

**PRELIMINARY ARCHAEOLOGICAL ASSESSMENT
OF SWW TORBAY MARINE SCHEME**

by

S.D.Turton & P.J. Weddell

Exeter Museums Archaeological Field Unit

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Fig. 1 Location of archaeological sites in relation to the proposed STW sites and haul routes (the hatched area is that surveyed by Pearson in 1977, section 2.2).

Fig. 2 The haul routes showing location of cropmark site No. 5.

Fig. 3 Option B showing location of cropmark site No. 10.

1. INTRODUCTION

This report has been prepared at the request of Travers Morgan South West on behalf of South West Water to identify areas of archaeological interest which may be affected by the construction of two alternative proposed Sewage Treatment Works at Brixham, and the provision of a temporary or permanent haul road for one of the sites. The report will form part of an Environmental Assessment of the Torbay Marine Scheme which is being prepared by Travers Morgan.

1.1 Scope of this assessment

This assessment is a preliminary archaeological appraisal of the proposed works and has taken the form of a desktop study of the areas involved using maps supplied by Travers Morgan. No fieldwork or detailed primary documentary research has been undertaken. No associated pipeline routes have been assessed.

The aims of this assessment are:

- (i) to identify archaeological features within the proposed STW sites and along the haul roads which are considered worthy of conservation (this includes the immediately adjacent areas);
- (ii) to identify features which will require archaeological recording;
- (iii) to identify areas where archaeological features are likely to be encountered during construction work;
- (iv) to identify requirements for any further archaeological work.

The assessment includes a reasonable margin around the scheme works, to allow for the identification of existing features or areas of archaeological significance in order to avoid their accidental damage or disturbance by contractors.

The assessment comprises:

- (i) a search of the Devon County Sites and Monuments Register, County Hall, Exeter;
- (ii) a rapid examination of maps and other literature in the Devon Record Office and Westcountry Studies Library, Exeter.

1.2 The routes

The proposed STW at SX931547 (Option A), near Sharkham Quarry, would also require the provision of one of two proposed haul routes from Kingswear Road. The permanent (northern) route follows the course of the existing trackways/roads along (from west to east) Gattery Lane, Challycroft Road, Yards Lane and the track to the north of South Bay Holiday centre and south of the quarry. The temporary (southern) route passes through farmland to the south of these roads and approaches the proposed STW from the hillslope south of the Holiday Centre.

All the land included in Option A formerly lay in the parish of Brixham (as shown on Brixham Tithe Map 1838). Part of the permanent haul route now represents the modern boundary line between Torbay Borough and Kingswear Parish. This boundary does not continue along Yards Lane, but takes a more direct course toward Sharkham Point.

The proposed STW at Brokenbury Quarry (Option B) lies at SX897562 within the parish of Churston Ferrers.

1.3 Geology and soils

The soils of this general area are of the Denbigh I series which overlay palaeozoic slaty mudstone and siltstone. Around Torquay, the palaeozoic slates and siltstones commonly give way to limestones which are grouped as thinly-bedded or massive. The latter are generally pale grey and very pure. They have been extensively quarried for decorative purposes. The soils are generally well-drained fine loamy soils over rock, suitable for stock-rearing in the uplands, and dairying and some cereals in the moist lowland areas. There is woodland and rough grazing on steep slopes.

2. SITES OF ARCHAEOLOGICAL AND HISTORICAL INTEREST

2.1 Option A: Sharkham Quarry STW and haul routes

1. *Gattery Lane, Challycroft Road and Yards Lane* (permanent haul route)

This general route is known locally as the old packhorse trail (pers. comm. Brixham Museum), although there is no firm evidence for its antiquity. The route is not shown on Donn's map of 1765. However, it may have provided access to and from Southdown in medieval times, and was probably used for transporting limestone from the nearby quarries in the post-medieval period. Part of the route constitutes the parish boundary between Torbay Borough and Kingswear but, as mentioned above, this is a relatively modern division. The examination of surviving hedges at selected places along the route may provide useful dating and environmental evidence. The dog-leg course of Yards Lane in particular suggests that it may have originally functioned as an access road within a medieval open-field system.

