

# Archaeology and Cultural Heritage

---

## Introduction

- 1 This chapter presents the results of a desk-based archaeological and historical assessment of the Phase 1 works to the Beach Road on Lundy, Devon (Centred on SS 1424 4381). In addition, a site inspection has been undertaken to establish the presence of any known and hitherto unrecorded archaeological sites that might be affected by the development.
- 2 The study area centres on a 100m length of the Beach Road (Figs 2 & 3; Plate. 1), although archaeological sites within a wider landscape have been considered. The road links the Landing Beach – the only accessible beach by large boat – with the village and farm on the plateau above, and is in active use between April and October when the island is served by the MS *Oldenburg*.
- 3 The geology of Lundy is comprised almost entirely of granite. However, the south-east corner of the island comprises grey slates with intrusive dykes of dolerite and trachyte [1]. The level of the beach road above the slipway is approximately 7m AOD.
- 4 The aims of this study are:
  - to assess the significance of any remains identified; and
  - to identify potential impacts and appropriate methods for mitigation.

## Assessment methodology

- 5 The following sources of information have been consulted in compiling this study:
  - Devon County Historic Environment Record (DCC HER) data;
  - National Trust Sites and Monuments (NT SMR) data;
  - Historic maps held at Devon Record Office (DRO) and the Westcountry Studies Library(WCSL), Exeter;
  - Published sources relating to the area, including the *Annual Reports* of the Lundy Field Society;
  - Aerial photographs held by the National Monuments Record (NMR), Swindon (although the island does not appear to have been covered by the 1945–1947 RAF survey of the country);
  - Consultations with English Heritage.

- 6 A study area of 200m radius from the centre of the site has been chosen, based on information provided by the National Trust, to provide an assessment of specific and potential impacts of the scheme. In addition, archaeological sites and monuments over a broader area have also been considered, in order to provide a wider understanding of how previous settlement patterns may have influenced the land-use of the study area.
- 7 The criteria for assessing the significance of effects on archaeological and historical sites is detailed in Table 1 later in this Chapter.

## **Legislation and planning framework**

- 8 Archaeological and historical information identified in this study has been assessed against the following statutory and non-statutory frameworks:

### **National**

- 9 Scheduled Monuments, as defined under the *Ancient Monuments and Archaeological Areas Act* (1979), are sites that have been selected by a set of non-statutory criteria to be of national importance. Any works, other than activities receiving class consent under *The Ancient Monuments (Class Consents) Order* (1981), as amended by *The Ancient Monuments (Class Consents) Order* (1984), which would have the effect of demolishing, destroying, damaging, removing, repairing, altering, adding to, flooding or covering up a Scheduled Monument require consent from the Secretary of State for the Department of Culture Media and Sport.
- 10 Buildings of national, regional or local historical importance are protected by the *Planning (Listed Buildings and Conservation Areas) Act* (1990). Buildings designated as 'Listed' are afforded protection from physical alteration or effects on their historical setting.
- 11 General policy and advice for best practice in the management of archaeological remains under development plan and control systems has been set out in the Department of the Environment's *Planning Policy Guidance 16: Archaeology and Planning* (PPG 16, November 1990).
- 12 Department of the Environment and Department of National Heritage *Planning Policy Guidance 15: Planning and the Historic Environment* (PPG 15, September 1994) provides general policy and advice for the best practice in the management of Listed Buildings, Conservation Areas and Historic Parks and Gardens under development plan and control systems. This guidance note is intended to encompass all previous legislation concerning Listed Buildings, Conservation Areas and Historic Parks and Gardens.
- 13 Conservation Areas are defined under the *Town and Country Planning Act* (1971). The designations reflect a change in emphasis in that protection planning controls are imposed on areas rather than individual structures.

- 14 English Heritage maintains a *Register of Parks & Gardens of Special Historic Interest in England* and a *Register of Historic Battlefields*. While these sites are not necessarily afforded statutory protection, there is a presumption against any development that would adversely affect their character.
- 15 Hedgerows of historic importance are afforded protection under *The Hedgerow Regulations 1997*, section 97 of the *Environment Act (1995)*. Any hedgerow which is defined, at that date, as being of historical or ecological importance requires grant of consent by the local planning authority prior to removal.

## **County**

- 16 Policies for the management and protection of the historic environment of Devon are contained in the *Devon Structure Plan 2001 to 2016*, adopted October 2004:

### ***Policy CO7: Historic settlements and buildings***

- 17 “*The quality of Devon’s historic environment should be conserved and enhanced. In providing for new development particular care should be taken to conserve the special historic character of settlements, the character and appearance of Conservation Areas, the historic character of the landscape, listed or other buildings of historic or architectural interest and their settings and parks and gardens of special interest and their settings.*”

### ***Policy CO8: Archaeology***

- 18 “*Internationally, nationally and regionally important archaeological sites and their settings, whether Scheduled Monuments or unscheduled, will be preserved. Other important sites and their settings should be preserved wherever possible, and in considering proposals for development which would have an adverse impact on them, the importance and value of the remains will be a determining factor. Where a lack of information precludes the proper assessment of a site or area with archaeological potential, developers will be required to arrange appropriate prior evaluation in advance of any decision to affect the site or area. Where the loss of an archaeological site or area is acceptable, proper provision for archaeological excavation and recording will be required.*”

## **District**

- 19 The site lies within the administrative area of Torridge District Council. Policies for the management and protection of the historic environment in Torridge are contained in the adopted *Torridge District Local Plan 1997-2011*:

**Policy ENV3: Development affecting Conservation Areas**

20      *“(1) Development within a Conservation Area, or affecting its setting or views into or out of the area, will be permissible where:*

*(a) it preserves or enhances the special character or appearance of the Conservation Area; and*

*(b) important features are retained and enhancements are incorporated where agreed; and*

*(c) it does not involve demolition of important buildings or structures unless it is demonstrated clearly that they cannot be preserved intact and that there is no scope for beneficial use.*

*(2) Development involving demolition within a Conservation Area will be permitted only where appropriate redevelopment proposals have been agreed and implementation secured within an agreed timescale.”*

**Policy ENV2: Development affecting Historic Buildings and Structures**

21      *“(1) Development proposals, including works, that affect a Listed Building or its setting will be determined having regard to the desirability of preserving the building, its setting, or any features of special architectural or historic interest that it possesses.*

*(2) Development affecting a building of local importance will be permissible provided that the general architectural or historic character will not be harmed and the removal of features that contribute to the character, appearance, and architectural or historic interest will be avoided.”*

**Policy ENV4: Archaeological Preservation**

22      (1) Development will be permissible provided that:

(a) nationally important archaeological remains and their settings are not affected adversely; and

(b) archaeological remains of local importance are preserved *in situ* with appropriate restoration or enhancement; and /or

(c) where physical preservation cannot be achieved and the case for the development outweighs the case for preservation, appropriate arrangements are made for the examination, recording, and reporting of the remains prior to and during development.

(2) Where archaeological potential is suspected, a planning condition will be imposed to require that adequate provision shall be made for assessment, recording, and reporting of

archaeological remains discovered during development, and for their physical preservation where appropriate.

## **Previously recorded archaeological sites**

- 23 Archaeological sites that have been recorded in the NT SMR and where appropriate the DCC HER within the 200m wide study area are shown numbered 1–19 on Figs 2 and 3 and are listed below. A single Scheduled Monument is present. Entries for Marisco Castle (Site 19) are summarised.

