

**ARCHAEOLOGICAL ASSESSMENT
OF A PROPOSED EXTENSION
TO YENNADON QUARRY
MEAVY, DEVON**

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Exeter Archaeology

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1. INTRODUCTION

This archaeological assessment has been undertaken to determine the potential archaeological impact of a proposed extension to Yennadon Quarry, Meavy, (NGR SX 5430 6885; Fig. 1) and suggest appropriate mitigation in response. The work was commissioned by Yennadon Stone Ltd who will incorporate the results of the study into an environmental impact assessment of the proposed scheme. The site lies within the Dartmoor National Park.

1.1 Methodology

The assessment comprised a desk-based study of the proposed extension area and surrounding land, and a site inspection. The desk-based study included land within 1km of the site in order to understand the wider archaeological and historical context of the site.

The following sources of information were consulted during the assessment:

- Dartmoor National Park Authority (DNPA) Historic Environment Record (HER);
- Devon Record Office (cartographic and documentary sources);
- Westcountry Studies Library (cartographic and secondary sources);
- English Heritage listed buildings website;
- English Heritage Scheduled Monuments website;
- Exeter Archaeology archives and previous reports; and
- borehole logs produced by the John Grimes Partnership.

The assessment has been undertaken with regard to relevant national and local legislation and policy, and professional good practice guidance.

Geophysical survey of the site was considered as part of the assessment, but the site visit demonstrated that the height and density of vegetation, with a number of areas colonised with gorse, and numerous gorse stumps, would not allow adequate mobility.

2. DESCRIPTION OF THE SITE

The proposed extension area is sited immediately to the north of the existing quarry, the boundary of which is delineated by a wooden post and wire fence. The land slopes down moderately from east to west and is covered by grass with patches of tall gorse (1-2m in height) and stumps of gorse, across most of the site (Photo. 1). A number of former trackways are evident as hollow linear features, including wheel ruts, in the area to the north of the existing quarry, both within and outside the proposed extension area (Photo. 2). It is possible that some of these are associated with relatively recent stone removal from the quarry.

2.1 Borehole logs

Examination of borehole logs¹ from boreholes sunk in each of the four corners of the proposed extension area indicate the following general layer sequence: a 0.2m–0.5m layer of clayey slate gravel (topsoil), over a 2.3–3m layer of clayey gravel overburden, over slate. There is no indication within the borehole logs of the presence

¹ John Grimes Partnership Ltd: logs for boreholes 1-4 excavated 13-14th December 2010.

of peat in this area, and nothing to suggest that the boreholes have penetrated any archaeological features or deposits.

3. STATUTORY AND OTHER DESIGNATIONS

No archaeological statutory designations have been identified for the site itself.

A late medieval wayside cross (site 7; section 4.2 below and Fig. 2) is located at a crossroads some 550m to the north-east of the site. The cross is a Scheduled Monument and is also Listed Grade II. Scheduling refers to the legal system for protecting nationally important archaeological sites in England. It is restricted to the most important sites of each type of monument and to those for which this designation provides the most appropriate protection. There are no other Scheduled Monuments within more than 1km of the site. To the east of Yennadon Down, Burrator Lodge at SX 55139 68461 is a Listed Grade II building.²

Government policy in the management of archaeological remains (referred to as heritage assets) under development plan and control systems has been set out in the Communities and Local Government document Planning Policy Statement 5 (PPS5) Planning for the Historic Environment (2010) and the supporting Planning Practice Guide.³

County and local authority policies regarding the conservation of the historic environment are set out in the Devon Structure Plan 2001-2016 (adopted 2004). Policy CO7 of the Plan deals with Historic Settlements and Buildings, CO8 with Archaeology and CO1 with Landscape Character and Local Distinctiveness. Policy CO2 is the primary policy for consideration of all development proposals within the Dartmoor National Park and includes the conservation and enhancement of the cultural heritage.⁴ Policies MN1-MN5 refer specifically to works related to minerals extraction.

The Core Strategy Development Plan 2006-2026⁵ (Adopted April 2008) is the principal document in the Dartmoor National Park Authority's Local Development Framework. Section 5.3.4 – 5.3.7 and Policy COR5 deal with the historic built environment, Conservation Areas and historic parks and gardens. Section 5.4 and Policy COR6 deal with archaeological sites, including Scheduled Monuments and sites of national and local importance. Section 5.14 and Policies MN3 and COR22 deal specifically with Minerals development.

The Dartmoor National Park Local Plan: First Review 1995-2011 is being replaced by the Local Development Framework (see above); policies AH1-AH3, relating to archaeology, have been superseded by COR6. Policies AH4 (protection of artefacts of archaeological importance) and AH5 (pre-development archaeological evaluation),

² [lbonline.english-heritage.org.uk](http://online.english-heritage.org.uk).

³ www.communities.gov.uk/documents/planningandbuilding/pdf/1514132.pdf and www.english-heritage.org.uk/publications/pps-practice-guide/pps5practiceguide.pdf.

⁴ Devon Structure Plan 2001-2016, Explanatory Memorandum, Chapter 4.

⁵ www.dartmoor-npa.gov.uk/_data/assets/pdf_file/0012/43203/pl-core_strategy_adopted-2.pdf

however, have been saved until replaced by Generic Development Control and Site Specific Policies DPD.⁶

The site is not in a Conservation Area. The Conservation Area of Meavy village lies some 1.4km to the south of the site. The historic core of Walkhampton, c. 1km to the north-west, was being considered for designation as a Conservation Area in 2009.⁷

4. BASELINE CONDITIONS

4.1 Archaeological and historical background

Prehistoric

The site lies on Yennadon Down on the western edge of Dartmoor. Dartmoor preserves a considerable number of archaeological features associated with settlement and use of the moor in prehistory (and later). In the upland areas to the north, east and south of Burrator Reservoir are extensive remains including Bronze Age fields systems, hut circles, enclosures, cairns (burial mounds) and standing stones. Many of the features are protected as Scheduled Monuments. On Yennadon Down itself, part of a reave (Bronze Age field boundary), the site of a cairn, and a possible prehistoric field system have been identified (see sites 4, 5 and 11).

Medieval and post-medieval

Yennadon Down, common land that forms part of Meavy Common, is situated on the northern edge of the historic parish of Meavy, just south of the parish boundary with Walkhampton. The name Yennadon is first recorded as *Yhanedouna* in a 13th-century deed and *Yanedonecrosse* is referred to in 1291. The name derives from ‘Eana’s hill’.⁸ It is not known if this early reference is associated with a settlement, but the house called Yennadon (now Yennadon House), as depicted on the OS 1885 map was built only in the late 19th century, apparently on a previously undeveloped site.

The placename of Meavy is documented, as *Maewi*, in 1031, the settlement taking its name from the name of the river (Mewy, later Meavy).⁹ To the west of the down, Sparkatown is referred to in 1589 and Lake in 1291.¹⁰ The name Dousland is associated with Walkhampton parish to the north, where it is documented in a late 13th-century deed.¹¹ The present village of Dousland is of early 20th-century origin although Manor Farm (site 27) is earlier.

The earliest map showing the area in some detail is the OS surveyors drawing of 1784 (Fig. 3), which marks ‘Yannaton Down’ and depicts the surrounding fields. The lines of Devonport Leat and Plymouth Leat are shown clearly on the southern edge of the down. On the Tithe Map the area is marked as ‘Yennadon alias Great Yennadon’ (Fig. 4), owned by Sir Ralph Lopes, Baronet, and occupied by ‘Sundry tenants’¹² presumably referring to tenants with grazing rights. The Plymouth and Dartmoor

⁶ www.dartmoor-npa.gov.uk/_data/assets/pdf_file/0013/43141/regulation_13_5_statement.pdf

⁷ Walkhampton Draft Conservation Area Character Appraisal June 2009: http://www.dartmoor-npa.gov.uk/_data/assets/pdf_file/0013/42304/li-walkhampton-initial-draft-character-appraisal.pdf

⁸ Gover *et al* 1931, 230.

⁹ Gover *et al* 1931, 229.

¹⁰ Gover *et al* 1931, 231.

