

Devon County Council Historic Environment Record

Civil Parish & District: Wembury, South Hams	National Grid Reference SX 4876 5067	Number:
Subject: Watching brief during installation of a pad-mounted transformer and associated cable trench at Fort Bovisand		Photo attached? N
Planning Application no: N/A	Recipient museum: Plymouth City Museum	
OASIS ID: 67288	Museum Accession no: AR.2009.25	
Contractor's reference number/code: EA 6884	Dates fieldwork undertaken: 9-11 November 2009	
<p>Description of works.</p> <p>A watching brief was undertaken by EA on behalf of Western Power Distribution (WPD) during the excavation for the foundation of a new pad-mounted transformer and associated cable trench at Fort Bovisand. The initial fort was called Staddon Point Battery and was completed in 1847. The lower casemates were added later and completed in 1869 when the site became known as Fort Bovisand. The new transformer replaces an existing transformer within the 1860s casemates, and is located on the access track to the earlier Staddon Point Battery above the casemates (Fig. 1). Fort Bovisand is a Scheduled Monument (Devon no. 719) and the works were undertaken under Scheduled Monument Consent granted by the DCMS in July 2009 (ref HSD 9/2/14156), and in accordance with a Written Scheme of Investigation prepared by EA.</p> <p>The excavation for the new transformer was located adjacent to the retaining wall on the north side of the access track, and measured 2.40m x 2m by up to 1.30m deep. The earliest exposed deposit was a layer of red-brown clayey silt containing abundant small mortar and limestone fragments. This material represents construction debris from a phase of the 19th-century fort and is either a general levelling deposit, or a make-up layer for the contemporary access track to Staddon Point Battery.</p> <p>This deposit was overlaid by a concrete structure that was partially exposed within the trench. The function of this feature is not known but it probably represents the base of a temporary structure, perhaps of Second World War or later date. This concrete was sealed by modern deposits (tarmac and stone make-up) forming the modern track.</p> <p>The service trench was excavated between the new transformer and the steps below the existing transformer, and generally measured 0.50m wide by 0.50m deep. The existing service within the track was located adjacent to the southern retaining wall (rather than in the centre of the track as depicted on the WPD plan), and the trench location was therefore altered to provide a more direct route, minimising the amount of excavation required. Only the modern surfaces and associated make-up for the track were (partially) exposed within this trench and no earlier deposits were found.</p> <p>In summary, due to the location of the excavations in the track few archaeological deposits were uncovered. A single deposit relating to the construction of one phase of the 19th-century fort was found, along with a concrete footing of a 20th-century structure.</p>		
<p>A plan as well as any other relevant drawings must be attached showing the location and extent of site, areas investigated and features exposed.</p>		
Recorder: Andrew Passmore (Exeter Archaeology)		Date sent to HER: 13th November 2009

