first royalties from Great Devon Consols, the widespread concern over living conditions and the Duke's desire for a well-managed, well-maintained estate resulted in the building of Tavistock's first model cottages.

The first 18 brick cottages were built in Dolvin Road on the eastern side of the river in Dolvin Road, and these were shortly followed by the creation of a further 64 homes, in 1850, at Westbridge: the Duke of Bedford 'is now erecting a number of dwellings for the labouring poor', as William White reported in that year. Built, this time, from the more economical local rubble stone, the gabled cottages comprised two rooms and a pantry at ground-floor level, and three bedrooms on the storey above: 'these are not cottages, these are villas', one contemporary exclaimed, and certainly conditions were far superior to those in the cramped dwellings the Duke was endeavouring to replace.

Each pair of cottages had access to an outdoor tap, and the front kitchens were provided with a cooking range; there was space for the keeping of a pig, and the vast majority had gardens. The Duke, much satisfied with Jones's work, had the Westbridge design recorded in plan and elevation in a series of lithographs, and in 1859-1860 it was to form the basis for the terraces begun at Parkwood Road and also beside the canal at Fitzford. A final development (nos. 1-28), were created under Francis's successor William, along Trelawny Road. These are dated 1866. By 1870 the Bedfords had created within Tavistock a total of around 170 workers' cottages.

More closely related to the architectural endeavours of his father were Francis's alterations to the town centre, in 1848 commissioning Theophilus Jones to convert the corn mill on Guildhall Square. Jones provided a new Guildhall, to link with the existing

Foulston Police Station and Court Gate. Francis also took up his father's interest in providing new accommodation for the town's markets, of which the sheep market, fish market and cattle market had continued to gather in the open space surrounding Court Gate, in a manner deemed of 'great inconvenience and danger to the inhabitants thereof'.

Instead, the site immediately north-east of the Gate was selected as suitable for the building of a permanent Pannier Market: at first contemplating only the broadening of St. Matthew Street, as a sketch survives to show, it was eventually decided to sweep away the road and its associated housing in their entirety. Higher Brook Street was also lost, and the densely populated area was replaced by the more spacious thoroughfare of Duke Street. The process continued on the eastern side of the new market, with the course of the river straightened, Abbey Bridge widened, and a new road created along the side of the Tavy. The completing touch to the adjacent Bedford Square was the long-requested building of a Town Hall, erected to the designs of Edward Rundle from local Hurdwick stone and opened in 1863.

1859, the year of the parliamentary act required for implementing the Duke's grand scheme in the town centre, was also marked by the opening of Tavistock's first railway station, served by the South Devon and Tavistock Railway Company's branch line from Plymouth. Conceived by Brunel and situated to the south-west of the town, the coming of the railway contributed to the demise of the canal but also the commencement of a new era of transported goods: the railway took over the importing of coal, for example, of which there was no local supply. The cattle market, removed from the environs of Bedford Square, was relocated to a site beside the station so as to benefit from this same ease of transportation. The railway was absorbed by the Great Western Railway in 1878 and the line closed in 1962, after which the former station was demolished and the site developed with new buildings which house the town's fire and ambulance services.

The second railway line, the London and South Western, arrived in Tavistock in 1890 and formed part of the mainline route from Plymouth to London Waterloo until 1968. Of this, the former station master's house and main station buildings survive (and are now in use a private house) as well as the great eight-arched viaduct which forms such a vital part of Tavistock. This second railway line necessitated the creation of Drake Road for access, and thus the substantial raising of the street level in this area of the town.

Other building projects had continued during this final third of the 19th century: the late 1860s saw the commencing of the vast church at Fitzford, designed by Henry Clutton, and the foundation of Kelly College (opened in 1877) upon land donated by the Dukes of Bedford. Principally, however, the decade marked the onset of an era of decline, for it was during these years that the mining industry began to fail, and to slide towards its eventual collapse. One problem was simply that of depletion, with the richest copper lodes having already been exploited. The second source of difficulty lay in the rise of competition from overseas: not only had discoveries of copper been made in Australia and America, but the mineral had been found relatively close to the surface, allowing the mines to extract copper far more cheaply than in Devon or Cornwall. For the last years of the century, Great Devon Consols consequently devoted its energies towards the production not of copper but of arsenic, but by 1901 the company had become uneconomic, and the mine was closed.

Despite continued efforts at rejuvenation, the close of the 19th century essentially spelled the end of an era for the mines of the south west. The failing of the industry coincided with a period of agricultural depression, and during the ensuing fifty years the town's population plummeted from a total of 8,921 in 1861 to just 4,392 in 1911. It was at this low ebb in the town's fortunes that another great change was brought to bear, for it was in 1911 that the Bedford family's ownership of the town and its environs came to an end, as Herbrand, the 11th Duke, was forced to sell the majority of his Tavistock property in anticipation of death duties.

A significant proportion of the town's dwellings were bought by the tenants; public buildings and public areas of ground, such as the Pannier Market, adjoining shops and the Meadows, were purchased by the newly formed Tavistock Urban District Council and remain in the ownership of Tavistock Town Council today. The loss of ducal patronage therefore meant that political power transferred into the hands of elected representatives, initially the Urban District Council, and subsequently, West Devon Borough Council.

