



# Hive Beach Car Park, Burton Bradstock, Dorset

Archaeological Observations and Recording during Installation of Electricity Supply to Car Park Hut



Report No. 53544/3/1

February 2020



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## Project Report Summary Page

Project Details			
<b>OASIS Reference</b>	terraina1-386540 & terraina1-386545		
<b>Project Title</b>	Electricity Supply Hive Beach Car Park, Burton Bradstock, Dorset		
<b>Short Description of Project</b>	Terrain Archaeology carried out archaeological observations and recording during the excavation of a trench for a new duct to supply electricity to the National Trust Hive Beach Car Park Hut. No significant archaeology was revealed.		
<b>Project Dates</b>	Start: 24-02-2020	End: 24-02-2020	
<b>Previous/Future Work</b>	Yes/No		
<b>Project Code</b>	53544		
<b>Monument Type and Period</b>	None		
<b>Significant Finds</b>	None		
Project Location			
<b>County/District/Parish</b>	Dorset/ West Dorset/ Burton Bradstock		
<b>Site Address</b>	Hive Beach, Burton Bradstock, DT6 4RF		
<b>Site Coordinates</b>	SY 4915 8887		
<b>Site Area</b>	5.7 m <sup>2</sup>		
<b>Height OD</b>			
Project Creators			
<b>Organisation</b>	Terrain Archaeology		
<b>Project Brief Originator</b>	The National Trust		
<b>Project Design Originator</b>	Terrain Archaeology		
<b>Project Supervisor</b>	Peter Bellamy		
<b>Project Manager</b>	Peter Bellamy		
<b>Sponsor or Funding Body</b>	The National Trust		
Project Archive			
<b>Archive Type</b>	<b>Physical</b>	<b>Digital</b>	<b>Paper</b>
<b>Location/Accession No</b>	No physical archive	No digital archive	No paper archive
<b>Contents</b>			

# Hive Beach Car Park, Burton Bradstock, Dorset

## Archaeological Observations and Recording during Installation of Electricity Supply to Car Park Hut, February 2020

### 1. Introduction

#### 1.1 Project introduction

Terrain Archaeology was commissioned by the National Trust to carry out archaeological observations and recording during works to install an electricity supply to the National Trust Hut in the Hive Beach Car Park, Burton Cliff, Burton Bradstock, Dorset.

The fieldwork was carried out on the 24th February 2020 by Peter Bellamy.

#### 1.2 Brief

No written brief for the works was produced by, or on behalf of, the National Trust.

#### 1.3 Site Location

Hive Beach Car Park is on National Trust land, part of the Burton Cliff property, southeast of Burton Bradstock village, immediately adjacent to Hive Beach (Figure 1). It lies in a shallow valley running roughly N-S, with the ground rising up to Bind Barrow to the east and West Cliff to the west. It rises gently to the north from a height of about 8.0 m to about 13.5 m above Ordnance Datum. The present works are focussed at the north end of the main car park, centred on NGR SY 4915 8887 (Figure 2).

#### 1.4 Geology

The solid geology is mapped as mudstone of the Frome Clay Formation (<http://mapapps.bgs.ac.uk/geologyofbritain/home.html>). No Superficial Deposits are recorded.

#### 1.5 Archaeological and Historical Background

There has been no direct evidence for prehistoric and Roman activity recovered specifically from the area of the Hive Beach car park. There are a number of heritage assets known from the immediate vicinity. Bind Barrow, a probable Bronze Age round barrow, lies on the top of the hill immediately east of the site (RCHME 1952, 60). To the west, two Roman Republican coins have been reported from the site of Burton Villas (now Barton Olivers and Burton Cliff) (Boswell-Stone 1893). The absence of other Roman coinage from this site suggests these may be Iron Age imports.

The site formed part of the strip fields of Burton Bradstock in the medieval period and there are traces of medieval strip lynchets on the slopes around the site (Bellamy and Trevarthen 2010). The land was part of the Pitt Rivers Burton Bradstock estate from the late 19th century and appears to have been pasture land in the post-medieval period. The field was first used as a car park in the 1930s, following the construction of the current Beach Road, which allowed direct access to the beach in this area. The land was sold by Pitt Rivers in 1958 and was acquired by the National Trust in 1973 (Gale 2007).