### **Site 1 Beach Road (NT SMR 108953, DCC HER SS14SE/138; centred on SS 1419 4389) Plates 2 and 3**

- 24 This is a rough track from the Landing Beach to the village and farm. It was built by William Hudson Heaven from the Quay to 'Peeping Corner' in 1838, before which time it had been impossible to use carts for haulage from the beach. The previous access was via a steeper path (NT SMR 109363). Trinity House was approached to collaborate in its construction and cost, but their engineers said that the proposed road would be impossible. Thus, William Hudson Heaven determined to be his own engineer and had it constructed. Trinity House then had to negotiate a legal agreement to use the road [NT SMR]. The surface of the Beach Road varies across its length, and the following description has been made of the road in the vicinity of the works. Adjacent to Site **24** the road is constructed of rows of slate and granite blocks set on end. Incorporated within this fabric are what appear to be two larger granite railway sleepers with holes on their upper surfaces for the attachment of iron chairs. These must have been reused, but their original location is unknown. They do not derive from the island's quarry railway, but could perhaps have been used in the inclines associated with the quarries. Much of this surface has been replaced with flat-laid slates or pieces of concrete and granite debris. Further south, there is an area of granite setts, retained at intervals by longer granite slabs set on edge. Below this is a short stretch of slates set on edge. Adjacent to the retaining wall these slates have been replaced by very small, neatly-laid granite setts. Outside and to the north of the boathouse, there are remnants of large flat interlocking slates and occasional granite slabs. These are associated with the wider section of the road, forming a platform, outside the boathouse, and are contemporary with the stone retaining wall of the road. This fabric has been largely replaced with irregular-shaped slate slabs laid flat.

### **Site 2 Garden Terraces (NT SMR 109366; SS 1411 4391)**

- 25 A series of garden terraces east of the property Hammers.

### **Site 3 Hammers (NT SMR 108950; SS 1409 4390)**

- 26 This weatherproofed bungalow was built by a fisherman in 1902 for £150, and was then known as the 'Palace'. In 1963 it was rebuilt, and is now known as 'Hammers' after the family who used it as a holiday cottage. It is still used for that purpose [NT SMR].

### **Site 4 Limekiln (NT SMR 108954, DCC HER SS14SW/139; SS 1424 4382)**

- 27 The limekiln was situated immediately to the south of the cave above the quay (Site 9), and it was destroyed in a landslip in 1954. Its date of origin is not known; the first reference to it in the diaries of the Heaven family is in 1871 when the lime was 'being done'. The lime was imported and burnt in the kiln for use as fertiliser; lime was also used as a mortar. The 1925 sale brochure notes that the kiln was capable of turning out about 20 bushels of lime in 24 hours, and that the tenant had joint rights of use with the owner [NT SMR]. It could have been built to supply lime for The Villa (now Millcombe) which was constructed in the 1830s. This was described as 'Mr Heaven's Mansion' when depicted on a map published in 1877 [2; shown as '1' on Fig. 5]. The kiln is depicted as disused on the Second Edition Ordnance Survey 1:2500 map of 1905 [3], which may indicate the kiln was used intermittently (*cf.* 1925 sale brochure above). There is no visible evidence of the limekiln. At the foot of the landslip there are several small retaining walls. The northern section, which measures 4.90m long by 1.40m high, comprises randomly-coursed slate with cement pointing. The southern section comprises poorly-constructed rubble granite and slate pebbles, topped by a wall of granite, all bonded with cement. Although the north section of the wall appears to be historic, its size conflicts with the position of the opening of the limekiln shown on photographs, and both sections of wall must post-date the 1954 landslip.

### **Site 5 Platform (NT SMR 109396; SS 1427 4377)**

- 28 A platform adjoins the beach track. At this location is the start of a flight of steps up to the South Light. The majority of the steps have been destroyed by a recent landslip, and by the construction of the road to the jetty in 1989–90; only the north and south ends remain. The surviving steps are of concrete and slate and now terminate on a small platform over a natural cave. The platform is supported on a retaining wall of concrete and slate.

### **Site 6 Fish Cellar (NT SMR 108941; SS 1430 4376)**

- 29 The remains of a stone-built fish cellar cling to the cliff above the landing beach. Very little remains – the roof and most of the walls have gone. The island fishing was rented by men from Sennen, and the rental included the use of this building and a store on the Beach Road. The entrance door led into a large room with a store room below it. When there was a glut of fish, the catch would be salted or smoked and stored here. The building, or an earlier version of it, is shown on the painting by Dominic de Serres of 1775 [NT SMR]. At the above NGR given by the NT the Ordnance Survey 1st edition 1:2500 map of 1886 (Fig. 6) depicts two

buildings [4]. The only surviving feature is the west wall, which incorporates the corners of the north and south wall. This wall is 3.80m long by 1m high and is constructed of bands of thin shale bonded in hard gravelly white lime mortar. The interior is whitewashed.

**Site 7 Old Track (NT SMR 109363; cented on SS 1410 4396)**

- 30 This old path/track ran above the landing beach track. In 1877 this path could still be identified by 'traces of an ancient wall, at each side of the way, built to guard the entrance, where, it is said, there was a gate and heavy chains formerly fixed' The track appears on the near-contemporary Ordnance Survey 1st edition map of 1886 starting at Beach Road beside a building (Site 24) and terminating on Beach Road at the Battlements [5]. The track currently starts further to the north than depicted on the Ordnance Survey 1st edition map, with a flight of twisting, steep, slate steps heading around a rocky projection. From here to the Battlements the track rises through a gentle slope, wide enough for people and animals, but not for carts. Immediately north of the rocky projection there is a series of three small drystone slate revetment walls supporting the track and cliff below the track.

**Site 8 Cave (NT SMR 109397, DCC HER SS14SW/154; SS 1437 4374)**

- 31 A cave adjoins the landing beach track, possibly the fish store or boat shelter – "Sentinels or Old Man's Cave". Tradition has it that the cave is linked to the castle, but this seems to be fictitious. Sand from the cave may have been used in cement in the jetty. The cave is a natural feature, at sea level, extending southeastwards from the foreshore. It was sealed up during the construction of the road to the new jetty in 1989–1990 [6].

**Site 9 Boathouse (DCC HER SS14SW/155; SS 1424 4381) Plate 4**

- 32 'The Landing Quay cave was excavated out of the shale, with a stone arch. At present it is used as a boat store'. This boathouse is actually formed from a man-made opening driven into the hillside for a distance of approximately 9.40m. The profile of the inside of the boathouse is irregular, possibly reflecting the structure of the geology, with generally vertical sides and a flat floor. The structure measures 2.10m wide by a minimum of 1.90m high. The front of the boathouse has a stone entrance comprising two piers with a shallow, round-headed arch formed from dressed granite voussoirs. Above this the roof tapers back over the bedrock. The masonry comprises dressed granite blocks with feather and tare marks (dating to after 1800), dressed slate with toolmarks and heavily weathered sandstone, bonded in hard granitic cement/mortar. There is evidence of coal dust on the sides and rear of the boathouse, indicating extensive storage of coal in the past [site visit description]. The location is suitable being above the level of tides while close to the shore and slipway. The proximity of the structure to the limekiln (Site 4) may indicate that coal stored in the boathouse was used in the limekiln.

**Site 10 Stone/Stone of Stone (NT SMR 108940, DCC HER SS14SW/140 and 141; SS 1426 4380) Plate 3**

- 33 A stone used to be on the Quay, next to the limekiln, but was lost in a landslip of 1954. The stone is thought to have been placed there by Mr. Heaven and dated from an occasion when a dissident group of trippers disputed their rights with the owner. It read: 'This island is entirely private property. There are no public roads, footpaths or rights of way whatever hereon'. A Trinity House marker stone on the Landing Beach has survived. It reads: 'T.H. Landing Place. 1819'. The Ordnance Survey 1st edition 1:2500 map of 1886 depicts the two stones either side of the limekiln [7; Fig. 6]. The Trinity Stone is constructed of granite with chamfered corners, and measures 0.66m wide by 0.41m deep by 1.09m high. The stone is painted white [site visit description].

