Devon County Council Historic Environment Record

Civil Parish & District:	**National Grid Reference:**	**Number:**
Wembury, South Hams	SX 5077 4916	

Subject:	**Photo attached:**
Archaeological monitoring and recording at Down Thomas Heavy Anti-Aircraft battery, Spring Road, Wembury, Devon.	N

DCHES Ref: Arch/ut/sh/15876 **SMC Ref:** S00005591 (Conditions a-d)	**Recipient museum:** Plymouth City Museum and Art Gallery
OASIS ID: exeterar1-76124	**Museum Accession no:** AR. 2010.21
Contractor's reference number/code: EA7206	**Dates fieldwork undertaken:** 23/04/2010

Background

The site lies to the west of Wembury and south of Down Thomas, 100m west of Princes Cottages off Spring Road (Figs. 1 and 2). The standing remains of a well-preserved WWII Heavy Anti-Aircraft battery are present on the site. The battery was constructed in 1940 to protect the city and naval dockyards of Plymouth from German bombing attacks and it is protected as a Scheduled Monument (SM 33070 see Fig. 2). Further details about the monument and its significance may be found in the scheduling description associated with SM 33070.

Description of works:

Works to facilitate the re-use of the former stores building of the battery involved trenching for a new electricity main which follows a course through the area of scheduling running from the stores building to Spring Road (Fig.2). The Scheduled status of the monument required that the Dept of Culture Media and Sport (DCMS) should seek the advice of English Heritage with regard to the works which were potentially detrimental to the monument. As a result of that advice Scheduled Monument Consent (SMC) was sought and obtained. A condition of the granting of SMC was that the works would be subject to an archaeological monitoring and recording programme undertaken by Exeter Archaeology in accordance with a brief prepared by the Devon County Council Historic Environment Service (DCCHES). This brief (Arch/ut/sh/15876) set out the details of the archaeological monitoring and recording which were required in support of the granting of SMC by the DCMS.

A watching brief was therefore maintained during the excavation of the trench for the new electric main. Particular attention was paid to those areas where the trench cut through the area of scheduling. The service trench was in total 200m long and it was restricted to a width of 0.3m. It was on average 0.8m deep and it was observed to cut, along its entire length, through a thin layer of topsoil directly overlying natural subsoil.

Results:

The layer sequence revealed by the trenching typically consisted of the following:
0.0-0.2m Topsoil - mid reddish-brown clay loam
0.2-0.8m+ Natural subsoil – degraded grey-brown shale

Conclusion:

No deposits or dating evidence indicative of activity associated with the HAA battery or earlier archaeological features was found. There was no disturbance of the fabric, structure or remains of the HAA battery during the course of the exercise other than that consented by way of the Scheduled Monument Consent and mitigated as above.

Recorder: John Pamment Salvatore (Exeter Archaeology)	**Date sent to HER:**

Fig. 1 Site location.

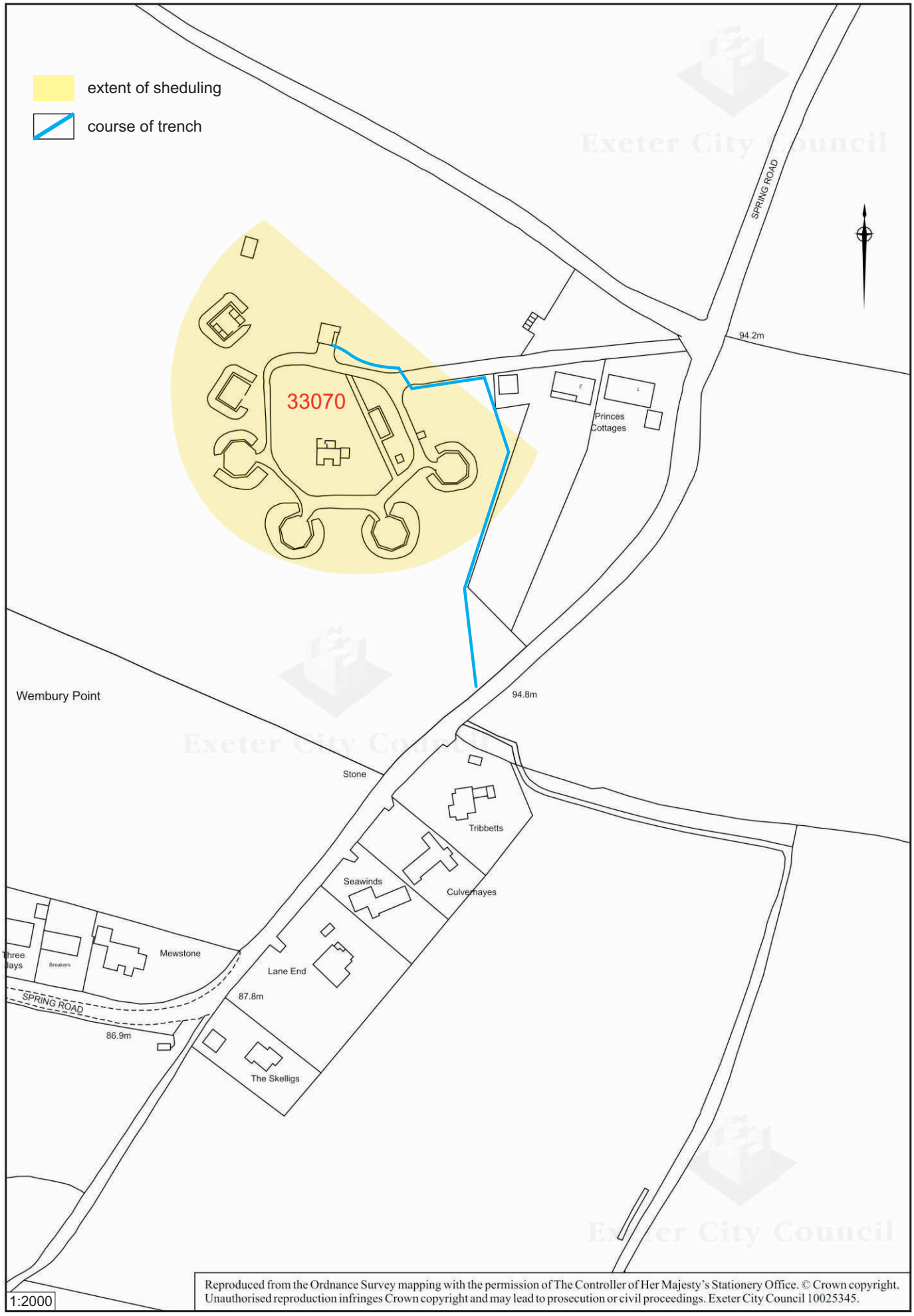

Fig. 2 Extent of scheduling and course of trench.