2. *The (old) path* (both haul routes)

Two fields at the commencement of both routes were called in 1840 'Greathay Barn and path to old orchard' and 'Greater Long Barn and path to old orchard' (Nos 531, 528). No buildings are shown on Brixham Tithe Map, and the field-names may therefore refer to an earlier building or buildings. It is not certain where the 'old orchard' was located, but it is likely that the 'path' was regarded as being of some antiquity in the mid 19th century.

Part of the 'path' was Gattery Lane itself (i.e. the trackway due for improvement). The 'path' is shown on 19th-century maps terminating at SX91165401, a short distance south of Gattery Lane. This track is not shown on modern maps, although it can probably be detected on the ground, alongside the surviving field boundary. However, it still extends to the north of Gattery Lane.

The present Mill Lane incorporates the northern part of the 'path', but at Gattery Lane it diverges in a south-easterly direction towards Southdown. Mill Lane dates to between 1840 and 1869, clearly much later than the 'path'. The 1st ed. 6" OS map shows both tracks, although it is not clear which was actually called 'Mill Lane' at this time.

The permanent haul route crosses the line of the 'path' at SX91145420, at the kink in the lane where it joins Challycroft Road. The temporary haul route crosses its line at SX91195411.

3. *Beacon* (SX91555425; permanent haul route)

At the peak of the hill, north of Challycroft Road was a field called 'Beacon Close' in 1840 (No. 710). This is clearly a suitable place for a fire beacon, but it is impossible to suggest a date for such a feature without further documentary evidence and/or fieldwork. It may have been located in the position of the present triangulation point.

4. *Southdown Cross and Southdown Road* (both haul routes)

The settlement of Southdown possibly dates to the 14th century (Gover *et al.*, 509), although the present house on the site is of mid 19th-century date (Listed Grade II). Southdown Road must date to the time of the original settlement and, by implication, probably the whole of the permanent haul route. Southdown Cross (SX91835423) probably functioned as a natural meeting or resting place. The temporary haul route crosses the trackway to Southdown at SX91815414. Any surviving archaeological deposits in this area could provide valuable dating or environmental evidence, particularly with regard to the proximity of site No. 5 (see below).

5. *Cropmark enclosure* (SX919541; Fig. 2; temporary haul route)

This site has been identified through aerial photography whereby the lines of the buried ditches could be seen as differential growth marks in the crop. The site lies to the south-east of Southdown Cross, and appears to be a sub-rectilinear enclosure (SMR SX95SW/A9, APH DAP/MI 6). This feature would be bisected by the course of the temporary haul route. The presence of an enclosure suggests a settlement of prehistoric, Roman or possibly medieval date. In the mid 19th century this field was named 'Church Park' (Brixham Tithe Map No. 728). This may indicate the former presence of an ecclesiastical building (or buildings), or ownership by an ecclesiastical body.

6. *Upton* (permanent haul route)

To the north of Yards Lane lay part of the medieval manor of Upton, which is first recorded in 1289 (Gover *et al.*, 509). Upton was variously known as *juxta* (next to) or *alias* Brixham, and it included the rectory of Brixham Church. Brixham itself was a Domesday manor, as were Coleton, Lupton and Woodhuish (within Brixham Parish). In 1850 Upton was still a major estate, and the Lodge was the seat of G.H. Cutler. There was also an iron ore mine on the Upton estate (White, 424-5).

The permanent haul route passes to the south of the Lodge and Upton Farm. Two ponds are shown at the crossroads of Chiseldon Hill (formerly Chiseldon Lane) and Yards Lane on the 1st ed. OS maps at SX923543. These may represent small derelict quarries. An inspection of the hedgebanks in this vicinity could provide evidence of former boundaries.

7. *Sharkham Quarry*

Little is known about this limestone quarry. It is shown with others in the region on the 1st ed. OS maps (1869). A limekiln was located to the north at SX92855492.

2.2 Option B: Brokenbury Quarry

8. *Railway and Railway Hotel* (SX895565)

The Torbay and Brixham Railway opened in 1868 and was paid for largely by R.W. Wolston, who needed to transport iron ore from the Brixham region to Dartmouth Delderfield 1951, 24-9). The line was sold to the Great Western Railway in 1883 and was eventually closed in 1963. The 'Railway Hotel' (SX89505630) was shown on the 6" OS map of 1904, but not on that of 1963 (SMR SX85NE/57 and 83).