**Site 11 Platform (NT SMR 109394; SS 1427 4380)**

- 34 A concrete platform adjoins the beach track. This is the current disused slipway on the Landing Beach. Maps of 1820 and 1840 show a structure at this point at the end of the Beach Road [8]. The upper part of the slipway where it turns into Beach Road has a surface of natural slate bedrock, supplemented by large granite and shale cobbles. These cobbles continue along the middle section of the slipway before being replaced by concrete blocks or covered by concrete slabs. The revetment wall on the seaward (north-east) side of the slipway contains some granite blocks set in concrete at its upper end; otherwise it has been rebuilt in concrete [site visit description].

**Site 12 Wreck (DCC HER SS14SW/203; SS 14--43--)**

- 35 In 1838 a South Shields registered vessel was lost at the landing beach when she dragged her anchor in an easterly gale.

**Site 13 Wreck (DCC HER SS14SW/205; SS 14--43--)**

- 36 In 1867 an Italian barque, registered at Genoa, was wrecked on the Landing Beach.

**Site 14 Lighthouse (NT SMR 108943; SS 1440 4367)**

- 37 The South Light is one of the two lighthouses constructed in 1896-7 to replace the 'Old Light'. The equipment from the Old Light was reused as far as possible in the South Light. The materials were taken by cart to Benson's Cave where a wooden platform had been constructed, and from there it was carried out to the South Light by a cableway. The lantern of the South Light is mounted on a 52' tower, 175' above sea level [9].

**Site 15 South Light Garden Terraces (NT SMR 108944; SS 1440 4362)**



- 38 A group of small fields or embanked plots at the edge of the cliff, sloping downhill from the lighthouse and facing south, are the remains of the Trinity House staff's garden plots [10].

**Site 16 Lynchet (NT SMR 109368; SS 1414 4386)**

- 39 A lynchet is present north of Marisco Castle.

**Site 17 Quarry (NT SMR 109368; SS 1410 4386)**

- 40 A quarry north of Marisco Castle is depicted on the Ordnance Survey 1st edition 1:2500 map of 1886 (Fig. 6) as a gravel pit [11]. To the north of this quarry is a second earthwork, also depicted on the 1886 OS map. The bungalow Hammers (Site 3) may also be sited in a third quarry.

**Site 18 Track (NT SMR 109364; centred on SS 1468 4397)**

- 41 'A track runs from Millcombe valley down to Marisco Castle (actually up). This is shown on a plan by Grose (1776) passing over the earthworks of the castle' [12]. The main entrance and track to the castle is to the west through a gateway. The track could be associated with the demolition works to the castle undertaken by Sir John Warren, who owned the island between 1775 and 1781. The track can be traced from the castle (SS 1412 4379) to the Battlements (SS 1408 4398), as a wide gently-sloping path [site visit description].

**Site 19 Marisco Castle (for NT SMR entries see below; SS 1415 4377)**

- 42 The castle covers an area of 160m by 80m, all of which is protected as a Scheduled Monument (Devon No. 27644). The following NT SMR entries relate to the castle: 108756, 108758, 109050, 109049, 109048, 109047, 108759, 109059, 109060, 109061, 109062, 109053, 109055, 109054, 109335, 109056, 109057, 109051, 109052, 109058, 108757. A summary history is presented below [13]. The castle was commissioned by Henry III and construction started in 1243 following the downfall of the de Marisco family. The castle appears to have been derelict at the start of the English Civil War, and was refortified in 1644. Over the next 150 years the site was used intermittently, including to house convicts by Thomas Benson between 1748 and 1753. During Sir John Warren's ownership between 1775 and 1781 much of the castle's defences were dismantled. In the mid 19th century the shell of the keep was used to enclose three fishermen's cottages, and later that century a hut was built to house the terminal of the telegraph cable to the island. A small lookout was also constructed.
- 43 The castle was surrounded (at least on the landward side) by earthwork defences, and the ditch and rampart are clearly visible to the north of the keep. The keep itself has been altered many times, although no detailed analysis of the fabric of the building appears to have taken

place. To the east of the keep a parade ground was added in the 1640s, although some earlier medieval fabric survives.

- 44 To the south-east of the castle is a man-made chamber called Benson's Cave. In front of the cave there was formerly a capstan. The cave is cut into the shale, but with a revetted granite front, and may originally have been concealed behind a cottage. There is graffiti in the cave dating to 1726–50, but the cave may have originally been dug by Thomas Bushel, miner and royal mintmaster during the Civil War. Adjacent to the entrance of the cave is a brick building with a barrel-vaulted ceiling.

### **Newly identified archaeological sites**

- 45 The assessment has identified some archaeological sites within the study area not previously recorded in the NT SMR/ DCC HER. They are shown numbered 20–25 on Figures 2 and 3 and are listed below.

#### **Site 20 Wreck (SS 14-- 43--)**

- 46 'Mary', a brigantine of 219 tons stranded between Rat Island and Lundy on 16 December 1870. It is marked on a map as being near Landing Beach [14].

#### **Site 21 Wreck (SS 14-- 43--)**

- 47 The ship 'Hannah More' was wrecked off Landing Beach on 24 January 1866, with the loss of 21 people. Six of the crew were saved [15].

#### **Site 22 Steps (SS 1431 4375)**

- 48 A flight of six concrete steps below Site 6. The upper steps were destroyed during the construction of the road to the jetty in 1989–1990.

#### **Site 23 Building (SS 1426 4379)**

- 49 A building is depicted at this location on the Ordnance Survey's first (Fig. 6) and second edition 1:2500 maps [16]. The building was destroyed in a landslide in 1954 and there is no visible evidence of the structure. A description of post-1954 retaining walls is given under Site 4.

#### **Site 24 Building (SS 1420 4386)**

- 50 At this location there is a terrace measuring 12m long by 3.50m wide. At the south end of the terrace is the site of a building, formerly 4m long. Only the rear wall survives, to a (full) height of 1.40m. This wall is constructed of slate bonded in hard white slightly gritty lime

mortar, and incorporates a projecting plinth of standard red brick and tile for a roof truss. There is a series of hooks and nails in the wall. The floor is not visible. The remainder of the terrace to the north of the building has a concrete surface [site visit description]. The building is depicted on the Ordnance Survey's 1st (Fig. 6) and 2nd edition 1:2500 maps, and appears to have survived until at least the mid 20th century [17].

