

8 CULTURAL HERITAGE/ARCHAEOLOGY

8.1 Introduction

8.1.1 The archaeological desktop study has been prepared using available records from the County Sites and Monuments Register, aerial photographs, documentary and cartographic sources. A walkover survey has also been carried out. Geophysical investigations (Field Survey) have also been undertaken within accessible areas affected by the proposed works.

8.1.2 A detailed report containing referenced sources for the work undertaken by Exeter Archaeology is presented as Appendix 1. Details of the Geophysical Investigations are contained in a separate report by Oxford Archaeotechnics Limited.

8.2 Existing Conditions

8.2.1 No intrusive archaeological investigations have been undertaken in the immediate area of the scheme and thus the nature and survival of any below-ground archaeological deposits is unknown. The construction of the present A30 dual carriageway trunk road in the late 1970s was not subject to close archaeological monitoring.

8.2.2 The proposed scheme area straddles the old route of the A30 Exeter-Okehampton road (now C50) which is of likely Roman origin, with parts of the route dating back to prehistoric times. The old A30 has been one of the main national arteries of communication from medieval times to the present.

8.2.3 Due to continuous agricultural use of the area in the historical period the survival of earthwork remains is poor. Archaeological features identified on 1946 aerial photographs are now not visible. There was evidence of a water channel, possibly a drainage ditch or leat, lying within the proposed scheme area immediately to the east of the new proposed roundabout to the south.

8.2.4 Geophysical survey has identified two buried linear features on the south side of the scheme area. They extend outside the boundary of the landtake. The date and function of these is not known at present. They may represent part of a settlement enclosure or may be simple boundary features.

8.2.5 No designated Scheduled Ancient Monuments have been identified within the proposed scheme area or in the immediate vicinity of the area.



8.2.6 No Buildings of Special Architectural or Historic Interest lie within the proposed scheme. However, Listed Buildings are recorded in the adjacent area as follows:

Gorwyn House - Grade II*

Woodleigh Hall - Grade II

The Coach House (and stables to north-east of Woodleigh Hall) - Grade II

Crooked Chimneys - Grade II

8.3 Proposals and Mitigation

8.3.1 The construction of the proposed scheme would disturb the ground and any buried archaeological features including the areas of potential archaeological interest described above.

8.3.2 Mitigation measures would consist of further investigations and surveys prior to construction, including additional geophysical surveys and exploratory trenching to evaluate the identified features in more detail. In addition, provision for detailed archaeological inspections would be completed during the ground investigations and during the construction works.

8.4 Assessment of Effects

8.4.1 Archaeology

On present information, the potential impact of the proposed scheme on any archaeological features would be slight. Mitigation would include the opportunity for archaeological rescue, ie survey, evaluation and documentation of any archaeological features encountered by the scheme. The historic routeway and boundary features have already been affected by the construction of the present A30 dual carriageway and the additional effect is considered to be slight.

8.4.2 Listed buildings

The impact of the proposed scheme on listed structures would in general be slight. No perceptible adverse effect would be anticipated on the setting of the Grade II* building, Gorwyn House. The Grade II building Crooked Chimneys would experience the greatest impact as this lies closest to the new roundabouts and may be affected slightly during construction works. On completion of the scheme Crooked Chimneys and Woodleigh Coach House would experience a slight improvement and Woodleigh Hall would experience no discernible effect.



8.5 Conclusions

- 8.5.1 With respect to cultural heritage and archaeology there would be a slightly adverse local effect as a result of the scheme proposal.



Appendix 1

Cultural Heritage and Archaeology Assessment

1 Introduction

The archaeological desktop study has been prepared by Exeter Archaeology in November 1997, in accordance with DMRB Part 8, Stages 1 and 2. Geophysical investigations (part of Stage 3 Archaeological Assessment) have also been undertaken as appropriate within accessible areas affected by the proposed works (see 9).

2 Scope of study

This study considers the proposed scheme area itself and a reasonable margin around it to identify any features which may extend into the area. The study includes:

- an examination of cartographic sources available in the Devon Record Office (DRO) and the West Country Studies Library (WCSL), Exeter;
- an assessment of other published and unpublished material held by the above archives and the County Sites and Monuments Register, Exeter (SMR);
- an examination of the available air photographic cover for the site (largely held at the SMR);
- a field inspection by walkover survey of the entire proposal area, including examination of available exposures such as recently cut ditches;
- an assessment of the palaeoenvironmental potential of the site.