9. *Brokenbury Quarry* (SX89705625)

This quarry is shown on the 1st ed. 6" OS map of 1869, and like Sharkham Quarry it probably dates to the 18th/19th century. The name itself is of archaeological significance, although no earlier forms have been located (see site No. 10 below). The *bury* element often refers to sites of ancient earthworks, e.g. prehistoric hillforts.

10. *Cropmark enclosure* (SX89815645; Fig. 3)

Part of a circular single-ditched enclosure was recorded as a cropmark in 1984 (SMR SX85NE/62, APH DAP/BI 6). This enclosure/settlement lies just to the north of the quarry, and is likely to date to the prehistoric period (see below). It is possible that the place-name *bury* as noted above may refer to the former presence of earthworks on this site. A field visit to the site in 1987 revealed that no features were visible above ground.

Prehistoric flint scatters (hatched areas on Fig. 1)

In 1977 an intensive programme of fieldwalking and a small excavation to the east of Churston Court Farm indicated prehistoric activity in this general area, broadly dating from the early neolithic to the Later Bronze Age (Pearson 1981). Other material had previously been collected from the surface of nearby fields, including a flint scatter from a site immediately adjacent to the Brokenbury Quarry (*ibid.*, 18). The finds included a substantial amount of worked flint tools, stone axes and some metalwork. Such material is likely to be associated with the enclosure site No. 10 mentioned above, and indicates the strong likelihood of other as yet undetected settlements, perhaps spreading over a large area.

Other cropmarks (not defined) occur to the south of Alston Farm (near historic Lupton Park).

3. CONCLUSION

3.1 Option A: Sharkham Quarry

The most significant known archaeological feature identified along route is the sub-rectangular enclosure on the proposed temporary (southern) haul route. The date of this feature cannot be determined by the form of the cropmark alone, but similar enclosures elsewhere usually date to the prehistoric or Romano/British period. However, a medieval origin cannot be entirely discounted.

3.2 Option B: Brokenbury Quarry

This site lies within an area of great archaeological interest and importance. Prehistoric flint and stone tools have been recovered from the immediate area, and aerial photography has provided evidence for buried archaeological deposits immediately to the north. There also remains the possibility of identifying previously unknown buried features associated with the known enclosure site to the north of the quarry.

4. RECOMMENDATIONS

4.1 Permanent haul route

Some sites of archaeological interest have been identified along this route, but none is of sufficient significance to warrant diversion of the route. The existing lanes and hedgebanks are of archaeological interest, but they cannot at present be closely dated. An archaeological watching brief should be undertaken during topsoil stripping, the removal of hedgebanks and road construction. The banks themselves may overlie sealed archaeological material (palaeoenvironmental deposits) suitable for radiocarbon dating and analysis (vegetational history of the area). Provision should be made, therefore, for the laboratory analysis of any such deposits.

4.2 Temporary haul route

It is recommended that the enclosure site on the route of the proposed temporary (southern) haul route should be avoided. If this route is chosen the site will require full archaeological excavation within the area due to be destroyed in advance of the commencement of construction. A detailed programme of fieldwalking would be required soon after topsoil stripping along the length of the route, in order to identify any further features in plan, and to retrieve surface material which may be associated with the settlement site. Additionally, a watching brief would need to be undertaken during the course of construction. Provision should be made for laboratory processing and specialist consultation reports (such as radiocarbon dating etc.).

4.3 Option A: Sharkham Quarry

No specific archaeological sites have been identified in this location. However, in view of the known density of prehistoric finds in this general area, a watching brief should be undertaken during topsoil stripping or trenching work. Provision should be made for the possible excavation of any archaeological features subsequently identified, and for the laboratory processing of any retrieved material.

4.4 Option B: Brokenbury Quarry

This is an area of high archaeological potential, particularly in terms of prehistoric activity. In this respect, Site B is a less favourable option. Incursion into the field to the north of the quarry, which contains a cropmark site (No. 10) should be avoided. The current proposals entail new construction work within the quarry and in the field to the south-east.

In view of the archaeological potential, it is recommended that evaluation excavations should be undertaken within the latter area. Preferably, this should be preceded by fieldwalking of any ploughed fields in the vicinity, to recover lithic finds. Once the nature, depth and extent of archaeological deposits are identified, decisions can be made about any necessary mitigation or preservation measures within the scheme proposal. It should be noted that deep excavation within limestone areas may uncover very early prehistoric (Upper Palaeolithic) deposits. Such finds have been made at nearby Ash Hole Cavern below the Castle Hill Battery at Berry Head (SX937567).

