

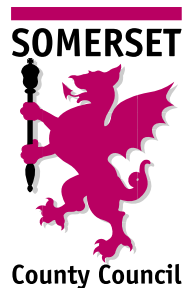
English Heritage Extensive Urban Survey

An archaeological assessment of

Bridgwater

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SOMERSET EXTENSIVE URBAN SURVEY

BRIDGWATER

ARCHAEOLOGICAL ASSESSMENT

by Clare Gathercole

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BRIDGWATER

ARCHAEOLOGICAL ASSESSMENT

Somerset County Council would like to thank all the people who assisted in the compiling or editing of this report.

I. INTRODUCTION

This report forms one of a series commissioned by English Heritage and prepared by Somerset County Council with the aim of assessing urban archaeology as part of the Monuments Protection Programme. The work was carried out from 1994 to 1998 by Clare Gathercole and Miranda Richardson (from 1996), managed by Chris Webster. The reports are essentially as completed during that period but have been updated by Chris Webster with new archaeological information in early 2001.

English Heritage has funded two programmes assess the urban archaeological resource - intensive and extensive. The former is restricted to the major historic cities, characterised by a great depth of archaeological remains, a wealth of historical documentation and in many cases, by a great deal of archaeological investigation. The extensive urban surveys cover the smaller towns and are based on information in the local Sites and Monuments Record with limited amounts of new information collected during the project. Once the information has been collected and mapped, attention is focused on the analysis of the town plan and defining topographic units within the town. This will lead to the preparation of guidance for planners, developers and others involved in the management of the town.

II. MAJOR SOURCES

1. *Primary documents*

The history of Bridgwater's town and port is well documented, with burgesses' wills, deeds and accounts surviving in addition to governmental records. Much of the medieval material has been studied (eg Dilks, 1920; Dilks, 1933-48; Dunning and Tremlett, 1971), though there is still post-medieval documentation which has not been assessed yet. None of the archival material has been consulted for this study, and a much more detailed study of the early town could be made. The town was also described in the post-medieval period by Leland (16th century), Fiennes (1698) and Defoe (1724).

2. *Local histories*

Bridgwater has been covered by the Victoria County History (Dunning & Siraut, 1992). There is also a separate town history and guide by Dunning (1992), and an illustrated history by Squibbs (1972). In addition, there have been several small but important publications by SIAS and, in particular, Murless (eg 1976,77,89), relating to Bridgwater's industrial past.

3. *Maps*

The earliest town maps are early 18th century, but show the town after major changes in the layout, especially in the castle area, had already taken place. There is an earlier sketch map showing the town in relation to Comwich, but this is of limited practical use.

III. A BRIEF HISTORY OF BRIDGWATER

Bridgwater is centred on an outcrop of marl (on the highest point of which the castle stood) in an area dominated by low-lying alluvial deposits. There are local deposits of gravels and sand which have been quarried and used in industrial and building processes from the medieval period onwards. Fortunately, the town also sits at a point on the Parrett at which the river mud has proved particularly suitable for industrial use (the 19th century scouring brick industry). It is also at a convenient crossing point, and

within the range of the tidal bore, which carried traffic up to the inland port. The benefits of Bridgwater's situation on the river, however, have had to be fought for. The Parrett is by nature unstable and prone to changes of course, and has only been controlled at this point by a series of drainage schemes from the medieval period onwards: Bridgwater's link to the Quantocks-Poldens routes depends on causeways. Moreover, its increase in status as a port has been linked to artificial measures, such as the blocking of upstream traffic by the medieval bridge.

There are signs that the area was exploited in prehistoric times: aerial photographs show enclosures at sites around Bridgwater. There may have been a route passing across the river and along the Wembdon Hill ridge. However, although there have been scattered finds of prehistoric artefacts in the town, there is little sign of any settlement close to the river, which would in this period have been dangerous ground. Again, there are traces of some Roman activity in the area, although the Roman port was at Crandon Bridge. Scattered pot and coins have been found in the town itself. One small settlement site has been found to the north of the town at Perry Green, but there has been nothing so far to suggest any urban activity.

Although there was no Saxon burh at Bridgwater or in the surrounding area, command of the lands along the river was important. In 1066, the Sheriff of Lincolnshire held the land (Dunning, 1992). There are records of several estate holders in the early 11th century and it is likely that the manors around Bridgwater had Saxon origins, but there is no sign of particular occupation on the site of the town itself.

At Domesday, Bridgwater was recorded as *Brugie*, which may mean "bridge". Dunning & Siraut (1992) argue that the name may instead come from the Old English *brycg* (gang plank) or Old Norse *bryggja* (quay) (Dunning & Siraut, 1992), though this idea has been refuted on etymological grounds (Mayberry, 1992). The modern name of the town comes from this element, combined with that of the first Norman landholder, Walter de Douai. There is no evidence of any really urban activity in the 11th century: however, at Domesday a five-hide agricultural settlement is recorded, and the church may well have been in existence then. Indeed, a strong feudal focus at Bridgwater is implied by the fact that Bower, Horsey, Hamp and Pawlett were held of Bridgwater in the early medieval period. The parishes of Bridgwater, Wembdon and Chilton Trinity may indeed have originated in a single estate, which was still partly intact at Domesday. The complexities of the old parish boundaries in the area to the north of the town, around Chilton Trinity, probably represent ancient intercommoning on land reclaimed from the unstable River Parrett (Dunning & Siraut 1992). To the west, the land was wooded: the Bowers were originally isolated farmsteads in the woods.

It is not clear how much growth around the bridge or quays there was between Domesday and 1200, but by the latter date Bridgwater was seen as having potential. Around 1200, William Brewer (or Briwer) was granted a charter to build the castle; shortly afterwards, Bridgwater's first borough charter was granted to Brewer, giving rights to a free borough, a market and an 8 day fair, and setting out trade and toll privileges. It is likely that the central foci of the castle, church and market, and the bridge, together with the early suburb of Eastover, were laid out swiftly. The town was in a position to supply its own justices to the eyre in 1225.

Bridgwater's charter included rights to both pontage and lastage (bridge and quay tolls). The building of a stone bridge was important to Bridgwater's future as it blocked the direct route to Langport and other upstream ports: the town became the transshipment point for the inland traffic. Bridgwater's subsequent history in this period is one of marked commercial success as a mercantile town. By the 14th century, it was one of the most important towns, and ports, in Somerset (state documents addressed to "ports of the realm" were sent only to Bridgwater and Dunster in Somerset). It was assessed for a greater sum than Bath, Wells or Taunton in the 1312 Subsidy. At its peak, it had four annual fairs, of varying degrees of importance, and produce and livestock markets. Despite a temporary decline of prosperity in the mid 14th century, evidenced by the lack of any merchants at the 1359 midsummer fair, the expansion of the fabric of the town is reflected by the recording of about 650 burgages between 1377 and 1399 (though these may not all have been intensively occupied), and in 1402 the accounts of the port for the first time became separate from those of Bristol.

Bridgwater's medieval success was based in part on the cloth trade, of which it was a centre. It had its own form of broadcloth, called *Bridgwaters*, and prominent trades in the town included dyers, tuckers, spinners and weavers, as well as goldsmiths. Apart from wool and finished cloth, it also traded commodities such as agricultural produce, hides and wine with France, Spain, Wales and Ireland. It was a cosmopolitan merchant town, housing a small community of Jews. Its mercantile focus was independent of shipping in this period: there were comparatively few ships belonging to the town and, indeed, many of the goods brought in big ships and traded via Bridgwater were actually landed at its sister port of Combech further downstream. Other shipments were unloaded on the banks between the two ports in order to evade quay duties.

The town's fortunes began to fluctuate again in the 15th century. For one thing, national affairs impinged more directly on the town's business. In the earlier medieval period, the presence of the castle in the town had not led to direct involvement for the town in military action, despite the uneasy relationship of the Crown with the local landowners, the Mortimers. The major disturbance had been a local riot in 1381, following on the Peasants Revolt, but in fact prompted by the aggrandising activities of one of the religious houses, St John's Hospital. In the 15th century, Bridgwater was touched by the Wars of the Roses: Stafford was executed there in 1469, and the constable, Daubeney, rebelled against Richard III in 1483. Shortly after, the town was affected by the campaigns to stop Henry Tudor's landing. The town was also part of the 1497 rebellion which ended at Blackheath.

Economic distress had, however, begun before most of these events. In 1460, the town petitioned for a reduction of the annual payment on the grounds of poverty. The lingering effects of the plague may have been a factor, but Bridgwater also did not have a solid base for its mainstay, the cloth industry, lacking fulling mills in the town. This led to the partial withdrawal of the cloth trade to other centres in the mid 15th century. At this time, Bristol exported up to 7,000 broadcloths per year, whilst Bridgwater rarely exported more than 200. The situation improved somewhat between 1480 and 1510, but then worsened: in the 16th century Leland described a town suffering urban decay.

Despite these problems, or perhaps because of them, it was in the mid 15th century that the merchant guild was founded (1453) and the town became independent of the lords' stewards and won the right to a mayor (1468).

Trade fluctuations continued throughout the post-medieval period, and trade guilds were formed in this period of economic pressure. The acquisition of the monopoly on the import and redistribution of Welsh millstones in the 1560s began the general upward trend in the importance of the port. From 1600 on trade again increased, much of it being coastal, and more of it involving raw materials such as timber, iron, glass and salt. There are references to Bridgwater's role as a coal importer in Defoe. By the end of the 17th century, the cloth industry had also temporarily recovered, and the first customs officials were employed in the port to deal with the volume of trade. Cock Fair was established in the late 17th century, and the town continued to be an important market centre, with several further charters strengthening the power of the merchants and burgesses.

The erratic nature of the port's growth can be ascribed in part to the town's eventful history in this period, particularly in the 17th century. Bridgwater was involved in significant military actions during the Civil War. Sympathies in the town were divided. It was briefly occupied by part of the retreating Parliamentary garrison of Taunton, and then taken and garrisoned by the Royalists. In 1645, the town was besieged and taken by Fairfax and the New Model Army (camped in the fields of Eastover), whilst the southern and eastern outliers of Sydenham and Hamp were used as headquarters. The town, particularly the suburb of Eastover, was badly damaged in this engagement: contemporary estimates of the damage varied from a third of the buildings to most of the town. The taking of the town was followed by the slighting of the castle defences, and a garrison remained until 1648, with Bridgwater being used as a base for the expedition to Ireland.

After the Restoration, there was a marked growth of nonconformity in the town. Much trouble resulted

from the attitude of Ralph of Stawell, the militia commander, who fiercely opposed this trend. A meeting house, probably belonging to the Presbyterians, was destroyed in 1683. In 1685, national events again came to the fore: Monmouth was proclaimed king in Bridgwater, with his army camping on Castle Field, and some of his troops fled back there after the Battle of Sedgemoor. The town suffered somewhat from the defeat of his rebellion, though very few local individuals seem to have been directly involved. The town was garrisoned for the following year. These events temporarily limited the expansion of the town as the damaged areas were rebuilt.

Bridgwater's industrialisation began early. The brick and shipbuilding industries existed in a small way in the late 17th/ early 18th centuries. In the 1720s, the process was boosted by the schemes of the Duke of Chandos, which included the construction of the glass cone, as well as the redevelopment of the castle area. The terraces of Chandos Street and Castle Street were intended for the moneyed tradesmen the Duke hoped to attract. In the event, he himself did not prosper and his schemes failed. Nevertheless, the elegance of his housing developments reflects the transition of the town from a mercantile centre to a focus of the professions and "society": with the acquisition of the August assizes in 1720, the town acquired its "season".

In 1791, Collinson described the town as having several good streets and a commodious quay. After its precocious industrial development in the early 18th century, Bridgwater had faltered and was somewhat stagnant at the end of the 18th century, operating as a market town, a coaching halt and a port. From the start of the 19th century onwards, however, the emphasis was again on the growth of industry, and commensurate improvements in the town's communications. The growth was dramatic: the population rose from about 3000 in 1801 to 14,900 in 1901, an increase of some 400%, much of this growth taking place in the first half of the century. Population growth was accompanied by the construction of large Victorian working class suburbs of increasingly high quality (T. Woolrich, *in litt.*, 1998).

Though the cloth industry had recovered, the impetus was lost as new mill technology was rejected in the west from the 18th century onwards, and the focus shifted north. Instead, there was a huge expansion of the brick and tile industries. The brick industry had begun by the end of the 17th century, but escalated in the late 18th and 19th centuries. In the 1840s the brick and tile works and the Bath brick plants employed about 1300 men in the summer season. By 1850 there were many brickworks north and south of the town, and these prospered for the rest of the century. This meant that Bridgwater grew east-west in order to avoid the areas of clay pitting.

The growth in the brick industry was complemented by the establishment of vastly improved communications systems and port facilities in the first half of the 19th century. The creation of the Tone Navigation (in the 18th century) was followed by the early 19th century drainage schemes and the creation of a series of canals, which linked Bridgwater to Taunton, Exeter, Chard and Westport. The Bridgwater and Taunton Canal, opened as far as Huntworth in 1827, was extended in the 1840s to form part of the new dock complex to the north of the medieval town, which finally allowed all traffic to dock in Bridgwater rather than Combe. The railways also arrived in Bridgwater in the early 1840s, and the Bristol and Exeter Railway Carriage Works formed part of an influx of engineering industries to the town. Shipbuilding also flourished. Business in the docks peaked in the 1870s, but after this date trade gradually declined: in part this was because the railway company had acquired the docks and was running them down, in part because of the construction of the Severn Tunnel (1885). There was also a strike in the brickyards in 1896. Nevertheless, a new quay was built in 1903-4 to facilitate the export of building materials.

Apart from its industrial port, Bridgwater continued to be an important market and civic centre for the county. Market activity increased with the establishment of additional market days. It had the county's most important corn, livestock and cheese markets. In 1835, the Town Corporation was established.

Though Bridgwater's heyday was in the 19th century, its principal industry, the brick making industry, continued to flourish throughout the first half of the 20th century. Though the demand for Bath bricks

ceased in the first part of the century, the brick and tile works were mostly reopened after World War 1. The brickyards declined in the 1960s and the last one closed in 1970, due to exhaustion of the best clay and the availability of cheaper alternatives. The port, too, gradually declined, with the canal closing for business c1907, the dock and Edington railway branches closing by the 1950s, and the docks themselves in closing in 1971.

Population increase has nevertheless continued, though not at the same rate. Bridgwater has continued to attract new industries, such as the Cellophane works and, more recently, light industry. Road traffic has replaced much of the water- and rail-borne trade. The new communication route of the M5 has restored the town's wider links. The suburbs have continued to grow, gradually absorbing parts of the surrounding parishes. The Corporation was dissolved in 1974, with the creation of Sedgemoor District Council.

