

LAND OFF BARTON ROAD TURNCHAPEL PLYMOUTH DEVON

Results of a Desk-Based Assessment & Walkover Survey



South West Archaeology Ltd. report no. 170708



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Land off Barton Road, Turnchapel, Plymouth, Devon

Results of a Desk-Based Assessment & Walkover Survey

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Report Version FINAL
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Work undertaken by SWARCH for Steve Wood of Design Development
On Behalf of Turnchapel Wharf Ltd. (the Clients)

Summary

The proposal site forms part of the former MOD base at Turnchapel, which was established in 1903 and sold in 2014. This site has a much older history having been established by the 1st Earl of Morley as a shipyard in the 1790s, as part of his ambitious diversifications and industrialisations of the Saltram Estate.

The site appears to be a mix of substantially terraced or made-up ground, with evidence of extensive quarrying obvious in the surrounding areas and on the historic mapping of the site. This has clear implications for the preservation of archaeological features and deposits, particularly for the eastern part of the site. The part of the site west of the former railway cutting has greater archaeological potential, given that it includes the site of several pre-1830 buildings and their associated gardens, and appears to have remained relatively untouched since this date. The western part of the site is substantially overgrown and the walkover survey could not therefore provide any supporting or contradictory evidence for the archaeological potential of these former gardens.

The Mansion House, and Boringdon Terrace are Grade II Listed buildings, and the area to the west of the site is all within the Turnchapel Conservation Area. Provided the scale and massing of any proposed development on the site does not exceed 2-3 storeys, harm to the setting of these assets will be minimal, largely due to the topography and busy and complicated views which already exist. It is recommended that the limestone boundary walls should be retained in all instances, particularly along the southern and western boundaries with new breeches kept to a minimum. The Admiralty boundary stones should also be retained, and restored where possible.



July 2017

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ACKNOWLEDGEMENTS

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1.0 INTRODUCTION

Location:	Land off Barton Road, Turnchapel
Parish:	Plymouth
County:	Devon
NGR:	SX 49527 53220
Planning no.	Pre-application
SWARCH ref.	PTB17

1.1 PROJECT BACKGROUND

South West Archaeology Ltd. (SWARCH) was commissioned by Steve Wood of Design Development (the Agent) on behalf of Kevin Eke, Dylan Kalis and Ryan Bonney of Turnchapel Wharf Limited (the Clients) to undertake a desk-based assessment and walkover survey on land off Barton Road, Turnchapel, Plymouth Devon as part of the preparatory works for development at the site. This work was undertaken in accordance with best practice and ClfA guidelines.

1.2 TOPOGRAPHICAL AND GEOLOGICAL BACKGROUND

The site in question is located off of Barton Road, north of Hooe, south of Plymouth and east of Mount Batten. The site covers part of the former MOD site, south of the wharf and extending east

along the road towards Hoelake Point at an altitude of c.26m AOD (

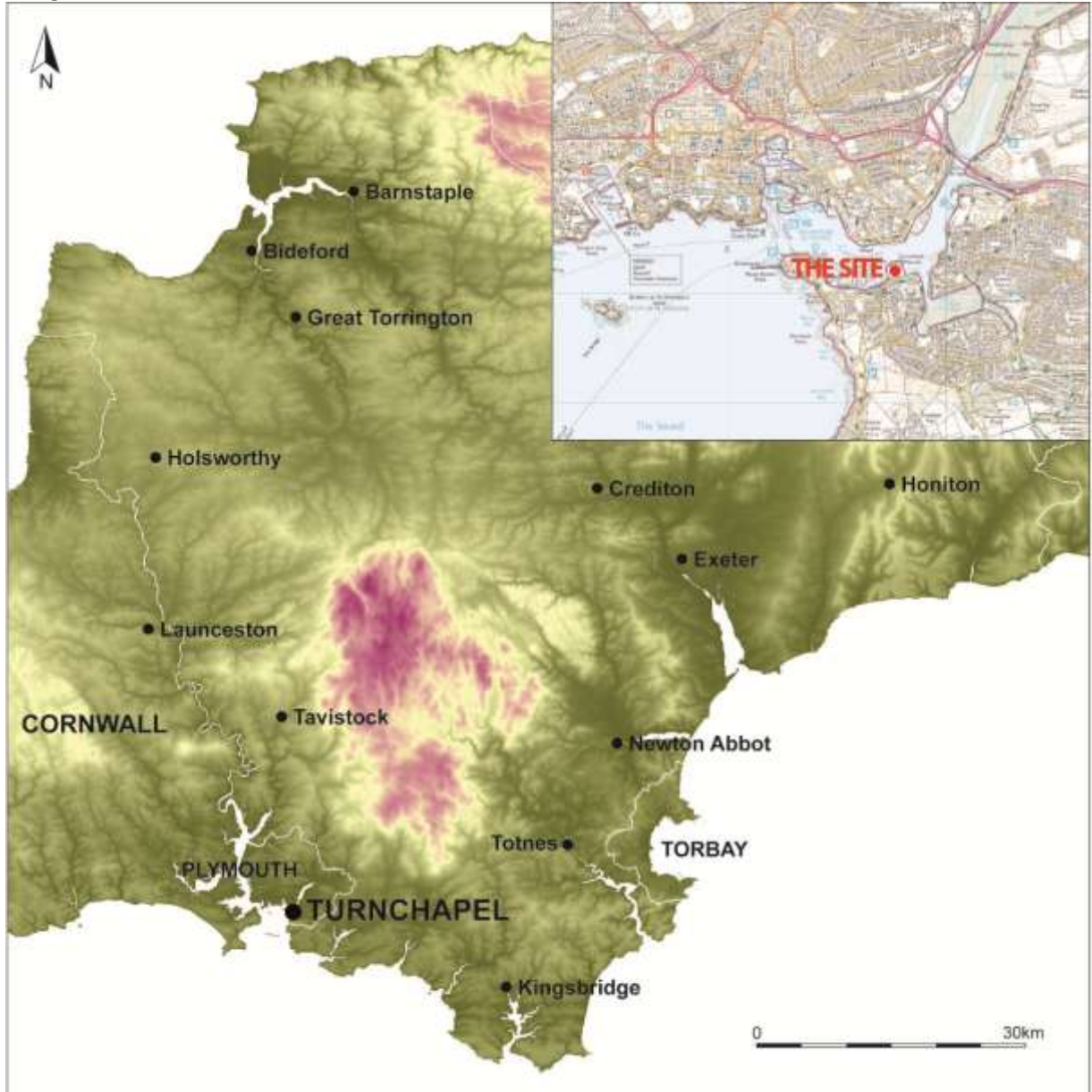


Figure 1). This area is categorised as Urban (SSEW 1983). The bedrock of this area is the sedimentary limestone of the Middle Devonian Limestone Formation (BGS 2017).

1.3 HISTORICAL BACKGROUND

The proposed site is located on a small projection of land in the eastern end of Turnchapel Bay, and the southern edge of Cattewater. To the west of the site lies the hamlet of Turnchapel which developed from the 17th century and likely grew in relation to the shipbuilding yard of which the proposed site forms part, with Boringdon Terrace, to the west, housing shipyard workers in the 18th century. In the 19th century the shipyard built craft for the Napoleonic Wars before becoming a dockyard. In the 20th century it was purchased by the Admiralty and provided an embarkation point for the US Army for D-Day before becoming a Royal Marines base. In the 21st century the site has been converted into a business park and is undergoing various changes and developments.

1.4 ARCHAEOLOGICAL BACKGROUND

Relatively little archaeological fieldwork has been undertaken in the immediate vicinity. An Archaeological Assessment was carried out prior to the demolition of a small building along the southern edge of the wharf in 2014 (Gent & Manning). In the local area, Archaeological Assessments and Recording were carried out at Hooe Lake in 2003, 2011 and 2012 (Passmore 2003; Passmore 2011; Passmore & Kerr-Peterson 2012) and an Archaeological Assessment was carried out in 2012 at Boston's Boatyard, Oreston (Passmore).

