Report No: 2015R074

Survey of haul road stream crossing, Greenscoombe Wood, Luckett, Cornwall

Archaeological Survey

Cornwall Archaeological Unit

Report No	Report Name	Report Author
2015R074	Greenscoombe Wood, Luckett, Cornwall	Ryan Smith

Event Type			
Survey			

Client Organisation	Client Contact
Duchy of Cornwall	Chris Matthews

Monuments (MonUID)					
42301	42302	50114	171615	171473	

Fieldwork dates (From)	(To)	(Created By)	(Create Date)
4/12/2015	11/12/15	Ryan Smith	Dec 2015

Location (postal address; or general location and parish)
Land at Greenscoombe Wood, Luckett, Callington, Cornwall

(Town – for urban sites)	(Postcode)
	PL17 8LF

(Easting) X co-ord	(Northing) Y co-ord		
SX 39360	72685		

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List of Figures

1 Project background

The Duchy of Cornwall holdings at Luckett (including Greenscoombe Wood), were entered into the Higher Level Stewardship (HLS scheme No AG00307498), primarily to target habitat management for the Heath Fritillary Butterfly. In addition, all of the landscape holdings are of great historical and archaeological significance and are within the Cornwall and West Devon World Heritage Site. Greenscoombe Wood (centered SX 39360 72685), is sited on the southern side of the River Tamar, south east of Luckett. The wood occupies the Tamar Valley, between the river's edge to the top edge of the enclosed fields west of Chilsworthy and Latchley, including the valley sides of two river tributaries (oriented north-south). The western river marks the division between the Parishes of Stoke Climsland and Calstock (Figure 1).

Cornwall Archaeological Unit (formerly Historic Environment Projects) were commissioned in October 2010 by the Duchy of Cornwall, on behalf of Natural England as part of the Higher Level Scheme – Environmental Stewardship Agreement, to undertake an archaeological assessment survey of Greenscoombe Wood, New Consols Mine (Luckett), Wheal Sheba Mine and Deerpark Wood (Buck 2010).

In October 2015 Duchy of Cornwall submitted planning permission for a haul road to assist in logging within Greenscoombe Wood, Lucket (planning application) PA15/09301. In November 2015 Cornwall Archaeological Unit were commissioned to carry out a plan and profile survey of a section of the proposed haul road crossing an area associated with early tin streaming (Buck 2010, site 34.1, 75), within the woodland (Figure 2).

2 Location, setting and archaeological potential

Greenscoombe Wood has been a commercial conifer plantation since the 1970s. It contains an Iron Age hillfort (PRN 50114, SX 39282 72628), evidence of medieval stream works, and at least three small post-medieval mines: Deer Park Mine (PRN 42301, centered SX 39197 72971), including a Listed engine house and chimney; Wheal Benny Mine (PRN 171473, centered SX 39733 73119), including a Listed arsenic calciner and wheelpit; and Ford Mine (PRN 42311, centered SX 40025 73314). There is also ample evidence of former market gardening in the form of plots of land and related buildings, which were part of the market gardening operations that flourished around the turn of the 20th century in the Tamar Valley.

The general topography of the woodland, in which the sites are found, slopes from the south (the lower eastern slopes of Kit Hill and Hingston Down), down to the River Tamar Valley. Within the project area there are narrow strips of much older ancient woodland and some of the older trees bear a little evidence of coppicing. These trees are found along the sides of the river tributaries and beside the River Tamar, which flows in a sharp loop from the eastern side of Luckett eastwards towards and past Latchley village.

The western half of Greenscoombe Wood, however, has the different setting and includes two north-south valleys, within which are two small river tributaries, the heads of which start from the northern foothill of (the western end) of Hingston Down. This part of the wood provided an excellent opportunity for the dramatic growth in market gardening from the late 1880s to at least the second decade of the 20th century.

