



# Top o' Town House, Bridport Road, Dorchester, Dorset

## Archaeological Field Evaluation



Report No. 53490/2/1

April 2018



# Top o'Town House, Bridport Road, Dorchester, Dorset

Archaeological Field Evaluation, March 2018

Report No. 53490/2/1

April 2018

**Client:** Landmark Estates (GB) Ltd, Unit 9 & 10 Fridays Court, High Street, Ringwood, Hampshire  
BH24 1AB

**Agent:**

**Report Author:** Peter Bellamy BSc (Hons) MCI(A)

**Illustrations:** Peter Bellamy BSc (Hons) MCI(A)

## Document Quality Control

Version	Status	Prepared By	Approved By	Date
1	Report 53490/2/1	P Bellamy		19/04/2018
2				
3				

#### DISCLAIMER

Terrain Archaeology and the individual authors of this report have made every effort during its preparation to provide as complete and accurate an assessment as possible within the terms of the Written Scheme of Investigation. All statements and opinions presented in this document are offered in good faith. Terrain Archaeology cannot accept responsibility or liability for errors of fact or opinion resulting from data supplied by any third party, or accept liability for any future loss or other consequence arising from decisions or actions made upon the basis of facts or opinions expressed in this document.

#### COPYRIGHT

Terrain Archaeology retains full copyright of this report and its images, excepting any data held under third party copyright and presented under license, under the Copyright, Designs and Patents Act 1988 with all rights reserved; excepting that Terrain Archaeology grants exclusive license to the client for the use of the aforesaid report and images by the client in all matters directly relating to the project. License is also granted to the client, their agents, Historic England and Dorset County Council's Historic Environment Record and Historic Environment Planning Archaeologist to use the documentary archive for educational, public and research purposes, provided that Terrain Archaeology is duly acknowledged as its author. This license agreement excludes commercial use of the report, report images or archive by the client or any third party.

The authors of any specialist contributions or images within the report or the archive shall retain intellectual copyright of their work, and may make use of said work for educational or research purposes for further publication.

# Table of Contents

## Part 1: Introduction

1.1	Project Introduction.....	1
1.2	Brief.....	1
1.3	Site Location.....	1
1.4	Geology.....	1
1.5	Archaeological and Historical Background.....	1
1.6	Previous Archaeological Fieldwork.....	3
1.7	Aims and Objectives.....	4
1.8	Proposed Development.....	4
1.9	Methods.....	4
1.10	Archive and Dissemination.....	4

## Part 2: Results

2.1	Introduction.....	5
2.2	Natural Deposits.....	5
2.3	Road.....	5
2.4	Agricultural / Garden Soils.....	5
2.5	Wall 106.....	5
2.6	Modern Deposits.....	5

## Part 3: Finds

3.1	Finds assemblage.....	6
3.2	Pottery.....	6

## Part 4: Assessment

4.1	Sample.....	6
4.2	Heritage Asset Resource of the Site.....	6
4.3	Significance.....	7
4.4	Potential impact of the proposed development.....	8
4.5	Suggested mitigation of the proposed development impacts.....	8

<b>Part 5: References</b> .....	8
---------------------------------	---

## Figures

1	Site Location.....	11
2	Location Plan of Trench 1.....	12
3	Plan of Trench 1.....	13
4	Section of Trench 1.....	14

## Plates

1	Wall 106 viewed from east.....	15
2	Detail of Wall 106, viewed from south.....	15
3	Road gravels etc after initial cleaning.....	15
4	Road gravels 115 and 114, with silt 107 in foreground.....	16
5	Slot excavated across road gravels and silting to south.....	16
6	Excavated slot across road gravels and silting to south.....	16

<b>Appendix 1: Trench Summary</b> .....	17
---	----

## Project Report Summary Page

Project Details			
<b>OASIS Reference</b>	terraina1-315069		
<b>Project Title</b>	Top o'Town House, Dorchester		
<b>Short Description of Project</b>	Terrain Archaeology carried out an archaeological evaluation of the proposed site of a new mews-style dwelling to the rear of Top o'Town House, Dorchester. A single trench was excavated across the area revealing flint gravel deposits which may be the remains of the Roman road from Dorchester to Ilchester (or possibly a later road). A mortared chalk wall was also revealed, which may be the remains of a field boundary wall or a garden wall in the former grounds of Top o'Town House.		
<b>Project Dates</b>	Start: 22-03-2018	End: 22-03-2018	
<b>Previous/Future Work</b>	No/Not known		
<b>Project Code</b>	53490		
<b>Monument Type and Period</b>	Road (Roman?); Boundary Wall (Post-medieval)		
<b>Significant Finds</b>	None		
Project Location			
<b>County/District/Parish</b>	Dorset/ West Dorset/ Dorchester		
<b>Site Address</b>	Top o'Town House, Bridport Road, Dorchester DT1 1XT		
<b>Site Coordinates</b>	SY 6887 9069		
<b>Site Area</b>	7.5 m <sup>2</sup>		
<b>Height OD</b>			
Project Creators			
<b>Organisation</b>	Terrain Archaeology		
<b>Project Brief Originator</b>	None		
<b>Project Design Originator</b>	Terrain Archaeology		
<b>Project Supervisor</b>	Mike Trevarthen		
<b>Project Manager</b>	Peter Bellamy		
<b>Sponsor or Funding Body</b>	Developer		
Project Archive			
<b>Archive Type</b>	<b>Physical</b>	<b>Digital</b>	<b>Paper</b>
<b>Location/Accession No</b>	Terrain Archaeology offices, pending deposition with Dorset County Museum.	Terrain Archaeology offices, pending deposition with Dorset County Museum.	Terrain Archaeology offices, pending deposition with Dorset County Museum.
<b>Contents</b>	Pottery	Digital photography	context sheets, diary, photographs, plans, report

# Top o'Town House, Bridport Road, Dorchester, Dorset

## Archaeological Field Evaluation, March 2018

### 1. Introduction

#### 1.1 Project introduction

Landmark Estates is looking to convert Top o'Town House to residential flats and as part of this development, it is proposed to construct a new mews-style dwelling in the north west part of the site. Consultation with Steve Wallis (Senior Archaeologist (Advice and Management) Dorset County Council) had indicated the requirement for an archaeological evaluation prior to determination of the planning application, in order to provide sufficient information on the significance of the archaeological resource on the site to enable an informed planning decision to be made, as set out in NPPF para 128.

The fieldwork was carried out on the 22nd March 2018 by Peter Bellamy and Mike Trevarthen.

#### 1.2 Brief

No written brief for the works was produced by or on behalf of the Client, but the scope of the works was discussed with Steve Wallis, Senior Archaeologist (Advice and Management), Dorset County Council.

#### 1.3 Site Location

The site lies on the northwest quadrant of the Top o'Town roundabout, Dorchester, just outside the historic town centre. It lies on the north side of Bridport Road, centred on SY 6887 9069 (Figures 1 and 2). To the rear of the house is a car park.

#### 1.4 Geology

The solid geology is mapped as chalk of the Portsdown Chalk Formation. No superficial deposits are recorded (<http://mapapps.bgs.ac.uk/geologyofbritain/home.html>).