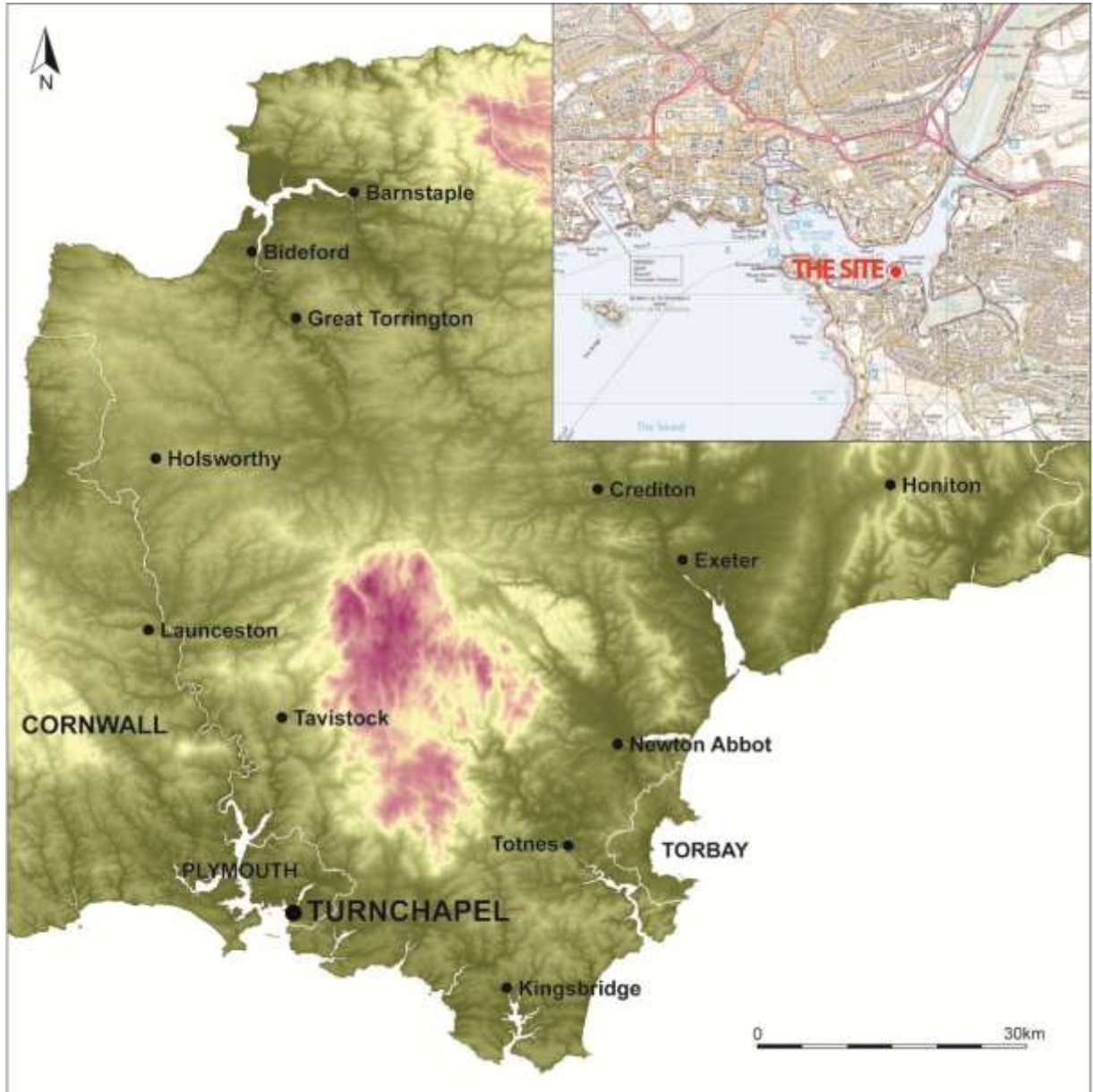


FIGURE 1: SITE LOCATION (THE SITE IS INDICATED).

2.0 DESK-BASED ASSESSMENT

2.1 DOCUMENTARY HISTORY

The wharf at Turnchapel's history is linked with Plymouth's as a significant harbour with an important naval role. Local historians suggest the area was a yard for repairing the King's ships in the mid-17th century (Gill 1993), but this does not appear to be reflected in the cartographic record (see below). The area was formerly part of the Saltram estate, owned by the Parkers (Barons Boringdon) in the 18th century and was one of two shipbuilding yards in the bay (Lane 2013). Towards the end of the 18th century John Parker, who would later become the 1st Earl of Morley, invested a great deal of money in developing the site, installing a wet dock and a dry dock among other works. The improvements at Turnchapel yard correspond with a greater demand for ships due to the Napoleonic Wars and ships such as *The Clarence* and *The Armada* were built here in the early 19th century. The 1st Earl of Morley was an ambitious gentleman and attempted numerous engineering and industrial schemes within the Saltram Estates holding during the early 19th century, with mixed success, ultimately leading the family to fall into significant debts. It is perhaps unsurprising therefore that the site was advertised for sale in 1822 and the lease finally transferred to a group of Trustees in 1829.

By the mid-19th century the site is referred to as a dockyard as opposed to a shipyard, suggesting its function may have changed (Lane 2013). The shipyard had definitely fallen out of use by 1883 when part of the foreshore was purchased by the Duchy and extended to the west, blocking the docks and forming a quay. In the late 19th century a tramway was constructed, leading into the site to allow stone to be loaded onto the ships from Hoelake Quarry, and by 1899 a passenger and goods railway was installed, making the site the terminus of the Turnchapel Branch. The site was purchased by the Admiralty in 1903, along with a disused part of the Hoelake Quarry to the south-east for oil storage detached from the main site. Prior to the Second World War the Admiralty must have purchased further land around the site in order to extend to the east to form the hard-standing for D-Day. The oil tanks and Turnchapel Station were destroyed during a bombing raid in 1940 (eyewitness account in Appendix 1). Following the war, a number of buildings and cable tanks were constructed on the wharf and in the 1960s the railway line closed. In 1993, the site became a Royal Marines base, the home of 539 Assault Squadron RM and 10 Landing Craft Training Squadron. The two units transferred to RM Tamar in 2013 and the site was sold, having become surplus to MOD requirements (Navy News 2013). The wharf has since been converted into a business park occupied by a number of marine companies, including yacht sales and watersports.



FIGURE 2: RMAS ST. MARGARETS & NEWTON AT TURNCHAPEL SOMETIME BETWEEN 1978 AND 1985 (WORLDNAVALSHIPS.COM).

2.2 CARTOGRAPHIC DEVELOPMENT

The early cartographic sources for the site do not include much detail (e.g. Figures 4 & 5), however the 1692 fortification scheme for Plymouth appears to show a few buildings in the area of the wharf. They appear to be illustrated in the same way as the houses in the nearby settlements, so we can presume that these are also houses. The 1720 General Plan of *Homouse and Plymouth* is also lacking in detail, but does not include any buildings in this area, despite including them for nearby Hooe and Radford, so it is possible that any buildings that had been at Turnchapel had been removed by this time. It has been suggested that Turnchapel was used as a shipyard for repairing the King's ships from the 1650s, but none of the cartographic evidence available for this study shows any sign of a shipyard at Turnchapel in the 17th century.