The remaining eastern section of Greenscoombe Wood is north facing and runs from the northern woodland hedge boundary hedge/bank of the enclosed 19th century field systems of Latchley Plain (west of Latchley), down to the River Tamar. Recently, in some sections of the wood (mainly east and west sides) some of the conifer plantations have been removed, and replaced by young oak and hazel saplings as part of a Natural England HLS funded scheme to promote both the Heath Fritillary butterfly and the growth of heather.

3 Aims and objectives

The site specific aims identified were to:

- Produce a survey plan, including a survey record of visible archaeological remains within the area affected by the proposed route of the haul road as it crosses a medieval stream works site.
- Record a profile of the tin streaming works that may be impacted by the proposed new forestry haul road.
- Produce an archaeological survey report and plan outlining any archaeological constraints for the proposed works for the stream crossing site.

4 Working methods

Fieldwork

The archaeological survey involved the recording of a profile across the valley at the site of the proposed path of the haul road where it will cross the stream works. All identified archaeological features were recorded. A profile and plan was produced.

A single profile (A-B) was recorded across the proposed path of the haul road, at a scale of 1:20, orientated north-west to south-east, the profile records a track, leat and accompanying wall along with the stream (Fig 4).

A plan of the survey area was produced, at a scale of 1:50, identifying the location of any upstanding archaeological remains in association with the present trackway (Fig 3).

A Global Positioning System was used to link the plan with an Ordnance Survey map. Images were recorded of the site utilising both digital and black and white cameras.

5 Results *(Figs 5, 6 & 7)*

Ground conditions within the site were not ideal for the accurate recording of location or levels; the Leica GPS system was not able to acquire an accurate signal due to the location within the floor of the wooded valley. In addition, no benchmark was within a reasonable proximity to the site to allow for manual input of heights to the plan. Basic heights were recorded from the level of the track; although these will be an approximation due to the tracks slight incline to the south.

The survey revealed that the depth from the trackway to the stream surface was approximately four metres. Vertical stone walling (*c*1.5m high) was recorded along the eastern side of a probable leat (*c*1m wide and 0.8m deep where measured), running parallel and east of the stream. Only the eastern side of the leat was lined by a retaining wall, where it was cut into the higher side of the valley. Trees were observed in several locations growing out the sides and top of the wall, sometimes undermining its integrity. In places, the eastern bank (near the existing forestry haul road), has collapsed onto and over the former wall/leat (see Fig 3), obscuring the feature.

6 Conclusion

The archaeological survey was successful in producing a record of the proposed haul road, where it will cross the medieval stream works. The fieldwork identified a probable leat and evidence for a retaining wall. These features are of significance and if impacted upon, may according to the planning condition require further archaeological recording.

7 Recommendations

This report can be used to help identify and inform the location of archaeological features (and therefore constraints), within the proposed haul road crossing point, when the work specifications are being produced by the site engineers. It can also be used to inform and advise site contractors of the setting of the extant leat and retaining wall to the east of the survey area and stream (see Fig 3). The construction of the road to the north of this point will have a lesser impact on the already collapsed wall and infilled leat.

It is recommended that an archaeologist is present during the construction of the haul road, to monitor the groundwork and record any exposed archaeological features.

8 References

Primary sources

Ordnance Survey, *c*1880. 25 Inch Map First Edition (licensed digital copy at CAU)

Ordnance Survey, *c*1907. 25 Inch Second Edition (Licensed digital copy at CAU)

Ordnance Survey, 2007. Mastermap Digital Mapping

Publications

Buck, C, 2010. *Greenscoombe Wood, Luckett, Cornwall, Archaeological Assessment* (Draft), HE report 2011R013

9 Project archive

The CAU project number is **146541**

The project's documentary, digital, photographic and drawn archive is maintained by Cornwall Archaeological Unit, Cornwall Council, Fal Building, County Hall, Treyew Road, Truro, TR1 3AY. The contents of this archive are as listed below:

1. A project file containing site records and notes, project correspondence and administration.
2. Field plans and copies of historic maps stored in an A2-size plastic envelope (GRE 845).
3. Black and White Photographs GBP ongoing
4. Electronic drawings stored in the directory….\Historic Environment (CAD)\CAD Archives\Sites\Greenscoombe Woods 2015
5. Digital photographs stored in the directory...\Historic Environment\(Images)\SITES G\Greenscoombe Woods 2015.
6. Historic England/ADS OASIS online reference: cornwall2-233659

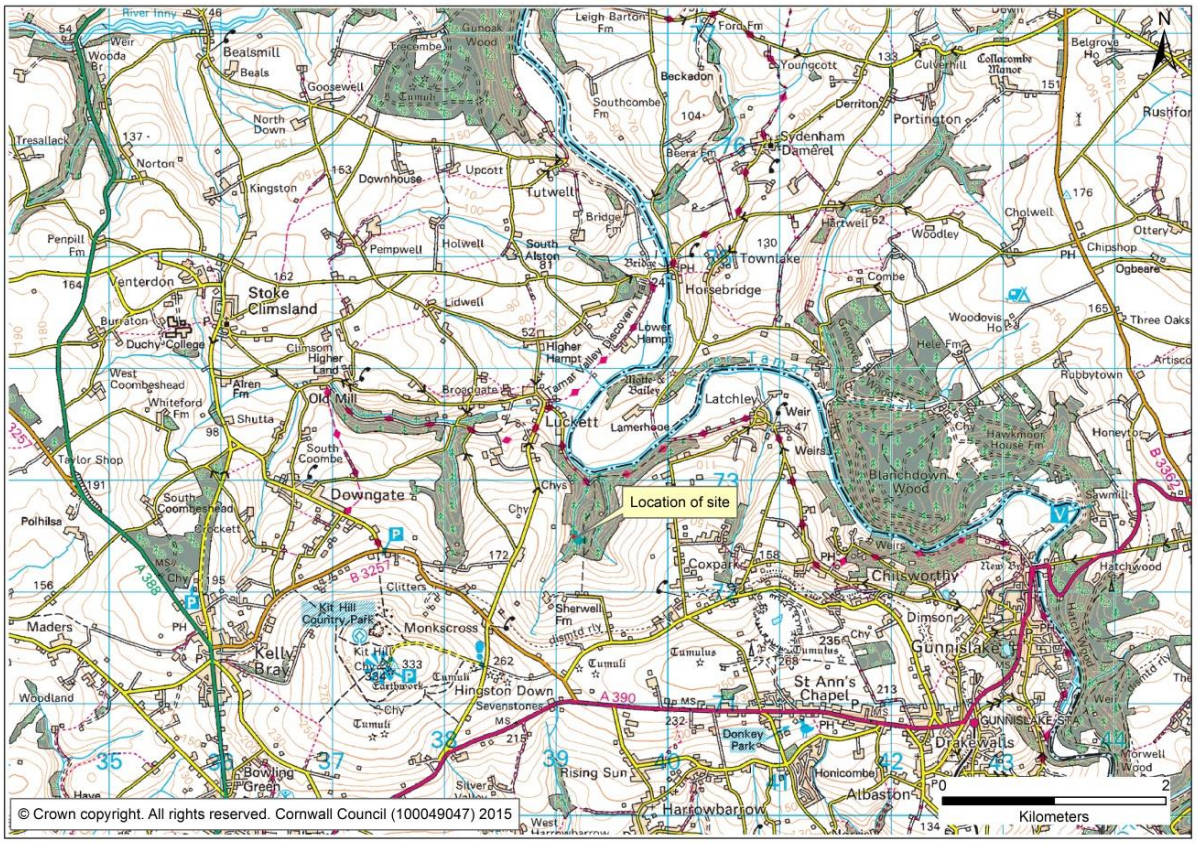

Figure 1: Location of site.