¹¹ Gover *et al* 1931, 244.

¹² Meavy Tithe Apportionment 1839.

Railway is also depicted, as are workings on the site of Yennadon Mine. The two fields at the north-east corner of the down appear to have been enclosed from the down and the ‘newtake’ names recorded in the Tithe Apportionment confirm this.¹³ The fields immediately west of the down have straight boundaries and may also represent relatively late enclosure.

The OS maps of 1885 and 1888 (Fig. 6 & 5) show Yennadon Quarry, although it is not named as such (see site 1). To the south (Fig. 5) Yennadon Mine is marked as disused and the house called Yennadon has been built on part of the site. A further quarry is shown to the south; footpaths and a track across the down are also depicted. There is a reference in 1755/6 to stone from Yennadon for Plymouth leat.¹⁴ The whereabouts of this quarry is not known, but it may refer to a granite quarry, rather than slate.

In the late 19th century Dartmoor was being considered as a site for military training manoeuvres. In 1873 over 12,000 troops and 2,000 horses came by rail to Exeter and marched across the moor to Yennadon, Ringmoor and Roborough Downs. The exercises were, however, curtailed as a result of wet and boggy conditions due to bad weather.¹⁵ No records of features associated with this activity have been identified.

The village of Dousland appears to have developed in the early 20th century around the crossroads at the junction of Burrator Road with the B3212 (in Walkhampton parish). The OS surveyors’ drawing of 1784 depicts only a single property to the south-east of this junction (see site 27). By 1907¹⁶ there were buildings at all four corners of the junction and extending to the west, and the place is marked as ‘Dousland’. By 1954 the settlement had extended south into Meavy parish, mainly as a ribbon development along the west side of the railway (Fig. 8). It is not known whether the earliest property, shown on the 1784 map, is associated with the Dousland documented in 1291.

Dousland Reservoir is depicted on the OS map of 1954 (Fig. 8), but is not shown on the OS 1:10560 map of 1907. The reservoir was apparently established soon after the installation of a water pipeline from Roborough to Dousland in 1907-8.¹⁷

4.2. Sites of archaeological and historical interest (Fig. 2)

The following sites are located on Fig. 2. Sites within, or significantly close to, the site are indicated with an asterisk (eg. 1.*).

1.* *Yennadon Quarry* SX 5429 6875 (HER No. 28259)

Yennadon Quarry is recorded on the HER, although no detail is given. No reference to the quarry could be found in late 19th- and early 20th-century directories.¹⁸ The quarry is not depicted on the Tithe Map (1840; Fig. 4) but is shown on the OS map of 1885 (Fig. 6), so was presumably established at some time between these two dates.

¹³ Fields 85 & 86.

¹⁴ Worth 1893, 282.

¹⁵ Somers Cocks in Gill 1970.

¹⁶ OS 1:10560 map of 1907.

¹⁷ www.plymouthdata.info/watersupply-devonport.htm.

¹⁸ Whites Directory and Kelly’s Directory, various editions between 1850 and 1926.

The OS 1885 map depicts a siding of the Plymouth and Dartmoor Tramway running into the quarry.

By 1905 (Fig. 7) the quarry had expanded to the east, and west, the latter area apparently extended beyond the tramway, which had gone out of use (shown as ‘old tramway’). There appears to have been further expansion to the north by 1953 (Fig. 9), by which time it is marked ‘Old Quarry’; it is also marked as disused on the OS 1:10560 map of 1980.¹⁹ Despite being marked as disused the quarry had, however, apparently been re-opened in the 1950s by the Trembath family who worked it for many years. Following a short period of closure it was re-opened, under different management, in 2005.²⁰ The quarry produces slate for building purposes (Photo. 3).

2.* *Tramway* SX 5425 6887 (HER No. 22561 & 2353)

The horse-drawn Plymouth and Dartmoor Railway, which ran from Sutton Harbour to Princetown, opened in 1823. Granite was brought down the line and coal, lime, sea sand and building materials were taken up.²¹ The tramway was never profitable and in 1880 the Dartmoor section was reconstructed to form the Princetown-Yelverton railway (HER 2353). The tramway is depicted on the Tithe Map and early OS maps (Figs 4-9). On Yennadon Down the route appears to be preserved as the north-south trackway that passes to the west of Yennadon Quarry. A siding from the tramway ran into Yennadon Quarry, as depicted on the OS 1885 map (Fig. 6).

In 1999 it was reported that there were granite setts of the former railway in the trackway to the quarry.²² During the site visit a section of the railway was seen in the trackway to the west of the quarry. This consisted of 11 setts over an area of *c.* 12m (with one further sett isolated to the north), located some 50m north of the quarry entrance at SX 54249 68798 (Photos. 4 and 5). This section relates to the main railway track rather than the siding, the latter of which was sited in the south part of the quarry, including beneath the quarry entrance. It is not known if anything of the siding survives.

The track of the railway was 4 feet six inches gauge (*c.* 1.37m), with cast iron rails fixed onto granite blocks which acted as sleepers. Iron rails were not used, however, for the sidings, which instead consisted of heavy granite blocks, about 4 feet by 1 foot (1.22m by 0.35m), with inner edges specially cut to take the wheels.²³

3.* *Field system* SX 545 686

On modern aerial photographs²⁴, elongated linear features of varying widths, on a roughly east-west alignment (slightly west-north-west to east-south-east), are visible over a wide area of Yennadon Down. Areas include that immediately to the south-east, east, and north-east of Yennadon Quarry. The features appear to represent former medieval fields (some of which have a characteristic curving boundary) and/or perhaps post-medieval fields. It is not known if they represent a continuation of the field system identified under HER No. 20588 (see site 11), although these were

¹⁹ OS 1:10560 map Sheet SX 56NW, 1980.

²⁰ pers.com. M. Hutton, Yennadon Quarry.

²¹ Hemery 1999, 118.

²² Hemery 1999, 119.

²³ Harris 1972, 172-3.

²⁴ <http://maps.google.co.uk/>

believed to be of possible prehistoric origin. The features were not detectable in the area during the site visit.

4. **Cairn** SX 5451 6912 (HER No. 22762)

A disturbed cairn on Yennadon Down was recorded in 1978. The feature was covered in gorse and measured 5m in diameter by 0.6m high. The cairn was not located during fieldwork in c. 2002. It may lie within a patch of dense high gorse.

5. **Reave** SX 5435 6935 (HER No. 22763)

Lowery Cross reave survives only as a short length of reave to the south of the B3212 road.²⁵ The reave may have been linked with the Peek Hill reaves system. Reaves are prehistoric (Bronze Age) field boundaries which are prevalent on Dartmoor, and survive as low stone walls/stony banks.

6. **Road** SX 5435 6933 (HER No. 41880)

One of the boundary clauses of the 1031 Meavy charter refers to the 'highway of the dwellers of Buckland'. The described route of the highway appears to correspond more or less with the modern B3212, which runs parallel to the Walkhampton/Meavy parish boundary. It has been suggested that this is a drove road.

7. **Cross** SX 54547 69419 (HER No. 7386) Scheduled Monument & Listed Grade II²⁶

A late medieval wayside cross stands at this location. It was re-sited (formerly built into a wall at Burnham Farm) in 1974. The cross is one of several candidates for the 'Yanedonecross' mentioned in a deed of 1280.

8. **Quarry** SX 5473 6930 (HER No. 49453)

'Old Quarries' are shown to the north of the parish boundary on the OS 1:10560 map of 1887.

9. **Milestone** SX 5485 6955 (HER No. 49452)

A milestone stands on the B3212 road beside the turning to Peek Hill Farm. The stretch of road from Yelverton to Princetown, and from Princetown to Moretonhampstead, was built and maintained jointly by the Tavistock and Moretonhampsted trusts in 1772.

10. **Parish Boundary** SX 5483 6921 (HER No. 19816/7)

The parish boundary between Meavy and Walkhampton is marked by a hedgebank in this area. It formed part of the boundary of the Stannary bounds of Plympton, and is believed to date from the early 11th century.