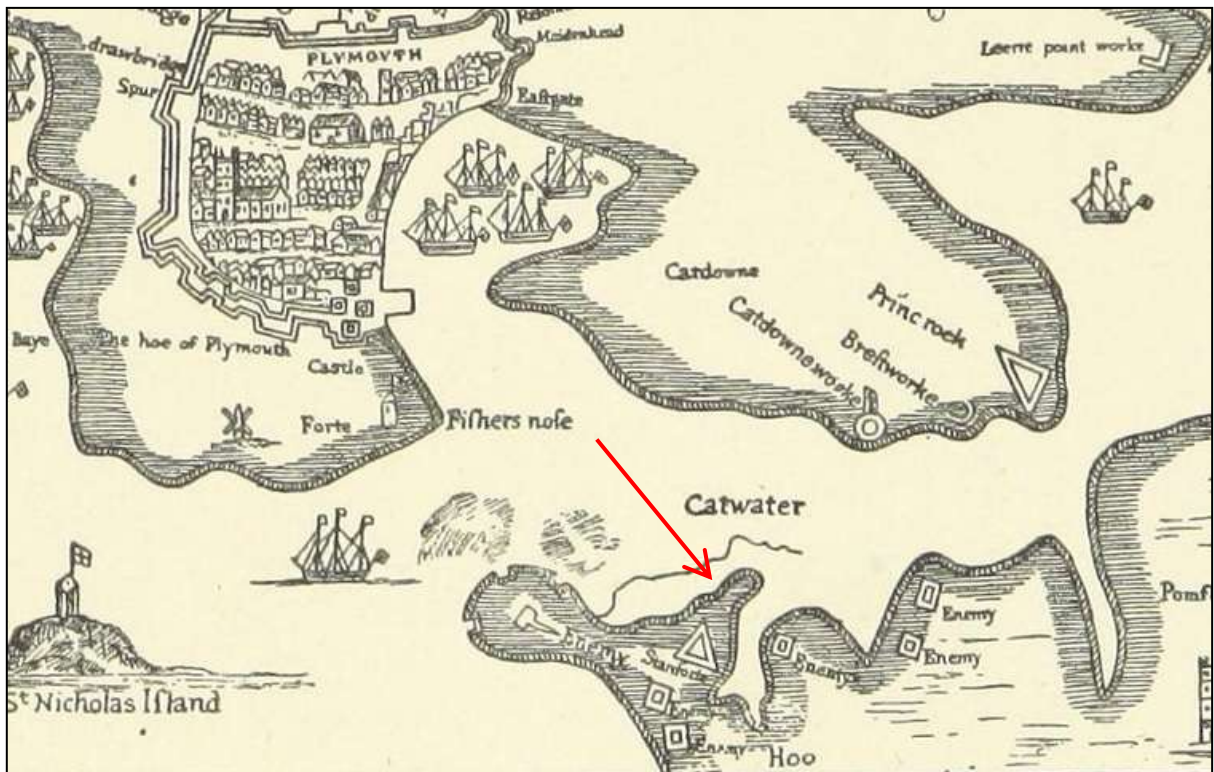


FIGURE 3: 1643 SIEGE OF PLYMOUTH, BY RICHARD NICHOLLS WORTH, 1890 (BL). THE APPROXIMATE LOCATION OF THE SITE IS INDICATED.



FIGURE 4: EXTRACT FROM THE 1692 COLOURED SCHEME FOR FORTIFYING THE ISLAND OF ST. NICHOLAS, OR DRAKE'S ISLAND, IN PLYMOUTH SOUND. THE APPROXIMATE LOCATION OF THE SITE IS INDICATED (BL).



FIGURE 5: EXTRACT FROM THE GENERAL PLAN OF THE PORTS OF HOMOUSE AND PLYMOUTH 1720 (BL). THE APPROXIMATE LOCATION OF THE SITE IS INDICATED.

The next map available for this study was the OS Surveyor's Map (Figure 6), produced between 1784 and 1786. In this map Turnchapel is annotated as 'Tan Chapel'. Gover et al (1931) suggest that this may be a distortion of St. Anne's Chapel, however, this appears to be the only map to record the

prefix 'Tan' as opposed to 'Turn'. This map shows some buildings have been constructed on the area of the shipyard, but the detail is unclear. The eastern side of the promontory is depicted as a straight edge, indicating it may have been adapted to form a quay.

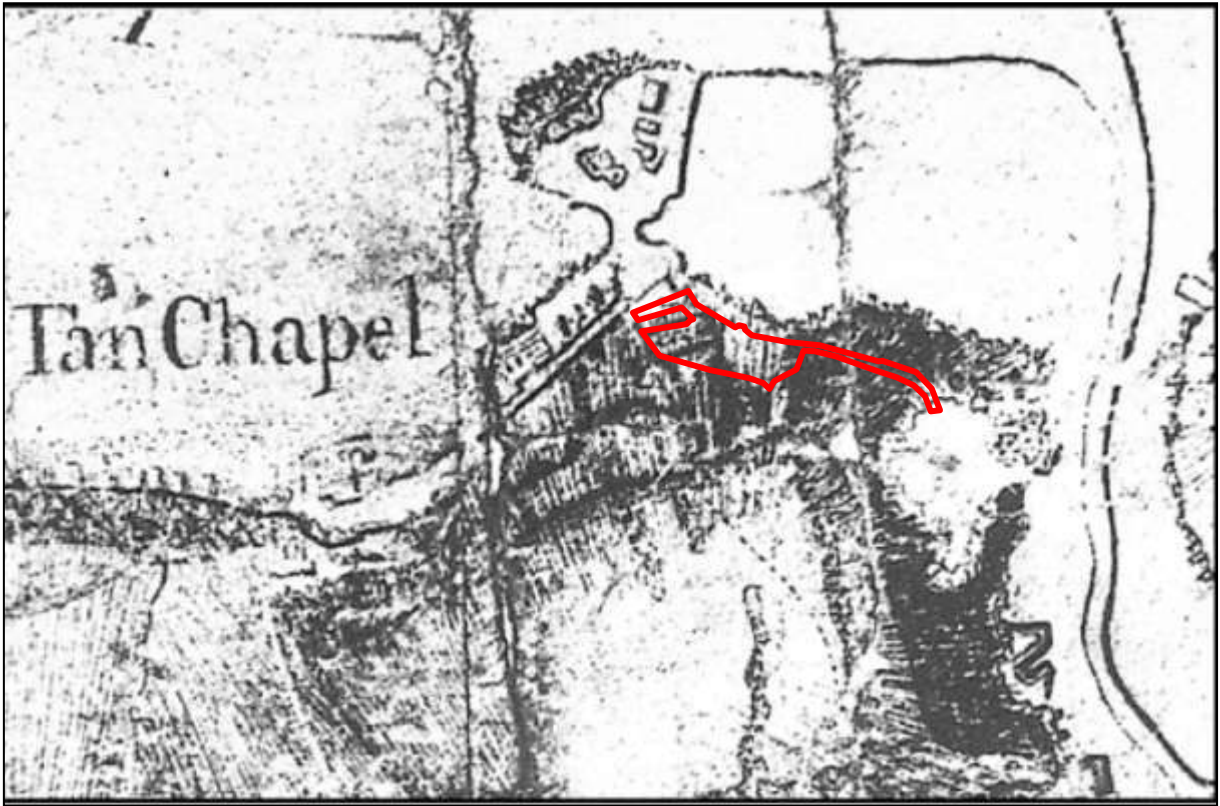


FIGURE 6: EXTRACT FROM THE OS SURVEYOR'S MAP 1784-6 (P&WDRO). THE APPROXIMATE LOCATION OF THE SITE IS INDICATED.

The Turnchapel Dockyard Map of 1828 includes much more detail (Figure 7). The area is a clearly developed shipyard by this time and the dry dock, building slips, mooring rings, mould loft, saw pits and 'smithery' (smithy) are all identified, along with other structures associated with the shipyard. *The Armada* and *The Clarence* had been built at Turnchapel prior to the production of this map, and in a painting by Rogers celebrating the launch of *The Clarence* many of the structures included on the 1828 map can be seen (Figure 8). An advert was placed in the Plymouth & Dock Weekly Journal in 1822 for the sale of 'Superior Naval Docks and Ship Builders Yard... An eligible and most desirable Freehold Estate, being Turnchapel Dock'. The proposed site appears to cover the smithy, stable, 'Treemill House' and an adjacent dwelling and outhouses, as well as cutting the boundary wall.