ACKNOWLEDGEMENTS

This assessment has been commissioned by Travers Morgan South West on behalf of South West Water, and thanks are due to Janette Shaw. The project was administered at EMAFU by P.J. Weddell. The documentary research was undertaken by S.J. Reed and S.D. Turton, and the illustrations prepared by T. Dixon.

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Delderfield, E.R. 1951 *Torbay Story*.

Donn, B. 1765 *Map of the County of Devon*.

Gover, J., Mawer, A. & Stenton, F. 1932 *The Place-Names of Devon*.

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Thorn, C. & Thorn, F. 1985 *Domesday Book. Devon*.

SMR Devon County Sites and Monuments Register SX85NE, SX95SW.

Devon Record Office Brixham and Churston Ferrers Tithe Maps
and Apportionments (1838-40)

Westcountry Studies Library 2" OS Surveyor's Draft, No. 22E (1803-4)
Old series 1" OS map, 23 (1809)
C. & J. Greenwood's Map of Devon (1827)
1st ed. 6" OS map, 128 (1869)
1st ed. 25" OS map, 128.6 (1864)

APPENDIX
TORBAY MARINE SCHEME PROPOSED SURFACE DEVELOPMENTS

PRELIMINARY ARCHAEOLOGICAL APPRAISAL

1. ILSHAM VALLEY

This site lies at the lower end of Ilsham Valley just above the sea cliffs. The valley mainly follows an significant geological fault to the east of the Devonian Limestone.

Finds

A prehistoric (Neolithic) greenstone axe was found in 1885 in a field some 500m to the NE of the site. Another stone axe was found further east near Hope's Nose in 1882.

Nearby sites

- (1) At the upper end of the Ilsham Valley on its western side is *Kent's Cavern*, a site of national and European significance. These caves contain some of the earliest evidence of human occupation in Britain, and have produced a virtually continuous record of habitation from the Mesolithic period to Romano-British times.
- (2) The gardens of *Castle Tor* to the NW are listed by English Heritage in their *Register of Parks and Gardens of Special Historic Interest in England* (Grade II). Castle Tor was built c. 1920 and the gardens were designed c. 1928-34 by Fred Harrild who was articed to Edwin Lutyens. Lincome Drive defines the southern boundary.

Archaeological potential

Being a valley site, the area may contain colluvial material washed down from the surrounding slopes. Further evidence for the prehistoric occupation already known in this general area may be found within the colluvium itself, or preserved within underlying deposits. Any deep excavations on this site are likely to have archaeological implications.

2. CLENNON VALLEY

This low-lying site presumably occupies a silted former creek or inlet. Goodrington Sands are immediately to the east.

Finds

Three Roman pewter flagons have been found in the vicinity of Goodrington, two in 1883 and another in 1979. The precise findspots are not known but they are likely to have come from the silts infilling the creek.

Archaeological potential

Topographical indicators suggest this marshy area is probably a silted or reclaimed creek. It is likely to contain waterlogged and palaeoenvironmental material (i.e. plant remains, wood etc.) in addition to possible artefacts. Deep excavations on this site are likely to have archaeological implications.

3. MONKSBRIDGE

This site lies to the SW of Churston Ferrers, within a small stream valley adjoining the A3022.

Sites

Monksbridge Cottage situated on the A3022 is a former tollhouse of the Torquay Trust built in 1790. It is a Listed Grade II Building of Special Architectural or Historic Interest.

Nearby site

Lupton Park is included in the English Heritage *Register of Parks and Gardens of Special Historic Interest in England* (Grade II). Lupton House was built c. 1772 and reconstructed after a fire in 1926. The eastern boundary of the park adjoins Churston Mill Farm 600m west of the site.

Archaeological potential

This is considered at present to be relatively low, although the site's stream-valley location may, in common with Ilsham Valley, indicate the presence of colluvium or waterlogged deposits. These may be identified through geotechnical investigations.