11. **Field system ?and possible cairns/hut circles** SX 548 686 (HER No. 20588)

Remains of a field system of possible prehistoric date have been identified on Yennadon Down. Parallel lines of small stones are visible, running very roughly east-west. The lines are 10m - 30m apart and have a characteristic wiggle to them. At least nine lines were recorded.

²⁵ Turton 1993, 3.

²⁶ Scheduled Monument No. 24817 & LBS No. 92875.

The HER record states that the field system is not visible on the 1946 aerial photographs and that 'the cairns/hut circles were not recorded'. This seems to indicate that there are cairns and/or hut circles in the area, but no separate record has been found for these features.

12. ***Farmstead*** SX 5519 6855 (HER No. 20622)

Mullacraft Farm is shown on the Tithe Map to the east of Yennadon Down. A building is shown at this location on the OS 1:10560 1887 map. The farm was probably destroyed when the road was built in this area. Mullicraft Cottage lay to the north at SX 5512 6873 (HER No. 20623).

13. ***Tin mill (stamping mill)*** SX 5519 6852 (HER No. 20820)

Two mortar-stones, recovered from pile of dumped stone at SX 5520 6859, suggest the existence of a stamping mill in the Burrator area. No documentation for such a mill is known. The stones are now located at the above grid reference.

14. ***Leat*** SX 5440 6809 (HER No. 28264)

A disused diversion channel of the Devonport Leat extends from SX 5480 6785 to SX 5423 6825. The channel was created to bypass an iron mine.

15. ***WWII searchlight*** SX 5435 6824 (HER No. 72051)

There was a WWII searchlight at Dousland.

16. ***Openworks (mining)*** SX 5450 6825 (HER No. 28262)

Three small openworks are visible on a 1946 aerial photograph of this area.

17. ***Openwork and quarry*** SX 5415 6818 (HER No. 28261)

Openwork is visible on a 1946 aerial photograph of this area. An 'Old Quarry' is also shown at this location on OS 1:10560 maps of 1907 and 1887, and is still evident on current OS mapping.

18. ***WWII Anti-aircraft battery*** SX 5425 6830 (HER No. 51598)

A WWII anti-aircraft battery was located on the south-west flank of Yennadon Down. Remains of a concrete Nissen hut-base and terraces for other huts have been identified. The lack of gun emplacements suggests either that the guns were mobile or that the site of the battery lay elsewhere. The site is approached via a track from Dousland which retains traces of tarmac surfacing. A possible foxhole is sited adjacent to the path to the south-east.

19. ***Mine*** SX 5420 6835 (HER No. 2344)

Meavy Iron Mine was leased in 1836 to George Stone Baron with permission to search for iron and other ores. Deeds include a map of the sett showing 13 bound stones in two parallel lines running west-east across the foot of the down. Open cast workings (dumps and cuttings) are recorded in the grounds of Yennadon House and on Yennadon Down (HER). The iron sett was leased by Sir Massey Lopes to George and Thomas Ellis from 1872-93.²⁷ A surviving bound stone marking the north-east limit of the sett stands at SX 5489 6833 (HER No. 63697). Mine workings are clearly visible on the OS 1888 map (Fig. 5).

²⁷ Hemery 1999, 118.

A spoil heap to the north (at SX 5423 6837) visible on a 1946 aerial photograph (HER No. 28260) is probably associated with the mine workings.

On the south-eastern edge of the moor a blocked adit, possibly associated with Yennadon Iron Mine, is recorded at SX 5505 6807; a blocked shaft lies on the hillside to the west (HER No. 20605).

20. **Openwork** SX 5421 6846 (HER No. 28263)

Linear openwork is visible on a 1946 aerial photograph of this area.

21. **Devonport Leat** SX 5407 6872 (section west of Yennadon Down) (HER No. 19902)

The Devonport Leat was constructed from 1795-1802 to supply water to Plymouth Dock (known as Devonport after 1824). The leat takes water from the West Dart, the Cowsic and the Blackbrook rivers to the north of Princetown and is over 43 kilometres in length. The leat formerly carried water to Dousland and over Roborough via Crownhill to Devonport, but is now diverted to enter Burrator Reservoir. Beyond the reservoir it remains as a feature in the historic landscape, which is included on a local list of Nationally Important Sites (HER).

22. **Railway** SX 5386 6857 (HER No. 22565 & 22568)

The Princetown Railway (narrow gauge) opened in 1883 and closed in 1956. The line was a subsidiary of the Great Western Railway and for much of its route followed the course of the old Plymouth and Dartmoor Tramway. Much of the early traffic was concerned with the prison and granite from King Tor Quarry. It was later used for excursions, but closed in 1956. Part of the line of the railway still exists as a feature in the landscape.

At Dousland the railway did not follow the line of the old tramway, but passed west of it through what became Dousland village, with a station off the B3212 road. The Burrator and Sheepstor Halt was located to the south-east of Yennadon Down at SX 5498 6795 (HER No. 20589) and Lowery Road level-crossing keeper's cottage, marked on the OS 1:10560 map of 1887, was located at SX 5502 6922 (HER No. 20606).

23. **Plymouth Leat (or Drake's Leat)** SX 5364 6864 (HER No. 19108-9)

Plymouth Leat was built in 1590-91 to provide Plymouth with a more adequate water supply. The leat was a little over 27 kilometres (17 miles) long (Burrator to Plymouth) and consisted of a simple ditch, although the land around Yennadon was so rocky that a wooden trough carried the water over the ground. The leat was lined with stone more than 100 years later.²⁸ Sir Francis Drake was granted £200 for the construction of the leat and given permission to erect and work six mills along its length for 67 years (HER).

24. **Milestone** SX 5340 6873 (HER No. 48943)

A milestone is indicated on the OS 1:10560 map of 1907 but is not shown on the OS map of 1954.

²⁸ Gill 1993, 123.

25. **Quarry** SX 5343 6895 (HER No. 48942)

A quarry is indicated on the OS 1:10560 map of 1907, but is not shown on the OS map of 1954.

26. **Bridge** SX 537 689 (HER No. 45589)

Hillcrest Bridge has granite piers and granite and slate parapet walls. The bridge appears to be of 19th-century date and has been much repaired. A clapper bridge is also recorded at this location.

27. **Manor Farm** SX SX537 688 (HER No. 76874)

The HER record Manor Farm (Walkhampton) as being of post-medieval and later date. On the OS surveyors' drawing of 1784 it was the only property depicted in this area.²⁹ It now lies within the village of Dousland, which developed from the early 20th century.

28. **Cross** SX 5400 6913 (HER No. 2335)

The base of a medieval stone cross is located in a hedge at the northern corner of a crossroads. It could possibly represent the 'Yanedonecrosse' (Yennadon Cross) referred to in the 13th-century foundation deed of Buckland Abbey.

29. **Sluiceway** SX 5396 6905 (HER No. 62533)

A large iron sluice that formerly controlled the entry of water into Dousland Reservoir was recorded in 2000.

30. **Quarry** SX 54310 68977.

A small circular quarry to the north of the proposed extension area (Photo. 6) was seen during the site visit. The feature is c. 10m diameter by 3-4m deep, with an associated spoil heap to the west and an access trackway to the south. It is not depicted on OS maps of 1905 or 1954 (Figs 7 and 8).

5. CONCLUSIONS

The site lies on previously undeveloped land on the western edge of Dartmoor in an area of known prehistoric activity. The site of a cairn (site 4) and a reave (site 5) lie to the north and a possible prehistoric field system (and possible cairn/hut circles) (site 11) to the east. An apparent former field system extending into the area immediately around the quarry may be of medieval and/or post-medieval date (site 3) and the road to the north (site 6) may be of Saxon origin.

The names of Yennadon and Meavy, and a number of the surrounding farms, are documented in the medieval and post-medieval periods and Yennadon Down presumably represents a remnant of early common land, although apparently enclosed and cultivated at some time (site 3). The parish boundary (site 10) is likely to be of medieval or earlier origin and there are two medieval wayside crosses in the vicinity (site 7 and 28).

²⁹ OS surveyors' Six-inch Drawing, 1784.