The 1828 map shows that the area which now coincides with the approximate limits of the public carpark was occupied by two dwellings and two other smaller buildings, with the area to the south (part of the proposal site) demarked as a garden. Given the presence of the boundary wall and gate piered entrance to the site, Boringdon Road and the houses which align its northern side must have been in existence by this date.

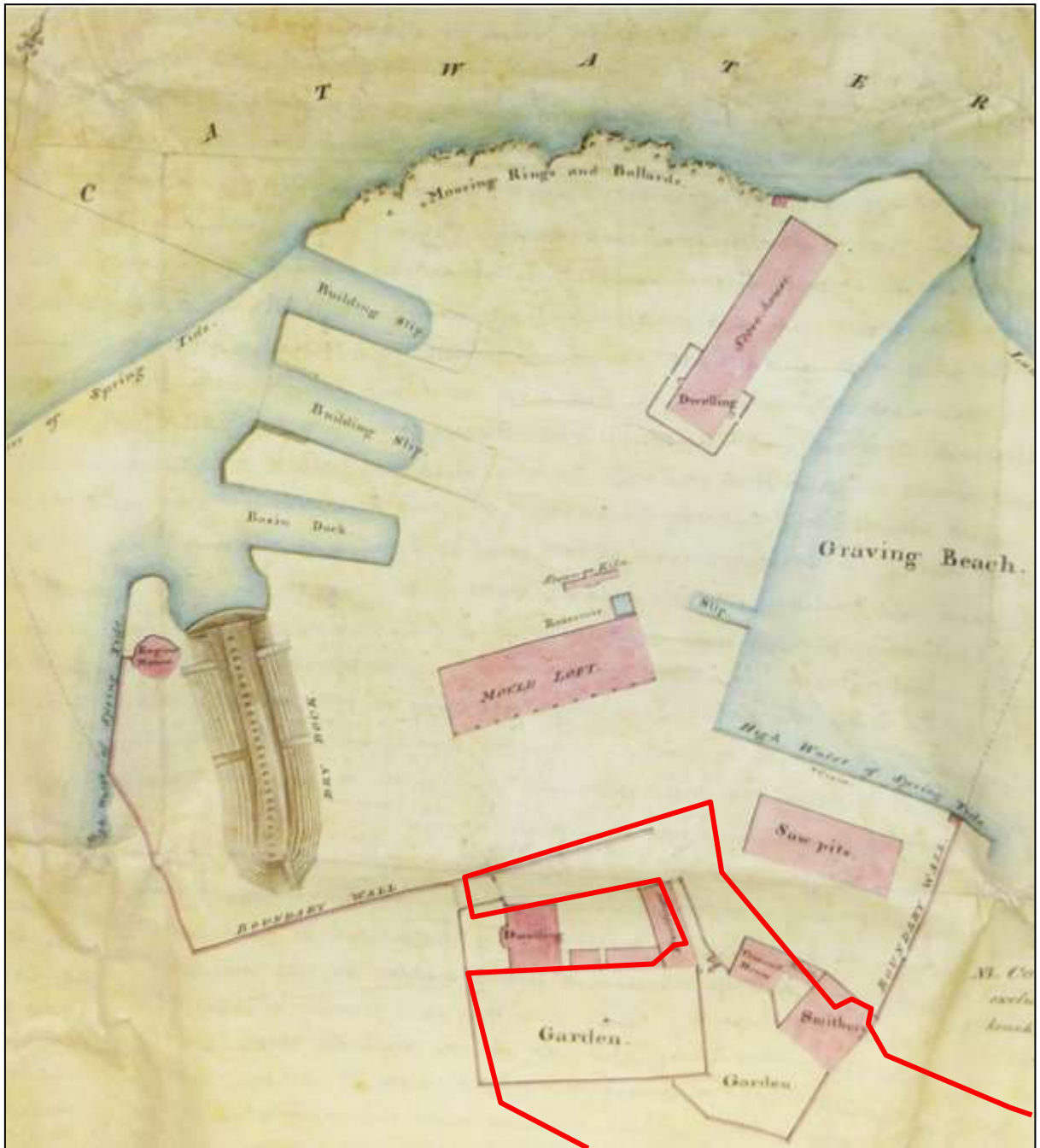


FIGURE 7: EXTRACT FROM THE TURNCHAPEL DOCKYARD MAP OF 1828 (P&WDRO). THE APPROXIMATE LOCATION OF THE SITE IS INDICATED.



FIGURE 8: LAUNCH OF THE 'CLARENCE' SEVENTY-FOUR GUNS, AT TURNCHAPEL BY JOHN ROGERS C. 1812 (PCM).

The Plymstock Tithe Map of 1842 only shows one building on the shipyard, which roughly equates with the storehouse and dwelling on the 1828 plan. The slips and basin dock are still evident on the east and west sides of the promontory, but none of the other features are documented, although they may have still been in existence. The accompanying apportionment simply records the site as 'Turnchapel'. No information on landowner, occupier or function is given and the plot is given one number, so there is no breakdown of any buildings either represented or absent. The Cornwall OS 6 inch map of 1869 shows buildings on the site and shipyard of a comparable size and layout to those of the 1828 plan. It can therefore be assumed that the buildings were present throughout, but not accurately recorded on the Tithe Map. The yard is noted as 'Shipwright's Yard' on the 1869 OS map, and there is a 'Graving Dock' on the western side, where the 'Graving Beach' had previously been on the east.

The 1896 OS 6 inch Map shows that the shipyard had radically changed. The 'Mould Loft' of the 1828 plan appears to have been retained, or at least a building of similar size in its location, but little else of the former shipyard has gone untouched. The scars of the slipways, wet and dry docks are visible, but the western side of the yard has clearly been extended and a new quay wall constructed. The northern edge of the site has also been walled and is now labelled 'Quay'. Two large buildings have been constructed where the former storehouse stood. The buildings in the location of the sawpits and smithy on the 1928 plan have been removed. It would appear the yard is no longer functioning as a shipyard, although Langdon (1995) records a steamboat was built and launched at Turnchapel in 1902.



FIGURE 11: EXTRACT FROM THE OS 6 INCH MAP, 1896 (NLS). THE APPROXIMATE LOCATION OF THE SITE IS INDICATED.

By 1907 further development is evident on the 6 inch OS Map, a railway line running along the west of the site and terminating in the north, over the location of the former slips and wet and dry docks. The buildings at the northern end of the yard have been extended and are clearly joined, which may have been the case in 1896, although it is less clear. The tramline which can be seen crossing the site and yard in 1896 has been removed by 1907, the line running north-south is still depicted, meeting the railway line at the north-eastern end of the quay, and the eastern edge by the beach is marked as 'Turnchapel Wharves'. The 1907 map is the first that appears to depict boundary stones around the development site and wider Turnchapel Wharfs, this corresponds with the Admiralty's acquisition of the site in 1903. The stones are much more clearly depicted on later cartographic sources.

The storehouse and small building immediately north of it are still in place, but have been removed by 1914, along with the second tramline. A urinal is recorded to the west of the railway line and tanks to the south of the eastern building. The quay has clearly been extended east, over the beach, forming the space we see today. The buildings located within what is now the public carpark appear to have been lost (seemingly the result of a fire) between the 1907 and 1914 maps. The plot divisions to the east are still depicted on the later map, which may suggest that the worst damage was to the

western buildings of this group. This is further supported by the survival within the proposal site of the building (Tree Mill House or its successor) to the immediate east.



FIGURE 12: EXTRACT FROM THE OS 6 INCH MAP OF 1907 (NLS).



FIGURE 13: EXTRACT FROM THE OS 25 INCH MAP, 1914 (NLS). THE SITE IS INDICATED.

