terrain archaeology

assessment • evaluation • survey

PORTLAND BUNKERING FACILITY, INNER BREAKWATER, PORTLAND, DORSET

Archaeological Watching Brief

Report No. 53103.1

January 2003

Portland Bunkering Facility, Inner Breakwater, Portland, Dorset

Archaeological Watching Brief, November 2002

CONTENTS

Report written by:

Steven Tatler and Peter Bellamy

Prepared on behalf of:

Portland Bunkers International Ltd
The Old Guardhouse
Incline Road
Portland Port
Portland
Dorset
DT5 1PH

Portland Bunkering Facility, Inner Breakwater, Portland, Dorset

Archaeological Watching Brief, November 2002

SUMMARY

An archaeological watching brief was undertaken on the Inner Breakwater, Portland Harbour, Portland during works for the construction of a new jetty to serve a new fuel bunker terminal. Observations were made during the construction of 3 mooring points and 4 abutments along the western side of the breakwater. The surface of the Breakwater consisted of large limestone sets bedded on a layer of rough concrete, which covered the limestone rubble makeup of the breakwater. The rubble consisted of large limestone blocks up to and occasionally over 1m surrounded by smaller fragments up to 300 mm. In some of the pits upright timber posts were found, probably the remains of the staging used in the construction of the breakwater.

INTRODUCTION

This project was commissioned by Portland Bunkers International Ltd. Weymouth and Portland Borough Council, the Local Planning Authority, have placed a Condition for Archaeological Observations and Recording on the Grant of Planning Permission (Planning Application No. 01/000281/4FUL), following advice from Steven Wallis, Senior Archaeologist, Dorset County Council. This is in line with Planning Policy Guidance Note 16 (Archaeology and Planning).

As part of the construction of a new fuel bunker terminal in Portland Port, a new jetty is being constructed off the Inner Breakwater in Portland Harbour (Figure 1). A series of four abutments and six mooring points are being constructed to take the new jetty (Figure 2). As this entails some disturbance of the fabric of the breakwater, the watching brief was maintained during their construction, in order to record the details of this structure.

The Inner Breakwater of Portland Harbour is a Grade II Listed Structure. The breakwater lies within Portland Port and is connected to the shore at its southwestern end and projects about 500 m into Portland Harbour with the circular Inner Pier Head Fort at the seaward end (NGR SY69757430 – SY70207447). The breakwater has an inner face of rough faced ashlar and an outer sea wall strewn with boulders. An elevated casemated section runs the length of the breakwater with a seaward parapet of massive Roach stone blocks. The casemates have segmental arched openings and separating buttresses with brick vaulting and ashlar fronts. A tarmac road, the Inner Breakwater Road, runs along behind the casemates and the rest of lower part of the breakwater is paved with large limestone setts (Plates 1 and 2). The surface above the casemates is now grassed.

The fieldwork was carried out between 22nd October and 4th November 2002 by Steven Tatler.

Terrain Archaeology would like to acknowledge the following for their help and cooperation during this project: Neil Price (Portland Bunkers International Ltd); Henry Dawkins, Senior Engineer (Posford Haskoning Ltd); and the foreman and groundworkers on site.

ARCHAEOLOGICAL AND HISTORICAL BACKGROUND

Portland Harbour was a natural haven for shipping being sheltered from the prevailing weather from the west and south by the Isle of Portland and Chesil Bank, but provided little protection from gales from the ENE–SSE. As long ago as 1794, John Harvey of Weymouth proposed the construction of a breakwater to provide a deep-water harbour of refuge at Portland (Boddy and West 1981). He proved unsuccessful in getting the authorities interested in his plans. Subsequently, several other attempts to raise interest in constructing a breakwater at Portland were made but were also unsuccessful, despite fears of a French invasion during the Napoleonic era. It was not until the early 1840s that serious consideration was given to providing harbours of refuge, following a House of Commons Select Committee report into the shipwreck of British vessels. In 1844 a naval Commission recommended Portland as being suitable for a harbour of refuge.

The "Act to empower the Commissioners of Her Majesty's Woods to purchase Land for the Purposes of a Harbour of Refuge and Breakwater in the Isle of Portland in the County of Dorset" received Royal Assent on 11th May 1847. The ceremony of the Laying the Foundation Stone of the Breakwater by Prince Albert took place on 25th July 1849 and 23 years later, on 10th August 1872, the final stone was laid by Edward, Prince of Wales.

The design and construction of the breakwater was undertaken by James Rendel and John Coode, as Engineers-in-Chief on the project. The breakwater was largely constructed using convict labour. It was built on a foundation of Portland stone rubble with an inner sea wall of rough faced ashlar with a cobbled road area and an outer sea wall strewn with boulders. The stone was brought from the Admiralty quarries by rail, down the new Incline Railway and out over the sea on a massive timber staging. The timber staging was erected on piles, some up to 120 feet long, with iron screws at the base so that they could dig into the clay of the seabed. These piles and other baulks of timber were bolted together and bound with iron bands to form a structure 123 feet wide (Jackson 1999, 67). Five railway tracks were constructed on top of the staging to carry the wagons out over the breakwater. Charles Dickens, who visited the works in 1858 described the works in detail, including the loading of the wagons "An ordinary load consists of a large block in the centre, some two or three feet in diameter, around which are heaped fragments of smaller sizes, the whole rising to a considerable height in the wagon" (quoted in Jackson 1999, 71). The wagons would be unloaded by opening a trap door in its base and in this way the profile of the breakwater was gradually built up with parts of the staging buried within it. The timber uprights were then sawn off even with the surface of the breakwater (White 1855, 57).