IV. THE ARCHAEOLOGY OF BRIDGWATER

GENERAL COMMENTS

0.1 Archaeological work in the town

Much development has taken place with inadequate archaeological monitoring. However, the Bridgwater and District Archaeological Society was established in 1963, in part to remedy this situation. Since that date, there have been a large number of recorded interventions and excavations, many of them in the vicinity of the medieval castle and the town defences. The most important of these have perhaps been the excavations at King Square (Langdon & Richardson, 1981) and West Quay (Ellis, 1985), in locating lengths of the castle moat and wall, as well as possible quay structures: several other trenches in the vicinity of the Cornhill have also picked up the moat and/or stone structures. The town ditch line and form proposed by Dilks (1933) has also been revised in the light of excavations such as those at Friarn Street (Ellis, 1985), which have accurately located the ditch at several points. There has therefore been real progress in the understanding of the likely course of major walls and ditches, and of the likely survival of such features. Of the interior disposition of buildings in the castle and the several religious precincts of the town, however, very little is known, and this is also true of the details of the early urban occupation.

The town's industrial archaeology has also been spotlighted in the last 30 years, resulting in the preservation of standing features, such as the Black Bridge, or indeed the dock complex, and the excavation of others, such as Chandos' glass cone, which might otherwise have been lost.

0.2 Standing structures and visible remains

Very little survives of medieval Bridgwater. Even the town layout has been obscured by 18th century and later developments. From the 18th and 19th century, however, there are significant survivals of domestic and industrial architecture.

1. PREHISTORIC (Map A)

1.1 Archaeological work/ state of knowledge

There is little archaeological evidence relating to settlement in Bridgwater in this period. However, the SMR contains information on several enclosures and ring ditches in the surrounding area (eg SMR 10913, 11251, 11886-8, 11893-4, 11920-1). It has also been suggested that there are the remains of hillforts on Wembdon Hill (Dunning & Siraut 1992, p323) and at Danesborough (16th century Castle Acre/ Sturtons Castle) in Durleigh (Dunning, 1992). There have been scattered finds of prehistoric material in and around the town. In the brick pits were found a bronze age urn (SMR 12423) and a penannular gold ring (SMR 12421/2). The latter was at Hamp, where a stone axe was found (SMR 12420); an arrowhead came from Wembdon (SMR 10915).

1.2 Context

Bridgwater is one of 37 of the 45 historic towns covered by this project at which there is as yet no strong evidence of prehistoric settlement on the site of the later town - though it should be remembered that it is notoriously difficult for archaeologists to demonstrate a prehistoric presence in modern urban areas. Whilst 'towns' were not, generally speaking, a feature of prehistoric landscapes, many of the same factors which made the site desirable in later periods would already have been operative. However, in Bridgwater's case, the vicinity is relatively poor in recognised prehistoric archaeology. At times the site would have been somewhere on the edge of or within an area of marine influence covering much of the Levels. Whilst sites in marginal positions have been shown to have been centres of early exploitation of this environment, it is not clear that Bridgwater or even Wembdon functioned as such. Though there are more known sites and finds from the later prehistoric, the area is still comparatively poor, reflecting difficult conditions along the Parrett.

1.3 Archaeological features, shown on Map A

1.3.a Communications: Routeways

Not mapped There was a prehistoric track along Wembdon Ridge and a probable river crossing at Crowpill (Dunning, 1992).

1.3.b Water

Not mapped To the north of the ridge at the foot of which the later port was situated, the river course at one point lay further west than it does now. Bore holes in 1972 picked up this course, as did work in 1974 near the telescopic bridge. In the surrounding low-lying area there would have been bogs and shifting sands.

Possible old river courses have been mapped on the GIS from the sketch in Porter, but these are only very approximate and have not been reproduced.

1.3.c Settlement

There is currently no evidence of prehistoric settlement in the heart of Bridgwater. Most of the sites recorded in the SMR lie beyond the area covered by this report.

BRI/101

Enclosure

A prehistoric enclosure on Sandford Hill is recorded in the SMR (11893).

Mapped from the SMR.

2. ROMAN

(No map)

2.1 Archaeological knowledge

There have been several finds of Roman material (including coins and pot, eg SMR 12424 - 29) in and around Bridgwater, with several spot finds in the area to the north-west of the centre, around Crowpill and Kidsbury. Further north-west, a farm is known at Perry Green, Wembdon (SMR 10908). It is not known whether the Roman finds represent settlement in the town area itself. The possible late-Roman beginnings of the Wembdon cemetery (see GLA/301, p9), coupled with the known finds distribution, may suggest a focus of activity around Wembdon Hill. The name of one of the old open fields, Blacklands, may be significant in this respect (not mapped).

2.2 Context

The Roman period was one of deliberate, strategic urbanisation. The area which is now Somerset appears to have been less affected than some other areas by this, in that few really urban sites are known, and this probably reflects its marginal position. However, the widespread distribution of Roman or Romanised

settlements shows that the county - particularly east of the Parrett - was heavily populated and exploited in this period.

Bridgwater is one of 26 of the 45 historic towns covered by this project at which there is as yet no evidence of Roman settlement, though Roman sites are known just to the north. In this period, the local area was still subject to flooding, and was therefore less heavily settled than some parts of the county, but there were significant ports downstream, at Crandon Bridge and Comwich (to which one of the major axial Roman roads in the county led), and agricultural settlements on the higher ground of the Poldens and the Quantock foothills.

2.3 Archaeological features (No map)

There is currently no evidence of any Roman occupation in the centre of Bridgwater. Whilst there seems to have been a focus of Roman activity north-west of the modern centre (see above), there is insufficient evidence to map it.

2.3.a Burial sites

It is possible that the Saxon cemetery at Wembdon (see below, p9) was first used in the late or sub-Roman period.

No map has been produced for this period.

3. SAXON

(Map A)

3.1 Archaeological knowledge

Whilst pre-Conquest settlement on the site of later Bridgwater and the surrounding manors is a possibility, this requires archaeological confirmation: nothing is known for certain. The only Saxon archaeological site is the late- and post-Roman cemetery at Wembdon.

3.2 Context

Though the Post-Roman and early Saxon periods were characterised by a return to non-urban lifestyles, the later Saxon period (from the 8th or 9th century onwards) saw the beginnings of a resurgence of first trading places and then towns, under the control of the Saxon royal families, in the context of a network of royal estate administration centres and subordinate settlements which was already established (in some cases long-established). Though only a relatively small number of places with any claim to be towns existed by the time of the Domesday Survey, many of the subordinate settlements recorded at that point were to become towns in the medieval period. Bridgwater is one of ten of the 45 historic towns covered by this project which had no urban pretensions before the Conquest but were nevertheless in existence as agricultural settlements.

3.3 Archaeological features, shown on Map A

3.3.a Communications: Roads, streets and routeways

Not mapped The early routes around Bridgwater are not fully understood, although it has been suggested that an east-west route linked Cannington with the east via Wembdon and a river crossing at Crowpill (Dunning & Siraut, 1992). Too little is known of the origin of the central medieval street plan to speculate on its origins in that of a Saxon settlement.

3.3.b Burial sites and places of worship

BRI/301 Wembdon Hill Saxon cemetery

Burials were found on Wembdon Hill (SMR 12470). The 1984-88 excavations uncovered 12 skeletons in 3 rows at 100 Wembdon Hill, together with the remains of another individual in a disturbed area at the front of the building. 10 further burials were found next door in 1990. The burials clearly extended into the adjoining property, no 104. At



98 Wembdon Hill, disturbed remains had been found in 1989, the site having been quarried, possibly in the medieval period. It is possible that the burials may extend across the road, forming a hilltop cemetery on a main route.

Radiocarbon samples analysed in 1991 give dates which support an Anglo-Saxon rather than a sub-Roman origin for the cemetery, but an overlap in use is possible. The character of the cemetery is also slightly ambiguous. Though probably Christian, early Saxon finds from the Wembdon area suggest that there might also be earlier, Pagan, burials in the cemetery. The position of the cemetery, which is not close to the medieval church of Wembdon, also gives rise to the possibility that a Saxon, or earlier, church or chapel may also exist in the vicinity of the burials (P Rahtz, in litt.).

The site is defined from the SMR entry and from information provided by the County Archaeologist (R A Croft, pers comm, 1997).

3.3.c Settlement

Map A shows the medieval villages around Bridgwater (see below, p22). These include deserted settlements at Bower (BRI/411, SMR 11248), Horsey (BRI/407, SMR 10215) and Sandford (BRI/414, SMR 10910). Some if not all of these would have formed foci of pre-Conquest settlement. Again, however, there is insufficient evidence to locate precisely these early settlements.

Not mapped It is likely that a Saxon settlement at Bridgwater would have been concentrated around the site of the medieval church, but too little is known to attempt to define the limits.

4. MEDIEVAL (Maps A, B, and C)

4.1 Archaeological knowledge

Despite the efforts of the Archaeological Society since the 1960s, many opportunities have been missed to properly investigate the medieval town of Bridgwater (SMR 12440), with the result that little is known of even the major sites, such as Greyfriars and St John's Hospital. The same is true of the urban centre of the medieval town, and the suburbs, where there is remarkably little archaeological information considering the amount of redevelopment which has occurred. Only in the castle and Quay areas has there been much progress in elucidating the details of the medieval fabric, and even here much remains obscure. Important excavations are mentioned in the relevant sections below. Recent work has been confined to the areas of the friary and hospital.

In the surrounding area, scattered medieval sites, including a deserted village and parts of a field system, are known and mentioned in the SMR. Because of the expansion of the town in the last two centuries, much of the surrounding pattern of rural archaeology has been damaged.

4.2 Context

Both in Britain and on the continent, the medieval period saw the growth of town foundation and, to an extent, urban living (though the bulk of the population continued to live in villages). The reasons for this growth were many and complex. In England they included both general factors - such as the growth of mercantile trade (especially the cloth trade) - and more specific ones - such as the post-Conquest establishment of a network of (theoretically) loyal magnates and prelates with large estates and commercial privileges. The latter led to the increasing relaxation of the royal stranglehold on the profits of towns and chartered boroughs (where tenants paid cash rents and were free of feudal ties), which in turn enabled the establishment of new purpose-built commercial areas (the majority of places classed as towns in the medieval period have at least some planned elements). Of course, some boroughs were already in existence by the Conquest, and the existing pattern of Saxon urban or semi-urban centres was an important influence on the medieval one. This is evident in Somerset which, like many parts of the south and west

(where the majority of the Saxon burhs and boroughs had been established), was peppered with small boroughs in the medieval period.

In archaeological terms, the medieval towns are characterised by evidence of partially planned, intensive occupation of restricted areas. Typical features which may occur include: regular, or semi-regular, street layouts; large market places (usually obscured by later encroachments); blocks of regular, long, narrow, plots end on to the commercial frontage; churchyards, either within the medieval layout or outside it - the latter often indicative of a deliberate shift of activity; regular or irregular suburbs or marginal areas occupied by quays, or industrial sites such as mills; and high status sites such as castles, manor sites and large religious precincts.

Bridgwater is one of 20 of the 45 historic towns covered by this project which first acquired urban status in the medieval period, and one of the ten of these 20 which acquired full borough status. Indeed, it had by the 14th century the second largest population of any of the towns covered in the survey, and was the county's largest port.

Bridgwater was one of eight of the 45 towns associated with a castle, and like three others of these eight was deliberately created out of an agricultural settlement to service and profit the castle. It was also one of the two castle towns (the other was Dunster) associated with Somerset's only two medieval 'ports of the realm' (though nine more of the 45 towns, including two further castle towns, also had a harbour or quays). It was one of only three of the 45 with major defences (though at least one other may have had some defences) and, as at Taunton, contained a rather peculiar street plan within that circuit. Bridgwater was also one of eight of the towns which had at least one large or important religious establishment affecting the town's development in the medieval period, though the castle was in this case a more important influence.

4.3 Standing structures

There are a very few domestic buildings from the 16th century and earlier surviving in the central area, although much was destroyed at the end of the Civil War. Most of the major medieval buildings, with the exception of St Mary's church, are gone. Lengths of the castle wall survive (eg SMR LB 14984). Standing buildings include 45-47 St Mary Street (SMR LB 14955, c1500), which was the 19th century vicarage and may have been the medieval vicarage (though there is no proof of this).

Map B shows the medieval Listed Buildings in the centre. Others within Bridgwater have been entered on the GIS.

4.4 Archaeological components (centre), shown on Map B

4.4.a Communications

(a) Roads, streets and routeways

BRI/436

Medieval streets

Although the street plan of Bridgwater has changed significantly this century, most of the central streets were in place by the end of the medieval period (the major exceptions being the Georgian streets in the castle area). There are references to most of these streets in the medieval period, though many were differently named. However, the medieval street plan is not fully understood. Many of the streets are a result of encroachment on the open market space(s) of the 13th century town, but some areas have the appearance of deliberate planning: these include *Damyet*, the south-east quarter of the town, which has a grid-iron appearance; and the suburbs of Eastover and West Street, in which regular burgages may have been laid out very early in the town's growth.

Map B shows streets of medieval origin, though it may not represent a complete street plan: the Victoria County History gives further details of the medieval streets (Dunning & Siraut, 1992).

The roads on Map A are taken from the 1802 map, except for the urban core, where earlier maps

(1720+) were available.

(b) Bridges
BRI/432

The Town Bridge

Though there may have been an earlier bridge, the Town Bridge (SMR 12392), known as the Great Bridge by 1286, was built after 1200 at the behest of William Brewer, and may have lain slightly to the north of the present bridge (Anon, 1973). It was probably stone built. There was a bridge maintenance fund in the town in the 14th century, and extensive work was undertaken on it at the end of that century (Dunning & Siraut, 1992): it may have been entirely rebuilt, with the resulting three-arched bridge being the one which appears in engravings. The medieval bridges had houses on them, but these were removed by the end of the 18th century. The bridge was damaged several times in the medieval and post-medieval by the passage of military convoys and it was again repaired in 1532 and 1678.

The Town Bridge was partially demolished in 1795 to make way for the cast-iron Coalbrookdale Bridge, but the piers remained. The iron bridge was itself replaced in 1883 by the heavy-duty cast-iron bridge still in use today. This modern bridge may lie slightly to the south of the original bridge line (Dunning & Siraut, 1992).

The West Quay excavations of 1983/4 (Ellis, 1985) uncovered a possible bridge footing north of the modern bridge (SMR 12463).

The site is defined from the SMR.