GENERAL COMMENTS

- (1) Most of the information has been obtained from the County Site and Monuments Register and from general topographical observations, known archaeology etc.
- (2) None of the sites have been visited, and there may be additional information to be gained from this.
- (3) There is at present no engineering design information, such as proposed depth of ground disturbance.
- (4) In view of the particular archaeological potential of the Ilsham Valley and Clennon Valley sites, it would be advantageous to have an archaeologist present during any geotechnical investigations i.e. boreholes or trial pits. This may save considerable time and effort at a later stage, and avoid any duplication of evaluation procedures.

BROKENBURY QUARRY: LATER HISTORY

- (1) Brixham Museum (Wendy Salter) has no information or knowledge about the possible use of the site as an ammunition dump.
TEL: 0803 256267
- (2) Mr Fish (tenant farmer - farms fields around Brokenbury) has no knowledge of the quarry being used as an ammunition dump. He said the quarry was in use until the 1950s.
TEL: 0803 842134
- (3) Mr Prout (whose deceased uncle managed the quarry) has heard rumours of the quarry being used as an ammunition dump, but did not know if this was true. He thought quarrying continued until the mid 1960s.
TEL: 0803 842245
- (4) Aerial photographs taken in December 1946 by the RAF have been examined. These appear to show fresh quarry faces and rubble piles on the northern sides of the quarry suggesting that the area was still, or very recently, in use. One building or structure is visible in the SE corner. The western area of the quarry is overgrown and abandoned (photo Ref: CPE UK 1890 10 Dec 46 Nos 3201-2).
- (5) Torquay Museum have no information of which they are aware. Since they are in the process of arranging a D-Day exhibition, they would probably have found anything relevant by now.
TEL: 0803 293975
- (6) John Pike (local historian) has been contacted but we are awaiting reply while he checks through his material.
- (7) *Our War 1939-45*: Torquay Herald Express compilation of wartime news and photographs in South Devon. No information.

Note

The area occupied by the US forces prior to the D-Day invasions lay to the SW of Dartmouth centred on Slapton Sands. This was evacuated between November 1943 and the invasion of Normandy in June 1944. Brixham Harbour was used by landing craft and the town itself was defended by military installations.

DOCUMENTARY

Thorn & Thorn

Brixham 17.29

Lupton 17.28

Churston Ferrers 17.30

Gover *et al.* pp 508-10

Church Farm [p. 510 - CHECK]

Southdown 1615, possibly 1333

Raddicombe 1183

Mill Head probably 1276

Geology

Soils are of the Denbigh I series which overlay palaeozoic slaty mudstone and siltstone, and are generally well-drained fine loamy soils over rock. Suitable for stock-rearing in uplands; dairying and some cereals in moist lowland areas; conif. and decid. woodland and rough grazing on steep slopes.

SMR

SITE A and haulage routes

SX95SW

A9 SX919541 See tracing at 1:10560. No sheet yet. APH DAP/MI 6 (23/6/89).

Kingswear Parish. Faint cropmark. Sub-rectilinear enclosure. Lies to south-east of Southdown Cross, on route of temporary haul route.

28 SX91805390 To south of enclosure site (off route). Listed Grade II. Gover *et al.*, 509 says Sowdon in 1615. Shown on OS 6" 1969 as Southdown. Stuccoed, 2-storey house, 3 bays (E. elevation), dates to c. 1830-40.

12 SX90555421 Site of Roman Camp on Guzzle Down. A Roman camp is said to have existed and to have been marked on an old road map.

Key = Fort Roman Nonvisible 21/7/80

Ref = Des = Letter from J.E. Horsley 6/11/56.

9 Mine undated - no sheet.

42 SX93305454 Mod. Old Limekiln on OS 6" (1936-7) but not on (1969), sheet 128NE.

43 SX92855492 Mod. Old Limekiln on OS 6" (1936-7) but not on (1969), sheet 128NE.

44 SX91505401 Quarry Mod. On OS 6" (1904) but not on (1969), sheet 128NW.

45 SX91205445 Milestone Mod. On OS 6" (1904) but not on (1969), sheet 128NW.

6 SX92--54-- Mine Undated. Brixham/Kingswear (S. Hams). Brixham Mine No. B38. J.V. Ramsden TDA **84**, 91, Fig. 1.

SITE B

SX85NE

There are many ?cropmarks recorded on the map at SMR to the south of Alston Farm (off route), but there is no number for these and no info. located. To the south-east of these is Lupton Park, historic park at SX9055, English Heritage. Remains of a 19th-century formal gardens and grounds, c. 12ha within larger park and woodland. Pevsner, 199.