Starting from a point of economic downturn, Tavistock was not to escape the widespread depression of the 1920s. After World War II, however, the population began to rise again and by the 1970s it had been restored to the heights witnessed by the town during the Victorian era. Commuters enjoy the convenient travel distance to nearby Plymouth, and the many shoppers and tourists travel from some distance to use the Pannier Market and adjoining facilities. St Eustachius' Church continues to provide the town within an important centre for Christian worship, and the regular street markets, the annual October Goose Fair, and other cultural and leisure orientated events also provide attractions. The inscription of the World Heritage Site, which includes Tavistock, has provided a further impetus to the growth of tourism. In the 19th and the earlier parts of the 20th century, these visitors largely arrived by train, but since the 1960s they have to travel by road, providing perhaps the greatest challenge to the well being of the town.

APPENDIX 2 GAZETTEER OF BUILDINGS

- 1 Abbey remains
- 2 Bedford estate buildings in the town centre
- 3 Churches, chapels and cemeteries
- 4 Transport
- 5 Health
- 6 Industrial
- 7 Education
- 8 Commercial
- 9 Bedford Cottages

1 **ABBEY REMAINS**

Court Gate, Bedford Square.

Court Gate comprises the most substantial of Tavistock's abbey remains and originally marked the north-east extent of the abbey precinct. The earliest parts of the structure, two round-headed arches preserved at the core of the gateway, date back to the 12th century; these were later incorporated into a larger building. Court Gate appears to have been used to house the lay pensioners of the abbey and was perhaps adjoined by an almonry.

The restoration of Court Gate was carried out by John Foulston in 1824 under the directions of the 6th Duke of Bedford. The upstairs room, and subsequently the dilapidated structures to the east of the gatehouse, were refitted in 1829 to accommodate Tavistock Subscription Library and its librarian.

Court Gate is listed grade II and is a scheduled monument.*

Police Station and Guildhall, Guildhall Square

The monks' corn mill was located on the eastern side of the abbey's Great Court and was served by the Fishlake. Adjacent buildings apparently served as the monastery's guest house. These were inhabited following the Dissolution, including occupation by the Trowte family in the 17th century. The buildings were rebuilt in the Gothic style by John Foulston in the late 1820s to provide a police station. The adjoining Guildhall was added in a matching style by Theophilus Jones in 1848. A Conservation Plan for the two buildings has already been prepared, which resulted in their listing being upgraded from grade II to grade II*.

The Police Station and Guildhall are both listed grade II.*

South Precinct Wall, Abbey Walk.

Originally forming the boundary between the monastic complex and the River Tavy, the surviving stretch of the South Precinct Wall is principally medieval, though with some sections of rebuilding. Measuring about 14 feet in height, the wall is characterised by a string course and a crenellated parapet.

The South Precinct Wall is listed grade II and a scheduled monument.

The Still House (The Still Tower), Abbey Place. Situated at the southern corner of the abbey precinct, the crenellated Still House may have formed part of the infirmary buildings. In 1832 the granite structure was recorded to be ruinous. Restoration was carried out in 1884, when it was converted to a gazebo; late 19th century features survive from this period of alteration.

The Still House is listed grade II and also a scheduled monument.

Betsy Grimbal's Tower, Plymouth Road.

Probably deriving its alternative epithet from a corruption of the *Blessed Grimwald*, the West Gate constituted the western entrance to the abbey grounds until being sealed off during the 19th century. With sections of masonry dating from the late 12th to 16th centuries, the structure evolved through five principal stages of building.

Further remains from the abbey buildings are stored within the now-blocked passageway of the gatehouse. These include fragments of the original pinnacles of Court Gate; a granite coffin uncovered during the 18th century destruction of the refectory and chapter house; and a beam originating from the Abbey Chapel.

Betsy Grimbal's Tower is listed grade I and is a scheduled monument.

Abbey Chapel, Abbey Place.

The medieval structure known as Abbey Chapel once housed the hall and lodgings of the abbot and may have been founded as the monks' infirmary. The building became a meeting place for dissenters in 1691, and since then the hall has been used as a non-conformist chapel. Consecutively serving three denominations, the interior has been much altered and the roof was replaced in c1960. The doorway, placed in the centre of the eastern elevation, represents an addition of 1845.

Abbey Chapel is listed grade II.

Porch to Abbot's Hall, Abbey Place

To the north-east of the chapel is a pinnacled two-storey porch tower, dating to the late 15th or early 16th century, which has been less affected by refurbishment. The interior of the lower room is particularly well preserved, with granite pilasters to the east and west walls and carved bosses adorning the ceiling.

The porch is listed grade I and is a scheduled monument.

Fragment of cloister and abbey church, Bedford Square.

A small fragment of the abbey still stands in St Eustachius Churchyard comprising an L-shaped fragment of the Abbey Church wall with a moulded 13th century arch with cusped arcading below.

Listed grade I and a scheduled monument.

Further fragments of ancient masonry survive within the fabric of the West Devon Club and the basement of the Post Office, both Abbey Place. The buildings are grade II listed.

Three inscribed stones also lie within the garden of the grade II listed Vicarage in Plymouth Road. These are scheduled monuments.