BRI/434

Frog Lane Bridge

There is a 1344 reference to Frog Lane Bridge, which probably crossed the Durleigh Brook, near its junction with the Parrett (Dunning & Siraut, 1992). This may be the same as the Lyme Bridge which was close to the lime kilns supposed to have been in this area of town (see below, p20), although Lyme Bridge may have been on the east Bank (BAEC, unpub).

The site is defined from references in Dunning & Siraut, and from the sketch in Dilks (1933).

(c) Harbour and quays

BRI/419

The medieval quays

Although Comwich remained the (deep-water) port of Bridgwater even in late medieval times, Bridgwater itself dealt with both seabound and inland traffic. The Town Bridge forced transshipment, so there had to be quays both north and south of it. There are documentary references to the construction of a new quay, the Langport slip, south of the bridge in 1488. It is also clear that both banks of the river were in use (Dunning & Siraut, 1992). What is not clear is how far the quays extended in both directions, and the marked areas are somewhat conjectural in that respect. The river front is much altered since the medieval period, and there have been several new quays from the post-medieval period onwards, mostly on the seaward side of the bridge.

Excavations and bore holes have shown that the river bank probably lay some 25m back from the present quay front in the medieval period, at least in the intensively redeveloped West Quay area. Here, the 1973 and 1983/4 excavations have revealed considerable structural remains surviving at some depth (Anon, 1973; Ellis, 1985). The earlier sewer trench excavation revealed walls (SMR 12451 - 12462), a flight of quayside steps (SMR 12450) and a possible bridge footing (SMR 12463). There were signs of repeated rebuilding, including walls probably belonging to Chandos' quay. The surviving tops of these walls were between 0.3m and 2m below the modern surface and some of the bases

extended below the bottom of the trench, which was at 4m depth. There was insufficient information from this trench to date and sequence all the walls, but it is likely that any further interventions in this area will encounter further lengths of them.

The limits of the quay areas are conjectural. They have taken into account the change in the river bank, though only in the castle area have the effects of this change been seen in situ. It has been assumed that the main activity took place within the medieval defences. However, it is known that the town quickly expanded beyond these, and the quay areas may not therefore have been restricted by them.

4.4.b Water

Not mapped

The River Parrett has changed its course several times, but in the medieval period the most important differences were in the area of the quays. Here, the river bank lay some 25m further back than it now does: a process of repeated consolidation and rebuilding has resulted in the current flow through the town centre.

The town and castle ditches formed artificial watercourses in the town (see below, p13). The Durleigh Brook formed part of this system and may have been diverted and/ or canalised: the details are not known.

4.4.c Military sites

BRI/402

Bridgwater Castle

The castle (SMR 12419) was built on a low promontory at the instigation of William Brewer shortly after 1200, and formed a focus of the medieval town. It saw little military action, and its defences fell into some decay in the later medieval period, with private houses appearing in the outer bailey (see BRI/516, p28). Probably refortified during the Civil War, it was slighted by Fairfax's army in 1645 when the town fell. By this time, the castle estate had become separate from the manor. In 1721, the Duke of Chandos bought the estate and began the redevelopment of the area which has almost entirely concealed the castle's presence (see BRI/517, p29). There are details of the documentary evidence for developments in the castle in Dunning & Siraut, 1992.

The defensive circuit of the castle consisted of the curtain wall, and the moat. The main wall had corner towers to the north-east (definite), and north-west and south-east (probable). The main gate was probably in the south-west corner. The Watergate (SMR 11839, SMR LB 14984), of which the 13th century structure survives, gave direct access to the quays outside the east wall (the riverside being some 25 metres further west in this period). Part of the castle wall close to the Watergate has been listed (SMR LB 14984). On the other three sides ran the moat, separated from the wall by a berm of about 6m, and approximately 20m wide, with its base at +2.6m OD. The circuit of the moat is marked on the early maps, and is reflected by depressions in the modern town area: on the north side it survived as a small ditch until the 18th century, and the SMR records that it can still be traced in the garden of the Lions. Property boundaries also reflect the perimeter of the castle enclosure. Parts of the moat had been filled in as early as the mid-14th century, and built over or converted to grazing land. Along Fore Street properties developed on the lip of the moat and spread north; traces of the moat have been recorded in their cellars.

Several excavations and surveys in the last 25 years (SMR 12466, 12471 - 75) have begun to define the alignments and dimensions of these features, although many of the details remain obscure. Amongst the most important of these have been the Castle Moat excavations (SMR 12474; Langdon & Richardson, 1981) and the West Quay excavations (SMR 12473; Ellis, 1985). The former located the moat to the north, together with adjacent occupation surfaces; the latter located the north-east extremity of the moat, together with the north-east corner tower of the wall, and several graves on the berm. Both also picked

up possible traces of Civil War refortification, but in neither case was this definitely established. Survival was unexpectedly high on the sites: the remains of a bank sealed and protected the medieval deposits at Castle Moat, even though 2m was known to have been stripped off the site in the 1920s. The moat backfilling was demonstrated to have been via a gradual accumulation of medieval domestic and industrial refuse, followed by successive phases of deliberate backfill: this can be expected to vary to the south of the castle, where the moat was built over comparatively early. Together with a wall survey of 1990, the excavations have also shown that the quality of the lower courses of stonework was superior to that of the upper courses. This has also resulted in much more surviving in standing structures than was previously thought (Sidaway, 1991).

In summary, the defensive circuit of the castle represents an area of high archaeological potential, both for the study of the castle and for the later medieval commercial area along Fore Street. There have been shown to be deep, wet or sealed deposits and/ or surviving stonework at several points on the circuit, and important gatehouse and tower structures remain as yet unlocated.

Very little, on the other hand, is known of the details or potential of the castle interior. Documentary evidence suggests that there were outer and inner bailies and that the buildings included the constable's house (on the high ground of Kings Square), a chapel (St Marks), hall (Mortemere's Hall) and chamber, stables, kitchens, horse mill and gatehouse as well as a bell tower and dovecote. The castle also probably contained the town prison. Some of these structures may well have been timber (Dunning, 1992). Part of the area was reused for a customs house and a new quay in the 16th century, and a castellated house was built on the mound in the late 17th century, possibly reusing parts of the keep. Garden dumps may have protected the archaeology in some areas and there have been several excavations which showed traces of possible interior buildings and pits (SMR 12476).

See also BRI/517 (p29) and BRI/520 (p29).

The castle moat line has been based partly on the map in the West Quay report (Ellis, 1985), adjusted to take account of more recent excavations (details in the SMR). The inner and outer edges of the moat need to be confirmed by archaeological excavation: the situation is particularly uncertain in the south-west corner. The castle area is defined as lying within the moat: the limits of this area do not necessarily represent the position of the curtain wall.

BRI/435

The town defences

The town defences were outgrown early on: burgages were being laid out beyond them in the 13th century. They probably consisted of a bank and ditch, with four gates. There are references to a wall (Dunning & Siraut, 1992), but no remains of any stone structure have been found. The ditch was still discernible in the 17th century, along Mount Street. On the west side of town the ditch probably followed the approximate line of Broadway and was flanked by a small block of properties between it and Friarn Street (not defined as a zone). The south-west angle of the ditch was picked up in the *Friarn Street* excavations (Ellis, 1985), which also revealed the probable truncated remains of a bank (possibly reflected in the SW-NE rise in the ground), and other features aligned with the ditch. The ditch was curving at this point. The ditch was more than 3m in depth and was backfilled, partially in the medieval and partly in the post-medieval periods. It was sealed by a uniform 18th/19th century layer, possibly representing garden soil. Mount Street marks the line of the town ditch to the north: the name of the Mount may come from a bastion in the town defences (Dunning & Siraut, 1992), represented by the irregularity of line there. On the south side, the ditch probably ran *more or less* along the present course of Durleigh Brook, though the details are unclear. The Taunton Road excavations (Cox,

1991) showed that the brook had been repeatedly cleaned out, raising a bank on its south side, and possibly diverted; it also revealed two discontinuous lengths of shallow ditch, parallel with the Brook, but about 10m to the south of it.

The line of the town ditch follows that suggested by Ellis (1985).

Not mapped Eastover probably had its own defences of earthworks on the north and south sides. There was a three foot wide dyke looping round between two river points, but this has not been located. A sketch in Dilks (1933) suggests that its river junctions mirrored those of the main town ditch, but evidence is lacking. Dilks' line has been mapped on the GIS, though it has not been reproduced in the report: Dilks' suggested main ditch lines have been proven incorrect in several places by subsequent excavations.

BRI/431

The Town Gates

The sites of the town gates are known approximately, but few details have yet been recovered. The West Gate (SMR 12432) was in existence in the 13th century and was repaired in 1556; documents suggest it was of red sandstone with living accommodation above (Bridgwater Excavation Committee). The 13th century North Gate (SMR 12390) was rebuilt in the 17th century and demolished as part of late 18th century road improvements. The site used to be marked by a stone. The South Gate (SMR 12433) was in existence in the 14th century. It was demolished as part of early 19th century turnpike improvements. The East Gate, or St John's Gate (SMR 12393), was mentioned in the 13th century, and was still standing in the 16th century.

It is not known how much of any gate structures survives.

The marked sites are based on the SMR entries.

4.4.d Burial sites, religious houses and places of worship

Several religious houses were granted property in the town, apart from the main ones below. Muchelney Abbey and Taunton Priory held houses in the High Street, and Athelney Abbey also owned an inn.

BRI/401

St Mary's Church

St Mary's church (SMR LB 14945; SMR 12401) lies centrally in the town. The present church, with its spire (unusual for Somerset) is of the 13th and later centuries, having been gradually extended as a result of the town's medieval prosperity, but there may have been an earlier church on the site, serving the pre-urban settlement: it is possible that remains of this might underlie the present building. The church was granted to Bath monastery in the early 12th century, but subsequently reverted to William Brewer and St John's Hospital. There were several chapels and chantries. It was subjected to a controversial restoration by Brakspear in the mid 19th century, which destroyed many interior and exterior features. It is not clear whether this had any impact on the underlying deposits.

The church has its own cemetery, which must have been intensively used in the medieval period. It may contain earlier burials relating to the pre-Conquest settlement, though the levelling of the churchyard in the 19th century may have reduced the amount of archaeological information to be obtained (T. Woolrich, in litt., 1998). The extent of the churchyard has probably altered little, except for the southernmost part, which overlies an area of houses in St Mary Street rather than the ancient burial ground.

The marked area is based on the modern churchyard.

Not mapped

The vicar's house was on the south side of St Mary Street in 1613. It then consisted of two courts and a garden. It may have been No. 47 (SMR LB 14955), which was the Vicarage

in the 19th century.

BRI/405

St Saviour's Chapel

St Saviour's Chapel (SMR 12437) is supposed to have been outside the South Gate (Leland), standing "on the ripe of the haven". The site is uncertain, though property outside the South Gate on the river side of the road was known as St Saviour's in the 19th century. The trenches on the Taunton Road site (Cox, 1991) were hoped to locate the chapel, but no sign was found. However, in 1992, thick red sandstone walls were found at a depth of 1m under St Saviour's Road near the South Gate and these may be the remains of the chapel.

Too little is known of this site to evaluate its potential. The area in which it may lie remained comparatively open until the late 19th century, but has since been developed. If the chapel lay to the east of the area, nearer the river bank, there may be remains in Blake Gardens.

The marked site is centred on the grid reference associated with the 1992 trench, but the attached boundary is completely conjectural, since no plan of the walls seen was available. The early 19th century maps suggest a location closer to the South Gate.

BRI/404

Greyfriars

Greyfriars, the Franciscan friary (SMR 12435), was established by William Brewer c1245-6. Originally, the site was in the town, but by the mid 14th century this was occupied by burgages. This site is not known.

In the mid 13th century (1249), building began on a site outside the town defences, just north of Durleigh Brook. The extent and development of this precinct, which was probably walled, is not known in detail. The friary accumulated buildings (including a dormitory, infirmary hall, frater, kitchen and buttery) and land throughout the medieval period, and a new church and burial ground were consecrated in the mid 15th century. There is a 15th century description of the dimensions of the church by William Worcestre, which suggests a building about 210' x 52', but its location is uncertain. At the Dissolution, the church was recorded along with several less lavish domestic buildings, one of which became a private house. Excavations in 1934 produced evidence of two buildings, one aisled (possibly the infirmary) and one with a tiled floor.

Further excavations in Friarn Street in 1983/4 (Ellis, 1985) failed to locate any major buildings belonging to the Friary. These excavations were within the town ditch: the documents imply that the precinct extended as far as the south side of Friarn Street. Deeds and maps suggest the location of the friary gateway which still existed in 1709. The excavations found possible postholes in this area, but the only substantial foundations were for the more recent chapel known to have existed there and for the house "the Friars"; probable garden deposits associated with this period of use were also found. The absence of urban medieval archaeology in this area supports the idea that the land was part of the friary precinct - the area was apparently not occupied until the 17th century (Ellis 1984/5). Two small trenches were excavated in 1999 in the southern part of the precinct located some friary buildings which had been robbed following the dissolution (SMR 57186, Hollinrake 1999). It was not possible to identify the function of the buildings but further excavation was planned.

The friary area has been extensively developed. Although the early 19th century map shows plot development south of West Street, in the northern part of the suggested precinct, much of the area lay open throughout the 19th century. The Canal was cut

through the western area in the 1820s. In this century, new roads and buildings may have damaged the archaeology. However, it is certainly possible that enough remains to augment the minimal knowledge we have at present.

The marked area is based on the maps in the SMR and Aston & Leech (1977), together a drawing in the SMR (HBC 1/8 - 23), which gives the suggested outline of the precinct within the town ditch. It has been assumed that the Durleigh Brook formed the southern limit of the precinct and that the West Street suburb restricted the northern extent of the Precinct.

BRI/417

St John's Hospital

The Augustinian Hospital of St John the Baptist (SMR 12394) was founded by William Brewer in the early 13th century, with the grants being ratified by the king in 1216. The Hospital was the focus of riots in 1381 as it had gained too much power over the townsmen by acquiring rents, bonds and properties there. The site was in Eastover, partly beyond the East Gate (according to Leland), but the exact precinct limits are uncertain. There is a description of the dimensions of the church by William Worcestre (15th century). By then there was a church, chapter house, cloister and gardens on the site, but the locations of these buildings are not known. Nothing survives, though parts were still standing in 1703 and parts of the estate survived as St John the Baptist manor until the early 19th century. Bridgwater Excavation Committee records contain references to the discovery of walls, a fireplace and a cellar in the area to the south-west of St John Street. The defined area has been bisected by 19th century and modern road development and it is therefore likely that the archaeology is already compromised. Excavations in 1998 at the former Vincent's Garage located intact medieval stratigraphy along the street frontage (SMR 57194, Marter and McConnell 1999). None of the buildings could be identified as belonging to the hospital but fragments of hamstone moulding and floor tiles are likely to have come from it.