57 SX89655652 Churston Ferrers/Torbay. The Torbay and Brixham railway. Opened 28/2/1868 and paid for largely by R.W. Wolston. Sold to the GWR in 1883 and closed on 13/5/63 (Thomas, D. St. 1981 *A Regional History of Railways of Great Britain*, 89-90).

83 SX89505630 'Railway Hotel' on OS 6" (1904) but not on (1963), sheet 128NW.

82 SX89705625 Quarry on OS 6" (1904) but not on (1963), sheet 128NW.
This is SITE B.

62 SX89815645 Part of a circular single-ditched enclosure recorded from the air (APH DAP/BI 6, 7/7/84. Field visit in 1987 (Griffith and Robinson) Level field, nothing visible. See tracing with site A9 above. North of Quarry SITE B.

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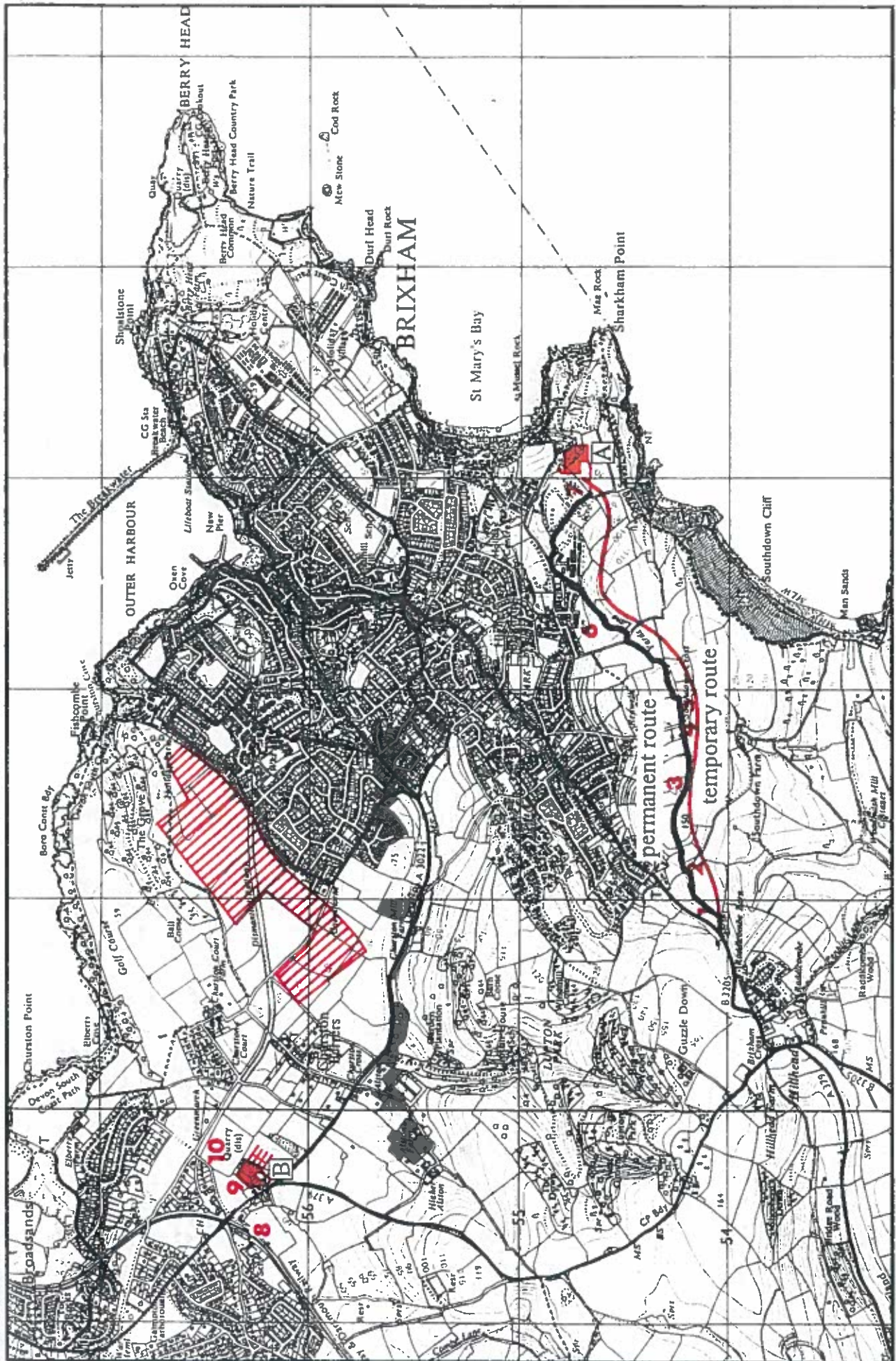