#### 1.5 Archaeological and Historical Background

##### 1.5.1 Prehistoric

Prehistoric activity in the area of Dorchester is poorly understood and only fragmentary evidence has been obtained to date. The most significant monument is the Neolithic timber monument first identified at Greyhound Yard (Woodward *et al.* 1993). The site lies well outside the likely circuit of this monument, but should be considered in relation to a wider Neolithic monumental landscape that exists in the Dorchester environs. A number of sites including Greyhound Yard, Merchant's Garage and County Hall have produced evidence for Bronze Age fields (Bellamy 1991; Smith 1993; Woodward *et al.* 1993), which may have covered much of the area of Dorchester. A large, possibly pre-Roman, ditch found beneath the Top o'Town car park may possibly be part of this late prehistoric land division (RCHME 1970, 582; Sparey Green 1986). An extensive pre-urban soil layer, which appears to have formed as a result of late prehistoric agricultural activity, has been found on many of the sites investigated in Dorchester.

##### 1.5.2 Roman

The Site lies just beyond the western boundary of the Roman town of *Durnovaria*, close to the presumed site of the West Gate and close to the projected line of the Roman aqueduct. Two Roman roads (from Exeter and from Ilchester) approach the west side of the town. *Durnovaria* was founded about AD65 and its earliest element appears to be the street pattern, which was laid out on top of the pre-Roman agricultural soil. The full street pattern is not known, but the alignment of a number of streets has been determined, The precise location of the gates into the

Roman town have not been determined, but the position of the West Gate is thought to lie somewhere to the south of Top o'Town. In the early Roman period, the town appears to have had a relatively low density of buildings and the street frontages were developed with small timber buildings set within relatively large enclosures with further enclosures behind the street frontages (Woodward *et al.* 1993; Trevarthen 2008). Towards the end of the second century AD many of the timber buildings were replaced by buildings with stone footings that are extended and developed by the late 3rd and into the 4th century and include large courtyard town houses and aisled buildings including possible urban farms, which continued to be built up until the end of the 4th century.

*Durnovaria* was provided with town defences, probably some time in the late 2nd century AD. The precise form and dating of the defences is uncertain, nevertheless a summary of the likely sequence can be suggested. The main source for our understanding of the defences remains the work done by R.A.H. Farrar for the Royal Commission on Historic Monuments Inventory published in 1970 (RCHME 1970), together with a number of later observations and relatively small-scale excavations. Many Romano-British towns gained earthwork defences probably in the second half of the second century AD, and many of these were modified with stone walls in the third century (Jones & Mattingly 1990, 161). Dorchester appears to follow this pattern. The first phase of defences appears to consist of a relatively small earthen bank and perhaps a single external ditch and is unlikely to be earlier than c. AD130 and may be as late as the end of the second century or early third century (RCHME 1970, 535). However, there also appears to be a possibly earlier abandoned phase to the defences as the remains of a massive unfinished wall footing about three metres wide has been traced along the south side of the town where it was first noted at the Lee Motors site (RCHME 1970, 547) and subsequently also found at South Grove House, Bowling Alley Walk and in the South Walks Tunnel Sewer (Startin 1981, Putnam *et al.* 1970, Davies & Farwell 1990). It has also been found on the west side of the town beneath 1 West Walks (Trevarthen 2012b). This wall footing lay behind the primary rampart (suggesting it pre-dates it) and was sealed by the later enlargement of the bank. This abandoned phase of the defences remains poorly understood and not securely dated.

At some time after the late second century AD, but perhaps more likely in the late third or early fourth century AD, the defences were enlarged and elaborated with the construction of a stone wall and the enlargement of the earthen rampart behind it (RCHME 1970). The ditch system may have been enlarged from a postulated single ditch to a triple ditch system with counterscarp bank, at least along the south and west sides of the town. The most complete section across the ditch system was made in 1896 across the southern line of the defences, close to the southwest corner, just to the south east of the site (RCHME 1970). The ditches were about 15 m wide and up to 4 m deep with V-shaped profiles. These ditches were also observed during works in the car park of the Great Western Hotel in 1994 (Woodward 1994). The inner edge of the middle ditch of this system was observed in the garden of Appian House, 22 Great Western Road in 2006 (Tatler and Bellamy 2006). The bank was investigated near the western end of Bowling Alley Walk in 1969–70, which revealed a primary bank about 15 m wide, later enlarged to a width of twenty-seven metres (Putnam *et al.* 1969 and 1970). The counterscarp bank lies under the houses on the south side of Great Western Road and has not been investigated.

The western side of the town defences appear to be similar to those on the south. The two phases of bank and the stone wall footings were investigated at Colliton Park, providing the most complete section through the bank (RCHME 1970). The standing remains of the stone wall in Albert Road were investigated in 1951 (Farrar 1953). The bank still survives as an earthwork along West Walks, though flattened and spread by later activity, it appears still to be over two metres high. The ditches have been observed in a number of places to the north of the Borough Gardens. The outer two ditches have been observed at Christchurch Court/Physiques and Shapes (Trevarthen 2012a) and the outer ditch and the counterscarp bank at Dorford Church (Bellamy 2004). The outer ditch is projected to run beneath and in front of Top o'Town House and the counterscarp bank below the car park behind (Figure 1).

A number of Roman burials have been recorded along Albert Road and are probably associated with a roadside cemetery along the western approach road into the town. This includes a group at 8 Albert Road that were cut into the outer face of the counterscarp bank (Stacey 1986). Other Roman burials were found in the area of the Top o'Town Car Park and just to the north (RCHME 1970, 582).



### 1.5.3 Early Medieval and Medieval

The early medieval history of Dorchester and Fordington is not well documented. There is evidence for post-Roman settlement at Poundbury in the 5th–7th centuries (Sparey Green 1987). Documentary evidence suggests that there was a royal residence at Dorchester in the 9th century and the settlement became a borough with a mint in the 10th century (Penn 1980, 60). *Dorecestre* was recorded as a royal borough in the Domesday survey and Fordington was also part of the royal estate (Thorn 1983). There may have been a royal residence at Fordington (Keen 1984).

The medieval street pattern does not follow the Roman street alignment and the principal streets of High West, High East and South Streets together with back lanes are likely to have been established by the end of the 10th century. The three parishes of St Peter's, All Saints and Holy Trinity, with their parish churches, are all late Saxon in origin. Dorchester Castle was built soon after the Norman Conquest in the northern part of the town on the site now occupied by the Prison. The details of Dorchester's development during the medieval period are uncertain, but there appears to have been some organised trading activity from at least the late 12th century and was probably an important trading centre in the 13th century, though in the 14th century Dorchester was not the largest nor most wealthy town in Dorset (Draper 1992; Draper 2001; Penn 1980, 61-2). By the late medieval period it had become a cloth-making town of some local importance and was about the same size as Bridport, Sherborne, and Shaftesbury.

During the medieval period, the site itself was in the open fields of the manor of Fordington, part of the lands of the Duchy of Cornwall. Evidence from the Borough Gardens (Bellamy 2017) and from Christchurch Court (Trevarthen 2012b) suggests that the ditches of the Roman town defences survived as significant earthworks in the medieval period, right through to the 18th and 19th centuries.

### 1.5.4 Post-Medieval and Modern

Dorchester continued as a successful cloth-making town into the 17th century and by the middle of the century, although the cloth industry was in decline, it appears to have become the largest town in the county. In 1724 Defoe described the town as "populous, though not large, the streets broad, but the buildings old, and low" (Penn 1980, 63).