### **Site 25 Revetment Walls (centred on SS 1423 4383) Plates 2 and 3**

- 51 Above the boathouse there are two main lengths of retaining wall on the upper side of the Beach Road. The southern wall (centred on SS 1432 4833) starts immediately north of the boathouse and continues for a distance of 22m, up to a height of approximately 6m. The wall is constructed of squared granite, slate and sandstone blocks bonded in hard granitic cement, and incorporates rounded granite and slate stones. The former is also used as a decorative capping to the walls. There are no obvious tool marks on the stones, and it is possible they have been reused from an earlier structure. The north end of this wall truncates an earlier curving slate retaining wall. The north end of this earlier wall has been rebuilt in roughly coursed slate. The northern wall (centred on SS 1421 4385) is located between the southern building and Site **24**, and is 32m long. This wall survives up to 1m high and is constructed of roughly-coursed slate bonded with a gravelly granitic mortar, and incorporates a series of square drain holes and ceramic drain pipes. This fabric may represent one of the earliest walls on the upper side of the road. On the outer side of the Beach Road there are two stretches of historic fabric associated with the wider platform in the road outside the boathouse; these are punctuated by an area of concrete sea wall built in the 1960s. The southern section, measuring 4m in length, forms the south face of the platform and lies at right angles to the road. It is constructed of bands of mainly thin pieces of slate. This appears to be historic fabric, but is different in character to the northern stretch of wall (described below) and may therefore be more recent in date. The northern stretch of wall is curved and forms the north face of the platform; its southern extent is obscured by the later concrete re-facing. Approximately 4.5m of this masonry is visible. This wall is constructed of large, long blocks of slate infilled with smaller packing stones laid in rows, and has been repointed in cement. The upper course is formed by large granite capping stones that form the edge of the Beach Road. To the north of this platform the next stretch of the retaining wall was rebuilt in concrete in the 1960s, although a small patch of earlier stone masonry survives. Further north, there is a small patch of masonry, constructed in shale, overlaid by a later rebuild that extends for some 25m along the road. This is constructed generally of larger blocks of slate than the wall it replaced and is bonded in a hard slightly granitic lime mortar. The wall incorporates a plinth at its northern end, four courses below road level.

## **General archaeological potential**

- 52 The assessment has so far concentrated on an area around the Beach Road. The island however contains important archaeological sites dating to most periods. The information below is based on the NT field guide [18].

### **Prehistoric**

- 53 There is evidence, in the form of flint tools, for activity on the island from the late Mesolithic period (c. 5000–4000 BC). There are Bronze Age settlements at the north and south end of the island and burial mounds, including cists, along the spine of the plateau. Pottery of this period was manufactured on the island. A group of standing stones at the south end of the island may also be of prehistoric date. Only a single sherd of (Middle) Iron Age pottery has been found on the island.

### **Romano-British & Post-Roman**

- 54 Romano-British pottery has been found in several locations in the south part of the island. Locally-made briquetage attests to the production of salt during this period. Late Roman (AD 4th to 6th century) amphora sherds were recently discovered at Pigs Paradise [19]. At present no actual sites of this date have been located.
- 55 In the Post-Roman period there was an early Christian Cemetery at Beacon Hill, and four inscribed memorial stones dating to the 5th to 6th century AD have been found in the vicinity of the cemetery. The elliptical shape of the cemetery boundary wall might also indicate the site of an early religious centre, perhaps a small monastery.

### **Medieval**

- 56 The castle is the best-known medieval building on the island. However, an earlier settlement comprising a stone building surrounded by a ditch (possibly a moat) has been partially excavated at Bulls Paradise in the village, and probably represents the Norman de Marisco family stronghold pre-dating the castle. Elsewhere medieval settlements and field systems, typical of the uplands of Southwest England, have been identified. A significant quantity of pottery from Pigs Paradise, dating to between c. 1150 and 1350, is indicative of another settlement in the village, possibly contemporary and post-dating the site at Bulls Paradise [20].

### **Post-medieval and Modern**

- 57 During these periods the island's population and prosperity fluctuated and large parts were either enclosed or cultivated. Ownership by the Heaven family in the 19th century saw the erection of many new buildings, including the church of St Helen in 1897. On the east side of

the island the Lundy Granite Company operated several quarries between 1863 and 1868. The quarries were linked by railways and inclines to their own quay and jetty. A lighthouse, the Old Light, was constructed in 1819 on Beacon Hill, but was not very successful due to fog. The lighthouse was supplemented by a fog signal gun battery constructed on the west coast in 1861–2. The Old Light was replaced by the North and South Lights in 1861–2.

## Historical evidence

- 58 It is recognised that landing on Lundy has always been a precarious exercise, but the east side of the island does afford shelter from westerly and south-westerly gales. The beaches at the south end of the island, though, have a tidal range of 8m [21]. The landing beach appears to have been the favoured landing place, although in the second half of the 19th century the Lundy Granite Company operated a successful quay further up the east side of the island, and it has been reported that boats were kept on Lametry Beach [22].
- 59 No early references to a beach track have been identified, although such a route (or routes) must have existed from the late prehistoric period onwards. The first reference to a track is a 1752 account which stated that ‘The path to the house [of Thomas Benson, then owner] was so narrow and steep, that it was scarcely possible for a horse to ascend it. The inhabitants, by assistance of a rope climbed up a rock, in which were steps cut out to place their feet, up to a cave or magazine, where Mr Benson lodged his goods...’ [23].
- 60 The same writer returned to Lundy in 1787 and wrote ‘You ascend into the island by a narrow path, just wide enough for a horse to get up, which leads you to a platform where two roads meet: one conducts you to the Castle, the other (to the house lately built by Sir John Warren) wide enough for carts, and where they land goods that are carried off or brought on the island’ [24]. The track to the castle (Site 18) is depicted on the Grose map of 1776 [25]. During his short ownership of the island (1775–1776) Sir John Warren is also said to have started to build a quay [26].
61. There is a reference to the lighthouse (the Old Light) that was erected in 1819 on the highest point of the island having a roadway to it [27]. The Greenwoods’ map, surveyed in the mid 1820s (Fig. 4), shows what appears to be the present track [28]. It seems unlikely that all the material imported for the lighthouse built by Trinity House in 1819, particularly the fragile lenses, could have been carried up a primitive path. It is reported that the upper section of the Beach Road in St John’s Valley had been constructed by Trinity House [29], and it is possible that the full length of the present track was constructed by 1819. This theory is more plausible given the presence of the Trinity House landing place stone (Site 10), and the lengths the organisation went to in constructing the South Light (see Site 14 above).
- 62 The island was purchased by William Hudson Heaven in 1836 and within two years he had built his house, originally called The Villa, now Millcombe House. All the materials are said to have been dragged by horses up the rough steep path from the beach to the battlements, from where the road constructed by Trinity House rose through St John’s Valley to the

plateau. Mr Heaven is then said to have proposed to Trinity House that they jointly built a road up from the beach capable of taking wheeled vehicles, but this was considered impracticable because the rock was of shale, so Mr Heaven decided to continue at his own expense [30]. A listing of plans and drawings includes an 1838 reference to the path from the landing place and an 1842 reference to the Beach Road. An 1840 sale plan depicts a landing place described as 'quay' served by a 'new road'. All these references suggest that the track dates from around the late 1830s [31].

- 63 In conclusion, there is some variance between the documentary sources and the cartographic and field evidence. The balance of evidence would appear to be that there was an early track above Beach Road, and that the track on the present alignment originated either around 1819 when the Old Light was constructed, or was constructed or improved in the late 1830s.

## **Potential impacts and mitigation**

### **Introduction**

- 64 There is a single Scheduled Monument in the immediate area. This will not be affected by the works, and long-term stabilisation of the cliff above Beach Road may secure the site from erosion caused by landslips. There are no Listed Buildings, Conservation Areas, Historic Parks and Gardens, Historic Battlefields and Hedgerows considered of historic interest either directly affected by the scheme or within the immediate area.

### **Method of construction**

- 65 The proposed works are set out in the document *Lundy Island Foreshore Works*, prepared by John Grimes Partnership Ltd. The existing slipway will be replaced with a new wider and elevated slipway. The Beach Road (both the historic and new sections) in the vicinity of the slipway will be raised to respect the top of the new slipway. The retaining walls on the seaward side of the Beach Road will be faced with gunite (concrete blasted by pneumatic pressure from a gun) with limited exposure of existing masonry and bedrock. Dentition work to the boathouse will be undertaken including the application of gunite around the entrance, and the re-facing of the stone arch. To the south of the boathouse the existing walls will be partially replaced with new stabilisation works to the rear incorporating a concrete anchor block. The retaining wall to the north of the boathouse will undergo dentition work including stabilisation to the rear of the structure.