Industrial activity in the area includes mining, which was taking place on Yennadon Down by the early 19th century (site 19, 16, 17, 20) and tin working (site 13). Many quarries are depicted on the later 19th-century maps, including Yennadon Quarry (1, 8, 17, 25), and the Dartmoor Tramway was built by 1823. Remnants of the tramway survive in the trackway to the west of Yennadon Quarry, and possibly elsewhere along its route.

The village of Dousland is a fairly recent settlement (20th century) although Manor Farm (site 27) is earlier. Yennadon Down was utilised during WWII by an anti-aircraft battery; a searchlight is also recorded (sites 15 and 18).

The borehole logs suggest that there is no peat within the proposed extension area.

6. IDENTIFICATION AND EVALUATION OF IMPACTS

Three sites (site 1, Yennadon Quarry; 2 Dartmoor Tramway; and 3, Field system) have been identified within or significantly close to the proposed extension area. Sites identified within the wider study area, however, give an indication of other types of site that may also exist as buried features within the proposed extension area, but are not visible on the surface. These are dealt with in section iv) below.

The definition of the archaeological significance of the sites will be defined as follows:

- | | |
|-----------------|--|
| • local | significant at a local level; |
| • regional | significant at a regional level; |
| • national | significant at a national level; |
| • international | significant at an international level. |

The definition of the significance of the impact on the sites will be defined as follows:

- | | |
|--------------------------|---------------------------------|
| • minor (or slight) | not noteworthy or material; |
| • moderate | noteworthy, material; |
| • major (or substantial) | extremely noteworthy, material. |

It should be noted that the archaeological resource is finite and cannot be replaced or re-located. Any impact is therefore adverse and permanent.

i) Site 1 *Yennadon Quarry* - is of local significance and the significance of the impact is minor. With the exception of the main tramway and siding (see below) no features or structures of archaeological significance have been identified within the present quarry. The 19th-century quarry forms the southern part of the modern quarry, away from the area of proposed expansion.

ii) Site 2 *Dartmoor Tramway* - is of regional significance. Disturbance of this feature should be avoided. The significance of any impact could be minor/moderate depending on the degree of disturbance/damage.

The tramway passes immediately west of the present quarry and proposed extension, and its route appears, at least in part, to be represented by the current north-south trackway, which is utilised by vehicles. A number of granite setts and fragments of

rail are visible in the trackway close to the quarry, and it is possible that these, and other components, continue below the present ground surface in this area and elsewhere along its route. The tramway is an important feature in the landscape and surviving elements should be preserved.

Historic mapping suggests that the tramway siding lies beneath the present quarry entrance and within the southern part of the quarry. It is not known if any part of the siding survives above or below ground within the quarry. This area does not form part of the proposed works.

iii) Site 3 *Field system* - is of local or regional significance depending on the date of origin. The significance of the impact is minor to moderate dependant on the extent of survival of the feature within the proposed extension area.

iv) *Potential unidentified sites* - are by definition of unknown significance, both in their archaeological value and the significance of any impact upon them. Features of Prehistoric date, such as the cairn and reave identified in the wider study area (sites 4 and 5), would be of regional or perhaps national archaeological significance (depending on the type of feature) if existing within the proposed extension area, and the significance of the impact would be major.

7. MITIGATION

The following mitigation measures are suggested

i) Site 1 *Yennadon Quarry*

With the exception of the site of the tramway and siding (see below) no features of archaeological or historical interest have been identified within the quarry itself. No mitigation measures are therefore suggested.

ii) Site 2 *Dartmoor Tramway*

It is suggested that the trackway to the west of the quarry, which incorporates, or represents, the former tramway, should not be used to access the proposed extension area in order to avoid further damage and erosion of the tramway and associated features.

The site of the tramway siding lies within the southern part of the quarry. It is assumed that no disturbance to this area is proposed as part of the works. No mitigation is therefore suggested.

iii) Site 3 *Field system* (possibly medieval and/or post-medieval)

No above-ground features associated with the field system were identified during the site visit.

The impact on potential surviving remains of this field system could be mitigated by geophysical survey following the clearance of vegetation. Depending on results, further work might include:

- excavation of evaluation trenches to target any identified anomalies; and/or
- archaeological watching brief during removal of topsoil; and/or
- an appropriate level of area excavation.

iv) The impact on any potential unidentified sites could be mitigated by geophysical survey following the clearance of vegetation. Depending on results, further work might include:

- excavation of evaluation trenches to target any identified anomalies; and/or
- archaeological watching brief during removal of topsoil; and/or
- an appropriate level of area excavation.

8. ACKNOWLEDGEMENTS

The project was managed by Andrea Roberts of John Grimes Partnership Ltd on behalf of Yennadon Stone Ltd, and by Tim Gent for Exeter Archaeology. The assessment was compiled by Pru Manning and the site visit was undertaken by Marie Leverett. Tony Ives prepared the report illustrations.

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1:2500 map Sheet 112.6: 1885 & 1905

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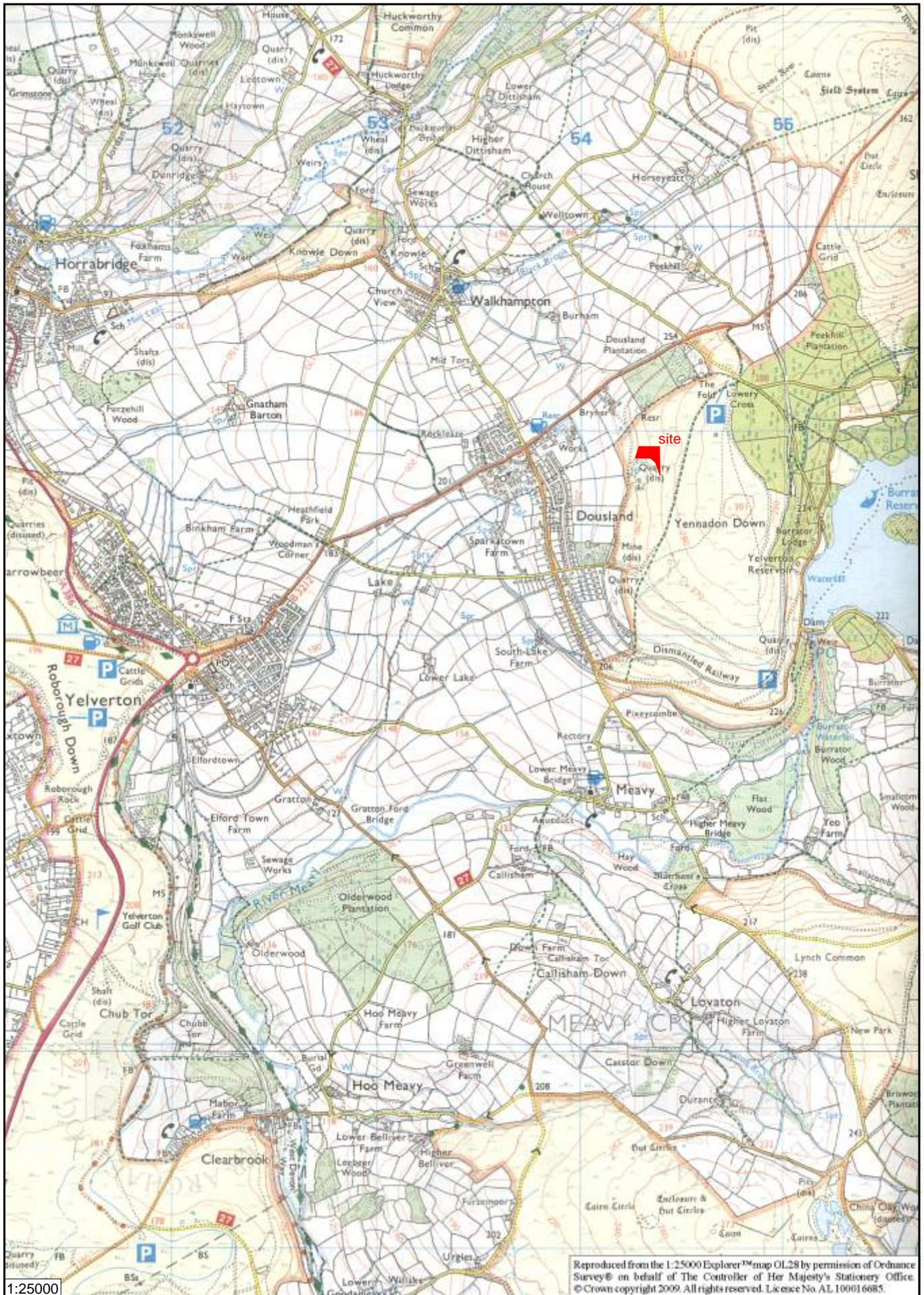


Fig. 1 Location of site.