2 BEDFORD ESTATE BUILDINGS IN THE TOWN CENTRE

Town Hall

The Town Hall was built by the Bedford Estate and although dated 1860 was not completed until 1863. The designer was the Bedford Estate surveyor Edward Rundle. The building was requested by local inhabitants and represents the final public building commissioned by Francis, Duke of Bedford in his remodelling of Tavistock's centre. As with the neighbouring work of Foulston and Jones, the new Hall was conceived in a Gothic spirit, with a crenellated parapet and centred arches to the windows. The tower, positioned asymmetrically to the south-west of the building, comprises a hammer-beam roof and gallery. Clustered stone chimneystacks embellish the roofline in a manner reminiscent of the medieval pinnacles of the nearby buildings.

The Town Hall is listed grade II.

Court Gate – see 1 Abbey Remains

Police Station – see 1 Abbey Remains

Guildhall – see 1 Abbey Remains

Statue of Francis, 7th Duke of Bedford.

The statue was created in 1864 by E. B. Stevens, in commemoration of the figure responsible for the great schemes of change and improvement carried out to the town in the mid-nineteenth century. The statue was fabricated using material from local mines. The present appearance of Abbey Place and Bedford Square are largely attributable to the endeavours of the 7th Duke.

Listed grade II.

The Bedford Hotel, Plymouth Road.

A house was built on the site between 1716 and 1725 by Jacob Saunders, incorporating earlier fabric, and acquired by the Duke of Bedford in 1752. Between 1821 and 1822, Abbey House was remodelled by Sir Jeffrey Wyattville (then known as Jeffrey Wyatt) as a hotel with Tudorised elevations. This work was carried out in conjunction with the remodelling of the churchyard and the creation of Plymouth Road. The ground below the building is scheduled as part of the former Abbey site. The significance of this building has never been fully recognised and further, much more detailed evaluation (such as a Conservation Management Plan) would be welcome, including a possible upgrading to II*

Listed grade II.

The Bedford Office.

This is a prominent, single storey building dating to the early 19th century with Tudor windows and crenellated parapet reflecting the legacy of the nearby abbey remains. Occupied by successive agents of the Dukes of Bedford, the Office continued to function in service of the Bedford Estate until the 1960s.

Listed grade II.

3 CHURCHES, CHAPELS AND CEMETERIES

St Eustachius Church, the Vicarage in Plymouth Road, St Mary Magdalene, Methodist Church, United Reformed Church, Christian Brethren Chapel, Gospel Hall, cemeteries in Dolvin Road and Plymouth Road

St Eustachius Church, Bedford Square

It is said that there was a chapel elsewhere in Tavistock in the 10th century, but the present parish church is largely medieval. It was dedicated in 1318 to a Roman saint, hence the use of the Latin 'Eustachius'. St Eustachius was built as the parish church in parallel with, and adjacent to, the abbey church. The base of the tower, which was originally open, served as one of the four gateways to the abbey precinct and the parish burial ground.

The church was built of Hurdwick stone on a grand scale financed by the proceeds of a thriving cloth trade. There are records of donations in 1442 for the construction of the Clothworkers' Aisle on the south side, but much of the surviving fabric is 16th century. The church was restored in 1844-5 by local architect John Hayward, who was a nephew and pupil of Charles Barry.

St Eustachius is notable for its spacious interior, its monuments and for stained glass by Morris & Co. It also has a pivotal role in defining the civic centre of the town at Bedford Square.

Listed grade II.

The Vicarage, Plymouth Road

This was built in the late 1920s when Plymouth Road was being created. Still in use as the vicarage to St Eustachius, it has unfortunately been reroofed in concrete tiles.

Listed grade II.

St Mary Magdalene, Callington Road

The Church of our Lady and St Mary Magdalene, formerly known as Fitzford Church, opened in 1867 as an Anglican chapel of ease to serve the westward expansion of Tavistock. It was designed for the Duke of Bedford by Henry Clutton in an eclectic style that has been variously described as 'Neo-transitional Gothic', 'North Italian' or

'Lombardic Romanesque'. It is an exact contemporary with St Mary's Church at Woburn, which Clutton also designed for the 8th Duke albeit in a more restrained style.

While St Eustachius is significant to the town centre, St Mary Magdalene is on much higher ground to the west and it exploits its position with a campanile-like tower that forms a major landmark in views across the town. However, the decline in mining led to reduced congregations and the church closed in 1914. Efforts were made to re-open it in 1936, funded by the sale of part of the churchyard – this explains the presence of four pairs of semi-detached houses on the lower part of Callington Road – but the re-opening was not sustained and the church closed again in 1947. Finally, it was sold in 1952 to the Roman Catholic Diocese and it continues in use as a Catholic church.

Listed grade II.*

Christian Brethren Chapel, Abbey Place –see 1 Abbey Remains

The Methodist Church in Tavistock

A detailed account of the evolution of Methodism in Tavistock is provided in Brian Giles' *Tavistock's Methodist Chapels* published by the Tavistock and District Local History Society in 2007. The first Wesleyan Methodist Chapel opened in Barley Market Street in 1811. It closed in 1857 when the congregation moved to new premises in Chapel Street. The lease was sold back to the Duke of Bedford in 1869 after which the chapel was used for storage in various ownerships until it was demolished in stages, the last traces being removed in 2005.

In 1847, a Schoolroom was built on Kilworthy Hill. This also closed in 1857 and was used by the Salvation Army until 1998 when it was converted to residential use.