The marked area is completely conjectural. It is based on the descriptions and suggestions in Aston & Leech (1977) and Dilks (1933) and on the sites marked on 19th and 20th century OS maps.

Not mapped

The Hospital of St Giles (SMR 12402) was founded in the 14th century as a leper house. It is thought to have been in the West Street suburb, but the site is unknown. There was supposedly a chapel on the Town Bridge. The chapel in the castle (St Mark's) has not been located. There was an almshouse outside the South Gate, which was the Old Poor House in the 19th century and pulled down after 1850. There was another almshouse outside the West Gate, of which the site is unknown.

4.4.e Settlement (Urban) (SMR 12440)

(a) Commercial core

(i) Market Places

BRI/420

The medieval market(s)

The original extent of the medieval market place(s) has been obscured by later developments, and is the subject of some speculation. The area marked on Map B is intended to include all the areas which may have been early market places. It includes several smaller areas, elements of the history of which are known. Some of the main areas of later encroachment are shown on Map C.

The easternmost part of the market area (known as the *Cornchepyng* in the 14th century, a name retained as the modern Cornhill) would have lain directly outside the main castle gate and probably formed the focus of early medieval commercial activity. This triangular space may have included a square to the east of St Mary's church, with the George Inn marking its southern boundary; St Mary Street east of the churchyard still functioned as a market in the post-medieval period, when the cheese market was located there. The

1720 map also suggests that an open space ran alongside the castle wall to the north of the gatehouse, and this *may* originally have been part of the market place. Excavations in the area of Angel Crescent (Dennison 1986, Burrow, 1983) showed little activity until the 17th/ 18th centuries and recovered no medieval pottery.

In this area of the market, there was a market hall and a tolsey (a place where stall rents were paid) by 1367 (Dunning, 1992). There was also a communal oven. By the 17th century a shambles stood in the market place (separate from the High Street ones). A new Market Hall for the corn market was built in 1779. This was replaced as part of road widening between 1826 and 1834 by several new buildings, including the Cornhill Dome. The corn exchange was rebuilt in 1875, but the earlier market house remains behind it.

The Market Cross or High Cross (SMR 12391) also stood in the Cornhill, near the castle entrance. It was built in the 14th century, and may have been rebuilt in the 16th. The structure, demolished in the late 18th or early 19th century, was an elaborate columned affair, containing the town cistern. The Assizes were held near the High Cross until 1720, and a temporary lodging house used to be erected for the attending personnel. St Mary's Cross may have marked the original entrance to the churchyard, and stood at the south-east corner of the churchyard. It was moved to Penel Orliu in the 18th century and demolished in the 1830s. There is a replica at the east end of Fore Street.

Dunning & Siraut (1992) suggest that it was medieval encroachments to the south and west which forced a mid 13th century shop/stall extension to the west, along what later became the High Street (see also below, p28). This forms the central bar of the marked area. This area was itself encroached upon by the *Cokenrewe*, and the shambles, which survived until the early 19th century, when the north side of the High Street was rebuilt. There was a Tolsey in High Street from the 14th to the 18th centuries. Cock or Cockhill Fair was held in the High Street around Christmas from the 17th to the 19th centuries. Houses also appear from the early 19th century map to have existed along the south side of St Mary's church and along both sides of Silver St.

To the west of the marked area lay the triangular *Orfair* (so called in 1399, now Penel Orliu), which was the medieval livestock market. It was still functioning in the 19th century, but was moved in the 20th century. This area has also been encroached upon, to the north-east.

The Pig Cross (SMR 12436), so called in the 17th century, stood in Penel Orliu before St Mary's Cross was moved there. It may have been the same as St Anthony's Cross, which was said in the 16th century to be on the west side of town. This in turn may be the same as the cross which stood outside the West Gate in the 15th century, though there may have been two, as there was a semi-separate market in West Street.

It should be clear from the above that far from being empty spaces, the possible market areas of Bridgwater are likely to contain the remains of many small structures. The extent of survival of these early (sometimes ephemeral) structures is unknown, although there is some potential under the roads and open spaces. Moreover, although the intricate history of the area is a question of great interest to archaeologists, the kind of small scale interventions which occur will make understanding difficult to achieve.

The mapped market area is based on the suggestions of Bond (c1990), Dunning (1992) and Dunning & Siraut (1992), in conjunction with an interpretation of the c1725 map of the town centre.

St Matthew's Field, to the west of the town, was the site of St Matthew's Fair from the beginning of the 15th century. The field remains open.

Not mapped The livestock market extended along West Street, where sheep were sold. There may have been a separate market cross here.

(ii) *Town plots*

Whilst burgage plots are documented from the 13th century, both in the town and in Eastover, their distribution is not fully understood. It seems that tenements were laid out in the suburbs whilst areas within the main defensive circuit still lay open. Whilst several areas of town plots have been defined, therefore, they are not all of similar character.

These areas have all been defined from the c1725 map.

The first two components described have been subject to comparatively recent large scale commercial development (Angel Place).

BRI/422 The open area, Market Street north
The area west of the castle lay largely open until the post-medieval period. The c1725 and early 19th century maps show only partial plot development to the north of the now largely vanished medieval street. Archaeological observations during the Angel Place development (SMR 12418, 12466) confirmed this picture, with only pits, property boundaries and cultivation soil being recorded. The reason why this area appears to have had so little urban development is not clear. Nor is the use to which it was put, though it is possible that some stock for market was penned here.

BRI/425 Market Street south
The block to the south of modern Market Street was more heavily developed than that to the north, at least in the post-medieval period. The two early maps show plots fronting both the vanished street and the street which may have been the original market edge. The plots in this block were quite narrow and contained some irregularities, suggesting an unplanned commercial development. The Angel Place work (SMR 12418, 12466) again suggests that large parts of the block lay open.

BRI/421 Damyet
The area to the south of the castle was known as Damyet and displays a regular street plan which suggests that at least the layout may have been planned. However, the c1725 map shows a slightly less regular plan: archaeology may be able to establish whether this is due to cartographic inaccuracy or a true change in street alignments. Little is known about the character of the medieval development in this area. The character of occupation in the south-east quarter of this area is particularly unclear. Containing only the mill and a couple of other buildings in c1725, much of it still apparently lay open in the early 19th century.

BRI/423 Friarn Street
The areas flanking Friarn Street were in the early 19th century a mixture of blocks of narrow regular plots and larger more open plots. Little is known of their overall character in the medieval period, but it is likely that a complex sequence of rebuilding has occurred, and that individual plots may have considerable archaeological potential. Documentary references suggest the possible existence of a 14th century bell pit and foundry in the area south of Friarn Street (Bridgwater Excavation Committee).

(b) *Suburbs*

The exact extent of the suburbs, and the activities which took place there, have not been established.

BRI/403

Eastover

The suburb of Eastover lay across the bridge. It may have been established not long after the building of the bridge: it was included in the original borough boundary. St John's Hospital was established in 1213, and such foundations preferred the fringes of towns. The suburb was supplied with water by a 13th century ditch, and had a single street, known as Eastover by the 14th century. There were burgages in Eastover by the mid 13th century, and beyond its nominal limits shortly afterwards. Kelyng Cross marked the eastward extent of the town in 1480. Very little is known of the archaeology of Eastover.

The northern part of the suburb has been defined following the map in Aston and Leech (1977). The southern part is also based on this map but has been adjusted to follow the conjectural edge of the precinct of St John's Hospital.

BRI/428

Eastover extension

There are references to burgages being laid out beyond Eastover along the Horsey road during the medieval period, at the height of the town's prosperity (Dunning & Siraut, 1992). The extent of these is unclear, but may be ascertained from further research. The suggested areas lay largely open in the 19th century, but have since been developed: the survival of archaeology in the area is not known. However, there may be the remains of medieval buildings and plots.

The existence of these areas was suggested by references in Dunning & Siraut (1992). The defined outlines are based on areas of regular, though largely vacant, plots recorded on the early 19th century map. The possibility exists, however, that the plots were in the process of being laid out at the time the map was made, and so these areas can only be regarded as conjectural.

BRI/424

West Street

The West Street suburb lay beyond the West Gate, along the three diverging roads. It consists of regular tenements and has the appearance of a planned development. Very little is known of the archaeology, though parts of the area have been extensively damaged by 19th and 20th century developments, including the canal.

The area is defined following the suggestions in Aston & Leech (1977).

BRI/416

North Street

The 1725 map shows scattered developments along North Street. There are references to medieval suburban development in this part of town (Dunning & Siraut, 1992). It is possible that medieval development extended further than the plots surviving in 1725: the marked areas do not extend beyond those marked on the map.

The area is defined from the 1725 map.

4.4.f Industrial sites

(a) Mills

BRI/433

The Town Mill

The mill known as Town Mill or Bridgwater Mill in the 17th century was called Little Mill in the medieval period. It stood on the Durleigh Brook at the southern end of Blake Street. Between the late 17th century and the end of the 18th it operated as the town's first waterworks (T. Woolrich, *in litt.*, 1998). Marked as a disused sawmill in 1886, it was a builder's store for most of this century. Now part of the town museum (SMR 12479, SMR LB 14816), it was badly damaged by fire in June 1995. It is possible that this was the manor mill mentioned at Domesday, but not certain.

From the SMR.

(b) Other industrial sites

BRI/426

A possible area of lime quarries

The south-east quarter of Damyet may have been an area of lime quarries. There were certainly quarries by the 17th century, described as being in the south-east part of the town near the "quay above the bridge". This fits the map evidence: both early maps show an otherwise surprisingly empty area in this part of town. Moreover, a lime kiln is supposed to have been situated near Lyme Bridge by 1497 (Dunning & Siraut, 1992). However, Woolrich (in litt., 1998) argues that the quarrying of lime is unlikely around Bridgwater for geological reasons: further research into the nature of this area is therefore needed.

The area is defined from the c1725 map.

Not mapped

There are a few references to areas which could have seen medieval industrial activity, but evidence is insufficient to map any zones. There was a cloth rack outside the West Gate in 1355, and there is historical evidence of the use of the area outside the South Gate (Rackhayes) in connection with the woollen industry (Cox, 1991), though the Taunton Road site (SMR 12443) provided no clear support of this (evidence of such use would be hard to detect).

4.5 Archaeological components (outlying area), shown on Map A

Note that it has not been possible to distinguish in detail medieval, post-medieval and 18th century developments in the area around Bridgwater.

4.5.a Roads

Beyond the central core, the medieval roads are much more difficult to trace in the network of bypasses and suburban streets. However, many survive on more or less the same lines.

BRI/522

Pre-1800 roads

Map A shows the network of pre-1800 roads outside the town core. The main east-west route ran from Eastover to the Poldens by at least the 14th century, and probably earlier. This was called the "Long Causeway" in the 18th century, when it was turnpiked. The old south route also ran on a causeway. This was repaired and tolls introduced in the 16th and 17th centuries; it too was turnpiked in the 18th century. At least one old route, the direct route to Wembdon via Kidsbury, which was in existence by at least the 14th century, had already fallen into disuse, leaving Wembdon on a side road: the exact line of the old road is not clear.

The roads are taken from the 1802 OS surveyor's drawings, which post-date the first turnpikes. Some of the alignments are approximate, where streets no longer run on the same lines.

4.5.b Water

Not mapped

To the east of Bridgwater, cropmarks and earthworks of a possible medieval irrigation channel or canal have been found (SMR 10225), with banks up to 20m across. This is apparently related to a field system (SMR 11250).

In the 16th and 17th centuries, changes were made to the Parrett which, even when not directly affecting the town's form, aided its development. The Tone Navigation was authorised at the end of this period, although it did not take effect until the 18th century. There were river cuts made in the 16th and later centuries. One meander near Hamp was straightened.

4.5.c Estates

Not mapped

There are references to a variously named deer park to the west of the town, near Haygrove and Durleigh, but insufficient information to map it.

4.5.d Burial sites and places of worship

BRI/437

Durleigh Church

Durleigh church (SMR 10477, SMR LB 15018) is principally 14th and 15th century, with a possible Norman chancel. It was heavily restored in the 19th century. The churchyard has been in use since at least the medieval period.

From the 1802 map.

BRI/430

Wembdon Church

St George's church at Wembdon (SMR 10171, SMR LB 15010) has a 14th/15th century tower, though the church was largely rebuilt in the 19th century. The churchyard contains a scheduled 15th century cross (SMR 10904, SMR LB 15011, SM 28819) and a set of stocks.

From the 1802 map.

BRI/418

St John's Well

St John's well (Holywell/ Holowell) (SMR 10905, SMR LB 15016) was at the foot of Wembdon Hill. The wellhead is a 19th century rebuild.

The site is marked on the modern maps.

Not mapped There was a field between Kidsbury and Bridgwater which was called *Euyn churchyard* in the 16th century and *Jews Churchyard* in the 19th. The significance of this is uncertain.

4.5.e Settlement (Rural)

The area around Bridgwater was peppered with small settlements and farms, which were dominated by the town. Not all survived the medieval period: there are at least three deserted villages within the area studied, and another, Crook (SMR 10042), just beyond. The sites of these, and other rural sites, either have been or may in the future be absorbed by modern urban development.

Map A shows the settlement pattern around Bridgwater. *There was insufficient time to give much individual attention to the surrounding villages and farms: therefore there may be omissions and inaccuracies in this map. Also, it should be noted that many of the sites are taken from the 1802 OS drawings: the map therefore includes 18th century developments, whilst in the town centre these are considered separately from the post-medieval.*

(a) Named settlements

BRI/411, (BRI/505, shown on Map E)

Bower and East Bower

Bower and East Bower existed in the 11th century, perhaps originally as isolated dwellings in woodland. The settlements appear diffuse on the 1802 map. However, a probable deserted medieval village (SMR 11248) on the west side of Bower Lane existed as a complex of earthworks before the housing estate was built. To the east side of the lane, a mound of glass slag (SMR 10221), probably of post-medieval date, was found on one of the farms.

The village has been defined from the SMR entry and other settled plots have been marked from the 1802 map.

BRI/413

Cokerhurst

Cokerhurst Farm was called *Cokers* in the medieval period and was the centre of the Cokers estate in Wembdon. Buildings from the 15th and 16th century survive.

The farm is defined from the 1802 and modern maps.

BRI/506

Dunwear

Dunwear, also called *Godwinsbower* manor, lay to the south-east, and was a riverside settlement consisting of several houses spread out along the east bank of the Parrett.