### **Importance, impact and mitigation**

- 66 The archaeological and historical sites identified above have been evaluated in terms of their importance (see Table 1), potential (i.e. the value of the archaeological and historical

information as a resource) and their vulnerability to damage as a result of construction and on their setting post-construction. These factors have also been assessed against the statutory and non-statutory framework outlined in Sections 8–22 and the results are set out in Table 2.

## Conclusion

- 67 This chapter has assessed the potential impact on known archaeological and historical features along the Beach Road, and has also considered known archaeological sites in the wider landscape.
- 68 The study has identified three sites (Nos **1**, **9** and **25**) that will be affected by the works. The positions of an additional two sites (Nos **4** and **23**) that were destroyed by a landslip have also been identified within the area of the works. The Trinity House landing stone (Site **10**) should be protected from accidental damage during the works.
- 69 The document *Lundy Island Foreshore Works* has highlighted the continuing landslips above Beach Road over the last 10 years. Implementation of the current works may secure the long-term stability of a number of sites (Nos **2**, **3**, **16–19**) on the plateau above Beach Road. Of these sites in particular, the national importance of Marisco Castle is recognised, as is its potentially perilous location above the landslips.
- 70 It is recommended that no further mitigation is undertaken on the three affected sites, since an adequate record has already been prepared. A drawn record has been prepared by John Grimes Partnership Ltd, a copy of which is held by Exeter Archaeology and will be deposited along with the archive from the assessment. As part of the assessment a detailed photographic and written record was prepared, the latter incorporated into the description of the sites presented above. It is unlikely that further recording will add any useful information to the understanding of the sites.

**Table 1: Criteria for assessing archaeological and historical importance**

Importance	Value	Definition
Statutory	Very high	Demonstrates national or international importance, recognised by legal designation such as scheduling or listing.
National	High	Demonstrates links with British archaeology and the historic environment. Well-preserved monuments of national significance will be recognised by statutory designation.
Regional	Medium	Demonstrates links with the archaeology and historic environment of Devon.
Local	Low (or lower)	Demonstrates links with the archaeology and historic environment of the Lundy
Unknown	Unknown	Insufficient knowledge is available to allow a reliable assessment to be made.

**Table 2: The impact of the proposals on known archaeological and historical features**

Site No	Description	Importance	Impact	Mitigation
1	Beach Road	Local	Minor.  Lower section of historic Beach Road adjacent to slipway will be buried under new, raised Beach Road.  Most of the surface will be buried <i>in situ</i> and protected by stone infill.	None – a photographic and written record was prepared during this assessment
2	Garden terraces	Local	No change.  Not directly affected by the works.  Works may secure long-term stability of the site.	None
3	Bungalow Hanmers	Local	No change.  Not directly affected by the works.  Works may secure long-term stability of the site.	None
4	Limekiln	Local	Negligible.  Site thought to have been destroyed during a landslip, although there is very limited potential for buried remains to survive.	None
5	Platform	Local	No change. Not directly affected by the works.	None
6	Fish Cellar	Local	No change. Not directly affected by the works.	None
7	Old Track	Local	No change. Not directly affected by the works.	None
8	Cave	Unknown –	Not applicable.	Not applicable



Site No	Description	Importance	Impact	Mitigation
		probably a natural feature		
9	Boathouse	Local	Major. The stone front will be taken down and replaced, and stabilisation works undertaken to the roof of the cave.  Works will secure the long-term stability of the site.	None – a photographic and written record was prepared during this assessment
10	Stone/Site of Stone	Local	None. Surviving stone will be retained <i>in situ</i> .	Measures should be put in place to protect the stone during the construction works
11	Platform	Local	No change. Not directly affected by the works.	None
12	Wreck	Local	No change. Not directly affected by the works.	None
13	Wreck	Local	No change. Not directly affected by the works.	None
14	Lighthouse	Regional	No change. Not directly affected by the works.	None
15	South Light Garden Terraces	Local	No change. Not directly affected by the works.	None
16	Lynchet	Local	No change. Not directly affected by the works.  Works may secure long-term stability of the site.	None
17	Quarry	Local	No change Not directly affected by the works.  Works may secure long-term stability of the site.	None
18	Track	Local	No change. Not directly affected by the works.  Works may secure long-term stability of the site.	None
19	Marisco Castle	National	No change. Not directly affected by the works.  Works may secure long-	None

Site No	Description	Importance	Impact	Mitigation
			term stability of the site.	
20	Wreck	Local	No change. Not directly affected by the works.	None
21	Wreck	Local	No change. Not directly affected by the works.	None
22	Steps	Local	No change. Not directly affected by the works.	None
23	Building	Local	Negligible.  Site thought to have been destroyed during a landslip, although there is very limited potential for buried remains to survive.	None
24	Building	Local	No change. Not directly affected by the works.	None
25	Revetment Walls	Local	Major.  Some walls below the track will be removed, and others covered Up.  Walls above the road will either not be directly affected by the works, or will be stabilised with minimal intervention.	None – a photographic and written record was prepared during this assessment

## References

---

1. Institute of Geological Sciences. Geological Survey of Great Britain (England & Wales) 292 and parts of 275, 276, 291 and 308: Solid & Drift Edition 1:50 000. 1977.
2. Map included in Chanter, J.R. 1877 *Lundy Island: a monograph, descriptive and historical*.
3. OS 2nd edn. 1:2500 map IV<sup>a</sup>.14, surveyed 1903, published 1905.
4. OS 1st edn. 1:2500 map sheets IV<sup>a</sup> 10 and 14, surveyed 1885 and 1884, published 1886.
5. Chanter, J.R. 1877 *Lundy Island: a monograph, descriptive and historical*, 24; OS 1st edn. 1:2500 map sheets IV<sup>a</sup> 10 and 14, surveyed 1885 and 1884, the track is also visible starting at this location on an undated aerial photograph by Langham, A, and Langham, M. 1970 *Lundy*, 18.
6. Grimes, J. & Hearn, J. 1998 'Lundy Jetty and Beach Road', *Lundy Field Society 49th Annual Report*.
7. OS 1st edn. 1:2500 map sheets IV<sup>a</sup> 10 and 14, surveyed 1885 and 1884, published 1886.
8. A Plan of Lundy Island October 1820 by Lieutenant A.W. Robe, Royal Engineers; map accompanying the sale of the island in 1840 (both reproduced in Thackray, C 1989 *The National Trust Archaeological Survey, Lundy island, Devon*).
9. Thackray 1989, 147.
10. Thackray 1989, 148.
11. OS 1st edn. 1:2500 map sheets IV<sup>a</sup> 10 and 14, surveyed 1885 and 1884, published 1886.
12. Thackray 1989, 132, 133.
13. Thackray 1989, 132-41.
14. Unreferenced map of wrecks off Lundy held in the Marisco tavern, Lundy.
15. Termstrom, M. 1998 'Some Additions to the Lundy Wrecks List in Larn R & Larn B Shipwreck Index of the British Isles, 1995', *Lundy Field Society 49th Annual Report*, 60-61.
16. OS 1st edn. 1:2500 map sheets IV<sup>a</sup> 10 and 14, surveyed 1885 and 1884, published 1886; OS 2nd edn. 1:2500 map IV<sup>a</sup>.14, surveyed 1903, published 1905.
17. OS 1st edn. 1:2500 map sheets IV<sup>a</sup> 10 and 14, surveyed 1885 and 1884, published 1886; OS 2nd edn. 1:2500 map IV<sup>a</sup>.14, surveyed 1903, published 1905; the building is visible on an undated aerial photograph published by Langham, A, and Langham, M. 1970 *Lundy*, 18.