United Reformed Church, Russell Street

This simple rendered chapel with plain gothic lancet windows was built in 1838 for the Wesleyan Methodist Association when they divided from the Methodist mainstream. It remained in this use until 1961 when the Methodists were re-united and the chapel was acquired by the Congregational Church.

Having seceded from the Abbey Place chapel in 1796, the Congregationalists had occupied two successive chapels in Brook Street, both since demolished. In 1972 they became the United Reformed Church providing accommodation also at Russell Street for the Salvation Army.

Not listed but possible candidate for a Local List?

Gospel Hall, Bannawell Street

The Bible Christians were one of the five divisions of Methodism that followed the death of John Wesley. They built the chapel at Bannawell Street in 1847 and added a Sunday School to the rear in 1859. The Hurdwick stone building has a central bay that breaks forward and a generously oversailing roof carried on distinctive brackets at the corners.

In 1911, the Bible Christians re-joined Methodists at the Russell Street chapel. The Gospel Hall was taken over by the Christian Brethren who then moved to Abbey Place in 1961. The hall became a builders' store until 2006 after which it was converted to residential use. Much of the sense of the chapel survives although it has lost its stained glass and its front entrance.

Not listed but possible candidate for a Local List?

Methodist Church, West Street Avenue

The chapel was built on a prominent site leased by the Duke of Bedford in 1857. It replaced the earlier chapel in Barley Market Street, which was too small to serve the expanding town and was also becoming dilapidated.

Like the Russell Street chapel it is a plain rendered building with simple lancet windows in a style described by Pevsner as 'Unecclesiastical Gothic'. Nonetheless, it is sufficiently detailed with mouldings and pinnacled corner buttresses to be listed Grade II.

Rising congregations, and a degree of competition, led to improvements in the mid-19th century. There were three Methodist chapels in Tavistock at that time, and all of them added galleries in 1864/5.

The Methodist Union of 1932 meant that there were still two Methodist chapels in Tavistock, at Chapel Street and Russell Street. This situation continued with separate congregations until 1961 when they merged and occupied Chapel Street leaving Russell Street to become Congregational and then United Reformed.

Listed grade II.

Society of Friends, No. 4 Canal Road

There was a Quakers' Meeting House in the Dolvin Road Burial Ground from 1835, but it closed in 1870 and was demolished in the late 1870s. Since the late 20th century, the Quakers have used No. 4 Canal Road. This is one of two pairs of stone cottages flanking the entrance to the canal wharf. They were built in 1817, when the canal was completed.

Listed grade II.

Dolvin Road Cemetery

From the 1830s, there was little room left for burials at the parish church and there was an additional need to accommodate non-conformist burials. The Dolvin Road Cemetery comprised four burial grounds: The earliest to the west was opened for dissenters in 1834. To the east of this, a Quaker Meeting House and burial ground were opened in 1835. Further east still, two further areas were opened in 1845: the central one served the parish church and the ground at the far eastern end provided more accommodation for non-conformists.

The New Cemetery, Plymouth Road

By the 1880s it was necessary to replace the Dolvin Road Cemetery and the Duke of Bedford gave the land on Plymouth Road for its successor. He also endowed it with the New Cemetery Chapel, built in 1880. The architect of the elaborate French gothic design was Henry Clutton who had also designed Fitzford Church.

In the following year, 1881, the Duke also provided the lodge, mortuary and the cast iron entrance gates with their distinctive quatrefoil motif. The first interment was on 16 March 1882.

The cemetery chapel, lodge, mortuary and entrance gates are all listed Grade II.

4 TRANSPORT

Railway buildings, viaduct, canal, bridges, and milestones

Tavistock North Railway Station.

The railway station known as Tavistock North opened in 1890, serving the mainline route of the London and South Western Railway from Waterloo to Plymouth. This was the second railway line to be connected to the town: Tavistock South, built as the terminal point of the South Devon & Tavistock Railway Company's branch line from Plymouth, had been in operation since 1859. Nothing now remains of this earlier station. Located across the river from Abbey Bridge, the site is now occupied by light industry and the town's fire and ambulance stations.

Despite the closure of the service in 1968, the principle structures belonging to Tavistock North, on the other hand, have survived. Positioned on the 'down' side of the line is the main station building, built from granite with blue bricks to the window surrounds. The single storey building is roofed in slate with three dormer windows. To the right stands the taller stationmaster's house, marked by a bay window and prominent brick chimney stacks. The 'up' side waiting room has been lost. The buildings were converted into a private house with holiday accommodation in 2008.

Listed grade II.

The Viaduct.

An eight-arched structure built c1890 to conduct the railway line across the valley of the town to Tavistock North station. Erected from rough-faced granite, with concrete blocks for the arched portions, the viaduct represents the work of engineers W. R. Galbraith and J. W. Szlumper; today it carries a foot and cycle way.

Listed grade II.

Tavistock Canal.

Tavistock Canal served to connect the town and its mining hinterland with the Tamar port of Morwellham Quay. Begun in 1803 and opened for the transportation of ore in

1817, the conduit was conceived by mining engineer John Taylor, manager of the copper and lead mines Wheal Friendship and Wheal Betsy at nearby Mary Tavy.