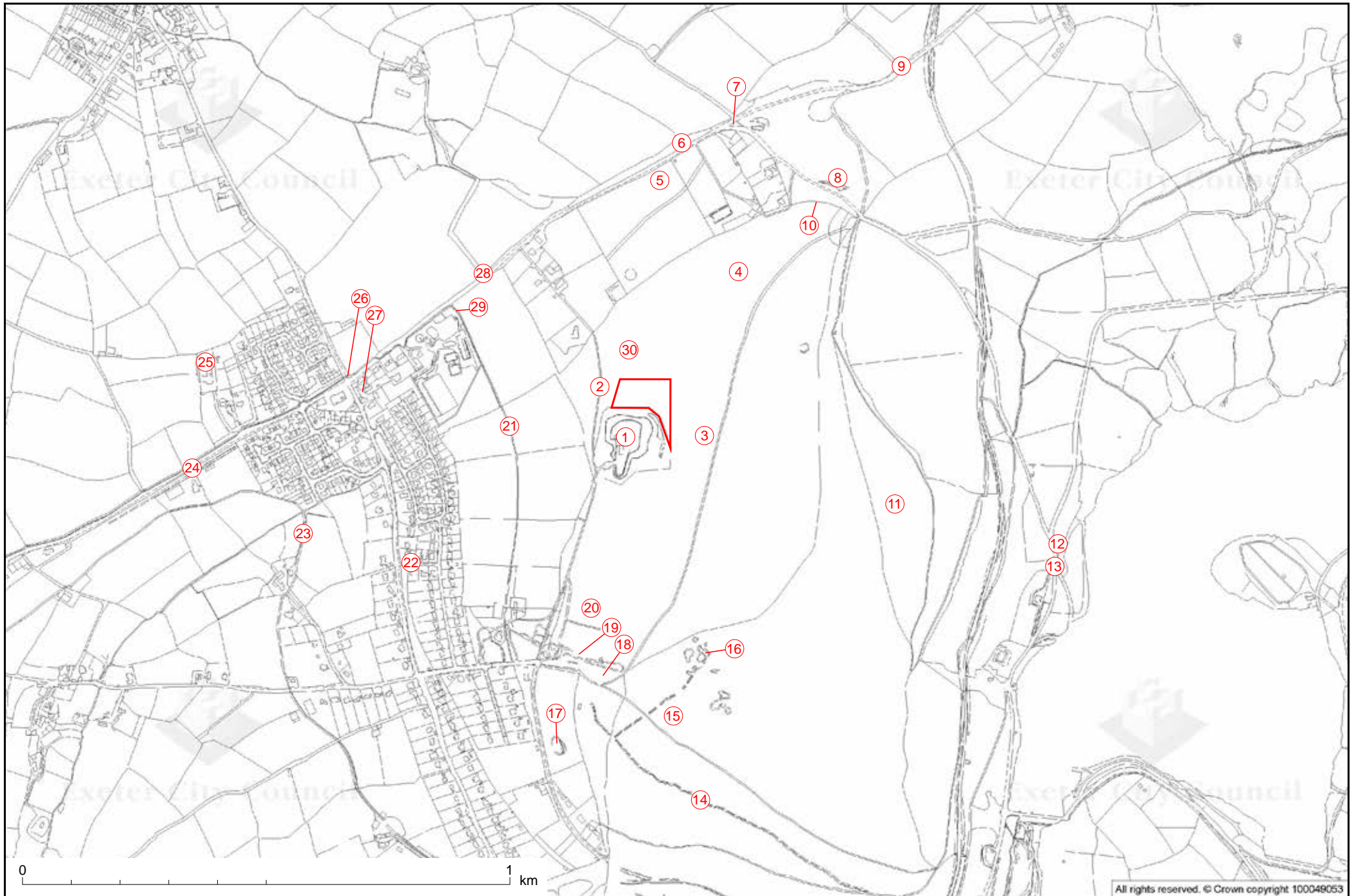


Fig. 2 Location of sites of archaeological and historical interest (numbered).

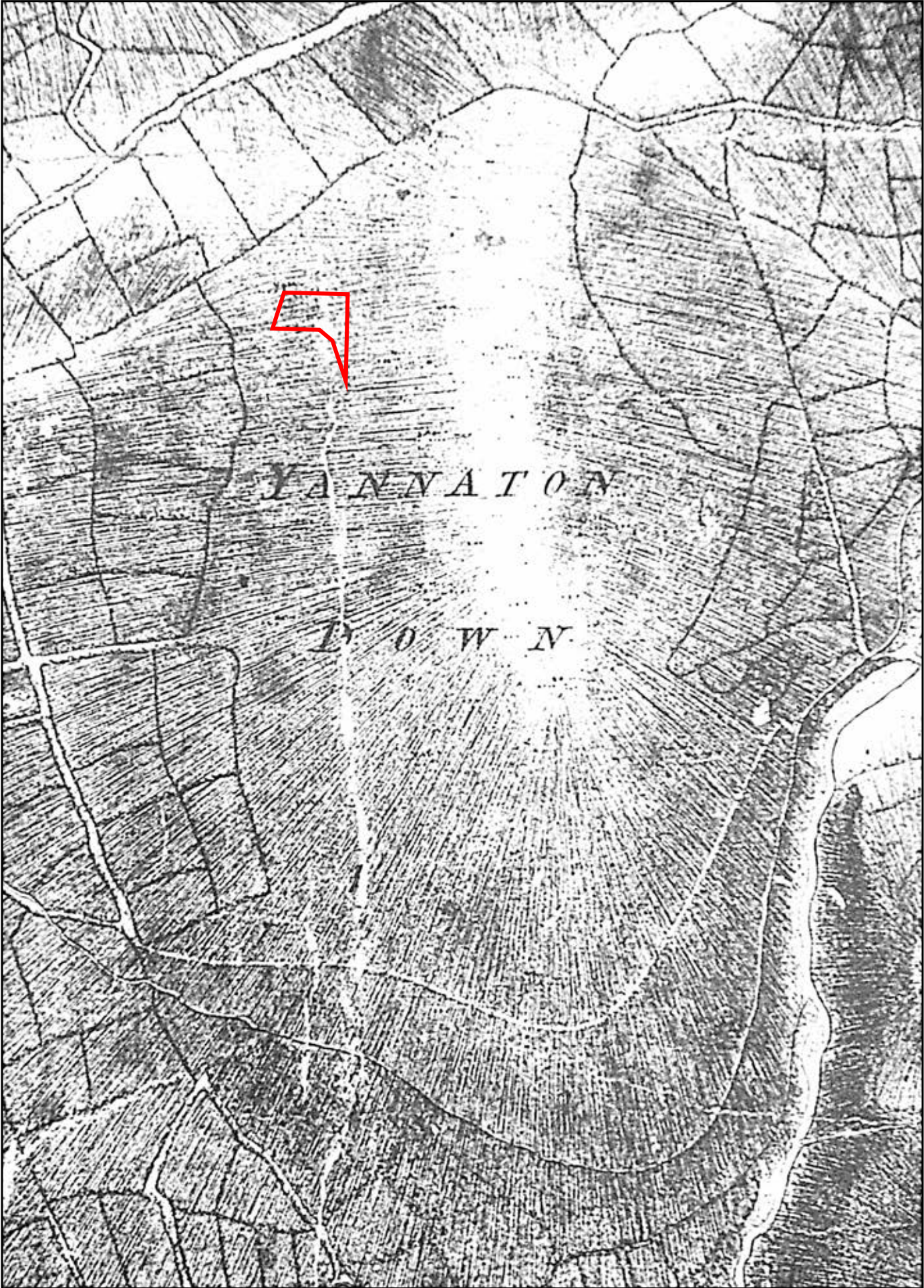


Fig. 3 OS surveyors' Six-inch Drawing, 1784.