Fig. 1 Location of archaeological sites in relation to the proposed STW sites and haul routes (the hatched area is that surveyed by Pearson in 1977, section 2.2).

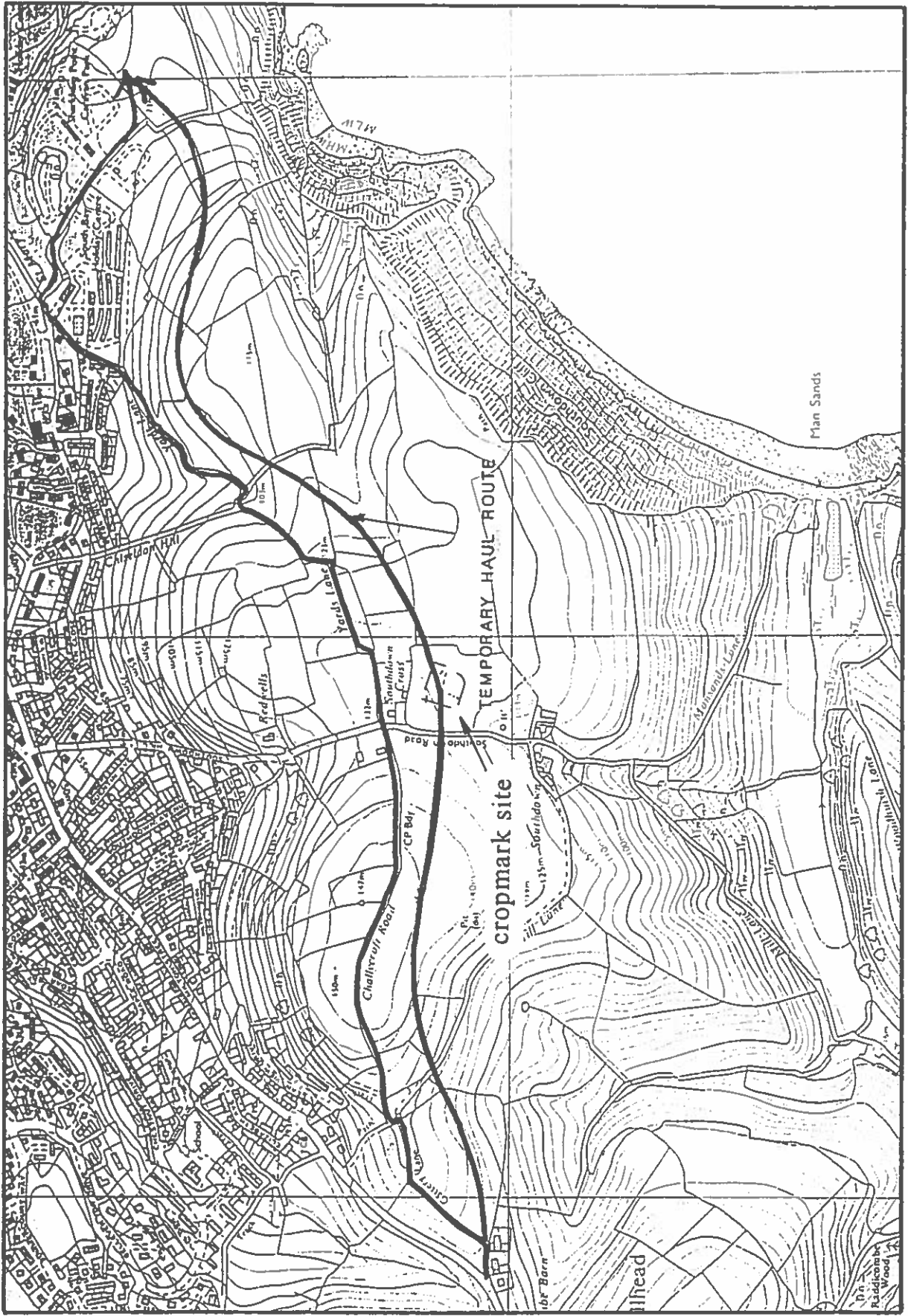


Fig. 2 The haul routes showing location of cropmark site No. 5.