18. The National Trust 2002 *The Archaeology & Landscape of Lundy: a field guide*.
19. Thackray 1989, 132; Quinnell, H. 2004 'Prehistoric and Roman pottery from Lundy', *Lundy Field Society 54th Annual Report*, 89-92; McBride, R.M. 2005 'The Late Roman Amphora Sherds', in Allan, J & Blaylock, S. 2005 'Medieval Pottery and other Finds from Pigs Paradise, Lundy', *Proc. Devon. Archaeol. Soc.* **63**, 65-91.
20. Allan, J & Blaylock, S. 2005 'Medieval Pottery and other Finds from Pigs Paradise, Lundy', *Proc. Devon. Archaeol. Soc.* **63**, 65-91.
21. Grimes, J. & Hearn, J. 1998 'Lundy Jetty and Beach Road', *Lundy Field Society 49th Annual Report*, 33.
22. Termstrom, M. 1998 'Some Additions to the Lundy Wrecks List in Larn R & Larn B Shipwreck Index of the British Isles, 1995', *Lundy Field Society 49th Annual Report*, 60-61.
23. Langham, A, and Langham, M. 1970 *Lundy*, 150.
24. Langham, A, and Langham, M. 1970 *Lundy*, 151.
25. Reproduced in Thackray 1989, 133.
26. Langham, A, and Langham, M. 1970 *Lundy*, 66.
27. Chanter, J.R. 1877 *Lundy Island: a monograph, descriptive and historical*, 118.
28. Greenwood, C & Greenwood, J. 1827 Map of the County of Devon from an Actual Survey made in the years 1825 and 1826.
29. Langham, A. 1986 'The Heaven Family of Lundy 1836-1916', *Rep. Trans. Devonshire Ass.*, **118**, 94.
30. Langham, A. 1986 'The Heaven Family of Lundy 1836-1916', *Rep. Trans. Devonshire Ass.*, **118**, 94.
31. Ternstrom, M. 2002 'Maps, Plans and Drawings of Lundy', *Lundy Field Society 52nd Annual Report*, 105; map accompanying the sale of the island in 1840 (reproduced in Thackray 1989).



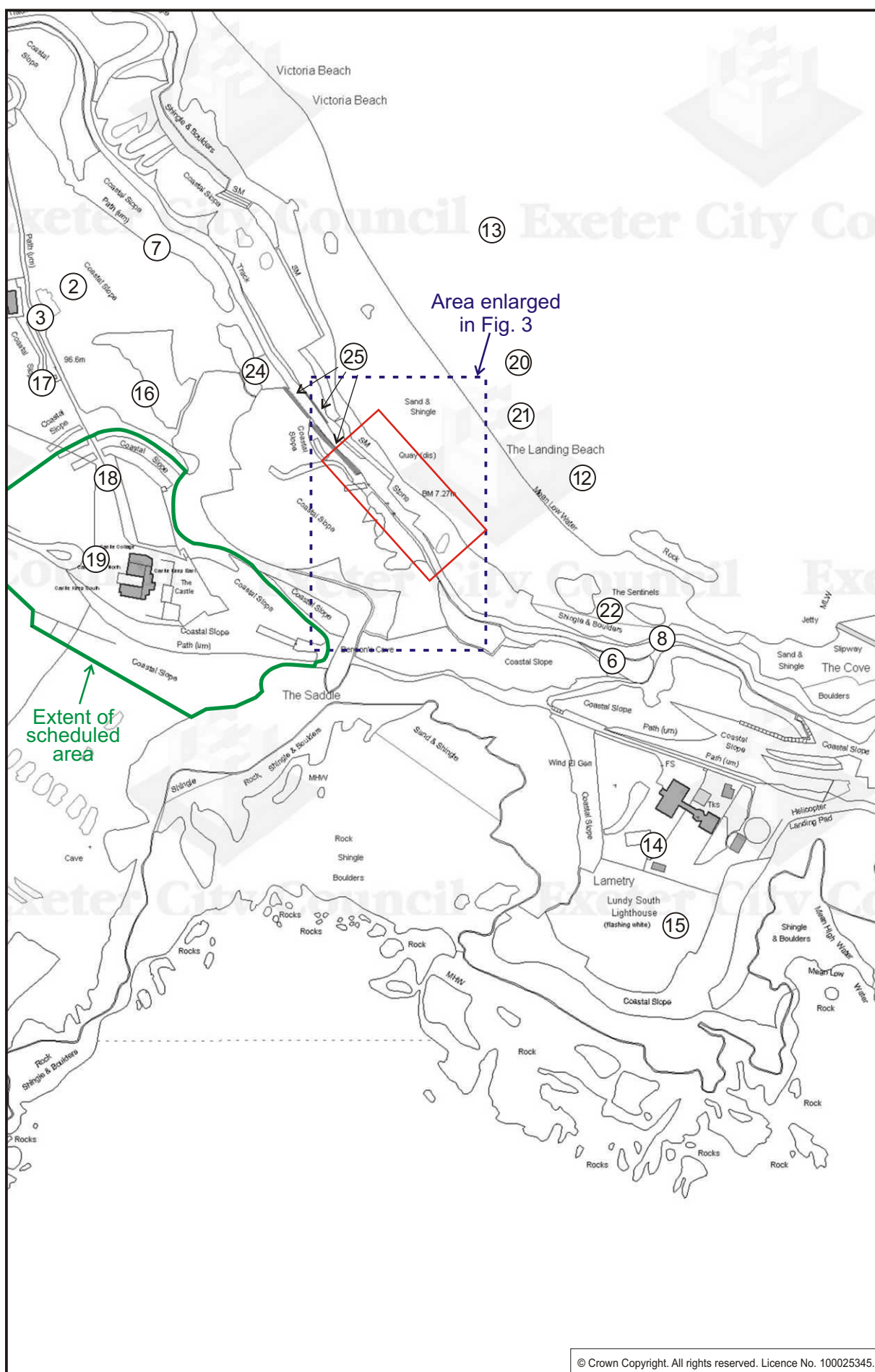


Fig. 2 Location of identified sites. Reproduced at 1:2500 scale.