There were a number of major and minor fires in the town during the 17th and 18th centuries. The most disastrous fire happened on 6 August 1613 when 300 houses and churches of Holy Trinity and All Saints were burnt, with only St Peter's church and a few houses near it escaping the conflagration (Hutchins 1863, 340). These fires have likely contributed to the predominantly 18th century and later character of the town. The late 18th and 19th century saw significant expansion and many improvements in the town.

Colliton Walk and West Walk were laid out as a tree-lined walk in about 1712 with a gravel path along the flattened out top of the remains of the Roman rampart (Pope 1918). Simpson's 1779 map of Fordington indicates that the site lay at the southern end of a close running down towards West Mill at this date.

The area immediately west of Dorchester was gradually developed from the late 18th century. The Marabout Barracks were established in 1794 for the Dorset Volunteer Rangers (later the Queen's Own Dorset Yeomanry). The Dorset Militia Barracks were built in 1866 and the Depot Barracks for the Dorset Regiment in 1879. Top o'Town House was probably built in the late 18th century and was known originally as Grove House. It had extensive gardens and outbuildings behind, which covered most of the area of the current Top o'Town car park. At some point in the nineteenth century it became the residence of the Depot Barrack's Commanding Officer. A number of terraced houses were built down the Grove in the late 18th and early 19th century and Christ Church was built in 1848 to serve West Fordington.

## 1.6 Previous Archaeological fieldwork

No archaeological investigations have been undertaken on the site itself; however, there have been a number of investigations in the immediately surrounding area. Observations during gas main works in 1955 at Top o'Town revealed traces of two ditches of the Roman town defences (Farrar 1955). Immediately north of the site Wessex Archaeology undertook an archaeological evaluation in 1988, which revealed parts of the outer and middle ditches of

the Roman town defences (Heaton 1988). In 2003, AC Archaeology carried out a watching brief during works in the northern part of the Top o'Town car park, but nothing pre-modern was observed (Martin 2003).

## 1.7 Aims and Objectives

The aim of the field evaluation is to understand, record and make available information on the archaeological resource existing on the site to enable the archaeology on the site to be characterised, in order to assess the impact and significance of the new development. The evaluation will aim to place the archaeological results within the local, regional and national context, as appropriate, and advance understanding of the archaeology of the site and its surroundings.

Its objectives were:

- To investigate and record all the *in situ* archaeological deposits and features revealed to an appropriate professional standard.
- To provide sufficient data to enable an informed decision to be taken on the impact of the proposed development on the significance of the heritage assets on the site.
- To present the results in a report to the appropriate standard.

## 1.8 Proposed Development

The proposed development consists of the conversion of Top o'Town House into flats with associated parking behind and the construction of a small, mews-style, dwelling at the north-western boundary.

## 1.9 Methods

The methodology, scope, aims and objectives of the works was set out in a Written Scheme of Investigation (WSI) produced by Terrain Archaeology in March 2018 (Terrain Archaeology document no. 3490/0/1). All archaeological works were carried out in accordance with the Chartered Institute for Archaeologists' *Standard and Guidance for Archaeological Field Evaluation* (ClfA 2014a).

The evaluation comprised intrusive investigation in the form of trial trenching. One trench (Trench 1, Figure 2; Plates 1-6), measuring 5.0 m by 1.5 m, was mechanically excavated using a 5-ton mechanical digger fitted with a toothless grading bucket. Machining was initially halted at a depth of 0.45 m below present ground level, when the remains of a chalk wall were encountered (Figure 3). After recording this wall, machine excavation continued down on to the top of a hard-packed gravel layer at a depth of 0.95 m below present ground level. The trench was then cleaned by hand and a small slot excavated by hand down on to the top of the natural chalk.

The base and sides of the trench was cleaned and all deposits revealed, irrespective of their apparent archaeological significance, were recorded using components of the Terrain Archaeology recording system of complementary written, drawn and photographic records. These have been compiled in a stable, cross-referenced and fully indexed archive in accordance with current guidelines (Brown 2011; ClfA 2014b) and the requirements of the receiving museum. A photographic record of the work was maintained in digital format, and includes aspects of its setting, conduct and technical detail.

## 1.10 Archive and Dissemination

The project archive, comprising written, graphic and photographic records, and appropriate background documentation, is currently stored by Terrain Archaeology under the project code 53490. The archive will be deposited with Dorset County Museum in due course.

A copy of this report will be lodged with Dorset County Council's Historic Environment Record (HER). The HER is a publicly funded and accessible resource, and deposition of the report will place it, and the project results, in the public domain.

A digital summary of the archive will be placed with the OASIS project ([www.oasis.ac.uk](http://www.oasis.ac.uk)) under the reference code *terraina1-315069*. A digital copy of this report will be uploaded for inclusion in the Archaeological Data Service (ADS) online 'grey literature' library.

A brief report of the project will be published by Terrain Archaeology in the *Proceedings of the Dorset Natural History and Archaeological Society*.

## 2. Results

### 2.1 Introduction

The evaluation trench was excavated in the northwest corner of the site (Figure 2), within the area of the proposed new mews-style dwelling. The trench revealed the remains of a gravel road and a mortared chalk wall, together with layers of agricultural or garden soil. All features and deposits revealed are described in detail in Appendix 1.

### 2.2 Natural Deposits

The natural chalk bedrock (113) was only exposed in a small sondage on the south side of the trench (Plates 5–6). It lay at a depth of 1.3 m below present ground level (Figure 4).

### 2.3 Road

Overlying the natural chalk was a series of hard-packed sandy flint gravel layers with small flint cobbles between 30–100 mm across (115, 116, 117), which dip down towards the south (Figures 3–4; Plates 3–6). These gravel layers appear to be the remains of the southern edge of a road, the full width of which was not exposed. There is a suggestion from the alignment of the edge of the basal layer 117 that this road ran in a roughly WNW-ESE direction.

Overlying the natural chalk south of the apparent edge of this road was a thin layer of flint cobbles in a dark grey loam (112). This was sealed below a layer of yellowish-brown sandy silt (110), which appears to be the result of erosion and wash off the road. This layer was sealed by a thin layer of chalk 109 beneath another thin layer of flint cobbles in a grey brown loam matrix (108), which was also found over the road and may be the evidence for a repair. The remains of the road were sealed beneath a 0.1–0.8 m thick layer of yellowish-brown loamy silt (107), which probably developed after the abandonment of the road. This layer contained a small quantity of abraded Romano-British pottery.

### 2.4 Agricultural / Garden Soils

The silty layer 107 representing the abandonment of the road was sealed beneath a layer of chalky dark greyish brown clay loam soil, which extended across the whole of the trench. Above this was another dark greyish-brown soil (102), which contained some brick and mortar fragments and flint nodules. These layers may represent agricultural soils developed during the cultivation of Fordington open fields and garden soils within the garden of Top o'Town House.

### 2.5 Wall 106

The remains of a mortared chalk block wall running roughly WNW-ESE were uncovered at a depth of 0.45 m below present ground level (Figures 3–4; Plates 1–2). The wall was constructed in a construction trench 105, which was cut into soil layers 102 and 103. After the wall was constructed, the trench was backfilled with soil 105. The wall was about 0.5 m wide and survived about 0.35 m high. It was constructed from large undressed chalk blocks up to about 300mm by 250mm by 200mm across, laid in rough courses with smaller chalk rubble infill, bonded with pale yellow sandy lime mortar.