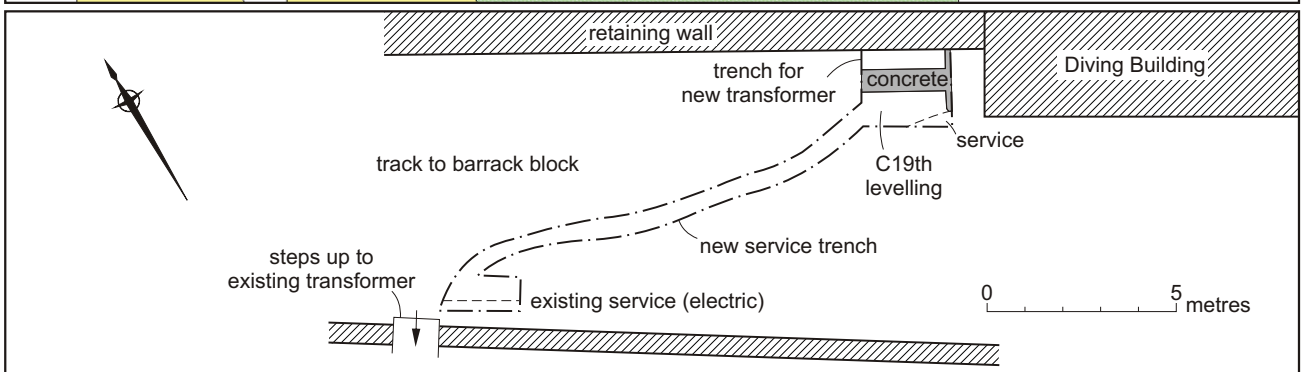
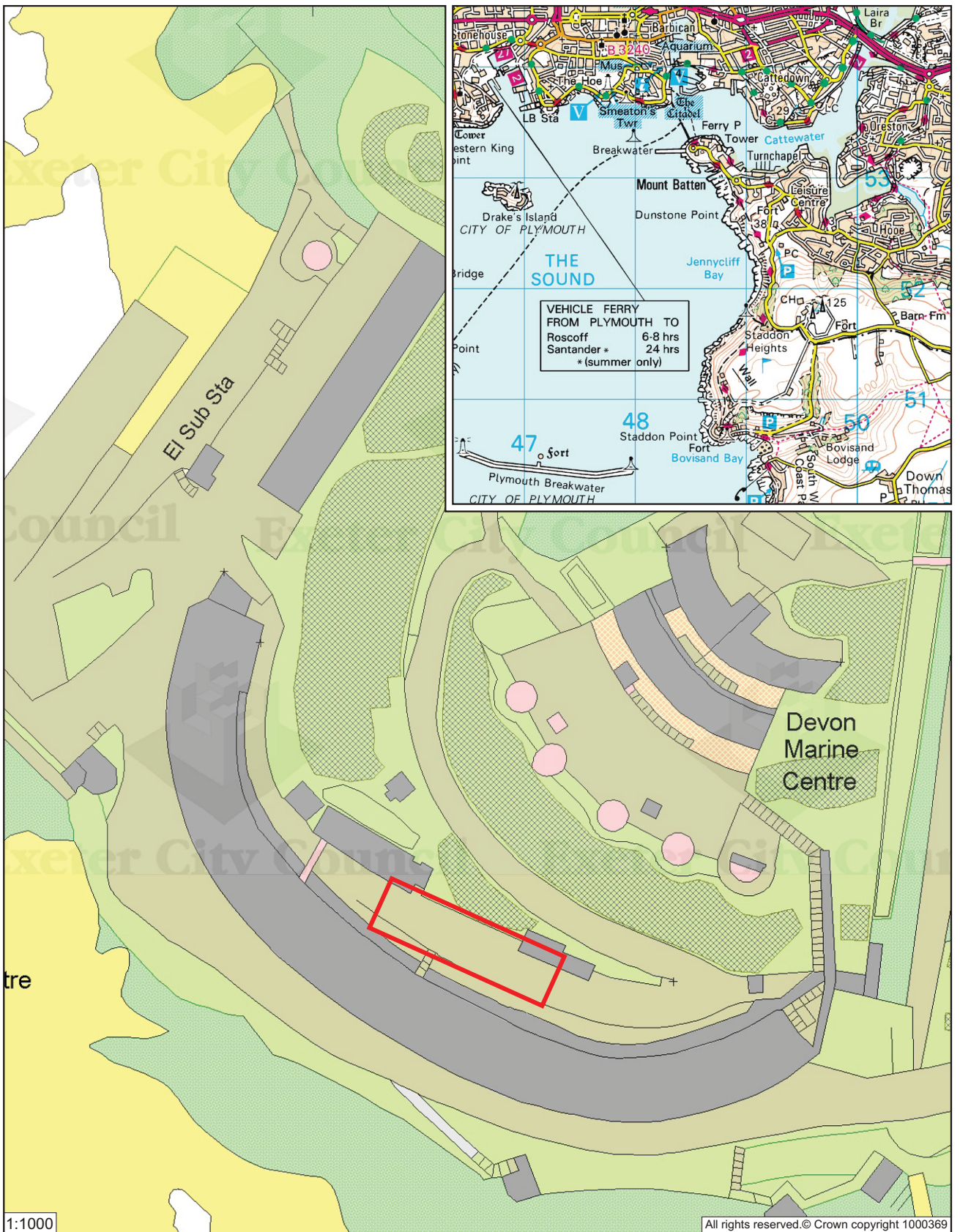


Fig. 1 Location of site and position of trench within track.