Burton Bradstock played a significant if minor part during World War II (Evans 1995). Burton Freshwater and Burton Beach were identified as potential landing places and were defended by dragon's teeth and a number of minefields laid all along this part of the coast. Burton Bradstock was designated as an anti-tank island to be defended by F Company of the Home Guard. A number of pillboxes were constructed, that at Bind Barrow having a thatched roof as camouflage. In September 1940 Home Defence Regiments RA were formed for coastal defence and Burton was part of the area covered by 947 Battery of the 10th Defence Regiment. There was a 6-pounder gun emplacement at Cogden Beach and three searchlights were set up on Bind Barrow and Hive Beach. By 1941, there were 6-pounder

guns at Bridemouth, and Burton Bradstock together with 4-inch guns on Burton beach and Southover. In July 1941 the 8th and 9th Essex regiments manned the light guns formerly the served by 947 Battery, which included 6-pounder guns at Burton Bradstock, West Bexington and East Bexington. The 9th Essex D Company had two platoons and Burton Freshwater and one at Southover. The Home Guard took over the beach defences from the regular troops in the spring of 1942. At the south end of the car park are the remains of a former army hut that probably dates to c. 1940 and may have been used by the searchlight crews (Trevarthen and Bellamy 2009a).

## 1.6 Previous Archaeological fieldwork

Terrain Archaeology undertook an investigation of the remains of a World War II building base in the south end of the car park in March 2009 (Trevarthen and Bellamy 2009a). A watching brief was maintained by Terrain Archaeology during the construction of the car park in April 2009 (Trevarthen and Bellamy 2009b). This revealed the remnants of a former pond in the lower part of the car park, but otherwise little of archaeological significance was found. Hive Beach formed part of a Historic Landscape Survey undertaken for the National Trust by Terrain Archaeology in 2009–10 (Bellamy and Trevarthen 2010).

## 1.7 Aims and Objectives

The aim of the Archaeological Observations and Recording was to establish and make available information about the archaeological resource existing on the site.

Its objectives were:

- To observe and record all the *in situ* archaeological deposits and features revealed during the groundworks to an appropriate professional standard.
- To present the results in a report to the appropriate standard.

## 1.8 Groundworks

The ground works consisted of the excavation by machine of a trench about 19 m long between the existing electricity supply which runs just inside the fence line on the east side of the car park to the wooden hut at the north end of the car park. This trench was 0.3 m wide and 0.8 m deep. A strip 3.3 m long and 0.3 m wide was dug along the line of the existing electricity cable line to expose the duct (Figure 2; Plates 1–2).

## 1.9 Methods

The observation and recording of the groundworks was undertaken to the standards of the Chartered Institute of Archaeologists (CIfA 2014), with an archaeologist in attendance during the excavation of the trench for the new electricity duct.

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. The photographic record of the work was maintained in digital format, and included aspects of its setting, conduct and technical detail.

## 1.10 Archive and Dissemination

### 1.10.1 Paper Archive

No paper archive will be retained beyond the end of the project.

### 1.10.2 Artefacts

No artefacts or other materials were recovered from the site.

### 1.10.3 Report

A copy of this report will be lodged with Dorset Council's Historic Environment Record (HER) and with the National Trust HBSMR. The Dorset 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 *terrains1-386540* and *terrains1-386545*. A digital copy of this report will be uploaded for inclusion in the Archaeological Data Service (ADS) online 'grey literature' library.

## 2. Results

### 2.1 Natural Deposits

The natural deposits appeared to dip down towards the east. At the base of the trench at the west end was a yellowish-brown silty clay (105), below a 0.4 m thick band of angular Inferior Oolite (104). This was covered by a layer of dark reddish-brown silty clay (102) with a mid reddish-brown silty clay layer (101) above, immediately below the topsoil in the east part of the trench.

### 2.2 Car Park Deposits

The trench crossed the gateway into the overflow car park to the north, cutting through the car park metalling (Plate 3). This consisted of a 0.22 m thickness of orange gravel over dark grey stone scalplings on a base of pale grey crushed stone (103).

### 2.3 Topsoil

The topsoil was a 0.15 m thick layer of brown silty clay and grass (100), which covered the whole length of the trench, except where it crossed the gravelled entrance to the overflow car park.

## 3. Finds

### 3.1 Finds Assemblage

No finds were during the observations the observations.

## 4. Discussion and Conclusions

### 4.1 Discussion

The excavation of the trench for the new electricity duct did not disturb any archaeological features or deposits, other than modern deposits associated with the car park. No finds were recovered.

### 4.2 Conclusions

The archaeological observations and recording confirmed that no significant archaeology was disturbed during the installation of the new electricity supply.