### 2.6 Modern Deposits

The upper part of the trench consisted of layers of crushed stone (100, 101) forming the base for the existing tarmac car park surface.

## 3. Finds

### 3.1 Finds Assemblage

The finds recovered from the evaluation excavation are tabulated by context below in Table 1. No systematic sampling for finds was undertaken.

Context	Roman Pot	Post-med. Pot
105	--	7/80
107	3/6	--
<b>Total</b>	<b>3/6g</b>	<b>7/80g</b>

Table 1: Quantification of finds by context (count/weight in grams)

### 3.2 Pottery

#### 3.2.1 Introduction

The pottery assemblage amounts to 10 sherds (86g), of which three are Romano-British and the remainder post-medieval. The condition of the material is good to poor.

#### 3.2.2 Romano-British Pottery

The three Romano-British sherds are small and abraded and all are oxidised sandy wares, including one broken fragment of a flange rim (Type 22?), which could date from the mid second century (Davies & Seager Smith 1993). All the sherds are residual in the context in which they occurred.

#### 3.2.3 Post-medieval Pottery

The post-medieval/modern pottery consists of seven sherds from three different vessels. There are six sherds of blue printed ware from two different plates (one of which is probably an eight-sided indented plate) and one small sherd of a plain tin-glazed plate. All are of late eighteenth or early nineteenth century date.

## 4. Assessment

### 4.1 Sample

Trench 1 evaluated a total area of 7.5 m<sup>2</sup>, which represents an approximate 10% sample of the area of proposed mews-style dwelling footprint. Experiments on the effectiveness of differing sample strategies on large scale rural archaeological sites have indicated a trial trenching sample of between 5%-10% of the area is broadly effective in evaluating Roman and medieval remains with a relatively high degree of confidence, but is less effective at picking up and understanding prehistoric and Saxon archaeology (Hey & Lacey, 2001).

### 4.2 Heritage Asset Resource of the Site

There are two heritage assets revealed by the evaluation excavation: a gravel road and a post-medieval chalk-block wall.

#### 4.2.1 Road 118

The earliest archaeological stratigraphy exposed in Trench 1 was the flint gravel layers 115, 116, and 117, which appear to form part of a road running in a roughly WNW-ESE direction. There was some indication of erosion and repair to this road. No dating evidence was directly associated with the road itself and the small quantity of eroded Romano-British pottery found in silting layer 107 above does not provide secure dating evidence. The road appears to be on the line of the Roman road from Ilchester as it approaches the West Gate of the town, so may be Roman in date. Further traces of a possible gravel road on the same line were found in the northwestern part of Top o'Town car park in 1931 (RCHME 1970, 541), where a deposit of gravel 3.6–4.2 m wide and 0.07 m thick was thought to be the remains of a metalled road pointing towards Top o'Town. The Royal Commission (RCHME 1970, 541) is equivocal about it being the remains of a Roman road, pointing out that it may be much later, as a military map of the

encampment at Dorchester dated 1757 (BL Add. MS. 15532), shows the road from Bradford Peverell running straight towards Top o'Town, rather than the present arrangement where the road diverts to join Bridport Road. However, by 1779, the road was on its present course as shown on Simpson's Map of the Manor of Fordington. The military map was not consulted as part of the research for this report, so it is unclear how schematic the road layout is on this map and whether it truly represents an earlier road layout. The stratigraphic data from Trench 1 perhaps suggests that this road is earlier rather than later, given the depth of silting deposits over the road, which is then sealed beneath post-medieval soils. On balance, the evidence suggests the road is more likely to be Roman than a road abandoned in the second half of the eighteenth century.

#### 4.2.2 Wall 106

The chalk block wall 106 is relatively crude in its construction and is likely to represent a boundary wall rather than part of a building. The pottery recovered from the construction trench suggests a possible late eighteenth or early nineteenth century date. It is on the same line as a garden wall behind Grove House depicted on the Ordnance Survey 1888 1:500 town plan. However, Wall 106 lies beyond the end of the wall depicted on this map (Figure 2). Either this garden wall originally continued further eastwards and Wall 106 is a remnant demolished before 1888, or it is the remains of an earlier wall. It lies on the boundary line of a paddock on the edge of the open fields of Fordington marked on the 1779 Simpson map. Could it be that this paddock was enclosed by a stone wall? If so, Wall 106 may represent the remains of this field wall, further parts of which were incorporated into the gardens of Grove House.

### 4.3 Significance

#### 4.3.1 Definition of Significance

The National Planning Policy Framework (NPPF) defines significance as: *The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting.* In the case of the heritage assets directly related to the current development proposal, the interest is primarily archaeological.

Historic England has issued a Planning guidance note covering Significance – *Managing Significance in Decision-Taking in the Historic Environment Historic Environment Good Practice Advice in Planning: 2* (March 2015), which provides information on assessing the significance of heritage assets in implementing the NPPF.

The value of the heritage assets has been assessed with reference to the guidance given by the Highways Agency (now Highways England) in 2007 in *The Design Manual for Roads and Bridges, Volume 11, Section 3, Part 2: Cultural Heritage (Highways Agency document 208/07)*, which is the most suitable and widely-acknowledged detailed assessment methodology for assessing the impact on and value of heritage assets. The scale of heritage asset values is set out in Table 1, which is based on Highways Agency document 208/07, Annex 5, Table 5.1.

Value of Heritage Asset	Factors for assessing the value of archaeological assets
Very High	<ul style="list-style-type: none"> <li>World Heritage Sites (including nominated sites).</li> <li>Assets of acknowledged international importance.</li> <li>Assets that can contribute significantly to acknowledged international research objectives.</li> </ul>
High	<ul style="list-style-type: none"> <li>Scheduled Monuments (including proposed sites).</li> <li>Undesignated assets of schedulable quality and importance.</li> <li>Assets that can contribute significantly to acknowledged national research objectives.</li> </ul>
Medium	<ul style="list-style-type: none"> <li>Designated or undesignated assets that contribute to regional research objectives.</li> </ul>
Low	<ul style="list-style-type: none"> <li>Designated and undesignated assets of local importance.</li> <li>Assets compromised by poor preservation and/or poor survival of contextual associations.</li> <li>Assets of limited value, but with potential to contribute to local research objectives.</li> </ul>
Negligible	<ul style="list-style-type: none"> <li>Assets with very little or no surviving archaeological interest.</li> </ul>
Unknown	<ul style="list-style-type: none"> <li>The importance of the resource has not been ascertained.</li> </ul>

Table 2: Scale of Heritage Asset Value

#### 4.3.2 Heritage Asset Value and Significance

The value of the recorded and potential heritage assets on the Site is primarily evidential. Evidential Value derives from the potential of a place to yield evidence about past human activity.

The road deposits are thought likely to be the remains of a Roman road, and less likely to be a post-medieval road. Its significance, based on the heritage asset value criteria set out in Table 2, is considered to be **Low to Medium**.

Wall 106 is a post-medieval garden or field wall and its significance, based on the heritage asset value criteria set out in Table 2, is considered to be **Low**.

#### 4.4 Potential impact of the proposed development

The policy on the impact of development on the significance heritage assets is set out in paragraphs 132 and 133 of the *National Planning Policy Framework*. The Planning Practice Guidance to the NPPF makes it clear that it is the degree of harm to the asset's significance rather than the scale of the development that should be assessed. Significance can be harmed or lost through alteration or destruction of the heritage asset, or development within its setting. The NPPF Practice Guidance describes the degree of harm to the significance of heritage assets in terms of 'substantial harm', 'less than substantial harm' and 'no harm'.