AIMS AND OBJECTIVES

The objective of the archaeological observations was to establish and make available information about the archaeological resource existing on the site.

The archaeological works aimed to observe and record all the *in situ* archaeological deposits and features revealed during the groundworks to an appropriate professional standard.

METHODS

A Brief for the work was issued by Posford Haskoning Ltd (Appendix 1) and a specification produced by Terrain Archaeology (Appendix 2).

The work was carried out in accordance with the Institute of Field Archaeologists Code of Conduct and *Standard and guidance for archaeological watching briefs*.

Archaeological Observations and Recording were undertaken during the excavation of three mooring points in the surface behind the ashlar block facing of the pier and four abutments along the face of the pier. The numbering of the mooring points and abutments is the same as used on the engineers' drawings.

The mooring points and abutments were both constructed in the same manner. First, the large limestone setts were removed by hand then the underlying deposits removed by tracked excavator (Plate 2). The excavated area of the abutments was filled with concrete, then the facing of the breakwater removed. The mooring points were built up with concrete and blockwork and the area behind filled with small stone (Plate 3).

The archaeological record primarily comprised a photographic record with general photographs taken of the areas prior to the alterations and a series of photos taken during the excavation of the holes and the early stages of construction. The photographic record is backed up by field notes and sketch sections where necessary.

The records have been compiled in a stable, cross-referenced and fully indexed archive in accordance with current UKIC guidelines.

RESULTS

A total of three Mooring Points and four Abutments were observed. As the observations made in each were very similar, the details are presented in Table 1 and the major elements of the breakwater construction are described below. The locations of the observations are shown on Figure 2. Mooring Point 6 was excavated at a much later date than the others, due to access problems. Given the similar nature of the discoveries in the other holes, it was decided to not observe the construction of this mooring point.

Timber Staging

Both Mooring Point 4 and Abutment 1a revealed substantial timber uprights, very similar in character. These comprised two large roughly squared timber uprights (400 mm x 400 mm across) fastened together with iron bolts and plates to form one member (Plates 3 and 4). In both cases these timber uprights were found immediately behind the facing of the breakwater. There was no evidence for them being tied into the structure of the breakwater in any way.

It is likely that these timbers are remnants of the timber staging constructed to transport the stone for the breakwater construction. They would have become buried within the breakwater structure during construction.

Rubble Core

The core of the breakwater comprised a mixture of large pieces of limestone about one metre across and smaller fragments of stone about 300 mm across (Plates 5 and 6). The large and small stones occurred in roughly equal quantities in Abutments 1a, 1b, 2 and 3 and Mooring Point 5. In Mooring Points 3 and 4 the rubble comprised mainly smaller fragments with only occasional larger stones.

This mix of very large blocks together with much smaller stones is explained by the contemporary description by Charles Dickens of the loading of the stone wagons (see above). One large block would be placed in each wagon and the rest of the space filled with small stone.

Cobbled Surface

The surface comprised a well-made surface of large limestone setts, measuring about 350 mm by 250 mm by 200 mm thick (Plate 3). These setts were bedded on a layer of rough concrete about 200 mm thick.

Ashlar Face

The inner face of the breakwater was constructed of ashlar. The face is clearly visible along the length of the breakwater, with only a small number of alterations and repairs evident. This facing was not recorded in detail. It was about 1.2 m thick. Plate 7 shows the detail of the rear of this face in Abutment 2.

Later Alterations

In the western half of Mooring Point 4, immediately below the paved surface was a thick layer of concrete in which was set a large rectangular dressed limestone block (1.7 m x 1.1 m x 0.8 m across) connected by a thick (100 mm) iron bar to a clearly inserted block in the sea wall. The bar ran through the block and was secured with a large nut (Plate 8). Immediately to the west of the mooring point, there was a large patch of concrete and wear on the surrounding stones suggesting that there had been a mooring point here. The inserted block and concrete are probably part of this mooring point.