## 5. References

- Bellamy, P. and Trevarthen, M., 2010 *Burton Bradstock, Cogden Beach and West Bexington: Historic Landscape Survey*. Terrain Archaeology Report No. 53297-1-1, December 2010.
- Boswell-Stone, W. G., 1893 *Pre-historic and Roman Remains in West Dorset and the Neighbourhood of Bridport*. (Bridport; Frost).
- CIfA, 2014 *Standard and guidance for an archaeological watching brief. December 2014*. Chartered Institute for Archaeologists.
- Evans, D., 1995 'Bridport and West Bay at War'. Unpublished manuscript. (Bridport Museum Local Studies Collection).
- Gale, E. B., 2007 *Two Days One Summer*. (Bridport; Time and Tide).
- RCHME 1952 *An Inventory of Historical Monuments in the County of Dorset. Volume one, West*. London; HMSO.
- Trevarthen, M. and Bellamy, P., 2009a WWII Building, Hive Beach Car Park, Burton Bradstock: Archaeological Evaluation, March 2009. Terrain Archaeology Report 53303/2/1. Unpublished Client Report
- Trevarthen, M. and Bellamy, P., 2009b Car Park Improvements, Hive Beach Car Park, Burton Bradstock: Archaeological Observations and Recording, April 2009. Terrain Archaeology Report 53306/3/1. Unpublished Client Report

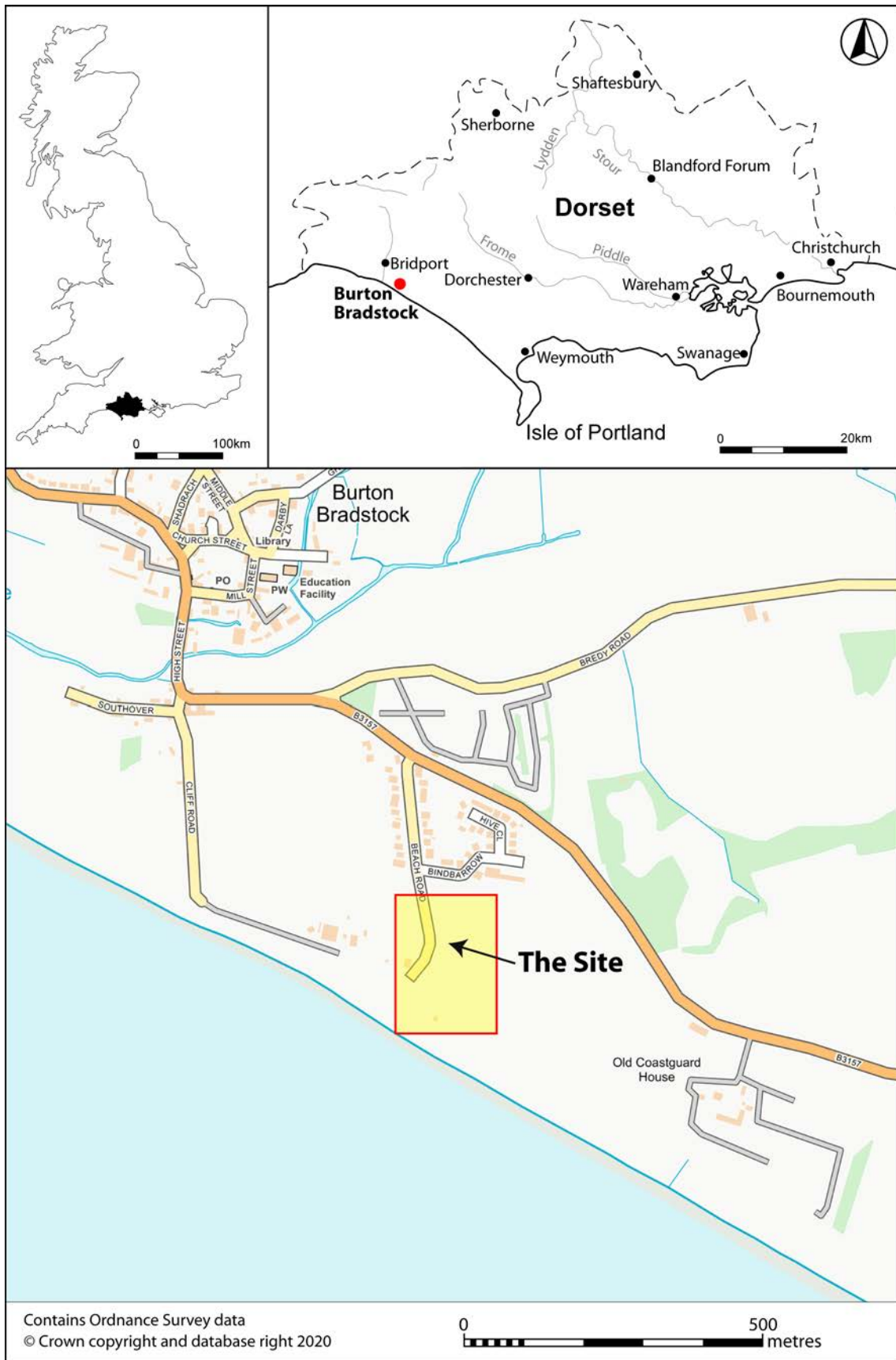


Figure 1: Site Location.