##### 4.4.1 Direct Impacts on the Heritage Assets

The precise form of the groundworks for the proposed new dwelling is not known at the time of writing of this report, but both conventional strip footings and piled foundations will directly impact both the road deposits and Wall 106. The construction of drainage and other services will also directly disturb these features.

##### 4.4.2 Scale of Impact of the Development Proposals on Potential Heritage Assets

The groundworks for the proposed new dwelling will directly impact the road deposits and the wall 106. Both the road and the wall are very likely to extend beyond the limits of the proposed development site. Therefore, the construction of the proposed houses is likely to only directly impact a small proportion of these features and so the impact on this heritage asset of Low to Medium significance is assessed as causing **less than significant harm**.

#### 4.5 Suggested mitigation of the proposed development impacts

The road deposits are difficult to interpret in the evaluation trench, which investigated a small area on the edge of the road. Recording the road deposits during the excavation of the footings for the proposed new building is likely to expose more metallurgy, but it may not greatly increase our understanding of the road. This could be better achieved by excavating a section across the width of the road. No specific mitigation is proposed for Wall 106. Any archaeological mitigation would follow the advice given by the Local Planning Authority's Archaeological Advisor.

## 5. References

- |                                     |       |   |
|-------------------------------------|-------|---|
| Bellamy, P.,                        | 1991  | 'Observations at Merchant's Garage, High West Street, Dorchester, 1983' <i>Proceedings of the Dorset Natural History and Archaeological Society</i> <b>113</b> , 41-54.   |
| Bellamy, P. S.,                     | 2004  | 'Roman defences at Dorford Baptist Church, Bridport Road, Dorchester' <i>Proceedings for the Dorset Natural History &amp; Archaeological Society</i> <b>126</b> , 166-70. |
| Brown, D. H.,                       | 2011  | <i>Archaeological Archives. A guide to best practice in creation, compilation, transfer and curation</i> . Second Edition, September 2011. Archaeological Archives Forum. |
| ClfA,                               | 2014a | <i>Standard and guidance for archaeological field evaluation</i> . December 2014. Chartered Institute for Archaeologists.   |
| ClfA,                               | 2014b | <i>Standard and Guidance for the Creation, Preparation, Transfer and Deposition of Archaeological Archives</i> . December 2014. Chartered Institute for Archaeologists.   |
| Davies, S. M. & Farwell, D. E.,     | 1990  | 'South Walks tunnel sewer, Dorchester' <i>Proceedings of the Dorset Natural History and Archaeological Society</i> <b>112</b> , 51-6.                                     |
| Davies, S. M. and Seager Smith, R., | 1993  | 'Roman Pottery' in Woodward <i>et al.</i> , 1993. 202-289.  |
| Draper, J.,                         | 1992  | <i>Dorchester. An Illustrated History</i> . Wimborne; The Dovecote Press.   |
| Draper, J.,                         | 2001  | <i>Dorchester Past</i> . Phillimore.  |

- Farrar, R. A. H., 1953 'The Roman wall of Dorchester, Excavation in Albert Road'. *Proceedings of the Dorset Natural History and Archaeological Society* **75**, 72-83
- Heaton, M., 1988 Archaeological Observations at the Grove Garage, Dorchester, Dorset. Wessex Archaeology unpublished client report W281.
- Hey, G. and Lacey, M., 2001 *Evaluation of Archaeological Decision-making Processes and Sampling Strategies*.
- Highways Agency 2007 *The Design Manual for Roads and Bridges, Volume 11, Section 3, Part 2: Cultural Heritage (Highways Agency document 208/07)*
- Hutchins, J., 1863 *The History and Antiquities of the County of Dorset*. Vol. 3, (3rd edition, edited by W. Shipp and J. W. Hodson), 366-7
- Jones, B. and Mattingly, D., 1990 *An Atlas of Roman Britain*. Blackwell.
- Keen, L. J., 1984 'The Towns of Dorset' in Haslam, J. (ed), *Anglo-Saxon Towns in Southern England*. Phillimore. p203-248.
- Martin, P., 2003 'Dorchester, Top O'Town Car Park' *Proceedings of the Dorset Natural History and Archaeology Society* **125**, 166.
- Penn, K. J., 1980 *The Historic Towns of Dorset*. Dorset Natural History and Archaeological Society Monograph No. 1.
- Pope, A., 1918 'The Walks and Avenues of Dorchester' *Proceedings of the Dorset Natural History and Antiquarian Field Club* **38**, 23-33.
- Putnam, W. G., Sunter, N. J., and Greene, J. P., 1969 'Excavations for the Dorchester Excavation Committee, Interim Report, 1969' *Proceedings of the Dorset Natural History and Archaeology Society* **91**, 181-83.
- Putnam, W. G., Bradley, R., Viner, D., and Greene, P., 1970 'Excavations for the Dorchester Excavation Committee, Interim Report, 1970' *Proceedings of the Dorset Natural History and Archaeology Society* **92**, 135-37.
- RCHME 1970 *An Inventory of Historical Monuments in the County of Dorset. Volume Two, South East*. HMSO; London.
- Stacey, L. C., 1986 'The excavation of burials at 8 Albert Road, Dorchester, interim report' *Proceedings of the Dorset Natural History and Archaeology Society* **108**, 184.
- Smith, R. J. C., 1993 *Excavations at County Hall, Dorchester, Dorset, 1988 in the North-West Quarter of Durnovaria*. Wessex Archaeology Report No. 4. (Salisbury; Trust for Wessex Archaeology).
- Sparey Green, C. J., 1986 'Earthworks of Prehistoric or Early Roman Date in the Dorchester Area' *Proceedings of the Dorset Natural History and Archaeological Society* **108**, 193-4.
- Sparey Green, C. J., 1987 *Excavations at Poundbury. Volume 1: The Settlements*. Dorset Natural History and Archaeological Society Monograph No. 7.
- Startin, D. W. A., 1981 'Excavations at South Grove Cottage, Trinity Street, Dorchester' *Proceedings of the Dorset Natural History & Archaeological Society* **103**, 21-42
- Tatler, S. and Bellamy, P. S., 2006 Appian House, Bowling Alley Walk, Dorchester, Dorset: Archaeological Observations and Recording, March 2006. Terrain Archaeology Report No. 53198/3/1, March 2006.
- Terrain Archaeology 2018 Top o'Town House, Bridport Road, Dorchester, Dorset. Written Scheme of Investigation for an Archaeological Evaluation. Unpublished Terrain Archaeology document No. 3490/0/1, March 2018.
- Thorn, C & Thorn, F. 1983 *Domesday Book, Dorset*. Chichester, Phillimore
- Trevarthen, M. 2008 *Suburban Life in Durnovaria: Excavations at the Former County Hospital Site, Dorchester, Dorset: 2000-2001*. Salisbury, Wessex Archaeology.
- Trevarthen, M., 2012a 1 West Walks, Dorchester, Dorset. Archaeological Observations and Recording, July 2012. Terrain Archaeology Report No. 53378/3/1 December 2012