Location	Area	Depth	Stratigraphic Sequence	Other Observations
Mooring Point 3	6 x 5 m	*c.* 1.75 m	Limestone block paving set on 0.2 m thick concrete over limestone rubble — primarily small stone fragments up to 0.3 m and occasional large stones *c.* 1.0 m across.	
Mooring Point 4	5.8x5.4 m	1.75 m	Limestone block paving set on 0.2 m thick concrete over limestone rubble — primarily small stone fragments up to 0.3 m and occasional large stones *c.* 1.0 m across.	Timber upright in NE corner — two timbers 400 mm square fastened together with iron fittings. Probable inserted mooring point reinforcement comprising stone anchor block tied to sea wall by metal ties & set in concrete.
Mooring Point 5	5.5 x 5 m	1.75 m	Limestone block paving set on 0.2 m thick concrete over limestone rubble — roughly equal amounts of small stone fragments up to 0.3 m and large stones *c.* 1.0 m across.	
Mooring Point 6	Not observed	Not observed	Not observed	
Abutment 1a	7 x 2 m	3 m	Limestone block paving set on 0.2 m thick concrete over limestone rubble — roughly equal amounts of small stone fragments up to 0.3 m and large stones *c.* 1.0 m across.	Timber upright in NE end — two timbers 400 mm square fastened together with iron fittings.
Abutment 1b	7 x 1.5 m	3 m	Limestone block paving set on 0.2 m thick concrete over limestone rubble — roughly equal amounts of small stone fragments up to 0.3 m and large stones *c.* 1.0 m across.	
Abutment 2	7 x 2 m	3 m	Limestone block paving set on 0.2 m thick concrete over limestone rubble — roughly equal amounts of small stone fragments up to 0.3 m and large stones *c.* 1.0 m across.	
Abutment 3	7 x 2 m	3 m	Limestone block paving set on 0.2 m thick concrete over limestone rubble — roughly equal amounts of small stone fragments up to 0.3 m and large stones *c.* 1.0 m across.	

Table 1: Summary of Observations

CONCLUSIONS

The observations revealed a number of details on the construction of the Inner Breakwater, including evidence of the timber staging used during the initial construction and details of the stone rubble fill. The observations corroborate the contemporary descriptions of the building of the Breakwater.

PROJECT ARCHIVE

The archive (Terrain Archaeology Project No. 53103) will be deposited with Dorset County Museum, which has agreed in principle to accept the archive, subject to fulfilment of the Museum's requirements of the preparation of archaeological archives. A copy of the microfilmed archive will be deposited with the National Monuments Record.

REFERENCES

Boddy, M. and West, J., 1981	'The Portland breakwaters — a Victorian achievement' *Industrial Archaeology* **16,3**, 238–254.
Jackson, B. L., 1999	*Isle Of Portland Railways: volume one: The Admiralty and Quarry Railways.*
RCHME 1970	Royal Commission on the Historical Monuments of England 1970 *An Inventory of the Historical Monuments in the county of Dorset* **2**, South-east.
White, W., 1855	*A Londoner's Walk to the Land's End; and a Trip to the Scilly Isles*. London.