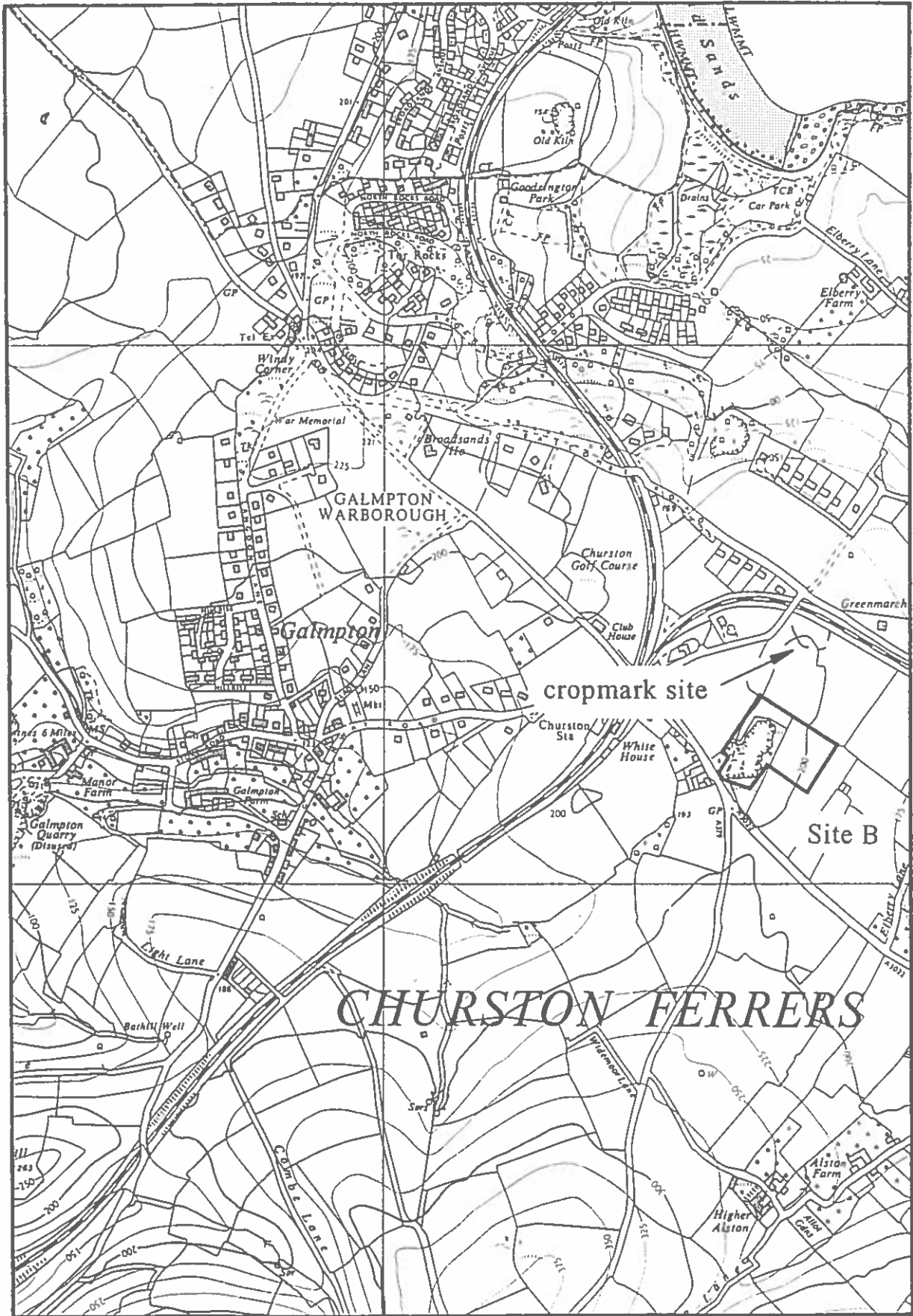


Fig. 3 Option B showing location of cropmark site No. 10.