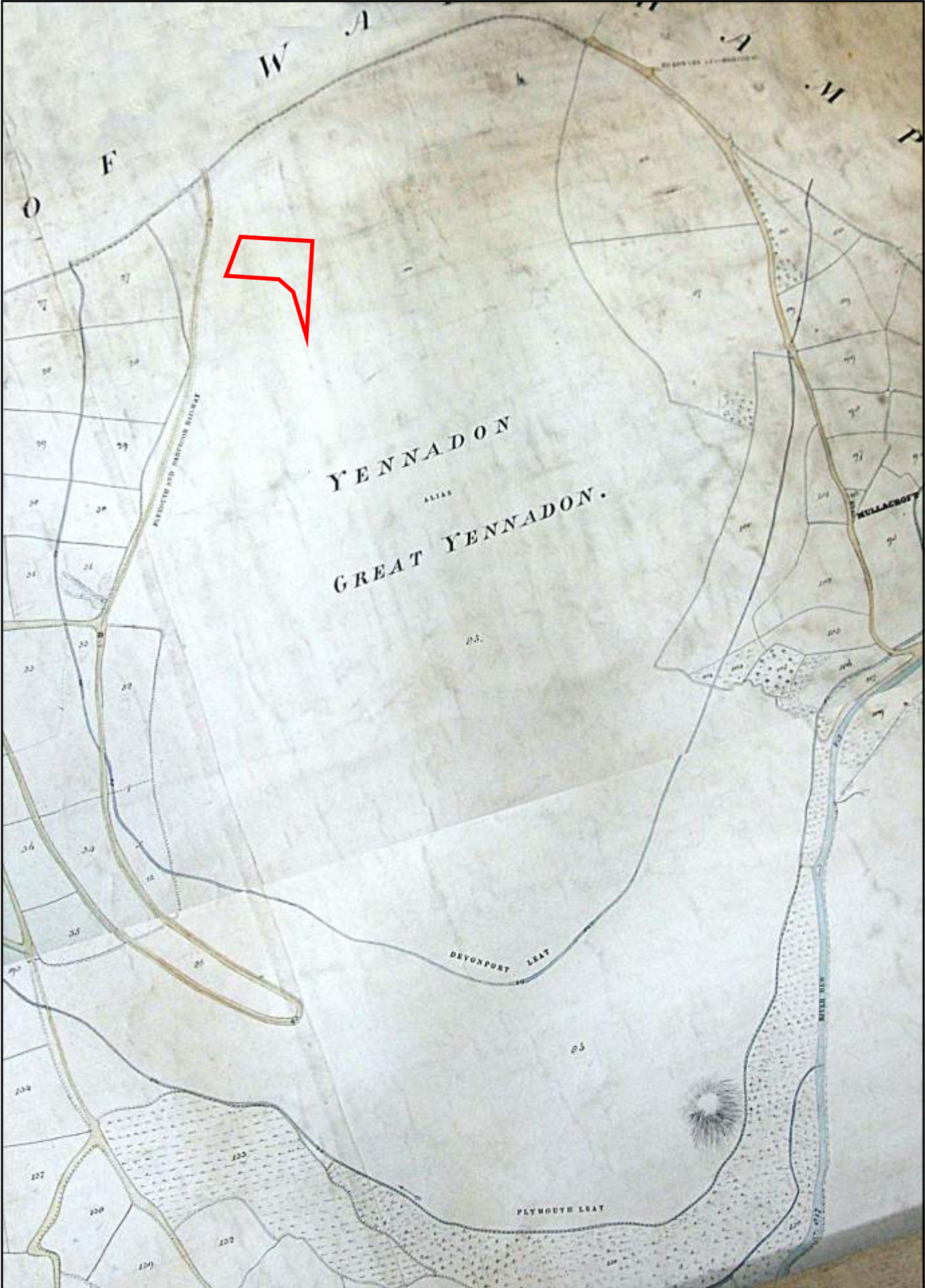


Fig. 4 Meavy Tithe Map, 1840.

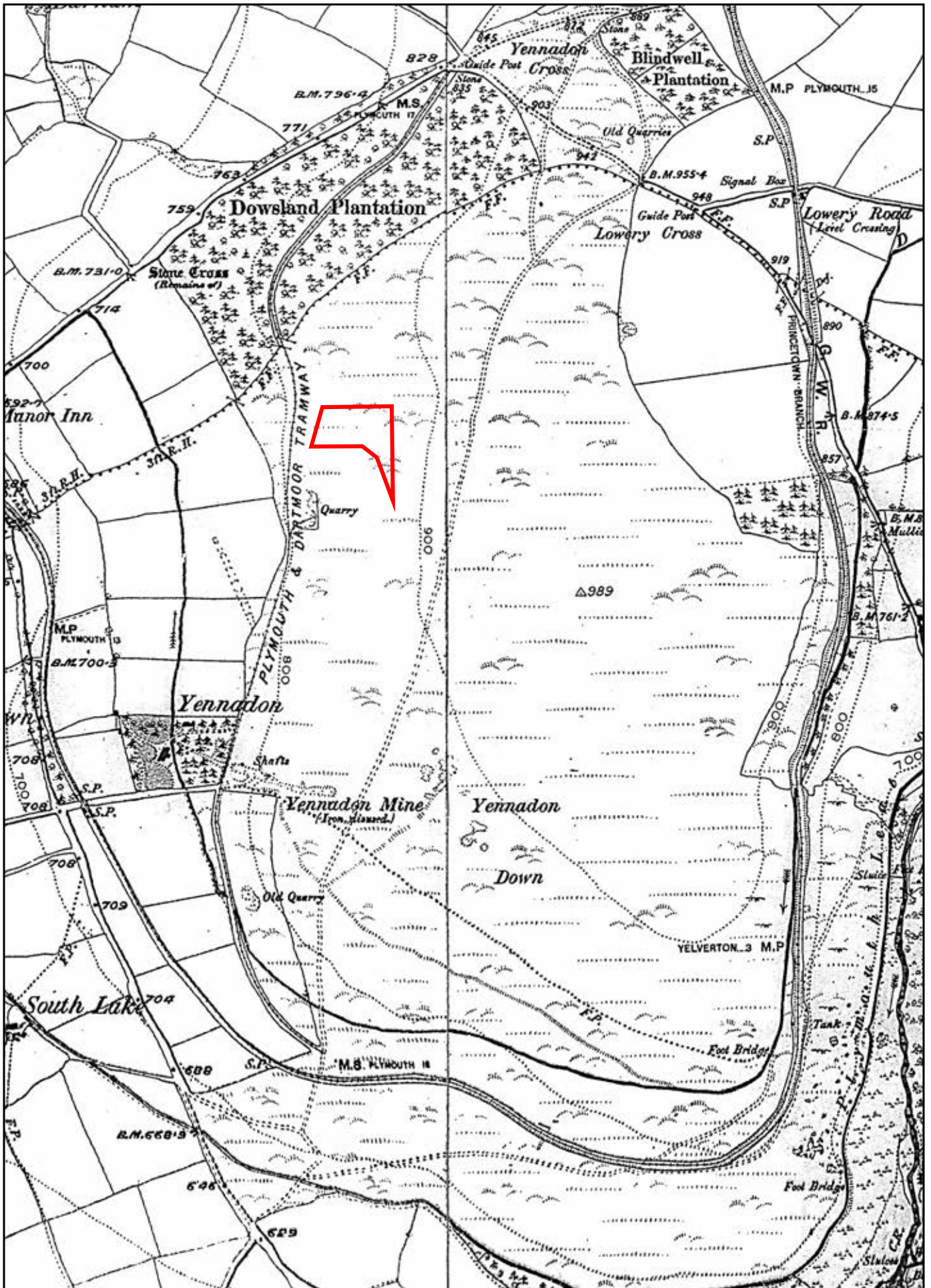


Fig. 5 OS 1:10560 maps, 1888/1887.