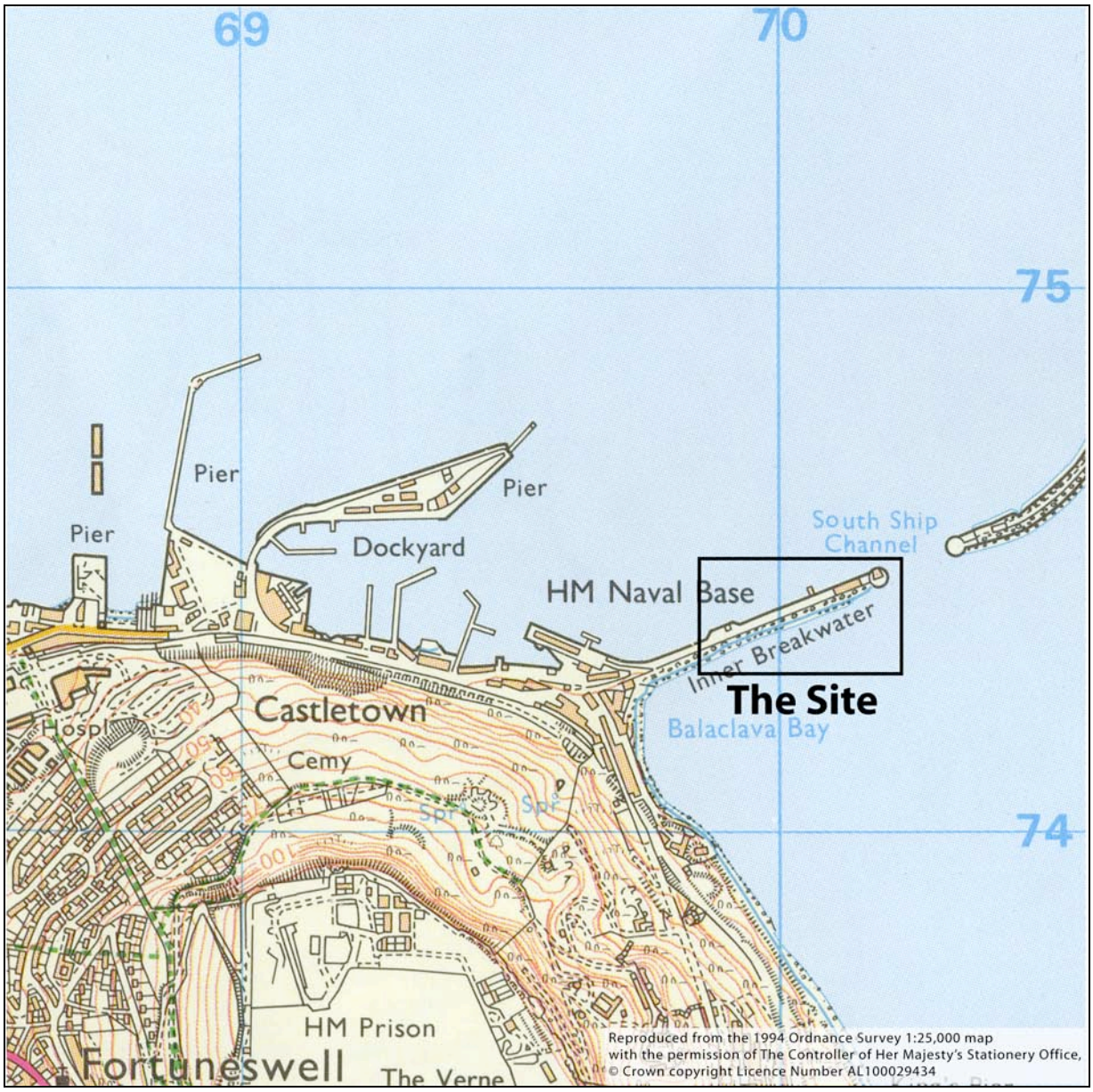

Figure 1: Location map

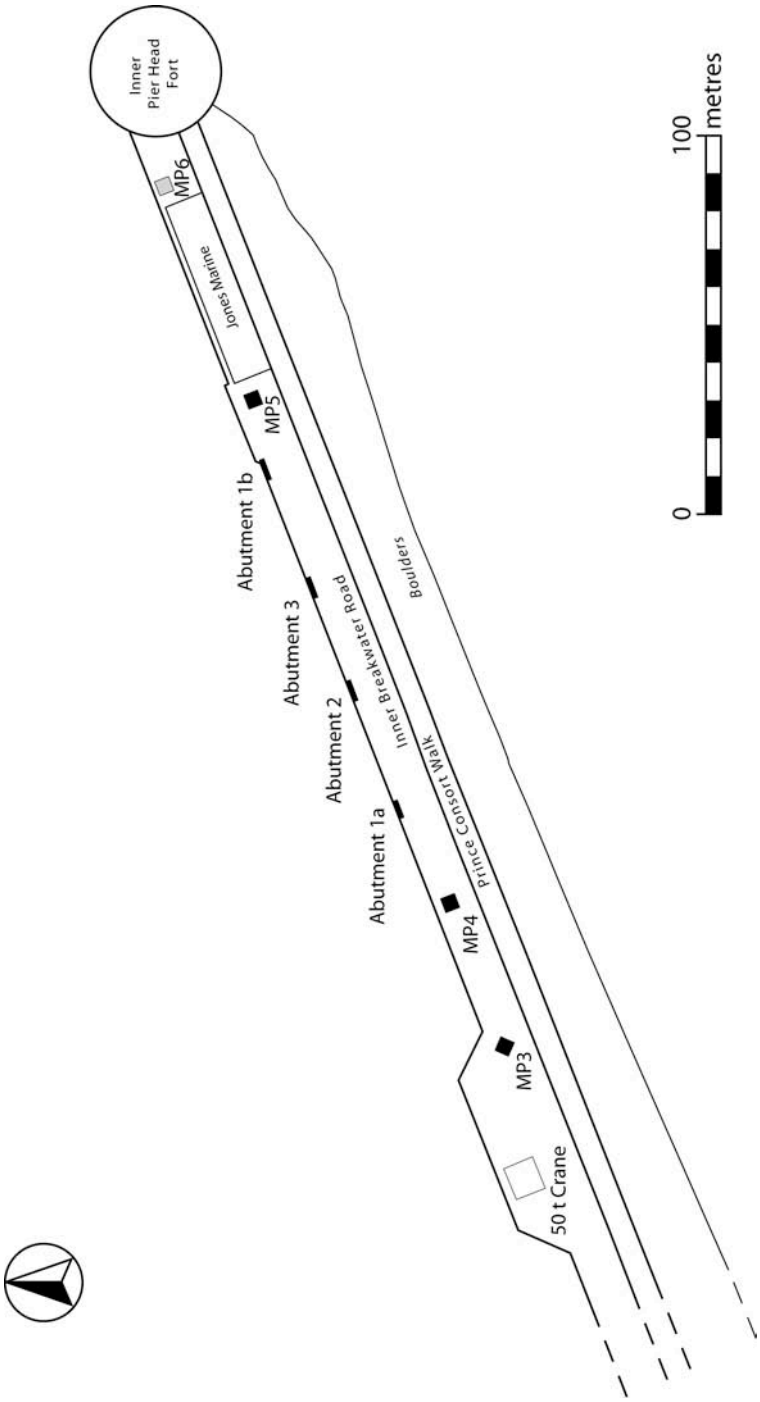

Figure 2: Location of observations

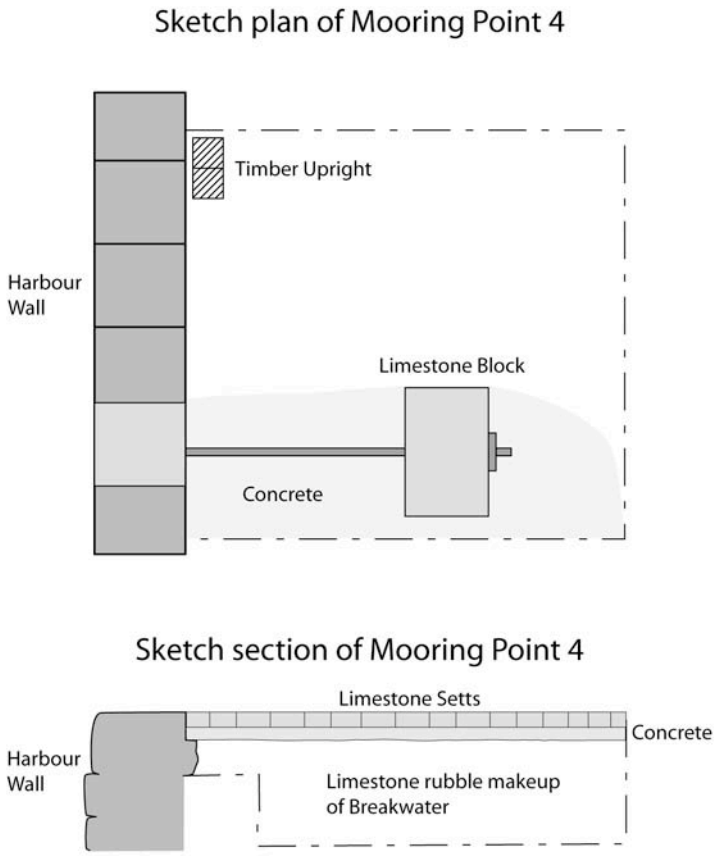

Figure 3: Sketch plan and section of Mooring Point 4 (approximate scale 1:100)

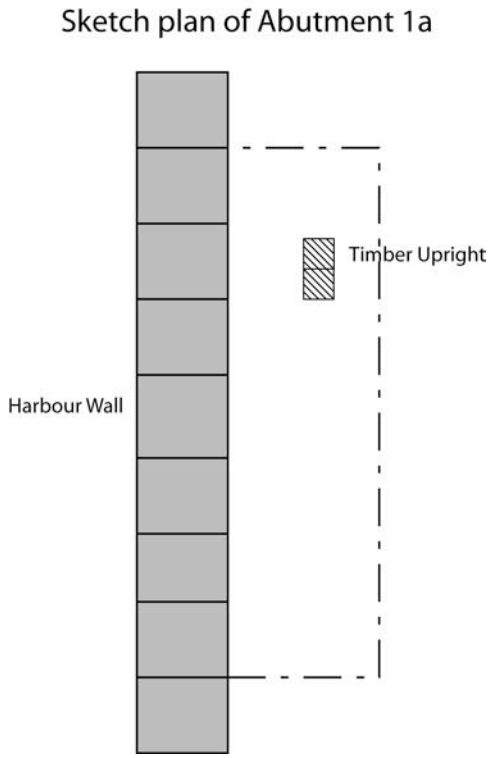