- Trevarthen, M., 2012b Land at Christchurch Court, The Grove, Dorchester, Dorset: Archaeological Observations and Recording During Construction of New Car Park, March 2012. Terrain Archaeology Report No. 53364/3/1 March 2012.
- Woodward, P. J., 1994 'Dorchester, Great Western Road, SY 68999028. (DCM Entry 1896)' *Proceedings of the Dorset Natural History and Archaeology Society* **116**, 130.
- Woodward, P. J., Davies, S. M., and Graham, A. H., 1993 *Excavations at the Old Methodist Chapel and Greyhound Yard, Dorchester, 1981 -1984*. Dorset Natural History and Archaeological Society Monograph No. 12



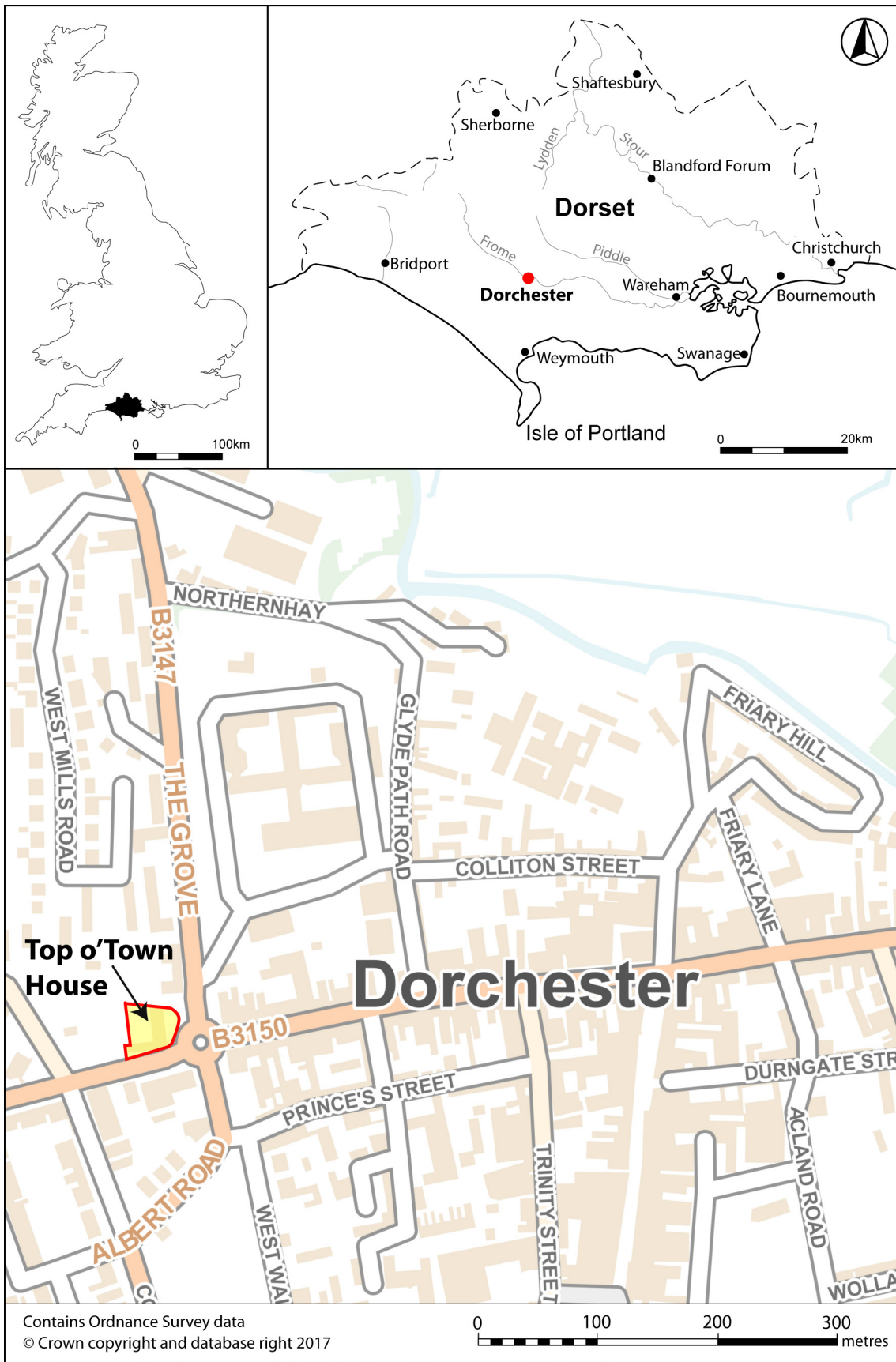


Figure 1: Site Location.

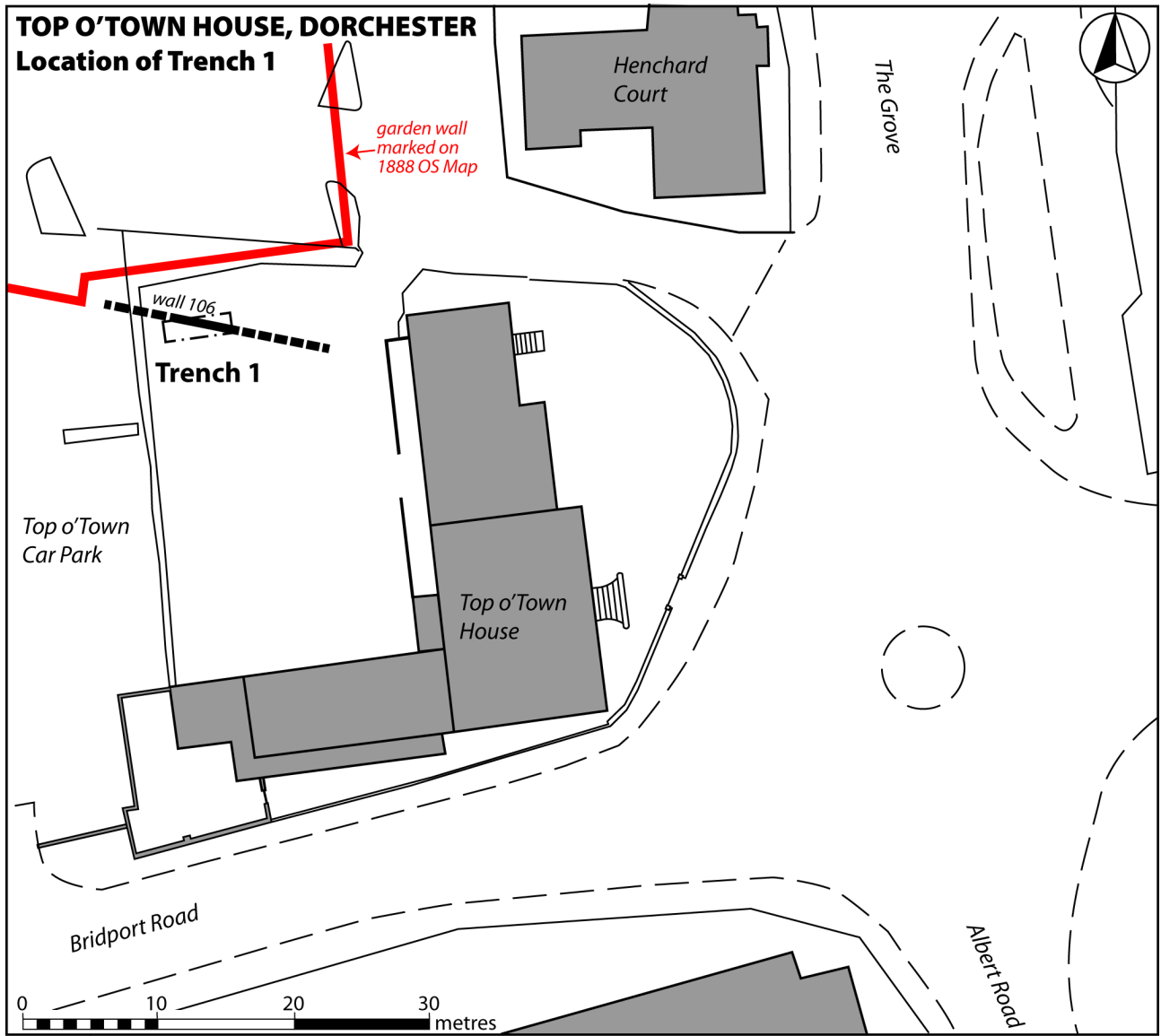


Figure 2: Location Plan of Trench 1.