Fed by a sluice intake close to Abbey Bridge, the stretch of the canal dug within the town was excavated across former open land on the northern side of the river; the parallel thoroughfare of Plymouth Road had not yet been built. From Tavistock the canal runs for some 4.5 miles, incorporating a 1.5 mile tunnel passed through Morwell Down. Finishing 237 feet above the quays, the conduit terminates at Morwellham with an inclined plane. The canal ceased to carry traffic in 1873, and today the flow of water along it supplies the power for the electricity generating station constructed at Morwellham in the 1930s.

Parts of the canal lie within the Tavistock Conservation Area.

Nos. 1, 2, 3, 4, 5 Canal Road and former Council Depot, Canal Road.

A number of buildings associated with the canal exist at Tavistock Old Wharf. Dating to the early 19th century (the canal was opened in 1817), these include a granary, situated over the canal with space for the unloading of barges beneath, and a former coal shed. Flanking the entrance to the wharf are two further buildings, on the right housing a pair of cottages, and on the left (today used by the Society of Friends) comprising a further dwelling accompanied by an office. These latter buildings rise two storeys in height, with round-headed casements set within elevations of stone rubble.

On the south-west side of Canal Road stands one of the wharf's two remaining warehouses. Latterly used as the Council Depot, the building, erected c1817, is likewise of stone rubble with one round-headed casement and a round-headed arch. Tarrred slate covers the half-hipped roof.

These buildings are all listed grade II

Canal Bridge.

Visible on the south-west side of Canal Road, the stone rubble bridge crossing the waterway of the canal was erected c1817. Set beneath a parapet, the structure comprises a cambered arch with rusticated voussoirs and keystone.

Listed grade II

Abbey Bridge.

A granite ashlar structure of two segmented arches, Abbey Bridge was built in 1763 to provide a crossing for a newly improved toll road, connecting the town to Plymouth via Whitchurch and Horrabridge. The bridge was widened during the years 1859-1860, following the increase in traffic generated by the opening of Tavistock's first railway station on the south side of the river. These alterations were contemporary with the changes effected by Francis, 7th Duke of Bedford, to the adjoining Abbey Place and Bedford Square, and the creation of the riverside Market Road. Cutwaters exist to the upstream side of the bridge.

Listed grade II.

Vigo Bridge.

Vigo Bridge likewise dates to the 18th and was constructed in 1773 to carry the turnpike road to Moretonhampstead. Formed of three round-headed arches and displaying pointed cutwaters, the bridge is built of stone rubble with granite parapet copings and voussiors.

Listed grade II.

West Bridge.

Initially dating to 1540. Its replacement, the single span of the present concrete bridge, was erected to the designs of R. M. Stone in 1939-1940.

Milestone, Old Exeter Road. A tablet carved from granite during the early 19th century, bearing the respective distances to London, Okehampton, Callington and Truro.

Listed grade II

5 HEALTH

Hospitals and workhouses

Tavistock Cottage Hospital.

There had been a dispensary in Tavistock since 1832, and since 1887 it had been incorporated in a small cottage hospital established at no. 33 West Street. Accommodation in this building was limited, and a search soon began for a replacement. The breakthrough came with the publication of the will of Anne Zoe Herring, of Brentor, who left £2,500 for the construction of a new hospital and £1,500 to be invested to provide for operations. The Duke of Bedford gave the land in Launceston Road, close to a site that had been occupied in medieval times by a leper colony. Mr Snell of Plymouth was hired as the architect, and Mr Fuge of Horrabridge won the contract for construction. The two storey red brick building, completed in 1896, had three wards containing a total of 15 beds. In 1903 there was a major addition to the premises, as a result of a bequest by John Hornbrook Gill. The construction of the Gill Wing provided a further ten beds in two wards. Developments in the 20th century were associated with the careers of two strong and influential matrons, Margaret Pye from 1917 to 1947, and Di Davey from 1952 to 1981. Major events have been the innovation of the National Health Service in 1948 and the radical overhaul of the administration of hospital services in the 1980s.

Unlisted but possible candidate for Local Listing.

Union Workhouse.

Located on the northern outskirts of the town, the Union Workhouse opened in 1838 as a building commissioned by the 6th Duke of Bedford. It replaced a much smaller building in Mount Ford, to the north of Ford Street. The building is formed around a central court and was designed in a classical style by Sir George Gilbert Scott and his assistant

William Bonython Moffat; the pair were also responsible for workhouses elsewhere within the county, such as Bideford and Tiverton. Rising a single storey in height, the front range incorporates a central pedimented archway, built from granite with channelled voussoirs. To the rear, the three-storey elevation was arranged around a central octagonal block with pedimented gables. The greater part of the building was finished with stucco. Today known as Russell Court, the building has been converted into flats.

Listed grade II.

6 INDUSTRIAL

Foundries, mines, and mills

Tavistock Iron Works, Parkwood Road.

Situated on the eastern side of the town and initially operating as the Lower Foundry, Tavistock's first iron works was established c1800. The premises were extended northwards to create the Upper Foundry, or Mount Foundry; nearing completion in 1805, the latter advertised a range of tools, castings and machinery. The two foundries were subsequently merged and renamed Tavistock Iron Works. Output included beam engines for the expanding network of nearby copper mines. Following the collapse of the copper industry in the later years of the 19th century, the foundry was converted to a wool-combing factory in 1896.