The 1933 OS 25 inch Map shows that some small changes have taken place at the wharf. The eastern section of the building may have been reduced, or there was an inaccuracy in former recordings. A small building has been constructed to infill the gap between the buildings and a few further tanks have been added. A rectangular space to the south-east of the building has a western entrance, suggesting an enclosure of some kind. A few small buildings are extant on the site. Shortly after this, during the Second World War the US Army used the wharf as an embarkation point for D-Day, remains of the hard survive (Passmore 2011). By 1953 the infill building has been removed and a series of circular tanks have been constructed around the south of the building, replacing those which appeared on the 1933 map. The small rectangular enclosure has been replaced with a larger enclosure and a number of small buildings placed around it. Three buildings have been constructed in the southern end of the wharf, running along the road, the eastern one appears to be the same building standing in this location today. The small buildings depicted on the 1914 and 1933 maps appear to still be present, although there appear to be additional buildings present in 1953.



FIGURE 14: EXTRACT FROM THE 1933 OS 25 INCH MAP (NLS). THE SITE IS INDICATED.

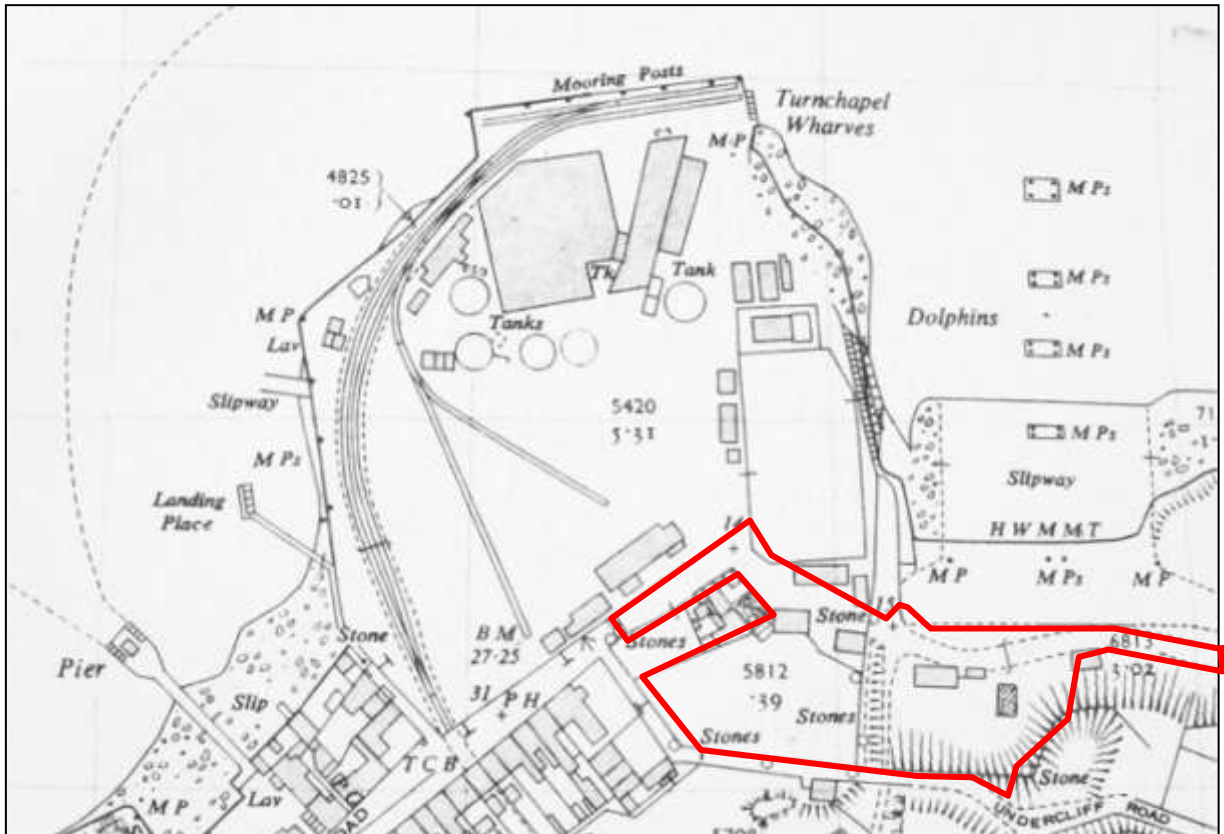


FIGURE 15: EXTRACT FROM THE 1953 1:2500 OS MAP. THE SITE IS INDICATED.

Since 1953 all of the remaining buildings on the proposal site have been removed. The railway closed and the wider wharf area also significantly altered.

3.0 ARCHAEOLOGICAL BACKGROUND

Relatively little archaeological fieldwork has been undertaken in the immediate vicinity. An Archaeological Assessment was carried out prior to the demolition of a small building along the southern edge of the wharf in 2014 (Gent & Manning). In the local area, Archaeological Assessments and Recording were carried out at Hooe Lake in 2003, 2011 and 2012 (Passmore 2003; Passmore 2011; Passmore & Kerr-Peterson 2012) and an Archaeological Assessment was carried out in 2012 at Boston's Boatyard, Oreston (Passmore).

3.1.1 PREHISTORIC 150,000BC - AD43

A number of limestone caves or rifts are recorded on the HER on the north side of Cattewater. Ivy Rift Cave may contain Pleistocene cave deposits. Reindeer remains dated to the period at the end of the last glaciations were found in another rift. Quarrying works in 1886 exposed a cave system which contained human and faunal remains dating to before the end of the last Ice Age, these from Worth's Cattedown Bone Cave, a Scheduled Monument. Finds from a building site in East Stamford included a lava spindle-whorl, two casseiterite pebbles, a net or line sinker of flint and Iron Age micaceous pot sherds. In the garden of 29 St. Johns Road midden material was recovered including two glass beads, a whetstone, bonoes, shell and teeth, similar to material found at Mount Batten.

3.1.2 ROMAN AD43 – AD410

A number of Roman coins were found at Oreston. The natural harbour at Hooe Lake may have been used for careening and repairing vessels during the Roman period. In 1881 a bronze figure of Mercury was found near the shore although this is now considered to be a forgery. A coin of Gordian III (238-244AD) was found in the garden of a new housing development.

3.1.3 MEDIEVAL AD1066 - AD1540

The medieval Chapel of St. Anne, Turnchapel is believed to have still been extant in the late 16th century. It must have been stood on high ground as there was a fire beacon nearby. Worth states the chapel was Early English (13th century). Bracken (1931) writes that it stood at the head of Hooe Lake, by Hooe Barton and that a length of wall and arched doorway remain.

3.1.4 POST-MEDIEVAL AND MODERN AD1540 - PRESENT

Elizabethan defensive earthworks are recorded at Prince Rock. In 1643, Royalist batteries were erected in the area. The possible location of the Parliamentary fortification known as Catdown Work is recorded on the HER. The site of Mount Stamford Parliamentary fort, which was erected in 1643, is recorded. A 300 tonne barque was discovered during dredging near a jetty in Cattewater. It appears to have been engaged in warfare and dates to the time the Royalists held the southern side of Cattewater.

Hooe Lake limestone quarry was in operation in the 18th century, as mentioned in the journal of John Swete. Associated lime kilns survive and are Grade II Listed. 19th century mine shafts are recorded on the shore of Clovelly Bay; Wheal Morley was opened by Lord Morley of Saltram and were worked from 1839 to 1893. Fort Stamford (Scheduled Monument) was built in 1861-9 at which time it contained casemented barracks for 200 men and officers, a magazine and a central traverse protecting the interior from the high ground to the east. The GWR Turnchapel branch opened in 1897. It closed to passengers in 1951 and to goods in 1961. The concrete hard associated with the US Army embarkation point for D-Day survives within Hooe Point Sailing Club; a pontoon is visible on 1946 aerial photographs.

TABLE 1: NEARBY HERITAGE ASSETS (SOURCE: PLYMOUTH HER).