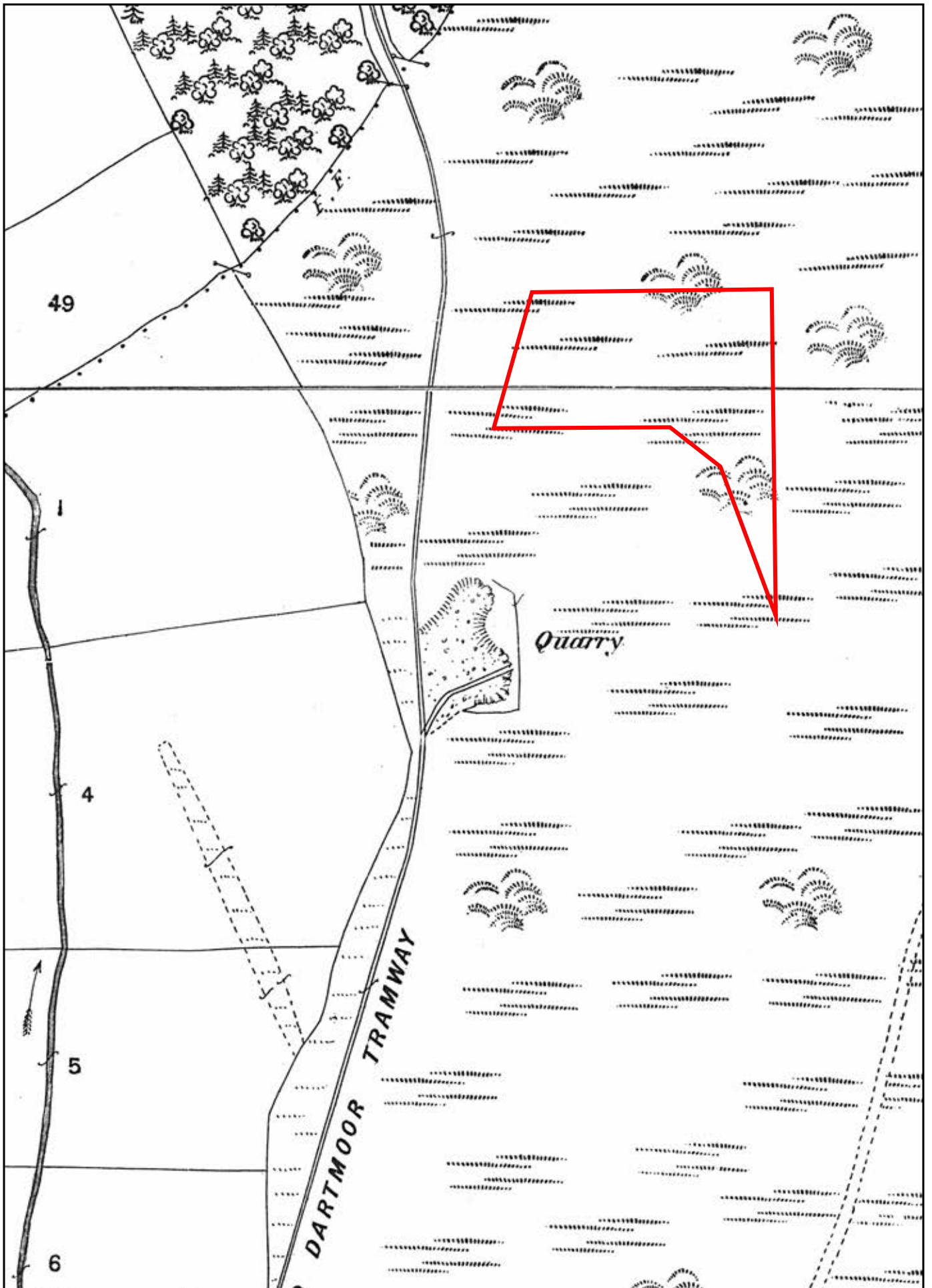


Fig. 6 OS 1:2500 map, 1885

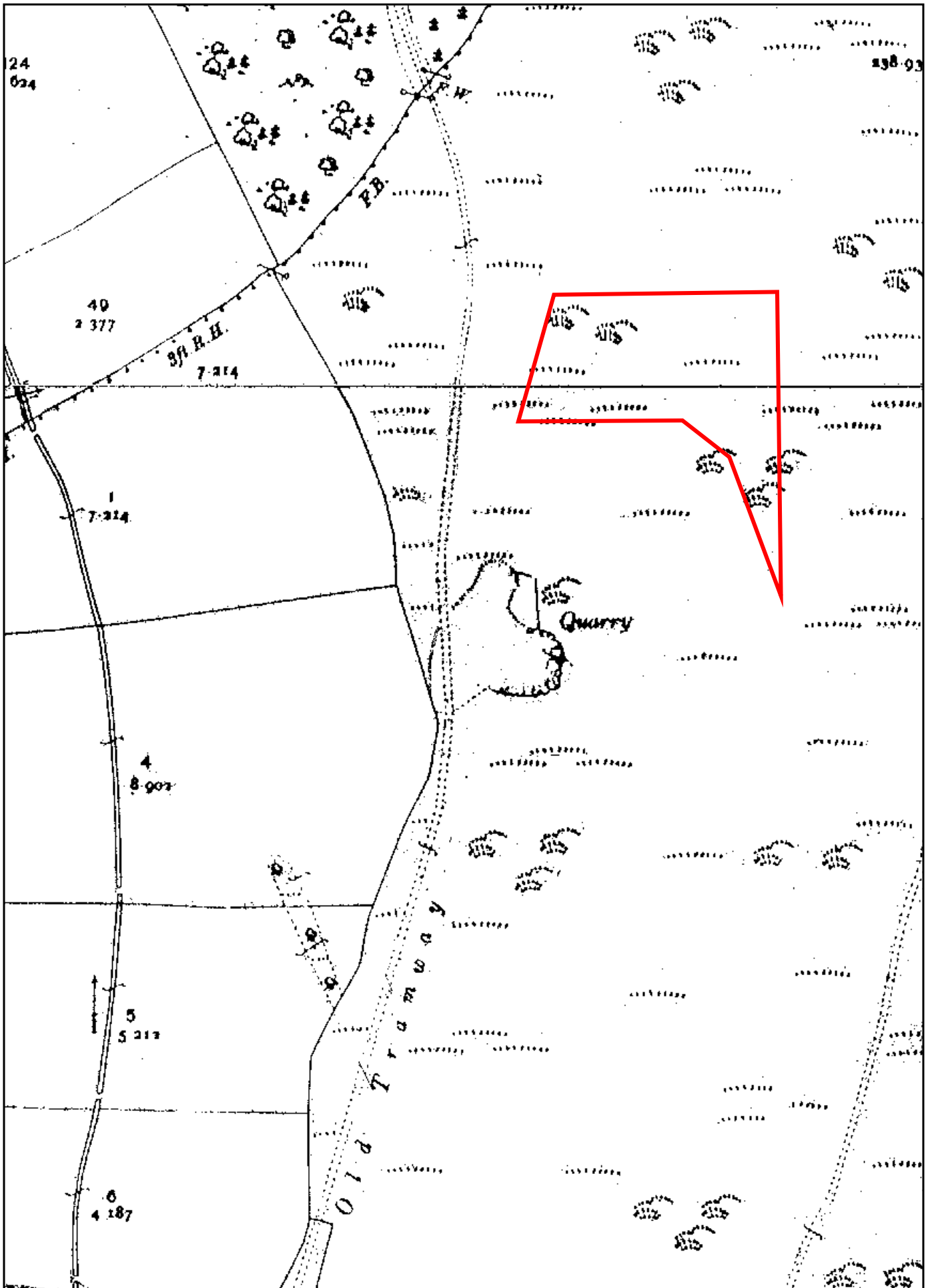


Fig. 7 OS 1:2500 map, 1905.