3 Archaeological and historical background

3.1 No intrusive archaeological investigations have taken place in the immediate area and thus the nature and survival of any below-ground archaeological deposits is largely unknown.

3.2 The construction of the present A30 dual carriageway between Exeter and Whiddon Down in the late 1970s was not subject to close archaeological monitoring. The present scheme therefore provides an important opportunity to determine the survival of earlier roads which may be found beneath, or to either side of, the old route of the A30.



- 3.3 The proposed scheme area straddles the old route of the A30 (the Exeter-Okehampton road on either side of the dual carriageway at Woodleigh Junction). The Exeter-Okehampton road is of likely Roman origin, with parts of the route thought to have been used in prehistoric times (Hoskins 1972, 363). Further west along this road, near Whiddon Down, there are two settlements named 'Harepath'. This name derives from the Old English herepæð and implies the presence of an established, pre-Saxon, highway. The old A30 was one of main national arteries of communication in the medieval period.
- 3.4 Within the proposed scheme area, the Exeter-Okehampton road also marks the parish boundary between Cheriton Bishop and Tedburn St Mary. This boundary may have originated as the division between the Saxon (and Domesday) estates of Cheriton Bishop and Melhuish (in Tedburn St Mary Parish) (Thorn & Thorn, 52.11, 16.116), although its position was possibly determined by the pre-existence of an earlier road. Other settlements of probable medieval origin which lie immediately adjacent to the scheme are Gorwyn (documented 1288), Woodleigh (1311) and Coombe (1333) (Gover et al. 1932, 430, 452).
- 3.5 The area is documented from the 10th century, being incorporated within a grant of 'Hyple's old land' given by King Edward to Ælfsige in AD 976 (Hooke 1994, 176-179). The estate land included a large portion of the later parish of Cheriton Bishop, and possibly the ridge to the south-east of Cheriton Cross (within the parish of Tedburn St Mary), referred to in the charter as 'midel hylle'.
- 3.6 It seems likely that the area was used for farming throughout the whole of the medieval period. The mid 19th-century tithe maps (DRO) show a similar layout of fields and structures to that of the 1st edition OS maps. The present Woodleigh Hall was built in 1896-8, although it may incorporate fabric from at least one of the two earlier buildings shown in this location on the 1840 Cheriton Bishop Tithe Map (No. 1147 'House etc.'). The place-name itself is of much earlier origin (see above).
- 3.7 The only other building shown on the Tithe Map in close proximity to the proposed scheme is Crooked Chimney Cottage (No. 1370, 'cottage'), which is of 17th-century origin (SMR SX79SE/56). A 'Guide Post' is marked on the south side of the lane opposite this cottage on the early OS maps.



4 Designated sites or monuments

- 4.1 No designated Scheduled Ancient Monuments have been identified within the proposed scheme area. There are none in the immediate vicinity of the area.

5 Listed buildings adjacent to the proposed scheme area

- 5.1 No Buildings of Special Architectural or Historic Interest lie within the proposed scheme area. However, several Listed Buildings are recorded in the adjacent area as follows:

within 300m

SX 7819 9380 Gorwyn Farm Grade II*

SX 7791 9324 Woodleigh Hall Grade II (see 3)

SX 7796 9328 Coach House and stables (to north-east of Woodleigh Hall)
Grade II

SX 7843 9348 Crooked Chimney Cottage Grade II (see 3)

within 600m

SX 7910 9393 Withycombe Farmhouse Grade II

SX 7923 9360 Melhuish Down Cottage Grade II

SX 7756 9298 Cottage, Moor Park Grade II

- 5.2 Of the above, Woodleigh Hall and Crooked Chimney Cottage (see 3) lie in closest proximity to the proposed works at the south-western and north-eastern extremities of the proposed scheme (along the old A30). Gorwyn as a Grade II* building is the most significant one, but this is set well back from the existing dual carriageway and is screened by trees.

6 Sites identified from aerial photographs

- 6.1 An inspection of aerial photographs at the SMR revealed two areas of potential archaeological interest in the vicinity of the proposed new roundabout to the south of the A30 (SMR AP CPE/UK 2082 19 May 1947, 4425-7).