The long, rubble-stone building with granite dressings and round-arched windows originally functioned as the smiths' shop; today its use is residential. The house located behind the foundry, Ferrum Hill House (later Brooklands), was built by owner of the works John Gill (1760-1841), whilst the present Ferrum House served as the foundry office. An office for the later wool factory was accommodated within the red brick house characterised by a bell turret on one side.

The former Iron Works buildings are both listed grade II.

Bedford Iron Works, Bannawell Street.

An iron foundry dating to 1841 is located behind Bannawell Street on the banks of the Fishlake. The parallel road of Lakeside is a later addition, created in the aftermath of the iron works' closure. During the middle years of the 19th century the Bedford Iron Works was the town's principal manufacturer of machinery, responsible for the production of beam engines for Great Devon Consols and railway components for Morwellham Quay. In 1868, as the copper mines experienced hardship and the Steel Ordnance Company collapsed, the Bedford Foundry relocated to occupy the premises of the newly-closed Tavistock Iron Works on Parkwood Road.

The site at Bannawell Street later became a coach building works. The remaining buildings, including a long block of painted rubble stone, pierced by round-arched windows, have largely been converted for commercial uses.

Listed grade II.

Tavy Iron Works, Mount Tavy Road and Stannary Bridge Road.

The Tavy Iron Works was founded in 1852 on a site previously occupied by woollen mills; the records for these can be traced back to the late 16th century. Some of the pre-existing buildings appear to have been adapted to serve the new foundry. The core of the present building situated on the corner between Mount Tavy Road and Stannary Bridge is dateable to the 17th century, when the original building was built to accompany a pair of tucking mills.

Originally occupying land solely to the south of the river, Tavy Iron Works was expanded north during the 1850s-1860s. The foundry subsequently underwent a number of changes in ownership, and by the early 20th century the site to the north of the Tavy had come to be used for the generation of electricity. The area to the south saw the production of portable buildings and storage of antiques, before being left as derelict from 1988.

More recently, a number of buildings associated with the iron works have been converted to provide private housing. The 19th century foundry shed has been divided into flats.

These buildings are not listed.

No 7 Drake Road (Building behind nos. 10-12 Market Street)

Operating as a malthouse during the early to mid 19th century, and later forming part of a brewery, the building comprises the back range to nos. 10-12 Market Street. The elevation facing towards the latter street is of stone ashlar, three storeys in height; a single elevation overlooks Drake Road. The structure appears to have been built during the late 17th century by maltster Nicholas Hunt, and was notable for incorporating fabric from an earlier roof, possibly original to one of the abbey buildings. The whole roof was replaced with modern timbers as the result of a fire in 1983.

Listed grade II.

Lawsons' Shop, Parkwood Road.

Lawsons' shop was established as the town corn mill in 1846, Tavistock's original mill, dating back to the time of the abbey, having been converted to house a range of municipal institutions by the 7th Duke of Bedford. The new mill was powered by water from the Millbrook leat. The present building dates to c1910 and openings for hoisting sacks into the building remain visible.

Listed grade II

Tavistock Printing Company, Pym Street.

This building was erected in c1906, to the designs of Arthur Southcombe Parker, to house the print works of the Tavistock Printing Company. Conceived in an Arts and Crafts idiom, the elevations incorporate a pedimented wooden doorcase and timber casements with mullions and leaded lattice lights.

Listed grade II

7 EDUCATION

The Old Grammar School (Drakesmead School), Plymouth Road.

Tavistock's earliest school had been founded by the monks of the Benedictine Abbey. However, it was during the 19th century that Tavistock was to receive a more substantial complement of educational buildings, prompted by growing expectations of educational provision and the expanding population of the Victorian town.

The first of the new institutions was the Grammar School, built in 1837 by John, 6th Duke of Bedford and located on the corner of Russell Street and the newly laid out Plymouth Road. The design of the building was the work of Edward Blore, the architect likewise responsible for the nearby villas of nos. 1-6 Bedford Place (1836). Blore used Tudor details and slightly asymmetrical façades replete with mullioned windows, diagonally-set chimneys and gabled wings. Carved panels bearing the coronet and the letter 'B' commemorate its benefactor. The building remained as the grammar school (which admitted only boys), until the building of larger premises further along Plymouth Road in 1895.

Listed grade II

St. Rumon's Primary School, Dolvin Road.

Built between the years 1845-1847, the elementary school on Dolvin Road was erected under the patronage of Francis, 7th Duke of Bedford, alongside his first series of model workers' cottages. Formerly known as the Anglican National School, it was built as a church school and constructed from local stone; the one-storey building was planned originally to comprise classroom wings adjoining a central assembly hall. During the second half of the 19th century the building housed a boys' school, a girls' school, and an infants' school within separate parts of the building. The building is still in use as a school.

Listed grade II

Alexander School Plymouth Road.

This was built at the west end of Plymouth Road in 1895 by F Bligh Bond in a Gothic style to replace the 1830s Grammar school. It is and is one storey high with a central bell tower. It was replaced in 1931 by a new building at Crowndale (outside the conservation area) in 1931. Having served subsequently as a part of Tavistock Primary School, the buildings today are home to the Alexander Centre for Adult and Community Learning.