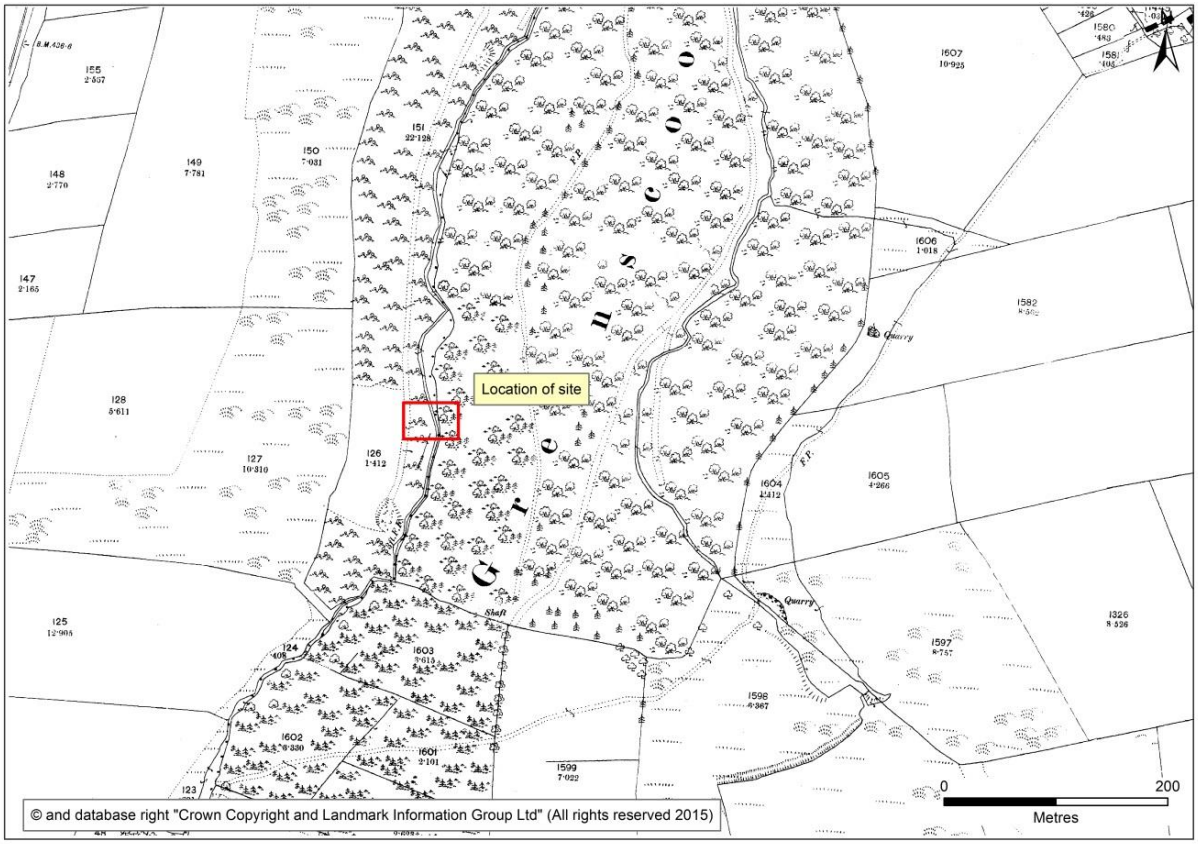

Figure 2: 1877 Ordnance Survey map 1st Edition showing site location.