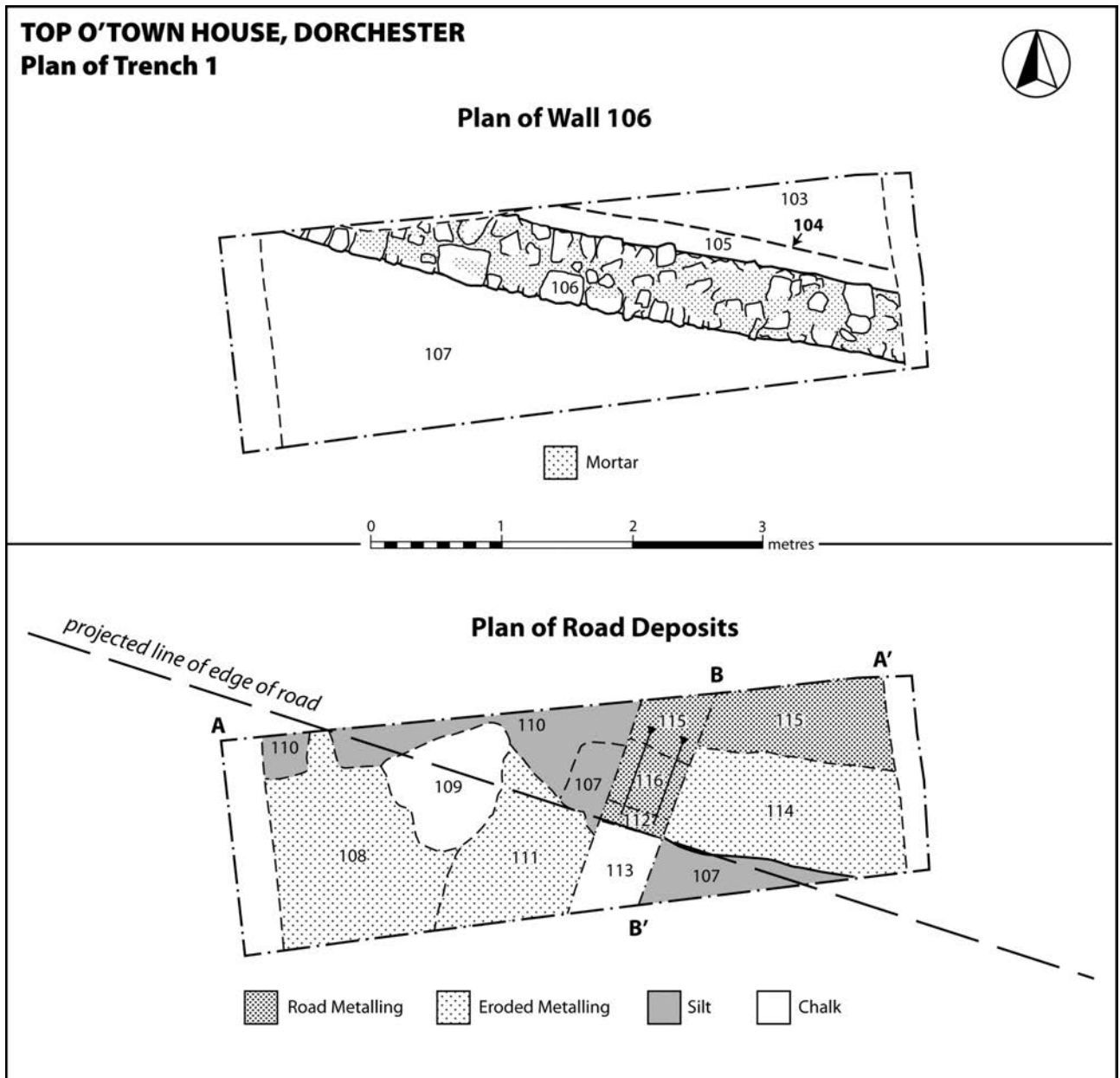


Figure 3: Plan of Trench 1.