Unlisted but a candidate for Local Listing

County Primary School, Plymouth Road

The second elementary school established by the 7th Duke dates to 1856. Initially known as the British School, the single-storey gabled building was designed by the Bedford surveyor Edward Rundle, prior to his appointment to design the Pannier Market and Town Hall. The building continued to serve as a primary school until 1991, since when it has been a doctors' surgery.

Listed grade II

Kelly College, Parkwood Road.

The public school of Kelly College was founded by the will of Admiral Kelly in 1867, occupying land to the east of the town granted by the Duke of Bedford. Rising impressively above the playing fields and terracing that separate the College from the road, the principal range was built between 1875-1877 to the Gothic designs of C. F. Hansom. The centrepiece, of Hurdwick stone with limestone dressings, comprises a six-bay range articulated with buttresses and adorned with traceried windows.

Modelled upon Malvern College and Clifton College, Bristol, Hansom's ambitious designs were not to be fully realised: the free-standing chapel, for example, was never carried out, and the present chapel inhabits the hammer-beamed space originally conceived as a library. However, the buildings were to be extended in 1897 by H. J. Snell, who added the school's western wing, and on a number of occasions during the course of the 20th century. The science blocks of 1936, built of modern concrete, nevertheless continued the use of mullioned windows; the theatre and assembly hall of 1962 continued the use of local Hurdwick stone.

Principal buildings listed grade II

8 COMMERCIAL

HSBC Bank, Bedford Square

A crenellated building bearing the date 1895, situated on the corner of Bedford Square and the eastern side of Drake Road. The ground floor, occupied by HSBC Bank, comprises an arcade of centred arches with foliate capitals. The upper storeys, built of Hurdwick stone coursed rubble, are adorned with traceried windows and projecting balconies. Built to house the Constitutional Club, the Gothic style of the elevations continues along the eastern side of Drake Road.

Listed grade II

Lloyds Bank, Bedford Square

Dating to 1909, the basic form of the building mirrors that of the adjacent HSBC Bank, with rounded corner elevation and a three-arched arcade. The façade to Bedford Square is characterised by granite Doric pilasters to the ground floor and mullioned windows of Bath stone dressings above; an oriel window features beneath the steep

gable. Again chiefly composed of Hurdwick stone coursed rubble, the building incorporates nos. 3, 3a and 4 Drake Road.

Listed grade II

Ordulph Arms, Pym Street

This public house was first built as a Temperance Hotel in the 1830s. The Tavistock Temperance Society was inaugurated there in 1838 and the building was used for meetings of the Bible Christians prior to 1847 when they moved to the Gospel Hall in Bannawell Street.

The Temperance Hotel was built on the site of the gatehouse to Great House, the 16th century town house of the Glanville family and it incorporates masonry from the earlier structure. It served as the offices of Tavistock Rural District Council before it became the Sir Francis Drake Public House, latterly the Ordulph Arms.

Listed grade II

9 RESIDENTIAL

Historic family houses in Tavistock date to the 16th century onwards, and vary according to status. Higher status buildings include examples of timber framed town houses in Market Street; 18th century stuccoed houses in West Street; and 19th century detached villas along Plymouth Road, Watts Road, Glanville Road, Whitchurch Road, Spring Hill and Parkwood Road. Lower status houses include the terraced properties along Bannawell Street and the Bedford Cottages (see Section 10 below).

Of the higher status buildings, the following are a sample:

- No. 4 Market Street: 16th century or earlier timber-framed structure albeit with later stuccoed front; several of the surrounding buildings are of similar age and materials but more research is needed (listed grade II – description amended in 1991 following detailed survey);
- Nos. 5 and 6 West Street: 18th century building now with ground floor shops – painted brick front with modillion cornice and central pediment (listed grade II);
- Nos. 7/9, 11/13, and 15/17 Plymouth Road: Substantial paired stuccoed houses dating to c1840 with Gothic details such as gables and drip moulds to the casement windows (listed grade II);
- Deer Park Lodge, Whitchurch Road: Deer Park Lodge was built by the Bedford Estate in the mid 1850s for Theophilus Jones, the Estate's own architect/surveyor who designed the Bedford Cottages. After Jones died in 1858 Edward Rundle (his successor) moved in, becoming the Estate Steward in 1879 (listed grade II);
- St John's House, Whitchurch Road: St John's House is a substantial double fronted Gothic building which was built by the Bedford Estate between 1861 and 1867 and was occupied between 1866 and 1879 by Martin Gibson, steward to the Bedford estate office; after 1879 the house was let privately (not listed);

- Watts Road and Parkwood Road: Paired or detached mid-19th century stuccoed Italianate villas with sash windows and slate roofs (not listed).

10 THE BEDFORD COTTAGES

The Bedford Cottages are all grade II listed apart from four paired cottages in Dolvin Road and later houses in Trelawny Road.

The Bedford model cottages were provided by the Dukes of Bedford in an effort to improve living conditions within the 19th century town. With an influx of workers attracted by the copper boom, Tavistock's population was rapidly increasing: by 1831 150 families, approximately one third of the town's population, were living in single rooms. By 1846, with the flourishing of Great Devon Consols, this had risen to a total of 453 families and areas such as Barley Market Street accommodated an average of 11 people per house. Sporadic outbreaks of typhoid and typhus occurred under the insanitary conditions, and cholera was reported in 1832 and 1849. Published in 1842, the Chadwick Report deemed the overcrowding of Tavistock, proportionate to size, to be more acute than that of London or Liverpool.