Traces of former hedge boundaries and ridges

- 6.2 These probably represent the remains of the middle (smaller) of three fields, known as 'The South Grove', to the south-east of the road near Woodleigh Hall (No. 1673 on Tedburn St Mary Tithe Map, OS field 91 on 1:2500 map).



Water channel

- 6.3 There is evidence of a water channel, possibly a drainage ditch or leat, lying within the proposed scheme area immediately to the east of the new proposed roundabout. This is aligned approximately north-south.

7 Preliminary walkover survey

South of A30

- 7.1 To the south-east of the old A30 (near Woodleigh Hall), three former fields have now been incorporated into one improved pasture field. The line of a former stream, now visible as a depression, bounds this field to its south. The western boundary of the field is marked by a hedge bank measuring 0.80m high and 1.6m wide with a ditch on its eastern side. This boundary will be ruptured by the proposed works at SX7802 9325.

- 7.2 No features are visible as earthworks on the site of OS field OS 91 (see 6). However, just to the east, the remains of the former water channel are still visible as a depression which tapers out towards the A30. The southern part of this channel is still waterlogged, with rushes growing in the boggy soil. The route of the former trackway leading to Coombe Farm has been much enlarged and altered.

North of A30

- 7.3 The hedge bank to the south of the road leading towards Crooked Chimneys Cottage is approximately 0.50m high (slightly higher on its south side). Although this represents the approximate line of the parish boundary, the road has been improved and widened at this point in recent times and the bank does not appear to be of any great age. The 'Guide Post' shown on the OS maps was not observed.

8 Assessment of palaeoenvironmental potential

Hedge Banks

- 8.1 Hedge banks, particularly those marking significant boundaries are potential repositories of archaeological and palaeoenvironmental material. It seems likely that only minimal deposits will have survived in this area due to road building/widening and improvements. However, the hedge bank at SX 7802 9325 (see 7.2) is of interest.



Water channel

- 8.2 The southern end of the former water channel (see 6.3 and 7.2) is still largely waterlogged at approximately SX7828 9324. In these conditions it is possible that organic material, suitable for palaeoenvironmental analysis or dating purposes, may survive.

9 Geophysical survey

- 9.1 Geophysical survey was undertaken by Oxford Archaeotechnics in December 1997 in the region of the new proposed roundabouts to the north and south of the dual carriageway. Only the eastern part of the north roundabout area was accessible, but virtually the whole area to the south of the dual carriageway and the old A30 was investigated. The detailed information from this survey is presented in a separate report.

- 9.2 These zones were initially subjected to a topsoil magnetic susceptibility survey which provides a broad indication of potential locations of archaeological deposits. Indications of past human activity were detected immediately west of the proposed roundabout to the south. A magnetometer survey of this area was then carried out using a Fluxgate Gradiometer. This technique is capable of revealing specific archaeological features, such as pits or ditches. The survey revealed the presence of two linear features (ditches) within the proposed corridor for the new link road. These run east-west on a completely different alignment to the known field pattern, and may represent pre-medieval features. A further area of disturbance was detected just to the south of the proposed scheme corridor.

- 9.3 To the north of the dual carriageway only limited survey was possible because of growing crops. Initial indications from magnetic susceptibility survey on the western part of the field suggest that there may be areas of potential archaeological interest here.

10 Summary

- 10.1 Due to the construction of the new A30 dual carriageway in the late 1970s and the 'improvement' of much of the surviving agricultural land/pasture, there are few upstanding archaeological remains such as boundary features or other earthworks. The impact of the proposed scheme will therefore be limited in this respect.



- 10.2 The survival and nature of any buried features is largely unknown, but at least two linear features occur within the proposed scheme corridor to the south of the dual carriageway. A drainage channel or leat is located to the east and this is likely to have some buried remains associated with it. The relative importance of these features is not known at present. The proposed layout is likely to result in the loss of the major part of the two main linear features and will cut through a section of the channel.

Prehistoric and Roman periods

- 10.3 No finds or features from these periods are known to have been found in the immediate area. However, the proposed works lay on the line of the old A30 (the Exeter to Okehampton Road), and this route is thought to have originated in Roman or earlier times. Several previously unknown sites of prehistoric and Roman date have been discovered during recent enhancement works along the A30 to the east of Exeter. A possible prehistoric enclosure is recorded over 1km to the west of Crediton Lane End at SX 799 936.