No.	Mon ID	Name	Record	Description
1	45SE/213	Shipyards/docks (early 19C)	Documentary	A plan of 1828 shows 'Turnchapel Dockyard'. On the west side are two building slips, a basin dock, a dry dock and adjacent engine house. In the centre of the yard is a large mould loft with adjacent small reservoir, and a steam kiln to the north. To the north-east is a store house and dwelling, and to the south-east a building marked 'saw pits'. A 'smithery' (smithy), trenail house, stable and dwellings lie to the south again. There is a slipway on the eastern quayside. Lord Boringdon (became Earl Morley 1815) built two slips in 1793 (possibly those shown on the plan), and the dry dock in 1804. Elements of the yard are shown in a painting of 1812. Two ships of the line were built here, the Armada in 1810 and the Clarence in 1812. The yard is shown as much the same on the OS map of 1866 and a plan of 1889,23 but by 1895 the western quay had been extended further to the west, rendering docks and slipways obsolete.
2	45SE/213	Dry dock (19C)	Documentary	A dry dock was built at Turnchapel in 1804. It is depicted in detail on a plan of 1828 (with an engine house to the west), and shown as 'Graving Dock' on the OS map of 1866; the details are the same on a plan of 1889. By 1895, however, it had been enclosed by an extension to the quay, so no longer functioned, although its outline was still shown. There is no sign of it on the OS map of 1907. A schedule of 1839 includes a plan of the dock dated 1803 and gives a detailed account of its problematic construction due to the local geology and inadequate workmanship and materials. Following considerable remedial work the dock finally opened at the end of 1804.
3	45SE/064	Mortar (undated)	Findspot	A shallow stone mortar was found in the bottom of a well at Turnchapel.
4	45SE/050	Quarry (18C)	Documentary	Hooelake limestone quarry was in operation in the 18th century, being mentioned in the journal of John Swete. Associated lime kilns survive and are Listed Grade II. There were considerable workings for limestone along the coast from Mount Batten to West Hooe in the 19th century.
5	45SE/266	Railway (19C)	Documentary	The GWR Turnchapel branch, opened in 1897. It closed to passengers in 1951 and closed to goods in 1961 beyond Plymstock.
6	45SE/757	Quarry (?18/19C)	Documentary	Langshill quarry is shown on the 1842 tithe map. It is not certain when work commenced, although nearby Hooe Lake and Radford quarries were in operation in the 18th century.
7	45SE/252	Harbour (undated use)	Findspot	The natural harbour at Hooe Lake may have been used for careening and repairing vessels during Roman occupation. In 1881 a bronze figure of Mercury was found near the shore, although this is now thought to be a forgery
8	55SW/080	Coin (Roman)	Findspot	A number of Roman coins were found at Oreston.
9	55SW/049	Enclosure (undated)	Documentary	A circular enclosure is visible on aerial photograph on a hilltop north of Hooe Lake, adjacent to quarried areas.
10	45SE/746	Battery (17C)	Documentary	There were Royalist batteries, erected in 1643, in this area.
11	45SE/781-3	Cave (prehistoric)	Event	A number of limestone caves or rifts are recorded on the HER on the north side of Cattewater. Ivy Rift Cave may contain Pleistocene cave deposits. Reindeer remains dated to the period at the end of the last glaciation, were found in another rift.
12	45SE/733	Military earthworks (17C)	Documentary	Possible location of the Parliamentary fortification known as Catdown Work.
13	45SE/006	Wreck(17C)	Event	A sunken barque, of about 300 tons, was discovered during dredging near a jetty in the Cattewater. It seems to have been engaged in warfare, and dates to the time the Royalists held the southern side of Cattewater.
14	45SE/013	Cave dwelling (prehistoric)	Scheduled Monument	Worth's Cattedown Bone Cave. Cave system exposed during quarrying works in 1886. Archaeological excavation (principally by R.N. Worth) established the presence of human and faunal remains dating to before

				the end of the last Ice Age. In the northern chamber the remains of at least 15 individual human skeletons were found, in direct association with the bones of 33 different faunal species, including cave lion, rhinoceros, wolf and hyena. Evidence for the use of tools was provided by a single flint core or hammer stone from which flakes had been struck, which was recovered from the cave earth. Charcoal fragments encased in stalagmite attested to the presence of fire deep within the cave.
15	45SE/181	Mine (19C)	Documentary	Site of 19th-century iron mine shafts on the shore of Clovelly Bay. Wheal Morley was opened by Lord Morley of Saltram. Worked from 1839, and finally closed in 1893.
16	45SE/595	Military earthworks (16C)	Documentary	Elizabethan defensive earthworks at Prince Rock are known from cartographic and documentary sources.
17	45SE/071	Scatter (prehistoric)	Findspot	A few flint flakes were found within topsoil during quarrying operations.
18	45SE/065	Chapel (medieval)	Documentary	Site of the Chapel of St. Anne, Turnchapel. Probably [?still] in existence in the late 16th century. There was a fire beacon in the vicinity [which suggests that it was on high ground]. Worth states that the chapel was Early English (13th century). Bracken (1931) writes that it stood at the head of Hooe Lake, by Hooe Barton, and that a length of wall and arched doorway remain. Cowl's map of 1780 shows a single building, marked 'Tan Chapel' but it is unclear if this represents the chapel or the settlement, as nothing else is shown.
19	45SE/016	Artillery fort (19C)	Scheduled Monument	Fort Stamford. Built in 1861-9 at which time it contained casemated barracks for 200 men and officers, a magazine, and a central traverse protecting the interior from the high ground to the east. It occupies the hill above Mountbatten and the Cattewater, commanding the north flank of Staddon Fort and the eastern part of the Sound, including the merchant ship anchorage in Jennycliff Bay. It is connected to Staddon Fort by a military road protected by embankments.
20	45SE/016/001	Defensive site (17C)	Documentary	Site of Mount Stamford, Civil War Parliamentary fort, erected early in 1643.
21	45SE/472	Scatter (prehistoric)	Findspot	Finds from a building site at East Stamford, include a lava spindle-whorl, two cassiterite (alluvial tin) pebbles, a net or line sinker of flint, and micaceous pot sherds of iron age date.
22	45SE/237	Coin (Roman)	Findspot	A Roman coin of Gordian III (238-44AD) was found in a garden of a new housing development.
23	45SE/741	Military earthworks (17C)	Documentary	There is reference to a Royalist approach work in a valley near 'within musket shot' of Mount Stamford. It was raised October 1643.
24		WWII hard	Extant	An embarkation point for US troops prior to D-Day in 1944. The concrete hard survives within Hooe Point Sailing Club. An associated pontoon is visible on 1946 aerial photographs.
25	45SE/458	House(early 19C)	Listed Grade II	Mansion House, 1 Boringdon Terrace.
26	45SE/406	House (early 19C)	Listed Grade II	2-12 Boringdon Road. Terrace of small houses.
27	45SE/740	Military earthworks (17C)	Documentary	Site of a Parliamentarian flanking work, near Mount Stamford, that was captured by Royalists in November 1643. Its precise location is uncertain; no remains are known.
28	45SE/473	Midden (prehistoric)	Findspot	Midden material from the garden of 39 St. Johns Road, included two glass beads, a whetstone, bones, shell and teeth. Characteristic of midden material found at Mount Batten.

3.2 SITE INSPECTION

A rapid assessment of the area was undertaken on the 7th July 2017 by S. Walls. A full photographic record can be seen in Appendix 2.

The site lies on mostly level to moderate north facing slopes, the level areas being located primarily to the north, and presumably formed from re-claimed beach or areas of terracing. There are few structures surviving within the boundaries of the proposal area, with a modern garage built up against the southern boundary wall the only standing building. A large part of the area not currently laid to tarmac is covered with substantial vegetation and scrub (c.2m high) which means that very little detail could be observed for much of the western part of the site (i.e west of the former railway).