Figure 4: Sketch plan of Abutment 1a (approximate scale 1:100)

Plate 1: View along the Inner Breakwater Road showing the general site location

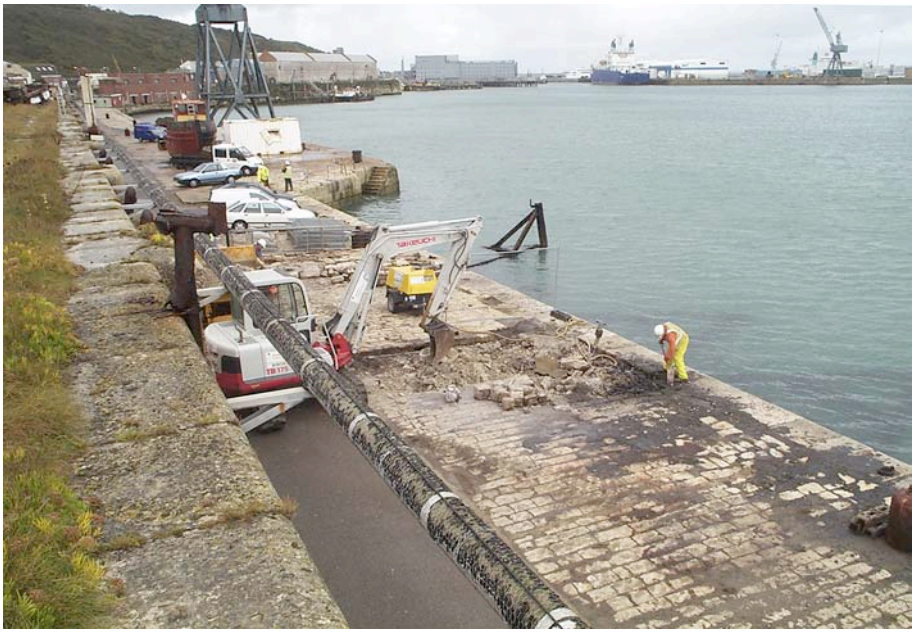

Plate2: General view of the excavation of Mooring Point 4

Plate 3: Mooring Point 4 with timber upright in upper corner

Plate 4 Abutment 1a with timber upright in foreground.