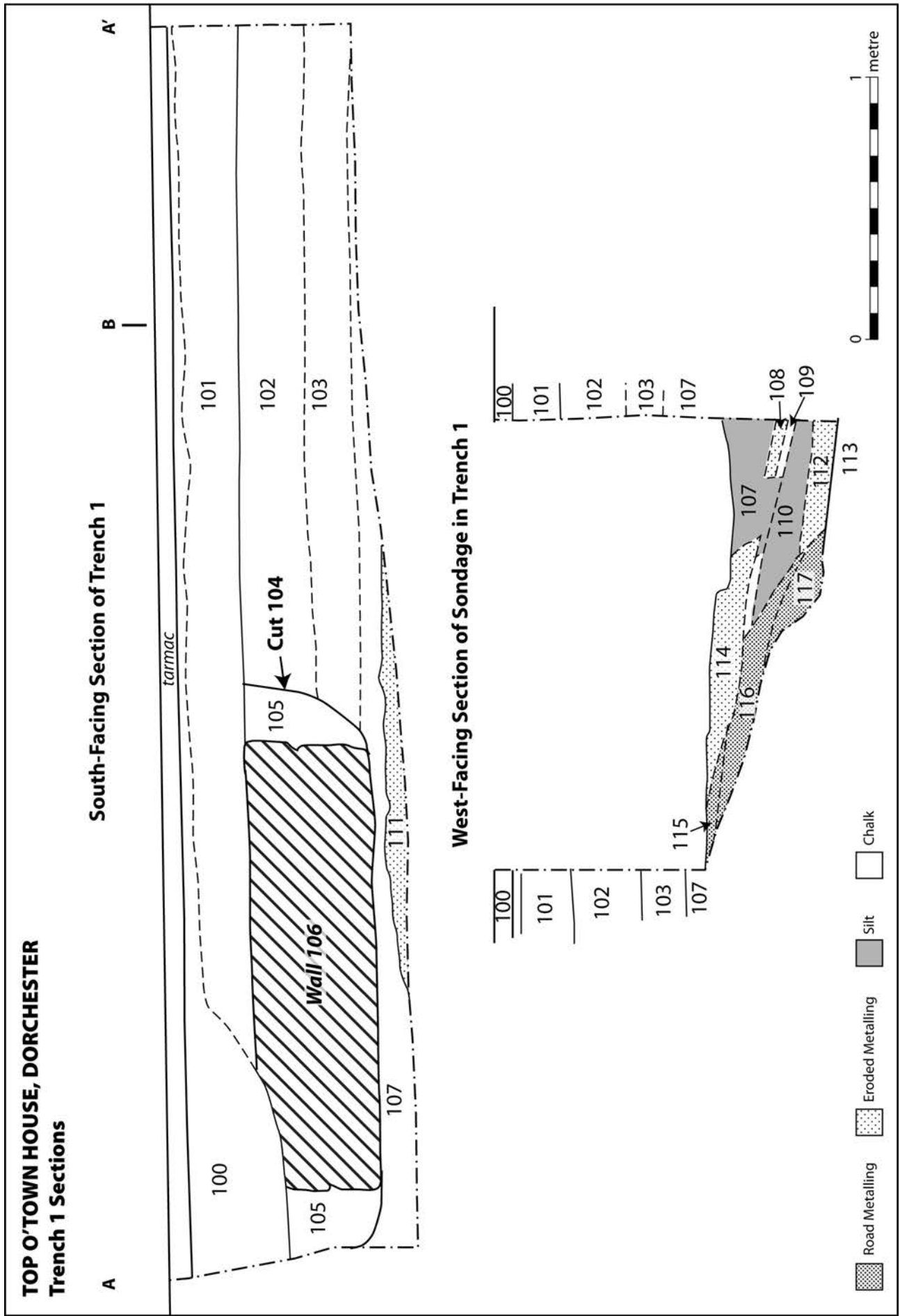
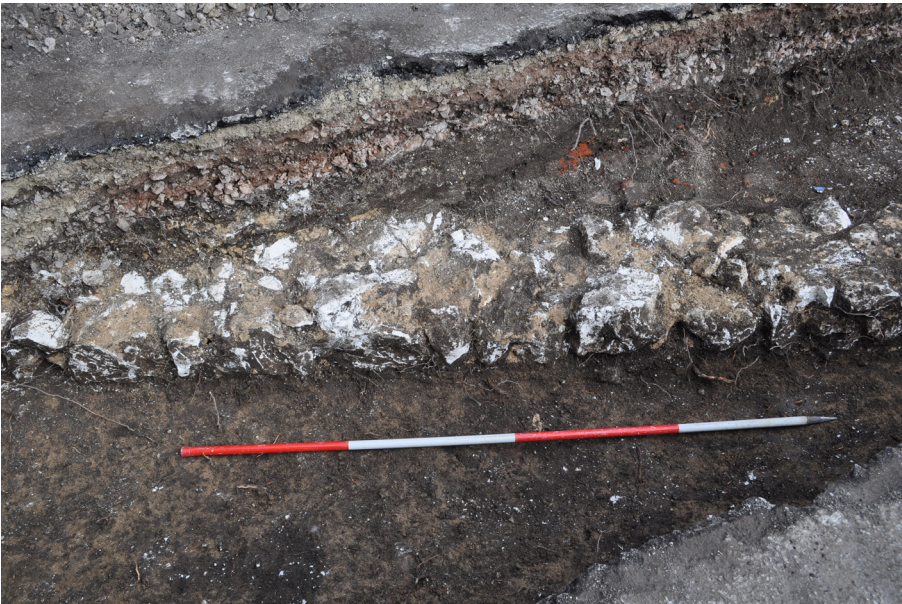


Figure 4: Sections of Trench 1.





*Plate 1: Wall 106 viewed from east. 1m & 2m scales.*



*Plate 2: Detail of Wall 106, viewed from south. 2m scale.*



*Plate 3: Road gravels etc after initial cleaning. Viewed from West. 1m & 2m scales.*





*Plate 4: Road gravels 115 and 114, with silt 107 in foreground. Viewed from South. 1m scale.*



*Plate 5: Slot excavated across road gravels and silting to south. Viewed from East. 1m scale.*



*Plate 6: Excavated slot across road gravels and silting to south. Viewed from West. 1m scale.*



## Appendix 1: Trench Summary

### Trench 1

Length: 5.0 m; Width 1.5 m; maximum depth 1.3 m.

Context	Description and Interpretation	Depth (m) below ground level
100	<b>Modern Car Park Surface:</b> 90mm tarmac over modern light and dark grey crushed limestone aggregate.	0.00 – 0.45m
101	<b>Lower Car Park Make-up:</b> Layer of modern banded crushed limestone with dark loamy soil lenses. Below 100.	0.10 – 0.35m
102	<b>Garden Soil:</b> Dark greyish-brown silty loam with moderated brick, mortar, chalk and limestone fragments and flint nodules. Across whole of the trench below 101.	0.35 – 0.60m
103	<b>Chalky Soil:</b> Dark greyish-brown silty clay loam with common small chalk lumps and occasional flint and limestone fragments. Below 102.	0.60 – 0.80m
104	<b>Construction Cut for Wall 106:</b> Linear straight-sided cut into soil layer 103 along north side of wall 106. Up to 0.2m deep. Contains wall 106 and filled with 105.	0.35 – 0.80m
105	<b>Fill of Cut 104:</b> Loose dark yellowish-brown silty loam with occasional chalk lumps, brick and mortar fragments and flint. Fill of 104.	0.35 – 0.80m
106	<b>Wall:</b> Mortared chalk block wall, about 0.5m wide aligned roughly WNW-ESE. Possibly Garden or Boundary Wall. Roughly two courses high (0.35m).	0.35 – 0.80m
107	<b>Silty Soil over Road 118:</b> Firm mid buff clay loam with sparse chalk flecks.	0.8 – 1.05 m
108	<b>Flint Cobbling:</b> 0.1m thick layer of flint gravel and broken flint cobbles 30–100mm across in a dark greyish-brown gritty clay loam matrix. In west end of trench, below 107 and above 109. Partly disturbed by machine.	0.95 – 1.05m
109	<b>Redeposited Chalk:</b> Thin layer of hard packed redeposited chalk 30mm thick below flint cobbling 108. Partly disturbed by machine.	1.05 – 1.10m
110	<b>Silty Clay Layer:</b> Soft dark yellowish-brown sandy silty clay with occasional small flint. Below chalk 109 and above flint cobble layer 112. Lower part of silty layer 107?	1.00 – 1.20m
111	<b>Flint Metalling:</b> Hard packed flint cobble layer in a dark grey silty loam matrix at a higher stratigraphic level than 108. Within layer 107.	0.85 – 0.95m
112	<b>Basal layer of eroded road metalling:</b> Hard-packed small flint cobble layer in dark greyish-brown clay loam matrix. Above natural chalk 113. .	1.20 – 1.30m
113	<b>Natural Chalk:</b> Weathered natural chalk bedrock.	1.3 m+
114	<b>Weathered flint metalling:</b> Hard packed flint cobbles in a dark greyish-brown clay loam matrix. Over metalling 115 and 116.	0.85 – 0.95m
115	<b>Road Metalling:</b> Hard-packed small flint gravel in an orangey-brown sand. 60mm thick. Over metalling 116 and below 114.	0.80 – 0.90m
116	<b>Road Metalling:</b> Hard orangey-brown sandy clay with very frequent flint cobbles and nodules.	0.90 – 1.15m
117	<b>Basal Layer of Road Make up:</b> Large flint cobbles and nodules in hard redeposited chalk matrix. 0.15m thick. Directly overlying natural chalk 113.	1.15 – 1.30m
118	<b>Gravel Road:</b> Group number for gravel road composed of contexts 115, 116, 117.	0.85 – 1.30m