The railway cutting is clearly evident bisecting the site, with a very recently blocked limestone tunnel at its southern end. The railway cutting clearly cut into the limestone bedrock on both sides, and there has been recent tipping of stone and soil along the southern end of the former track.

The site is bounded, particularly the western half, by a number of historic and re-built limestone boundary walls, some of which demonstrate several phases of build, as well as repairs or re-pointing (see Figure 16). There are a number of Admiralty boundary stones (dated c.1903) which are incorporated into these walls, with three noted (e.g. Figure 17) during the course of the survey. The location of a further boundary stone was also evident, but the wall in which it was formerly located has been damaged, presumably by a vehicle, and it has been rescued by a resident at Point Cottages (pers. comm.). The walls appear to pre-date these Boundary Stones, with the exception of Boundary Stone 6 (Figure 17), which is located on a stone gate pier.



FIGURE 16: SOUTHERN END OF THE WESTERN SITE BOUNDARY (OPPOSITE KELLY COTTAGES), VIEWED FROM THE NORTH-WEST (1M SCALE). NOTE THE WALL IS BUILT OVER AND INCORPORATING PART OF AN EARLIER WALL.



FIGURE 17: ADMIRALTY BOUNDARY STONE, NO.6. ON SOUTHERN GATEPIER, VIEWED FROM THE SOUTH-WEST (1M SCALE).

There are a number of historic buildings located in close proximity of the site, and this includes the Grade II Listed, early 19th century buildings running along Boringdon Road. Kelly Cottages and the Mansion House are located to the immediate west of the site. To the south-west of the site is Point Cottages, a row of three (formerly four) pre-1900 buildings, which also appear to have a complex developmental history.

3.3 ARCHAEOLOGICAL POTENTIAL

The key issue for this site is that given its location, and low lying position how much of the area represents re-claimed land. Certainly much of the northern part of the site is level, and has therefore been utilised in the more recent past for various buildings, and is currently largely tarmacked for parking. It seems likely that much of this level area is actually the result of quarrying, particularly to the east of the former railway line. The way the road access off Borrington Road slopes down to the site, suggests that the areas north and east of the bottom of the ramp are likely formed from mostly reclaimed land.

Beyond the tarmacked areas the ground generally rises to the north, with the notable exception of the railway cutting, which carves through the hillside to a recently blocked railway tunnel. The areas to the west of the railway tunnel appear to have largely remained undisturbed in the recent (late 19th – 21st century) history of the site. These are largely overgrown, but there appears to be a gentle slope, with no obvious terracing visible. To the northern edge of these former gardens a small parking area and modern garage have been constructed, the ground has been raised (perhaps historically) to create a level terrace for this parking area.

The levelled area which is currently utilised as the western of the two parking areas on the site, is the likely location of buildings known to have existed by 1828. Buildings (probably replacements) continued to be depicted in the same approximate locations into the late 20th century. The limestone wall which flanks the western carpark and runs up to the southern boundary (and the former location of Boundary Stone 10) has the scars of the single storey building with pitched roof. It must therefore be considered likely that the remains of late 18th/ early 19th century buildings may survive below the tarmac in this area.

Overall the archaeological potential of the site can be divided in two along the railway cutting, with that to the west having high potential for archaeological deposits or features surviving, whilst that to the east has very low potential of anything pre-20th century surviving.

4.0 CONCLUSION

The proposal site forms part of the former MOD base at Turnchapel, which was established in 1903 and sold in 2014. This site has a much older history having been established by the 1st Earl of Morley as a shipyard in the 1790s, as part of his ambitious diversifications and industrialisations of the Saltram Estate.

The Mansion House, and Boringdon Terrace are Grade II Listed buildings, and the area to the west of the site is all within the Turnchapel Conservation Area. Provided the scale and massing of any proposed development on the site does not exceed 2-3 storeys, harm to the setting of these assets will be minimal, largely due to the topography and busy and complicated views which already exist. It is recommended that the limestone boundary walls should be retained in all instances, particularly along the southern and western boundaries with new breeches kept to a minimum. The Admiralty boundary stones should also be retained, and restored where possible.

The site appears to be a mix of substantially terraced or made-up ground, with evidence of extensive quarrying obvious in the surrounding areas and on the historic mapping of the site. This has clear implications for the preservation of archaeological features and deposits, particularly for the eastern part of the site. The part of the site west of the former railway cutting has greater archaeological potential, given that it includes the site of several pre-1830 buildings and their associated gardens, and appears to have remained relatively untouched since this date. The western part of the site is substantially overgrown and the walkover survey could not provide any supporting or contradictory evidence for the archaeological potential of these former gardens. The potential is slightly raised given the number of prehistoric and Romano-British finds from the local area, most notably at Mount Batten, but also midden deposits at 39 St Johns Road in Turnchapel.

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British Library

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Plymouth City Museum & Art Gallery

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APPENDIX 1: SECOND WORLD WAR EYEWITNESS ACCOUNT

<http://www.bbc.co.uk/history/ww2peopleswar/stories/82/a4664982.shtml>

csvdevon

People in story:

Mrs Mary J Gamble

Location of story:

Turnchapel, Nr Plymouth, Devon

Background to story:

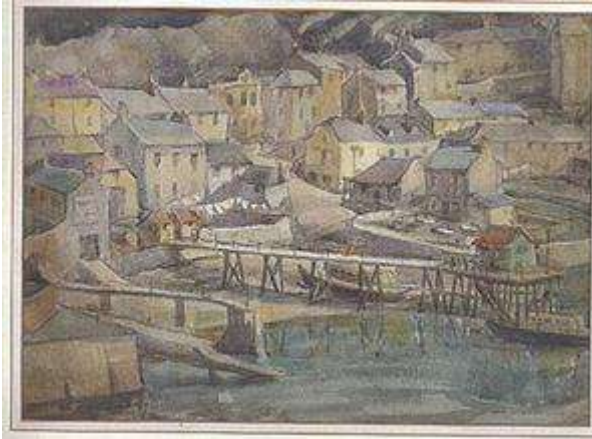
Civilian

Article ID:

A4664982

Contributed on:

02 August 2005



Turnchapel in the late 1930's.

The Borrington Arms, Turnchapel, passed to new tenants as my father was recalled to the R.A.F. He was on 'reserve' from the Royal Flying Corps, where he was a navigator.

So we went from a twenty-four roomed house with stables and a large rose garden to a two-roomed cottage at the top of Turnchapel's steep hill. This consisted of two rooms, bedroom and livingroom, two double beds, one for three of us children, the other for my mum and dad, plus one wardrobe for everyone's clothes. The living room had a coal fire, two armchairs, table and chairs and a sewing machine. A flagged passage way led to the front door. The gas stove served as the only kitchen space. We ate there, washed dishes and ourselves - not in the same water!!!

The coal house was behind the front door which led out to a cobbled courtyard. There was a standpipe which provided water for three other cottages. Four steps led down to two bucket type toilets, used by the same number of people.

The Blitz started slowly at first, the siren sounding the alarm, soon followed by the 'all clear'.

Mum had a job as barmaid down in the village. Two pounds four shillings R.A.F marriage allowance. The rent was four shillings and not enough to keep 3.5 children, mum was pregnant again. As the raid started she would run up the hill and return again after the alert. As the raids increased in duration and frequency we used to run up another hill to Fort Stampford, manned by the Army. Soon most of the village left their homes at 6.0 p.m. and returned at 8.0 a.m. the next day.

Up to that time not much building work was evident. Now there was a rash of barbed wire, pillar boxes, sentries and sentry boxes. In the future there was to be much discussion on 'the right to roam'. The public had no say here, our beloved Jennycliff, its beach, golf course and large 'firing wall' which at one point in my young life I thought was the end of the world. We walked towards it one day with our nursemaid. History had the world as saucer shaped and I believed I was going over the edge into oblivion. I screamed all the way home but did not explain my fears. The Well field the village football pitch was out of bounds, being dug up to build an underground aircraft plotting station?