Plate 5: Mooring Point 5 showing rubble fill

Plate 6: Abutment 3 showing rubble fill

Plate 7: Abutment 2 showing details of the rear of the ashlar facing.

Plate 7: Mooring Point 4 showing inserted limestone block and tie bar.

APPENDIX 1: THE BRIEF

BRIEF FOR ARCHAEOLOGICAL WORK

ARCHAEOLOGICAL MONITORING AND RECORDING AT PORTLAND INNER BREAKWATER, DORSET (Listed Building)

Proposal: Geo-technical Investigation.

NGR: Awaiting.

Location: The Inner Breakwater (southern end), Portland, Dorset.

Land Use and Vegetation Cover: Breakwater.

1 Summary of Proposed Works

1.1 A proposal for the geo-technical investigation on the breakwater at Portland.

1.2 The works are likely to disturb archaeological features associated with the listed structure, as well as provide information regarding the construction of the structure, and the materials used. In order that any remains that are affected may be recorded and/or retrieved it has been agreed that a scheme of archaeological works be implemented to record any features which may be revealed by the works.

1.3 This document is the brief for an archaeological watching brief with recording provision to be undertaken at Portland Breakwater (Listed Building).

1.4 It should be used by archaeological contractors as the basis for the preparation of a detailed archaeological project specification. In response to this brief contractors will be expected to provide details of the proposed scheme of work, to include the anticipated working methods, timescales and staffing levels.

1.5 The detailed specifications will be submitted for approval to the County Archaeologist of Dorset County Council. The client will be free to choose between those specifications that are considered adequately to satisfy this brief.

2 Archaeological and Historical Background

2.1 *The Breakwater*

The Grade II (currently under review to Grade II*) Listed Inner Breakwater is one of the major structures within Portland Port and represents the first phase in developing Portland as a safe Harbour. Preliminary works began with the laying of the foundation stone by Prince Albert in 1849 and were completed in 1872. The breakwater consists of an inner pier with an elevated section on the seaward side. The wall to the elevated section has been treated with ashlar masonry and used to create vaulted brick storage chambers fronting the inner pier, with segmental arched openings with keystones. Each chamber is divided by battered piers and a cornice. The elevated section carried the rails on which trucks originally took out coal from the Great Coaling Shed to the Coaling Jetty. Remnants of the hydraulic chute system for transferring coal to ships remains. A number of guns from redundant fortifications have been fixed to the inner pier to act as bollards.

3 Requirement for Work

3.1 The objective of the archaeological monitoring should be to ensure that any archaeological features exposed by the ground works are recorded and interpreted.

3.2 Any adjustments to the brief for the project should only be made after discussion with the Dorset County Council.

3.3 The following details should be given in the contractors specification:

3.3.1 A project timetable must be agreed for the various stages of work;

3.3.2 The staff structure and numbers must be detailed, this should include lists of specialists and their roles in the project;

3.3.3 It is expected that all on-site work will be carried out in compliance with relevant Health and Safety Legislation and that due consideration will be given to site security;

3.3.4 The recovery and recording strategies used must be described;

3.3.5 An estimate of the time and resources allocated for post-excavation work and report production.

4 Fieldwork Methodology

4.1 The investigation should be carried out by a recognised archaeological body in accordance with the code of conduct of The Institute of Field Archaeologists.

4.2 The archaeological monitoring and recording should involve:

4.2.1 A full photographic record of the area of the structure to be investigated in advance of works;

4.2.2 Archaeological supervision of the removal of topsoil, trial pits and boreholes in connection with the geo-technical investigation;

4.2.3 Appropriate recording of any archaeological contexts.

4.3 Access to the site should be afforded to the developers nominated archaeological contractor at all reasonable times.

4.4 Heavy plant or machinery shall not be operated in the immediate vicinity of archaeological remains until the remains have been recorded and the archaeological contractor on site has given explicit permission for operations to recommence at that location. Where archaeological remains are observed by main contractor, plant operators or other site operatives, they shall immediately notify the archaeological contractor.

4.6 The archaeological contractor should be suitably qualified and experienced, and be acceptable to Dorset County Council.

5 Monitoring Arrangements

5.1 The County Archaeologist for Dorset County Council or their nominated representative will be responsible for monitoring progress and standards throughout the project.