Several plots have been defined from the 1802 map, although their position is only approximate. However, no focus of medieval settlement has been defined.

BRI/412

Durleigh

Durleigh, (=Deer wood) existed by the 11th century, and was possibly a woodland clearing. It consisted of the church (SMR 10477, see p21), a farm, the mill (SMR 10478) and a few cottages in the medieval period. The settlement was contracting by the 19th century.

The defined limits of the medieval settlement are conjectural, based on the textual descriptions of Dunning & Siraut (1992).

BRI/408, BRI/503

Hamp

Hamp, to the south, had a documented settlement in the 11th century, probably a hamlet at a single farm. The manor has Saxon origins: there is a charter of 794 recording the

original grant of land by Brihtric of Wessex, and a second charter of 959, recording a grant of a *mansa* at Ham by Eadwig. These may refer to the same estate, though this is not entirely clear. The estate of Hamme or Hamp was held by Athelney Abbey throughout the medieval period. There was a manor house which passed into private hands at the Dissolution, and may have been part of Hamp Farm in 1655. The map shows Hamp Farm (BRI/408) and other plots (BRI/503) from the 1802 map.

The plot outlines are from the 1802 map. Further research is needed to clarify the extent of early settlement.

BRI/410, (BRI/504, shown on Map E)

Haygrove

Haygrove, to the west, is documented in the 11th century, and was probably a hamlet around a single farm. At the establishment of the borough, Haygrove became the centre of the old Bridgwater manor. Haygrove Farmhouse dates from the 18th century (SMR LB 14846).

The settlement centre could be defined only from 19th century maps (Greenwood, 1822 and the 1847 Tithe Map) as the earlier maps were unclear in this area. It could therefore be inaccurate. Moreover, there may have been other scattered farmsteads in the surrounding area: the 1802 OS drawings, which have been used to plot other post-medieval settlement, appear incomplete around Haygrove.

BRI/407

Horsey

Horsey, to the north-east, existed in the 11th century and was probably on a river island. Horsey Manor Farm may be the site of the manor house or home farm. In the adjacent field to the west is part of a deserted village (SMR 10215). Aerial photographs show that the village continues to the south towards Boards Farm, and possibly also to the south-east of the Farm (from comments in the SMR, not shown on GIS). In the village lie the remains of the 13th century Horsey Chapel (SMR 10216), which was excavated at the turn of the century (Powell, 1906). Medieval potsherds have also been found on the clay pits at Horsey (SMR 10226) and near Boards Farm (SMR 11864).

The site has been defined from information in the SMR.

Not mapped

There is supposed to have been an early church, the mother church of Chilton Trinity, at Horsey Pigness (Powell, 1906), since lost to the river.

BRI/438

Kidsbury

Kidsbury, in Wembdon parish, was a small settlement south-east of Wembdon in the 14th century. There were only fields by the 19th century, and the site of the manor house has not been proven. However, the appearance of Kidsbury Farm, and the field immediately to its east, on the 19th century maps is consistent with that of an old medieval manor settlement. The site lies on the very edge of the developed area and should be investigated as a matter of urgency.

Two medieval weights have been found in the vicinity (SMR 12430, 12431)

The site has been defined from the 19th century maps and from information provided by the County Archaeologist (R A Croft, pers comm, 1997).

BRI/414

Sandford

Sandford Farm, now Sandford Manor, was part of the medieval Sandford Manor. 16th century buildings survive. To the south lies the deserted medieval village (SMR 10910), which is known to have existed before the Conquest. The settlement, of which significant earthwork remains exist (including a possible moated manor house, holloways, house platforms and the village boundary bank), is not mentioned in records later than 1327.

The farm is defined from the 1802 map, and the village area from the SMR.

BRI/406

Sydenham

Sydenham, in Wembdon parish, may have been a farmstead until the 15th century, when the estate was divided. There was a manor house, and cottages certainly by the 19th century, perhaps earlier. Much of Sydenham is now covered by the British Cellophane works, but the 16th and 17th century manor house survives (SMR LB 14805; SMR 12464).

The area is defined from the 1802 and 1843 maps.

BRI/415

Wembdon

Wembdon remained a small village until the 1840s. The church (see p21) lies at the east end of the settlement as it appears on the post-medieval maps. By this time, Wembdon had been isolated by the shift of the main Cannington road to the south-west, and the disappearance of the route via Kidsbury. It is therefore possible that settlement once extended further to the east (scatters of medieval and post-medieval pot have been found to the north-east of the village), and that the church was therefore more central. Though this remains conjectural, the area in question remains relatively undisturbed and should be investigated when possible.

The limits of medieval settlement are conjectural, based on the textual descriptions of Dunning & Siraut (1992) and the 1802 map, together with information from the County Archaeologist (R A Croft, pers comm, 1997).

BRI/409, BRI/511

West Bower

West Bower, to the west, existed in the 11th century, and was perhaps originally an isolated dwelling in the woodland. It belonged to the Coker family in the 14th century and subsequently passed to the Seymours: Jane Seymour is supposed to have been born there. From the 16th century onwards it has been principally a farm.

The partly 15th century manor house (SMR 10111, SMR LB 15019) is on the edge of Durleigh reservoir, which has drowned some of the associated features (including fishponds). It included a chapel. A wing of the medieval courtyard house and a gatehouse still survive, and there are further foundations in the garden and yard. The site is listed as a moated site by the Moated Sites Research Group. There used to be gardens extending beyond the gate, as well as orchards and a pond. There was also a late medieval or post-medieval dovecote demolished in 1967 (SMR 10096). The manor was inclosed and the manor house let in the 16th century.

The mill (BRI/511, SMR 10475) to the west of the manor house may have been of post-medieval origin.

Part of the manor area has recently been the subject of a geophysical survey (Jessop, 1995), which located the post-medieval dovecote and 19th century farm sheds, together with a series of anomalies probably associated with the construction of the reservoir.

The two areas, the westernmost of which represents the post-medieval mill site, are defined from the information in the SMR.

(b) *Scattered farms*

BRI/501

Medieval or post-medieval farms

Farms have been distinguished where possible (from details on later maps) on Map A. Some of these may be of medieval origin, but many may be post-medieval.

The plots are defined from the 1802 map.

(c) *Other*

BRI/502

Unclassified sites

Other unclassified sites *from the 1802 map.*

4.5.f *Industrial sites*

(a) *Mills*

See p24 for West Bower Mill.

BRI/429

A post-mill site

There was a medieval post-mill here (SMR 12396). The remains have already been destroyed.

From the SMR.

Not mapped

There are documentary references to several mills in the area around Bridgwater. There was not time to investigate these, although some of the mill sites are no doubt within the suburban area. There may have been a tide mill on the bank of the Parrett somewhere in the vicinity of the town, on the site of which a weir was built in the 16th century. The precise location of this feature is unknown, and Woolrich (*in litt.*, 1998) in fact argues that a tide mill would not be possible in the local conditions.

(b) *Other industrial sites*

BRI/510

Brickyards

The first brickyards were in operation by the end of the 17th century, and the 1802 map shows the Salmon Lane brick kiln.

From the 1802 map.

4.5.g *Agricultural sites*

Not mapped

Several names of open fields around Bridgwater and Wembdon are known (see Dunning & Siraut, 1992), and some of these fields were still in strips in the 16th century. No attempt has been made to map them. The common grazing was well to the north on Chilton Common.

5. POST-MEDIEVAL & 18TH CENTURY (Maps A and C)

5.1 Archaeological knowledge

There is only a limited knowledge of the post-medieval and 18th century archaeology of Bridgwater. The major excavations have produced some evidence of the quays and the castle reuse; Chandos' glass cone has been studied.

5.2 Context

The basic pattern of towns had been established by the end of the middle ages, and there were very few major changes in the post-medieval period, though the economic fortunes of particular towns rose and fell. Nearly all the Somerset towns depended on either cloth manufacture or cloth trade to some extent. Bridgwater was no exception, and was one of many of the 45 historic towns covered by this project which held its own economically for much of this period, although it was one of the few Somerset towns which suffered directly in the Civil War. Indeed, it is one of four of the towns which is of importance for its Post-medieval industrial remains. It also remained one of the two most important ports in the county.

5.3 Standing structures

Although Bridgwater had an eventful 16th and 17th century, few buildings survive. There are a few timber framed buildings, including 21 St Mary Street (SMR LB 14948). Blake's House (SMR LB 14815, now the museum) is of this period, as are the old Market House and White Lion Inns (SMR LB 14890, 14894), several buildings in St Mary Street (SMR LB 14942, 14951, 14956); and the Unitarian Chapel (SMR LB 14845) dates from 1688.

Important ranges survive from the early 18th century, including the planned developments in Castle Street and Chandos Street (see the Buildings List for details). The Lions, the house of Chandos' architect, Benjamin Holloway, survives on West Quay (SMR LB 14986).

Post-medieval and 18th century buildings in the centre are shown on Map C.

5.4 Archaeological components (centre), shown on Map C

Note: some of the elements marked on Map C are of later medieval rather than post-medieval origin, but have been transferred to this map for the sake of clarity.

5.4.a Redevelopment in earlier settlement components

Whilst the major urban and suburban components continued to perform the same functions, a process of encroachment across the ditches and open spaces (begun in Bridgwater's medieval heyday) was under way, and onto the old monastic lands. Major redevelopment of the semi-derelict castle area began in the 18th century. These parts of the urban core have been redefined for this period, whilst other components described under previous periods are shown in lighter shading.

5.4.b Communications

(a) Roads and streets

BRI/521 18th century roads and turnpikes

From the 1730s, when the local turnpikes began to be set up, and throughout the 18th and 19th centuries, both the routes out of Bridgwater and the central street plan were subject to localised changes. The turnpikes initially used the old roads shown on Map A. There are several survivals associated with the turnpikes, including tollhouses on the Wembdon and Taunton roads (for full details see Bentley & Murless, 1985). Stretches of new road (see below, BRI/627, p31) were constructed in the 19th century.

Turnpike routes from Bentley & Murless (1985).

- BRI/518 Castle Street and Chandos Street
 Although most of the medieval street plan survives, the Castle area was redeveloped by the Duke of Chandos in the first half of the 18th century, with the laying out of Castle Street and Chandos Street. King's Square was also begun but left incomplete, and finished in the early 19th century.
- The roads are taken from the early 19th century town plan, which predates the completion of the development.*
- BRI/523 Post-medieval and 18th century market streets
 New streets were laid out as the later market encroachments were formalised. The more southerly represents the yard of the George Inn, which was a thoroughfare on the 1725 map; the other was laid out slightly later, through the early 18th century stalls, and was in existence by the early 19th century.
- From the 1725 and early 19th century maps.*
- BRI/524 Post-medieval and 18th century market streets
 These streets followed approximately the line of the town defences, which had fallen into disuse.
- From the 1725 and early 19th century maps.*
- BRI/525 West Street
 Associated with the expansion of the West Street suburb were new roads impinging on the old Greyfriars precinct.
- (b) Harbour and quays*
- BRI/509 East Quay
 A new quay was built on the east bank c1712. A graving and repairing dock was built there and converted to a dry dock in 1743. This was still operated by Trotts (who were in existence by the 1730s) in 1814, and was not filled in until after 1945. The East Quay shipyard was the longest lasting of the town's shipyards.
- The dry dock and quay area does not appear on the c1725 map, being at the edge of the map. The area shown is defined from the early 19th century map.*
- BRI/508 West Quay
 The Duke of Chandos opened a new customs house, probably in 1726, within the Castle area. This probably replaced a corporation building, and formed part of a new quay planned to accompany his building developments. The marked area formed a northward extension to the western quay area and abutted Chandos' glass complex. The area includes the Lions (SMR LB 14986).
- The marked area is from the c1725 map.*
- BRI/514 A river dock
 A dock, possibly a ship-building dock (T. Woolrich, *in litt.*, 1998) is marked on the 1802 map. Vessels were still tying up on the mudbanks at this stage.
- From the 1802 map.*

5.4.c Water

Not mapped At the end of the 17th century a water supply was set up by taking water from the Durleigh Brook and running it through elm pipes to a cistern inserted into the High Cross. The old Town Mill operated as a water works until the end of the 18th century (T. Woolrich, *in litt.*, 1998). Some of these pipes were uncovered in 1917 at Ivy House (to the north of Durleigh Brook, on Friarn Street); they were not recorded properly (Gray, 1918), but may have been reburied and therefore survive: part of an elm pipe was discovered near the Town Mill site in the early 1990s (T. Woolrich, *in litt.*, 1998).

5.4.d Military sites

Not mapped No certain details are known of the locations of the Civil War defences. There are supposed to have been a deep ditch and two siege works. SMR 12395 may be the site of the battery, at the kink in Mount Street. According to the Victoria County History, there were earthworks at the eastern end of St John's Field and between there and Dunwear. The Parliamentary forces assembled in St John's and Castle Fields, and the fields of Horsey and Bower.

5.4.e Burial sites and places of worship

Not mapped In the 17th century, several non-Conformist chapels were set up, including those of the Unitarians (1688 in Dampiet Street, still surviving), the Baptists (1692, St Mary Street), and the Presbyterians (probably the one destroyed by Stawell in 1683), and the Quaker meeting and burial ground in Albert Street (T. Woolrich, *in litt.*, 1998). These are not mapped: most of them are described in Dunning & Siraut, 1992.

5.4.f Settlement (Urban)

(a) Commercial core

BRI/516

Market encroachments

Parts of the core urban development may have begun as formal or informal encroachment on the open market places of High Street and Fore Street (see above, p16). Initially, there would have been stalls along the edge of the churchyard or the castle moat: the moat had been built over by the end of the medieval period. A hall of pleas and a guildhall existed in Fore Street in the 14th century. The latter was only demolished in the 19th century. The archaeology of the original market areas was discussed above. That of Fore Street may be of particular interest if the wet conditions associated with the old moat have preserved it.

From the 1725 and early 19th century maps.

BRI/515

Damyet

This area, which became part of the Damyet area, was still in the process of development in the 18th century.

From the 1725 and early 19th century maps.

BRI/512

North Gate

This area was laid out but only partially developed by the end of the 18th century and large parts of it may contain nothing earlier than the 19th century. In the latter period, the area became a concentrated strip of residential and industrial growth, with the brewery linked to the rail network and the canal dock. Bridgwater Excavation Committee records remains of a forge and railway siding in the brewery grounds.

From the early 19th century map.

(b) Suburbs

BRI/513

Late medieval and post-medieval developments

These areas represent small pockets of late medieval or post-medieval development. They include the first redevelopments of the medieval religious precincts as well as the tenements straddling the town ditch (which were probably of medieval origin). Parts of these areas were cellared in the 19th century (SMR 12449).