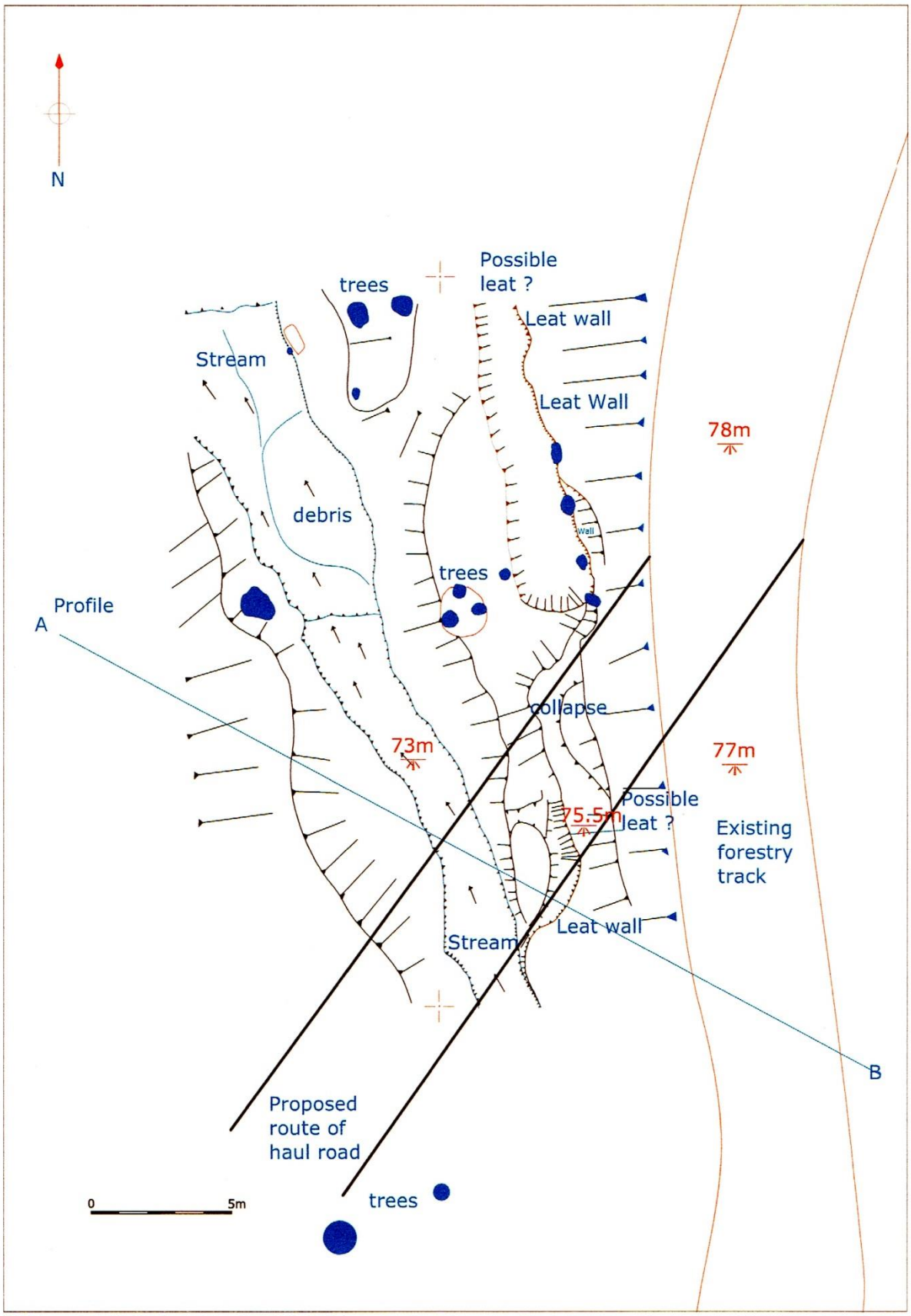

Figure 3: Plan of proposed haul road crossing stream works.