6 Report

6.1 A report shall be produced to include background information, a summary of the works carried out, and a description and interpretation of the findings. The report should also include:

6.1.1 A location plan showing all excavated areas with respect to nearby fixed structures and roads;

6.1.2 Illustrations of all archaeological features with appropriately scaled hachured plans and sections;

6.1.3 Specialist descriptions of artefacts or eco-facts;

6.1.4 An indication of potential archaeological deposits not disturbed by the present development;

6.1.5 Data files relating to measured survey should be provided as both a print out and in an electronic format to be agreed with the Dorset Sites and Monuments Record.

6.2 Copies of the final report are to be deposited with the Dorset Sites and Monuments Record.

7 Deposition of Archive and Finds

7.1 Upon completion of fieldwork samples shall be processed and all finds shall be cleaned, identified, assessed, spot-dated and properly stored. A field archive shall be compiled consisting of all primary written documents, plans, sections, photographs and electronic data (in a format to be agreed by the repository museum).

7.2 After agreement with the landowner, the field archive should be deposited with a relevant local museum. The archaeological contractor should arrange this prior to completion of the works.

8 Standards

8.1 The above activities will be undertaken in line with the Institute of Field Archaeologists *Standard and Guidance for archaeological field evaluation* (revised September 1999).

APPENDIX 2: WRITTEN SCHEME OF INVESTIGATION

terrain archaeology

assessment • evaluation • survey

INNER BREAKWATER, PORTLAND PORT, DORSET
Proposal for an Archaeological Watching Brief

Prepared for:

Portland Bunkers International Ltd
The Old Guardhouse
Incline Road
Portland Port
Portland
Dorset
DT5 1PH

Ref. No. 3103

October 2002

The Granary, Ilsington Farm House, Tincleton, Dorchester, Dorset, DT2 8QW
telephone & fax: 01305 849498 • *e-mail:* terrain@globalnet.co.uk
proprietor: Peter Bellamy BSc (Hons) MIFA

INNER BREAKWATER, PORTLAND PORT, DORSET

Outline Proposal for an Archaeological Watching Brief

1. Introduction

1.1. Terrain Archaeology has been commissioned by Portland Bunkers International to submit a specification for an archaeological watching brief during works on the Inner Breakwater, associated with the construction of a new fuel bunker terminal.

1.2. The watching brief has been specified following advice from Steven Wallis, Senior Archaeologist, Dorset County Council.

1.3. This document sets out the specification for this work and Terrain Archaeology's methods for achieving this specification.

1.4. An archaeological watching brief is a formal programme of observation and investigation conducted during any operation carried out for non-archaeological reasons, within a specified area or site where there is a possibility that archaeological deposits may be disturbed or destroyed.

2. The Site

2.1. The Inner Breakwater of Portland Harbour is a Grade II Listed Structure.

2.2. The breakwater lies within Portland Port and is connected to the shore at its southwestern end and projects about 500 m into Portland Harbour with the circular Inner Pier Head Fort at the seaward end (NGR SY69757430 – SY70207447).

3. Archaeological Background

3.1. The Grade II (currently under review to Grade II*) Listed Inner Breakwater is one of the major structures within Portland Port and represents the first phase in developing Portland as a safe Harbour. Preliminary works began with the laying of the foundation stone by Prince Albert in 1849 and were completed in 1872. The breakwater consists of an inner pier with an elevated section on the seaward side. The wall to the elevated section has been treated with ashlar masonry and used to create vaulted brick storage chambers fronting the inner pier, with segmental arched openings with keystones. Each chamber is divided by battered piers and a cornice. The elevated section carried the rails on which trucks originally took out coal from the Great Coaling Shed to the Coaling Jetty. Remnants of the hydraulic chute system for transferring coal to ships remains. A number of guns from redundant fortifications have been fixed to the inner pier to act as bollards.

4. Aims and Objectives

4.1. The objective of the archaeological observations is to establish and make available information about the archaeological resource existing on the site. This information will be

integrated with the results from all other archaeological works on the site in order to elucidate the nature and importance of the archaeological resource of the site.

4.2. The archaeological works will aim to observe and record all the *in situ* archaeological deposits and features revealed during the groundworks to an appropriate professional standard.

4.3. The archaeological observation results will be presented in a report.

5. Method Statement

5.1. The work will be undertaken in accordance with the Institute of Field Archaeologists Code of Conduct and *Standard and guidance for archaeological watching briefs*.

5.2. Upon receiving written notice of commission, Terrain Archaeology will inform the Senior Archaeologist, Dorset County Council, of the intended start date and duration of site works and access to the site and archaeological works will be given to the Senior Archaeologist, Dorset County Council. A minimum of one working week's notice will be given.

5.3. The receiving museum (in this case, Dorset County Museum) would be informed of the start date and duration of the site works prior to commencement, and a priori acceptance, in principle, of the project archive would be sought. Terrain Archaeology will conform to the conditions of acceptance of the archive as stipulated by the receiving museum.

5.4. The Client will provide Terrain Archaeology with map coverage of the Site based on Ordnance Survey sheets so that all archaeological deposits and features can be accurately located and recorded.