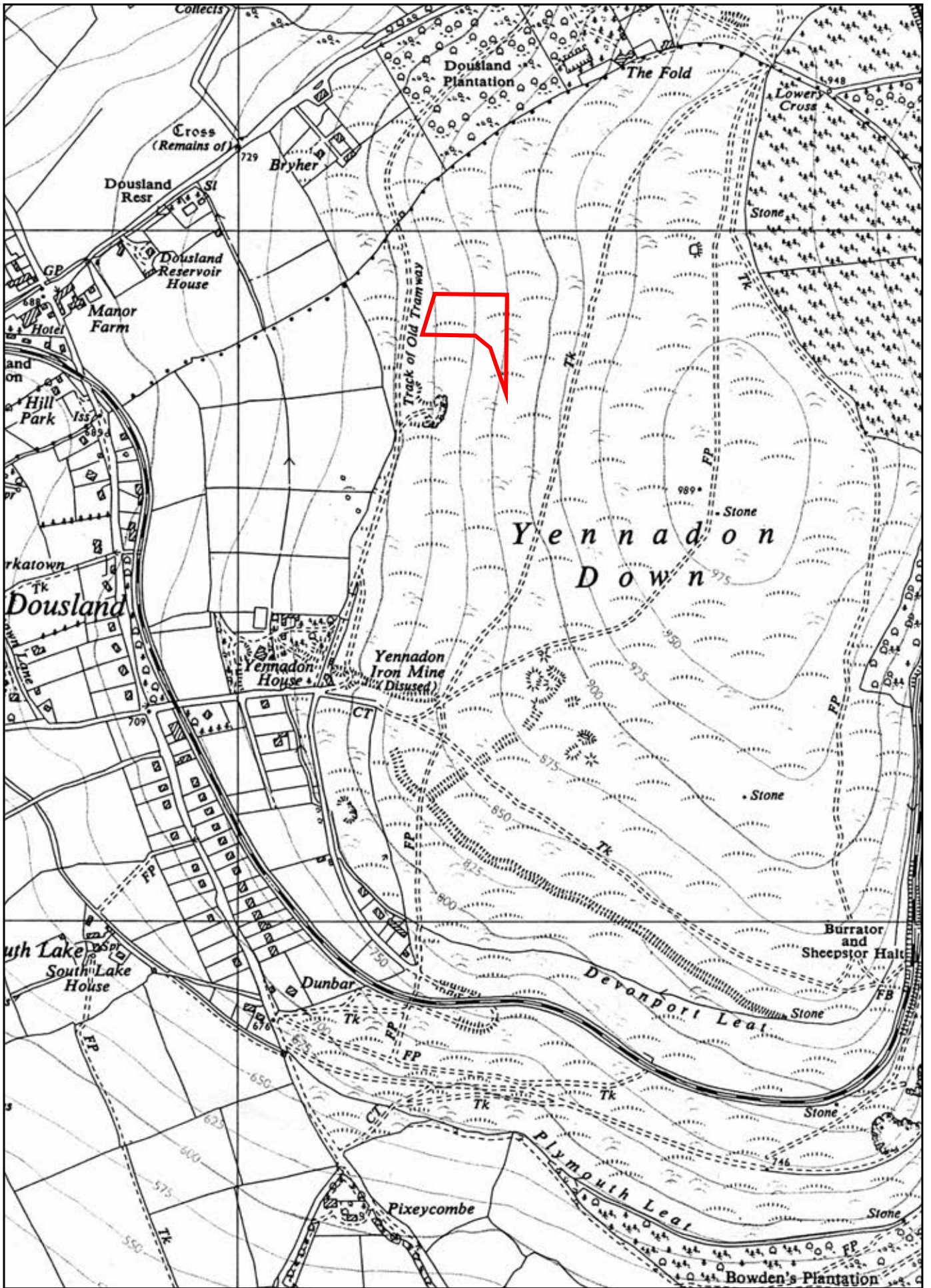


Fig. 8 OS 1:10560 map, 1954.

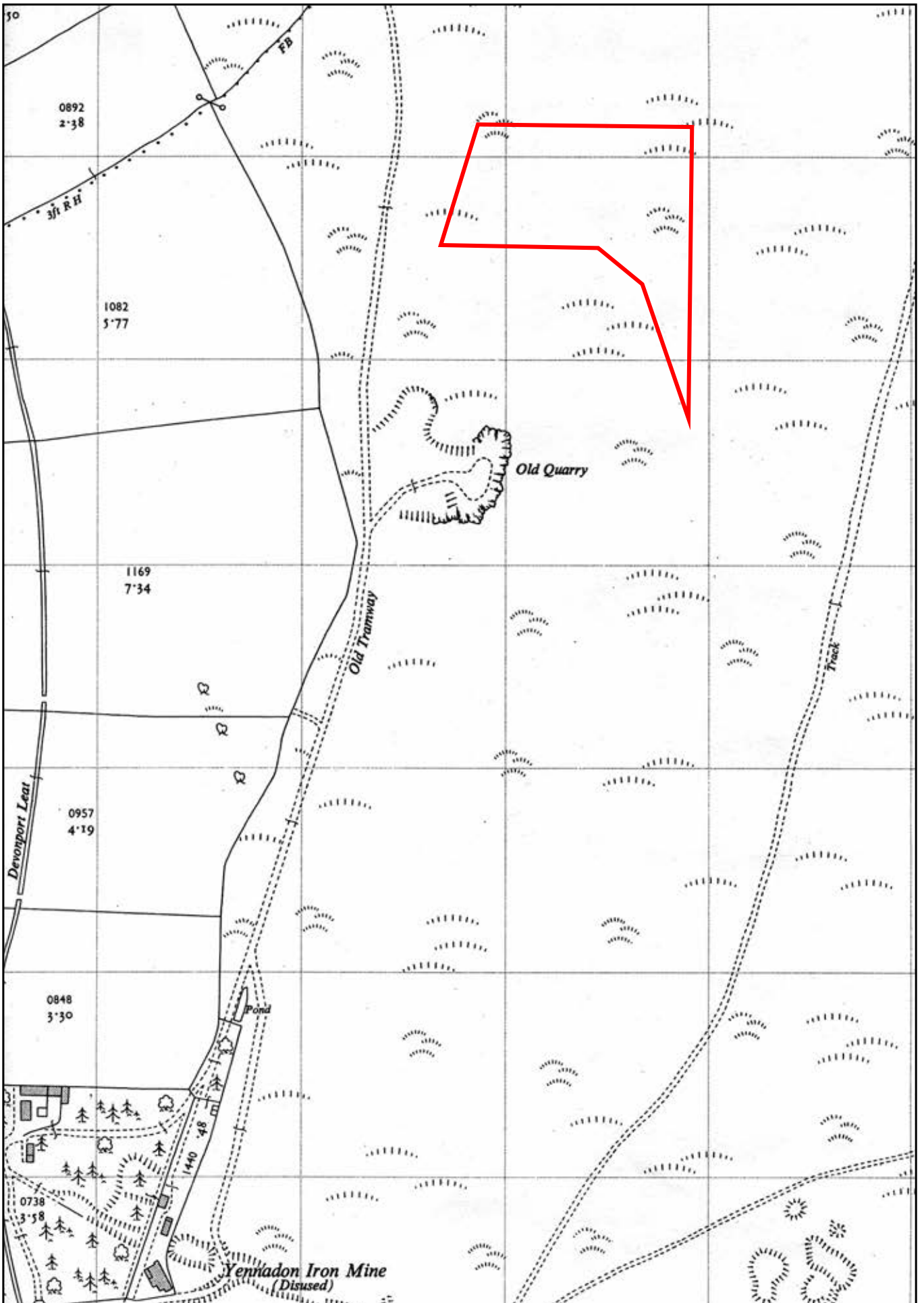


Fig. 9 OS 1:2500 map, 1953.



Photo 1 General view of site, looking south-west.



Photo 2 Former trackways (visible as parallel wheelruts) to the north of Yennadon Quarry, looking north-east (1m scale).



Photo 3 General view of Yennadon Quarry, looking west.



Photo 4 Section of former tramway (site 2), showing granite setts in distance, looking north.



Photo 5 Granite setts of former tramway (site 2), looking north (1m scale).



Photo 6 Small quarry to north of Yennadon Quarry (site 30), looking east (1m scale).