By 1843, Francis, the 7th Duke of Bedford, had responded to the widespread concern by engaging the services of architect and surveyor Theophilus Jones. Two years later, when the former's financial straits had been eased by the early profits from the Great Devon Consols mine, the first group of model cottages, located beside the river at Dolvin Road, was begun. Built of brick with gabled slate roofs, each of the eighteen cottages was planned to comprise a single room to the front and a shared service wing to the rear, enclosing one side of the cobbled yard; an attic storey was situated above. Jones's simple brick façades were adorned with dentilled eaves, timber canopies above the doors, and hood-mouldings to some of the windows.

The building of a further 64 cottages was begun at Westbridge in 1850, formed this time not of brick – a costly material, by now reserved for the chimney stacks and the lining of the new sewers – but of rubble stone, with gabled porches offset between the houses for the preservation of symmetry. Each of this second group of dwellings was provided with a kitchen, notable for its modern cooking range, a living-room and a scullery on the ground-floor, and three separate bedrooms above. Outside, the cottages were endowed with an ash-pit, a garden, and space for the housing of a pig; the yards, with clothes lines supported by their granite boundary posts, served to function as drying grounds. By no means a luxury enjoyed by all of Tavistock, the cottages were further served by running water, with each pair of homes sharing access to an outdoor tap.

Recorded for the 7th Duke in a series of lithographs, Jones's design for the cottages at Westbridge was to be repeated, after his death, for two additional areas of housing created once again on the outskirts of the old town centre. Contemporary with the Duke's sweeping away of overcrowded housing along St. Mathew Street, 24 model cottages were built at Parkwood Road in 1859. From 1860-62 a further 36 were erected beside the canal at Fitzford. Once again rental priority was given to Tavistock's local inhabitants.

The 7th Duke, Francis, was to die shortly before the Fitzford Cottages' completion, and the last series was to be built by his successor in 1866, along the curved street of

Trelawny Road. Departing from the earlier cottages in plan and elevation, the effect of these houses was to be more suburban, with yellow-brick quoins and bay-windowed ends. Internal arrangements were also altered, with a tap provided in each back kitchen, and a water-closet replacing the earth-closets of earlier houses.

In the following years, the urgent need for estate-provided accommodation was to ease, as the prohibition of speculative building was lifted, and the copper mines fell into decline. The cottages continued to be maintained by the Dukes of Bedford until the sale of the estate in 1911.

APPENDIX 3

MAPS

Map 1	Conservation Area Boundary
Map 2	Location of Tavistock
Map 3	Industrial remains
Map 4	Layout and street pattern
Map 5	Open spaces and Trees
Map 6	Focal Places, Focal Buildings, Views and Vistas
Map 7	Designations Map
Map 8	Town Centre Designations Map
Map 9	Character Areas

APPENDIX 4 SURVIVING HISTORIC SHOPFRONTS

BEDFORD SQUARE

Lloyds Bank
Barclays Bank

BROOK STREET

No.6 – Farley Menswear
No.7 - Image
No.8 – Odds and Suds
Nos.12/13 – Image
No.16 – Wilkins Shoe Shop
No.17 – Past & Present
No.18 – Treasured for Ever
No.30 – A Scent Sation
No.40 – Pebbles
No.45 – Karen's (doorcase only not shopfront)
No.48 – Creber (interesting 1920s/30s shopfront)

DRAKE ROAD

No.1 – Elford Fine Art
No.3 – Miller and Son (1930s)

DUKE STREET

No.9 – Treats
No.10 – Warrens
No.11 – John Baldwin
No.12 – Pillars Newsagent
No.13 – Ladies Fashions
No.14 – (Vacant)
No.15 – John James
No.16 – Encore (possibly the only original Pannier Market shopfront)
No.17 – The Art Gallery

KING STREET

Fat Face (Granite columns – former Corn Exchange)
No.3 – Owens
No.5 – Natural Photos

MARKET STREET

No.2 – Vacant (formerly Daisychain)
Nos.6/7 – Timpson/Angus McPhie
No.8 – I Love Candy
No.9 – The Whole Shebang (Former Tavistock Bank)
No.13 – Cantonese Takeaway
No.14 – (Vacant – 1930s)
No.15 – Frank Breads
No.18 – Tavistock Audio
No.19 – Rachel's Hairdressers
No.22 – Taylor's Restaurant

No.23 – Release your Imagination

No.24 – Todd's

NORTH STREET

Woodside Animal Welfare Trust

WEST STREET

No.1 – Salisbury Henderson/Odds and Buds (1930s)

No.2 – Tavistock Pet Emporium

No.4 – Kitchen, Bedroom and Bathroom Studio

No.5 – Vision Express

No.7 – (Vacant)

No.8 – Sue Ryder

No.11 – Children's Hospice South West

No.12 – Roots and Vines (Curved glass frontage)

No.13 – Culver House (Curved corner glass frontage)

No.17 – Part of The Cornish Arms

No.19 – Ellis's Bakery

No.23 – Kountry Kit

No.24 – Chung Ying

No.77 – Bill Opticians

No.78 – The Royal Spice Takeaway

No.84 – Fat Face (Granite columns – former Corn Exchange)

No.85 – Inside Out and Todd's

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APPENDIX 6 CONTACTS

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