5.5. The observations will be intermittent with a suitably qualified archaeologist present during sensitive ground disturbance. While every attempt will be made to keep disruption to an absolute minimum, sufficient reasonable time to adequately record all archaeological features during the course of the groundworks will be required. If necessary, we would require a period of up to 48 hours maximum for investigating and recording any archaeological features or deposits encountered. We will liaise closely with the engineers and contractors on site, to enable the archaeology to be recorded as quickly, safely, and efficiently as possible and minimise any possible disruption.

5.6. All archaeological deposits and features exposed during the works will be recorded using components of the Terrain Archaeology recording system of complementary written, drawn and photographic records.

5.7. If any unexpectedly significant or complex discovery is made, Terrain Archaeology will contact the Senior Archaeologist, Dorset County Council, at the earliest possible opportunity, in order to discuss the implications and the most appropriate procedure to be followed to deal with it. All information will be communicated to the client at the earliest opportunity.

5.8. The records, and any materials recovered, will be compiled in a stable, cross-referenced and fully indexed archive in accordance with current UKIC guidelines and the requirements of the receiving museum.

5.9. An agreement to donate all archaeological materials recovered from the archaeological works to Dorset County Museum will be sought prior to the start of the fieldwork.

5.10. Upon completion of the project, the archive will be microfilmed to preservation microfilming standards as set out in Handley, M., 1999, *Microfilming archaeological archives*, IFA Paper No. 2. The master will be lodged with the National Monuments Record Centre.

5.11. The archive, together with one copy of the microfilm, will be deposited with the Dorset County museum at the earliest opportunity after report submission.

6. Reporting

6.1. On completion of the fieldwork, a report will be prepared detailing the archaeological works carried out and the results of these works. The recorded deposits will be presented and described in detail. The report will assess the nature and significance of the results of the archaeological works and place them in their wider local and regional setting, where appropriate.

6.2. The report will contain a trench location plan at an appropriate scale. The report will plan all archaeological features and deposits, and sections of features observed, at an appropriate scale.

6.3. The report will be submitted within one calendar month of completion of the fieldwork. Two copies will be sent to the Client, and one copy to the Senior Archaeologist, Dorset County Council, for eventual inclusion in the Dorset County Council Sites and Monuments Record.

6.4. A summary of the results shall be published in the next issue of the *Proceedings of the Dorset Natural History and Archaeology Society*.

7. Timetable

7.1. The proposed start date for the project is 21st October 2002 and the works are expected to take about 14 days.

7.2. The finished report will normally be submitted within one calendar month after the completion of the fieldwork.

8. Personnel

8.1. The project will be managed by Peter Bellamy BSc. (Hons) MIFA.

8.2. The fieldwork will be undertaken by Steven Tatler.

8.3. The report will be compiled by Steven Tatler and Peter Bellamy. All finds and environmental materials will be assessed by suitably qualified specialists sub-contracted by Terrain Archaeology.

9. Monitoring

9.1. Terrain Archaeology will inform the Senior Archaeologist, Dorset County Council, of the intended start date and duration of project. Access to the site and the archaeological works will be given to enable all required monitoring to take place.

10. Variation

10.1. By its very nature buried archaeological evidence is unpredictable. While the potential type of archaeological evidence and the extent of its survival have been considered, no guarantees can be made for the quantity and quality of archaeological remains uncovered during the evaluation. In order to successfully and efficiently evaluate the site, it may be necessary to amend or alter the specification or the methodology adopted. Any variation would only be undertaken after appropriate consultation with the Senior Archaeologist, Dorset County Council, and the Client.

10.2. In the event that unexpectedly large quantities of artefactual and/or ecofactual materials are recovered from the evaluation, some specialist assessment of finds or environmental samples may be required, this will constitute a variation from this written scheme of investigation. This will also apply to finds requiring specialist conservation.

10.3. The value of any variation from this written statement of investigation shall be added to, or deducted from the quoted price.

11. Health and Safety

11.1. Terrain Archaeology would be responsible for ensuring that all works were carried out in accordance with The Health and Safety at Work Act 1974, The Construction (Health, Safety and Welfare) Regulations 1996, and The Management of Health and Safety at Work Regulations 1992.

11.2. Copies of Terrain Archaeology's General statement of Health and Safety Policy and site-specific Risk Assessment would be displayed at the Site and would be communicated verbally to all affected persons prior to commencement of site works.

11.3. Terrain Archaeology would abide by the Health and Safety policies of The Employer.

12. Confidentiality

12.1. Terrain Archaeology will respect the requirements of the client concerning confidentiality. All documents intended for limited circulation and use will only be used fore their specified purpose.

12.2. Terrain Archaeology has a professional obligation to make the results of the archaeological work available to the wider archaeological community within a reasonable time (normally six months)

12.3. No member of staff or person subcontracted by Terrain Archaeology will speak to the press or produce any form of publicity without the prior consent of the client.

12.4. It must be noted that after report completion, a copy will be sent to the Dorset Sites and Monuments Record. Once the report is lodged in the SMR, it will become a publicly accessible document.