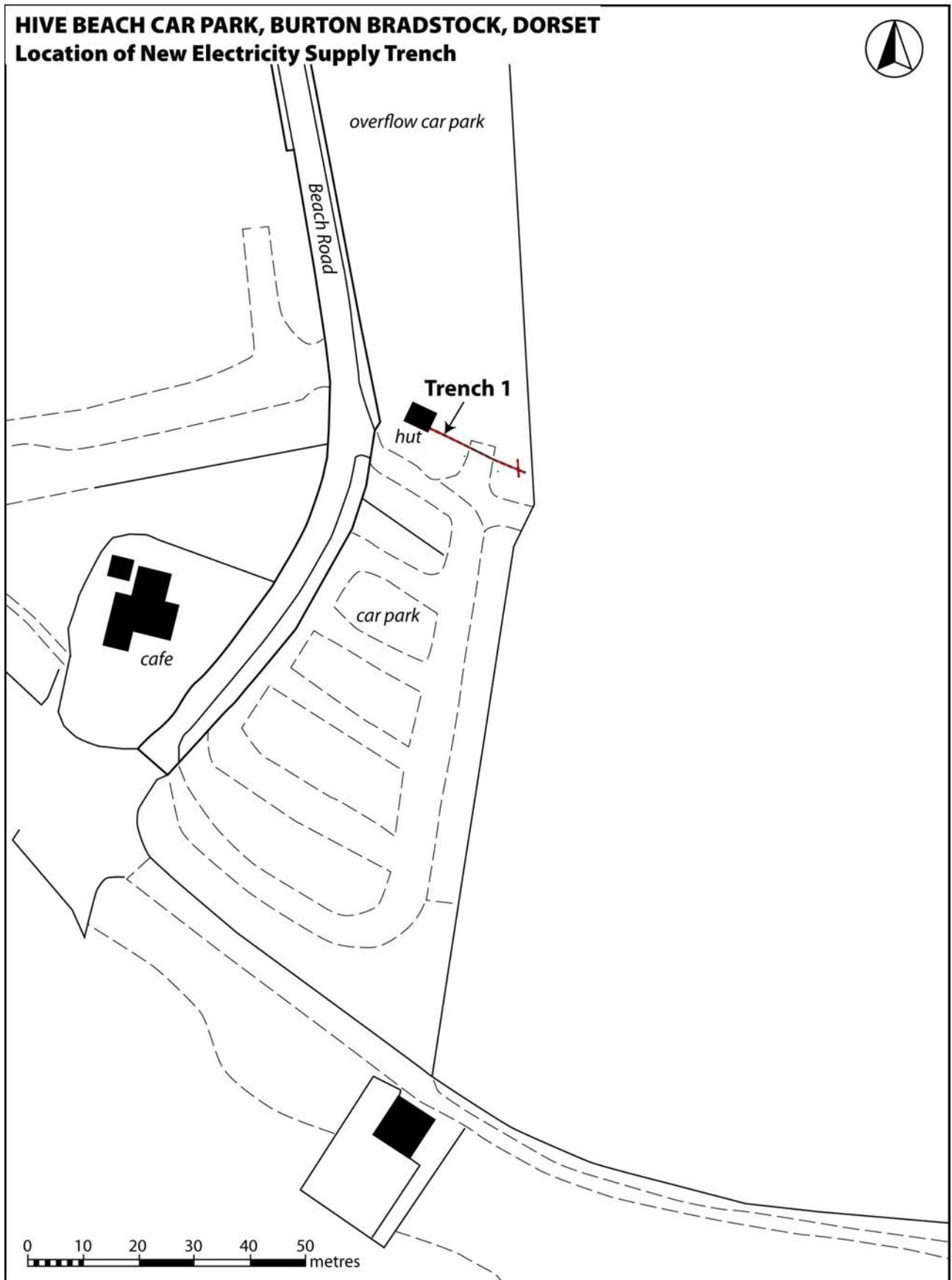


Figure 2: Location of Trench 1.



Plate 1: General view of trench during excavation, looking NW.



Plate 2: Trench after excavation, looking west. 2m & 1m scales.



Plate 3: Car Park deposits 103, looking south. 2m & 1m scales.

## Appendix 1: Context Summary

### Trench 1

Length: 19 m; Width 0.30 m; maximum depth 0.8 m.

Context	Description and Interpretation	Depth (m) below ground level
100	<b>Turf and Topsoil:</b> Dark brown silty clay.	0.00 – 0.15m
101	<b>Natural:</b> Mid reddish-brown silty clay.	0.15 – 0.55m
102	<b>Natural:</b> Dark reddish-brown silty clay.	0.55m +
103	<b>Car Park Surface:</b> Orange hogging over dark grey scalpings over pale grey crushed stone.	0.00 – 0.22m
104	<b>Natural:</b> Band of broken angular Inferior Oolite limestone below 102.	0.40 – 0.80m
105	<b>Natural:</b> Yellowish-brown silty clay.	0.80m +