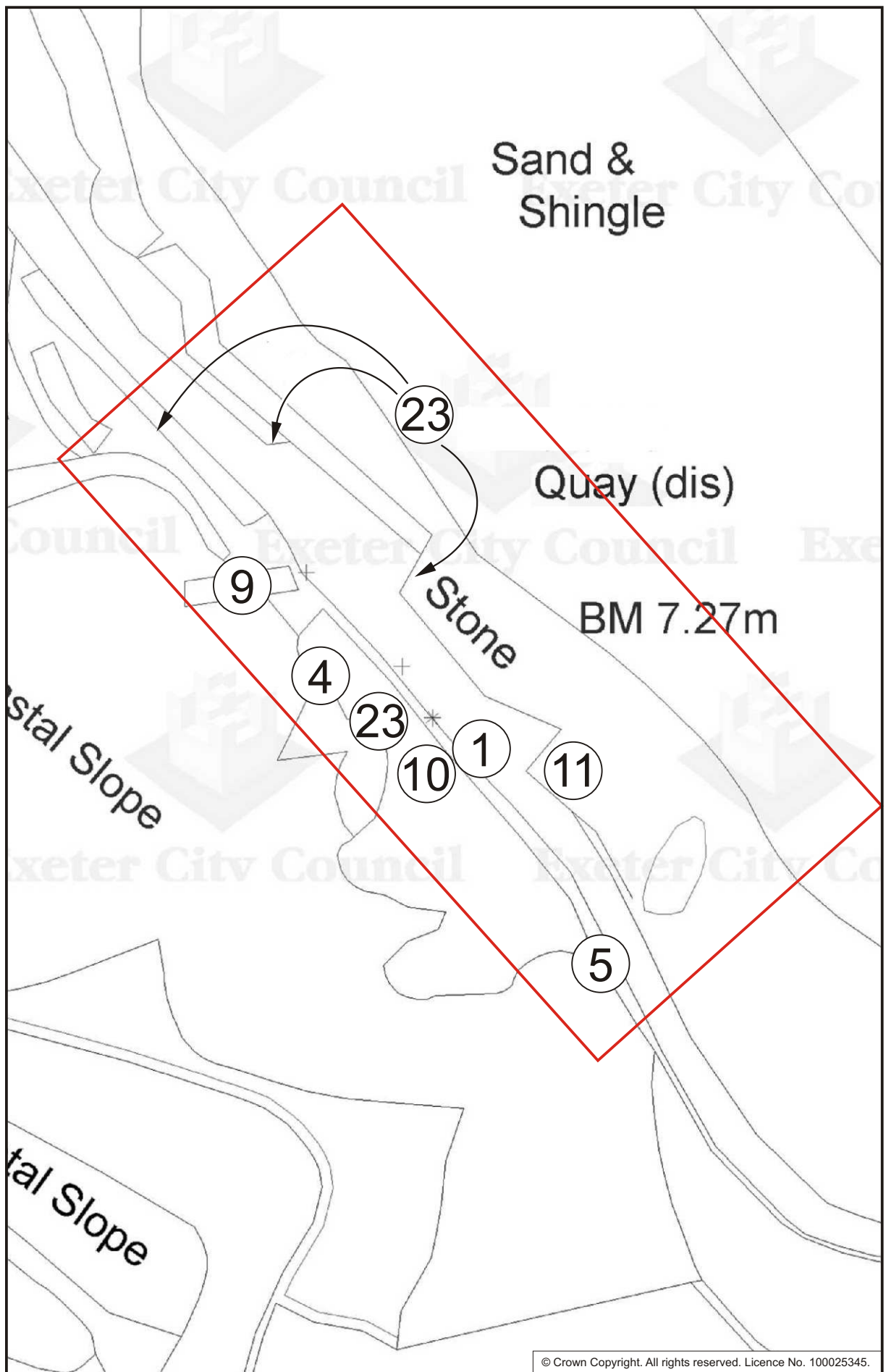


Fig. 3 Location of identified sites. Reproduced from Ordnance Survey digital mapping at 1:500 scale.



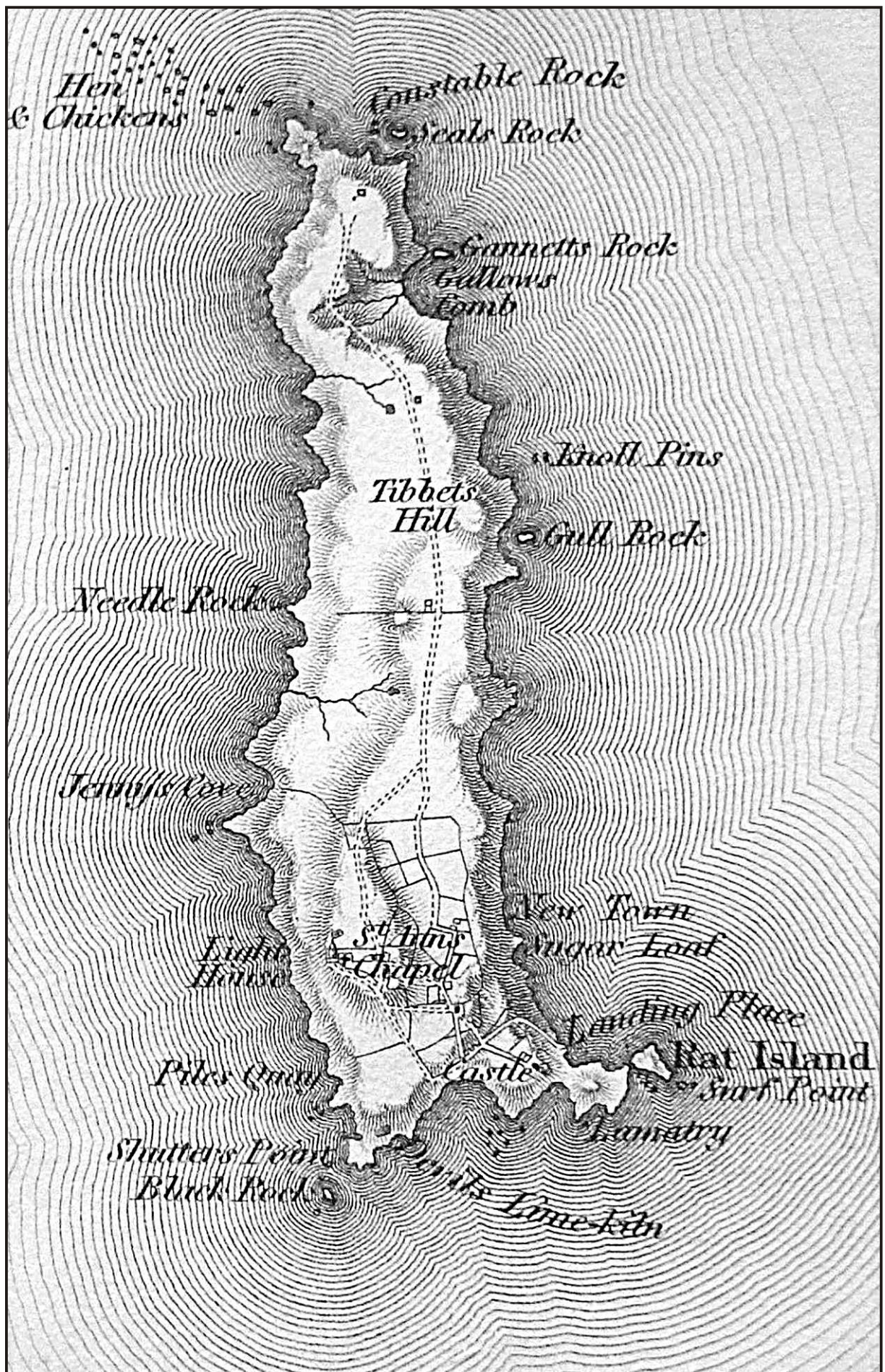


Fig. 4 Extract from C. & J. Greenwood's 1827 Map of the County of Devon, Sheet I, enlarged to 1:25,000.