From the 1725, early 19th century and 1802 maps.

BRI/517

The Castle suburb

In the early 18th century, the Duke of Chandos acquired the castle estate and began redevelopment of the castle area into a gracious suburb. His streets and buildings survive, though the development was not completed until the 19th century. Some of these buildings are cellared (SMR 12478).

From the 1725 and early 19th century maps.

BRI/520

The mansion

The castellated house which had been built on the mound in the late 17th century still shows on the c1725 map, though it was ruinous by the 19th century; much of its attached garden area remained open until the 1920s. There are several extant 18th century prints of the ruins.

Area marked from the 1725 and early 19th century maps.

BRI/519

Post-medieval gardens

This area consisted of gardens in 1725, but was laid out by the early 19th century.

From the early 19th century map.

5.4.g Industrial sites

BRI/507

The Glassworks

The Chandos Glass Cone (SMR 11119, SM 33726) was constructed by the Duke of Chandos at the very beginning of this period (c1720). It was one of the earliest enterprises in the county. The glass industry in Bridgwater did not prosper, partly because of bad management, but partly because of the power of the Bristol glaziers. This cone used local materials to produce inferior goods and glass making had ceased by 1734. It was used as a warehouse and then a pottery from the early 18th century onwards, becoming part of the brickyards by the 1840s. It was mostly demolished in 1943, but was excavated in 1975-6 and is now preserved. The excavations revealed a base 75' in diameter (it was 125' high when standing), together with the probable remains of the original glass furnace, a pump house and the manager's office. There was also a quantity of post-medieval and 19th century pot: this was waste dumped under the pottery floor which had been suspended over the remains of the old glass furnace. The glass furnace base is a rare survival and is nationally important.

The marked area is taken from the map of c.1725, which shows the glass cone and a large open yard to the south of it.

5.5 Outlying archaeological components, shown on Map A

Outlying settlement has not been distinguished for these periods. See above, p21.

6. 19TH CENTURY

(Maps D and E)

Note on the maps:

Much of Bridgwater has been reproduced at a small scale in this study, but larger scale printouts of a particular area may be available on request to SCC.

6.1 Archaeological knowledge

There are photographic records of many of the industrial structures and streetscapes which have not survived, the former in the NMR. Somerset Industrial Archaeology Society has been active in the study and recording of the features in Bridgwater.

There are also sketches of Bridgwater in the earlier part of this period, by John Chubb.

6.2 Context

The late 18th and 19th centuries saw some changes to the urban pattern, with the beginning of the emergence of larger centres (often at the expense of smaller ones), linked by vastly improved communication lines (turnpikes, railways and canals). Somerset was not characterised by the kind of large scale industrialisation and urbanisation seen in other counties - indeed, the virtual collapse of its most important industry, which was cloth, affected nearly all of the medieval and post-medieval towns - but some did take place. The changes were reflected in a series of alterations to town governance, which left the county with a total of only fifteen Municipal Boroughs and Urban Districts by the end of the 19th century.

Bridgwater was one of the thirteen existing boroughs and towns which were either Municipal Boroughs or Urban Districts at the end of the 19th century. These varied in character. Bridgwater was one of eight of the 45 towns (all eight of which were either Municipal Boroughs or Urban Districts) which were connected to both rail and canal networks during the 19th century. In all these cases, industrial activity was encouraged. Bridgwater was the most industrialised town in Somerset, and the most important port. Its industrial and infrastructure remains (particularly of the brick industry) are of corresponding importance in the county. Not surprisingly it is also one of seven of the 45 towns at which there was large-scale expansion in the 19th century.

6.3 Standing structures

Bricks became the prevalent building material from the late 18th century onwards and striking examples of the use of Bridgwater bricks survive in the town. Many 19th century buildings survive, including those of King Square, and many of these are listed. All three of the town's Scheduled Monuments are from this period.

The 19th century Listed Buildings in the centre are shown on Map D.

6.4 Archaeological components (centre), shown on Map D

6.4.a Redevelopment in earlier settlement components

Apart from the redevelopment of the castle area, there was also constant redevelopment of the central market and quay areas. New buildings included the Town Hall (1865), and the new Jail (1875). The number of Listed 18th and 19th century buildings, shown on Map D, illustrates the point. The extent to which all this rebuilding has damaged earlier deposits has not been fully assessed.

Parts of the 18th century urban core have been redefined for this period: these include Kings Square and the north-western quay area (which was considerably altered by the insertion of canal and railway). East of the river, parts of the possible medieval suburb of Eastover were completely redeveloped as 19th century suburbs and ribbon development along Salmon lane was swallowed by brickworks. Other components described in earlier periods are marked in lighter shading.

6.4.b Communications

(a) Roads, streets and routeways

BRI/627 Turnpike realignments

The turnpikes were set up in the 18th century (see above, p26), but there were some major changes in alignment south and west of the town centre in the 19th century. The maps show parts of the new route to Pawlett (part of the Bristol route), which was built in 1824 and realigned in 1830, and the new Taunton road. The Pawlett causeway was built across undeveloped land. However, the northern end of the new Taunton road lay directly outside the South Gate and it is possible that it impinged on one or more of the medieval sites which are known to have lain nearby. Any work in this area of the road is therefore of potential archaeological interest.

The roads are from the 1889 OS map.

BRI/626 King's Square

The King's Square development was completed during the 19th century.

From the 1889 map.

BRI/630 19th century roads

Other new 19th century roads are shown. These were mostly suburban streets.

From the 1889 and 1904 maps.

(b) Railways

Whilst the main line survives, much of Bridgwater's 19th century railway line has vanished, or been used as modern road line.

BRI/622 The Bristol and Exeter Railway

The Bristol and Exeter Railway reached the town in 1841, and linked with Taunton in 1842. The railway bought the canal in 1866, and the GWR took over in 1876. The main line ran to the east of the town, across open land.

BRI/618 The dock branches

A branch line to the eastern quays was opened in 1845, initially as a horse tramway under the aegis of the corporation. Steam engines ran from 1867, and in 1871 the branch was extended across the Parrett to the western docks and west bank industries. These lines ran to the north of the medieval town, impinging only on the northern edge of Chandos' 18th century glass cone development, and are now gone.

Black Bridge, the steam-driven telescopic railway bridge (SMR 11837, SM 33725), was built to carry the dock branch, and opened in 1871. The bridge was altered to mild steel in 1906. It was deliberately immobilised during World War II, as a defensive measure; it last opened in 1957. It is now scheduled and has been converted to pedestrian use.

BRI/619 The Edington branch

The Edington branch linked Bridgwater with the Somerset and Dorset Line (SMR 12439) in 1890. It was built by the Bridgwater Railway Co. There was an adjoining goods depot, which was also linked to the dock branch of the Bristol & Exeter. The Edington line was finally closed in 1954, along with its Bridgwater North station (SMR 12438).

All the railway lines are taken from the 1889 and 1905 OS maps, supplemented by information from Murless, 1989.

(c) Canals

The Tone Navigation improved river traffic south of Bridgwater in the early 18th century, following Acts of 1673 and 1699. In the 19th century, the town became part of a network of navigable rivers and canals intended to avoid the hazards of sea trading. The Navigations were supplemented by the Bridgwater & Taunton Canal (1827), the Grand Western Canal (to Exeter, 1838), the Chard Canal (1842) and the Westport Canal (1840). These then competed with and complemented the railway.

BRI/628 The Bridgwater and Taunton Canal

The Bridgwater and Taunton Canal was opened in 1827, originally joining the Parrett south of the Town Bridge at Huntworth, where there was a lock and basin (SMR 10612; see BRI/624, p34). It cut the corner of the Tone Navigation. The extension, part of the dock development completed in 1841, brought the canal round to the north of the town bridge. The canal was bought by the Bristol & Exeter Railway in 1866, and closed in about 1907. It remained navigable until the Second World War, when it was blocked as a defence measure. The canal has since been rehabilitated and was reopened to barges in 1989. There is a study by Haskell (1994) giving details on the course and history of the canal.

The canal was spanned near Bridgwater by two bridges mentioned in the SMR. Crossways Swing Bridge (SMR 10628/ 10645) crossed it north of Huntworth. The Canal Bridge (SMR 12469), on Old Taunton Road, was a cast iron bridge, reconstructed in 1987. SIAS made a photographic survey during the reconstruction.

The canal and dock survive. The location and appearance of the old Huntworth basin are from an 1836 plan reproduce in Haskell, 1994. Information on the bridges is from the SMR.

(d) Harbour and quays

The probable medieval quay areas were redeveloped and extended in the 18th and 19th centuries. At the beginning of the 19th century, vessels were still tying up on mudbanks. Improvements and extensions to the old quays were made, following an Act of 1794. When the docks were opened, the official quays ran for more than 700 feet on both banks, north of the Town Bridge. Beyond the main quay areas, the river banks were studded with mooring posts.

BRI/612 The Canal Docks

The Docks (SMR 12447, SMR LB 14917) were opened in 1841, linking the extended canal with the Parrett. The dock complex included basins, locks, sluices and culverts, a lifting bascule bridge, a coalyard and warehousing. There was a dry dock on the east bank and a wet dock on the west. Parts of the development survive, including Wares Warehouse (SMR LB 14916) and associated machinery has been restored. The docks remained open until 1971 and were bought by Somerset County Council in 1974 and developed as a marina in the 1980s.

From the 1889 and 1905 maps.

6.4.c Burial sites and places of worship

From the 17th century onwards, independent chapels were established in the town (not mapped). With the suburban growth, however, came the establishment of new parishes, churches and cemeteries. Only those in the central area have been distinguished in this report.

BRI/621 19th century churches

Holy Trinity, Taunton Road was established in 1839/40 just outside the South Gate, and demolished in 1958. St John the Baptist, Eastover (SMR 12448, SMR LB 14811), was opened in 1846. The graveyard was opened at the same date but was swiftly superseded by the new cemetery on Bristol Road. A mission chapel was established near the main

railway station.

6.4.d Settlement (Urban)

(a) Commercial

BRI/625 The rest of the old precinct of St John's Hospital was developed in the 19th century. Much of this development has in turn given way to the 20th century road.

From the 1889 and 1905 maps.

(b) Suburbs

BRI/626

King's Square

King's Square was completed in the 19th century.

From the 1889 and 1905 maps.

BRI/620

19th century suburbs (east)

There was eastward growth to meet the railway. A new parish, St John, was created in Eastover in 1846. Also part of this development were Monmouth Street (1851), St John Street (1861) (also a shopping area), terraces north and south of it, Devonshire Street (late 1860s), Edward Street (1880), Rosebery Ave (1897), Cranleigh Gardens (1905/6).

BRI/601

19th century suburbs (west)

There was westward expansion in the late 19th century, spilling over into Wembdon and Durleigh parishes. Patchy expansion of larger houses in the mid 19th century was followed by the establishment of Newtown suburb in the 1880s (dock housing) as well as higher quality housing.

BRI/610

The Workhouse

The Union Workhouse (SMR 12446) was established in Northgate in 1837 and partly survives in Blake Hospital.

BRI/611

The Isolation Hospital

The Isolation Hospital was built beside the dock complex.

BRI/608

Sports grounds

The town had two football grounds in the 19th century. The Newtown one had been partially built over by the end of the century. The cricket field was on Durleigh Road.

All the above areas are taken from the 1889 and 1905 OS maps.

(c) Other

BRI/605

Unclassified 19th century sites

Other unclassified occupation, not distinguished from suburbs on Map D.

From the 1889 and 1905 maps.

6.4.e Settlement (Rural): farms

BRI/604

19th century farms

Kidsbury Farm, *from the 1905 map.*

6.4.f Industrial sites

BRI/606

19th century light industry

Much of Bridgwater's industry lay outside the centre and is described below, p35. There was, however, light industry within the urban area, including the Northgate Brewery

(SMR 12410, not shown separately on Map D). The tannery (SMR 12415) was demolished during the construction of Broadway. There was a timber yard in Newtown suburb. Blocks adjacent to the railway branch and the eastern quays included mills (SMR 12407), timber and coal yards, and there was a foundry (SMR 12408) close to Bath Bridge. The pottery occupied the site of Chandos' glassworks (see above, p29).

BRI/609

Crowpill

The area around the docks and Crowpill Yard (SMR 12477) included warehousing, saw mills, timber yards, the stone works and the linseed and cotton cake works. Parts of this industrial landscape, completed by the dock itself and the railway branches, still survive, and the area is considered to be of importance to industrial archaeology.

All the above areas are taken from the 1889 and 1905 OS maps.

6.5 Archaeological components (outlying area), shown on Map E

Map E shows the overall pattern of expansion in the 19th century. It illustrates the way in which the suburbs spread according to the constraints of the clay pits to north and south, and the railway to the east. The railway and the turnpiked roads also attracted development.

*6.5.a Communications**(a) Roads, streets and routeways*

The road system and the turnpikes are described above (p31).

BRI/630

Other new 19th century roads, *from the 1889 and 1905 maps.*

(b) Railways

The railways are described above (p31).

BRI/623

The BER carriage works (SMR 12403) were established in 1848 and survive in part.

From the 1889 map.

(c) Canals

The Bridgwater and Taunton Canal is described above (p32).

BRI/624

Huntworth Basin

The Huntworth Basin (SMR 10612) represented the original limit of the canal.

From Haskell, 1994.

(d) Harbour and quays

The banks along which mooring posts were spread are not marked. There were 7 shipyards in the town for most of the 19th century, but only the East Quay one survived in 1887: those which were not recorded on the OS map have not been mapped.

BRI/616

19th century quays

Quay areas were in use on the east bank for the cement and tile works in the area.

This quay area is marked on the 1889 OS map.

6.5.b Water

BRI/603

Wembdon Hill reservoir

A reservoir on Wembdon Hill was established in 1879 (T. Woolrich, *in litt.*, 1998), before which time there was no major pumping station for Bridgwater. A number of small

pumphouses were also built.

From the 1889 and 1905 maps.

6.5.c Burial sites

BRI/607 Bridgwater Cemetery on Wembdon Road.

BRI/617 Bristol Road Cemetery.

From the 1889 and 1905 OS maps.

6.5.d Settlement (Urban)

(a) Suburbs

BRI/601 19th century suburbs (west)

The western suburbs continued along the main road to Wembdon and there was also scattered development on the Durleigh road and at Hamp for example.

From the 1889 and 1905 maps.

6.5.e Settlement (Rural)

(a) Farms

BRI/604 19th century farms

New 19th century farms (or farm extensions) have been distinguished where possible.

From the 1889 and 1905 maps.