Medieval period

- 10.4 The old A30 was an important road in the medieval period. It also served as an estate and (within the proposed scheme area) the parish boundary. Several medieval settlements lie adjacent to the proposed scheme.

Post-medieval period

- 10.5 There are no known significant archaeological features attributable to this period, although the removed hedge banks may well be of this date. The Listed Buildings mentioned in section 8.5 of the main text are generally of this period but none of these are directly affected by the proposed works.

Palaeoenvironmental potential (see 8)

- 10.6 The hedge bank at SX 7802 9325 is thought to be of particular potential for preserving buried soils. The remains of other banks and ditches may survive below ground.

Organic material may survive in the old water channel at SX 7828 9324.



11 Mitigation measures

- 11.1 Prior to defining the final mitigation measures further investigations are proposed, as follows:

Geophysical survey

- 11.2 This would take the form of additional magnetometer survey on the north side of the A30 where access has not so far been feasible due to growing crops. A limited amount of magnetometer survey on the south side would confirm the limits of the linear features described above.

Evaluation trenches (trial trenches)

- 11.3 The linear features identified in the geophysical survey require investigation by archaeological excavation. This would take the form of limited trenching to determine, where possible, the nature, date and extent of the archaeological remains associated with these features. Similar measures may be required in the northern field if the magnetometer survey produces significant findings.

Geotechnical investigations

- 11.4 Any geotechnical investigations for the proposed scheme should be monitored and the positions of pits or boreholes should take regard of the identified areas of archaeological interest.

12 Sources Consulted

Unpublished sources

- 12.1 DRO Devon Record Office
Cheriton Bishop Tithe Map and Apportionment (1840, 1838)
Tedburn St Mary Tithe Map and Apportionment (1839, 1838)

Printed sources

- 12.2 DMRB 1993 Design Manual for Roads and Bridges (Department of Transport).
Gover, J E B, Mawer, A & Stenton, F M 1932 The Place-names of Devon.
Hooke, D 1994 Pre-Conquest Charter-Bounds of Devon and Cornwall.
Hoskins, W G 1972 Devon.
OS surveyors' 2" drawing No. 36E, surveyed 1806-7 (WCSL).
OS surveyors' 2" drawing No. 26E, surveyed 1803-4 (WCSL).
OS Ordnance Survey 1:10560 map 78NE, 1891 (WCSL).
OS Ordnance Survey 1:2500 map sheet 78.8, 1888 (surveyed 1887) (WCSL).
OS Ordnance Survey 1:10560 map 78NE, 1906 (WCSL).
Thorn, C. & Thorn, F. 1985 Domesday Book: Devon.



Appendix 2

Phase 1 Habitat Survey

Target Notes (Figure 5 refers)

- 1) The pasture was improved with a low herb content and was used for grazing sheep at the time of the survey in October 1997. There were little or no agricultural weed species, such as nettle or thistle, which would be an indication of the high level of management of the land.
- 2) The field opposite Woodleigh Hall was permanent pasture which appeared to be of a less improved nature with a greater content of herb species. The edges of the field were wet and there were areas of *Juncus spp.* It appears from historic maps and local knowledge that this field was an Orchard which was grubbed out approximately 30 - 40 years previously. The field is wet rough pasture.
- 3) The hedge running along the edge of the southern slip road is believed to be part of the original hedge bank on the old A30 road. The hedge is species rich with Hazel, Oak, Hawthorn, Ash, Holly, Field Maple. There were a number of mature Oaks (*Quercus robur*) within the section of hedge where it borders the top edge of the Coombe Farm driveway.
- 4) Between 10-20m north of the Gorwyn underpass was a small semi-natural copse of deciduous species including Oak, Ash and Hazel. The ground flora was dominated by bramble but is likely to be relatively species rich. This copse joined to the network of hedgerows on the northern side of the A30.
- 5) The verges and embankments of the existing A30 alignment were planted shortly after the road was completed in the 1970's. The verges are long rank grass and planted with a mixture of deciduous and coniferous tree species which have produced a screen of vegetation for the road.