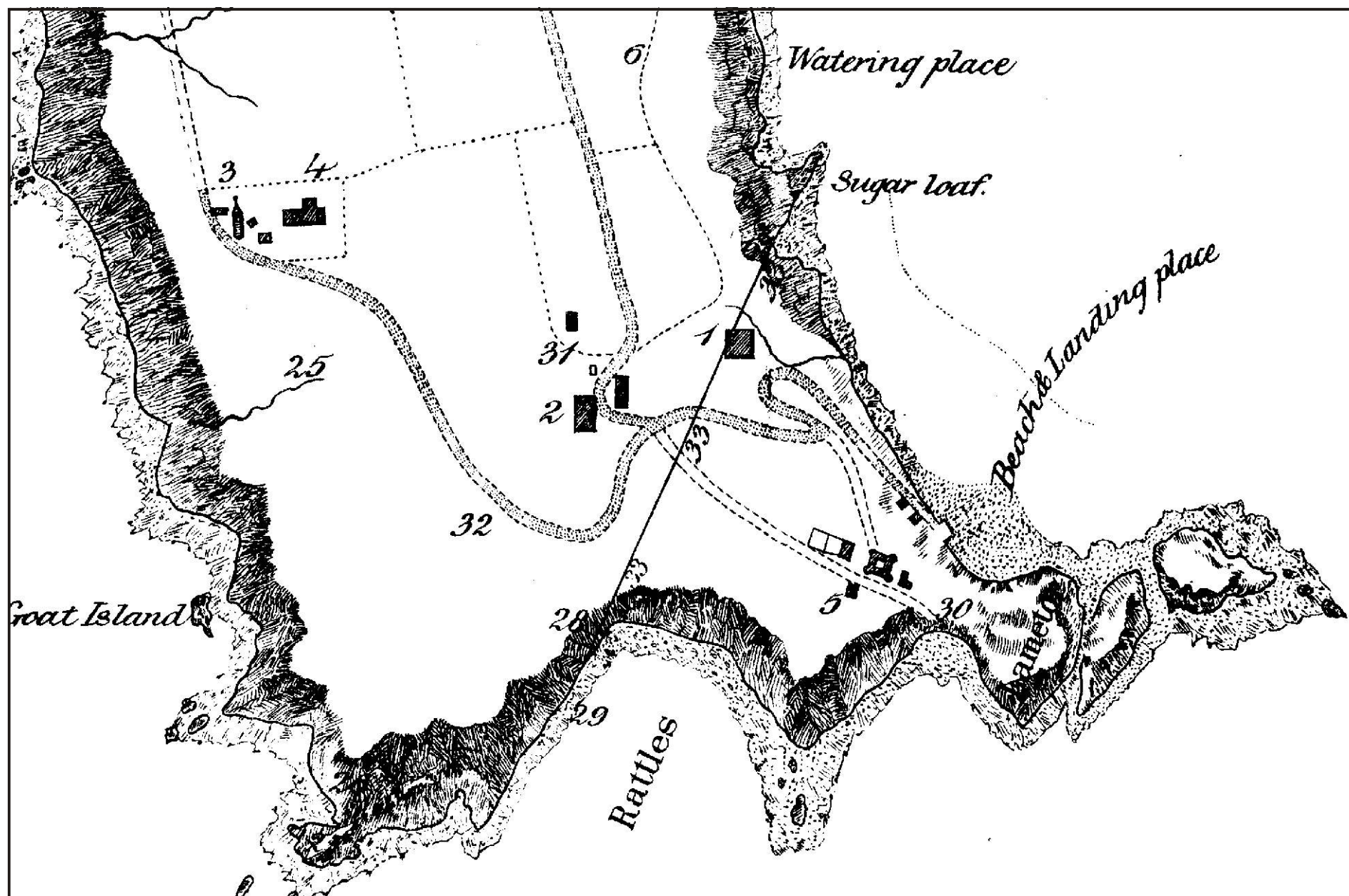


Fig.5 Extract from the map included in J.R. Chanter's 1877 *Lundy Island: A Monograph, Descriptive and Historical*.

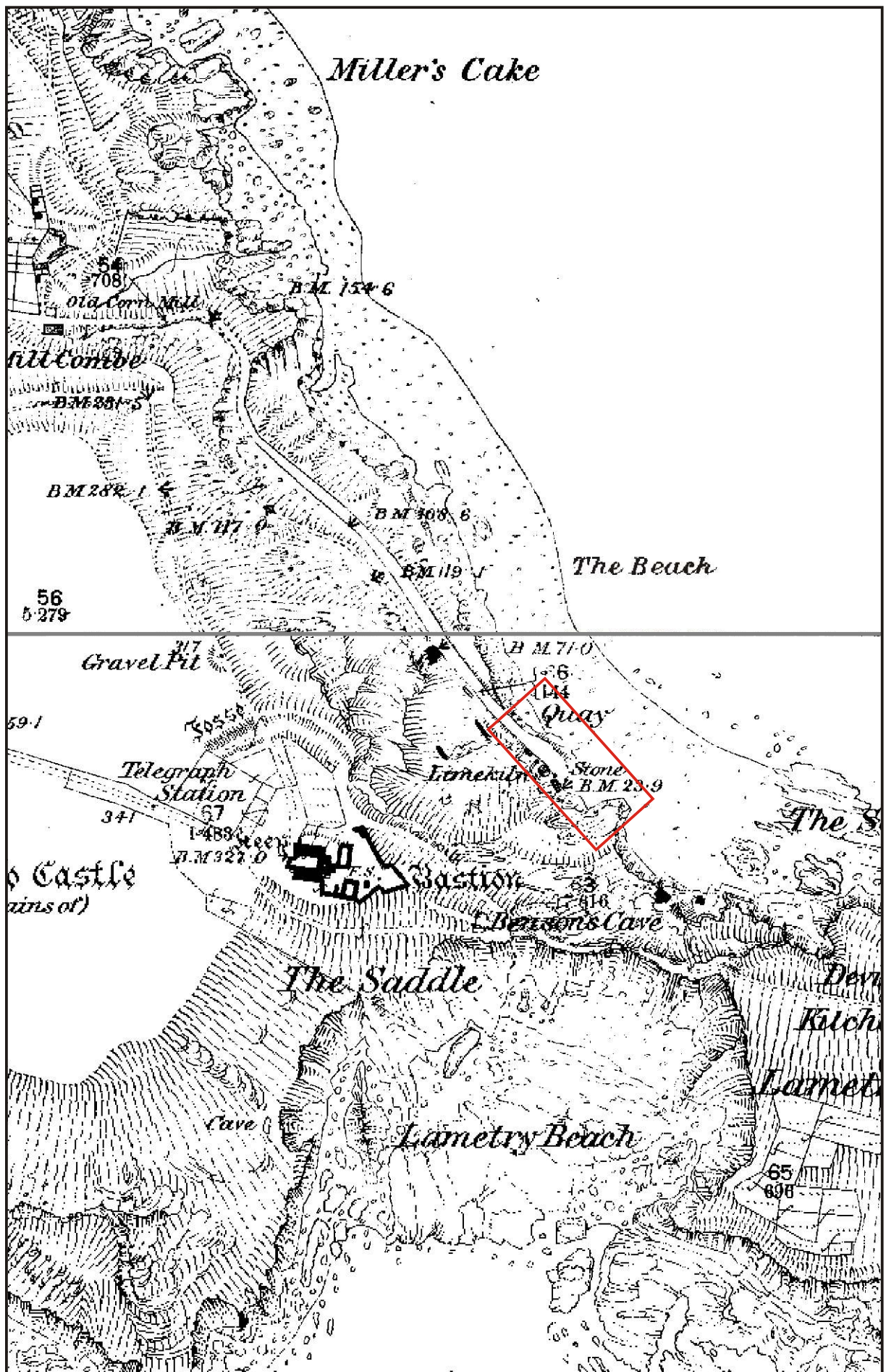


Fig. 6 The area in 1886. Ordnance Survey 1st edition 1:2500 scale maps sheets Devonshire IVa.10 & 14.





Plate 1 View of the Beach Road, showing landslips behind and Marisco Castle above. Looking northwest.



Plate 2 Upper section of the Beach Road showing platform to left and revetment wall to right. Looking south.





Plate 3 Lower section of the Beach Road showing revetment wall to right and Trinity Stone to left. Looking north.



Plate 4 Entrance to the Boathouse showing masonry. Looking west.