(b) Unclassified

BRI/605 Unclassified 19th century sites

Other unclassified occupation, *from the 1889 and 1905 maps.*

6.5.f Industrial sites

From the archaeologist's point of view, the industries of Bridgwater can be divided into those which are essentially largely extractive of archaeological deposits and those which are not. This approach has been adopted on the maps, with areas associated with the brick and tile industries and the quarries marked separately from other industrial areas. **This does not guarantee the total absence of archaeological remains in all parts of the areas marked as extractive industry**, though large fragments of the areas - for example, all the clay pits - may be void.

(a) Mills

Several mills existed in town, including SMR 12407, 12411-2, and 12417.

BRI/613 Saltlands Mill

The flour mill near Saltlands Brickworks (SMR 12417) has been mapped separately.

From the 1889 and 1905 maps.

(b) Non-extractive industry

BRI/606 19th century light industry

The Ropewalk (SMR 12416) north of the town was swallowed by early 20th century suburban development. Also shown is Wembdon Brewery (SMR 12414), and the gasworks, established in 1834.

Not mapped There were several engineering works, such as Culverwell's, and foundries in the town. Bridgwater Ironworks (Hennett, Spink and Else) at Dunwear produced Hampton Court

Bridge.

(c) Extractive industry

The brick and tile industries which operated along the Parrett were engaged in two somewhat different processes, the manufacture of Bath bricks (scouring bricks) and that of normal bricks and tiles. The industry has been extensively studied by Murless (eg 1975). His works, together with the SMR (SMR 10219-20, 10445, 10448, 10609-11, 10613, 11838, 12397-400, 12404-6), should be consulted for information on the developments in individual brickyards.

Some of the brickyards date from the first half of the 18th century, many others from the second half, including Glover's (1760s/70s), Sealy's at Hamp (before 1776). There were 3 brickfields at Hamp by 1823, a fourth by 1830. There were 16 yards within a mile each way of Bridgwater by 1850. Most of these yards continued to operate throughout the first part of the 20th century, resulting in many clay pits in the landscape around Bridgwater.

The *Bath Brick Industry* operated at several sites north and south of Bridgwater, along the Parrett banks from the 1820s. There is a detailed treatment of it in Murless, 1975. The scouring bricks were made from the Parrett slime. There were shelves cut into the banks and platforms (slime batches) built along the bed of the river to assist in its collection. Some of the locations of these are marked in Williams, fig 38. The grain size of the mud was only suitable for about 1m north and 1m south of Bridgwater. The four main Bath Brick complexes were at Somerset Bridge, Hamp, Saltlands and Castle Field/ East Quay. The industry expanded rapidly in the first half of the 19th century and prospered until the First World War. It never recovered from the disruption to labour and exports caused by this, and the development of synthetic cleaners sealed its fate. The industry was virtually dead by the Second World War.

The brick kiln belonging to Barham's brickworks survives and is now scheduled (SMR 12406, 11838, SM 33727, SMR LB 14922).

BRI/615

Bath brick works

These are the brickyards marked as Bath brickworks in Murless, 1975. Large parts of these areas consist of clay pits which are of no archaeological value. Other parts of the areas (eg SMR 10219, 12397) include remains of the kilns and associated buildings, which are of interest.

The areas are taken from the OS maps of 1889 and 1905 and the classification is from Murless, 1975.

BRI/629

Slime batches

These are the approximate northern and southern limits of the slime batches.

These limits are defined from Murless, 1975.

BRI/614

Other brick works

These are the brickyards not classed as Bath brickworks in Murless. The same comments apply to their archaeological value. Some of these areas, including the one shown on Map D (part of Salmon Lane brickworks) had already been partially redeveloped for suburban housing by the end of the 19th century. Others retain some structures of interest (eg SMR 10220).

The areas are taken from the OS maps of 1889 and 1905 and the classification is from Murless, 1975.

BRI/602 19th century quarries
 These represent various small quarries to the west and south of the town.

The areas are taken from the 1889 and 1905 OS maps.

7. 20TH CENTURY

(Map F)

7.1 Context

The 20th century has seen a vast physical expansion of some existing towns, and some expansion in most of the 45 historic towns covered by the project. However, there have only been limited alterations to the overall pattern of urban settlement. The County Structure Plan still contains fifteen settlements defined as Towns: this is almost identical to the late 19th century list of Municipal Boroughs and Urban Districts.

Bridgwater is one of 15 of the 45 historic towns covered by this project which is classed as a Town in the County Structure Plan. It is one of seven towns which has seen extremely high levels of expansion in the 20th century (the same seven as saw large scale expansion in the 19th century). It is also one of six Towns identified as having an important role in accommodating new development, which inevitably leaves its archaeological remains under increased threat.

7.2 Settlement components, shown on Map F

Map F shows the overall pattern of growth this century. General suburban growth in the earlier part of the century followed the pattern established in the 19th century. Later growth has been concentrated on several large estates bounded by or near junctions of the new bypasses. Industrial and business parks have also followed the latter pattern. These developments have virtually swallowed up the old centres of Hamp, Wembdon and the Bowers.

7.2.a Redevelopment in earlier settlement components

There have been several large redevelopments in the central area which have affected both the medieval and the industrial archaeology. These include the road development to the south and west which impinged upon the Greyfriars site, the town ditch and the western suburb. To the north, much of the 19th century landscape around the docks has been lost or altered, though parts survive. Within the medieval defensive circuit, the Angel Crescent shopping centre is one of the larger developments. However, none of these developments has been mapped for this report. Earlier settlement components described under previous sections are marked in lighter shading.

All mapped elements are from the 1938 maps and the 1995 OS digital map data.

7.2.b Communications: Roads, streets and routeways

BRI/709 20th century roads

The major road developments of this century have been: Quantock Road, built in 1922 to bypass Wembdon; Broadway, built in 1958 to bypass the town centre; and the M5, opened in 1973. Of these, the most destructive of Bridgwater's archaeology was Broadway.

7.2.c Water

BRI/707 Durleigh Reservoir

The Durleigh Reservoir was built in 1938, drowning earlier settlement, and an associated pumping station and treatment works were also set up (T. Woolrich, *in litt.*, 1998).

7.2.d Military sites

Not mapped The wartime defences of Bridgwater are of interest, but have not been mapped since they consist of a number of very small sites. The SMR contains details of the pillboxes in the parish (SMR 11945-50, 11978, 11984-87, 12326-28, 12441, and 12444-5), and of the harbour

defence building (SMR 12381).

7.2.e *Burial sites and places of worship*

BRI/703 20th century churches and cemeteries

New or expanded cemeteries (on Quantock Road and Bristol Road) are associated with the 20th century suburban growth; The parish of St Francis was established in 1965.

7.2.f *Settlement (Urban)*

(a) *Commercial areas*

BRI/708 20th century commercial developments

The major development is Huntworth Business Park. Some other small redeveloped areas in the centre are also shown.

(b) *Suburbs*

BRI/702 20th century suburban estates

The New Town Estate was built in the 1920s, partly as an expansion of the town, partly after slum clearance in previously developed areas. The first houses of the Sydenham Estate were roughly contemporary with the establishment of British Cellophane across the road, but most of the estate was built from the 1950s onwards. The north-east of this estate overlies a deserted medieval village. The Hamp and Durleigh Estates were established in the 1950s and 1960s, mostly on open land.

7.2.g *Settlement (Rural)*

(a) *Farms*

BRI/704 20th century farms

New 20th century farms have been distinguished where possible.

(b) *Unclassified*

BRI/706 Unclassified 20th century occupation

7.2.h *Industrial sites*

The same approach has been taken to the 20th century industrial developments as was for the 18th and 19th century (qv).

(a) *Non-extractive industry*

BRI/705 20th century industrial areas

Major new industrial areas were established this century to the north and south of the town, positioned to take advantage of both old and new communications route (the railway and the M5). Some of the old clay pit areas, notably Castle Field, have been re-used as industrial estates.

British Cellophane was established in 1937-8, incorporating the old Sydenham manor, and its site has gradually expanded. There has been industrial expansion along the Bristol Road, and there are industrial estates at Castle Field and Colley Lane. Also shown are the gas, power and sewage installations.

(b) *Extractive industry*

BRI/701 20th century brick pits

Most of these areas represent the continuation of the 19th century brickworks into the first part of this century. Very few post-date the 1838 map.

V. THE POTENTIAL OF BRIDGWATER

1. *Research interests*

There are two major foci of interest in Bridgwater. The first is the medieval town, about which many questions remain to be answered. The delineation of certain areas of the town, including the religious precincts, the market place and the suburbs is at the moment far from precise, and the character of the surviving archaeology in most of the urban areas is not well established. On the other hand, in the relatively well delimited castle and quay areas, it has been shown that there is surviving archaeology: in these areas, it is the establishment of the details which is important.

The second focus of interest is the industrial archaeology. Bridgwater is one of the few towns in Somerset with a concentrated industrial landscape, of which some remains, particularly around the docks.

2. *Areas of potentially exceptional preservation*

The West Quay excavations (Ellis 1985) showed that the potential for the survival of structures in the old quay and moat areas is excellent. This is partly because of the quality of stonework of the structures in this area. Although the castle superstructure is of an erodible red sandstone, the lower courses proved to be of well preserved superior cream stone. The 1990 wall survey showed that lengths of walling and other medieval structures are preserved in the cellars of modern buildings. Moreover, there are waterlogged areas associated with not only the river front but also the town and castle ditches. These include not only the lengths which lay open throughout the medieval period, but also that part of the moat which underlies the backs of the north Fore Street properties and which may be particularly rich.

3. *Limitations*

Large areas along the river have been quarried in the 19th and 20th centuries, though there is little evidence of significant archaeological deposits being lost to these operations. In the town centre and the medieval suburbs, there has been much redevelopment since 1945, most of it without prior archaeological work: this has affected frontages as well as backs. The inner bypass was routed through the Greyfriars and St John's Hospital sites. In the 1970s, Aston & Leech estimated that about 10% of the medieval town had been badly damaged (Aston & Leech, 1977), and this figure is bound to be higher now.

4. *Extent of current protection*

(shown on Map G)

Map G shows the existing designations in the centre. There are three Conservation Areas which cover: the Central area and the docks; Northfield; and Church Street/ St Johns. These principally protect the 19th century domestic and industrial landscapes. There is a large number of Listed Buildings. There are also three Scheduled Monuments: the 1870 railbridge (SM33725); the glass cone (SM 33726); and the East Quay brick kiln (SM33727). Additionally, an Area of High Archaeological Potential has been defined to cover the medieval town and the 19th century dock landscape.

There are also designations in Wembdon: the churchyard cross is scheduled (SM 28819).

5. *Management Proposals*

See the Archaeological Guidance Document.

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BRI/701	38, 46
BRI/702	38, 46
BRI/703	38, 46
BRI/704	38, 46
BRI/705	38, 46
BRI/706	38, 46
BRI/707	37, 46
BRI/708	38, 46
BRI/709	37, 46

1. Component to map

<i>Component</i>	<i>Map</i>	<i>Component</i>	<i>Map</i>	<i>Component</i>	<i>Map</i>
BRI/101	A	BRI/434	B	BRI/606	D,E
BRI/301	A	BRI/435	B	BRI/607	E
BRI/401	B	BRI/436	B	BRI/608	D
BRI/402	B	BRI/437	A	BRI/609	D
BRI/403	B	BRI/501	A	BRI/610	D
BRI/404	B	BRI/502	A	BRI/611	D
BRI/405	B	BRI/503	A	BRI/612	D
BRI/406	A	BRI/504	(E)	BRI/613	E
BRI/407	A	BRI/505	(E)	BRI/614	E
BRI/408	A	BRI/506	A	BRI/615	E
BRI/409	A	BRI/507	C	BRI/616	E
BRI/410	A	BRI/508	C	BRI/617	E
BRI/411	A	BRI/509	C	BRI/618	D
BRI/412	A	BRI/510	A	BRI/619	D,E
BRI/413	A	BRI/511	A	BRI/620	D
BRI/414	A	BRI/512	C	BRI/621	D
BRI/415	A	BRI/513	C	BRI/622	D,E
BRI/416	B	BRI/514	C	BRI/623	E
BRI/417	B	BRI/515	C	BRI/624	E
BRI/418	A	BRI/516	C	BRI/625	D
BRI/419	B	BRI/517	C	BRI/626	D
BRI/420	B	BRI/518	C	BRI/627	D,E
BRI/421	B	BRI/519	C	BRI/628	D,E
BRI/422	B	BRI/520	C	BRI/629	E
BRI/423	B	BRI/521	C	BRI/630	D
BRI/424	B	BRI/522	A	BRI/701	F
BRI/425	B	BRI/523	C	BRI/702	F
BRI/426	B	BRI/524	C	BRI/703	F
BRI/427	B	BRI/525	C	BRI/704	F
BRI/428	B	BRI/601	D,E	BRI/705	F
BRI/429	A	BRI/602	E	BRI/706	F
BRI/430	A	BRI/603	E	BRI/707	F
BRI/431	B	BRI/604	D,E	BRI/708	F
BRI/432	B	BRI/605	(D),E	BRI/709	F
BRI/433	B				

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Maps

Map A – early development

Map B – the medieval town

Key: Components shown on earlier maps are shown in yellow.

Map C – post medieval and eighteenth century

Key: Components shown on earlier maps are shown in yellow.

Map D – the nineteenth-century core

Key: Components shown on earlier maps are shown in yellow.