So our lives continued, food and fuel rationing beginning to bite, until they bombed the Turnchapel oil tanks. I was the first out of the small door cut into the large double iron gates. I bolted back in again scattering people as I went. My mother boxed my ears for being unruly. I screamed "the world's on fire, the world's on fire". That's what it looked like, flames and dense black smoke soared in the air. Everywhere was covered with grey flakes of paint. The sea was on fire by Hooe Lake, the wood pickling yard was alight, the burning oil bubbled over, the five concrete pens used to hold the oil tanks. The flaming oil spread out, burning everything in its path, edging towards the village. Both Hooe and Turnchapel were evacuated. The only time the village mortuary was used, was to hold the bodies of firemen killed in the blaze. As a child I

used to push my tin pram along the road to the mortuary "carry your pram" hissed my friend "or you will wake the dead". One day I dropped it and ran screaming at the top of my voice "I've woken the dead" repeatedly.

Soon after the bombing of the tanks my father came up from Cornwall. A new aerodrome was being built at St Eval on the north coast near Padstow.

According to him the raids were 'chicken feed'. He soon changed his mind. A landmine fell at Cattedown across the narrow strip of water from the village. As he opened the door the blast took it off its hinges. Mum always said "run", dad said "duck". He pulled me to the ground as a bomb whistled overhead. I wasn't frightened of bombs, red hot shrapnel. I hated searchlights. If 'Jerry' could not see me, he couldn't kill me. Seemed sensible to me!

Next weekend my father had to return an old bus to Mountbatten and pick up a new one. We self evacuated to Cornwall, house sight unseen. It was a beautiful guest house called 'Golden Burn'. It had its own private sandy beach. Three bedrooms, two up one down, no gas or electricity no running water, oil lamps, calor gas stove and oven, coal fire, bucket toilet. One room the same as the cottage for eating and sitting. A wooden veranda covered the back of the house. The front faced the sea and cliffs of the north Devon coast. We washed the dishes and ourselves on the veranda and threw the slops over the garden wall which formed a small grey sludgy river which stank and was covered in flies. Our landlord, a French man, emptied the toilet bucket into a cess pit in the chicken run beside the house.

The school was over two miles away outside the aerodrome. For the first time in my young life I felt rejected. There were six evacuees, two Scot, two from Plymouth City and us children from the village. We were 'furriners' much too streetwise for the locals. We walked to school around an 'island' of fields, to the right in the morning, left coming back. The whole of Porthgothan Bay was requisitioned by the R.A.F. Pilots and their families lived in the beautiful cliff side house in the bay. Every morning the big canvass covered lorries transported the pilots to work.

It was the time of the night bombing raids. One evening I sat on the garden gate and counted 189 bombers circling the sky. Their fighter escorts flew off first, pigmy mothers herding their gigantic kids. When all were in formation, they headed out to sea. Next morning they returned. The bulk of them landed before we went to school. The stragglers struggled home, smoke pouring from their engines. We stood on hedges shouting encouragement, "go on, go on, you're nearly home". Some made it some didn't and crashed in the valley. We directed the crash crews, fire tenders and ambulances, with instructions, "two five barred gates, through the first to fields, after that its stiles, have to go on foot". It must have been heart breaking to see the flames and smoke and not be able to reach your mate. I like to think that was a kid's contribution to the war effort. In addition we 'shook' sugar beet, stacked hay and cornsheaves, picked potatoes, milked cows, cleaned their stalls, delivered the milk, cream and butter. All for one shilling a week.

On a trip back to Plymouth in another bus, we boarded the Torpoint ferry. From my seat in the bus I could not see the ferry ramp. My father drove forward. I was screaming "you will drown us dad. Dad, dad stop". That was the last of my fears thank goodness. My father drove to the City centre. Nothing stood. It was a sea of rubble. He got out and stood looking lost. He told my mother that he could see Turnchapel but had no idea how to get there.

It was back to Cornwall for the next four years. My father was posted to India and spent four years in Burma. My mother received two letters in that time. To me he was always a stranger after that long absence.

APPENDIX 2: BASELINE PHOTOGRAPHS



GATE PILLAR ADJACENT TO THE PUBLIC CAR PARK, VIEWED FROM EAST-NORTH-EAST (1M SCALE).



ENTRANCE (FORMER GATEWAY) TO THE PROPOSAL SITE, LOOKING OUT ALONG BORINGDON ROAD, VIEWED FROM THE EAST-NORTH-EAST (1M SCALE).



THE PUBLIC CAR PARK BOUNDARY WALLS (LEFT), AND ACCESS ROAD, WITH THE GRADE II LISTED MANSION HOUSE, AND PARKED CARS ALONG BORINGDON ROAD BEHIND, VIEWED FROM THE EAST-NORTH-EAST.



THE NORTH-EAST BOUNDARY TO THE PUBLIC CAR PARK, SHOWING THE LEVEL NORTHERN PART OF THE SITE, VIEWED FROM THE NORTH.



RETAINING WALL ALONG THE NORTHERN EDGE OF THE SITE, FLANKING BORINGDON ROAD, VIEWED FROM THE NORTH-EAST.



AS ABOVE, VIEWED FROM THE NORTH (1M SCALE). THE PUBLIC CAR PARK AND NO.4 KELLY COTTAGES CAN BE SEEN IN THE BACKGROUND.



THE WESTERN PARKING AREA, WITH HISTORIC WALL TO THE LEFT, AND OVERGROWN GARDENS. THE MODERN GARAGE ON THE SOUTHERN BOUNDARY IS VISIBLE ABOVE THE OVERGROWN SCRUB.



HISTORIC BOUNDARY WALL, WITH BUILDING SCAR, TO THE EAST OF THE WESTERN PARKING AREA, VIEWED FROM THE WEST (1M SCALE).



AS ABOVE, DETAIL, VIEWED FROM THE NORTH-WEST (1M SCALE).



SHOT OF LOCATION OF FORMER RAILWAY AND BLOCKED TUNNEL, VIEWED FROM THE NORTH.



DETAILED SHOT OF THE BLOCKED TUNNEL, VIEWED FROM THE NORTH.



SHOT OF THE LIMESTONE BEDROCK SIDES EVIDENT IN THE TUNNEL CUTTING, VIEWED FROM THE NORTH-EAST.



EASTERN PARKING AREA, EVIDENCING FORMER QUARRYING, VIEWED FROM THE NORTH-WEST.



SHOT OF THE SOUTH-WEST CORNER OF THE BOUNDARY WALL, INCLUDING BOUNDARY STONE 8, VIEWED FROM THE SOUTH-WEST (1M SCALE).



DETIAL OF BOUNDARY STONE 8 AT SOUTH-WEST CORNER OF THE SITE, VIEWED FROM THE SOUTH-WEST (1M SCALE).



SOUTHERN BOUNDARY WALL TO GARDENS, VIEWED FROM THE SOUTH-EAST (1M SCALE). THE SCALE IS ADJACENT TO BOUNDARY STONE 9.



BOUNDARY STONE 9 IN SOUTHERN BOUNDARY WALL, VIEWED FROM THE SOUTH (1M SCALE).



MODERN GARAGE BUILT AGAINST THE SOUTHERN BOUNDARY WALL, WITH SMALL ASSOCIATED PARKING AREA, VIEWED FROM THE EAST.



FORMER LOCATION OF LOST (RESCUED) BOUNDARY STONE 10, ON SOUTHERN BOUNDARY, VIEWED FROM THE SOUTH (1M SCALE). STONE CURRENTLY LOCATED IN PRIVATE GARDEN AT POINT COTTAGES.



KELLY COTTAGES AND MANSION HOUSE TO THE WEST OF THE SITE, VIEWED FROM THE NORTH.



THE LISTED BUILDINGS ALONG BORINGDON ROAD, THE MANSION HOUSE IS TO THE LEFT OF SHOT, VIEWED FROM THE NORTH-EAST.



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