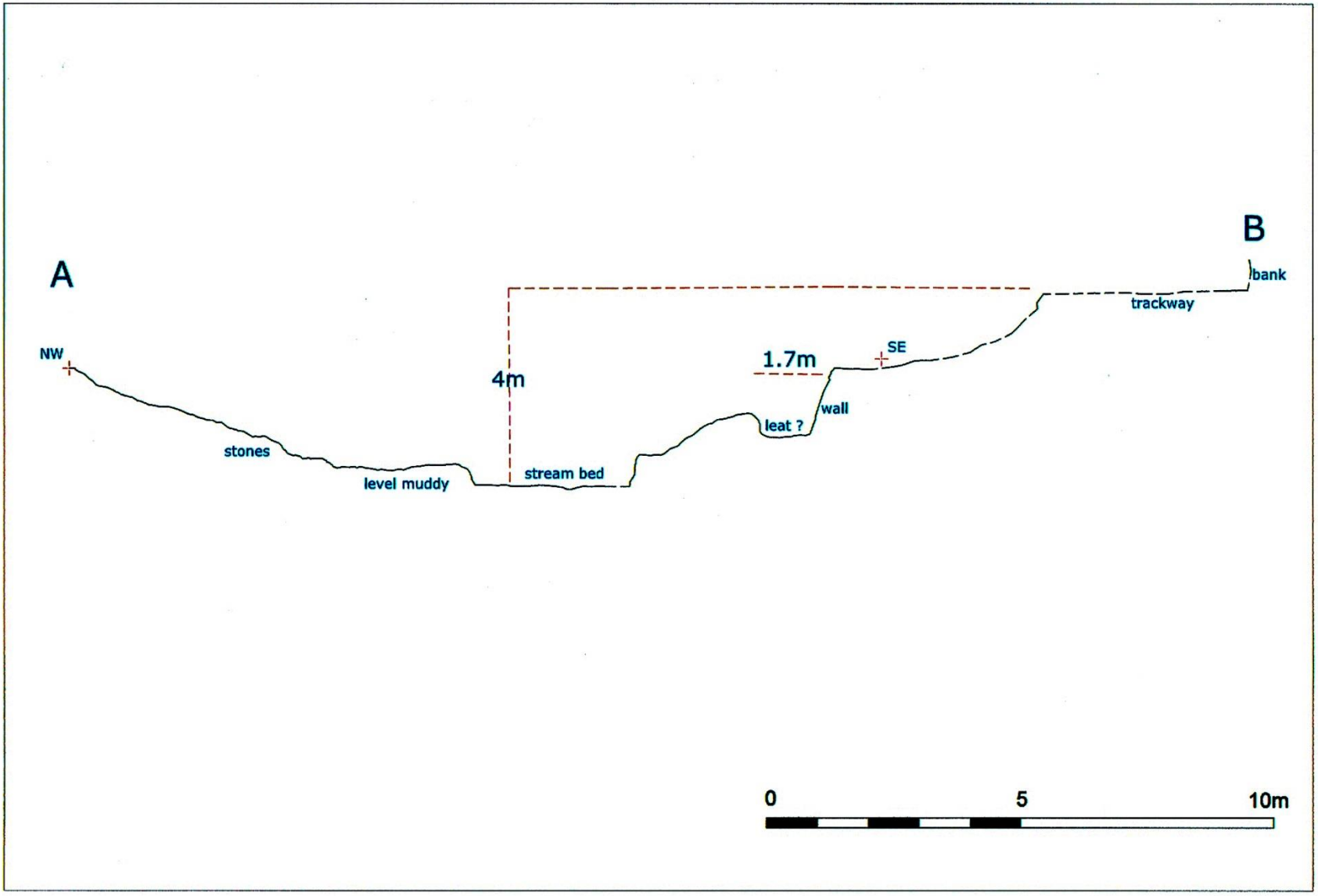

Figure 4: Profile of valley, haul road crossing site A-B.

Figure 5: View looking north along present trackway and proposed route of haul road.

Figure 6: View looking south west across the trackway (along the route of the proposed haul road across the valley).

Figure 7: View looking north east across the stream (showing the remains of the leat and wall).