Map E – 19th century

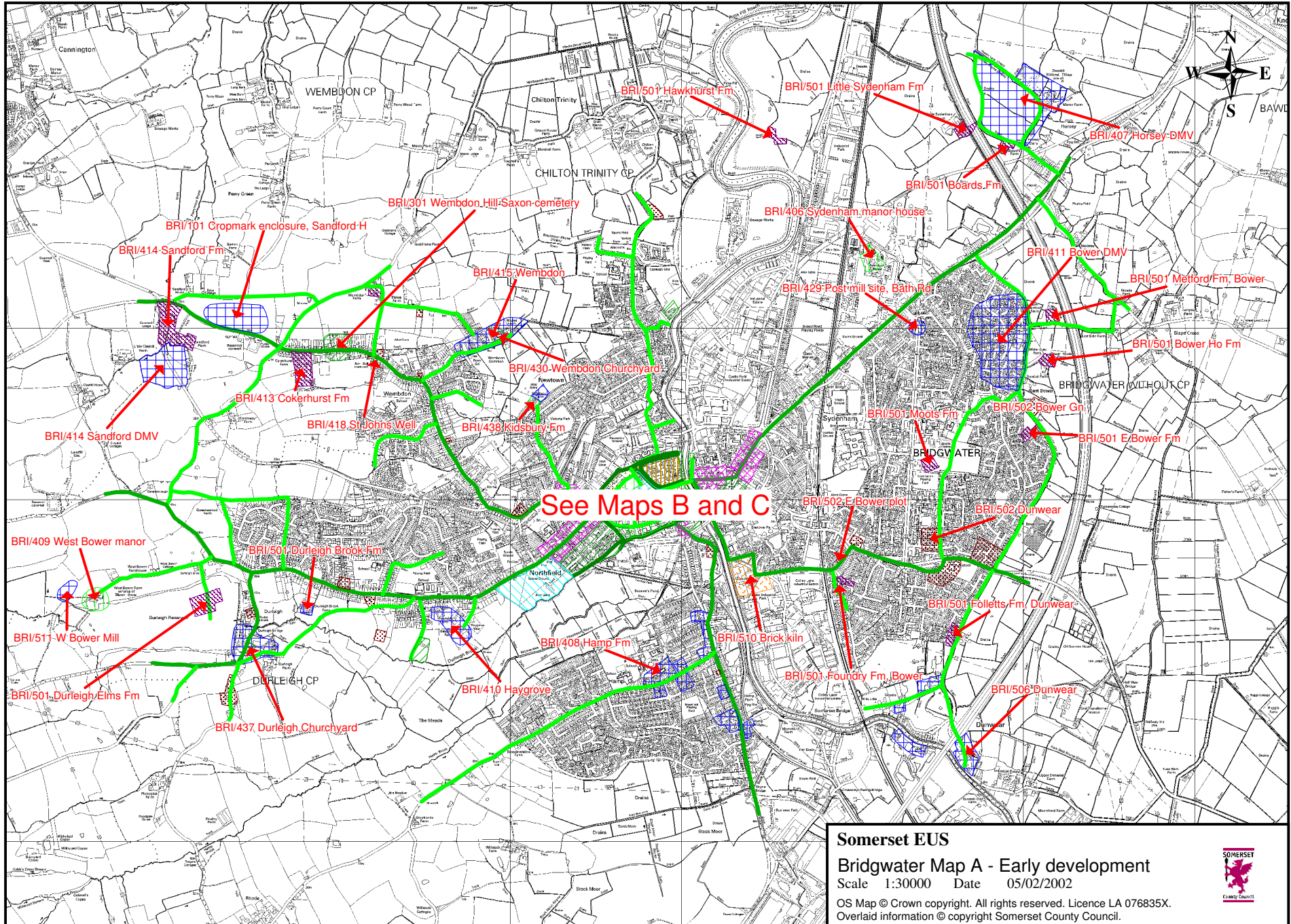
Key: Components shown on earlier maps are shown in yellow.

Map F – 20th century

Key: Components shown on earlier maps are shown in yellow.

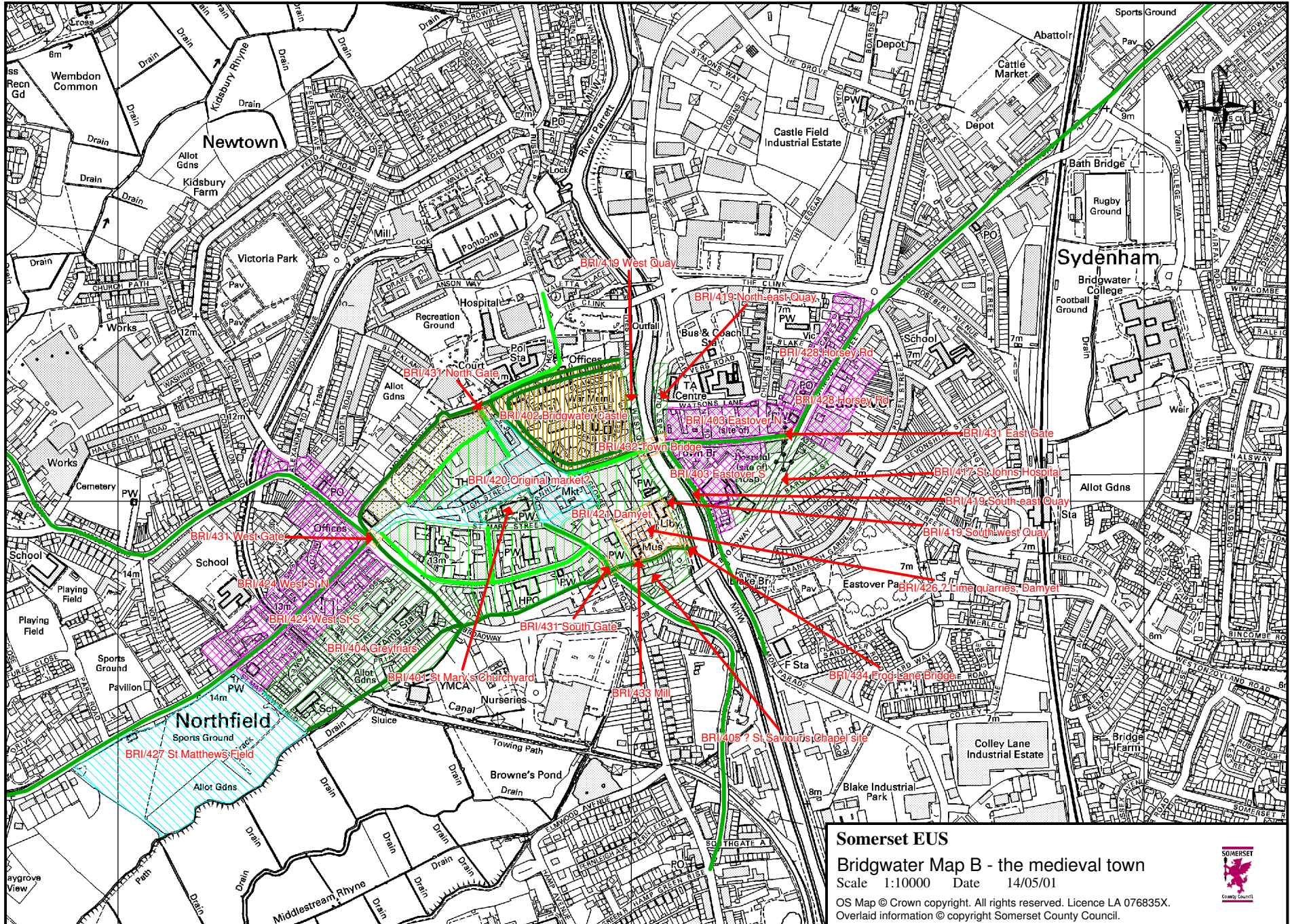
Map G – Existing constraints

Key: Scheduled Monuments (dark blue),
Listed Buildings Grade I (light blue)
 Grade II* (light green)
 Grade II (dark green)
Conservation Area (light green)
Area of High Archaeological Potential (pink)



Somerset EUS
Bridgwater Map A - Early development
 Scale 1:30000 Date 05/02/2002
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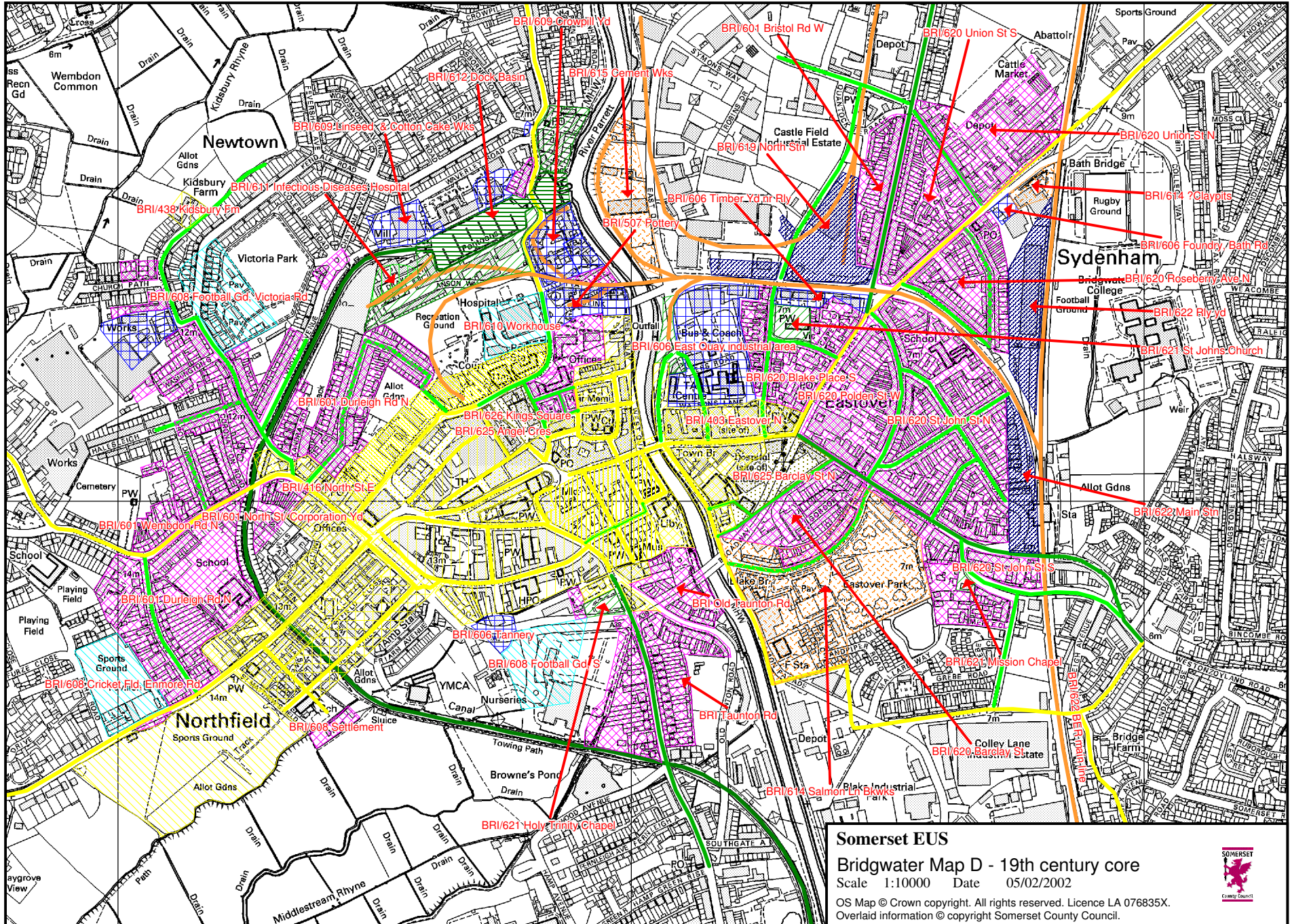
Somerset EUS

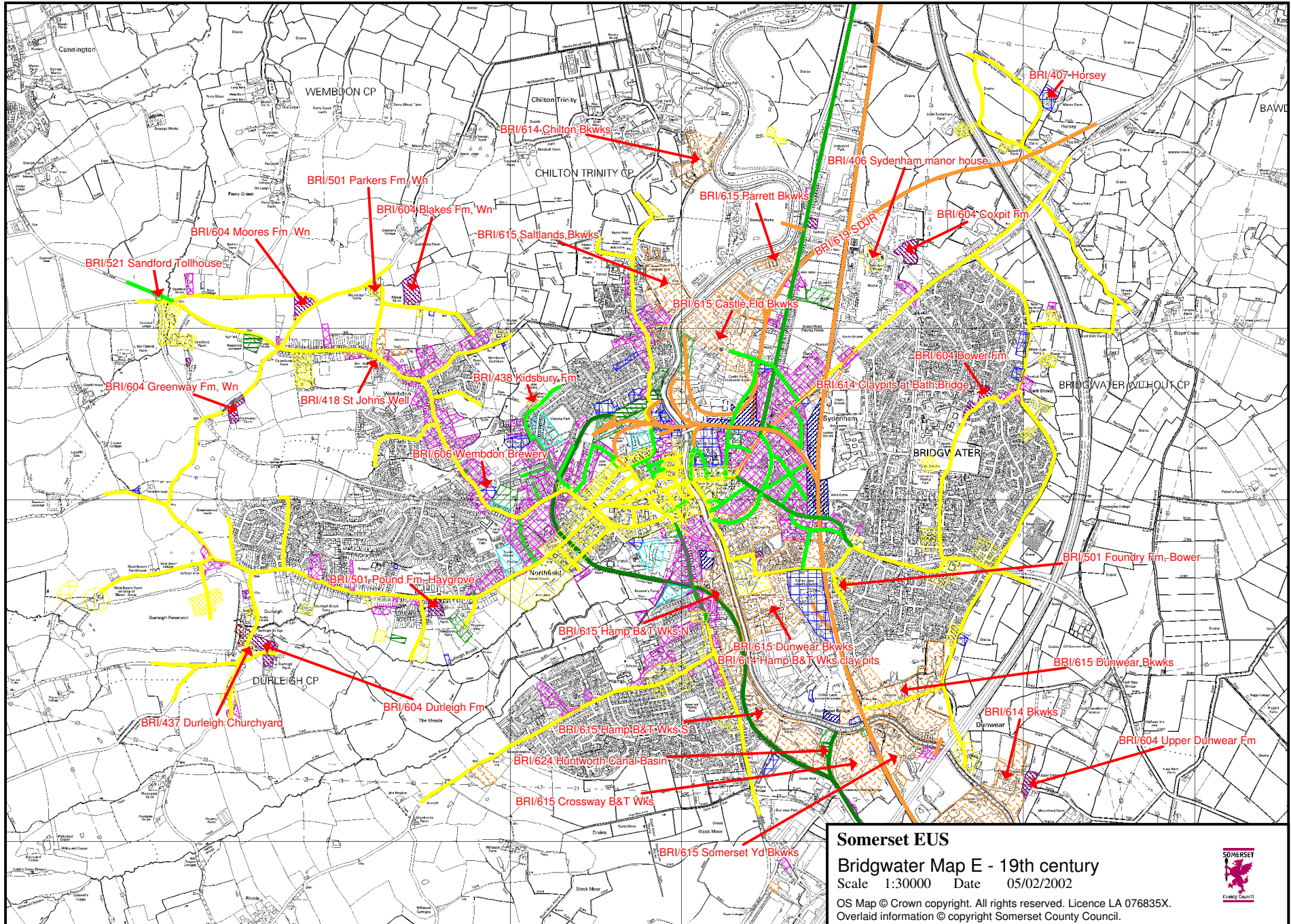
Bridgwater Map B - the medieval town

Scale 1:10000 Date 14/05/01

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Somerset EUS
Bridgwater Map E - 19th century
 Scale 1:30000 Date 05/02/2002
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